Indianapolis Historic Preservation Commission (IHPC)

HEARING AGENDA

Wednesday, July 1, 2026, 5:30 P.M.
2nd Floor, Public Assembly Room, City-County Building
200 East Washington Street, Indianapolis, Indiana

BUSINESS

I. CALL TO ORDER

II. APPROVAL OF MINUTES

JUNE 2026 IHPC HEARING MINUTES — *Page 3*

III. OLD BUSINESS – NO PUBLIC HEARING

2023-COA-017 (CH) — **828 NORTH ORIENTAL STREET / 1323 EAST 9TH STREET** — *Page 17*
KEITH PAYNE
COA extension

IV. NEW BUSINESS – NO PUBLIC HEARING

NONE

PUBLIC HEARING

V. REQUEST TO WITHDRAW OR CONTINUE APPLICATIONS

2026-COA-111 (FP) — **501 & 555 (AKA 551) EAST LOUISIANA STREET and 304 & 306 SOUTH COLLEGE AVENUE** *(continue to the August 5, 2026)* — *Page 21*
BUCKINGHAM COMPANIES
Construct townhomes, rezone from C-7 and I-4 to D 8 with Variances of Development Standards to exceed maximum lot size & for a reduced front building line

VI. EXPEDITED CASES

2026-COA-178B (HMP) — **2020 NORTH NEW JERSEY STREET** — *Page 23*
HANNAH ABLE
Work completed without approval: demolish and reconstruct historic rear addition

VII. APPLICATIONS TO BE HEARD (CONTINUED)

2026-COA-009 (RP) & 2026-VHP-008 — **1010 DR MARTIN LUTHER KING JR STREET** — *Page 27* *Submittal Page 165*
JOSEPH CALDERON
Construct new commercial building & parking lot; site improvements; Variances of Development Standards to allow less front setback than required

2026-COA-057 (WD) — **231, 235 & 239 SOUTH MERIDIAN STREET** — *Page 55* *Submittal Page 209*
JENNIFER MILLIKEN
Demolish three historic buildings, maintaining only the front facades, constructing new single building behind the facades, alterations and repairs to remaining historic front facades, install signage, site alterations

2026-COA-144 (CH) & 2026-VHP-007	**1204 POLK STREET** **MICAH HILL** Demolish rear of house; construct new addition; make repairs to existing building; construct garage apron; alter openings; Variances of Development Standards to allow a fence in the right-of-way, and for fence location in the clear-sight triangle	***Page 83 Submittal Page 287***

VIII. APPLICATIONS TO BE HEARD (NEW)

2026-COA-198 (CH)	**950 DORMAN STREET** **RUSSELL BROWN** Expand existing surface parking lot and site improvements	***Page 99 Submittal Page 296***
2026-COA-206 (CH)	**929 STILLWELL STREET** **MATTHEW PEYTON** Construct single-family house and 3-car garage	***Page 113 Submittal Page 340***

IX. PRELIMINARY REVIEW

NONE

X. APPLICATIONS TO BE HEARD – WORK STARTED WITHOUT APPROVAL

2025-COA-322 AMENDED (FP)	**763 (AKA 767) FLETCHER AVENUE** **MARK CROUCH** Work started without approval amend approved plans for house under construction; & build detached single-story garage	***Page 135 Submittal Page 356***

XI. OLD BUSINESS – TO BE HEARD

NONE

XII. CLOSING BUSINESS

NONE

INDIANAPOLIS HISTORIC PRESERVATION COMMISSIONERS		
William A. Browne, Jr., President	Mayor, City of Indianapolis	January 1, 2024-December 31, 2027
David Baker, Vice President	Indianapolis City-County Council	January 1, 2026-December 31, 2029
Susan Williams, Secretary	Indianapolis City-County Council	February 6, 2023-December 31, 2026
Anjanette Sivilich	Indianapolis City-County Council	February 5, 2024-December 31, 2027
Annie Lear	Indianapolis City-County Council	February 5, 2024-December 31, 2027
Anson Keller	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Disa Watson-Summers	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Krystin Wiggs	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Michael Bivens	Mayor, City of Indianapolis	January 1, 2024-December 31, 2027

To ensure a fair hearing, contacting any member of the Indianapolis Historic Preservation Commission regarding a pending or future proposal is strictly PROHIBITED by the Rules of Procedure and Indiana State statute.

This meeting can be viewed live at https://www.indy.gov/activity/channel-16-live-web-stream. **The recording of this meeting will also be archived (along with recordings of other City/County entities) at** https://www.indy.gov/activity/watch-previously-recorded-programs **or** https://indianapolis.granicus.com/ViewPublisher.php?view_id=3.

Indianapolis Historic Preservation Commission (IHPC)

HEARING MINUTES

Wednesday, June 3, 2026, 5:30 P.M.
2nd Floor, Public Assembly Room, City-County Building
200 East Washington Street, Indianapolis, Indiana

Commissioners
Present: William Browne (WB), Anson Keller (AK), David Baker (DB), Anjanette Sivilich (AS), Susan Williams (SW), and Michael Bivens (MB).
Absent: Krystin Wiggs, Annie Lear, and Disa Watson-Summers.

Staff
Present: Meg Busch (MEG), Christopher Steinmetz (CS), Emily Jarzen (EJ), Shelbi Long (SL), Morgan Marmolejo (MM), Caroline Emenaker (CE), and Miriam Burkett (ML).

BUSINESS

I. CALL TO ORDER

WB called the meeting to order at **5:33 p.m.**

II. APPROVAL OF MINUTES

MAY 2026 IHPC HEARING MINUTES

MOTION TO APPROVE THE MINUTES: MB moved to approve the minutes from the May 2026 IHPC Hearing. **AK** seconded. The motion was approved **6-0.**

III. OLD BUSINESS – NO PUBLIC HEARING

NONE

IV. NEW BUSINESS – NO PUBLIC HEARING

NONE

PUBLIC HEARING

WB made introductory comments.

MM swore in those from the public who intended to speak.

V. REQUEST TO WITHDRAW OR CONTINUE APPLICATIONS

2025-COA-489B (CAMA)	**409 MASSACHUSETTS AVENUE** **JUSTIN KINGEN** Solution for trash cans in right of way

MEG read the request to withdraw.

CASE WITHDRAWN

VI. EXPEDITED CASES

2026-COA-147 (HMP) & 2026-VHP-006	**1708 NORTH PENNSYLVANIA STREET** **JULIE ZENT** Expand parking lot; improve existing lot; Variance of Use to allow a commercial parking lot in a dwelling district (D8); Variance of Development Standards to allow less street frontage trees than required

WB recused himself from this vote.

MOTION TO APPROVE THE COA: SW moved to approve the COA. **AS** seconded. The motion was approved **5-0**.

MOTION TO APPROVE THE VARIANCES: SW moved to approve the VHPs. **AS** seconded. The motion was approved **5-0**.

2026-COA-156 (HMP) **2142 NORTH NEW JERSEY STREET**
MELISSA IANNUCCI
Construct single-family residence, detached garage, in-ground pool & a pergola

MOTION TO APPROVE THE COA: SW moved to approve the COA. **AS** seconded. The motion was approved **6-0**.

VII. APPLICATIONS TO BE HEARD (CONTINUED)

2026-COA-054 (HMP) **1933 NORTH TALBOTT STREET**
NICOLE QUINT & BROC JACKSON
Additions on existing non-historic garage to provide for living space

Nicole Quint, 1933 N. Talbott St., presented the case.

No one spoke in support or remonstrance.

MM made staff comments.

MOTION TO APPROVE THE COA: DB moved to approve the COA as read by **MEG** and subject to the 9 stipulations and one note. **MB** seconded. The motion was approved **6-0**.

VIII. APPLICATIONS TO BE HEARD (NEW)

2026-COA-009 (RP) & 2026-VHP-008 **1010 DR MARTIN LUTHER KING JR STREET**
JOSEPH CALDERON
Construct new commercial building & parking lot; site improvements; Variances of Development Standards to allow less front setback than required, and for construction within the required clear-sight triangle

Chris Greisl (CG) of Barnes & Thornburg, 11 S. Meridian St., presented the case. He noted the zoning commitments made in agreement with the neighborhood. He further added that DPW was not requiring a traffic impact study to be completed by the project. He additionally addressed the concerns regarding truck servicing of the site and that there are no concerns in this area.

No one spoke in support of the project.

Candyce Offett of Ransom Place Neighborhood Association, 847 N. California St., **Paula Brooks (PB)**, 948 Camp St./1042 Dr. MLK St., **Carlette Duffy of M.E.D.I.C.,** 1329 Fall Creek Pkwy E. Dr., **Meg Storrow (MS) of Mass Ave Cultural District,** 576 E. Vermont St., **Matt Brown of Westside Development**, 9563 Irishman's Run Ln., Zionsville, IN, **Lynn Johnson,** 923 N. California St., **Steve Nelson,** 839 Paca St, and **Councilor Vop Osili of Council District 12,** spoke in remonstrance of the project.

SL made staff comments. She noted that staff is deferring to DPW for their determination regarding the traffic study.

AK asked if the site had been remediated of any site contamination.

Paul Mohit Kumar (PK) of Superjams, 5816 Victory Ave., stated that the site had been cleared of any contamination.

AK noted that the issues with traffic are larger than just a single site, and not something the Commission can hold one site accountable for. He added the design has improved since the original proposal, but there are some additional changes that need to be made.

SW agreed with **AK** that the applicant cannot be held responsible for the traffic issues of the intersection.

AS asked if the applicant was aware of the road construction set to occur near their proposal.

MB asked about the lighting and overall upkeep of the property. He additionally asked about temporary signage and outdoor ice machine.

PK stated that the proposed design for this location will not match his existing locations. This design was created to follow the IHPC standards.

DB stated that it would be rare that any use on this site would not have to deal with the traffic issue. He added that there were not many comments on the architecture of the building. He asked staff what would occur if unapproved items showed up on the site.

SL stated that signage and outdoor operations are not permitted in C-3 and would be subject to review.

WB asked if there was any flexibility with operating hours. He added that outdoor signage and operations would not be appropriate for the site. He further stated that the INDOT RFP is a very real change that will be occurring at the intersection by this site, which will hopefully solve the traffic issues in this area. He made comments regarding sense of entry for the structure.

DB asked if commitments could be made regarding hours of operation, lighting, and signage.

CG stated the applicant would be open to adding additional commitments.

AK added that lighted signage and advertisements in windows in a concern. He stated he would like to add a stipulation to restrict thought items. He added that with the current roadwork occurring in the area, a traffic study completed today may not be accurate either.

CG gave final applicant comments, he focused on their commitment to following the historic area plan, truck traffic, and their low impact on traffic as a whole.

John Nierzwicki of Contour, 984 Logan St**.,** Noblesville, IN**,** presented information regarding the truck traffic of the site. He further stated that he has been in communication with traffic engineers from DPW

regarding the case. He confirmed that the project does not reach the threshold of the City to require a new traffic study. He added their impact is so low with the rate of traffic through the intersection, their impact is around 1-2%.

PK addressed the hours of operation.

PB addressed the Commission out of form for a public hearing.

WB stated the Commission is not able to speak on the traffic issue, it is not something we have purview over. He closed the public comment portion of the case.

CG asked if the variance and the COA were being continued. He further asked if the next hearing will discuss design changes.

WB confirmed both components of the case will be continued and the Commission will address the design and operational issues.

MEG clarified that for next month, there will need to be a resolution to the commitment for hours of operations for the next hearing.

MOTION TO CONTINUE THE APPLICATION: DB moved to continue the COA to the **July 1, 2026, IHPC Hearing**. **AS** seconded. The motion was approved **6-0.**

2026-COA-057 (WD) **231, 235 & 239 SOUTH MERIDIAN STREET**
JENNIFER MILLIKEN
Demolish three historic buildings, maintaining only the front facades, constructing new single building behind the facades, alterations and repairs to remaining historic front facades, install signage, site alterations

WB recused himself. **DB** chaired.

Mike Balog (MIKE) 11312 Hazel Dell Pkwy, Carmel, IN, presented the introduction of the case and the background of the structures.

Ashley King (KI) of Woolpert, 224 N. Alexander St., New Orleans, LA, presented the condition of the existing structures, challenges with adapting the structures for proposed use, and alterations that will be made to the front facades of the structures.

Tim Ochs (TO) of Ice Miller 1 American Sq, Ste. 2900, presented additional comments on the changes to the plans based on the Commission's comments from the April 2026 Preliminary Review.

No one spoke in support of the project.

Mark Dollase of Indiana Landmarks, 1201 Central Ave., spoke in remonstrance of the case. He added that history is not made within facades, history is made within buildings. He added Indiana Landmarks may be willing to fund additional analysis on the buildings to preserve more of the structures.

SL made staff comments.

SW noted this was an exciting project. She noted that the tour of the

structures was beneficial for her. She stated she had a few questions but will hold those for a bit.

AK stated he believes the treatment of the façade is appropriate overall. He asked for clarification on the differences between the double hung windows on the 3rd floor and the fixed windows on the first two floors.

KI clarified that all the openings are double-hung, but only the front, third floor will be operational.

AK stated he believes the windows wrapping onto the south façade is not appropriate for this building. He adds that they will need to wrap the entirety of the façade onto the south façade for it to be more appropriate. He further asked the sizes of the lots.

TO stated the widths of the lots range from 21 to 25 feet per building with 195 in length.

AK added that the original purpose of the buildings is not a function present in Indianapolis anymore and it would be hard to fit any use into the current size of the buildings. He further added the deferred maintenance of the buildings makes them difficult to utilize. He stated there is a lack of history, work of a master, and other criteria to justify denial of the demolition.

DB read the following text as a script during the hearing:

I attended meeting at Ratio; toured bldgs..; missed Prelim. Review, but watched it.

HISTORY

Let's go back before CC Mall was built. The project site included many historic buildings and portions of the site were in the WD, which had been placed on the National Register in 1982.

When the City and Melvin Simon & Associates were developing plans for CC Mall, their intent was to clear the entire site of all buildings. But, when federal funds were sought to assist in the project, the City was required by Section 106 of the HP Act of 1966 to take into account the project's effect on historic resources. That was done by entering into a MOA with the Federal Advisory Council on HP regarding how those historic resources would be handled.

The MOA was negotiated between representatives of the Simon organization, the City, the State Historic Preservation Office, and a consortium of 3 local preservation organizations.

*But at that time, the WD was **not** yet locally designated, so the IHPC was **not** a party to any of the decision regarding which historic buildings were to remain, to be demolished, have their facades retained in-place or rebuilt at a different location.*

The Advisory Council had concerns that CC Mall would result in in-direct development pressures that could affect the surviving historic commercial buildings in the surrounding NR District. therefore, the City

agreed to protect the WD by creating a local historic district under the IHPC.

When the IHPC completed the designation in 1990, it accepted all the decision already made in the MOA regarding buildings in the project area, but applied its traditional guidelines to the rest of the WD.

That brings us to today…36 years later…and we're charged with protecting the surviving historic commercial buildings in the WD from the direct and indirect influences of new development.

OUR CRITERIA FOR CONSIDERING DEMOLITION

If we approve demolition, it must be based on at least one of four criteria.

1. *The buildings pose an immediate and substantial threat to the public safety. NO*
2. *The buildings or parts to be demolished do not contribute to the historic character of the structure or the district or the context. NO*
    a. *These buildings are among the oldest in the WD…and in Indpls.*
    b. *These <u>buildings</u> have a history…not just their facades.*
3. *These buildings cannot be put to any reasonable economically beneficial use for which they are or may reasonably be adapted without approval of demolition. That has been argued, but NO…I do not buy it.*

Story of the 4 buildings on the north half of this same block.

- *Many years ago, all 4 buildings were vacant, for sale and in bad condition.*
- *I was the IHPC staff administrator at the time.*
- *Developer sat in my office and told me he wanted to but them, tear them down and make a parking lot, which in his mind was much more needed than those derelict buildings.*
- *He then listed for me all the reasons that these buildings were NOT suitable for redevelopment: Deterioration, unworkable floorplates, and worst of all… "the floors do not line up."*
- *I told him I did not buy his argument and there is no way the staff would support demolition. He did not apply.*
- *Today…and for many years now: the buildings are beautifully restored and occupied by Kilroy's Bar & Grill, Meridian Lofts (apartments/condos) and Homewood Suites.*

4. *Lastly, the demolition is necessary to allow new development which, in the commission's opinion is of greater significance to the <u>**preservation**</u> of the district then is retention of the buildings.*

I am not convinced that 1) demolition of the oldest buildings serves "preservation", and 2) I am not convinced that this project is impossible to accomplish without such radical demolition…more on that in a minute.

THIS IS WHAT BOTHERS ME ABOUT THIS REQUEST

1. *The attempt to blame the buildings for their deterioration and for the crime associated with past tenants. This argument is wasted on me. Poor maintenance and crime are not the buildings' fault. They are solely the responsibility of the buildings' owners, who control maintenance and leasing.*

2. *The cavalier approach to these buildings.*
    a. *There is no evidence that the owner cared anything about the buildings when acquired other than their location and the land they occupy.*
    b. *There is no evidence that any effort was given to adaptively reuse the buildings or find uses suitable for the buildings. That's not why they were acquired…they were simply "in the way."*

3. *What precedent does this set for the future? We've been told that the owner controls the building to the north. I read in the IBJ that they now own one or more of the buildings to the south. We've been told that this is only the beginning of the owners plans for the area. It is hard to believe that other properties are being acquired because of the buildings that are on them…and not simply because of their location. If this facadectomy is approved, will it become a model for other development? Will much of the historic district simply become new building with historic facades pasted on them?*

I don't know how the others will vote on this, but you clearly do not have my vote tonight, and since there are only 5 of us here, you need us all to vote for it.

Is there any hope of getting my vote? It's going to be difficult. It would take a radical change in the project, one that respects the buildings and their role in the context of the district. I would need to see evidence that a real attempt was made to save more of the buildings.

It's not my role to design your project, but two obvious options come to mind that I think could be explored.

1. *At the Preliminary Review, Commissioner Bivens threw out a perfectly reasonable suggestion. He asked if you had considered retaining the front portions and removing only the later rear additions. It was immediately dismissed. But if you study the historic Sanborn Maps:*
    a. *Only the front half of each building was originally 3 stories.*
    b. *By 1887, there was still no addition on the rear of Building A, and only a 1-story addition on the rear half of buildings B and C.*
    c. *There is some rational for saving only the front halves…the oldest and original portions…for appropriate uses. And then using the cleared rear half, along with the vacant site to the south, for the new music venue.*

2. *And something else that struck me immediately, since your client has control over the vacant land to the south [HAND OUT DRAWING] I've done a quick and dirty drawing to show that the*

footprint you're proposing for the new building behind the three historic facades could be accommodated in a new building on the vacant site and only affect one historic building, leaving the other two for other appropriate uses. It also has the benefit of filling in a missing gap in the streetscape, rather than maintaining a gap and using it as a service drive-through, as suggested at the Preliminary Review.

You now have the final word. And I'd like to know if you agree with the Staff recommendation to continue the case or if you want us to vote tonight. I recommend "continue and re-consider."

AK added the metal supports on the front of the buildings will need to be removed or replace to be more appropriate, especially the one that is not straight.

KI commented that the plates are existing brick ties to shore up the upper portions of the façade. She added they could investigate straightening them.

AK asked **DB** why he supported the demolition of the CSX building, but is not supporting the demolition of these buildings.

DB stated that he did vote in support of the demolition of the CSX building, but it was painful, however after hearing the testimony and evidence, this was a different situation. He added the fact that CSX was big is immaterial and not ordinary for the period of significance for the district. He further added that there were constraints with reusing this building, especially with its size, he continued that these buildings are smaller and simpler and despite their deteriorated state, we've seen buildings in worse condition be saved. He continued that the fact that they lack decoration is part of their history, and if this was not a historic district, he would lament the loss, but he would understand, however, that is not the case here. This is a historic district, and there are more of these buildings that can be saved and still accommodate the proposed use. He added that he would like the applicant to continue and reconsider. He also added that he was not convinced they looked at the buildings and thought about what they could put in the existing structures, but instead had the project and wanted it in this location and the buildings were in the way, and due to the IHPC, they decided to keep only the façade.

MB stated that perhaps the Commission voted to demolish CSX because the proposed development would better aid the preservation of the district. He added the size of the CSX building would have precluded it from most developers

AK stated that was his point with these structures, they are so small and there are not many uses for them as they stand.

DB added that it would take a very creative architect to make them useful.

MB suggested that if they remove only the rear half of the structures, but keep the front, this could be a viable option for some developers. He added that he wanted to make sure their were distinctions between CSX

and this project to avoid any precedence.

TO stated that the buildings were purchased without a use in mind. When the use was found, they chose to use the site because they believed it could be put to a reasonable use. He added that the applicant owns 225, 239, 245, and 247 S. Meridian Street, but they have done due diligence and purchased recently. He stated that it is not his client's fault that these buildings were not maintained, but these are the worst out of the properties they own on this street. He stated this was not intended to be precedent setting, and they agreed to the request for the continuance.

DB encouraged the team to give some thought on lightening the impact on the buildings and filling the gap to the south.

MOTION TO CONTINUE THE COA: SW moved to continue the COA to the **July 1, 2026, IHPC hearing**. **MB** seconded. The motion was approved **5-0**.

2026-COA-143 (CAMA) **ROW: INTERSECTION OF MASSACHUSETTS AVENUE; NORTH COLLEGE AVENUE & EAST ST CLAIR STREET**
MATTHEW PRZYBYLA
7-day waiver of notice and install curb extensions

WB returned to chair the hearing. **SW** recused herself.

Matthew Przybyla (MP) of DPW, 200 E. Washington St., presented the case.

WB asked if the Commission needed to address the 7-day waiver first.

MEG stated that the Commission would need to grant the waiver for the rest of the case to be heard and asked **EJ** to comment on the need for the waiver.

EJ stated the applicant did send notice on time, however staff only included one of the intersections because of this, some of the surrounding property owners that should have been notified were not. She added that boundaries needed to be clarified and those owners needed to be notified.

DB asked when the second round of notices were sent.

EJ clarified that the second notices went out on May 18th.

AK asked if there was feedback from the neighborhood.

EJ stated some residents have reached out, so people did receive notices.

MOTION TO APPROVE THE 7-DAY WAIVER OF NOTICE: DB moved to approve the waiver. **AK** seconded. The motion was approved **6-0.**

MP continued to present the case.

MS spoke in support of the project.

Richard Sullivan, 860 N. College Ave., and **Tom Shafer,** 624 E. Walnut St., spoke in remonstrance of the project.

EJ made staff comments. She outlined the aspects of the project that are under IHPC purview.

DB asked if the case was for either the concrete or the urethane panels or for both.

MP confirmed that the request is for both of the materials.

WB asked why DPW has not spoke with the neighborhood.

MP asked staff if they would have been on the list for the notices.

EJ confirmed the neighborhood is part of the mailing list.

WB stated the Commission prefers applicants speak with the neighborhood with requests like this. He added that we do not have many solutions for traffic of this type in the neighborhood. He suggested that continuing the case to allow for neighborhood conversations to occur would be advisable. He asked if a month delay would be difficult for the applicant.

Mark St. John (MJ) of DPW, 200 E. Washington St., presented reason why case cannot be delayed.

WB asked when DPW could return to implement a permanent solution to replace the temporary.

MJ stated he could not give a specific timeline, but they would be willing to return to the Commission in a given time frame to discuss making the project permanent after the temporary solution has been implemented.

WB stated that there does need to be conversations with the neighborhood, especially if they are planning to implement this solution along Massachusetts Avenue. He added that he does not believe this would work if it's meant to be a permanent solution.

MJ clarified that the year timeframe was to reevaluate how the temporary infrastructure functioned and looked, but not to commit to a capital project or permanent infrastructure in a year.

WB asked when he thought they could commit to a permanent solution.

MJ stated that typically when they resurface a roadway, they do not return to recut it and repave within 5 years.

WB asked if they do not plan to work on this portion of roadway within the next 5 years.

MJ stated that was not part of the DPW's 5-year capital program.

WB asked if it would be possible to proceed with the temporary solution and to work with all parties, and then return in a month with a proposed timeline for the permanent solution.

MJ stated he could speak with his team, and involved parties. He added another solution would be to repave College Avenue, paint, and mark it with parking signage.

WB stated the Commission could approve the temporary solution and then return in a month or two with a timeline of when the permanent solution could be feasible.

MJ stated they would be open to returning to the Commission in a month to discuss when they would be able to fit that project into their capital plan.

Hunter West (HW) of WSP, 115 W. Washington St., presented that the project is a permanent solution with the truck apron.

WB clarified that the Commission may be approving this as only a temporary solution, and then having them return for a plan that is more permanent.

HW asked if the neighborhood opposition is what needs to be discussed further.

WB stated they will need to discuss with the neighborhood, and then also evaluate if the solution is working in the safety aspect as well.

Tom Hanify, 664 E. Arch St., commented on the impact on the historic area.

MEG stated that staff had prepared an alternate recommendation that is similar to what the Commission was discussion.

MJ stated this would be an agreeable solution, and asked if the curbs could be removed in a year if they determine it is not feasible for a permanent solution.

MEG clarified that they would not need a COA to remove the work, only if the removal required further alteration to the infrastructure upon removal.

WB stated he wanted to make sure they would be discussing with the neighborhood and business associations.

MJ stated DPW does not typically have a lot of public engagement with repaving programs. They do have more discussions with the 2-way conversions.

WB asked what the timing of the conversions is.

MJ stated the earliest corridors are starting construction in early 2027. And stated public conversations would be taking place before that.

MEG added that the time to engage the public for this solution would be now.

MJ asked if they had direction on the permanent concrete solution on

Massachusetts Avene.

WB stated they would need to clarify if that was permanent or temporary.

DB asked if there was a stipulation for staff to approve the color, and asked that staff approve that in coordination with CAMA and Massachusetts Avenue groups.

MEG clarified that this was included in two of the stipulations.

WB added they may want to look into addressing the speed table.

MJ added that the bollards in this proposal are crash rated, and noted that the speed table in question is not a good example of what a speed table should accomplish. He added that the alterations to College Avenue should aid in this speed table functioning the way it should.

MOTION TO APPROVE THE COA: MB moved to approve the COA as read by **MEG** and subject to the 5 stipulations. **AK** seconded. The motion was approved **5-0.**

2026-COA-144 (CH) & 2026-VHP-007B

1204 POLK STREET
MICAH HILL
Demolish rear of house; construct new addition; make repairs to existing building; construct garage apron; alter openings; Variances of Development Standards to allow a fence in the right-of-way, and for fence location in the clear-sight triangle

to be heard together

SW returned to the hearing.

Jason Wolf (JW) of Wove Design, 1617 N. Cornell Ave., presented the cases.

Heather Sullivan of Cottage Home, 1114 E. 9th St., spoke in support of the project.

Joan Hostetler, 714 Dorman St., spoke in remonstrance of the project.

EJ made staff comments.

SW stated she opposes 2-story connectors, but that the rest of the design is good. She added that she would like to see a different approach to the connector on 1204 Polk Street.

DB stated the design of 1204 Polk looks nice, but asked if they had given any thought on how to reduce the mass of the connector.

JW stated they worked to bring the massing down while also providing the function they're trying to achieve on the second floor. He suggested they could shorten the dormer so it's not as prominent. He added this is just an addition to the rear of the existing house by just extending the rear and raising the roof.

DB asked if the scale of it could shrink just a bit.

JW stated they would look into if that's something they could do.

DB added that he does not have an issue with the lack of parking.

AS stated she supports the variances and new construction, but needs work on 1204 Polk Street.

AK agreed with previous Commissioner comments. He added that he appreciated the re-establishment of the historic lot composition. He stated that he did not believe the style of the dormer was appropriate, and if they were going to continue to propose a dormer alteration, it will need to be more appropriate to the style of the building.

WB reiterated that the connector needs to be a different scale. He suggested they push it back from the façade of the garage.

MOTION TO CONTINUE 2026-COA-144: SW moved to continue the COA to the **July 1, 2026 IHPC Hearing. DB** seconded. The motion was approved **6-0.**

MOTION TO CONTINUE 2026-VHP-007B: SW moved to continue the VHP to the **July 1, 2026 IHPC Hearing. AK** seconded. The motion was approved **6-0.**

2026-COA-145 (CH) & 2026-VHP-007

1208 (AKA 1204) POLK STREET
MICAH HILL
Demolish non-historic garage; construct single-family house; Variance of Development Standards to allow less parking than required

MOTION TO APPROVE 2026-COA-145: DB moved to approve the COAs as read by **MEG** and subject to the 8 stipulations and note. **AS** seconded. The motion was approved **6-0**.

2026-COA-146 (CH) & 2026-VHP-007A

941 NORTH HIGHLAND AVENUE (AKA 1204 POLK STREET)
MICAH HILL
Construct single-family house; Variance of Development Standards to permit lot to have less square footage than required

MOTION TO APPROVE 2026-COA-146: AS moved to approve the COAs as read by **MEG** and subject to the 8 stipulations and note. **DB** seconded. The motion was approved **6-0**.

MOTION TO APPROVE THE 2026-VHP-007A: SW moved to approve the VHPs. **MB** seconded. The motion was approved **6-0**.

IX. PRELIMINARY REVIEW

NONE

X. APPLICATIONS TO BE HEARD – WORK STARTED WITHOUT APPROVAL

NONE

XI. OLD BUSINESS – TO BE HEARD

NONE

XII. CLOSING BUSINESS

NONE

Adjourned 9:22 p.m.

INDIANAPOLIS HISTORIC PRESERVATION COMMISSIONERS		
William A. Browne, Jr., President	Mayor, City of Indianapolis	January 1, 2024-December 31, 2027
David Baker, Vice President	Indianapolis City-County Council	January 1, 2026-December 31, 2029
Susan Williams, Secretary	Indianapolis City-County Council	February 6, 2023-December 31, 2026

Anjanette Sivilich	Indianapolis City-County Council	February 5, 2024-December 31, 2027
Annie Lear	Indianapolis City-County Council	February 5, 2024-December 31, 2027
Anson Keller	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Disa Watson-Summers	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Krystin Wiggs	Mayor, City of Indianapolis	January 1, 2026-December 31, 2029
Michael Bivens	Mayor, City of Indianapolis	January 1, 2024-December 31, 2027

To ensure a fair hearing, contacting any member of the Indianapolis Historic Preservation Commission regarding a pending or future proposal is strictly PROHIBITED by the Rules of Procedure and Indiana State statute.

This meeting can be viewed live at https://www.indy.gov/activity/channel-16-live-web-stream. **The recording of this meeting will also be archived (along with recordings of other City/County entities) at** https://www.indy.gov/activity/watch-previously-recorded-programs **or** https://indianapolis.granicus.com/ViewPublisher.php?view_id=3.

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Old Business**
Continued From:	
Case Number:	**2023-COA-017 (CH)**
Property Address:	**828 N. Oriental Street/1323 E. 9th Street**
Historic Area:	**Cottage Home**
Township:	**Center**
Council District:	**13**
Applicant:	**Keith Payne**
Owner:	**Same as Above**
Request:	**Extend COA**
Staff Recommendation:	**Approval**
Staff Reviewer:	**Emily Jarzen**
Case At-A-Glance:	**The COA for this project was originally granted March 1, 2023. A new owner recently purchased this parcel to build the approved design, and construction has begun. The extension granted to the previous owner expired on March 1, 2026. Staff is recommending approval of another extension for this new owner. Nothing on the design has changed.**

BACKGROUND OF PROJECT

The original COA was granted March 1, 2023. The previous owner got an extension, but never started construction. The property was sold, and the new owner has started building using the approved plans. Since the project is not far enough along, an extension is needed.

REQUEST

The request is for a 1-year extension.

STAFF RECOMMENDATION

Staff is recommending approval of the extension. There are no changes to the previously approved plans.

STAFF RECOMMENDED MOTION

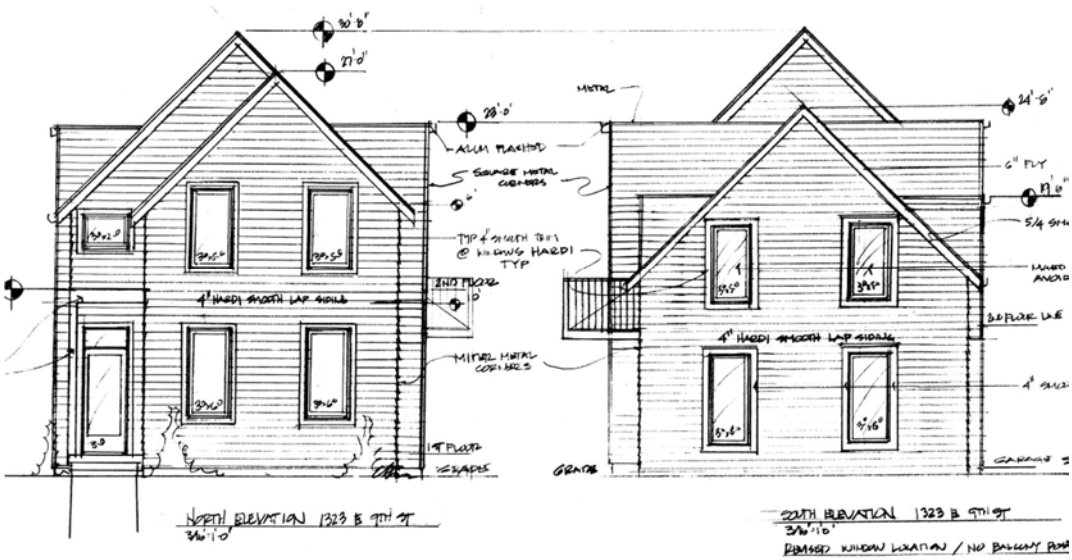
2023-COA-017 (CH):
<u>To approve</u> a 1-year extension.

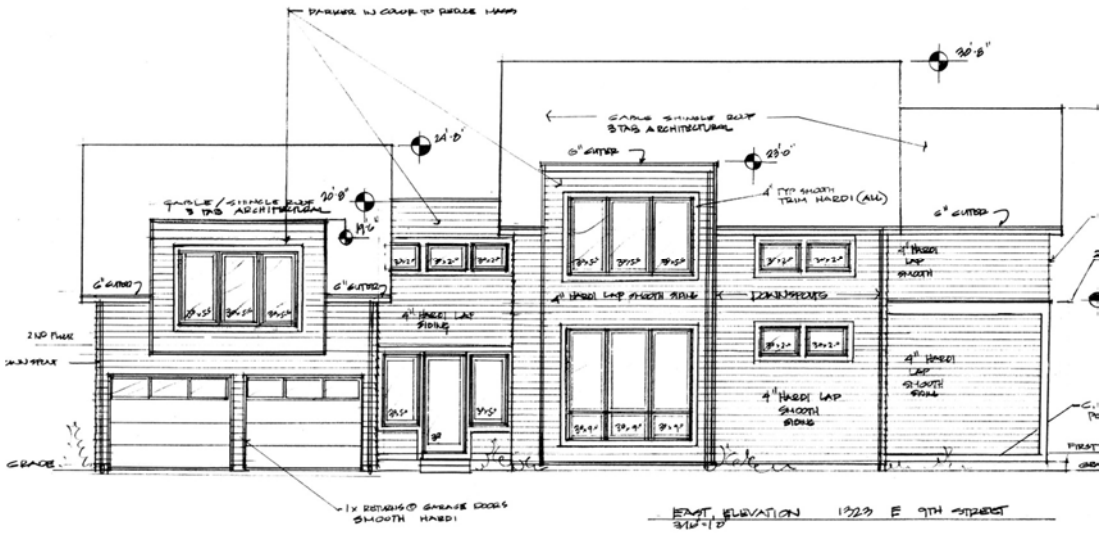
EXHIBITS

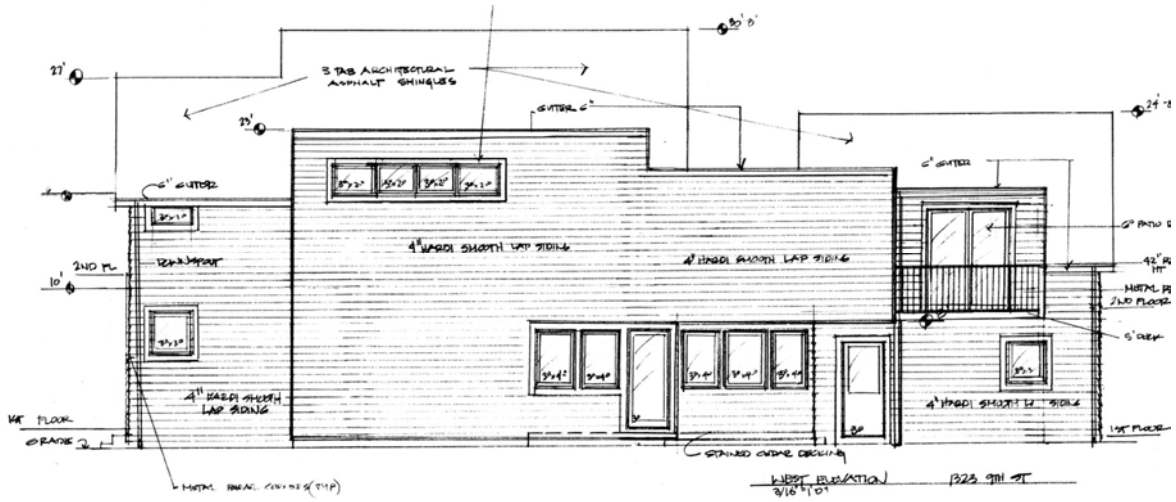
Location of subject property

Subject property

Project drawings







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Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**New Case**
Preliminary Review:	**May 6, 2026**
Case Number:	**2026-COA-111 (FP)**
Property Address:	**501/555 E. Louisiana Street & 304/306 S. College Avenue**
Historic Area:	**Fletcher Place**
Township:	**Center**
Council District:	**18**
Applicant:	**Buckingham Properties**
Owner:	**Indiana Farm Bureau**
Request:	**Construct townhomes, rezone from C-7 & I-4 to D-8, Variances of Development Standards**
Staff Recommendation:	**Continue to the August 5, 2026 IHPC hearing**
Staff Reviewer:	**Emily Jarzen**
Case At-A-Glance:	**The application is for a townhome development. This site is a split site, with part of it being outside of the historic district. The rezoning and variance cases will be carried out through Current Planning's processes. The IHPC will only vote on the COA for the land use and the new construction within the IHPC boundaries.**

REQUEST

The applicant has requested to continue to August 5, 2026.

STAFF RECOMMENDED MOTION

COA# 2026-COA-111 (FP)
To continue to the August 5, 2026 IHPC hearing.

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Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Expedited – Work Started Without Approval**
Continued From:	
Case Number:	**2026-COA-178B (HMP)**
Property Address:	**2020 North New Jersey Street**
Historic Area:	**Herron-Morton Place**
Township:	**Center**
Council District:	**13**
Applicant:	**Hannah Able**
Owner:	**Madison Tyler Home LLC**
Request:	**Demolish and reconstruct historic, one-story rear addition**
Staff Recommendation:	**Approval**
Staff Reviewer:	**Shelbi Long**
Case At-A-Glance:	**A rear addition was demolished and reconstructed without a COA. An approved second floor addition was then constructed on top of the addition (2024-COA-304).**

BACKGROUND OF PROPERTY

The subject property is c. 1890s, frame, single family dwelling. After the turn of the century, the house was converted into flats and a concrete block garage was constructed on the rear of the site. The garage was demolished by the 1970s. The one-story rear addition that is the subject of this request does not appear in the Sanborn maps of the property. Based on the materials of the addition and that it appears to be present in the 1972 aerial, Staff believes it was likely historic.

At the October 2024 IHPC hearing, the Commission approved 2024-COA-304 to construct a detached garage and rear, second floor addition, and alter openings. During the construction of the second-floor addition, based on guidance from the Department of Business and Neighborhood Services regarding issues with the foundation, the rear one-story addition was demolished. It was ultimately then reconstructed and the approved second floor addition was built.

REQUEST

A rear one-story addition was demolished down to the foundation and then reconstructed. The footprint of the addition did not change. The addition was sided with smooth fiber cement lap siding with LP trim.

HISTORIC AREA PLAN RECOMMENDATION

Additions and Accessory Buildings:

- Accessory buildings should be located behind the existing historic building unless there is an historic precedent otherwise. Generally, accessory buildings should be of a secondary nature and garages should be oriented to alleys.
- Additions should be located away from the front façade and at the rear.
- The scale, height, size and mass should relate to the existing building and not overpower it. The mass and form of the original building should be discernible, even after an addition has been constructed.
- Additions and accessory buildings should be discernible as a product of their own time.
- Don't obscure significant architectural detailing with new additions.

STAFF RECOMMENDATION

Staff is recommending approval for this request. The addition, while likely 50 years or older, is consistent with rear additions the Commission has approved demolition for in the past. The new construction matches what was shown on the original approval 2024-COA-304, other than the siding and trim materials (the original wood materials were supposed to remain).

STAFF RECOMMENDED MOTION

COA #2026-COA-178B (HMP)
To approve a Certificate of Appropriateness to demolish and reconstruct a rear, one story, historic addition completed without approval, per submitted documentation and subject to the following stipulations:

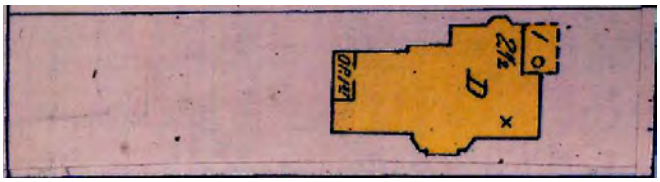
1. No changes to the proposed design, location, configuration, or method of installation are permitted without prior consultation with IHPC staff.
2. Notify IHPC staff prior to making unexpected repairs.

NOTE: New and/or update permits may be required for this work. Owner must verify by contacting DBNS at 317-327-8700 to receive any applicable permits.
NOTE: Property owner is responsible for complying with all applicable codes.

EXHIBITS

LOCATION OF SUBJECT PROPERTY

HISTORIC MAPS & IMAGES



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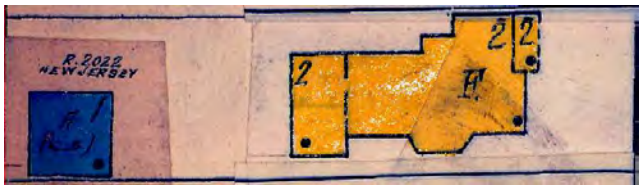

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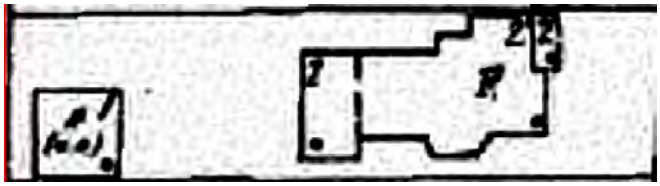


1956

1972

FIRST FLOOR ADDITION PRIOR WORK TAKING PLACE

ADDITION DURING DEMO AND RECONSTRUCTION

ADDITION AS RECONSRUCTED

Approved second floor addition also complete – image pulled from property listing
https://www.zillow.com/homedetails/2020-N-New-Jersey-St-Indianapolis-IN-46202/1093839_zpid/?mmlb=g,48

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Continued Case**
Continued From:	**June 3, 2026**
Case Number:	**2026-COA-009 (RP) & 2026-VHP-008**
Property Address:	**1010 Dr. Martin Luther King Jr. Street**
Historic Area:	**Ransom Place**
Township:	**Center**
Council District:	**12**
Applicant:	**Joseph Calderon**
Owner:	**1010 DR MLK JR LLC**
Request:	**Construct new commercial building with signage and parking lot with site improvements and for Variances of Development Standards to allow less front setback than required**
Staff Recommendation:	**Approval**
Staff Reviewer:	**Shelbi Long**
Case At-A-Glance:	**This request is for a grocery store development on a vacant lot. At the May IHPC hearing the Commission approved a rezone case to allow for this new use, so this request is just from the new construction and one variance for the front setback. Staff is aware that there is neighborhood opposition to this request.**

COMMISSION COMMENTS AT THE JUNE HEARING

At the June 2026 IHPC hearing, the Commission heard the above request and provided the following feedback:

- Add detail to the clipped, southeast corner as it is the most prominent elevation
- Consider adding a canopy to the entry at the southeast corner to make the entrance more pronounced
- Recommended to do a coursing change for the lower-level brick rather than using a utility brick
- Ensure any site lighting is shielded to prevent glare and light pollution on neighboring sites
- Illuminated signage is a concern
- Discuss with the neighborhood commitments about the hours of operation, signage and lighting

PROPOSED JULY DESIGN AND VARIANCE

The applicant's response to the Commission feedback is as follows:

- Add detail to the clipped, southeast corner as it is the most prominent elevation / Consider adding a canopy to the entry at the southeast corner to make the entrance more pronounced
  The design now features a larger centered storefront entry with an awning at the southeast corner.
- Recommended to do a coursing change for the lower-level brick rather than using a utility brick
  No change
- Ensure any site lighting is shielded to prevent glare and light pollution on neighboring sites
  Will be reviewed as part of the preconstruction meeting
- Illuminated signage is a concern
  No signage illumination is currently shown in the proposal. All signage will require final approval from IHPC staff under proposed stipulation four.
- Discuss with the neighborhood commitments about the hours of operation, signage and lighting
  See commitments below.

New Construction
The applicant is requesting approval to construct a one story, commercial structure at the southeast corner of the subject property. The flat roof form would be segmented by pilasters with decorative brick detailing. The structure would be clad in brick with stone elements and an EIFS cap. There would be aluminum storefront systems on the east, west, south and southeast elevations. The structure would have a clipped southeast corner to prevent the building from encroaching into the clear-sight triangle. Utilitarian door openings would be on the north side of the building. Awnings would be over the doors on the southeast corner and south and west elevations.

Signs
The proposal includes the installation of 4 walls signs. A sign will be installed above the door in a stone frame. The stone frame element would be replicated throughout the building.

Site Improvements
With the proposed building located at the southeast corner of the site, the north and western sides of the lot would be used for vehicular traffic. The existing curb cut locations would be maintained. The parking lot would be located on the western side of the lot, with 18 spaces provided. Based on the size and applicable adjustments to the required off street parking in the zoning code, the proposed parking lot provides the required number of spaces. The proposal also has the required landscaping and screening. A dumpster enclosure would be installed at the northwest corner of the side.

Variance of Development Standards to allow less front setback than required
The minimum required front setback may be reduced to the average setback derived from the established front setbacks of the lot to either side of the subject property. In the case of a corner lot, the average is derived from the established front setback of the nearest improved lot and the setback established by ordinance. The setback of the apartment building to the north is approximately 0-1 foot. The required setback for the subject property is 10 feet. Therefore, the setback exemption allows for a 5-foot setback on the subject property. The applicant is seeking a variance to permit a 1-foot setback on the east side of the building which is in keeping with the Dunbar Court Apartments to the north and allows for parking in the rear.

Commitments
The applicant has submitted a Statement of Commitments (below). Commitments 3 and 5 cannot be enforced by the IHPC and must therefore be removed from the Statement of Commitments for this case. If the owner and neighborhood wish to have something in writing regarding hours of operation and delivery truck size, that will need to be a civil agreement between those two parties since IHPC staff

cannot inspect the property after regular office hours or weekends to verify compliance. Also, measuring delivery truck sizes is not feasible for IHPC staff.

HISTORIC AREA PLAN RECOMMENDATION

New Construction

Materials

1. Whether natural or man-made, should be visually compatible with surrounding historic buildings.

Setback

1. A new building's setback should relate to the setback pattern established by the existing block context. If the development standards for the particular zoning district do not allow appropriate setbacks, a variance may be needed.
2. On corner sites, the setbacks from both streets must reflect the context.

Orientation

1. New buildings oriented toward the street in a way that is characteristic of surrounding buildings.

Spacing

1. New construction that reflects and reinforces the spacing found in its block. New construction should maintain the perceived regularity or lack of regularity of spacing on the block.

Height

1. Generally, the height of a new building should fall within a range set by the highest and lowest contiguous buildings if the block has uniform heights. Uncharacteristically high or low buildings should not be considered when determining the appropriate range.
2. Cornice heights, porch heights and foundation heights of surrounding buildings should be considered when designing new construction.

Outline

1. The basic outline of a new building, including general roof shape, should reflect building outlines typical of the area.
2. The outline of new construction should reflect the directional orientations characteristic of the existing buildings in it context.

Mass

1. The total mass and site coverage of a new building should be compatible with surrounding buildings.
2. The massing of the various parts of a new building should be characteristic of surrounding buildings.

Style & Design

1. No specific styles are recommended. Creativity and original design are encouraged. A wide range of styles is theoretically possible and may include designs which vary in complexity from simple to decorated.
2. Surrounding buildings should be studied for their characteristic design elements. The relationship of those elements to the character of the area should then be assessed. Significant elements define compatibility. Look for characteristic ways in which buildings are roofed, entered, divided into stories and set on foundations. Look for character-defining elements such as chimneys, dormers, gables, overhanging eaves, and porches.

Fenestration

1. Creative expression with fenestration is not precluded provided the result does not conflict with or draw attention from surrounding historic buildings.
2. Windows and doors should be arranged on the building so as not to conflict with the basic fenestration pattern in the area.
3. The basic proportions of glass to solid which is found on surrounding buildings should be reflected in new construction.
4. Window openings that reflect the basic proportionality and directionality of those typically found on surrounding historic buildings.

Building Entry

1. Entrances may characteristically be formal or friendly, recessed or flush, grand or commonplace, narrow or wide. New buildings should reflect a similar sense of entry to that which is expressed by surrounding historic buildings.

Utilities & Equipment:

1. Electric lines, cable TV and other utility wires should be buried below ground when new construction occurs.
2. Mechanical equipment, such as permanent air conditioning equipment and meters should be placed in locations that have the least impact on the character of the structure and site.

Signs

RECOMMENDED

1. The location, size, scale, and shape of signs on commercial buildings should be compatible with the building and the surrounding area.
2. Fabrication should be done with quality materials and craftsmanship.
3. Awning and canopy signs should not dominate the awning or canopy.

NOT RECOMMENDED

1. Freestanding ground-mounted or pole signs in residential areas. EXCEPTION: A free standing ground-mounted or pole sign when used to identify an historic resource that is open to the public. Such signs should be pedestrian-oriented and simple in design.
2. Billboards, roof signs and box signs (constructed as independent box-like structures) should not dominate the character and architecture of a building.
3. A projecting sign, unless it is pedestrian oriented and its location, size, style, method of attachment, and material is compatible with the building to which it is attached.

Parking Lots

RECOMMENDED

1. Physical and visual barriers between parking areas and a public sidewalk, street, alley, and/or residential area.
2. Lights installed adjacent to residential properties should be low and shielded.
3. Deciduous shade trees should be planted on the interior of the lot as well as on the edges.
4. A ten-foot buffer with 100% of the linear distance screened between a parking area, a primary street, residential uses, and sidewalks, using trees and/or an architectural screen wall or fence and/or a plant material screen.
5. Replacement during the next planting season of any plantings that are required in a Certificate of Appropriateness and that have died or have been removed.

NOT RECOMMENDED

1. New curb cuts whenever existing curb cuts or alley access is available.
2. Residential or suburban fencing styles, including chain link, for installation around a parking lot.

STAFF RECOMMENDATION

Staff finds the design to be compatible with the surrounding structures and do not believe it will negatively impact the historic character of the district. The parking area has been minimized in size with allowable adjustments in the code and will have the proper landscaping and screening. While the site is located around heavily used intersections and roadways, the development was reviewed by DPW staff who did not express concerns. Staff also supports the requested variance as it will permit a more compatible setback with the neighboring buildings.

STAFF RECOMMENDED MOTION

COA# 2026-COA-009 (RP)

To approve a Certificate of Appropriateness to construct a one-story commercial building, signage, a parking lot, site improvements and a Variance of Development Standards to allow less front setback than required all per submitted documentation and subject to the following stipulations:

DBNS: STRUCTURAL PERMITS FOR THE NEW BUILDING MAY NOT BE ISSUED until stipulations number 1, 2, and 3 are fulfilled.

1. Construction must not commence prior to approval by the IHPC staff of final construction drawings including any changes required by the Commission. *Approved* _____ *Date*_____
2. A pre-construction meeting with IHPC staff, the owner, and the contractor/construction manager must be held prior to the commencement of any construction. *Approved* _____ *Date* _____
3. The site shall be field staked with no offsets and approved by IHPC staff prior to construction. *Approved* _____ *Date*_____
4. Finalized signage plan must be approved by IHPC staff prior to purchase or installation of signage including details on lighting, colors, location, sizes and fonts. *Approved* _____ *Date*_____
5. All utility wires and cables must be located underground. No installation of utilities or meter and mechanical placement shall commence prior to IHPC staff approval.
6. Work on exterior finishes and details must not commence prior to the approval by IHPC staff of each. These may include, but are not limited to: doors, windows, foundations, exterior light fixtures, railings, roof shingles, etc.
7. Any changes to the proposed design must be approved by IHPC staff prior to commencement of work.

NOTE: Property owner is responsible for complying with all applicable codes.

VHP# 2026-VHP-008

To approve a Variance of Development Standards to allow less front setback than required per the submitted Findings of Fact and site plan in the July 2026 IHPC staff report.

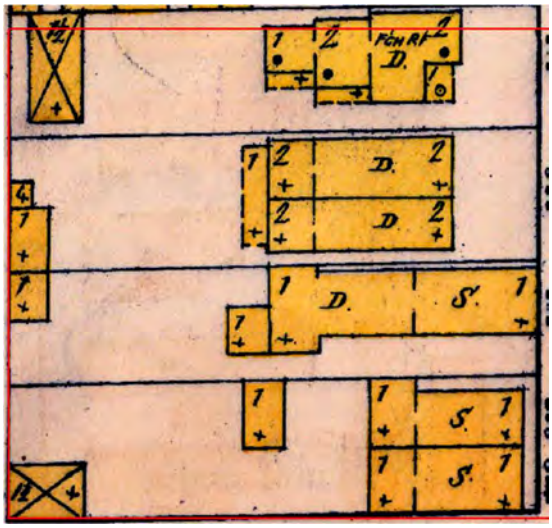
EXHIBITS

SUBJECT PROPERTY

View from 10th Street

View from DR MLK

HISTORIC IMAGERY



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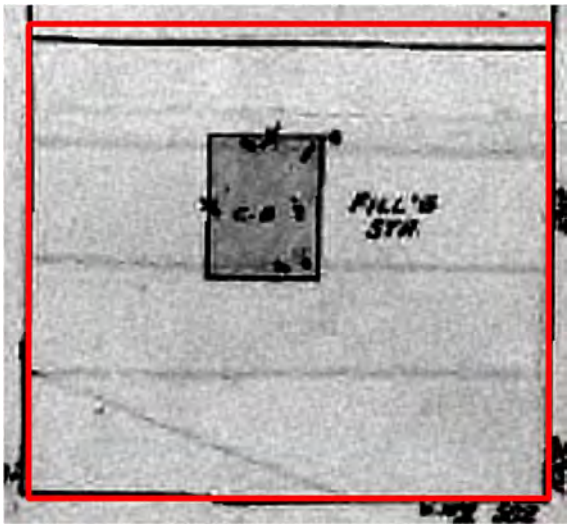
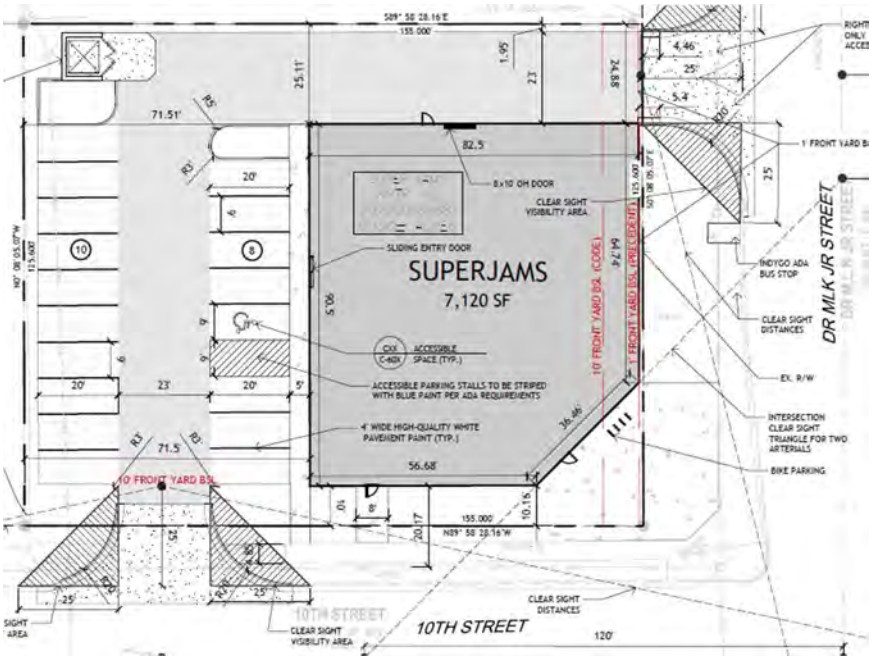


1956

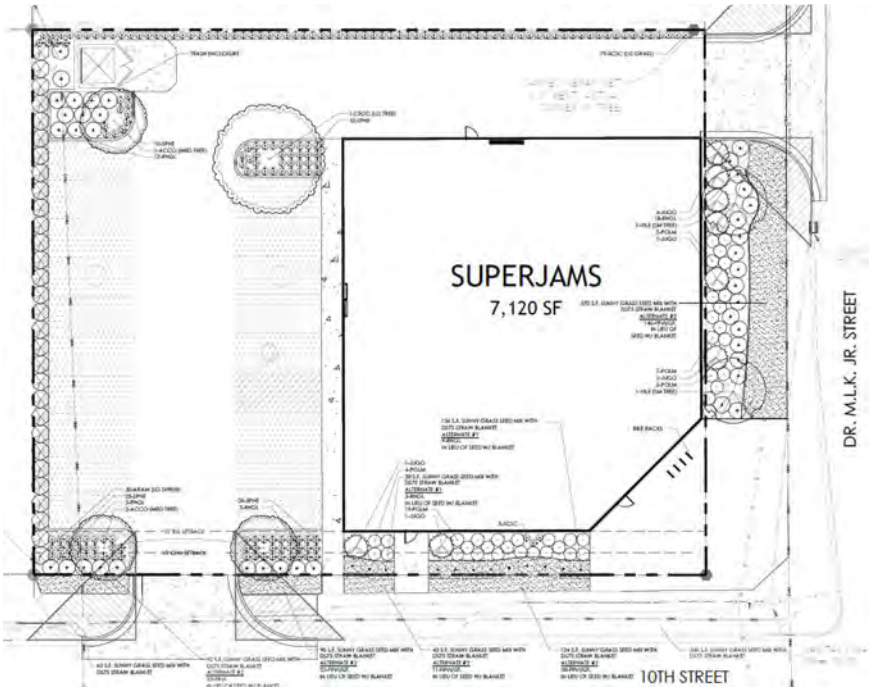
INTIAL DESIGN SUBMITTED TO IHPC STAFF

View from 10th near intersection with MLK

February 2026 Site layout

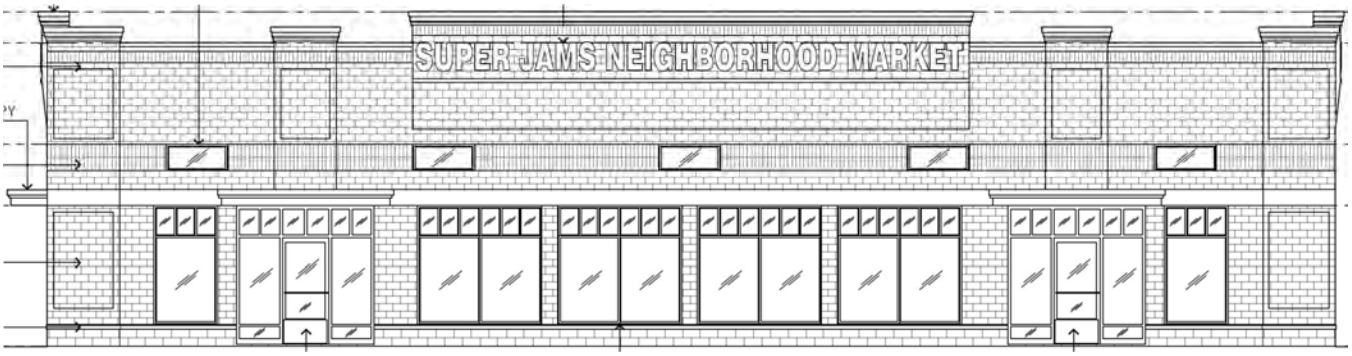


Proposed site plan



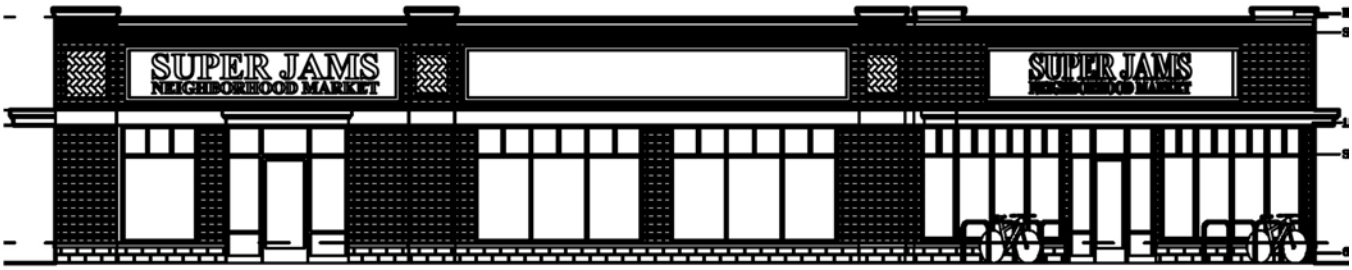
Proposed landscape plan (from June 2026)

June 2026 - larger context aerial showing the site along with the Dunbar Court apartments to the north along with three residential structures and surrounding commercial uses to the east and west. To the south is the core of the Ransom Place neighborhood.



February 2026 south / 10th Street elevation

June 2026 - proposed south / 10th Street elevation

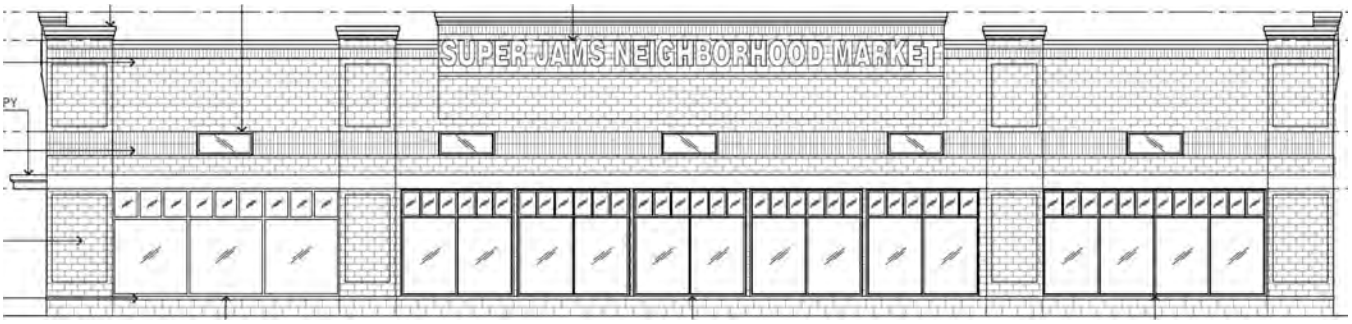


Current - proposed south / 10th Street elevation

February 2026 west / parking lot elevation

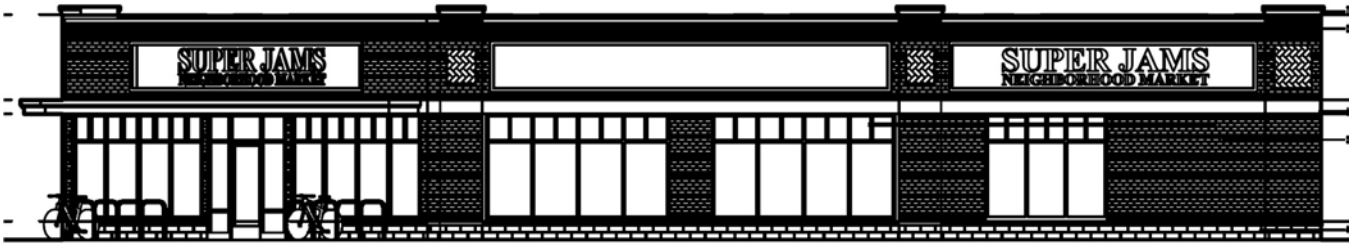
June 2026 - proposed west / parking lot elevation

Current - proposed west / parking lot elevation

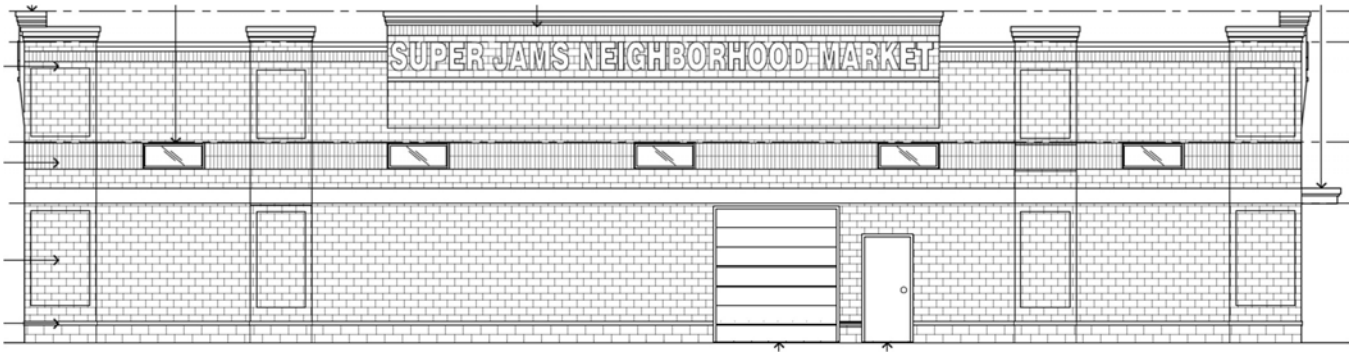


February 2026 east / Dr. MLK Street elevation

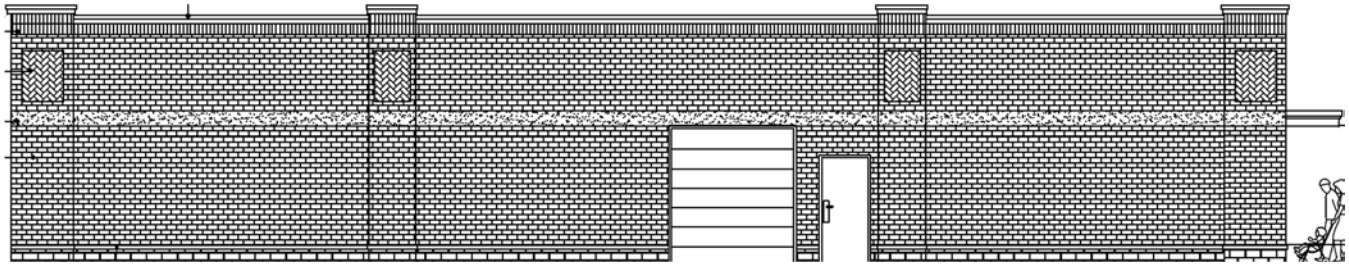
June 2026 - proposed east / Dr. MLK Street elevation



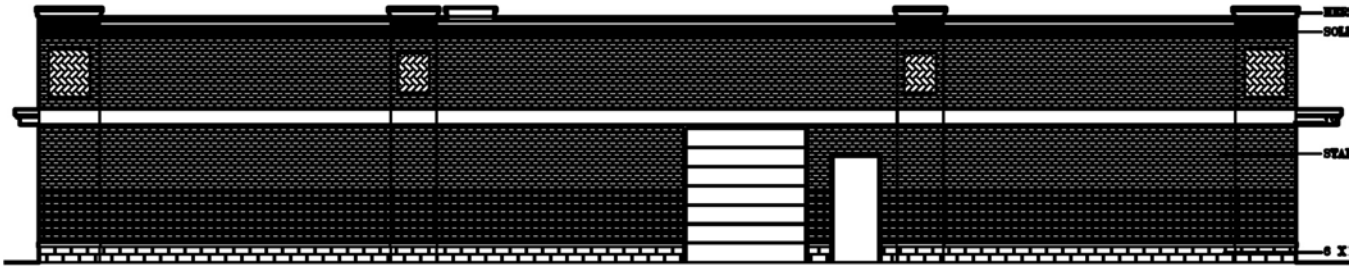
Current - proposed east / Dr. MLK Street elevation



February 2026 north elevation



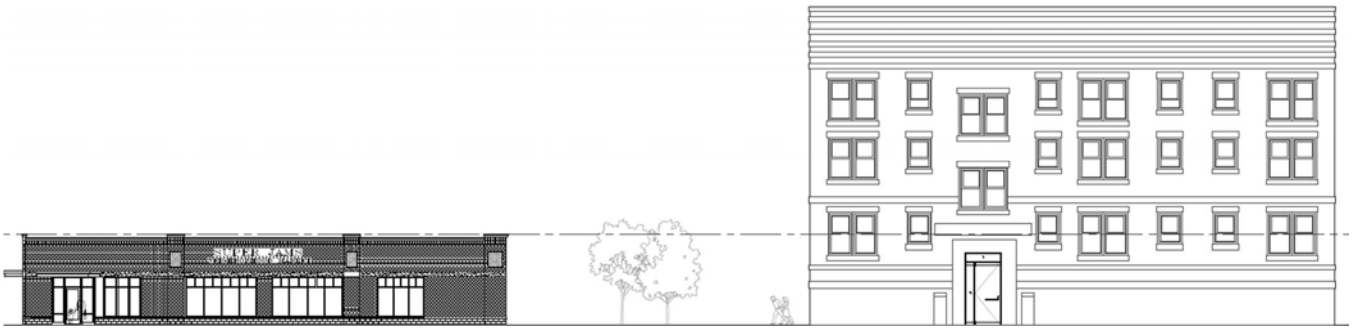
June 2026 - proposed north elevation



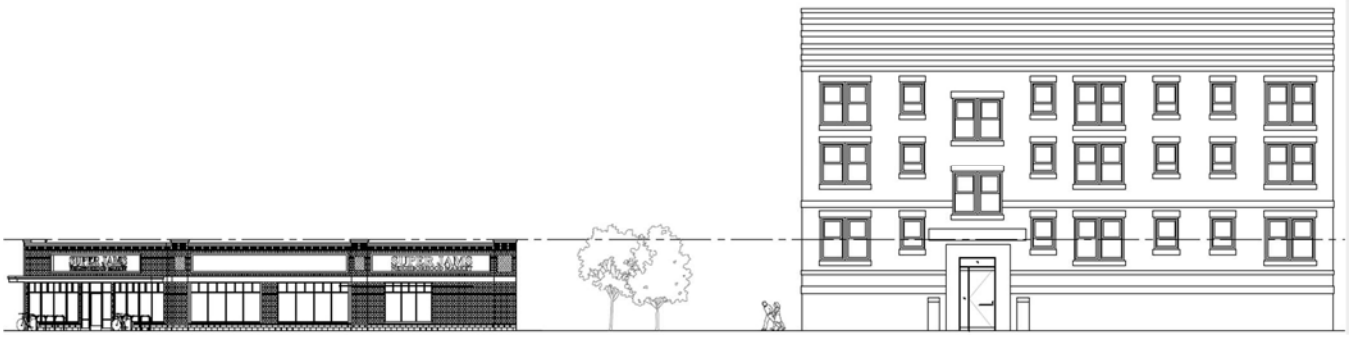
Current - proposed north elevation

June 2026 - proposed 10th Street streetscape

Current - proposed 10th Street streetscape



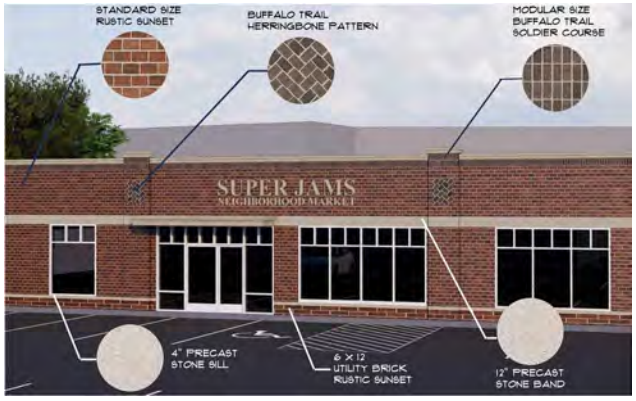
June 2026 - proposed DR MLK JR Street streetscape



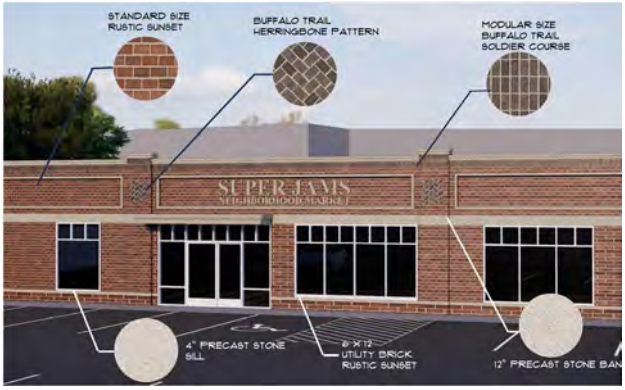
Current - proposed DR MLK JR Street streetscape

June 2026 - proposed view from 10th Street and DR MLK JR intersection

Current - proposed view from 10th Street and DR MLK JR intersection



June 2026 - proposed materials



Current - proposed materials

FINDINGS OF FACT

1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:

the proposed 1 foot setback on Dr. Martin Luther King Jr. Street is consistent with the existing development pattern of other improved properties in the same block.

2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:

the proposed setback will not interfere with access to or from any adjoining property.

3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:

the subject property is a corner lot which provides for the setback exception to factor in the required setback, which would not apply if the subject property was not a corner lot, and the subject property would then qualify for the exception.

PROPOSED STATEMENT OF COMMITMENTS

1. The building and other improvements shall be constructed on the Subject Property in substantial compliance with the site plan attached hereto as Exhibit "B".
2. The building to be constructed on the Subject Property shall be in substantial compliance with the elevations and renderings attached hereto as Exhibit "C".
3. The hours of operation shall be limited as follows: Monday through Saturday: 6:00 am to Midnight; Sunday: 8:00 am to 8:00 pm.
4. The operator of the grocery store permitted under 2026-COA-009 (RP) shall prepare a sign plan for review and administrative approval by Indianapolis Historic Preservation Staff. The sign plan shall address both permanent and temporary signs, shall prohibit neon lit wall and window signs, and shall limit free standing signs to secondary signs permitted as vehicle entry point and incidental signs.
5. Regularly scheduled delivery trucks maneuvering through the Subject Property shall be limited to those no greater than 30 feet in total length. No delivery truck serving the Subject Property shall park anywhere on the west adjoining property commonly known as 531 Oscar Robertson Boulevard.
6. The trash enclosure shown on the site plan shall be constructed with the same brick material as used in the construction of the proposed grocery store on the Subject Property. Additionally, the operator of the proposed grocery store shall locate and maintain two commercial grade trash containers (the style of which shall be subject to approval by IHPC staff) on the grounds of the Subject Property for the use and convenience of customers and the general public.

REMONSTRANCE LETTERS

WEST SIDE DEVELOPMENT CORPORATION

June 12, 2026

Indiana Historical Preservation Commission (IHPC)
City County Building
200 East Washington Street, Suite 1842
Indianapolis, IN 46204
Attn: Ms. Shelbi Long – IHPC Architectural Staff Reviewer

Re: 2026-COA-009 (RP), 2026-VHP-008, 1010 Dr. Martin Luther King Jr. Street

Dear Ms. Long, Councilor Osili, & IHPC Commissioners:

West Side Development Corporation (West Side) has recently become aware of proposed improvements to the above address via Super Jams 2, LLC at 1010 Dr. MLK Street, Indianapolis, IN 46202. West Side is the owner of the adjacent shopping center located immediately west of the subject property. We have concerns as it pertains to this use for the following reasons.

Findings of Fact:

1. Off street parking is extremely limited in this area and parking in Ransom Place is significantly restricted to residential parking permits.
2. Tenants of our shopping center rely on parking space turnover especially during the lunch hour time period (11:00 am to 1:30 pm).
3. Non shoppers park who regularly park on the Shopping Center property are:
    a. Students from Crispus Attics.
    b. Employees of the IU Health, Information and Technology (HITS) building.
    c. Students of Indiana and Purdue University.

Given the fact that Petitioner's site is under-parked by three (3) to four (4) spaces (see site plan), West Side believes that employees and shoppers of Super Jams will park on our parking lot and thereby restrict turnover parking spaces, increase the shopping center liability, and limit business for our Tenants.

West Side would like to see this corner parcel improved; however, we would urge the commissioners to encourage a use that does not reduce parking requirements on an already stressed parking network.

Very Truly Yours,

Charles M. Brown Jr., President

cc: Ms. Shelbi Long, Councilor Vop Osili and Carolyn B. Wills via email.

West Side Development Corporation P.O. Box 807, Zionsville, IN 46077-0807 (317) 262-8444 O (317) 508-3894 M

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

June 17, 2026

To the Metropolitan Development Commission and Indianapolis Historic Preservation Commission,

On behalf of the Ransom Place Neighborhood Association, I am writing to formally express concerns regarding the proposed development of a grocery store at 1010 Dr. MLK Jr. St. While we support thoughtful development that benefits the community, we have several concerns and requests for clarification and commitment before this project moves forward. We have asked the applicant for sign clarification, waste management commitments, lighting and landscaping plan. We would like to re-review this information before a decision is made.

Signage Clarification

We request clarification regarding the proposed signage commitments, specifically what is meant by "incidental signage." It would be helpful to receive clear examples of what qualifies as incidental signage in the context of a grocery store (e.g., window decals, promotional signage, directional signage, etc.) to better understand the scope and potential visual impact.

Waste Management Commitments

Given ongoing issues with trash from nearby businesses affecting our neighborhood, we request a formal, written commitment addressing waste management for both store operations and customer use:

- All commercial waste containers should be enclosed within a permanent brick structure.
- A minimum of two outdoor, streetscape-style, commercial-grade trash receptacles should be installed and maintained for customer use.

These measures are essential to help mitigate the ongoing problem of trash being blown into the neighborhood and to ensure responsible site management.

Lighting Plan

We request the opportunity to review the exterior lighting plan for both the building and the parking lot. Proper lighting design is critical to ensure safety while minimizing light pollution and its impact on adjacent residential areas.

Landscaping and Drainage Plan

We also request a detailed landscaping plan for the property. We strongly encourage the inclusion of native plantings and ask that the plan incorporate solutions to effectively manage parking lot runoff and overall site drainage. These elements are important for both environmental sustainability and neighborhood compatibility.

In closing, we remain committed to working collaboratively with the applicant and the Commission to support development that enhances rather than detracts from the character, safety, and livability of our neighborhood. We respectfully request the opportunity to review the requested information and receive clear commitments on these items prior to any final decision. Thank you for your consideration of our concerns and for your continued support of the Ransom Place community.

Thank you,

Candyce Offett

Ransom Place Neighborhood Association President

HISTORIC RANSOM PLACE

Kyle Kingen
Concerned Resident
1022 Dr. MLK Jr. Street
Indianapolis, IN 46202

May 18, 2026

To the Metropolitan Development Commission and Indianapolis Historic Preservation Commission,

On behalf of the Ransom Place Neighborhood Association, we are writing to express our opposition to the proposed development of the Super Jams store at 1010 Dr. Martin Luther King Jr. Street.

Our opposition is not rooted in resistance to development or disinterest in neighborhood-serving retail. Ransom Place has consistently supported thoughtful investment and projects that strengthen walkability, historic character, neighborhood safety, and long-term residential stability. However, we believe this particular development request raises substantial concerns related to traffic safety, site design, compatibility with surrounding residential uses, and the broader planning context of this corridor.

First and foremost, the intersection of 10th Street and MLK is already one of the most congested and difficult intersections in the area. Residents regularly experience backups extending multiple blocks, long signal wait times, and dangerous turning conditions associated with interstate access traffic, hospital traffic, commercial vehicles, and freight movement. The proposed development would introduce additional turning movements and access conflicts at a location that is already operating under significant strain.

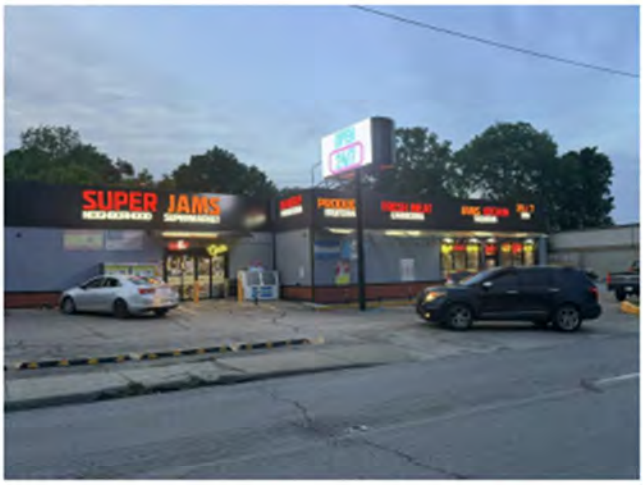
Of particular concern are the proposed curb cuts and egress points in close proximity to heavily trafficked intersections and existing access points. Residents are troubled by the apparent inconsistency between this proposal and prior IHPC decisions in the corridor where curb cuts and access points were discouraged or removed due to safety and aesthetic concerns. We believe this warrants careful reconsideration and a clear explanation of the policy basis for differing treatment.

We are also concerned that no updated traffic study has been required despite widespread acknowledgment of worsening traffic conditions since 2022. Reliance on pandemic-era traffic assumptions does not reflect current realities on MLK and 10th Street. In addition, the upcoming closure of the 16th Street bridge is expected to divert

even more traffic into our neighborhood for the next at least 24 months. Given the scale and intensity of the proposed commercial use, the neighborhood strongly believes a comprehensive contemporary traffic analysis should be required and shared before any development is approved.

Residents continue to have significant concerns about the compatibility of the proposed use and site design with the surrounding historic residential neighborhood. The current concept appears oriented toward high-volume automobile traffic in a manner more consistent with highway commercial development than an urban historic district. The building form, circulation patterns, parking approach, and operational characteristics described by the applicant do not reflect the pedestrian-oriented development pattern that residents and prior planning efforts have worked to encourage in Ransom Place and surrounding neighborhoods. Residents have visited existing Super Jams locations and found the overall exterior appearance and site presentation inconsistent with the character and design expectations of the neighborhood. Below are photographs for reference, along with residents' comments regarding the appearance and compatibility of those locations.

In the photograph above, there are flags and neon signs hanging on the exterior of the building, which does not align with the character or vision we want for our neighborhood. The existing businesses in the area do not have signs hanging outside of their buildings, and this type of display feels tacky and inconsistent with the historic atmosphere of the community. Additionally, the ice cooler placed outside the door is obstructing a walking path, which is also not something we want to see in our neighborhood.



In the photograph above, there is a large, bright LED-style sign that was so intense it made it difficult for the phone camera to capture the image clearly. In our view, this type of signage does not reflect the historic character of the neighborhood. It is not something we want to see incorporated into our community.

In the photograph above, there are several brigh signs advertising the products sold inside the business. The lighting was so intense that it again made it difficult for the phone camera to capture the image. Also, this section fo the store once again displays hanging flags, along with a cigarette advertisement plastered on the exterior of the building. These types of displays do not reflect the historic character and appearance we value in our neighborhood.

In the photograph above, there are once again, large neon signs advertising the products sold inside the store. Other businesses within the neighborhood may have a simple "open" sign displayed in their windows, but that is typically the extent of their exterior signet. These signs, however, are excessively bright and visually intrusive. Again, this style of signage does not align with the historic character and atmosphere of our neighborhood, and it is not something we want to see in our community.

In the photograph above, the trash container has been left open, making it accessible to wind, animals and potentially unauthorized individuals. The garage bins are also clearly visible and positioned along the side of the building, creating an unattractive appearance that does not align with the historic character of the neighborhood. Also, there appears to be no indication of where a grease receptacle would be located or housed. Another concern is waste collection access. The parking lot in the renderings is relatively small, and it is unclear how a trash truck or delivery truck would safely and effectively maneuver through the area to retrieve the garage containers.

When we raised the concerns above regarding the outward appearance of the business, the owner responded by stating that the existing locations are not a great representation of Super Jams. That response left us confused. If the current locations are not an accurate representation of the business seeking to move into our neighborhood, then what is the true representation of the brand and where does it

exist? Based on the appearance of the existing locations, along with the owner's response, we do not feel confident that the proposed location in Ransom Place will have a different presentation or better align with the historic character of the neighborhood.

As it relates to space and operations, there are also concerns regarding how delivery trucks will access the property. Based on the current rendering, it is unclear how deliveries will be made safely and efficiently within such a limited area.

The proposed business wants to operate 24 hours a day and this is another significant concern for residents. The surrounding businesses in our neighborhood all close for some period of time, and we do not believe a 24-hour business is appropriate for this area. Businesses that operate around the lock can introduce increased safety concerns, higher risks of crime, noise and light pollution, loitering and other public nuisances that negatively impact the quality of life within the neighborhood.

Questions also remain regarding the environmental history of the site and prior remediation efforts. Residents have requested additional transparency regarding environmental assessments and remediation documentation so that the public can better understand any remaining risks or limitations associated with redevelopment of the parcel.

We want to emphasize that the neighborhood is not opposed to redevelopment of this site. Many residents would welcome a thoughtfully designed mixed-use or neighborhood-scaled project that better fits the historic urban fabric, reduces reliance on auto-oriented circulation, and contributes positively to the long-term health of the corridor. However, we do not believe the current development request sufficiently addresses the serious concerns outlined above.

For these reasons, the Ransom Place Neighborhood Association respectfully requests denial of the proposed development request for 1010 MLK.

P.S. As a resident of 1022 MLK, which neighbors to the north of 1010 MLK, this development would directly further hinder the quality of life for not only myself as well as the other neighbors who live at Dunbar Court.

Sincerely,

Kyle Kingen, Resident of Dunbar Court, Ransom Place Historic Neighborhood

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

June 17, 2026

To the Metropolitan Development Commission and Indianapolis Historic Preservation Commission,

On behalf of the Ransom Place Neighborhood Association, I am writing to formally express concerns regarding the proposed development of a grocery store at 1010 Dr. MLK Jr. St. While we support thoughtful development that benefits the community, we have several concerns and requests for clarification and commitment before this project moves forward. We have asked the applicant for sign clarification, waste management commitments, lighting and landscaping plan. We would like to re-review this information before a decision is made.

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In closing, we remain committed to working collaboratively with the applicant and the Commission to support development that enhances rather than detracts from the character, safety, and livability of our neighborhood. We respectfully request the opportunity to review the requested information and receive clear commitments on these items prior to any final decision. Thank you for your consideration of our concerns and for your continued support of the Ransom Place community.

Thank you,

Kathi Ridley-Merriweather
Eric Merriweather
901/903 Paca St.

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

June 17, 2026

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Thank you,

Jing Zhang

Homeowner of 835 N California Street, Indianapolis, IN 46202

ADDITIONAL LETTERS INLCUDED AFTER THE CASE SUBMITTAL

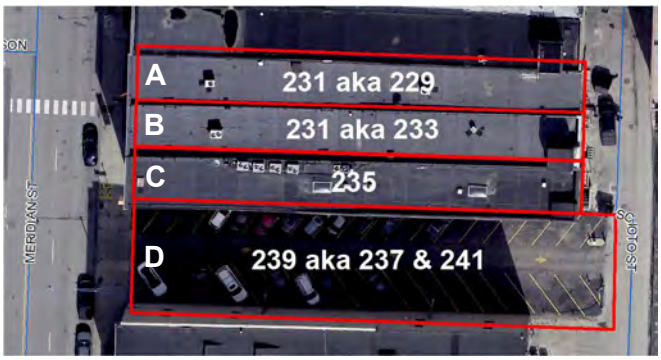
Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Continued Case**
Continued From:	**June 3, 2026**
Case Number:	**2026-COA-057 (WD)**
Property Address:	**231, 235 and 239 South Meridian Street**
Historic Area:	**Wholesale District**
Township:	**Center**
Council District:	**18**
Applicant:	**Jennifer Milliken with Ice Miller**
Owner:	**231 & 235 S Meridian Development LLC & Boxcar Development LLC & Boxcar Development LLC**
Request:	**Demolish three historic buildings, maintaining only the front facades, constructing a new single building behind the facades, alterations and repairs to remaining historic front facades, install signage**
Staff Recommendation:	**Provide feedback and continue to the August 5, 2026 IHPC hearing**
Staff Reviewer:	**Meg Busch and Shelbi Long**
Case At-A-Glance:	**This request is for a facadectomy of three historic buildings. The remaining front facades would be altered and repaired as part of this request.**

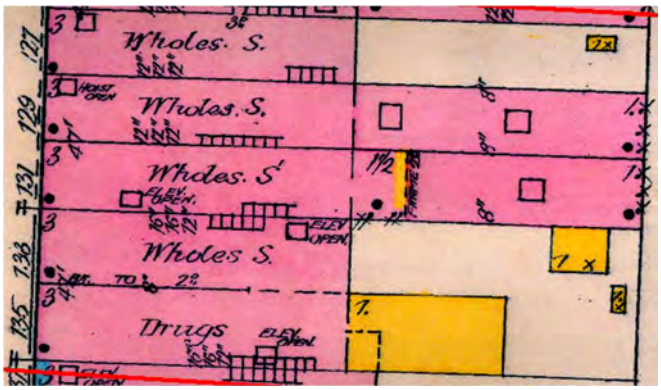
BACKGROUND OF PROPERTY



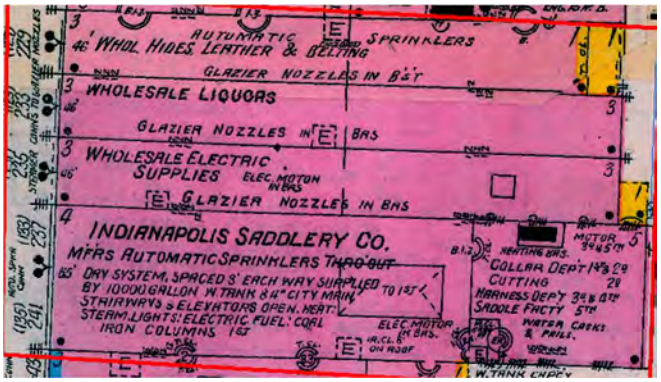
The project area is compiled of three parcels housing three historic buildings and a parking lot (please see aerial and image above). Building A (current address 231, historic address 229), Building B (current address 231, historic address 233) and Building C (current and historic address 235) are all three-story

masonry structures. The buildings were constructed in 1864 and 1865, making them some of the oldest remaining structures in the Wholesale Historic Area. The original use for the buildings was wholesale and warehousing, which is reflected in their elongated floorplans that is characteristic of that use. Buildings A and B were most recently used as a nightclub on the first floor with storage, mechanical and otherwise unused space on the second and third floors. Building C is currently being used as an office, with some commercial use that was recently vacated. Site D (current address 239, historic addresses 237 and 241) was once the site of a three-story commercial building that housed the Indianapolis Saddlery Company. It is currently used as a parking lot. In 1982, all three buildings are included in the Indianapolis Union Station--Wholesale District National Register District. Building C was listed as a Contributing resource. Buildings A and B were listed as intrusions. Staff suspects this rating was because those buildings were covered in the mid-20th century with a faux façade that obscured the original façades (images below). That covering has since been removed.

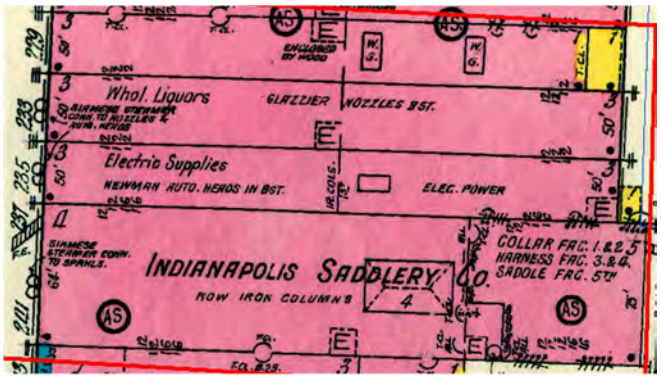
Based on Sanborn maps and physical evidence on the buildings, they were built in two sections – the western/front portions first and then the rear portions. By 1887 Buildings B and C had rear additions, while Building A was still only the front portion. The buildings that once stood on Site D were initially not the length of the site. This can be seen in the Sanborn maps and by the presence of window openings at the eastern end of the south elevation of Building C which have been bricked in. By 1898, Site D was completely covered by the Indianapolis Saddlery Co. building. The current exterior southern wall of Building C is therefore partially an interior party wall and an exterior wall of a historic addition.



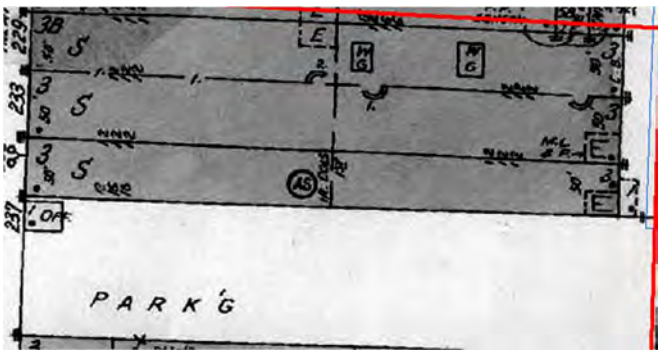
1887



1898



1915



1956

Buildings A, B, and C maintain various historic detailing including pieces of cast iron and wood storefronts, arched window openings with decorative hoods and sills, and metal framed frieze vents (which have been sided and bricked in). Each building has a unique, decorative parapet. Based on historic imagery, each building had a separate storefront. Building C is the most intact with decorative wood kickplates and arch top, wood transoms. It appears that each building also had arch windows on the second and third floor with more elaborate hoods. The second-floor flat topped windows on Buildings A and C appear to

be historic alterations. The more elaborate window hoods were removed in the 20th century sometime after the 1920s (there are later 20th century images that show those elements missing on Building C).

At the April 2026 IHPC meeting, the Commission preliminarily reviewed the demolition of the three historic structures maintaining only the front/west façades, constructing a new building behind the façades and site improvements to Site D. During the preliminary review, the Commission provided the following feedback:

- More details about what historic materials remain throughout the buildings is needed
- Historic elements should be maintained and restored, and any necessary replacement should match the historic materials
- Be mindful of the pedestrian experience of the buildings
- Not in support of painting the historic brick
- Explore paint removal on the painted sections
- Maintain the unique, historic differences of the buildings
- Confirm the proposal for Site D. Recommended that a significant façade element be created to continue the streetscape
- In the new design make nods to what was present historically
- Facadectomies have not been permitted for past Commission cases
- Better understanding of the proposed new structure and the use is needed
- Concerns were expressed about such a large amount of demolition

On May 11, 2026, Staff and the Commission toured Buildings A and B and walked the exterior of the site including Site D. Inside Buildings A and B historic flooring, wall finishes, and staircases are still present. Building C was not available to tour as it's currently still being used as office space.

At the June 2026 IHPC hearing, the Commission reviewed the above request and provided the below feedback:

- A Commissioner noted that they found the proposed façade treatment to be appropriate
- A Commissioner did not find the southern windows that wrap around from the storefront to be appropriate. Since the storefront elements did not wrap around that south elevation historically, they should have a different treatment.
- A Commissioner requested visual improvements to the metal plates between Building A and B
- A Commissioner stated that more effort needs to be made to try to keep the historic buildings.

<u>Comments by Commissioner Baker</u>
After providing some historical background as to the reasoning the Wholesale District was designated in the first place, Commissioner Baker made significant comments regarding the proposed project. His remarks were:

If the Commission approves demolition, it must be based on at least one of four criteria

1. *The buildings pose an immediate and substantial threat to public safety. No, they do not.*
2. *The buildings or parts to be demolished do not contribute to the historic character of the structure or the district or the context. No,*
    - *these buildings are among the oldest in the WD… and in Indianapolis.*
    - *These buildings have a history… not just their facades.*

3. *The buildings cannot be put to any reasonable economically beneficial use for which they are or may reasonably be adapted without approval of demolition. That has been argued, but no… I do not buy it.*

Story of the 4 buildings on the north half of this same block.

- *Many years ago, all 4 buildings were vacant, for sale and in bad condition.*
- *I was the IHPC staff administrator at the time.*
- *Developer sat in my office and told me he wanted to buy them, tear them down and make a parking lot, which in his mind was much more needed than those derelict buildings.*
- *He then listed for me all the reasons that these buildings were NOT suitable for redevelopment: Deterioration, unworkable floorplates, and worst of all… "the floors do not line up."*
- *I told him I did not buy his argument and there is no way the staff would support demolition. He did not apply.*
- *Today… and for many years now: the buildings are beautifully restored and occupied by Kilroy's Bar & Grill, Meridian Lofts (apartments/condos) and Homewood Suites.*

4. *Lastly, the demolition is necessary to allow new development which, in the commission's opinion is of greater significance to the preservation of the district then is retention of the buildings.*

   I am not convinced that 1) demolition of the oldest buildings serves "preservation", and 2) I am not convinced that this project is impossible to accomplish without such radical demolition… more on that in a minute.

THIS IS WHAT BOTHERS ME ABOUT THIS REQUEST

1. *The attempt to blame the buildings for their deterioration and for the crime associated with past tenants. This argument is wasted on me. Poor maintenance and crime are not the buildings' fault. They are solely the responsibility of the buildings' owners, who control maintenance and leasing.*
2. *The cavalier approach to these buildings.*
   - *There is no evidence that the owner cared anything about the buildings when acquired other than their location and the land they occupy.*
   - *There is no evidence that any effort was given to adaptively reuse the buildings or find uses suitable for the buildings. That's not why they were acquired… they were simply "in the way."*
3. *What precedent does this set for the future? We've been told that the owner controls the building to the north. I read in the IBJ that they now own one or more buildings to the south. We've been told that this is only the beginning of the owners plans for the area. It is hard to believe that other properties are being acquired because of the buildings that are on them… and not simply because of their location. If this facadectomy is approved, will it become a model for other development? Will much of the historic district simply become new buildings with historic facades pasted on them?*

I don't know how the others will vote on this, but you clearly do not have my vote tonight, and since there are only 5 of us here, you need us all to vote for it.
Is there any hope of getting my vote? It's going to be difficult. It would take a radical change in the project, one that respects the buildings and their role in the context of the district. I would need to see evidence that a real attempt was made to save more of the buildings.
It's not my role to design your project, but two obvious options come to mind that I think could be explored.

1. *At the Preliminary Review, Commissioner Bivens threw out a perfectly reasonable suggestion. He asked if you had considered retaining the front portions and removing only the later rear additions. It was immediately dismissed. But if you study the historic Sanborn Maps:*
   - *Only the front half of each building was originally 3 stories.*
   - *By 1887, there was still no addition at the rear of Building A, and only a 1-story addition on the rear half of buildings B and C.*

- *There is some rational for saving only the front halves… the oldest and original portions… for appropriate uses. And then using the cleared rear half, along with the vacant site to the south, for the new music venue.*

2. *And something else struck me immediately, since your client has control over the vacant land to the south. [handed out drawing] I've done a quick and dirty drawing to show that the footprint you're proposing for the new building behind the three historic facades could be accommodated in a new building on the vacant site and only affect one historic building, leaving the other two for other appropriate uses. It also has the benefit of filling in a missing gap in the streetscape, rather than maintaining a gap and using it as a service drive-through, as suggested at the Preliminary Review.*

REQUEST

Demolition
The proposal is to demolish the entirety of Buildings A, B and C except for their western/front façades, the northern party wall shared with the neighboring structure (225 S. Meridian), and the below grade basement levels. This means two of the three exterior walls of the buildings would be removed. Openings from Building A into the neighborhood property (225 S. Meridian) would be infilled with concrete block.

Work to remaining historic façades (west elevations)
- Remove non-historic awnings and signs
- Replace non-historic windows with new single hung windows. The windows would be a two over two design to match what is seen in historic photographs. The first and the third floor windows would be operable. The windows would be set back into the openings properly, rather than sitting flush with the brick as the current installations do.
- Existing masonry, arched stone window hoods, stone sills and vent frames would be repaired. The masonry and stone elements would also be cleaned.
- Buildings A and B would be repainted in shades of red (note: the applicant did a test patch of paint removal on the façades. The three samples were not successful at removing the paint). Building C would not be painted.
- Install a new awning over the three storefronts with integral lighting
- Repair remaining historic storefront elements including the cast iron, and the wood transoms and kickplates on Building C.
- Install new storefronts on Buildings A and B to match the remaining historic elements on Building C. Each storefront would have a door to maintain the appearance of the individual buildings. The altered flat-topped storefront on Building A would be returned to the arch topped design. The display windows would be operable units. Wood kickplates to match the historic kickplates on Building C would be installed on A and B.
- The installation of uplighting and wall lighting.

New Construction
During the new construction, the existing front facades would be shored up. The applicant's team has stated no shoring or stabilization will be in place for the party wall shared with the building to the north, 225 S. Meridian, when it is exposed.

The design of the new building would include new southern and western walls and the interior. The new southern wall would be brick to match the remaining historic façade of Building C. Two over two hung windows would be installed on the first and second floors, with flat topped storefronts on the first level. The south elevation would feature three entry points, some with metal canopies. On the roof would also have a vertical metal siding cladded section.

The rear, east elevation would be the location for the back of house elements for the building. Most of the elevation would be brick, while the upper floor would be cladded in vertical metal siding. The upper floor would also house an outdoor patio space.

Since the June 2026 hearing, minor alterations have been made to openings on the second and third floors of the south elevation at the southwest corner.

Signage
The proposal includes the following signs:

- An illuminated awning sign on the front/west elevation
- A blade sign at the southwest corner
- A blade sign on the south elevation
- A wall sign on the rear/east elevation on the upper level
- Two painted wall signs spanning the entire height of the building and the majority of the width of the south elevation

SECRETARY OF INTERIOR STANDARDS

The Standards for Rehabilitation provide direction in making appropriate choices in planning the repairs, alterations, and additions that may be part of a rehabilitation project.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

HISTORIC AREA PLAN RECOMMENDATION

History of the Wholesale District

The Indianapolis Wholesale District was placed on the National Register of Historic Places in 1982 recognizing the architectural and historical significance of the district. In 1986 the name of the National Register district was changed to Indianapolis Union Station-Wholesale District to more clearly recognize the importance of Union Station in the history of the district. Interest in the Wholesale District has accelerated in the last few years with the completion of the Hoosier Dome in 1983 and the opening of the rehabilitated Union Station in 1986 as a festival marketplace. Dramatic changes have occurred in the district as individual structures have been rehabilitated, many using the Investment Tax Credit and the National Register recognition. As plans were formulated for the Circle Centre development, the need to protect the historic integrity of the Wholesale District was realized. The new development will directly and indirectly influence the future of the surviving commercial buildings. In order to address the concerns of all interested parties, while providing protection for Wholesale District buildings, it was decided to first establish an interim plan that only addressed demolition. That plan was approved on November 4, 1987 and addressed only the issue of demolition and loss of historically and architecturally significant fabric. The adoption of this plan takes the next and final step toward a complete preservation plan which encompasses further preservation and development issues. The planning process for Phase II involved a great deal of public participation. As such, five public and four Working Committee meetings were held in order to give interested parties and especially property owners an opportunity to participate in the development of the plan as it progressed. When adopted, this plan supersedes the earlier plan and addresses a wide range of preservation issues including demolition, renovation, new construction and land use."

Preservation Objectives - Building Objectives (Existing and New Construction)

1. Retention of historic buildings.
2. Preservation and restoration of historic elements.
3. Rehabilitation and renovation of existing buildings in a manner sensitive to historic character.
4. New design that is compatible with and enhances the unique architectural and historic character of the district.

Demolition

The IHPC shall approve a Certificate of Appropriateness or Authorization for demolition as defined in this chapter only if it finds one or more of the following:

1) The structure poses an immediate and substantial threat to the public safety.
2) The historic or architectural significance of the structure or part thereof is such that, in the commission's opinion, it does not contribute to the historic character of the structure and the district, or the context thereof.
3) The demolition is necessary to allow new development which, in the Commission's opinion, is of greater significance to the preservation of the district then is retention of the structure, or portion thereof, for which demolition is sought, and/or
4) The structure or property cannot be put to any reasonable economically beneficial use for which it is or may be reasonably adapted without approval of demolition.

When considering a proposal for demolition, the IHPC shall consider the following criteria for demolition as guidelines for determining appropriate action:

- Condition: demolition of an historic building may be justified by condition, but only when the damage or deterioration to the structural system is so extensive that the building presents an immediate and substantial threat to the safety of the public. In certain instances, demolition of

selective parts of the building may be authorized after proper evaluation by the Indianapolis Historic Preservation Commission.

- Significance: the Commission has the responsibility of determining the significance of a structure and whether it contributes to the district. It shall consider the architectural and historical significance of the structure individually, in relation to the street, and as a part of the district as a whole. These same considerations will be given to parts of the building. The Commission will also consider how the loss of a building, or a portion thereof, will affect the character of the district, the neighboring buildings, and in the case of partial demolition, the building itself. Buildings that are noted in the plan as intrusions or potentially contributing shall be researched to confirm that there is no obscured architectural or historical significance. In making its determination of significance, the Commission shall consider the following:
  - Architectural and historical information included in this plan.
  - Information contained in the district's National Register nomination.
  - Information contained in any other professionally conducted historic surveys pertaining to this district.
  - The opinion of its professional staff.
  - Evidence presented by the applicant.
  - Evidence presented by recognized experts in architectural history.
- Replacement: demolition of a structure may be justified when, in the opinion of the Commission, the proposed new development with which it will be replaced is of greater significance to the preservation of the district than retention of the existing structure. This will only be the case when the structure to be demolished is not of material significance, the loss of the structure will have minimal effect on the historic character of the district, and the new development will be compatible, appropriate and beneficial to the district. To afford the Commission the ability to consider demolition on the basis of replacement development, the applicant shall submit the following information as required by the Commission or its staff:
  1) Elevations and floor plans.
  2) A scaled streetscape drawing showing the new development in its context (usually including at least two building on either side).
  3) A site plan indicating the new development and the structure(s) to demolished.
  4) A written description of the new development.
  5) A time schedule for construction and evidence that the new construction will occur.
  6) Any other information which would assist the Commission in determining the appropriateness of the new development and its value relative to the existing structure(s).
- Economics: if requested by the applicant, the Commission shall consider whether the structure or property can be put to any reasonable economically beneficial use for which it is or may be adapted including (for income producing property) whether the applicant can obtain a reasonable economic return from the existing property without the demolition. The owner has the responsibility of presenting clear and convincing evidence to the Commission. The Commission may prepare its own evaluation of the property's value, feasibility for preservation, or other factors pertinent to the case.

Storefronts

- Original proportions, dimensions, and elements should be maintained.
- Details used in "strip commercial" areas do not relate well to historic areas and should be avoided.
- Storefronts should be placed in a uniform manner along the block.
- The existing lintel and support walls (or piers) define the area for the storefront.
- The storefront should be contained within the defined frame. If covered, the lintel or support walls should be uncovered to reestablish the storefront area.
- If possible, retain the original proportions of the new storefront elements or incorporate traditional details in modern storefront by way of display windows, transom, or kickplates.
- If evidence of the original storefront does not exist, use a modern design that complements the original.

Masonry Repairs

- Replacing missing, broken, cracked or otherwise deteriorated historic masonry units with a new piece of the same material is preferable to repair with a non-matching or synthetic material. Matching materials such as stone, terra cotta or brick should be utilized.
- Individual masonry units, badly damaged or disfigured by chipping, erosion, or weathering, should be replaced with a matching masonry material, an appropriate substitute material, or patched with a cementitious mixture.
- If deterioration is severe, the historic masonry can be replaced with natural stone or brick to match the original. In some cases, it might be appropriate for deteriorated masonry units to be patched with like or compatible substitute materials (such as cast stone or concrete).
- Repointing, or tuckpointing, is the partial removal of deteriorated mortar (one half to one inch in depth) from the joints of a masonry wall and the replacement of it with new mortar, finishing the joints with a profile to match the original. This procedure is completed by hand and should duplicate the original as closely as possible.
- A soft, high-lime content mortar that is softer (measured in compressive strength) than the bricks or stone and no harder than the historic mortar should be used.

Painting

- Leave historic brick and stone unpainted, if possible. If brick has previously been painted, it might be appropriate to repaint it. Stripping of paint is possible but should be accomplished only after careful testing of the proposed method.
- Abrasive sandblasting and similar techniques are destructive to masonry and wood materials by actually removing surface materials. This method can result in removal of the protective glaze on brick and the loss of mortar from masonry joints. These abrasive methods should always be avoided on masonry and wood. However, sandblasting can be successfully used to clean cast iron.
- Chemical cleaners can have similar effects to sandblasting if not used properly. Chemical methods should always be tested in inconspicuous areas to make sure their application does not damage historic materials.

Windows

- If total replacement is necessary, similar materials should be used. Do not change the original shape, size, dimensions, design, and pattern created by the windows.

New Construction

- Height and Proportion: The proper height and proportion of new buildings in the Wholesale District varies slightly from block to block. To address the height and proportion of the new buildings, diagrams are included which graphically represent the allowable maximum massing and height of the new infill construction.

Signage

- Awning and Canopy Signs: It is recommended that awning and canopy signs be affixed "flat" or "flush" to the surface of the structure. The size and scale of the sign should be such that it does not dominate the overall awning or canopy. Internal illumination of awnings and canopies is considered inappropriate for the Wholesale District.
- Projecting Signs: Projecting signs are generally inappropriate, but may be considered if the sign location, size, style, method of attachment, materials, and lighting are compatible with the building to which it is attached and its surrounding context.
- Wall Signs: Wall signs should not block key architectural features of the building. The size of the sign should be in scale with the facade of the building. It is not appropriate for wall signs to extend above the roof or parapet or to be painted directly on a masonry surface.
- It is recommended that the total surface area of ALL signs, on a building, occupy no more than fifteen percent (15%) of the building facade.

STAFF RECOMMENDATION

Staff still believes more information is necessary to make a recommendation on this request. The case submittal lacks documentation, including the following:

- A detailed conditions assessment from a licensed engineer that solely reviews the existing historic buildings' structural soundness and suitability for rehabilitation.
- Assessment from a licensed engineer that details what repairs may be necessary to the historic buildings for them to be truly adaptively reused by an appropriate use as defined by the National Park Service Secretary of Interior Standards (i.e. a new use that requires minimal change to the defining characteristics of the building and its site and environment).
- A detailed assessment from a licensed engineer of the condition of the south wall of the building and the repairs needed. Many buildings throughout IHPC districts and the downtown as a whole have exposed party walls (one example is across the street from the subject properties and is pictured below).
- Cost analysis detailing the economic feasibility of reusing the existing structures for an appropriate new use as defined by National Park Service Secretary of Interior Standards.
- Listings for sale or lease of the property within the last year, and a statement of any bids and offers received and counteroffers given on the property.

With what has been presented, staff does not believe that the demolition of three historic wholesale buildings in the Wholesale Historic Area for a single new building will enhance the district or is of greater significance to the preservation of the district than retention of the structures.

Furthermore, staff does not believe the submittal responds to the Commission's feedback and requests for changes made at the June 2026 IHPC hearing. The metal plates on the front and the south side first floor openings have not been adjusted. Staff also believes further exploration into constructing the new building on Site D for the desired venue use, rather than the proposed facadectomy, is needed. This would prevent the loss of three historic buildings and would help to restore the streetscape while also providing the owner the type of interior space desired for the proposed venue use.

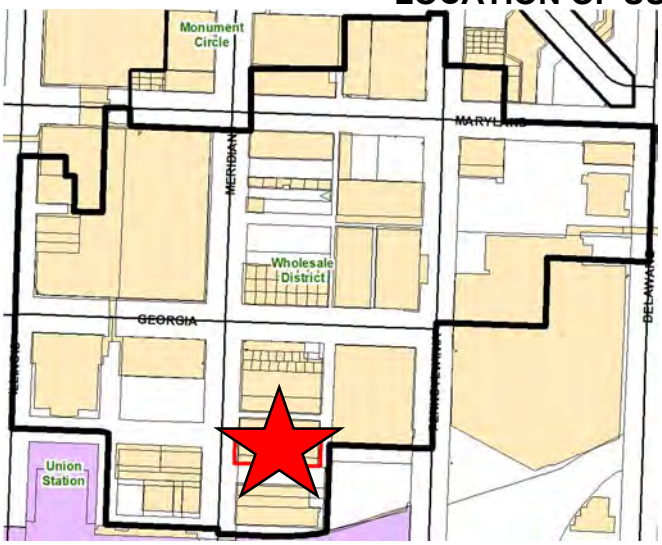
Staff recommends the Commission discuss and continue the case to the August 2026 IHPC hearing to allow for time to gather more detailed documentation and to explore alternative options for the sites.

STAFF RECOMMENDED MOTION

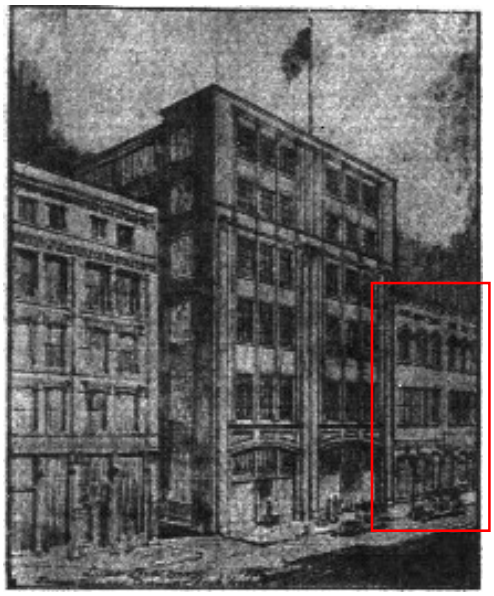
2026-COA-057 (WD)
To continue to the August 5, 2026 IHPC hearing.

EXHIBITS

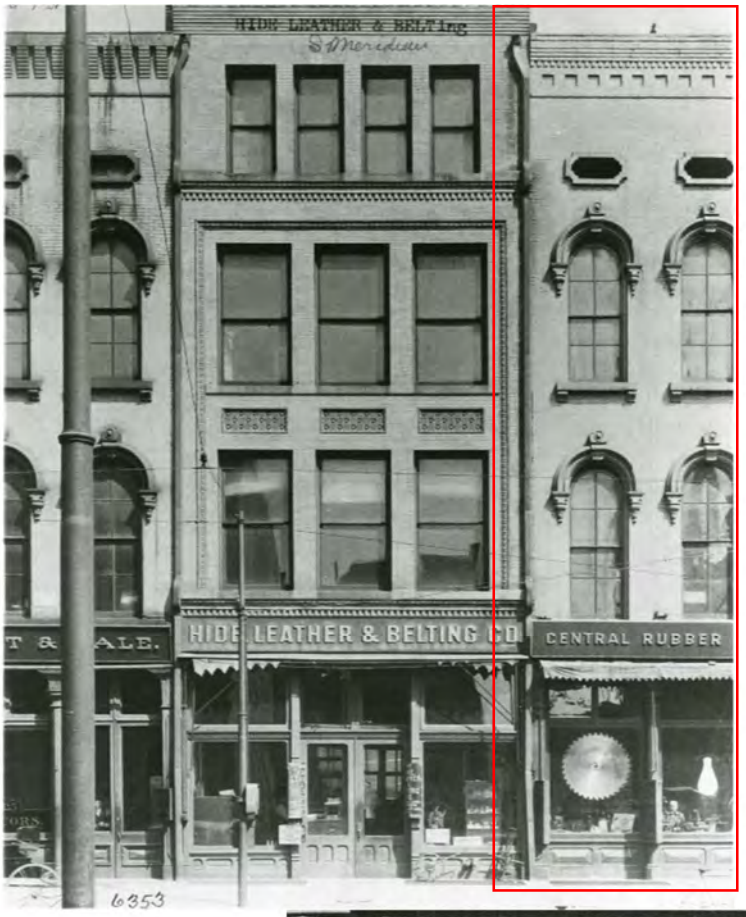
LOCATION OF SUBJECT PROPERTY

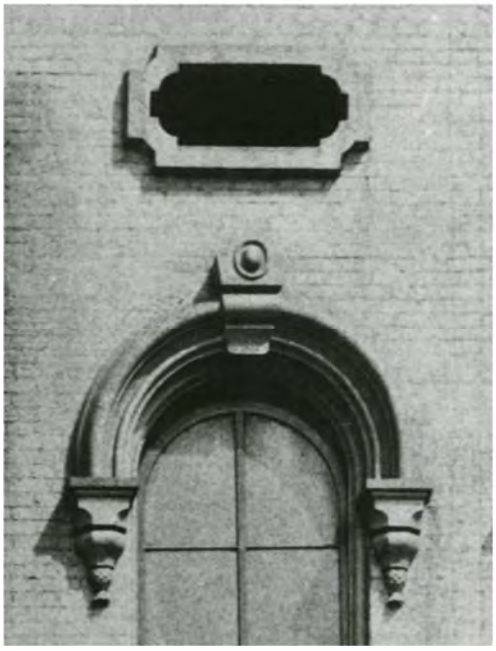


HISTORIC IMAGERY

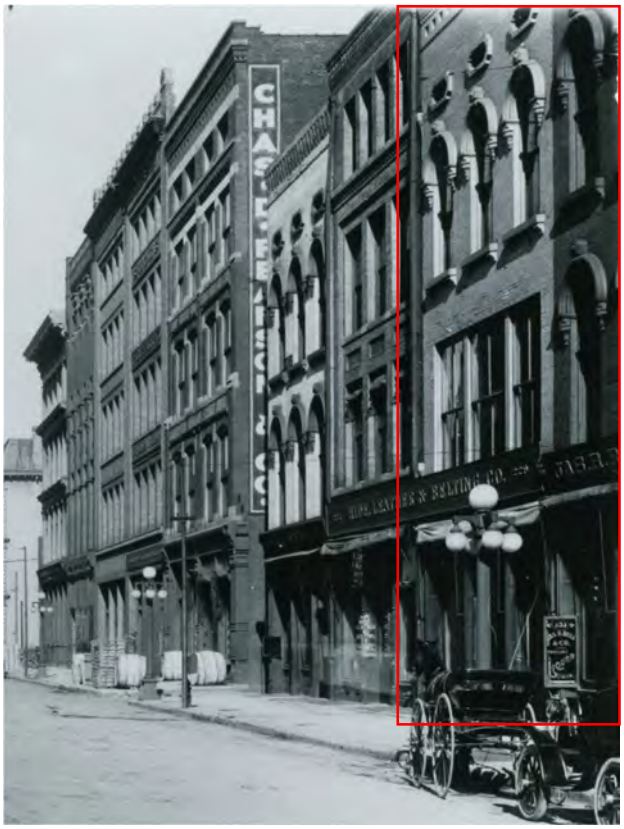


Buildings A and B (231 S. Meridian) – image provided by applicant from article about the construction of neighboring structure 225 S. Meridian, built in 1926-27

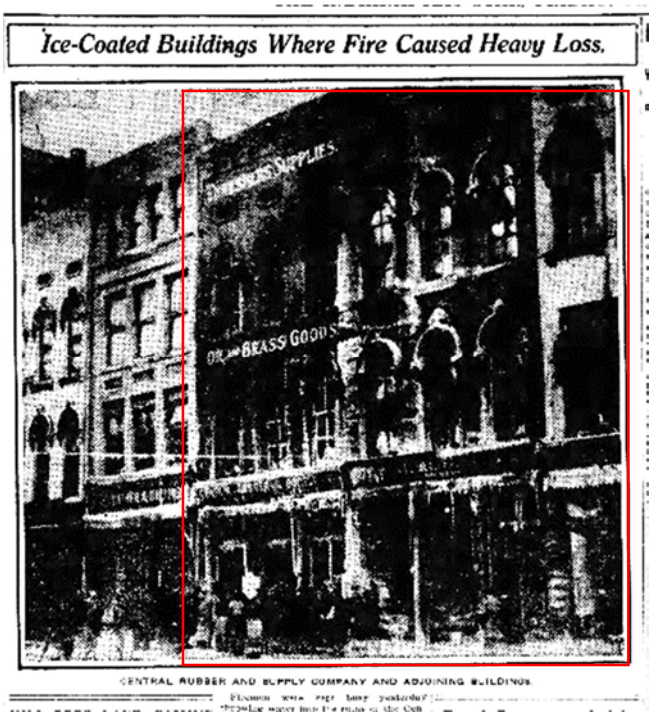




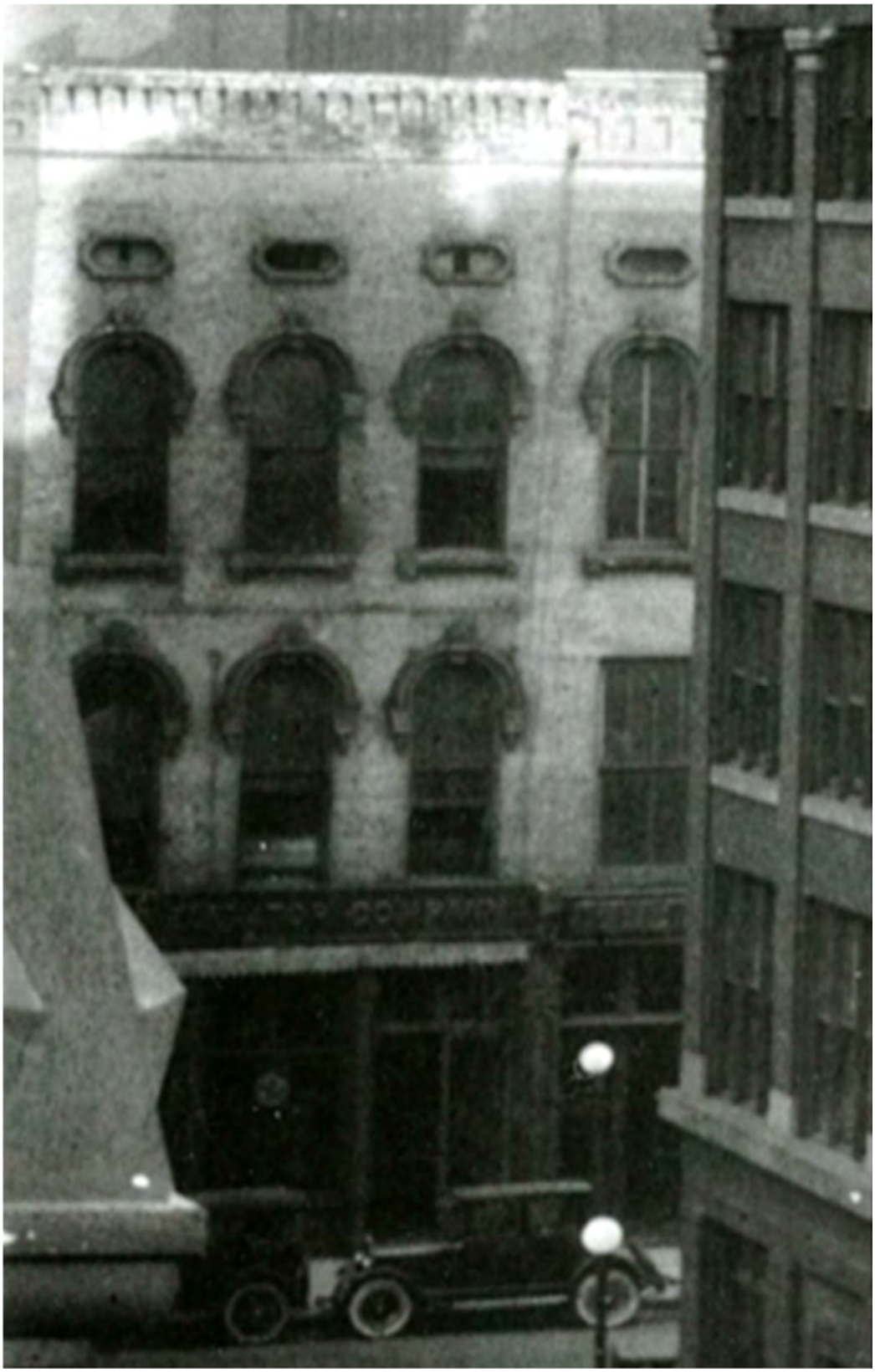
1906 – Building A (231 S. Meridian)
Hide Leather & Belting Co., 1906 (Bass #6353),
Bass Photo Co Collection, Indiana Historical Society
(https://images.indianahistory.org/digital/collection/dc012/id/1318/rec/8)



Buildings A and B (231 S. Meridian) taken prior to 225 S. Meridian being in 1926-27 Charles Pearson & Co., Hide Leather & Belting (Bass Unnumbered), Bass Photo Co Collection, Indiana Historical Society (https://images.indianahistory.org/digital/collection/dc012/id/3768/rec/2)



Buildings A, B and part of C – image provided by applicant, from article about 1909 fire



Building A and part of B (231 S. Meridian) – 1924
Hotel Spink, 1924 (Bass #88472-F) - W.H. Bass Photo Company--Pamela Tranfield Memorial Collection - Indiana Historical Society Digital Images (https://images.indianahistory.org/digital/collection/dc012/id/5767/rec/2)

Building A and part of B (231 S. Meridian) – 1926
Spink Hotel, 1926 (Bass #96742-F) - W.H. Bass Photo Company--Pamela Tranfield Memorial Collection - Indiana Historical Society Digital Images (https://images.indianahistory.org/digital/collection/dc012/id/5031/rec/15)

Buildings A and B (231 S. Meridian) – 1947

Image from Wholesale District Plan of the Buildings A and B (231 S. Meridian) – 1990

Building C (235 S. Meridian)

Detailed image of covering that was on Buildings A and B (231 S. Meridian), Building C (235 S. Meridian) also visible on the right

2011 staff photo showing original storefront details uncovered on Buildings A and B

EXISTING CONDITIONS

Front / west elevation

Rear / east elevations

South side of Building C (235 S. Meridian) – right photo showing historic openings that have since been enclosed

Examples of existing windows on front / west elevation

Existing storefront elements

Building A (231 S. Meridian)

Building B (231 S. Meridian)

Building C (235 S. Meridian)

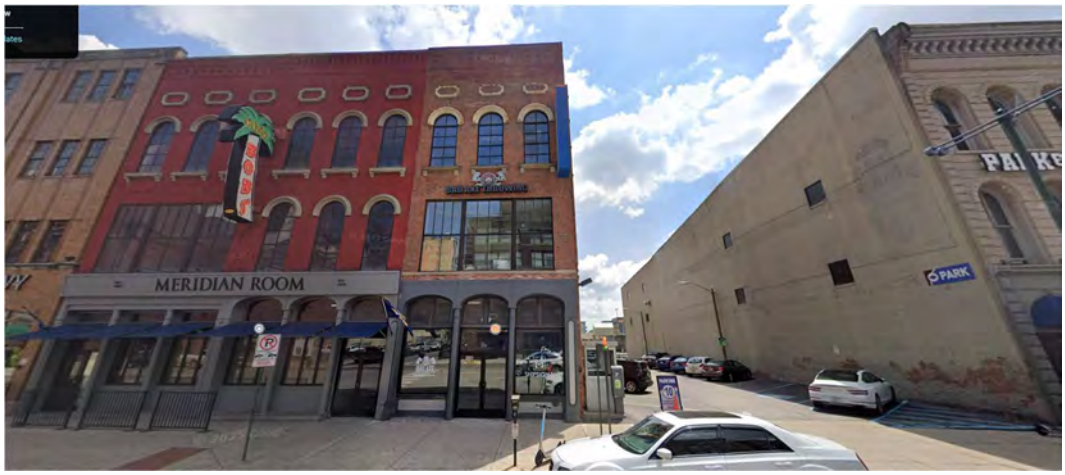
Wood storefront details that remain on Building C

Various remaining cast iron elements

FDC

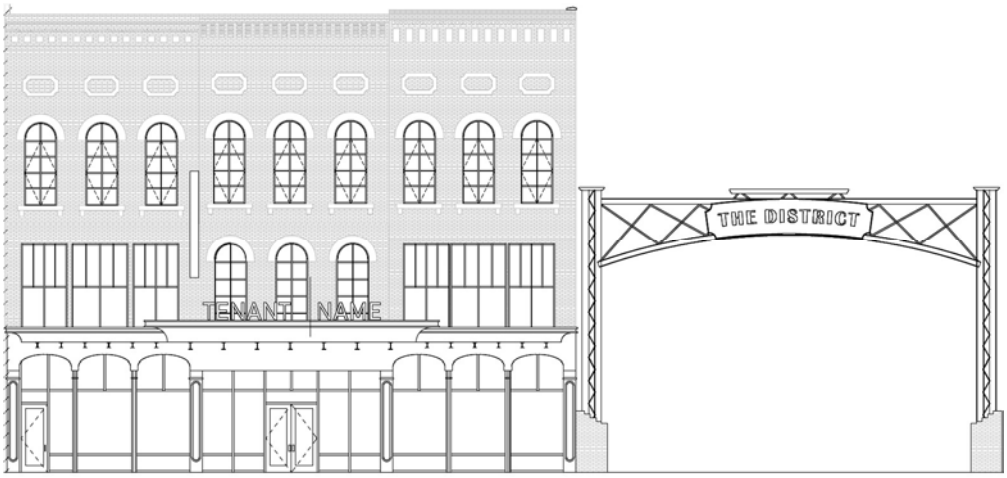
Example of exposed party wall – 200 S. Meridian Street

PROPOSED



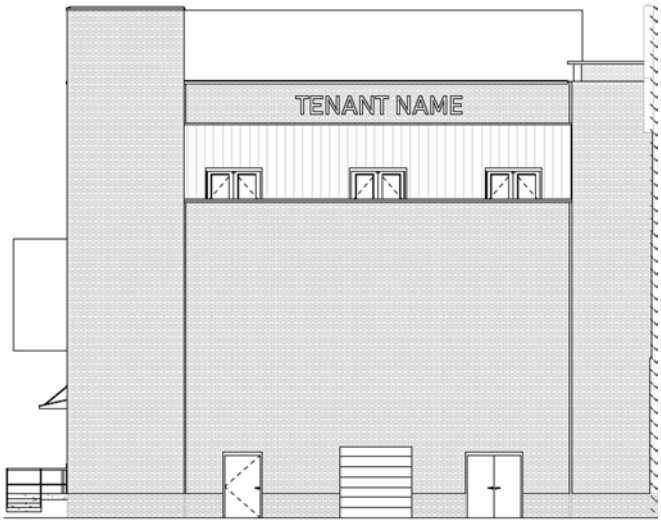
Existing west / front elevation

Current image of property



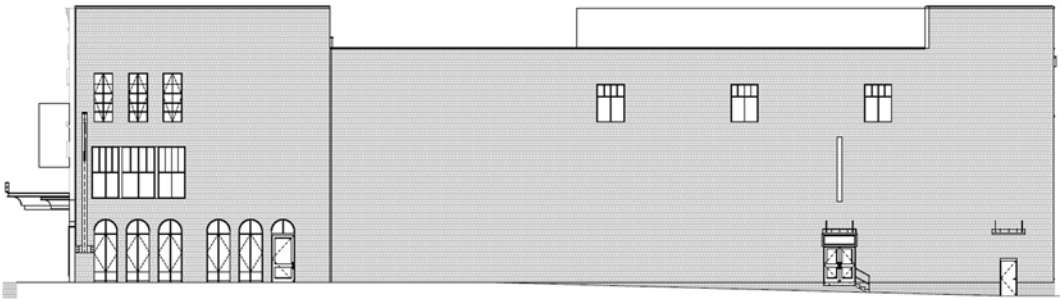
April 2026 – west / front elevation

Current proposed west / front elevation (no updates from June)

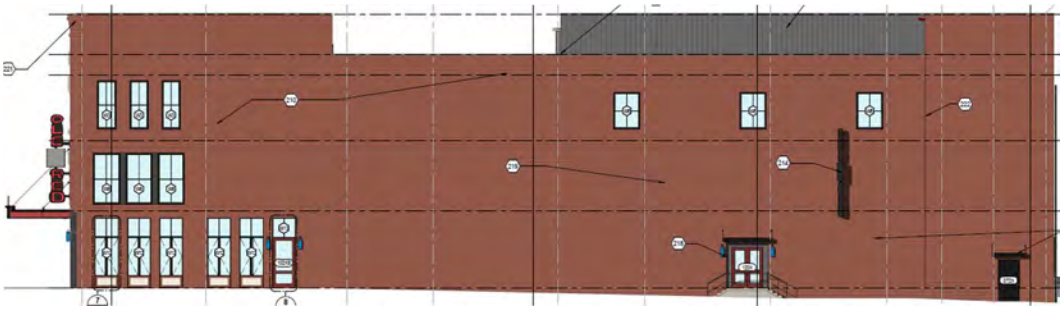


April 2026 – east / rear elevation

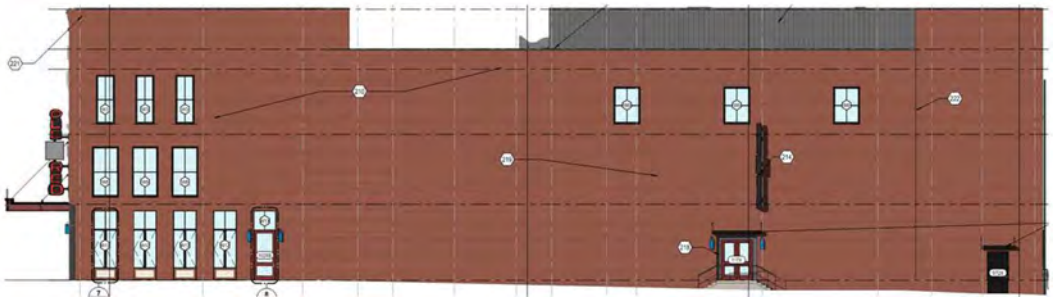
Proposed east / rear elevation (no updates from June)



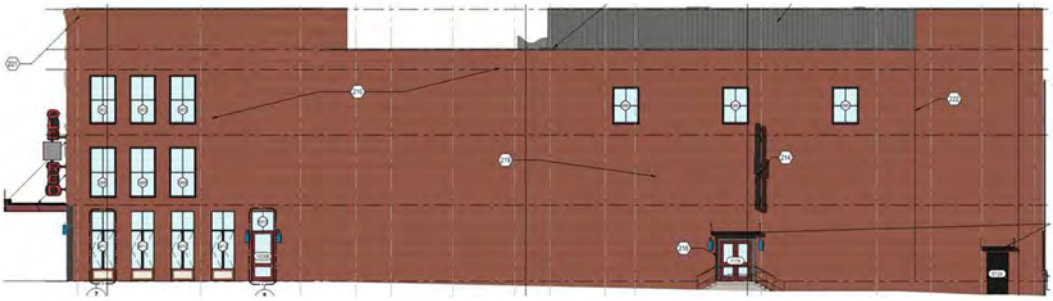
April 2026 – south elevation



June 2026 – proposed south elevation



July 2026 – proposed south elevation option one narrower 3rd floor windows



July 2026 – proposed south elevation option two wider 3rd floor windows

Existing view from Meridian Street

April 2026 – rendering of proposed from Meridian Street

June 2026 – rendering of proposed from Meridian Street

July 2026 – rendering of proposed from Meridian Street

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Continued**
Continued From:	**June 3, 2025**
Case Number:	**2026-COA-144 & 2026-VHP-007**
Property Address:	**1204 Polk Street**
Historic Area:	**Cottage Home**
Township:	**Center**
Council District:	**13**
Applicant:	**Micah Hill**
Owner:	**Same as Above**
Request:	**Make repairs to historic house, demolish rear section of house, build addition & curb-cut/driveway, Variances of Development standards.**
Staff Recommendation:	**Approval**
Staff Reviewer:	**Emily Jarzen**
Case At-A-Glance:	**This is part of a 3-lot project. 1204 Polk is an existing historic frame house. Repairs and new siding will be made to the house, the rear addition of the house demolished, and new additions constructed. The application includes a variance to legalize the existing fence location. Staff is recommending approval of the application. The work to the house is appropriate per the Cottage Home Plan, and the design and massing of the house additions are respectful of the existing historic building.**

JUNE HEARING

At the June hearing, the Commission continued the case after providing comments regarding desired changes. These comments included making the second-floor addition over the existing rear section a bit lower and to look at a different dormer style if a dormer is used facing Highland.

BACKGROUND OF PROPERTY

The house appears on the 1898 Sanborn Map. The addition to be demolished appears to have been constructed between 1956 and 1962.

REQUEST

At 1204 Polk, the proposed work is multi-fold, with work on the historic house, demolition and new construction all proposed.

Work on the historic house:
- Remove asphalt brick siding.
- Install fiber-cement siding and trim
- Install new windows
- Install new door
- Install new roof

Demolition:
Demolish the mid-century additions of the house.

Construct addition:
Living space will be added above the existing rear addition. An attached garage with living space is also proposed at the rear. Siding is a smooth-finish fiber-cement lap.

DESIGN CHANGES

The living space being added over the historic rear addition of the house has a significantly lower eave line than what was initially proposed. The dormer on the Highland Street side has also been lowered and significantly reduced in scale. It reads much smaller from the street.

VARIANCE PETITION

A variance petition has been submitted to legalize the existing fence. These variances of development standards are to 1) allow a fence in the right-of-way, and 2) allow a fence in the clear-sight triangle.

There is an existing fence on the site, and that will stay. Cottage Home has very deep rights-of-way, and most fences in front yards are technically on city property. While this has not proven to be a problem, the owner determined to get the location of the fence legalized for any future buyer. Highland is one-way north. The fence is at the NE corner with a 3-way stop. The location, style, and height of the fence are not an impediment due to traffic volume and flow, and the existence of stop signs at that intersection.

HISTORIC AREA PLAN RECOMMENDATION

New Construction Guidelines:
- *The mass and form of the original building should be discernable, even after an addition has been constructed.*
- *Additions and accessory buildings should be discernible as a product of their own time.*
- *Attached garages should not face the main street unless that is typical of the area's historic character. Otherwise, attached garages should be designed to not be obvious from the front of the property.*
- *No specific styles are recommended. Creativity and original design are encouraged. A wide range of styles is theoretically possible and may include designs that vary in complexity from simple to ornate.*
- *Surrounding buildings should be studied for their characteristic design elements. The relationship of those elements to the character of the area should then be assessed. Significant elements define compatibility.*

Demolition Guidelines:
- *The Commission has the responsibility of determining the significance of a structure and whether it contributes to the district. It shall consider the architectural and historical significance of the structure individually, in relation to the street, and as part of the district as a whole. These same considerations will be given to parts of the building.*

- Demolition may be approved if: *the historic or architectural significance of the structure or part thereof is such that, in the Commission's opinion, it does not contribute to the historic character of the structure and the district, or the context thereof.*

Repair Guidelines:

- *Replacement of wood siding with fiber-cement siding is permitted in Cottage Home, so long as the finish is smooth, the lap reveal is similar to the original, and new siding does not cover any wood trim or details.*

STAFF RECOMMENDATION

Staff is recommending approval of the project based on its overall compliance with the Cottage Home Plan. The section of the house proposed for demolition is a significantly later addition that does not contribute to the character of the house. The garage is visible, but due to the house's location on a corner, it is not possible to construct where it is not visible from the street. The approach to the new construction addition is similar to many other additions in Cottage Home. Staff finds the approach to be complementary and respectful of the massing and design elements of houses in Cottage Home.

STAFF RECOMMENDED MOTION

2026-COA-144 (CH):

<u>To approve</u> a Certificate of Appropriateness to make repairs to the historic house, demolish rear section of house, build addition & curb-cut/driveway, and for variances of development standards and associated findings of fact per the submitted documentation and subject to the following stipulations:

<u>DBNS: Stipulations number 1 and 2 must be fulfilled prior to issuance of permits.</u>

1. **Demolition must not commence prior to approval by the lHPC staff of final construction drawings. *Approved* _____ *Date*_____**
2. **A pre-construction meeting with lHPC staff, the owner, and the contractor/construction manager must be held prior to the commencement of any construction. *Approved* _____ *Date* _____**
3. **The site shall be field staked with no offsets and approved by lHPC staff prior to construction of the new addition. *Approved* _____ *Date*_____**
4. **lHPC staff must examine wood siding after asphalt siding is removed, to see siding, trim, any decorative features, etc. for retention/replication as required. Approved: _____ Date: _____**
5. **Exposure of new siding on historic house shall match original siding.**
6. **Boxed soffits ("bird boxes") are not permitted. Rafter tails may be left exposed or sheathed with sloping soffit board parallel to pitch of roof.**
7. **Trim and lap siding shall be wood or fiber-cement, and shall have a smooth texture and be free of major imperfections. <u>Rough-sawn finishes are not permitted</u>. Siding reveal must match approved drawings.**
8. **All utility wires and cables must be located underground. No installation of utilities or meter and mechanical placement shall commence prior to lHPC staff approval.**
9. **Work on exterior finishes and details must not commence prior to the approval by lHPC staff of each. These may include, but are not limited to: doors, windows, foundations, exterior light fixtures, railings, roof shingles, etc.**
10. **Any changes to the proposed design must be approved by lHPC staff prior to commencement of work.**

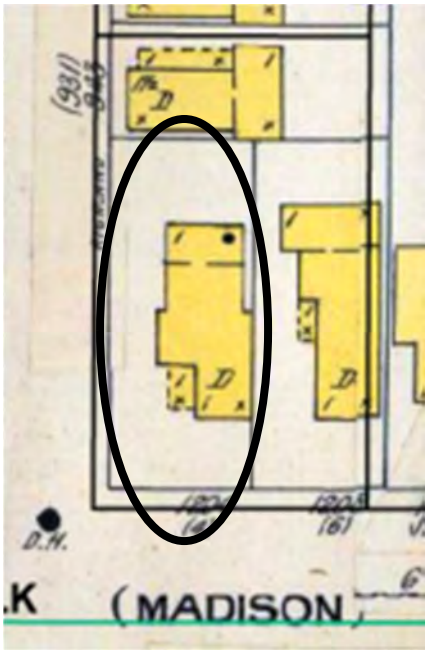
NOTE: Owner is responsible for complying with all applicable codes.

2026-VHP-007, Part B:
<u>To approve</u> Variances of Development Standards to allow:

- **A fence in the right-of-way**
- **A fence in the required clear-sight triangle**

EXHIBITS

Location of subject property, with general project area circled



1898 Sanborn showing project site. 1204 Polk site circled.

Aerial view of subject property

Subject house at 1204 Polk. Fence to remain is subject of variance request.

View of 1204, front (south) and west facades visible

West façade

Rear Addition, proposed for demolition

Context across Polk

Context across Highland

Examples of Cottage Home additions

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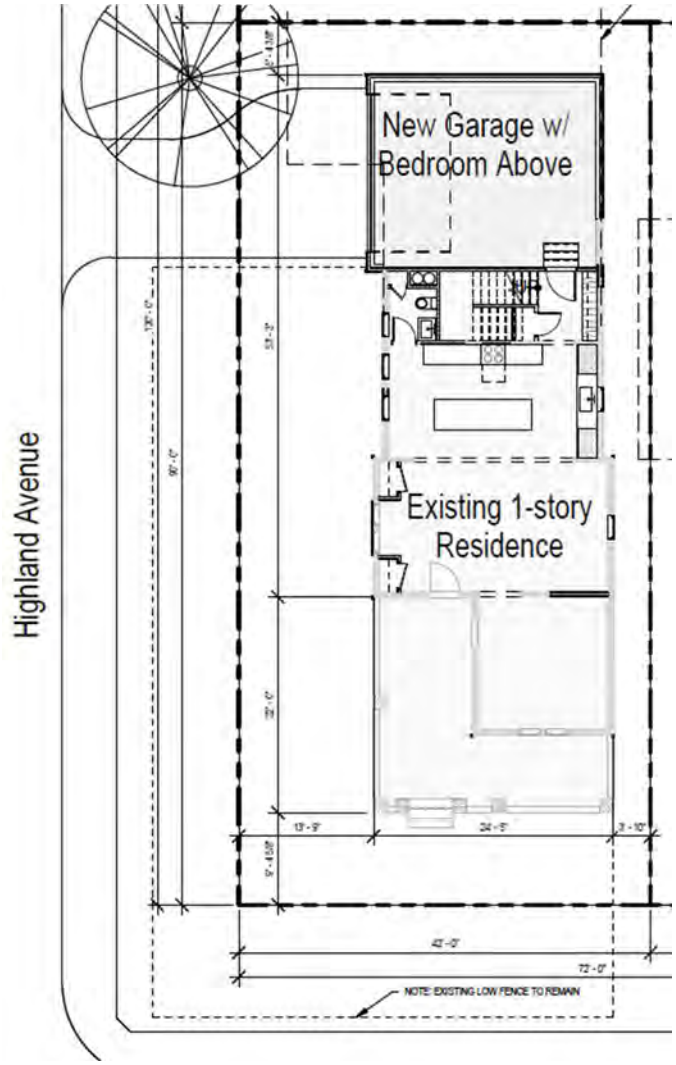
June Polk Streetscape

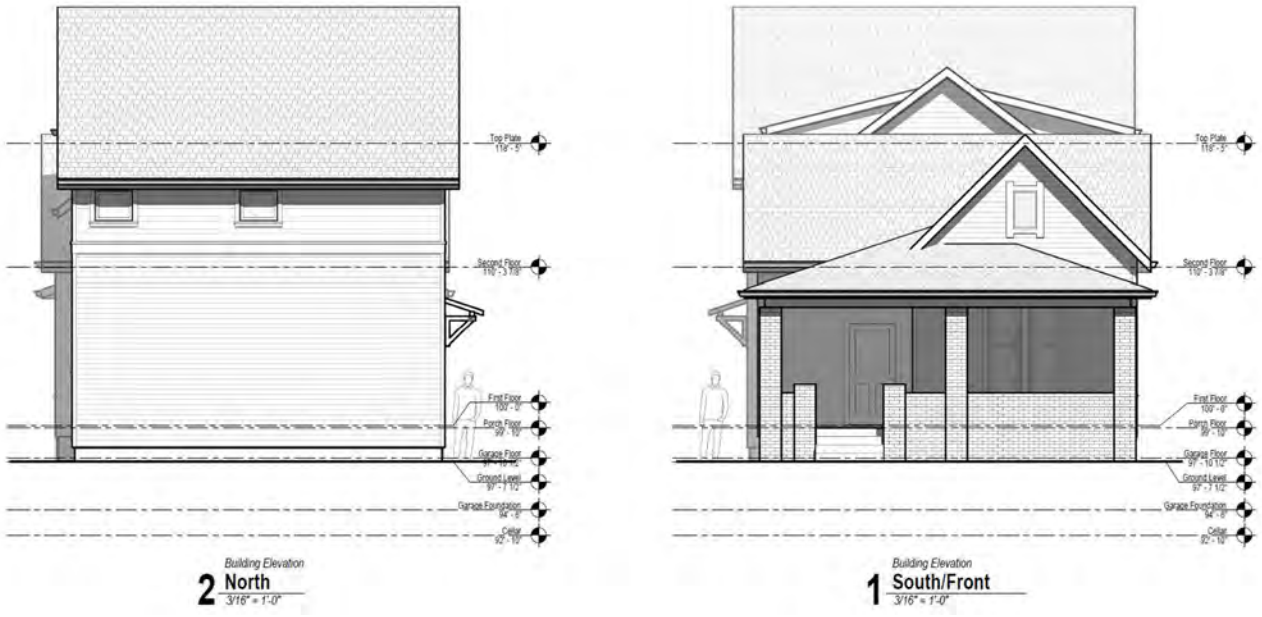
Revised

June Highland Streetscape

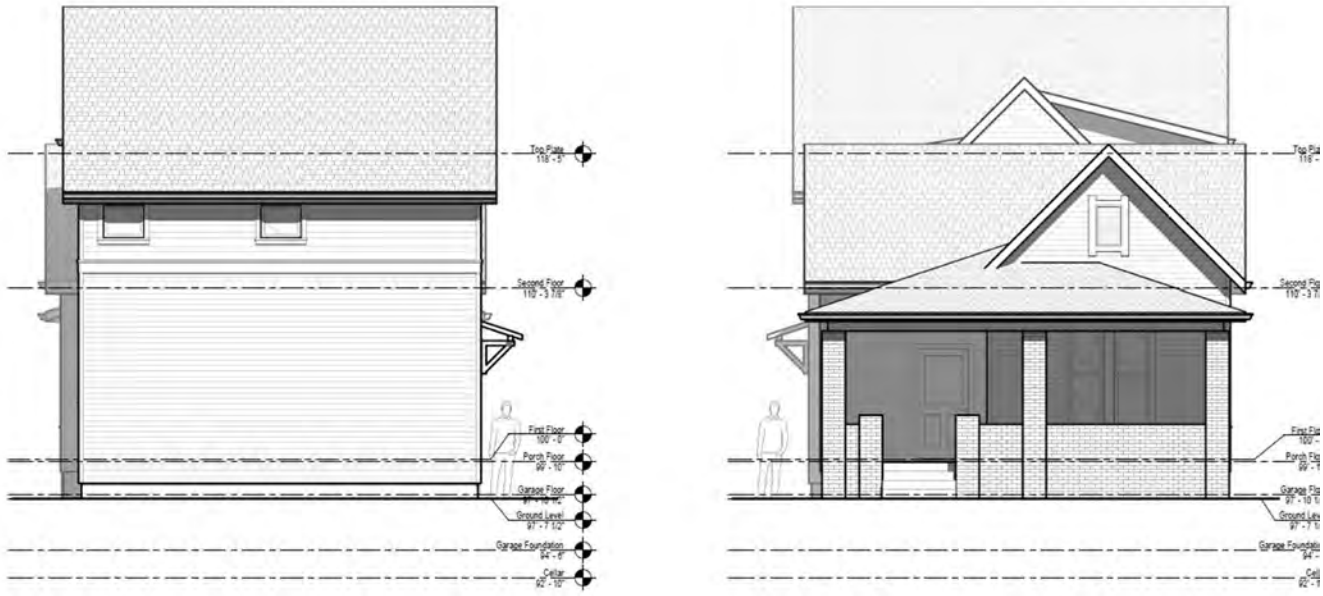
Revised



Proposed site plan



June Front/South Elevation & Rear/North Elevation



Revised

June Design, West Elevation

Revised

June Design, East Elevation

Revised

June 3D Perspective

Revised

FINDINGS OF FACT

1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:

The proposed plan is consistent with surrounding homes including fencing placement. The property's (1204 Polk) fencing has been in place for 25+ years and is at the corner of a one-way street that is unaffected by the clear site triangle. The fences construction also allows for visibility through the materials and is effectively transparent in nature.

2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:

The proposed project's fencing has been in place for a significant amount of time and enhances the livability of the yard areas. Many homes in the surrounding area also have fences placed in this manner "directly behind the sidewalk". Thus placement is consistent both visually and with how exterior areas are used throughout the neighborhood.

3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:

Relocating the fencing would be inconsistent with surrounding properties both in use and appearance. Existing fencing has been in place and installed at this location for 25+ years. Thus, strict application of the ordinance would create a large front buffer impacting the visual continuity of the perceived yard space and adjacent fences and properties. Use would also be impacted as it would greatly reduce the amount of yard available to the owner of the property.

Proposed Findings of Fact – Fencing in ROW & Clear-Sight Triangle

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**CONTINUED CASE**
Continued From:	
Case Number:	**2026-COA-198 (CH)**
Property Address:	**950 DORMAN ST. (previously 920 and 950 Dorman St)**
Historic Area:	**COTTAGE HOME**
Township:	**CENTER**
Council District:	**17**
Applicant:	**RUSSELL BROWN**
Owner:	**CARCONLIN LLC**
Request:	**Expand existing parking lot and repave 9th street**
Staff Recommendation:	**Continue to August 5, 2026, IHPC Hearing**
Staff Reviewer:	**Caroline Emenaker**
Case At-A-Glance:	**The request is to expand the existing parking lot and repave a portion of 9th Street to accommodate the expansion.**

BACKGROUND OF PROPERTY

950 Dorman Street has been used industrially since at least 1887. A building that was once on the site of the 920-parcel portion of the expansion was approved for demolition in 2009 by the IHPC. Additionally, the lot was rezoned from I-3-U to I-2-U in 2009 as well to accommodate the light industrial recommendation in the plan. Both lots are owned by Carconlin LLC, and the current building houses Fitzmark, a shipping logistics company.

An expansion of the original parking lot, which was approved when the current Fitzmark building was constructed, was approved in 2017 by the IHPC. It initially had 70 parking spaces, but the 2017 addition added 40 spaces to the 920 Dorman lot making the total 110. Additionally, a Variance of Development Standards was granted to reduce the transitional yard requirement of 40 ft.

REQUEST

The request is to expand the existing parking lot on the north side of the property, along with a connector to the southeast side of the parking lot, and additional spaces behind the property at 1000 Dorman St (of which a small parcel is part of the 950 lot, see combined lot map from 2017 for details). The applicant is proposing to increase the number of parking spaces to 179.

The expansion is being requested because 8,280 sf of the current warehouse portion of the building will be converted to office space. While the zoning code does limit parking spaces in office settings to 1 spot per 200 sf, warehouses do not have a maximum. Therefore, the zoning code does allow the spots to be increased to 179.

Additionally, the applicant is proposing to repave the portion of 9th street that extends below the property at 1000 Dorman St and the small portion of 950 Dorman. The portion that is connected to the 950 lot will have 13 parking spaces added. To control the flow of traffic in the narrow site, the applicant is proposing to make the 13 spaces a one-way connection to 9th street. They will place do not enter signs at the entrance of the 13 spaces to reinforce this.

The landscaping at the north and northeast portions of the property will be redone to accommodate the new parking spaces. The 2017 Variance of Development Standards granted a reduction of the required 40 ft transition yard. The Variance was *not* required for the North, South, or West frontages because they are not protected classifications. The east portion did require a Variance because the houses across the street are zoned D-8. The staff report specifies that they asked for a 17-foot transitional yard, but the Variance and COA themselves did not specify a new requirement for the transitional yard, only that the yard should be reduced. Because the Variance was vague enough, and the expansion on this side is just to add a connection with parking spaces to the currently isolated parking lot in the north, it still falls under the 2017 Variance.

HISTORIC AREA PLAN RECOMMENDATION

GUIDELINES FOR PARKING SURFACES

Recommended:

1. Off-street parking should be located at the rear of the properties, oriented towards alleys (if an alley exists) and screened if appropriate.
2. Parking lot dimensions, including the size of spaces, traffic pattern, and turning radius are to conform with the latest edition of Architectural Graphic Standards or other accepted city standards so that all spaces are usable and accessible.
3. Parking lots should be a hard-surfaced material, such as asphalt, concrete, brick, or paver blocks.
4. Edging parking surfaces with concrete, stone, or brick curbing.
5. Orderly and efficient layout of parking spaces to minimize congestion and overcrowding, including pavement markings with durable paint indicating parking spaces and flow of traffic.
6. Locating curb cuts as far from street intersections as possible.
7. Use of existing alleys for entrances and exits whenever possible.
10. Deciduous shade trees should be planted on the interior of the lot as well as on the edges.
11. A ten-foot buffer with 100% of the linear distance screened between parking areas, primary streets, residential uses, and/or sidewalks using trees and/or architectural screen walls or fences and/or plant material screens.

STAFF RECOMMENDATION

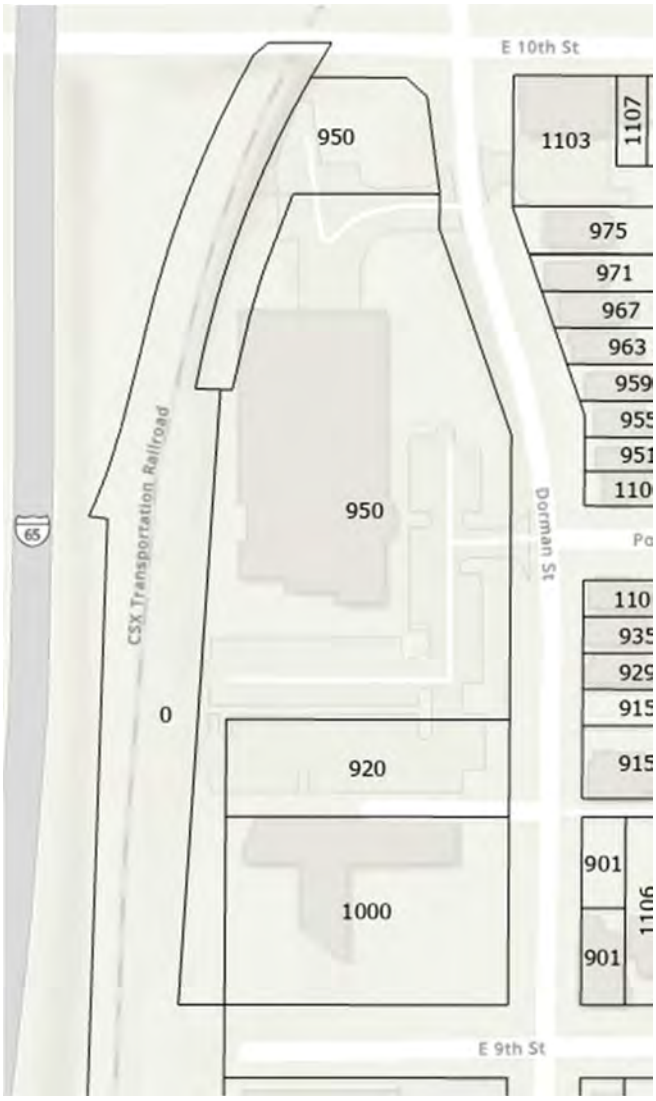
Staff is recommending the case be continued to the August 5, 2026, hearing. Notice was only sent out to “extend parking lot.” This description does not cover the resurfacing of 9th street. Additionally, one of the spaces in the 13-spot expansion encroaches on to 9th street. Neither of these has approval from DPW that staff is aware of. There are also questions regarding the exact parcel line between the property at 1000 Dorman St and the small 950 Dorman section that extends behind it. The initial plans also did not clearly specify the lot lines, and a “utility easement” note was added later. Lastly, staff has been told by the applicant that Cottage Home approves the expansion, but staff has not received an official approval letter from the neighborhood.

STAFF RECOMMENDED MOTION

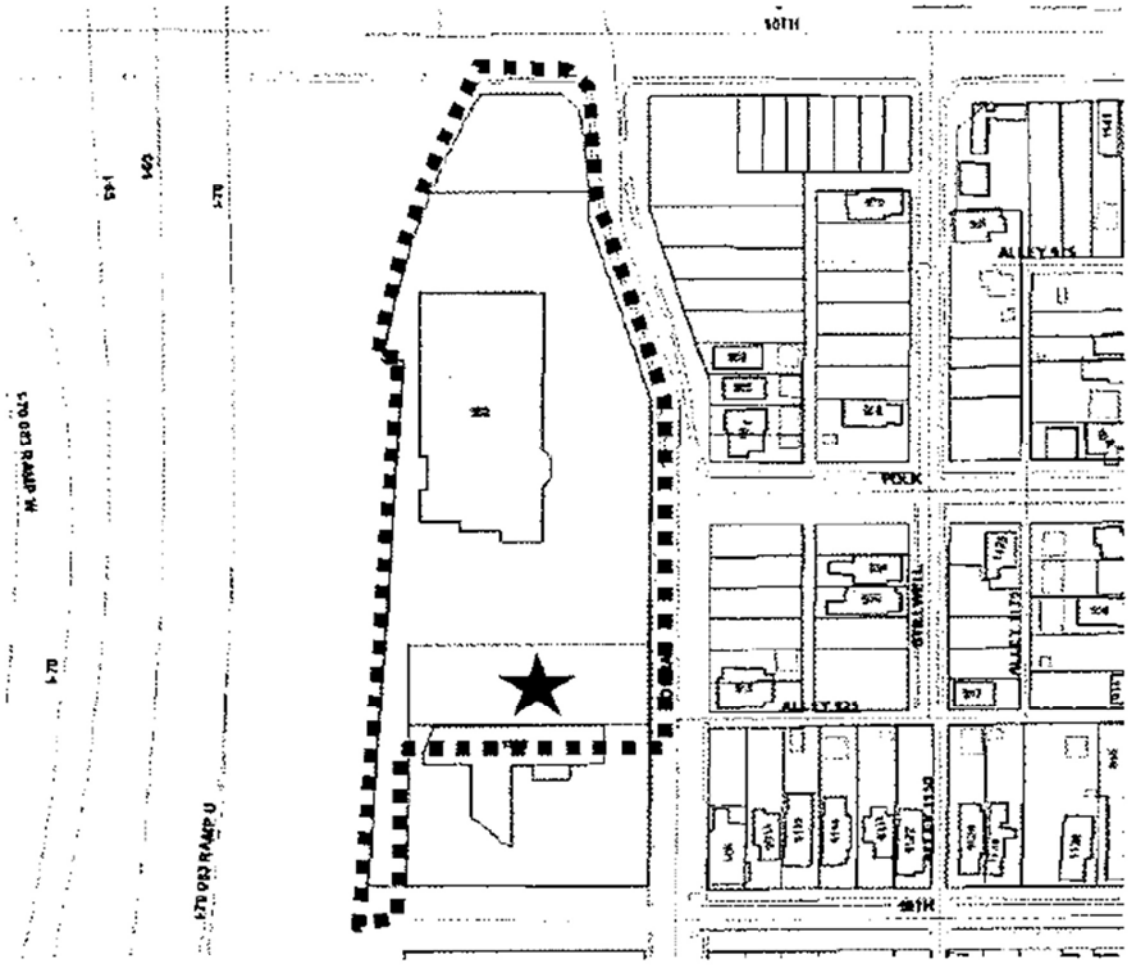
COA# 2026-COA-198 (CH)
To continue to the August 5, 2026, IHPC hearing.

EXHIBITS

Location of Subject Property

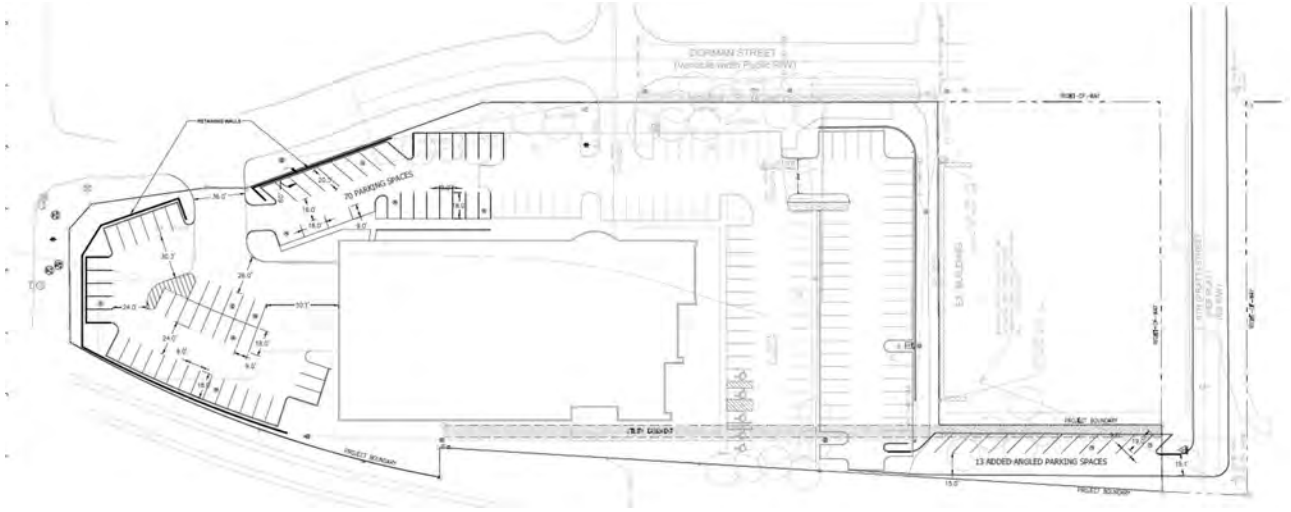


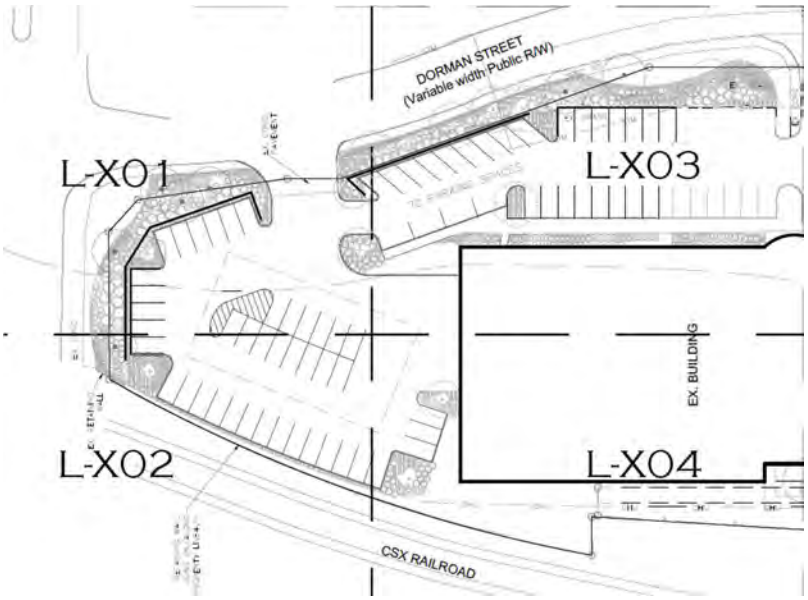
950 Dorman and 920 Dorman Lots Combined and Outlined from 2017 Expansion

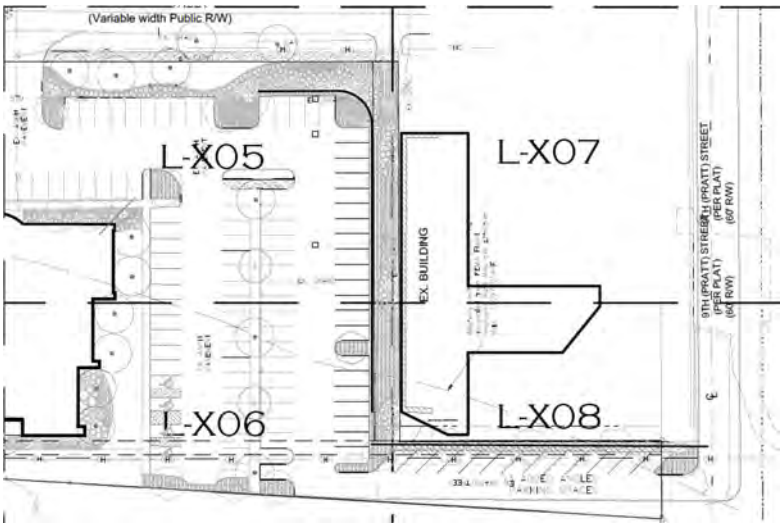


Proposed New Parking Lot Site Plan

NORTH





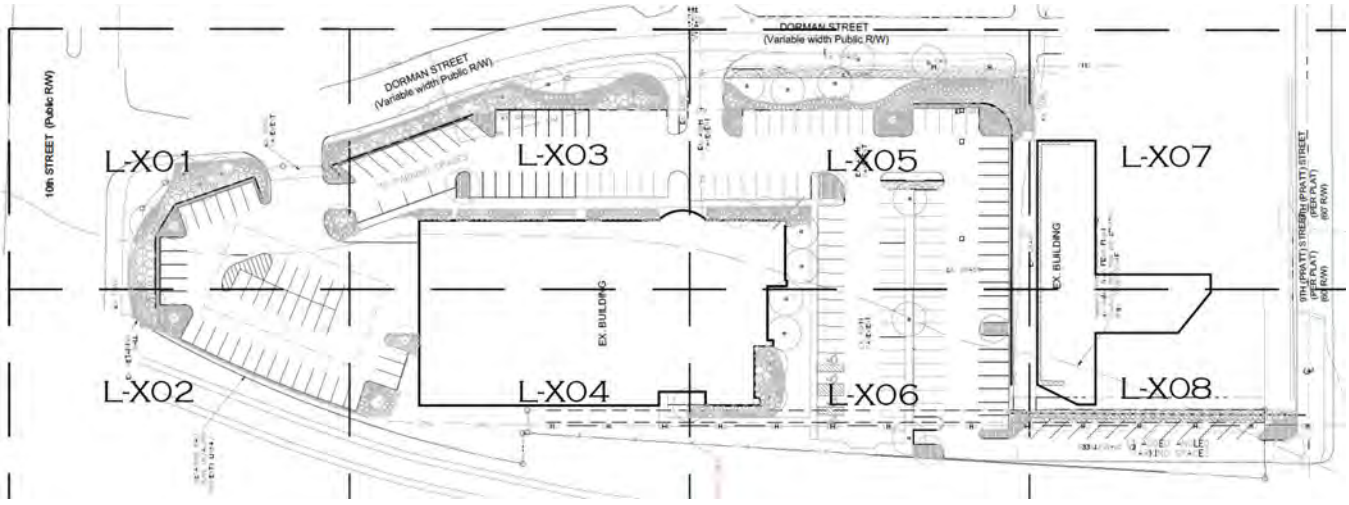


NORTH

Proposed 9th Street Resurfacing Plan

Landscaping Plans for New Expansion

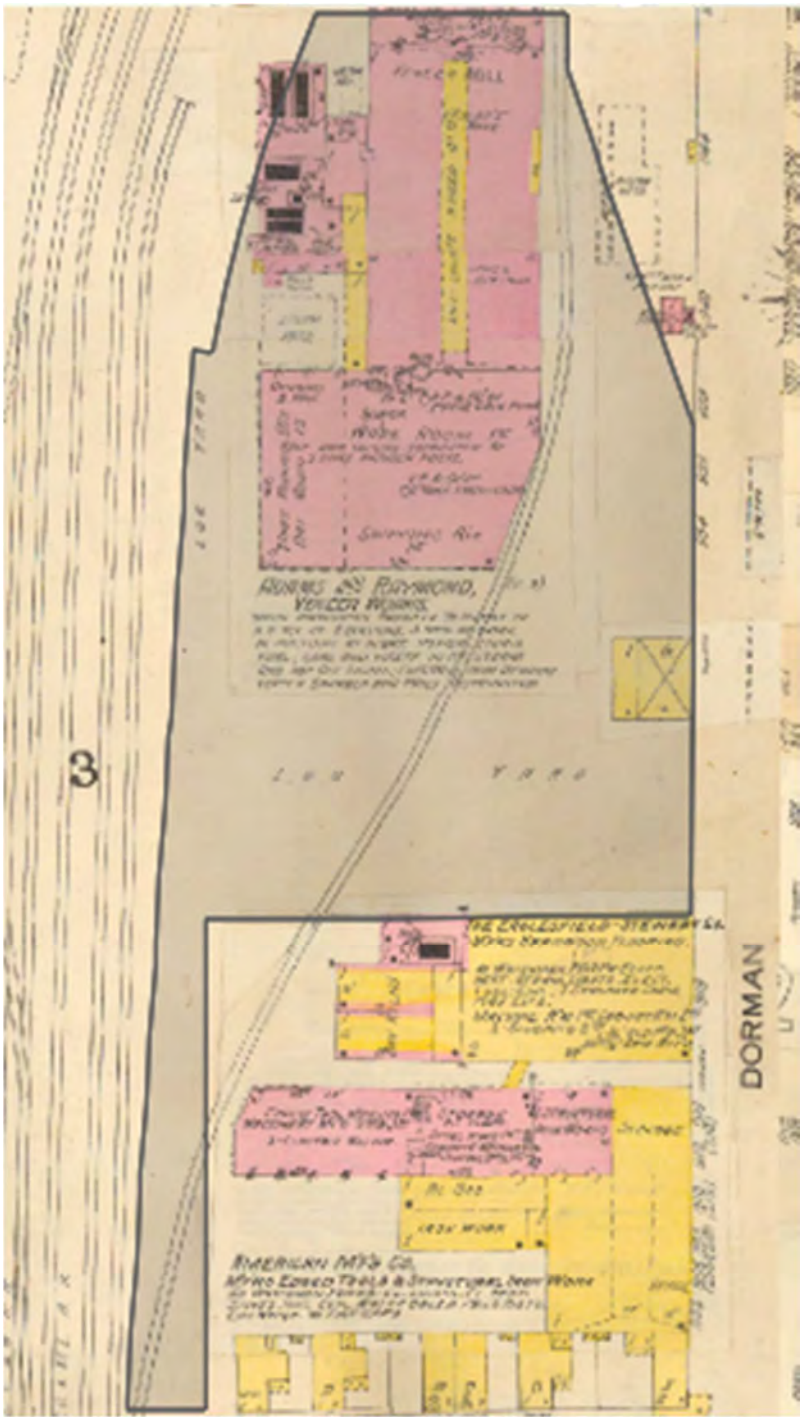
NORTH



NORTH

1898 Sanborn Map

NORTH



Existing Northern Parking Lot Conditions

Existing East and South Parking Lot Conditions

Hapag-Lloyd
MAERSK

Existing 9th Street Conditions and Proposed Area for 13 Additional Spots

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**New Case**
Continued From:	
Case Number:	**2026-COA-206 (CH)**
Property Address:	**921-929 Stillwell St.**
Historic Area:	**Cottage Home**
Township:	**Center**
Council District:	**13**
Applicant:	**Matthew Peyton**
Owner:	**Justin Stevens & Jason Owens**
Request:	**Construct a new two-story single-family residence with a full basement and detached 3-car garage connected by a breezeway.**
Staff Recommendation:	**Defer to Commission for comment and continue to August 5th IHPC Hearing.**
Staff Reviewer:	**Morgan Marmolejo**
Case At-A-Glance:	**The request is for a new single-family residence with detached garage. Staff does not believe the request meets the Cottage Home plan. There is no known opposition to the request.**

BACKGROUND OF PROPERTY

The subject property is currently three vacant parcels under 921, 925, and 929 Stillwell Street. According to the 1898 Sanborn maps the parcel at 921 was a single-story frame dwelling, 925 was a single-story frame dwelling with a single-story frame accessory building, and 929 was also a single-story frame dwelling with a single-story frame accessory building. On the 1915 Sanborn map, the primary structures across the parcels are relatively unchanged. 921 gained a single-story frame accessory building and 929 expanded its accessory building. On the 1956 Sanborn map, the structures on the parcel for 921 were removed, but the remaining structures on 925 and 929 were unchanged from the 1915 map. Based on aerial photos, the remaining structures were demolished sometime between 1972 and 1986. The lots have been vacant since.

REQUEST

The applicant is requesting to build a two-story single-family residence with a detached 3-car garage connected with a breezeway that spans three historic parcels. The development will span three parcels that were historically three separate dwellings. The home will feature a double gable front façade with a

covered hipped front porch and a covered projecting side porch. There will also be a front brick chimney with a metal cap.

The home will be clad in 6-inch reveal smooth fiber cement lap siding throughout with 4-inch reveal smooth fiber cement lap in the gables. There will be smooth fiber cement paneling throughout the facades of the structure. There will be decorative painted wood gable vents in all the gable fronts.

The windows will be casement aluminum clad windows. The first-floor windows will feature smooth fiber cement trim with caps, but the second-floor windows will not have trim. There will be some fixed windows on the north façade. There is a four-panel sliding door system on the side covered porch where the middle two panels will slide to the outer panels.

The garage 3-car garage will be connected to the primary structure via a breezeway. The garage will feature an 18-foot and a 9-foot, overhead doors. It will also feature 6-inch reveal smooth fiber cement lap siding with 4-inch reveal smooth fiber cement lap siding in the gables. There will be a decorative wood gable vent on the west façade gable.

The home will feature a complex roofing system that utilizes front gables, hipped roofs, and shed roofs. The roof will be clad in dimensional asphalt shingles with standing seam metal roofing on the porch roofs only.

The applicant is proposing a 6-foot privacy fence with ½-inch air gap between the horizontal boards up to the front face of the house and spanning 55 feet along the street facing side of the parcels.

HISTORIC AREA PLAN RECOMMENDATION

The applicant's request encompasses multiple aspects of the Cottage Home Conservation Area Plan. Staff believes it is important to outline and note each of these areas below:

New Construction: New Primary Structures

Height:

Recommended

1. Generally, the height of a new building should fall within a range set by the highest and lowest contiguous buildings if the block has uniform heights. If the pattern of the block is characterized by a variety of heights, then the height of new construction can vary from the lowest to highest on the block; however, uncharacteristically high or low buildings should not be considered when determining the appropriate range.

Not Recommended

1. Any building height that appears either diminutive or overscale in relation to its context.

Mass:

Recommended

1. The total mass of a new building should be compatible with surrounding buildings.
2. The massing of the various parts of a new building should be characteristic of surrounding buildings.
3. If the context suggests a building with a large mass but the desire is for a smaller space, consider more than one unit as a means to increase the size of the building.
4. A larger-than-typical mass might be appropriate if it is broken into elements that are visually compatible with the mass of the surrounding buildings.

Not Recommended

1. Near total coverage of a site unless doing so is compatible with the surrounding context.

Outline:

Recommended

1. The basic outline of a new building should reflect building outlines typical of the area.
2. The outline of new construction should reflect the directional orientations characteristic of the existing buildings in its context.

Not Recommended

1. Roof shapes that create uncharacteristic shapes, slopes, and patterns.

Spacing:

Recommended

1. New construction that reflects and reinforces the spacing found in its block. New construction should maintain the perceived regularity or lack of regularity of spacing on the block.

Not Recommended

1. The creation of large open spaces where none existed historically. Such spacing is uncharacteristic and establishes holes in the traditional pattern and rhythm of the street.

Style and Design:

Recommended

1. No specific styles are recommended. Creativity and original design are encouraged. A wide range of styles is theoretically possible and may include designs that vary in complexity from simple to ornate.
2. Surrounding buildings should be studied for their characteristic design elements. The relationship of those elements to the character of the area should be assessed. Significant elements define compatibility. Look for characteristic ways in which buildings are roofed, entered, divided into stories, and set on foundations. look for character-defining elements such as chimneys, dormers, gables, overhanging eaves, and porches. For commercial buildings, examine typical façade components such as storefront elements (kickplates, transoms, display windows, and entrances), ornamentation, signage, and awnings.

Materials:

Recommended

1. Textures, patterns, and dimensions of building materials should be compatible with those found on historic buildings in the area.
2. Natural materials are preferred, although synthetic or composite materials may be considered provided they appear and perform like natural materials.

New Additions, Garages, & Accessory Structures

Recommended

1. Accessory buildings should be located behind the existing historic building unless there is an historic precedent otherwise. Generally, accessory buildings should be of a secondary nature and garages should be oriented to alleys.
2. Attached garages should not face the main street unless that is typical of the area's historic character. Otherwise, attached garages should be designed to not be obvious from the front of the property.

3. Additions, garages, or other large accessory buildings should be of a scale, height, size, and mass that relates to the existing primary building and does not overpower it.

Guidelines for Site Improvements & Landscaping

Recommended

1. Front yard fencing should be compatible with the historic character of the area. Generally, front yard fences should not be higher than 42 inches and should be open in style. Chain link and vinyl fencing are not appropriate.

Not Recommended

1. Privacy fences that are over six (6) feet high.

IHPC STATE STATUTE IC 36-7-11.1-9

The IHPC state statute says in IC 36-7-11.1-9: "… if the commission finds under subsection (d) any application to be inappropriate, but that its denial would result in substantial hardship or deprive the owner of all reasonable use and benefit of the subject property, or that its effect upon the historic area would be insubstantial, the commission shall issue a certificate of authorization, which constitutes a certificate of appropriateness for purposes of this chapter.

STAFF RECOMMENDATION

Staff does not believe the request is compliant with the Cottage Home Conservation Area Plan. Staff has met with the applicant to discuss issues with the proposal, however, the applicant's clients have not indicated a willingness to alter the plans to come into compliance with the plan. Staff has outlined the issues below:

1. Height

   The Cottage Home plan states that new construction heights should fall within a range of surrounding properties, but if a structure is uncharacteristically high or low, that should not be considered. The structure needs to be lowered as to not dwarf the neighboring cottage.
2. Massing
   a. The mass of the new building is not compatible with the surrounding buildings. The massing is not broken up and reads as one large mass on the street facing side (front of house), especially considering the mass of the garage/carriage house.
   b. The Cottage Home plan states that larger-than-typical massing may be appropriate if broken into multiple elements that are visually compatible. Staff suggested designing the house to look like two cottages that had been connected but the attempt to create that is too minimal in the proposed design to be effective.
3. Scale

   The structure is too large for the surrounding building, especially with the garage causing the development to span the full width of the lot.
4. Outline

   The outline of the structure is not compatible with the surrounding buildings. The proposed cross gable lends the building to feel wider than context would consider appropriate.
5. Spacing

   Staff recognizes these lots are shorter than most, but because the footprint of the proposed design spans three historic lots, the spacing isn't compatible with the area. Two "cottages" connected in the middle may be a way to solve this issue. The Commission may consider an attached garage as an exception also.
6. Style

a. The design and style of the proposed structure isn't compatible with the simple forms of the surrounding buildings. There are too many elements being included that complicate the design.
b. The front chimney isn't appropriate or compatible with the plan and surrounding context. Chimneys are found either on a side elevation or punched through the roof from the interior.

7. Materiality
   The use of fiber-cement or dimensional asphalt shingles is compatible with the area, and metal roofs on porch roofs are found on several new and historic houses in the area.
8. Accessory structure
   a. It should be located behind the primary structure, perhaps an exception here may be made for an attached garage.
   b. Garages should not be obvious from the front of the property.
   c. Garage is large and spans two historic lots.
9. Fencing
   A 55-foot span of 6-foot privacy fence in the front yard aligned with the front of the house is not appropriate and creates a visual "wall" along the street. The Plan calls for front yard fencing to not be higher than 42-inches and open in style.
10. Patio
    The proposed covered patio on the south side of the house should be uncovered and pushed closer to the rear of the house where it would be more appropriately located and not visible from the street.

Staff believes there is a way to design this structure so that the house reads as two cottages side-by-side with a garage at the rear that is more in keeping with the historic cottage nature of the district but it may require significant redesign and rethinking of the floorplan. As is, the house and garage appears too large and inappropriately designed and laid out on the site. Staff is asking the Commission to provide comments to the applicant to improve the appropriateness of the design and continue the case to the August 5th, IHPC Hearing.

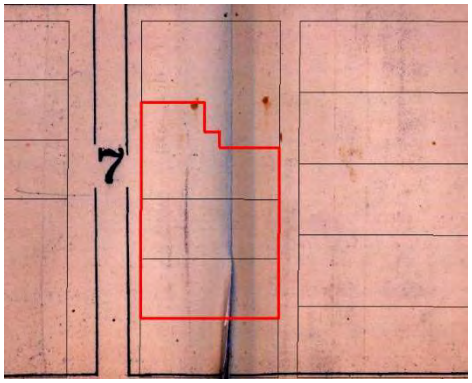
STAFF RECOMMENDED MOTION

COA #2025-COA-301 (CAMA):
To continue the case for a Certificate of Appropriateness to construct a new two-story single-family residence with a full basement and detached 3-car garage connected by a breezeway.

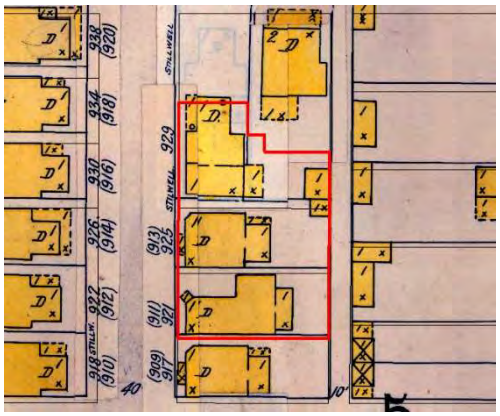
EXHIBITS

LOCATION OF SUBJECT PROPERTY

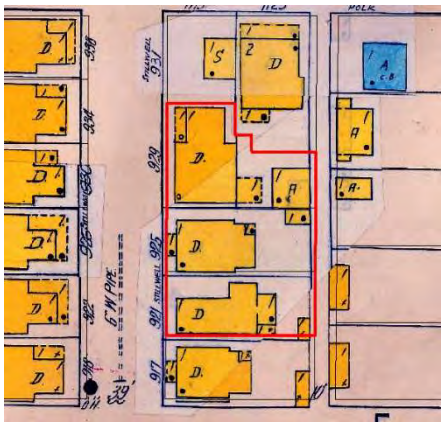
HISTORIC MAPS



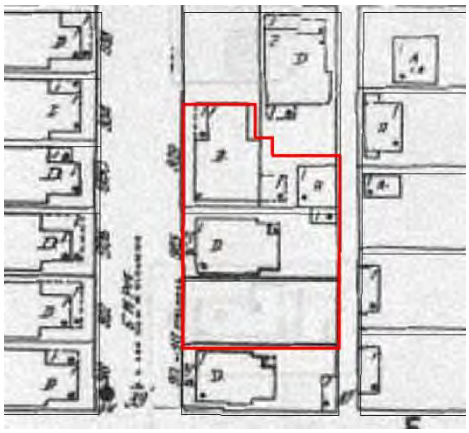
1887 (red outline showing existing parcels)



1898 (red outline showing existing parcels)



1915 (red outline showing existing parcels)



1956 (red outline showing existing parcels)

1972 Aerial (red outline showing existing parcels)

1986 Aerial (red outline showing existing parcels)

SUBJECT PROPERTY

From across Stillwell Street

Property to the North

Property to the South

Context across Stillwell Street

918

930

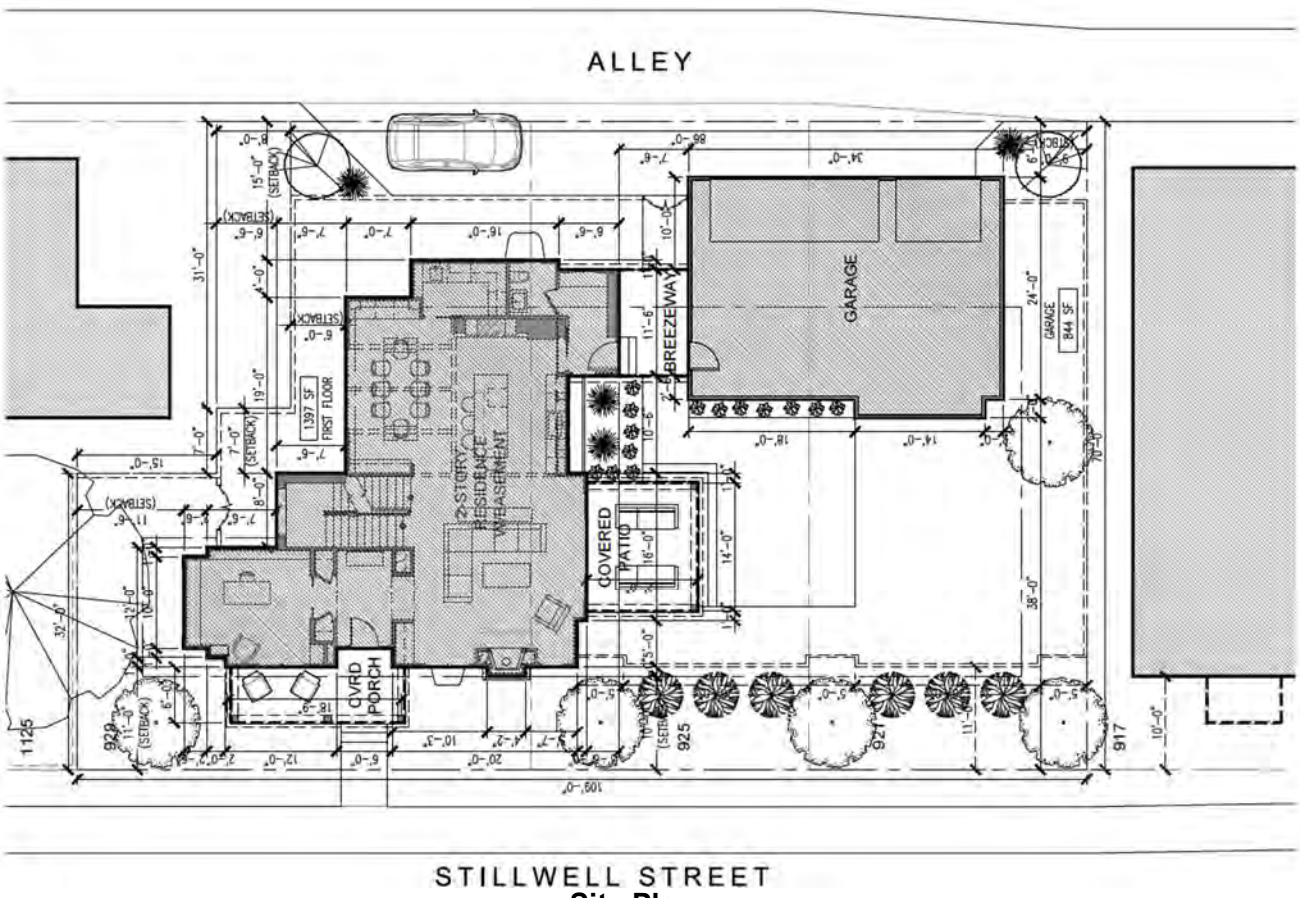
934

Surrounding Context

942 Stillwell Street

1112 Polk Street

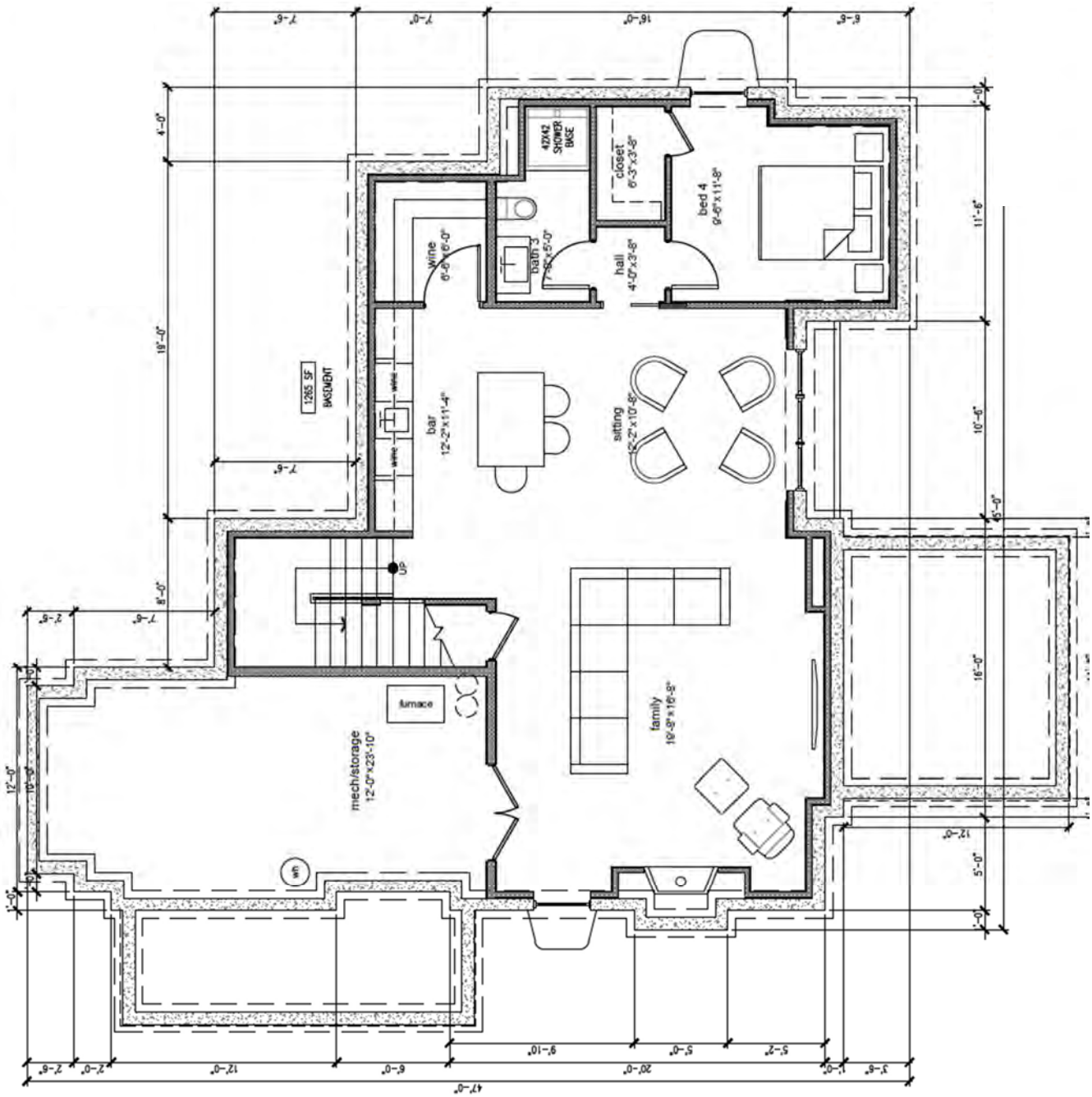
PROPOSED



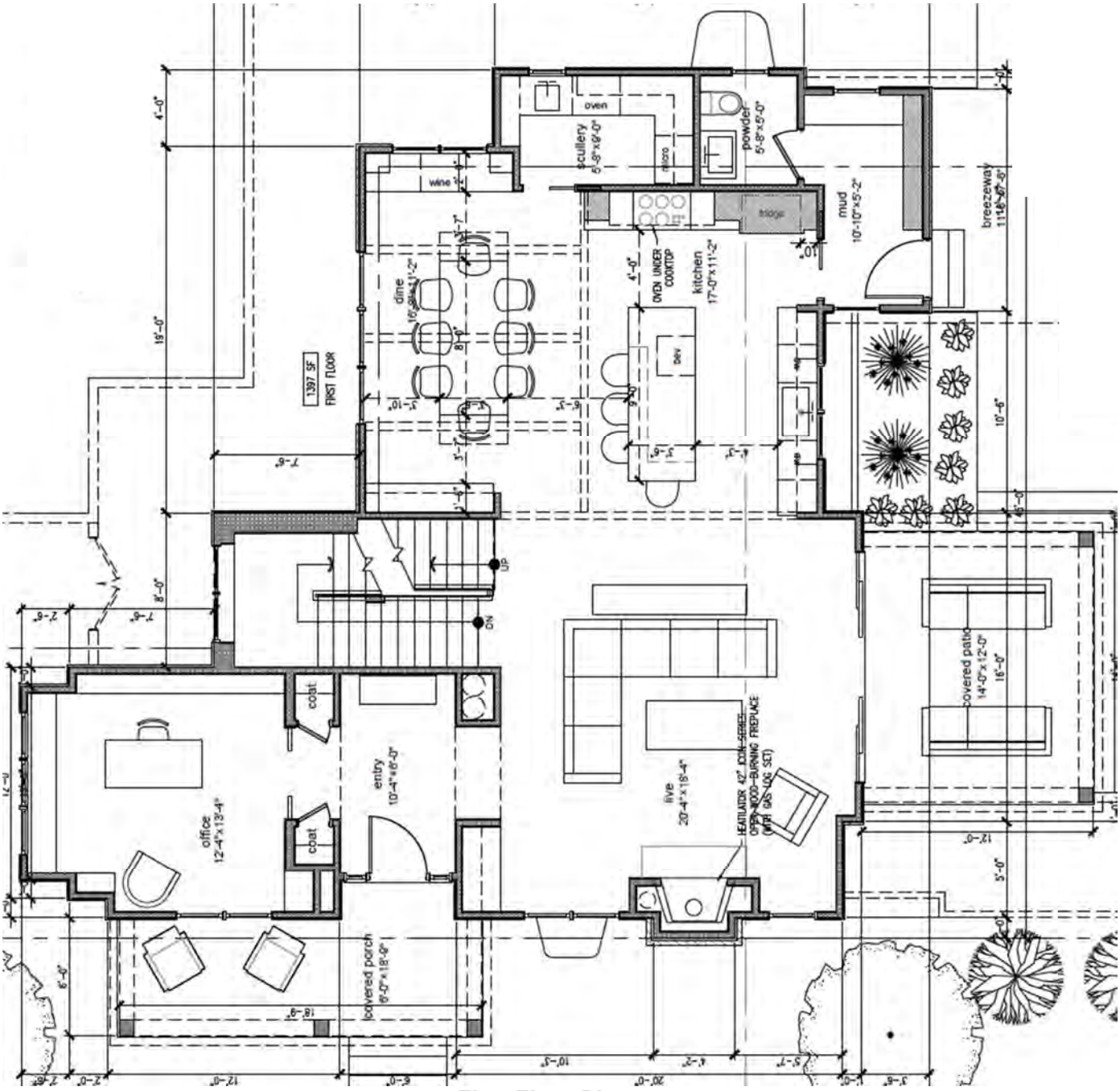
Site Plan

Site Context

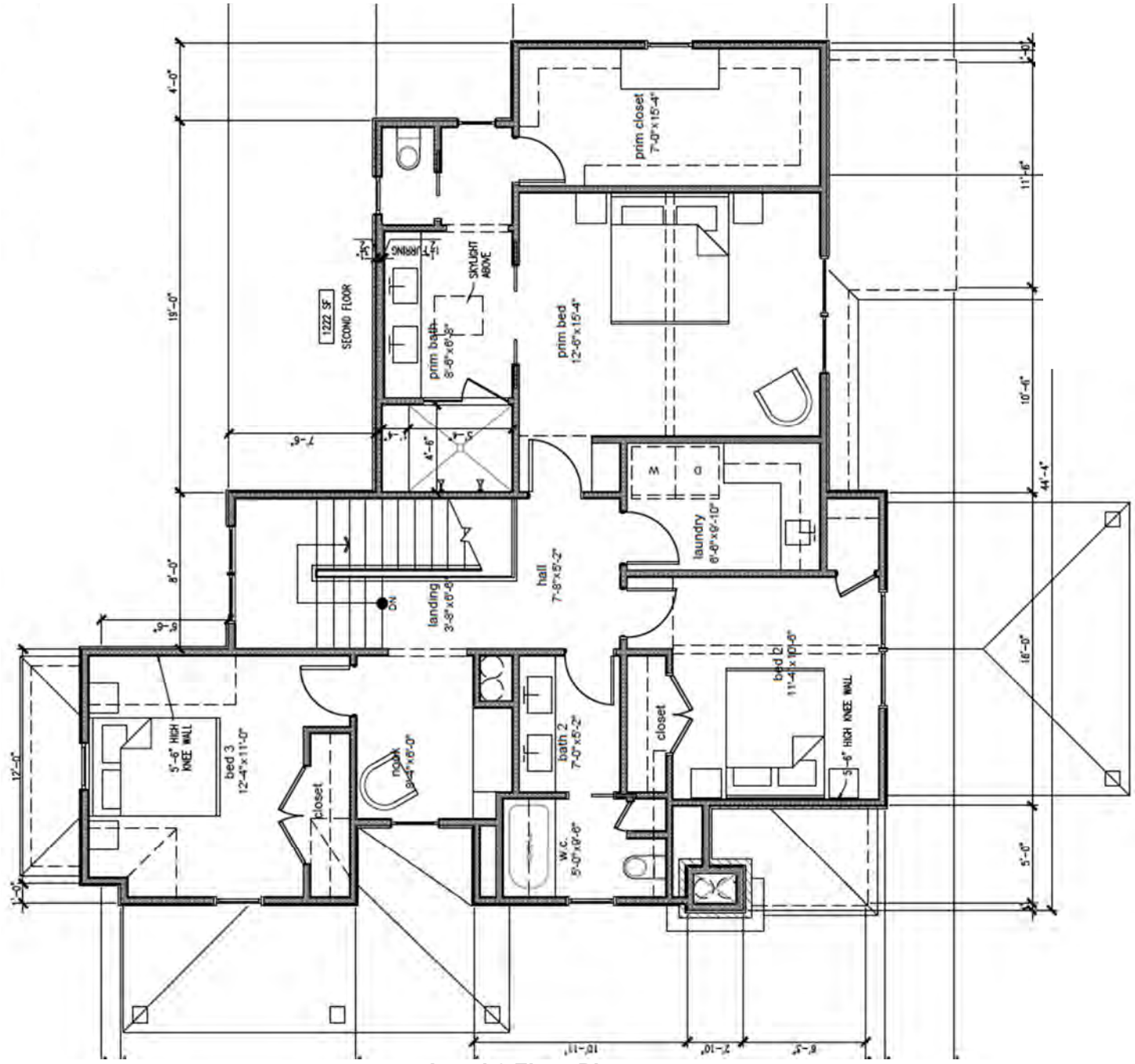
Streetscape



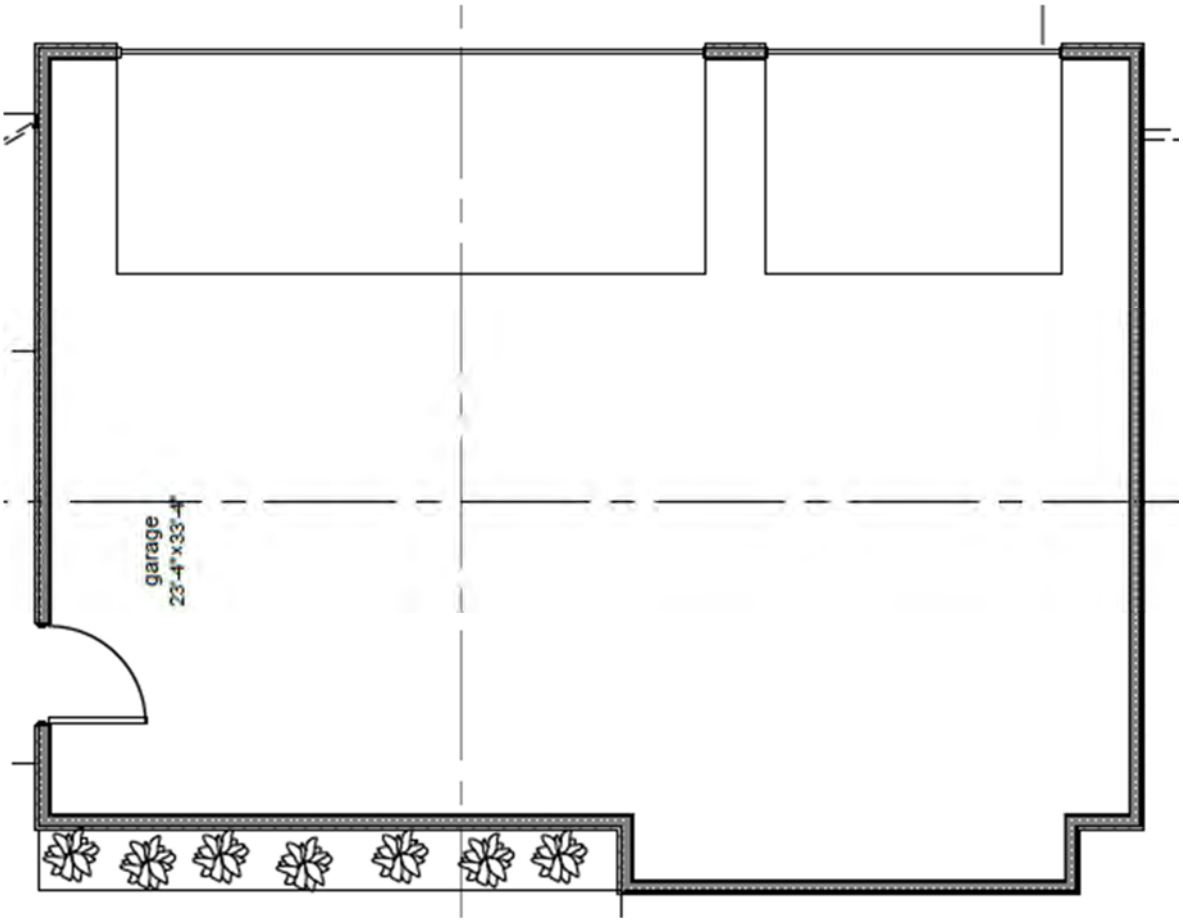
Basement Floor Plan



First Floor Plan



Level 2 Floor Plan



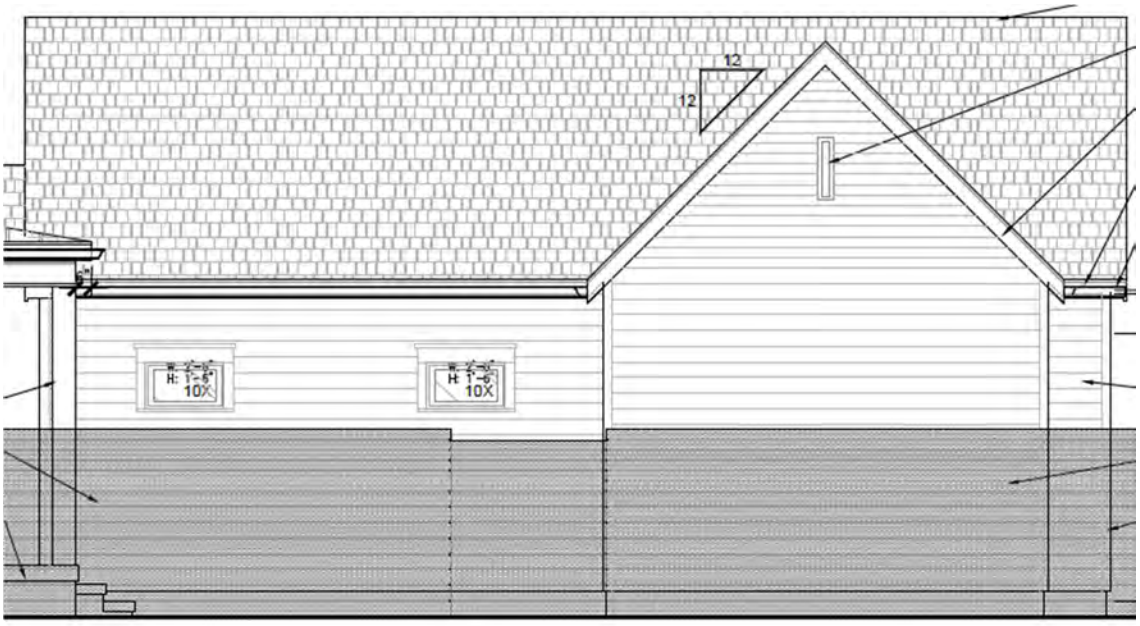
Garage Floor Plan

West Elevation

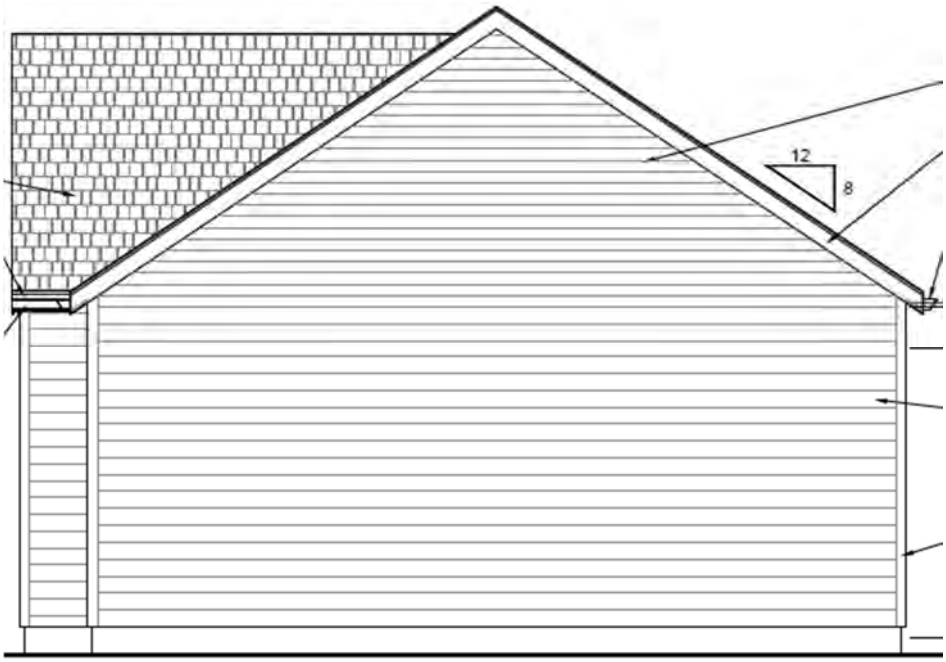
South Elevation

East Elevation

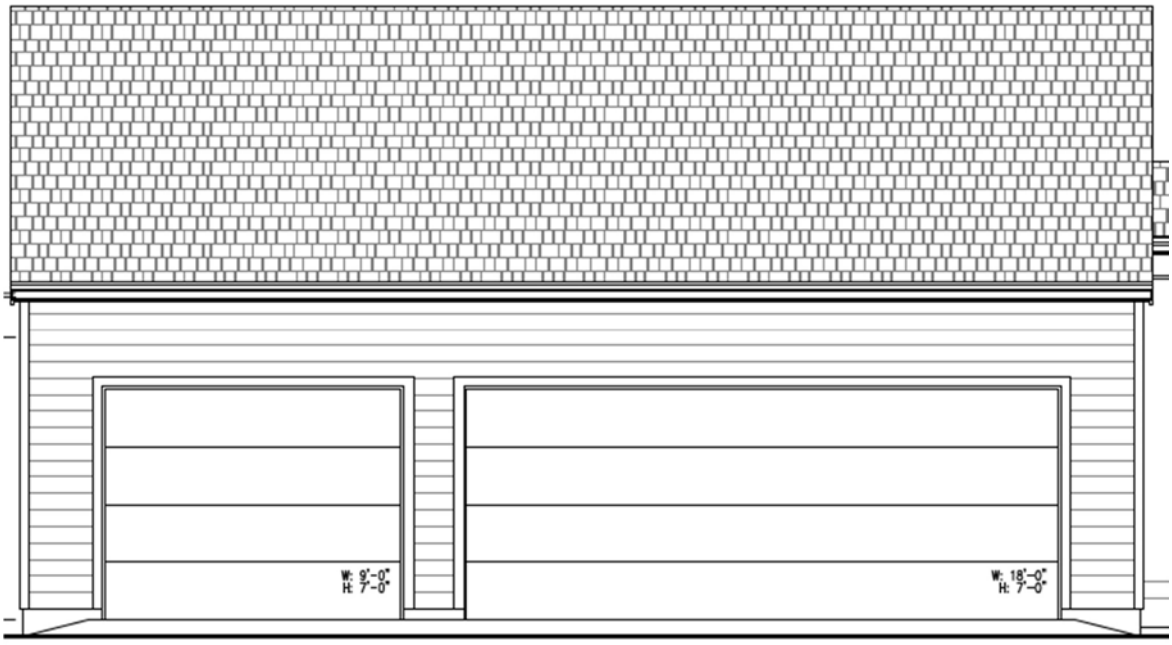
North Elevation



West Garage Elevation



South Garage Elevations



Garage East Elevation

Garage North Elevation

PERSPECTIVES/RENDERINGS

SUPPORT LETTERS

Marmolejo, Morgan

From: Conservation CHNA <chnaconservation@gmail.com>
Sent: Sunday, June 14, 2026 2:40 PM
To: Marmolejo, Morgan
Cc: Justin Stevens
Subject: Cottage Home Project at 921-929 Stillwell St

The Cottage Home Conservation voted to approve the plans for 921-929 Stillwell Street. While we had concerns about the size of the project, given that there is a house of similar size across the street at 918 Stillwell Street, we did not feel we could deny approval based on size.

Consideration was also given to the owners of the project as current neighbors who plan to live in the house, not outside investors who are not already part of our neighborhood.

The vote was unanimous to approve.

Mary Jane Moriarty
Cottage Home Conservation Committee Chair

Trustees:
Bri Jones, *President*
Austin Zehr, *Vice President*
Joe Ray, *Treasurer*
Justin Stevens, *Secretary*

Cottage Home Neighborhood

Officers:
Joan Hostetler
Mary Jane Moriarty
Alan Schoff
Terry Angel
Madeline Hutchins
Nancy Bain
Margaret Henney

June 14, 2026

Bill Browne
Indianapolis Historic Preservation Commission
200 E. Washington Street
Suite 1842
Indianapolis, IN 46204

RE: Owens Stevens Residence - 921-929 Stillwell
Case Number: 2026-COA-206

Dear Mr. Browne and Commissioners:

As President of Cottage Home Neighborhood Association and neighbor of the Owens Stevens family at 935 Dorman, I am writing in support of the proposed Owens Stevens single-family residence and detached garage at 921-929 Stillwell Street in Cottage Home.

Our Conservation Committee has met with the involved parties in planning this expansion, and the plans have been reviewed by the CHNA Board. They shared with us the plans for their build, and we agreed that it is aligned with our Conservation plan.

We declare that we have no objection to the proposed design for the property.

Thank you for your consideration.

Sincerely,

Bri Jones
President
Cottage Home Neighborhood Association
935 Dorman St.

Indianapolis Historic Preservation Commission (IHPC)

STAFF REPORT

IHPC STAFF REPORT SUMMARY

Hearing Date:	**July 1, 2026**
Case Type:	**Work Started Without Approval**
Original Approval:	**November 5, 2025**
Case Number:	**2025-COA-322 (FP) Amended**
Property Address:	**763 Fletcher Ave (original COA under 767 Fletcher Ave)**
Historic Area:	**Fletcher Place**
Township:	**Center**
Council District:	**18**
Applicant:	**Mark Crouch**
Owner:	**Jason Blankenship**
Request:	**Amend approved plans for single-family house; construct detached 1-story garage and a rear deck.**
Staff Recommendation:	**Approval, with further changes**
Staff Reviewer:	**Emily Jarzen**
Case At-A-Glance:	**This project is already under construction. IHPC staff was notified that the house being constructed appeared taller than it was supposed to be. The ground floor level is 48" above the grade, which is 40" higher than what was approved in the drawings. The applicant is requesting approval of the height, as well as some changes to the front façade in attempt to help mitigate the height change. A deck is also now proposed for the rear, and the previously approved 2-story carriage house with living space has been eliminated and a 2-car garage submitted.**

BACKGROUND OF THE CASE

November 2025: A new single-family house and a carriage house were approved as an expedited case.

March 2026: IHPC staff signed off on the final drawings.

March 2026: Applicant pulled permits.

April 2026: IHPC staff was notified that the house being constructed looked taller than it should be. When investigated, the foundation was found to have been built 48" out of the ground, when the drawings showed what should have been 8" of exposed foundation.

Background of the Violation: According to the owner and the builder (and verified by the next-door neighbor), the foundation was being constructed when there was a heavy rain. The hole started to collapse and the foundation of the historic house to the east was being exposed and water was getting into the historic house. It was determined to stop digging and build higher out of the ground instead. IHPC staff was not notified of the issue. It was not until after the foundation went in and framing was constructed that the changes were brought to staff's attention. Exacerbating the height of the foundation is that the framing plans were drawn differently than the elevations, so the front windows and the porch are very high off the ground.

May 14, 2026: Building and Zoning inspections issued Stop Work Orders for failure to obtain an Improvement Location Permit as well as for making changes to the permitted plans without notifying BNS to amend the permit.

May 21, 2026: IHPC staff met with the owner, builder and draftsman onsite to discuss the work done without approval. Staff inquired at this meeting how the site drainage would be handled and informed them that a drainage plan would need to be submitted. Several days later the adjacent property owner was experiencing flooding in his basement.

June 2026: Project Manager for Stormwater with the Department of Business and Neighborhood Services reviewed the site plan and visited the site and provided feedback (see drainage remedy below).

AMENDED PLANS

The following is a list of items the applicant is proposing to keep as well as a list of some proposed changes to the house and outbuilding:

- *Retain the foundation as constructed*. The house's floor height is now 48" above what was the grade at the time of approval.
- *Retain the cantilevered side bay as constructed*. This was changed to a cantilever without approval in order to eliminate the need to dig into the ground closer to the historic house.
- *Regrading*. A re-grade is proposed to reduce the amount of exposed foundation visible. Dirt was already mounded up around the house in an attempt to have less exposed foundation. Staff has stated an engineered drainage plan is necessary to understand how the water will be drained away from the neighboring historic houses. Dirt has been mounded up above the foundation of the historic cottage, causing water infiltration into the basement. As of the drafting of this staff report, a workable drainage plan had not been submitted to IHPC staff.
- *Front windows*. Lower the front façade first-floor windows down by 24".
- *Porch*. Lower the porch down by 18".
- *Deck.* A deck is now proposed for the rear of the property, due to how high above-grade the rear entry now is.
- *Garage.* The owner is proposing to change from the approved 2-story carriage house to a standard, 1-story, 2-car garage.

HISTORIC AREA PLAN RECOMMENDATION

- *Newly designed buildings should not detract from the historic character of Fletcher Place. Form, scale, mass, and texture are all elements that allow classification of a particular building into type and/or style categories.*
- *New buildings should clearly indicate, through their design and construction, the period of their integration within the district.*

- *Any new construction must reflect the traditional location and relationship of buildings on their sites. This includes setback from streets, spacing among buildings, and orientation of openings to the street and neighboring structures.*
- *New construction must respect certain standards of scale in order to maintain the district's special qualities. Overall building height and massing, relationships of primary buildings to secondary buildings, landscape elements – all must be consistent with surrounding architecture and spaces.*

STAFF RECOMMENDATION

There are at least three options the Commission could consider in this case:

1. Allow the applicant to keep the work done as-is (not recommended)
2. Require the applicant to remove all that was constructed and build the house per the originally approved plans (ideal remedy but may not be feasible)
3. Retention of the foundation "as built" with changes to the design of the house ***(Recommended)***

Staff Analysis

Proposed Design Remedy

The unapproved changes to the foundation, and the framing vs. the elevation discrepancies have caused some substantial design issues, most significantly the feeling of scale when standing in front of the building. The overall height of the building is definitely taller than what was approved, but when looking at only the ridge line, the new-build does not feel as out of scale from a total height perspective as one might have expected. However, it does feel very out of scale when standing directly in front of the building and experiencing the combination of the excessive foundation height, first floor window height and the porch roof height.

The first-floor front façade window headers currently sit well above the door header, and well above the windows of the house to the east. Having a diminutive historic cottage that sits almost at-grade to the north exacerbates the issues of scale. Lowering the windows and porch will not solve the foundation height issue, nor the foundation's scale in relation to that cottage. However, some of the mitigating measures should bring the feeling of the building to a more human scale. Staff also believes that exploring a different porch post style may be in order. The ones on the building now feel particularly massive. Doing a more slender post with more style may also help (for instance, a slightly tapered Tuscan column).

Drainage Remedy

The owner submitted a survey with drains marked on it. Per DBNS, a perimeter drain with pop-up outlets directly at the property line will not work, as water will discharge into the public right-of-way. From a Stormwater Project Manager: "Getting adequate drainage can be difficult on narrow urban lots due to the size constraints, but if I were to make a recommendation, I believe the best option would be for the neighbor and the developer to establish minor drainage a minor drainage swale that runs between the two properties to bring runoff to the front and back of the property. An underdrain may help as well if there is space for one. Even then, both parties may experience drainage issues during heavy rain." Staff believes it is preferable to have the oversized foundation exposed rather than cause excessive run-off that impacts neighboring houses, and has re-requested a drainage plan from a drainage or civil engineer that explains: a) what is happening, b) measures to mitigate the drainage issues, c) why those mitigating measures will work and what limitations they have.

Recommendation

Staff recommends the proposed retention of some of the work along with the proposed changes as shown on the applicants proposed plans be permitted as long as the drainage meets code (see stipulation #3). Staff furthermore defers to the commission if additional changes are needed to make the final design more appropriate.

STAFF RECOMMENDED MOTION

2025-COA-322 (FP) Amended:

<u>To approve</u> a Certificate of Appropriateness for amended plans, per the submitted documentation and subject to the following stipulations:

<u>DBNS: Stipulations number 1, 2 & 3 must be fulfilled prior to issuance of permits.</u>

1. **Construction must not commence prior to approval by the lHPC staff of final construction drawings, with any changes as directed at the July 1, 2026 lHPC hearing.**
   Approved **_____ *Date*_____**
2. **A pre-construction meeting with lHPC staff, the owner, and the contractor/construction manager must be held prior to the commencement of any construction.**
   Approved **_____ *Date*** **_____**
3. **A code-permitted drainage plan must be submitted and approved by lHPC staff.**
   Approved: ____ Date: _____
4. **The garage shall be field staked with no offsets and approved by lHPC staff prior to construction.** ***Approved*** **_____ *Date*_____**
5. **All approved design remedy changes to the house must be completed no later than September 1, 2026. <u>Approved: Date:</u>**
6. **All code-permitted drainage changes must be completed by October 1, 2026. <u>Approved: Date:</u>**
7. **Boxed soffits ("bird boxes") are not permitted. Rafter tails may be left exposed or sheathed with sloping soffit board parallel to pitch of roof.**
8. **Trim and lap siding shall be wood or fiber-cement, and shall have a smooth texture and be free of major imperfections. <u>Rough-sawn finishes are not permitted</u>. Siding reveal must match approved drawings.**
9. **All utility wires and cables must be located underground. No installation of utilities or meter and mechanical placement shall commence prior to lHPC staff approval.**
10. **Work on exterior finishes and details must not commence prior to the approval by lHPC staff of each. These may include, but are not limited to: doors, windows, foundations, exterior light fixtures, railings, roof shingles, etc.**
11. **Any changes to the proposed design must be approved by lHPC staff prior to commencement of work.**

NOTE: Owner is responsible for complying with all applicable codes.

EXHIBITS

Location of subject property

1887 Sanborn

Subject lot, prior to construction

Context across the street

Context to the east

Context to the west

FLETCHER AVE
FLETCHER AVE
FLETCHER AVE
PINE ST
LEXINGTON AVE
Workspaces
731
733
739
743
747
731
753
759
767
769
439
439
702
706
710
714
718
722
726
470
453
453
455
455
Aerial view

VIOLATION PHOTOS

House under construction, before mounding of dirt around new foundation

Porch foundation, with house to the east

Porch foundation, with house to the west

View of house under construction with neighboring houses visible

View with house to the east, prior to mounding up of dirt against the foundation

View of new house under construction from in front of neighboring house to the west

View of door vs window header heights

Dirt mounded up against the foundation and that of the house to the east

Dirt mounded up around front porch foundation

Heights of openings with house to the west

Rear of the house

View from rear into the house taken from ground level outside the house

Dirt piled up on east side of the house

View from in front of house to the west

Looking east from 3 houses down.
Height of porch roof on new construction clearly visible over neighboring historic porch

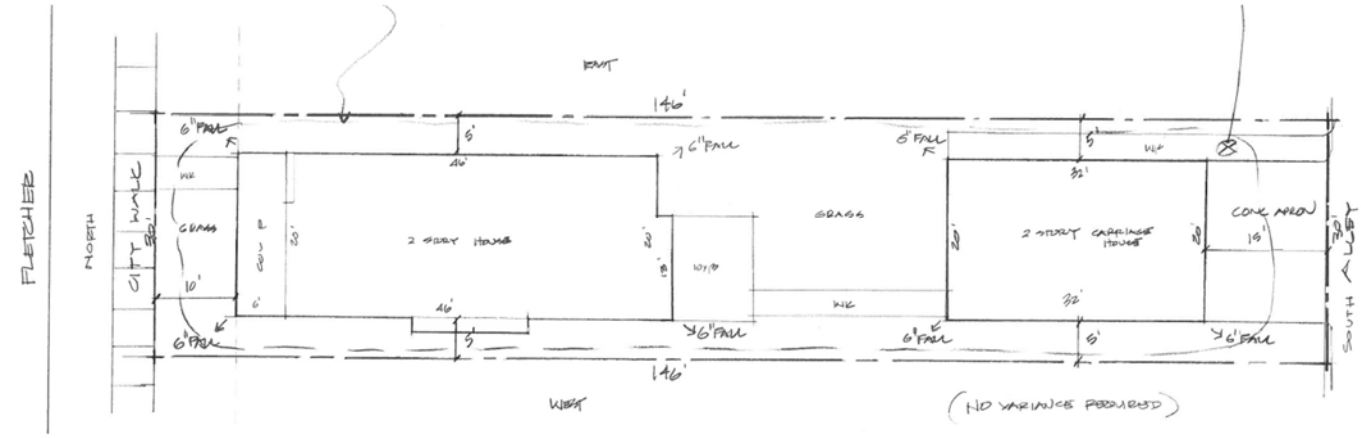
View of rear and side, from S. Pine Street

PLANS

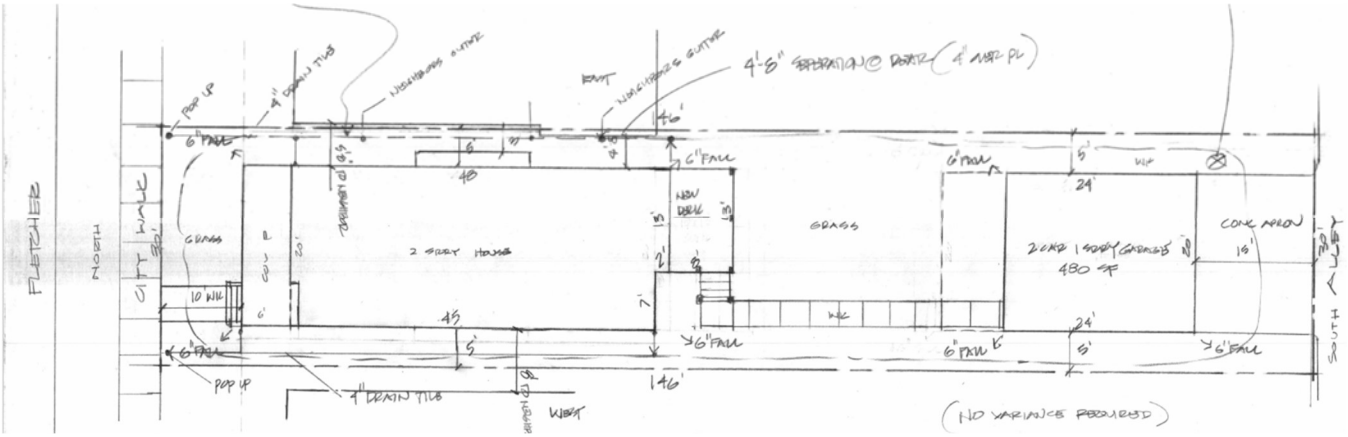
Note: In November, the designer did not take into account a guy wire that would be directly in front of this configuration's front door. Therefore, the design was flipped after the IHPC hearing to allow porch access.

Streetscape as reviewed by the IHPC in November 2025

As-built height, with proposed window and porch changes



Previously approved site plan



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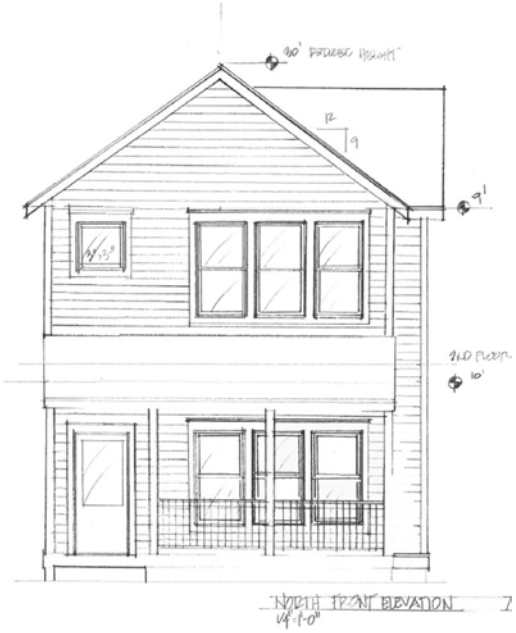
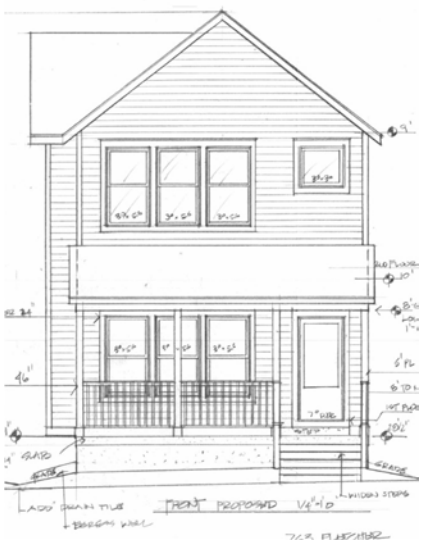
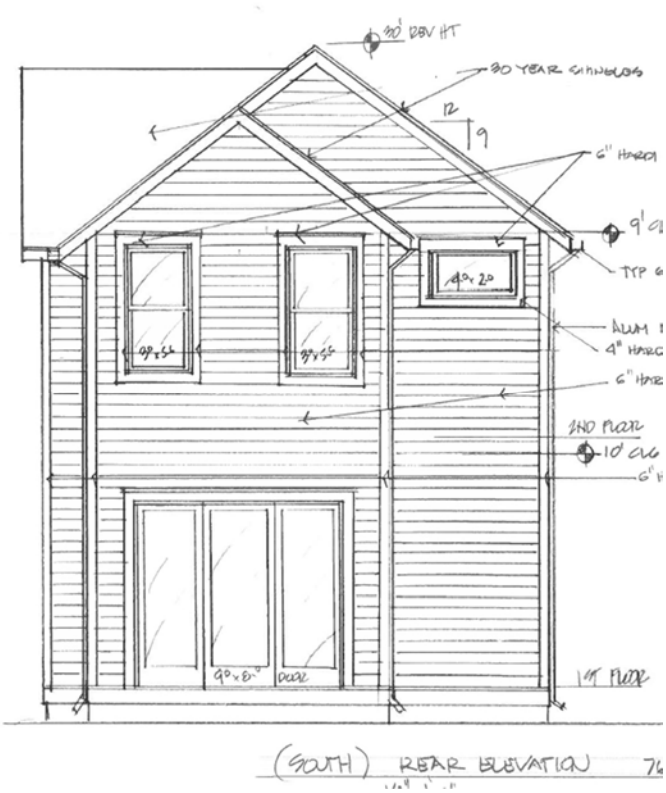


November Front Façade Design

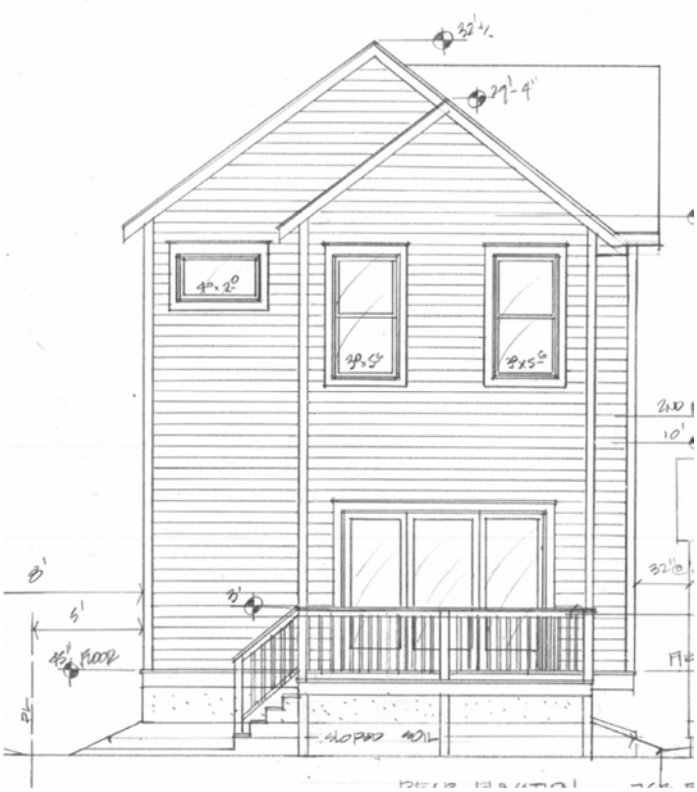
As-Built



Proposed



Rear façade November design



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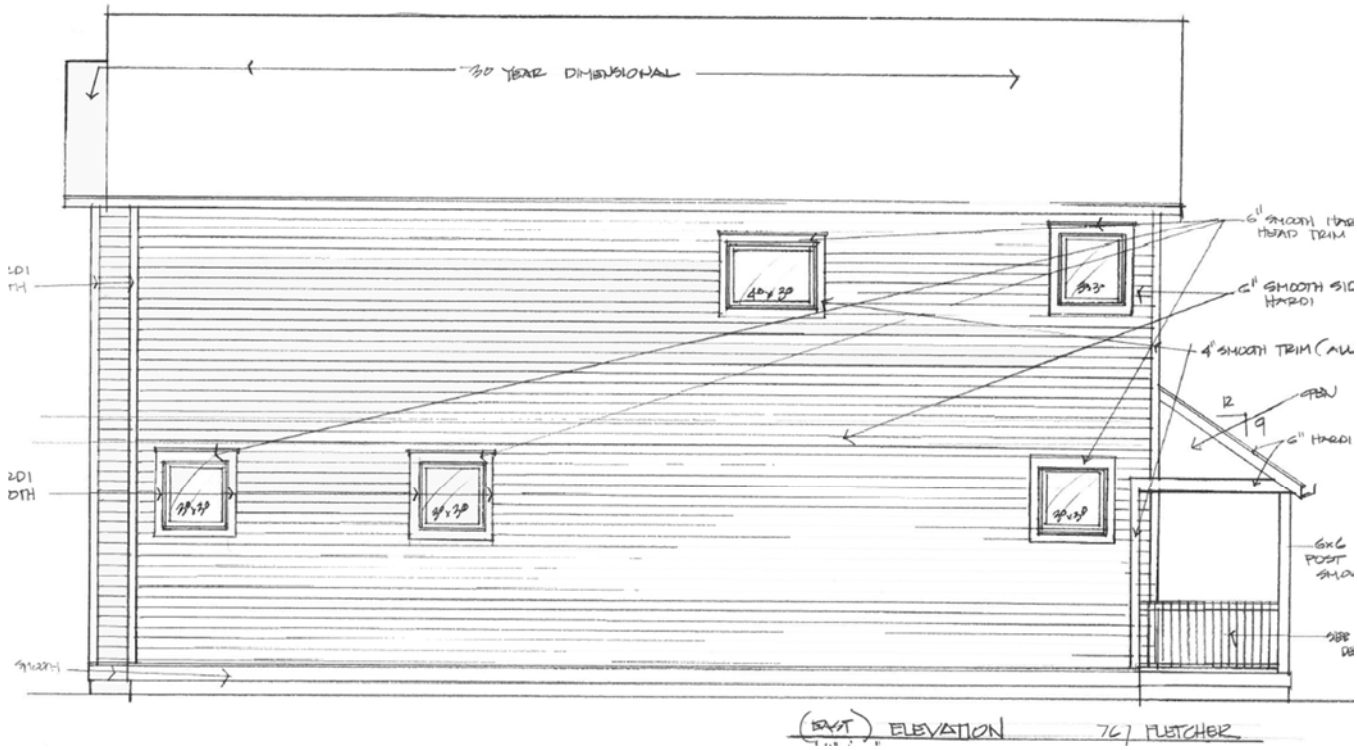
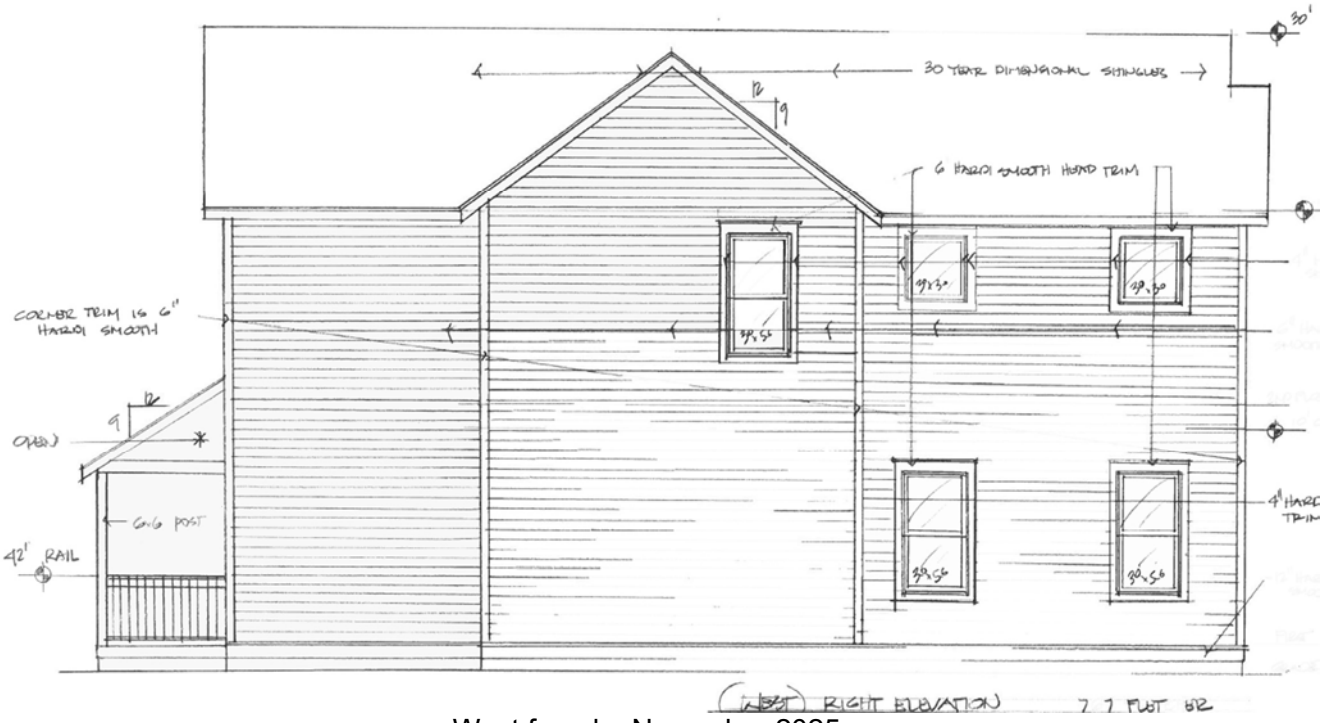


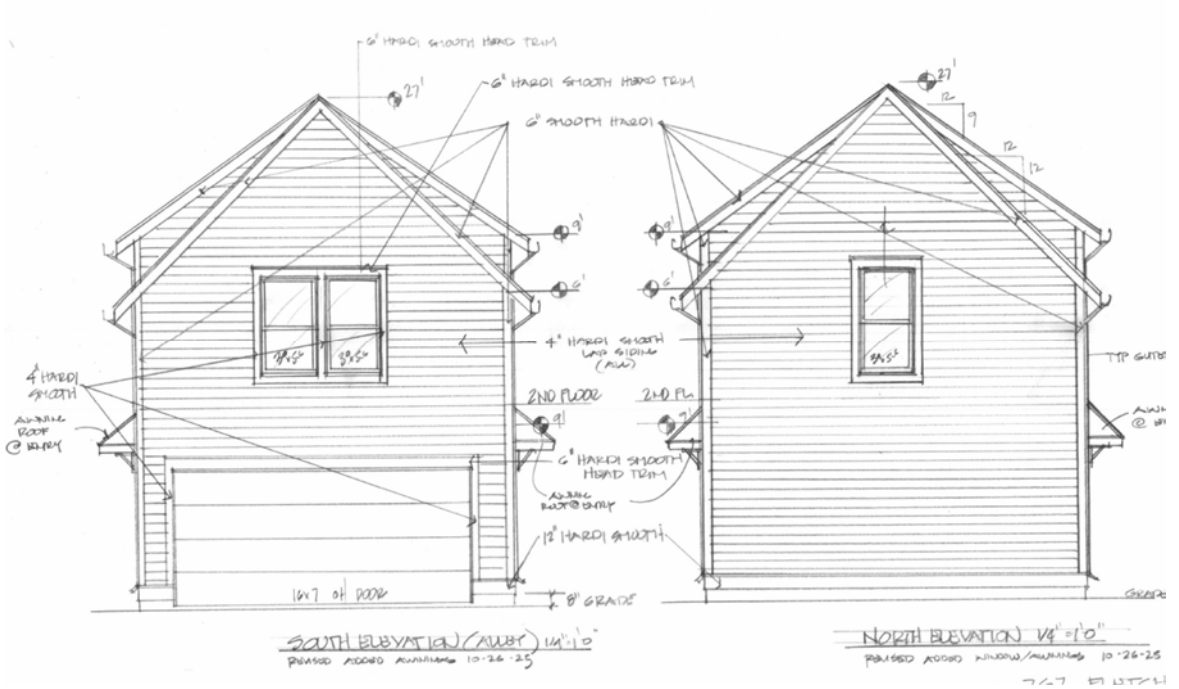
East Façade, November 2025

Proposed

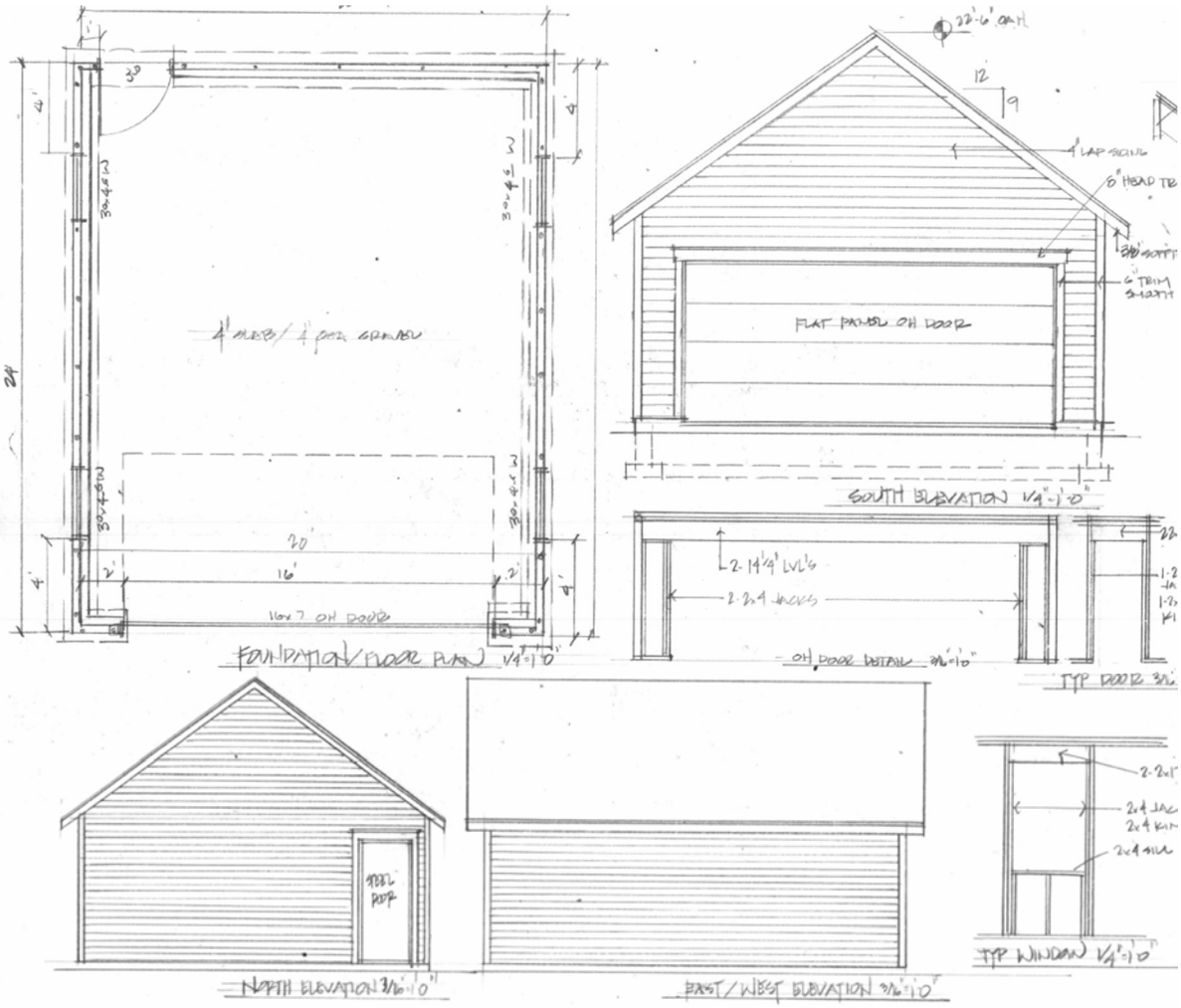


West façade, November 2025

Proposed



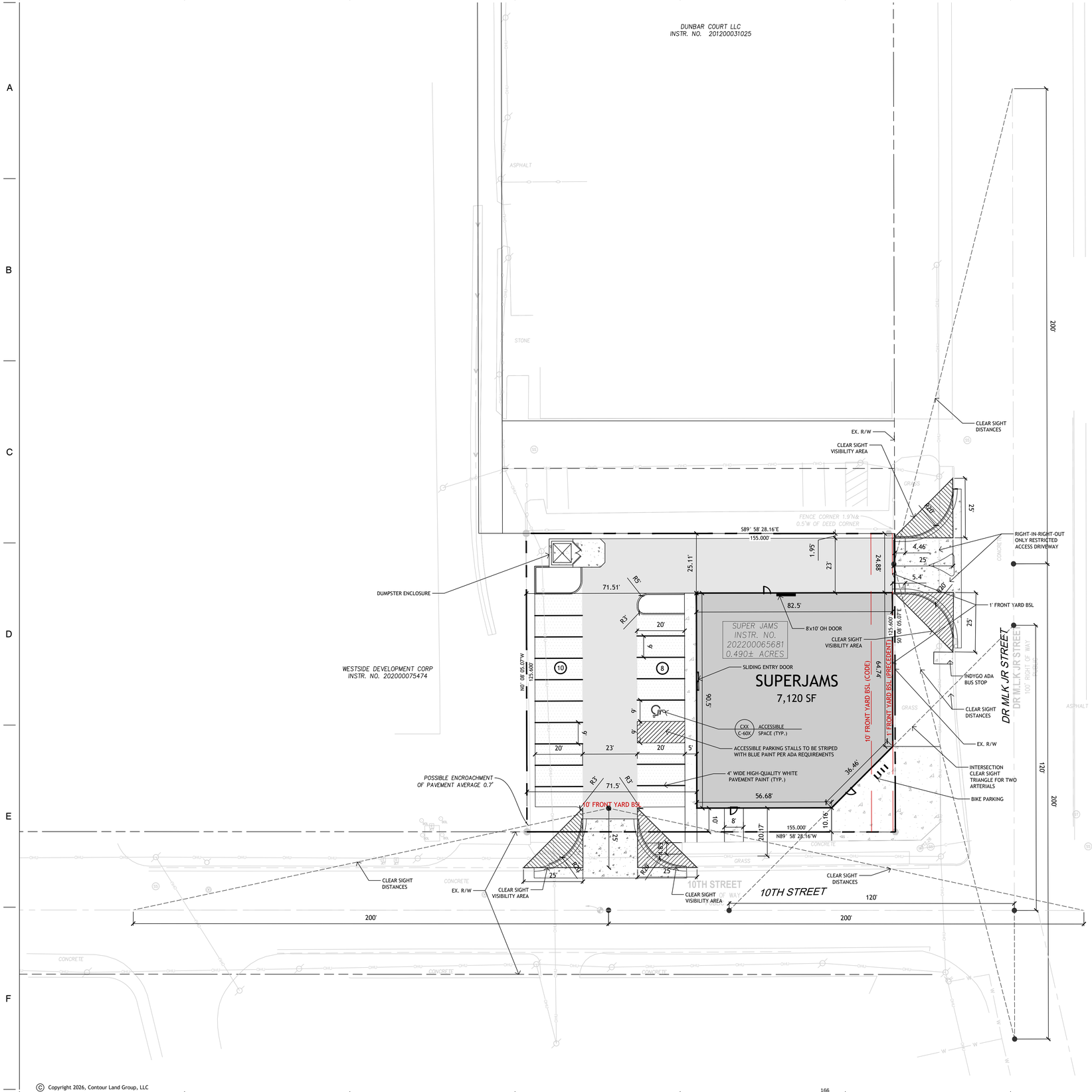
Approved Carriage House Design

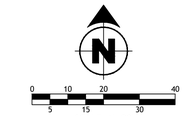


Revised Garage Plans

JULY 1, 2026
IHPC HEARING SUBMITTALS

2026-COA-009 (RP) & 2026-VHP-008
1010 DR MARTIN LUTHER KING JR STREET





SCALE: 1"=20'

LEGEND

- C01 C-600 HEAVY DUTY ASPHALT PAVEMENT
- C02 C-600 LIGHT DUTY ASPHALT PAVEMENT
- C03 C-600 HEAVY DUTY CONCRETE PAVEMENT
- C04 C-600 CONCRETE SIDEWALK

NOTES

1. REFER TO GENERAL NOTES ON SHEET C-001 FOR ADDITIONAL INFORMATION.
2. THE BASIS FOR THE GEOMETRIC LAYOUT IS THE EASTERN PROPERTY LINE.
3. DIMENSIONS ARE TO EDGE OF PAVEMENT IN ALL PAVED AREAS, BACK OF CURB IN GRASS/LANDSCAPE AREAS AND OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ANY CONTRACTOR DAMAGE TO EXISTING PAVEMENT OR CURBS TO REMAIN SHALL BE REMOVED AND RESTORED TO PROPOSED SPECIFICATIONS.
5. EXISTING CONDITIONS ARE AS SHOWN PER SURVEY BY OTHERS.

SITE SUMMARY

LOT SIZE:	±0.47 AC.
PRIMARY ZONING:	C-3 - NEIGHBORHOOD COMMERCIAL
SECONDARY ZONING:	RC - REGIONAL CENTER
BLDG. AREA:	7,120 SF GROCERY
BUILDING SETBACKS (C-3 ZONING):	
FRONT (10TH ST.)	10 FT.
FRONT (DR MLK JR))	10 FT. BY CODE 1 FT. SHOWN MATCHING PRECEDENT FRONT YARD SETBACKS OF BUILDINGS NORTH AND SOUTH ON MLK.
SIDE	0 FT.
REAR	0 FT.
SURROUNDING ZONING:	NORTH/SOUTH = CBD5 - CENTRAL BUSINESS DISTRICT - SPECIAL DEVELOPMENT EAST = CBD2 - CENTRAL BUSINESS DISTRICT 2 WEST = C3 - NEIGHBORHOOD COMMERCIAL
INTERIOR PARKING LOT LANDSCAPE AREA:	REQUIRED = 6% OF UNCOVERED VEHICLE PARKING AREA = 5,365 SF X 0.06 = 322 SF PROVIDED = 350 SF

PARKING SUMMARY

MIN. SIZE:	9 FT. x 18 FT. (20' FOR ADA)
MIN. DRIVE WIDTH:	24 FT.
SPACES REQUIRED:	1/350 SF = 7,120 / 350 = 20.3 = 21 SPACES
SPACES PROVIDED:	18 SPACES

811 Know what's **below.** **Call** before you dig.

CONTOUR DESIGN • ENGINEERING
984 Logan Street
Suite 204
Noblesville, IN 46060
765.430.2042 (C)
jnlerzwick@contourlandgroup.com

Seal

Consultant

Project

SUPER JAMS-MLK
INDIANAPOLIS, IN

1010 DR M L KING JR ST
INDIANAPOLIS, IN

Sheet

SITE PLAN

Issued for

- IHPC: MARCH 13, 2026
- IHPC: APRIL 1, 2026
- IHPC: APRIL 23, 2026
- IHPC: MAY 13, 2026
- IHPC: JUNE 10, 2026

Project Number

25-210

Sheet Number

C-200

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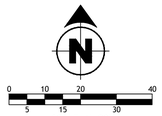

SCALE: 1"=20'

LEGEND

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- C02 C-60X — LIGHT DUTY ASPHALT PAVEMENT
- C03 C-60X — HEAVY DUTY CONCRETE PAVEMENT
- C04 C-60X — CONCRETE SIDEWALK

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4. ANY CONTRACTOR DAMAGE TO EXISTING PAVEMENT OR CURBS TO REMAIN SHALL BE REMOVED AND RESTORED TO PROPOSED SPECIFICATIONS.
5. EXISTING CONDITIONS ARE AS SHOWN PER SURVEY BY OTHERS.

SITE SUMMARY

LOT SIZE:	±0.47 AC.
PRIMARY ZONING:	C-3 - NEIGHBORHOOD COMMERCIAL
SECONDARY ZONING:	RC - REGIONAL CENTER
BLDG. AREA:	7,120 SF GROCERY
BUILDING SETBACKS (C-3 ZONING):	
FRONT (10TH ST.)	10 FT.
FRONT (DR MLK JR))	10 FT. BY CODE 1 FT. SHOWN MATCHING PRECEDENT FRONT YARD SETBACKS OF BUILDINGS NORTH AND SOUTH ON MLK.
SIDE	0 FT.
REAR	0 FT.
SURROUNDING ZONING:	NORTH/SOUTH = CBDS - CENTRAL BUSINESS DISTRICT - SPECIAL DEVELOPMENT EAST = CBD2 - CENTRAL BUSINESS DISTRICT 2 WEST = C3 - NEIGHBORHOOD COMMERCIAL
INTERIOR PARKING LOT LANDSCAPE AREA:	REQUIRED = 6% OF UNCOVERED VEHICLE PARKING AREA = 5,365 SF X 0.06 = 322 SF PROVIDED = 350 SF

PARKING SUMMARY

MIN. SIZE:	9 FT. x 18 FT. (20' FOR ADA)
MIN. DRIVE WIDTH:	24 FT.
SPACES REQUIRED:	1/350 SF = 7,120 / 350 = 20.3 = 21 SPACES
SPACES PROVIDED:	18 SPACES

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Seal

Consultant

Project

SUPER JAMS-MLK
INDIANAPOLIS, IN

1010 DR M L KING JR ST
INDIANAPOLIS, IN

Sheet

RENDERED SITE PLAN

Issued for

- IHPC: MARCH 13, 2026
- IHPC: APRIL 1, 2026
- IHPC: APRIL 23, 2026
- IHPC: MAY 13, 2026
- IHPC: JUNE 10, 2026

Project Number

25-210

Sheet Number

C-201

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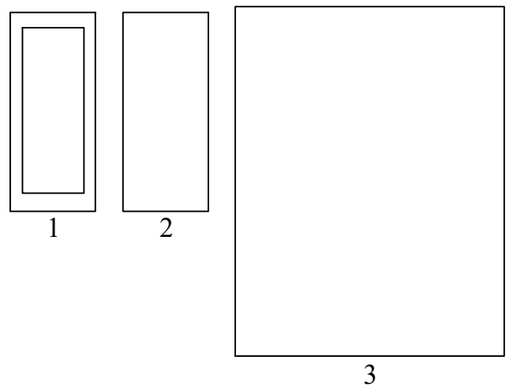
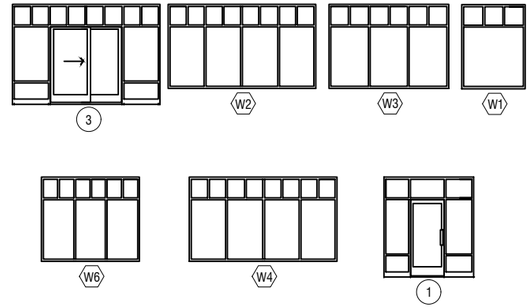
DOOR SCHEDULE

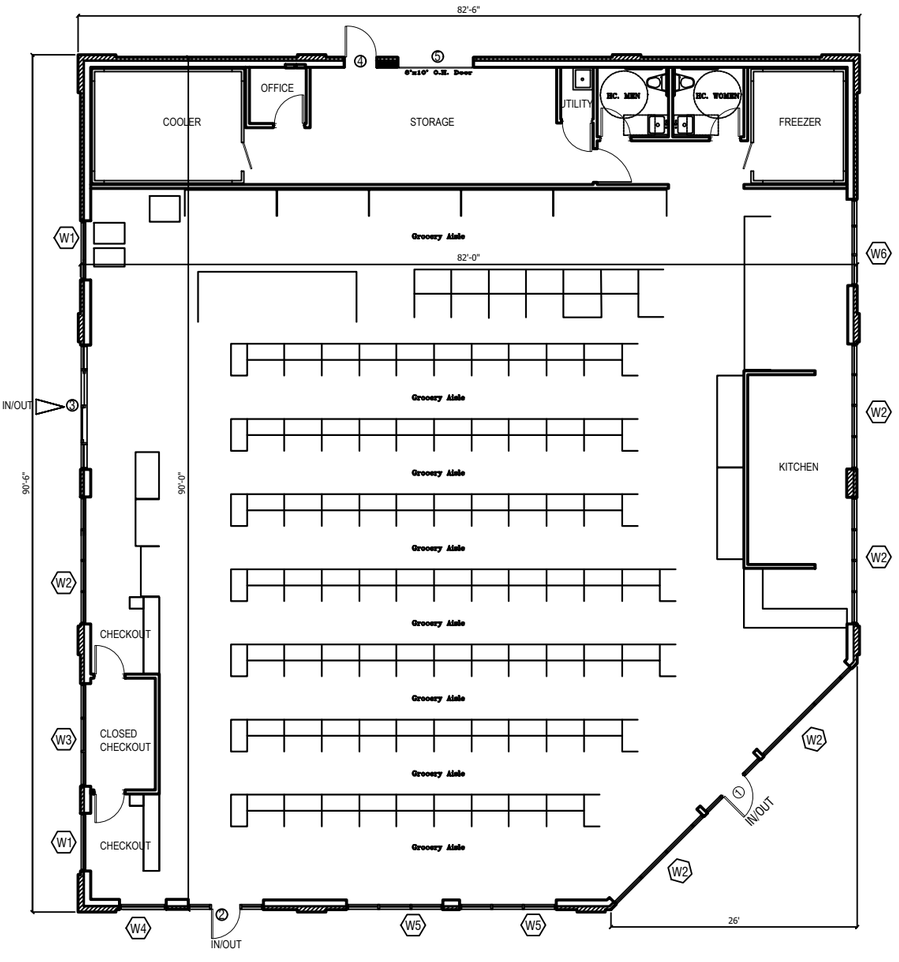
#	DOOR SIZE	MATERIAL	FINISH	TYPE	HDW SET	KEY	GLASS	LOUVER	FRAME	MATERIAL	FINISH	DETAIL	REMARKS
1	3'-0"X 7'-0" X 1 3/4"	ALUM/GLASS	ANODIZED	1	1		TEMP/INSUL		2" X 5"	ALUM.	CLEAR ANODIZED		
2	3'-0"X 7'-0" X 1 3/4"	ALUM/GLASS	ANODIZED	1	3		TEMP/INSUL		2" X 5"	ALUM.	CLEAR ANODIZED		
3	96" AUTO SLIDER			1	1					ALUM.	CLEAR ANODIZED		STANLEY AUTO SLIDING DURA-GUARD 2000
4	3'-0"X 7'-0" X 1¾ 3/4"	HM/INSULATED	PAINTED	2	2				2" X 5"	HM	PAINTED		
5	8'x10' OVERHEAD	METAL/INSULATED	PAINTED										



DOORS TYPES
NTS

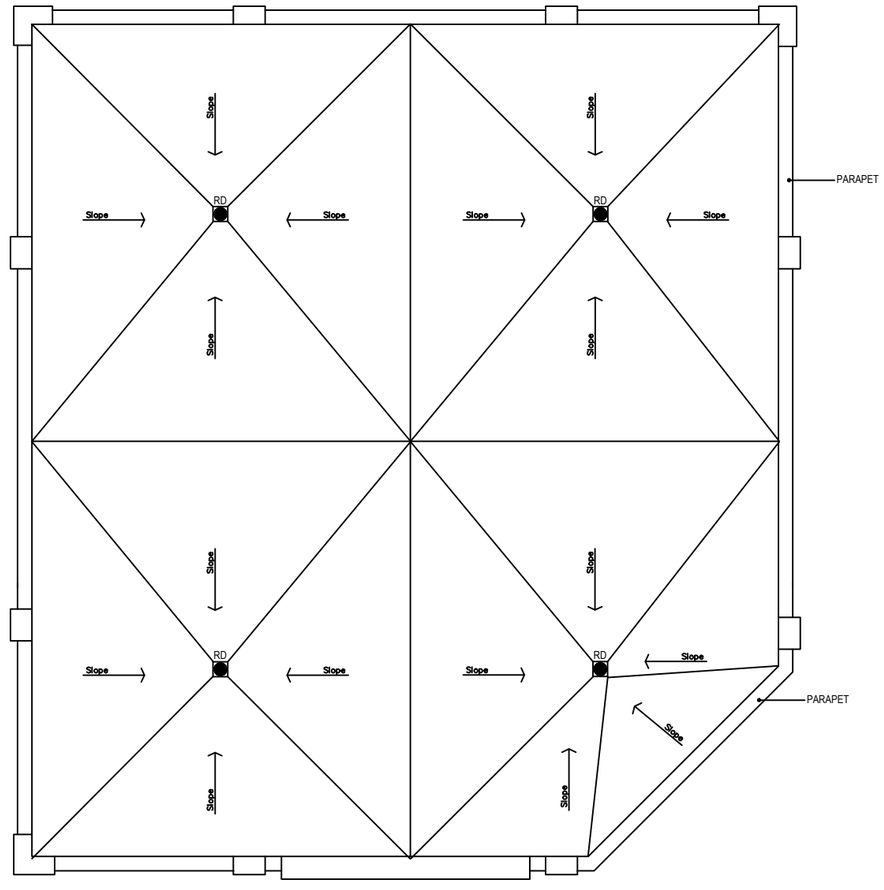


WINDOW TYPES
NTS



FLOOR PLAN
1/8"=1'-0"

NORTH



ROOF PLAN
1/8"=1'-0"

NORTH

Kenneth Ogden Wallace Architect
1919 N Keith Street
Speedway, Indiana 46224
Phone • 317-486-1991
Fax • 317-243-0835

PROPOSED NEW FACILITY FOR:
SUPER JAMS NEIGHBORHOOD GROCERY
10th Street and MLK
INDIANAPOLIS, INDIANA

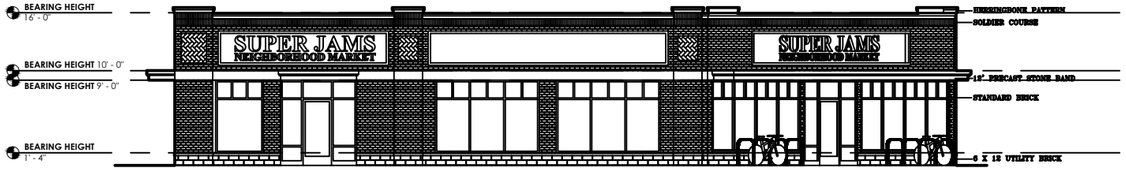
revisions:

date: 7/22/2025

project:

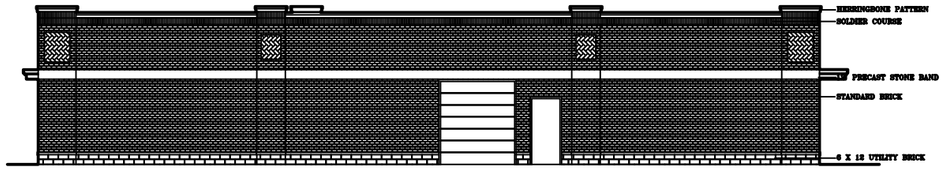
sheet:

A1



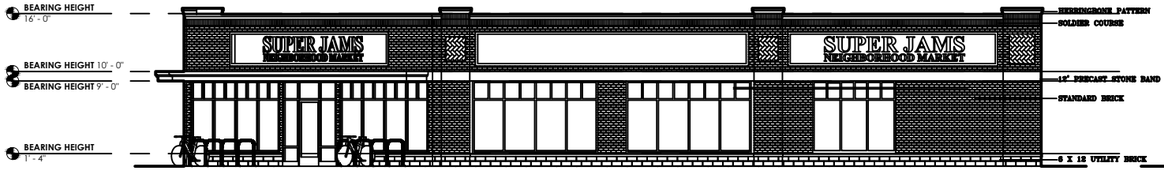
SOUTH ELEVATION

1/8"=1'-0" VIEW FROM 10TH STREET



NORTH ELEVATION

1/8"=1'-0"



EAST ELEVATION

1/8"=1'-0" VIEW FROM MLK STREET

WEST ELEVATION

1/8"=1'-0"

Kenneth Ogden Wallace Architect
1919 N Pontiak Street
Speedway, Indiana 462224
Phone • 317-595-1991
Fax • 317-243-0330

PROPOSED NEW FACILITY FOR:
SUPER JAMS NEIGHBORHOOD GROCERY
10th Street and MLK
INDIANAPOLIS, INDIANA

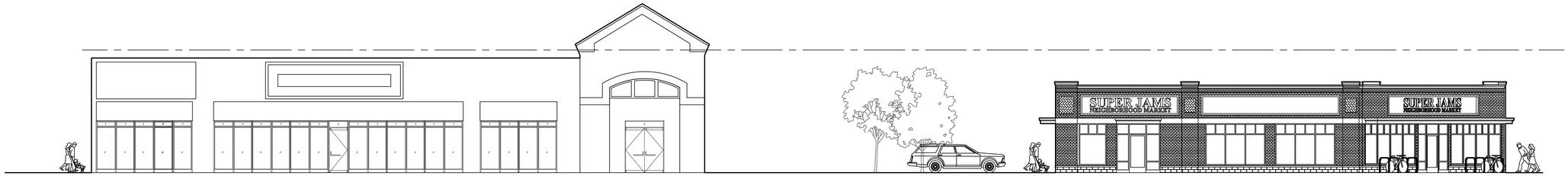
revisions:

date: 7/22/2025

project:

sheet:

A2



STREETSCAPE ALONG 10TH STREET (SOUTH)

SCALE: 1 " - 10'-0"

STREETSCAPE ALONG MLK JR STREET (EAST)

SCALE: 1 " - 10'-0"

OWNER

Alt Construction, LLC

SETH ALT

10660 BENNETT PKWY STE 200 ZIONSVILLE, IN 46077
P: (317) 253-1251
F: (317) 872-3270
C: (317) 538-4488
E: seth@altconstruction.com
W: www.altconstruction.com

PROJECT TITLE/LOCATION

SUPERJAMS GROCERY

1010, DR. MLK JR. STREET

INDIANAPOLIS, IN

ARCHITECT

ENGINEER

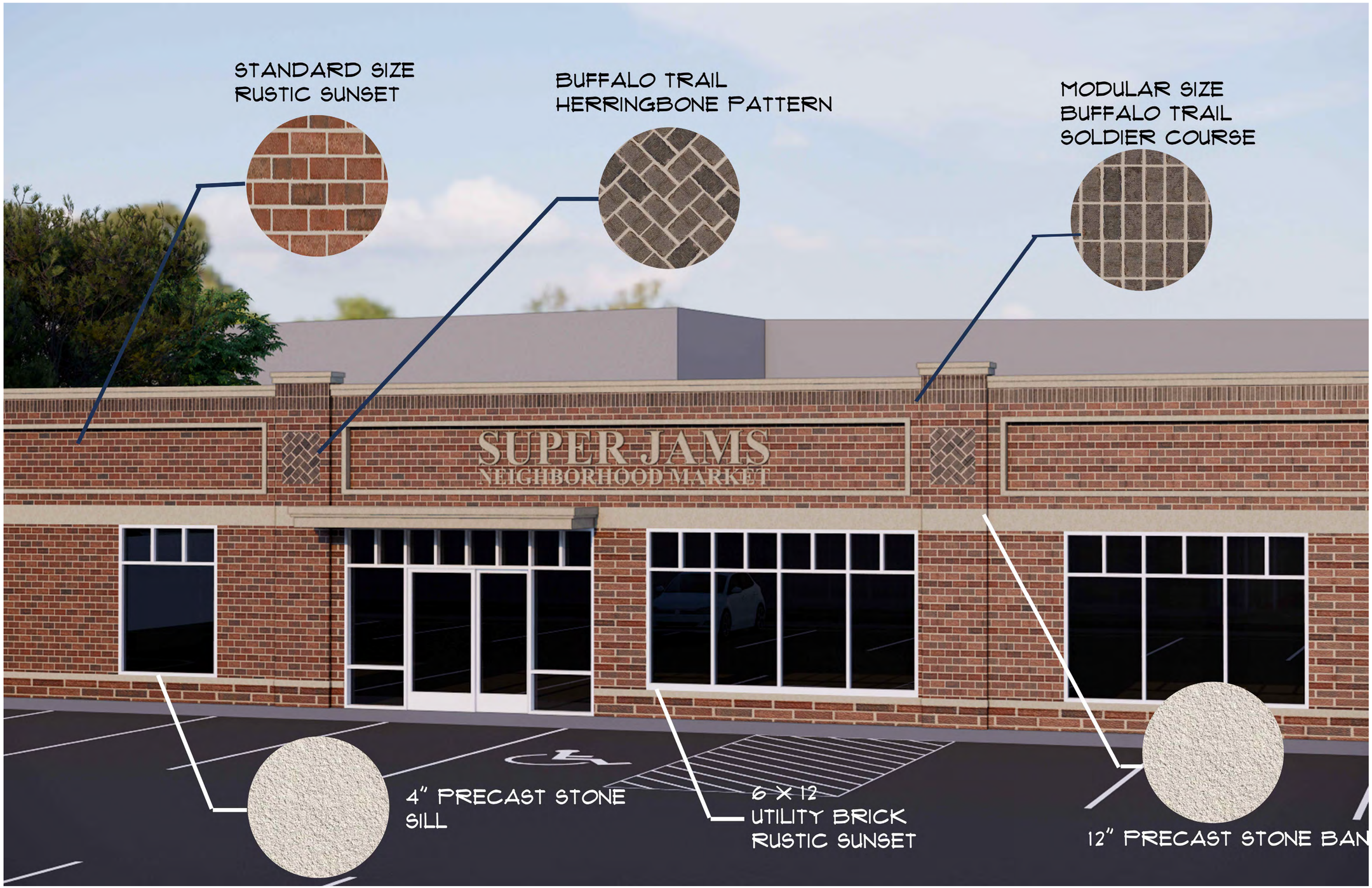
CONTRACTOR

REVISIONS AND ISSUES	DATE	BY

PRELIMINARY DRAWINGS

STREETSCAPE ELEVATION

A004



PERSPECTIVE

NTS

OWNER

Alt Construction, LLC

SETH ALT

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1010, DR. MLK JR. STREET

INDIANAPOLIS, IN

ARCHITECT

ENGINEER

CONTRACTOR

REVISIONS AND ISSUES	DATE	BY

PRELIMINARY DRAWINGS

PERSPECTIVE

A005

PERSPECTIVE

NTS

OWNER

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PROJECT TITLE/LOCATION

SUPERJAMS GROCERY

1010, DR. MLK JR. STREET

INDIANAPOLIS, IN

ARCHITECT

ENGINEER

CONTRACTOR

REVISIONS AND ISSUES	DATE	BY

PRELIMINARY DRAWINGS

PERSPECTIVE

A006

PERSPECTIVE

NTS

OWNER

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E: seth@altconstruction.com
W: www.altconstruction.com

PROJECT TITLE/LOCATION

S U P E R J A M S G R O C E R Y

1 0 1 0 , D R . M L K J R . S T R E E T

I N D I A N A P O L I S , I N

A R C H I T E C T

E N G I N E E R

C O N T R A C T O R

REVISIONS AND ISSUES	DATE	BY

P R E L I M I N A R Y D R A W I N G S

PERSPECTIVE

A 0 0 7

PERSPECTIVE ALONG 10TH STREET

NTS

OWNER

Alt Construction, LLC

SETH ALT

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PROJECT TITLE/LOCATION

SUPERJAMS GROCERY

1010, DR. MLK JR. STREET

INDIANAPOLIS, IN

ARCHITECT

ENGINEER

CONTRACTOR

REVISIONS AND ISSUES	DATE	BY

PRELIMINARY DRAWINGS

PERSPECTIVE

A008

PERSPECTIVE ALONG MLK JR. STREET

NTS

OWNER

Alt Construction, LLC

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P: (317) 253-1251
F: (317) 872-3370
C: (317) 538-4488
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PROJECT TITLE/LOCATION

SUPERJAMS GROCERY

1010, DR. MLK JR. STREET

INDIANAPOLIS, IN

ARCHITECT

ENGINEER

CONTRACTOR

REVISIONS AND ISSUES	DATE	BY

PRELIMINARY DRAWINGS

PERSPECTIVE

A009

0 10 20 40
5 15 30
SCALE: 1"=20'

LEGEND

- C01 C-605 HEAVY DUTY ASPHALT PAVEMENT
- C02 C-605 LIGHT DUTY ASPHALT PAVEMENT
- C03 C-605 HEAVY DUTY CONCRETE PAVEMENT
- C04 C-605 CONCRETE SIDEWALK

NOTES

1. REFER TO GENERAL NOTES ON SHEET C-001 FOR ADDITIONAL INFORMATION.
2. THE BASIS FOR THE GEOMETRIC LAYOUT IS THE EASTERN PROPERTY LINE.
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SITE SUMMARY

LOT SIZE:	±0.47 AC.
PRIMARY ZONING:	C-3 - NEIGHBORHOOD COMMERCIAL
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PARKING SUMMARY

MIN. SIZE:	9 FT. x 18 FT. (20' FOR ADA)
MIN. DRIVE WIDTH:	24 FT.
SPACES REQUIRED:	1/350 SF = 7,120 / 350 = 20.3 = 21 SPACES
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Single Unit Truck – SU	
Overall Length	40.000ft
Overall Width	8.000ft
Max Body Height	13.167ft
Min Ground Clearance	0.500ft
Track Width	8.000ft
Lock-to-Lock Time	6.000
Curb to Curb Turning Radius	41.850ft

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Project
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INDIANAPOLIS, IN

1010 DR M L KING JR ST
INDIANAPOLIS, IN

Sheet
AUTOTURN EXHIBIT

Issued for
- IHPC: MARCH 13, 2026
- IHPC: APRIL 1, 2026
- IHPC: APRIL 23, 2026
- IHPC: MAY 13, 2026
- IHPC: JUNE 10, 2026

Project Number
25-210

Sheet Number
C-202

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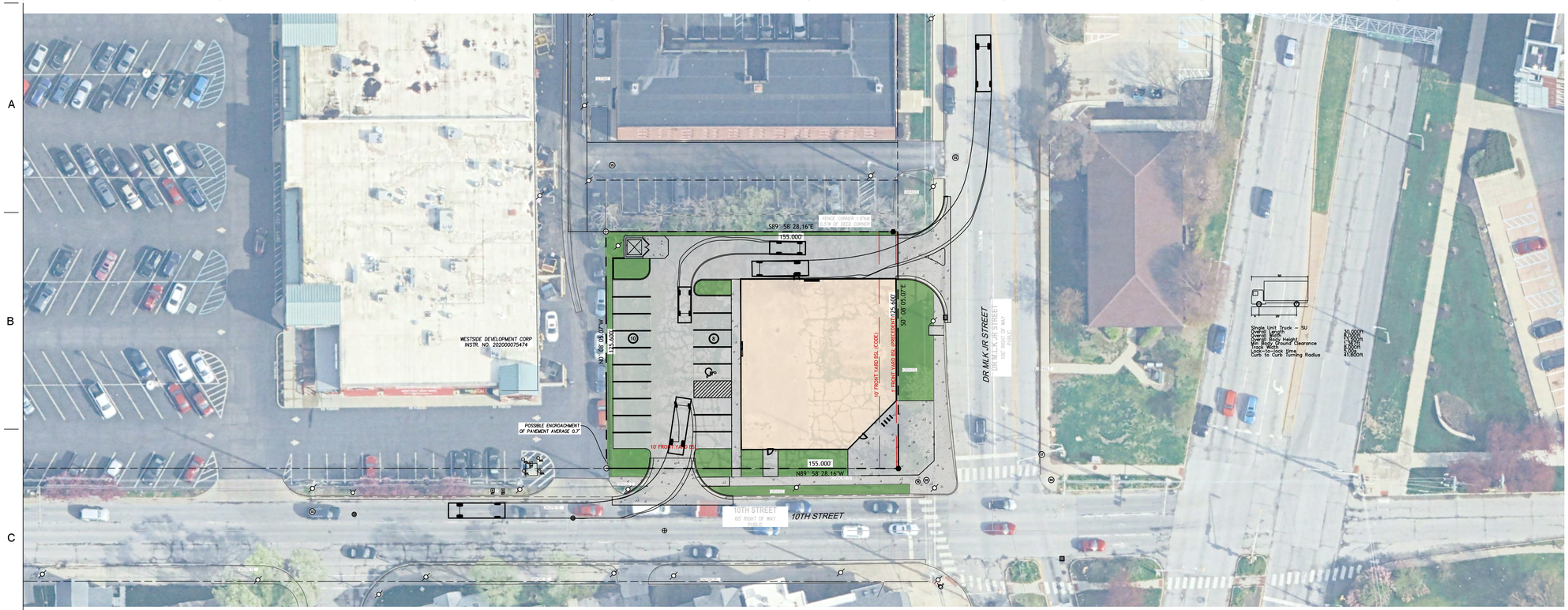

SCALE: 1"=20'

LEGEND

- C01 HEAVY DUTY ASPHALT PAVEMENT (C-605)
- C02 LIGHT DUTY ASPHALT PAVEMENT (C-605)
- C03 HEAVY DUTY CONCRETE PAVEMENT (C-605)
- C04 CONCRETE SIDEWALK (C-605)

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Project Number

25-210

Sheet Number

C-202

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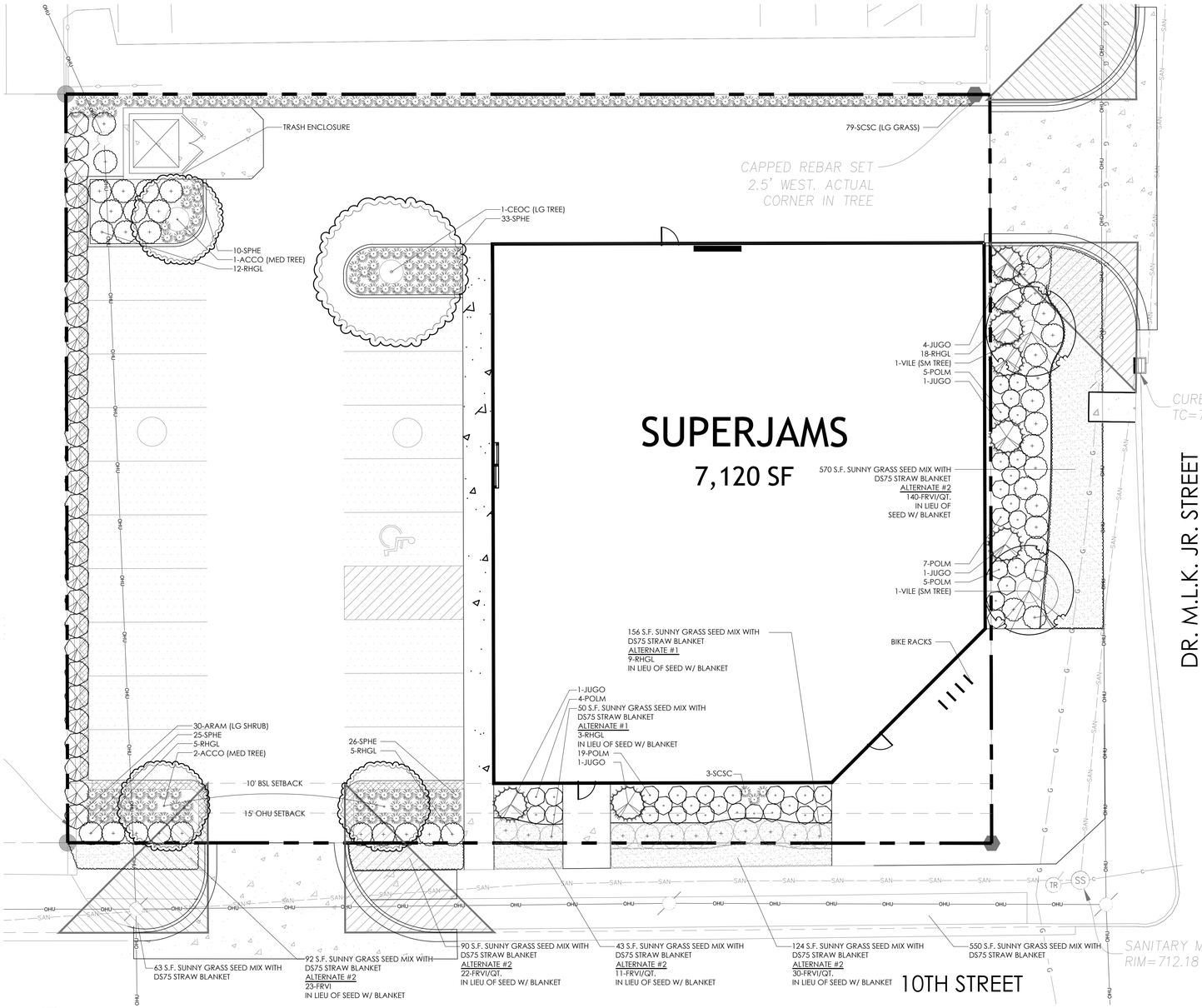


A PLANTING & SITE RESTORATION PLAN

SCALE: 1" - 10'-0"

PLANT LEGEND

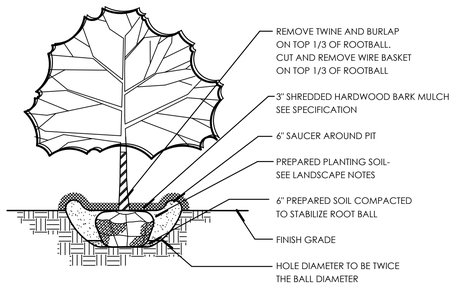
QTY	KEY	BOTANICAL NAME / COMMON NAME	INSTALL SIZE	MATURE HEIGHT	MATURE WIDTH
Native Shade Trees					
3	ACCO	Acer rubrum 'Columnare' Columnare Red Maple	2" cal.	40-80'	15-30'
1	CEOC	Celtis occidentalis Hackberry	2" cal.	40-60'	40-60'
Native Ornamental Trees					
2	VILE	Viburnum lentago Nannyberry Viburnum	1.5" cal	15-18'	10-18'
Native Deciduous Shrubs					
30	ARAM	Aronia melanocarpa 'Autumn Magic' Autumn Magic Black Chokeberry	24" ht.	3-6'	4-7'
40	POLM	Potentilla fruticosa 'Bailmeringue' Lemon Meringue Potentilla	18" ht.	2-3'	2-3'
40	RHGL	Rhus aromatica 'Gro-Low' Grow-Low Sumac	24" wd.	1.5-2'	6-8'
Native Evergreen Shrubs					
8	JUGO	Juniperus virginiana 'Grey Owl' Grey Owl Red Cedar	24" wd.	2-3'	4-6'
Native Ornamental Grasses					
82	SCSC	Schizachyrium scoparium Little Bluestem	1 gal.	36-48"	18-24"
94	SPHE	Sporobolus heterolepsis Prairie Dropseed	1 gal.	24-36"	18-24"
Non-native Lawn Seed Mix					
1,738 sq.ft.		INDOT Seed Mix R			
ALTERNATE #1 in lieu of Sunny Lawn Mix with Blanket					
ADD					
12	RHGL	Rhus aromatica 'Gro-Low' Grow-Low Sumac	24" wd.	1.5-2'	6-8'
DEDUCT					
206	sq.ft.	INDOT Seed Mix R			
ALTERNATE #2 in lieu of Sunny Lawn Mix with Blanket					
ADD					
226	FRVI	Fragaria virginiana Wild Strawberry	Qt. pot 24"o.c.	8"-12"	15"-24"
DEDUCT					
919	sq.ft.	INDOT Seed Mix R			

GENERAL NOTES:

1. Contractor is responsible for verification of underground utility lines and is responsible for any damage occurring as a product of his work.
2. Contractor shall maintain clear and open access to the vehicular and pedestrian entrances to and from the property during all periods of work.
3. Contractor is responsible for verification of all existing conditions in the field prior to bidding and construction and shall notify the Landscape Architect and/or Owner of any variances.
4. Contractor is responsible for acquisition of and payment for all permits, fees and inspections necessary for the proper execution of this work and for compliance with all codes applicable to this work.
5. Contractor shall protect the property and is directly responsible for all damages caused by his work and for daily removal of all trash and debris from his work area to the satisfaction of the Landscape Architect and/or the Owner.

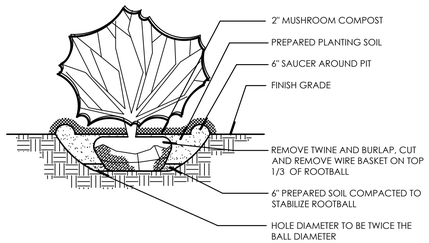
LANDSCAPE NOTES:

1. Material quantities are shown only for the convenience of the Contractor. The Contractor is responsible for verification of all materials and supplies in sufficient quantity to complete the job per plan.
2. All work shall conform to American Nursery & Landscape Association 2004 edition of the American Standard for Nursery Stock, State of Indiana Horticultural Standards and local municipal requirements.
3. Excavation of all planting areas shall exceed 24" and be backfilled with fertile, friable, natural topsoil of loam texture free from clay, lumps, course sands, stones, plants, roots, sticks, and other foreign materials.
4. All pruning work shall be performed only with hand pruners.
5. All deciduous plant material shall be thin pruned to remove ¼ interior branches, dead branches and broken branches. Pruning shall compliment the plants natural form. Absolutely no tip pruning is allowed, except for hedges as noted on the Drawing. Any plant that is tip pruned is subject to rejection by the Landscape Architect and/or Owner.
6. Evergreen shrubs shall be pruned of dead and broken branches and as directed by the Landscape Architect and/or Owner.
7. The Landscape Architect and/or Owner reserves the right to inspect trees and shrubs either at the place of growth or at the site prior to planting for compliance with requirements of variety, size and quality.
8. Provide pre-mixed planting mixture for use around the balls and roots of the plants consisting of 5 parts topsoil to 1 part leaf compost and 1/2 lb. Organic Bio-tone Starter Plus plant fertilizer as available from Espoma for each cu. yd. of mixture. If leaf compost is unavailable mushroom compost can be substituted.
9. Planting beds shall be prepared with a 2" depth of mushroom compost and a 1" depth of calcined clay tilled to an overall depth of 6"-9" where the roots of existing trees do not impede tillage.
10. Prior to mulching, all individual trees, shrub beds and groundcover areas shall be treated with a pre-emergent herbicide, such as Snap-Shot®. All areas shall be free from weeds prior to herbicide application.
11. All planting beds shall be mulched to a depth of 2"-3" finely shredded hardwood bark mulch.
12. All lawn areas shall receive INDOT Seed Mixture R of the previous year's crop with 0.5% or less weed seed and 1.75% or less crop seed, by weight. Seed shall be dry and free of mold and delivered to the site in it's original packaging.
13. Water trees, shrubs and groundcover beds within the first 12 hours of initial planting. Continue watering weekly or as needed until the end of the maintenance period.
14. Contractor shall maintain all planting under the contracted work for a period of no less than 90 days or through the end of the calendar year/growing season and provide a one year warranty with a full replacement guarantee on all materials from the date of acceptance of substantial completion.
15. Maintenance operations shall include mowing, edging, pruning, cultivating, weeding, resetting settled plants, application of pesticides if required and application of fertilizer as needed to insure proper establishment of planting and lawns.
16. Planting design uses plant species native to the region or regionally adapted to the climate and site conditions. All plant species are appropriate for the site soil conditions and microclimate. The planting design employs hydrozoning for like water requirements in planting groups.



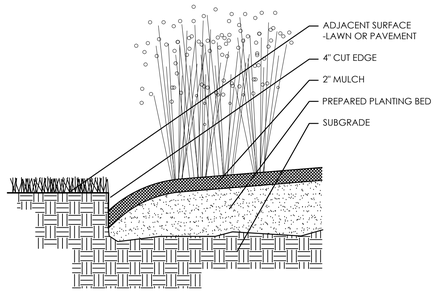
B SHADE TREE PLANTING DETAIL

N.T.S.



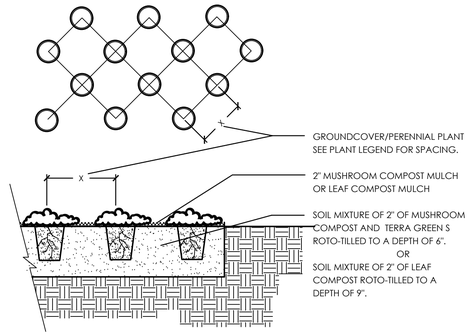
C SHRUB PLANTING DETAIL

N.T.S.



D SPADED PLANTING BED EDGE

N.T.S.



E PERENNIAL PLANTING DETAIL

N.T.S.

Laflin Design Group ltd.
Landscape Architecture
beyond the seasons.
8337 Nashua Drive
Indianapolis, Indiana 46260
o-630.761.8450
info@laflindesigngroup.com

project:

Super Jams
1010 Dr. M.L.K. Jr. Street
Indianapolis, Indiana

prepared for:

Contour Land Group, LLC
984 Logan Street, Suite 204
Noblesville, Indiana 46060

sheet title:

Landscape Plan

project #:	2968
issue date:	03/12/26
checked by:	ldg
drafted by:	kl
file:	2968-2026-03-05_dd
plot:	D

All ideas, designs and plans represented by this drawing are the exclusive property of Laflin Design Group, ltd. and shall not be used or altered without prior written permission from Laflin Design Group, ltd.

stamp:

KATRINA L. LAFLIN
REGISTERED
No. LA21500004
STATE OF
INDIANA
LANDSCAPE ARCHITECT
EXPIRES DECEMBER 31, 2027

revisions:

no.	date	description	by
	04/01/26	per site plan revision	kll
	04/20/26	per City comment	kll
	05/18/26	per site plan revision	kll

scale: 1" = 10'-0"

0 10 20 30

north: sheet: 1 of 1

Table 744-509-1: Green Factor Calculation				
Project Name or Address:	*Super Jams, 1010 MLK Jr. St.*			
Column A	**Column B**	**Column C**	**Column D**	**Column E**
Type of Area or Element	**Number of Plants**	**Measured Area or Area Equivalent in Sq. Ft.**	**Multiplier**	**Score**
Parcel Size		*19,468*		
Landscaped areas with uncompacted soil depth less than 24 inches				
Area of lawn, grass pavers, ground covers, or other plants typically less than 3 ft tall at maturity			0.2	-
Large shrubs or ornamental grasses [1]		16 sq. ft. per	0.3	-
Landscaped areas with uncompacted soil depth of 24 in. or more				
Required Yards with mulch, ground covers, grass pavers, or other plants typically less than 3 ft tall at maturity		*1,735*	1.0	1,735
Areas other than required yards with mulch, ground covers, grass pavers, or other plants typically less than 3 ft tall at maturity		*350*	0.7	245
Large shrubs or ornamental grasses [1]	*112*	16 sq. ft. per	0.3	538
Small trees [2]	*2*	50 sq. ft. per	0.3	30
Medium trees [3]	*3*	100 sq. ft. per	0.4	120
Large trees [4]	*1*	200 sq. ft. per	0.4	80
Undisturbed Areas [5]				
Undisturbed areas less than 10,000 sf			0.8	-
Undisturbed contiguous areas 10,000 sf or more			1.5	-
Significant Trees over 10 in. DBH preserved		250 sq. ft. per	0.5	-
Heritage Tree over 8 in. DBH preserved		250 sq. ft. per	0.5	-
Tree Preservation Credits as per Sec. 503.L for preserved Significant or Heritage Trees		250 sq. ft. per	0.5	-
Building or Structural Features				
Permeable paving for walkways, parking lots, etc			1.2	-
Photocatalytic pavement or building exterior			1.5	
White roof area		*7,475*	0.1	748
Vegetated walls - area of wall covered			0.7	-
Infiltration areas, underground chambers or surface, such as sand filters			1.5	-
Green roofs				
Area of green roof with less than 2 in. but not more than 4 in. growing depth			1.2	-
Area of green roof with over 4 in. growing depth			1.4	-
Off-site improvements				
Tree credit to the Tree Fund [6]		100 sq. ft. per	0.4	-
Bonuses applied to factors above				
Bioretention areas such as rain gardens, stormwater planters, and bioretention swales			1.5	-
Landscaping that consists entirely of drought-tolerant or native species, as defined by the Administrator		*3,310*	0.4	1,324
Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater or grey water			0.2	-
Landscaping visible to passersby (adjoining & up to 85 ft depth)		*1,360*	0.1	136
Landscaping to be maintained in food cultivation			0.2	-
Landscape area utilizing structural soil			0.4	-
Total Green Factor Score				**0.2545**

Table 744-509-1: Green Factor Calculation

Project Name or Address:	*Super Jams, 1010 MLK Jr. St.*			
Column A	**Column B**	**Column C**	**Column D**	**Column E**
Type of Area or Element	**Number of Plants**	**Measured Area or Area Equivalent in Sq. Ft.**	**Multiplier**	**Score**

Notes for Green Factor

[1] Large shrubs or ornamental grasses are those that reach 3 ft or more in height at maturity.

[2] Small trees are trees that have a canopy spread less than 16 ft at maturity.

[3] Medium trees are trees that have a canopy spread of 16 ft to 24 ft at maturity.

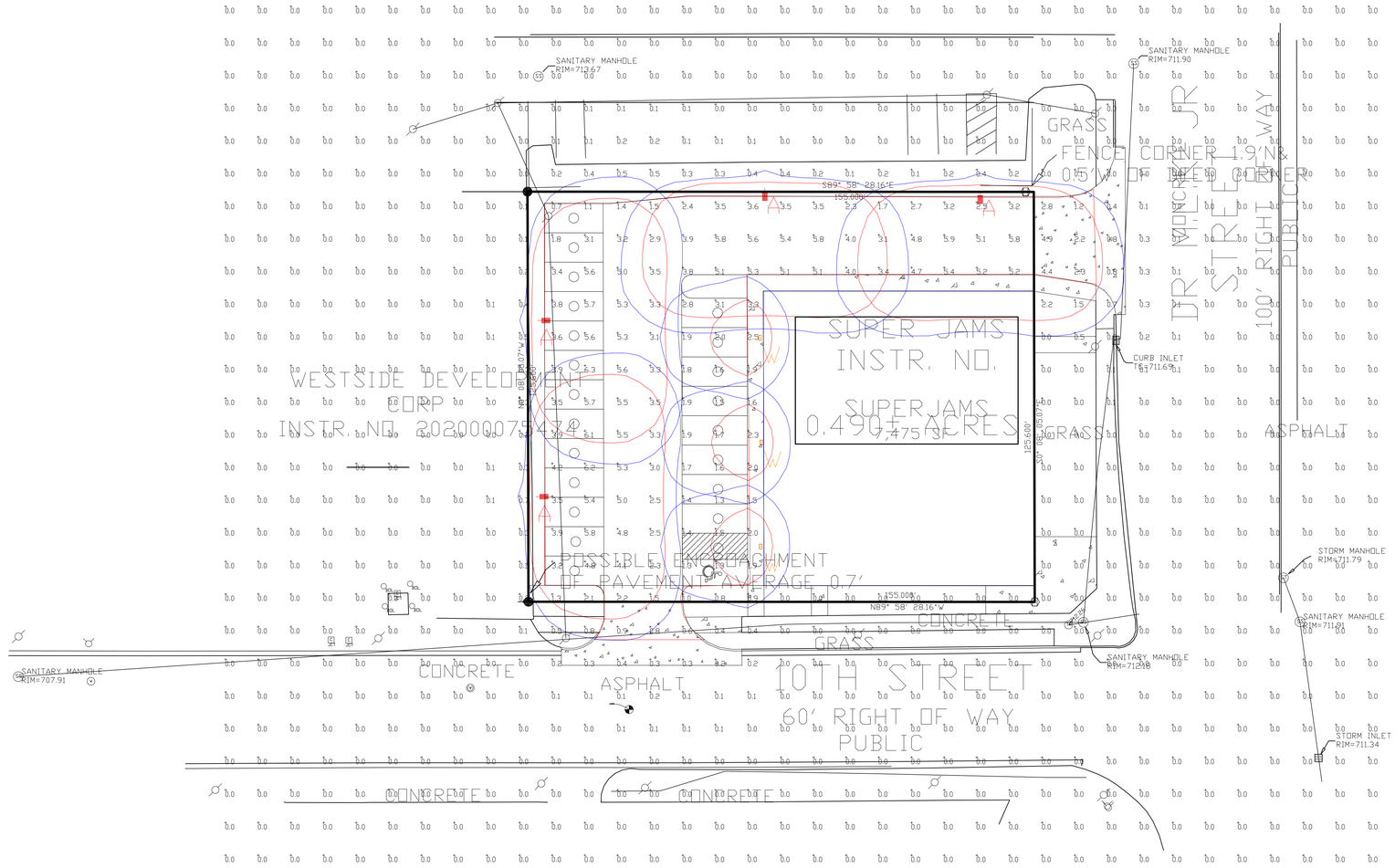
[4] Large trees are trees that have a canopy spread of 25 ft or greater at maturity.

[5] Undisturbed Area is a land area that is not affected by the construction activity; the land area must be stable and include established vegetation as evidenced by the presence of mature trees, understory plants or grasses other than turfgrass.

[6] Contribution in lieu of a tree may be made for additional trees that are not required in a required yard. No more than 50% of the site's credited trees may be tree credits. Contribution method and amount to be established by the Metropolitan Development Commission.

Indicate the Tree species in each size category:

Small trees species =	*Viburnum lentago*
Medium tree species =	*Acer rubrum 'Columnare'*
Large tree species =	*Celtis occidentalis*



Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE	Illuminance	Fc	0.48	6.3	0.0	N.A.	N.A.	0
PARKING LOT	Illuminance	Fc	3.49	6.3	0.6	5.82	10.50	

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of 'U0' most closely matches the old Full Cutoff rating.

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	4	A	Single	MRS-LED-18L-SIL-FT-50-70CRI-IL	20'	0.950	10931	135	B1-U0-G2
	3	W	Single	XWS-LED-02L-FTW-50-80CRI	8'	0.950	2167	15	B1-U0-G1

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

Total Project Watts
Total Watts = 585

10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-6023

LIGHTING PROPOSAL LD-164155

SUPERJAMS
1010 MLK JR ST
INDIANPOLIS, IN

BY:RNK	DATE:03/04/26	REV:	SHEET 1 OF 1

SCALE: 1"=20' ARCH D

0 20

STATEMENT OF COMMITMENTS

COMMITMENTS CONCERNING THE USE OR DEVELOPMENT OF REAL ESTATE MADE IN CONNECTION WITH A CERTIFICATE OF APPROPRIATENESS

In accordance with I.C. 36-7-4-1015, the owner of the real estate located in Marion County, Indiana, which is described below, makes the following COMMITMENTS concerning the use and development of that parcel of real estate:

Legal Description: See Exhibit "A" Attached Hereto And Incorporated By Reference (the "Subject Property")

Statement of COMMITMENTS:

1. The building and other improvements shall be constructed on the Subject Property in substantial compliance with the site plan attached hereto as Exhibit "B".
2. The building to be constructed on the Subject Property shall be in substantial compliance with the elevations and renderings attached hereto as Exhibit "C".
3. The hours of operation shall be limited as follows: Monday through Saturday: 6:00 am to Midnight; Sunday: 8:00 am to 8:00 pm.
4. The operator of the grocery store permitted under 2026-COA-009 (RP) shall prepare a sign plan for review and administrative approval by Indianapolis Historic Preservation Staff. The sign plan shall address both permanent and temporary signs, shall prohibit neon lit wall and window signs, and shall limit free standing signs to secondary signs permitted as vehicle entry point and incidental signs.
5. Regularly scheduled delivery trucks maneuvering through the Subject Property shall be limited to those no greater than 30 feet in total length. No delivery truck serving the Subject Property shall park anywhere on the west adjoining property commonly known as 531 Oscar Robertson Boulevard.
6. The trash enclosure shown on the site plan shall be constructed with the same brick material as used in the construction of the proposed grocery store on the Subject Property. Additionally, the operator of the proposed grocery store shall locate and maintain two commercial grade trash containers (the style of which shall be subject to approval by IHPC staff) on the grounds of the Subject Property for the use and convenience of customers and the general public.

These COMMITMENTS shall be binding on the owner, subsequent owners of the real estate and other persons acquiring an interest therein. These COMMITMENTS may be modified or terminated by a decision of the Indianapolis Historic Preservation Commission made at a public hearing after proper notice has been given.

COMMITMENTS contained in this instrument shall be effective upon the adoption of Certificate of approval petition #2026-COA-009(RP) by the Indianapolis Historic Preservation Commission and shall continue in effect for as long as the above-described parcel of real estate remains subject to 2026-COA-009(RP).

These COMMITMENTS may be enforced by the Indianapolis Historic Preservation Commission. Commitments numbered 3, 5 and 6 may also be enforced by the Ransom Place Neighborhood Association. Commitment 5 may also be enforced by the owner of 531 Oscar Robertson Boulevard.

The undersigned hereby authorizes the staff of the Indianapolis Historic Preservation Commission to record this Commitment in the office of the Recorder of Marion County, Indiana, upon final approval of petition #2026-COA-009(RP).

IN WITNESS WHEREOF, owner has executed this instrument this _____ day of _____, 20_____.

1010 Dr. MLK Jr., LLC

By: _____

Printed: _____

Title: _____

STATE OF INDIANA)
) SS:
COUNTY OF MARION)

Before me, a Notary Public in and for said County and State, personally appeared _____, the _____ of 1010 Dr. MLK Jr., LLC, an Indiana limited liability company, owner of the real estate who acknowledged the execution of the foregoing instrument for and on behalf of said limited liability company.

Witness my hand and Notarial Seal this
_____ day of _____ , 20 _____

_____
Notary Public

_____
Printed Name of Notary Public
My Commission expires: _____
My County of residence: _____

I affirm under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document unless required by law. Joseph D. Calderon

This instrument was prepared by Joseph D. Calderon, Barnes & Thornburg LLP, 11 South Meridian Street, Indianapolis, Indiana 46204.

EXHIBIT "A"

The Land referred to herein below is situated in the County of Marion, State of Indiana, and is described as follows:

Part of Lots 1 and 5 and all of Lots 2, 3, and 4 in Frank Mitchell's Addition to the City of Indianapolis, as per plat thereof, recorded in Plat Book 3, Page 60, re-recorded in Plat Book 6, Page 147, in the office of the Recorder of Marion County, Indiana, being more particularly described as follows, to-wit:

Beginning at a point in the East line of said Lot 5, being in the West line of West Street, which point lies a distance of 10.00 feet South of the Southeast corner of said Lot 5; running thence North upon and along the East line of said Lots 5, 4, 3, 2, and 1 a distance of 125.60 feet to a point; running thence West parallel to the South line of said Lot 1 a distance of 150.00 feet to a point in the West line of said Lot 1; running thence South upon and along the West line of Lots 1, 2, 3, 4 and 5 a distance of 125.60 feet to a point, said point being 10.00 feet North of the southwest corner of said Lot 5; running thence East parallel to the South line of said Lot 5 a distance of 150.00 feet to the place of beginning, together with all rights, reversionary or otherwise, in the abutting streets and alley.

Together with the right to improve and use the ten (10) feet by parallel lines off the entire south side of Lot No. 5 until such 10 feet is taken by the City of Indianapolis for widening of Tenth Street.

EXHIBIT “B”

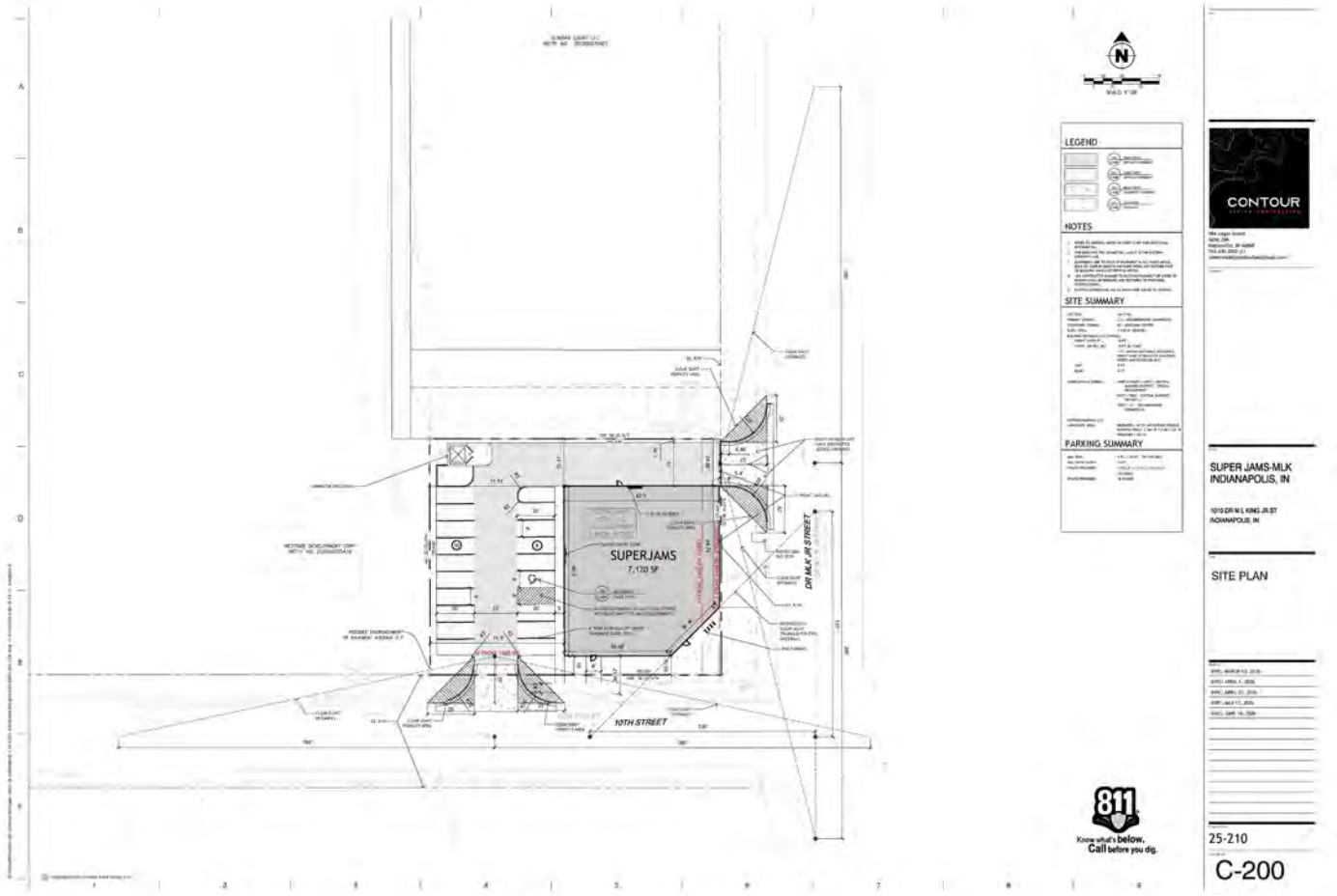
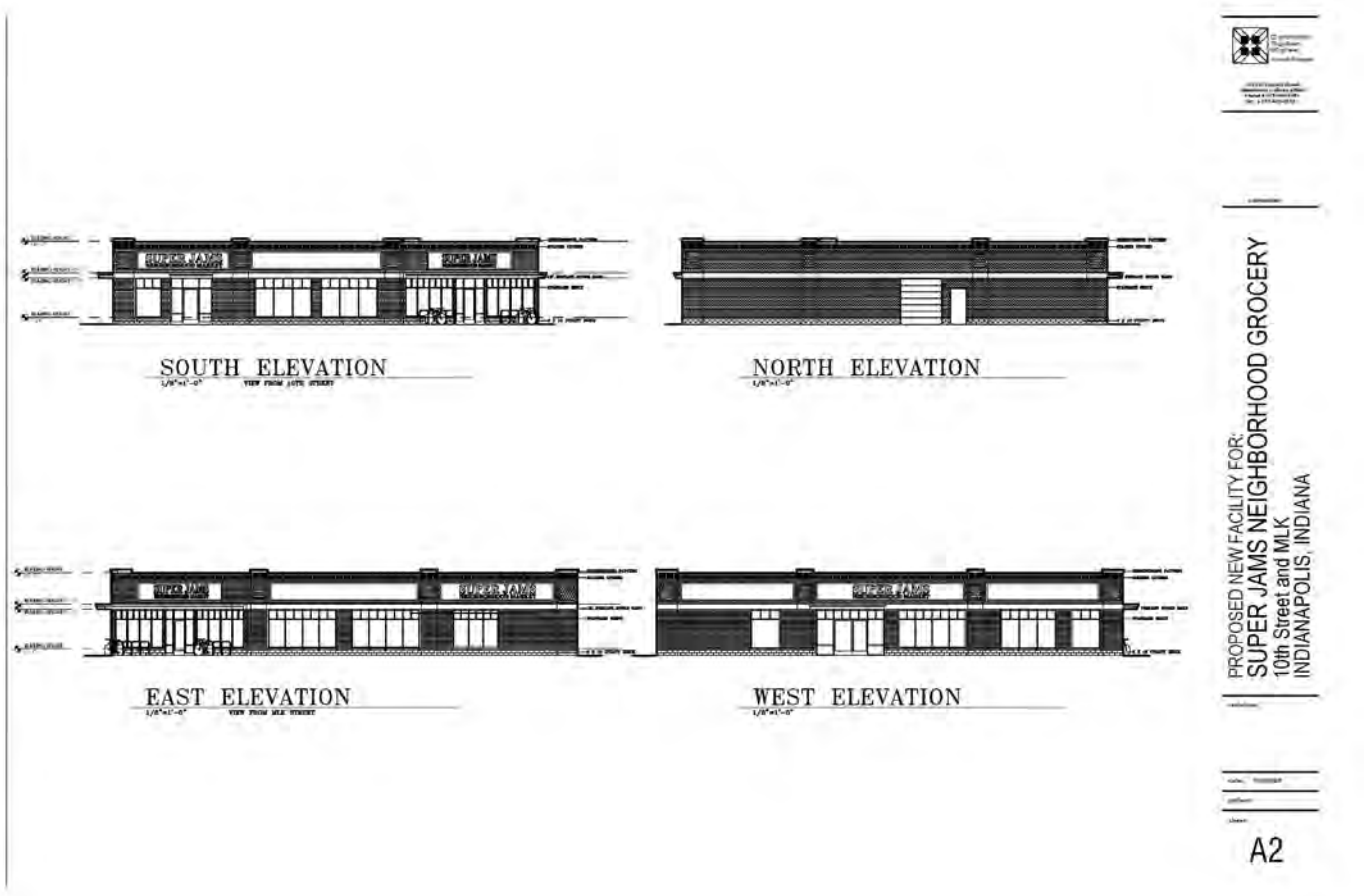

SUPERJAMS
7,720 SF
DR MLK JR STREET
10TH STREET
LEGEND
NOTES
SITE SUMMARY
PARKING SUMMARY
CONTOUR
SUPER JAMS-MLK
INDIANAPOLIS, IN
1010 DR M L KING JR ST
INDIANAPOLIS, IN
SITE PLAN
811
Know what's below.
Call before you dig.
25-210
C-200

EXHIBIT "C"


SOUTH ELEVATION
NORTH ELEVATION
EAST ELEVATION
WEST ELEVATION
PROPOSED NEW FACILITY FOR:
SUPER JAMS NEIGHBORHOOD GROCERY
10th Street and MLK
INDIANAPOLIS, INDIANA
A2

PERSPECTIVE
NTS

Alt Construction, LLC SETH ALT	SUPERJAMS GROCERY 1010, DR. MLK JR. STREET					PRELIMINARY DRAWINGS PERSPECTIVE A 0 0 6

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202
June 17, 2026

To the Metropolitan Development Commission and Indianapolis Historic Preservation Commission,

On behalf of the Ransom Place Neighborhood Association, I am writing to formally express concerns regarding the proposed development of a grocery store at 1010 Dr. MLK Jr. St. While we support thoughtful development that benefits the community, we have several concerns and requests for clarification and commitment before this project moves forward. We have asked the applicant for sign clarification, waste management commitments, lighting and landscaping plan. We would like to re-review this information before a decision is made.

Working Hours

We request that the working hours be M-F 7am-10pm
Sun 8am-9pm

No Liquor License issuance

We have one Liquor store in our Ransom Place neighborhood and we do not need another one. That will invite energy we do not want.

Signage Clarification

We request clarification regarding the proposed signage commitments, specifically what is meant by "incidental signage." It would be helpful to receive clear examples of what qualifies as incidental signage in the context of a grocery store (e.g., window decals, promotional signage, directional signage, etc.) to better understand the scope and potential visual impact.

Waste Management Commitments

Given ongoing issues with trash from nearby businesses affecting our neighborhood, we request a formal, written commitment addressing waste management for both store operations and customer use:

-
-
- All commercial waste containers should be enclosed within a permanent brick structure.
-

-
-
- A minimum of two outdoor, streetscape-style, commercial-grade trash receptacles should be installed and maintained for customer use.
-

These measures are essential to help mitigate the ongoing problem of trash being blown into the neighborhood and to ensure responsible site management.

Lighting Plan

We request the opportunity to review the exterior lighting plan for both the building and the parking lot. Proper lighting design is critical to ensure safety while minimizing light pollution and its impact on adjacent residential areas.

Landscaping and Drainage Plan

We also request a detailed landscaping plan for the property. We strongly encourage the inclusion of native plantings and ask that the plan incorporate solutions to effectively manage parking lot runoff and overall site drainage. These elements are important for both environmental sustainability and neighborhood compatibility.

In closing, we remain committed to working collaboratively with the applicant and the Commission to support development that enhances rather than detracts from the character, safety, and livability of our neighborhood. We respectfully request the opportunity to review the requested information and receive clear commitments on these items prior to any final decision. Thank you for your consideration of our concerns and for your continued support of the Ransom Place community.

Thank you,

Steve and Kristen Bright-Nelson

839 Paca st

Ransom Place

June 3, 2026
Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

Nathan Sheets
Deputy Director of Engineering
Department of Public Works
200 E. Washington St
Indianapolis, IN 46204

Dear Nathan,

On behalf of the Ransom Place neighborhood and residents, I am writing regarding a critical oversight in the evaluation of the proposed convenience store's transportation safety impacts. DPW Engineering waived a full Traffic Impact Study (TIS) based on a preliminary assessment that relied on 2022 traffic counts collected during the COVID-19 pandemic recovery period, when downtown traffic volumes had not yet returned to pre-pandemic level, projecting fewer than 100 peak-hour trips.

This assessment also failed to analyze pedestrian safety, driver sightlines, transit conflicts, or the cumulative impacts associated with locating a high-turnover commercial use along a constrained, high-volume arterial corridor.

Current INDOT traffic count data from 2023 indicates that 10th Street (Location ID 49S146) carries 15,025 daily vehicles—approximately 28% higher than the 11,724 daily vehicles reflected in the applicant's analysis. Moreover, because the applicant's traffic data was collected during the summer academic period, it likely understates the additional traffic associated with full enrollment at the IU Indianapolis and Purdue Indianapolis campuses.

1. Real-World Traffic Count Data vs. Pandemic-Era Baselines
Physical INDOT sensor counts from 2023 (10th Street) recorded 15,025 daily vehicles, while adjacent counts at Location ID 49S147 (MLK Street) recorded 8,001 daily vehicles. Together, these locations carried 23,026 daily vehicles, representing a cumulative increase of 37.89% annualized increase.

2. Understated Operational Profile and Trip Generation Realities
The project's trip-generation estimates use of the ITE Land Use Code 850 (Supermarket) may not fully reflect the operational characteristics of the proposed use and projected only 68 PM peak-hour trips. An alternative scenario using ITE Land Use Code 851 (Convenience Market) suggests the development could generate on the order of approximately 4,100 daily trips, including an estimated 370 AM peak-hour trips and 290 PM peak-hour trips, These figures warrant additional

evaluation to determine whether the selected land-use classification accurately reflects the proposed 24-hour operation.

Convenience stores depend on frequent customer turnover and a high volume of short-duration trips throughout the day, whereas supermarkets typically experience longer customer dwell times and lower turnover rates as patrons complete larger shopping trips. Because ITE pass-by calculations are directly tied to surrounding roadway volumes, applying current traffic conditions on this high-volume Principal Arterial corridor may place the project above the city's threshold for requiring a full Traffic Impact Study.

3. 10th Street Driveway Storage Deficit (Left-In/Left-Out Only)
The proposed access point on 10th Street raises especially serious concerns. Located approximately 117 feet from a major intersection and roughly 24 feet from an alley egress, the site depends on legacy curb cuts along a heavily congested, three-lane, one-way interstate access corridor serving I-65/70. Throughout much of the day and into the evening hours, traffic regularly queues along this corridor as vehicles back up toward the interstate ramps.

A simplified 95th-percentile queuing analysis indicates that a peak inflow of 147 vehicles per hour, combined with an average 24-second delay, yields a recommended storage length of approximately 75 feet, or three stacked vehicles. Because the submitted site plan provides only a 23-foot throat depth, the entrance appears to have an approximate 52-foot storage shortfall.

This configuration appears inconsistent with INDOT access-management principles and the corner-clearance standards incorporated into the Indianapolis DPW Transportation Standards Manual. More importantly, the storage deficit increases the likelihood that entering vehicles will queue beyond the site entrance and into an already congested traffic stream. Given that the far-left lane functions as a primary queue for vehicles accessing the I-65/70 ramps via West Street, these conditions could interfere with existing traffic operations, obstruct portions of the adjacent sidewalk corridor, and significantly disrupt eastbound traffic flows—creating gridlock conditions—throughout peak commuter periods and into the evening.

4. MLK Street Access Drive Spacing and IndyGo Transit Risks
The proposed MLK Street access point presents similar concerns. The distance between the proposed commercial egress and the existing residential driveway to the north is approximately 40 feet. This is well below spacing distances typically used to reduce turning and merging conflicts on urban arterial roadways. Although MLK Street functions as a high-volume principal arterial carrying buses, freight traffic, and heavy vehicles, the 1000 block remains predominantly residential.

The Indianapolis Metropolitan Planning Organization (IMPO) identifies this corridor as part of the **Regional High Injury Network** and reports a 222.9% increase in fatal and serious-injury crashes along the corridor in **its Safe Streets and Roads for All Safety Action Plan** (August

2022). These documented safety conditions warrant heightened scrutiny for any new access points or traffic-generating land uses along this corridor.

Additionally, the proposed driveway would be located approximately 25 feet from an active IndyGo bus stop, creating potential sight-distance conflicts for exiting vehicles, transit riders, pedestrians, and approaching traffic.

5. Internal Pedestrian Exposure
The proposed site plan does not appear to provide a dedicated pedestrian access route from the public right-of-way to the building entrance. Instead, pedestrians would be required to navigate through active parking and vehicle circulation areas to reach the storefront. This configuration increases exposure of vulnerable road users within conflict zones designed primarily for vehicle movement and is not consistent with Safe System principles that prioritize separation and reduction of pedestrian–vehicle conflict points.

These concerns are particularly significant given the site's proximity to transit service and its location within a **Transportation Impacted Neighborhood** where many residents rely on walking, transit, and other non-automobile modes of transportation.

Our neighborhood is deeply concerned that these issues were not adequately evaluated before the TIS waiver was granted. The Vision Zero Action Plan is intended to inform infrastructure, transportation, and land-use decisions across city departments, including DPW Engineering. That responsibility requires a more comprehensive evaluation of roadway safety conditions than what has been conducted here so far.

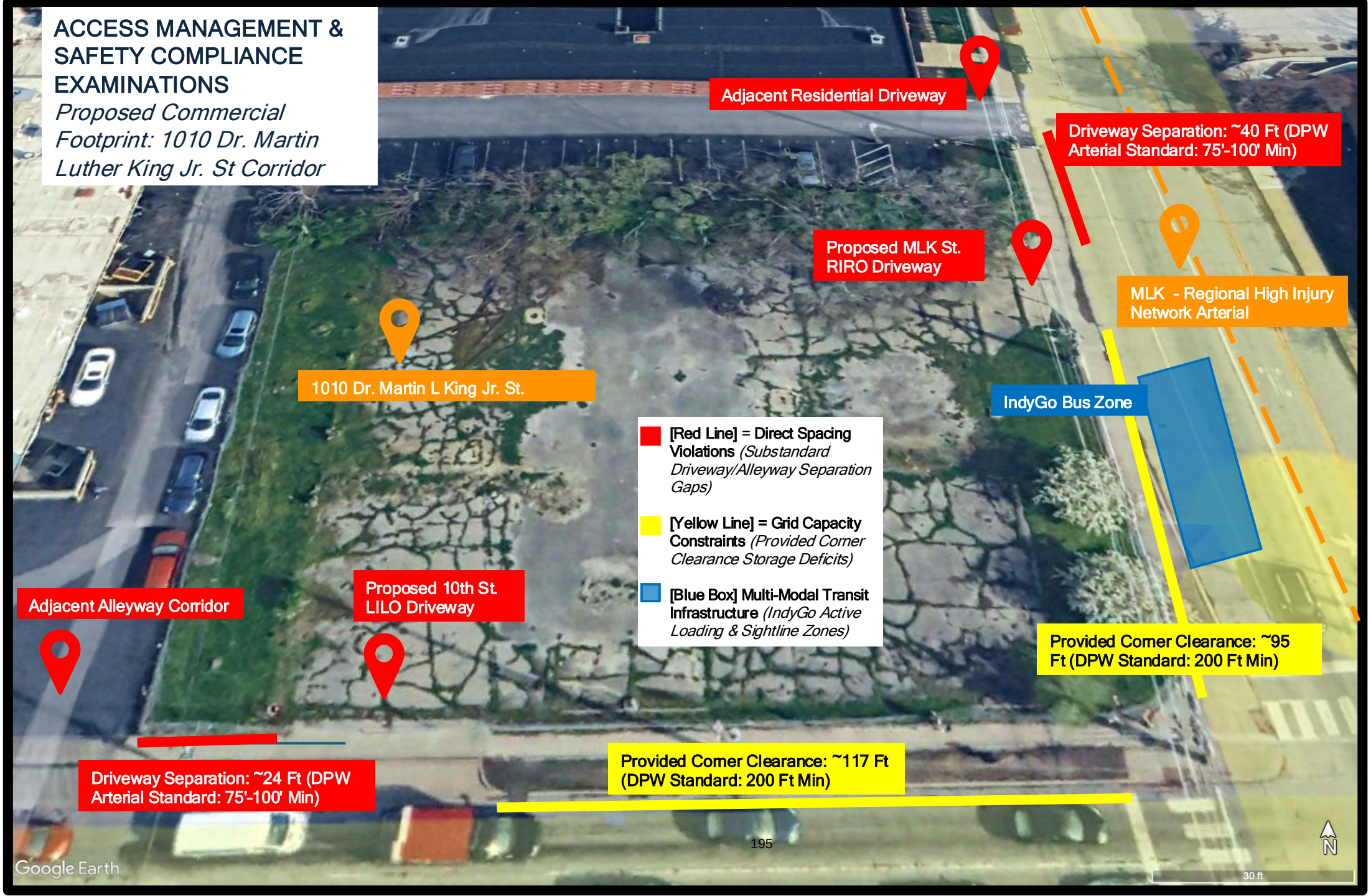
Formal Administrative Request
We respectfully urge your office to investigate this matter. We further request that DPW Engineering reconsider the TIS waiver and coordinate with IHPC staff to evaluate whether an administrative stay of the upcoming public hearing is warranted pending completion of a comprehensive, multimodal transportation and safety analysis using current traffic data and appropriate operational assumptions.

The safety and welfare of residents, pedestrians, transit users, cyclists, and motorists depend on a thorough, data-driven evaluation of the project's actual transportation impacts before any further approvals are considered.

Supporting maps, traffic count data, and site exhibits are attached for reference.

Sincerely,
Paula Brooks

Exhibit Designation	Document / Technical Graphic Title	Core Engineering Metric / Policy Proof Established
Attachment A	GIS Access Management and Safety Compliance Analysis Map	Visualizes the **~24' alley gap**, the **~40' residential driveway gap**, the **~95'/117' corner clearances**, and the **IndyGo Bus Zone** line-of-sight blockage overlays.
Attachment B	ITE Trip Generation Model Variance Analysis	Mathematically proves the **464% traffic volume escalation** (+3,404 daily net trips) triggered by shifting from the Supermarket (LU 850) model to the Convenience Market (LU 851) model.
Attachment C	95th Percentile Driveway Queue Storage Failure Report	Displays the **Poisson Distribution equations** proving the mandatory **75-foot linear storage requirement** and the resulting **52-foot physical throat deficit** along 10th Street.
Attachment D	INDOT Continuous Count Station Sensor Logs *(Telemetry Link)*	Official state traffic data verifying the **15,025 and 8,001 daily vehicle counts** from the 2023 INDOT physical census cycle at Location IDs 49S146 and 49S147.
Attachment E	IMPO High Injury Network Spatial Overlay *(GIS Link)*	Formal regional planning documentation isolating the 10th & MLK intersection corridor as a Regional High Injury Network (HIN) high-fatality safety risk zone [August 2022].


ACCESS MANAGEMENT & SAFETY COMPLIANCE EXAMINATIONS
Proposed Commercial Footprint: 1010 Dr. Martin Luther King Jr. St Corridor
Adjacent Residential Driveway
Driveway Separation: ~40 Ft (DPW Arterial Standard: 75'-100' Min)
Proposed MLK St. RIRO Driveway
MLK - Regional High Injury Network Arterial
1010 Dr. Martin L King Jr. St.
IndyGo Bus Zone
[Red Line] = Direct Spacing Violations *(Substandard Driveway/Alleyway Separation Gaps)*
[Yellow Line] = Grid Capacity Constraints *(Provided Corner Clearance Storage Deficits)*
[Blue Box] Multi-Modal Transit Infrastructure *(IndyGo Active Loading & Sightline Zones)*
Adjacent Alleyway Corridor
Proposed 10th St. LILO Driveway
Provided Corner Clearance: ~95 Ft (DPW Standard: 200 Ft Min)
Driveway Separation: ~24 Ft (DPW Arterial Standard: 75'-100' Min)
Provided Corner Clearance: ~117 Ft (DPW Standard: 200 Ft Min)
N
Google Earth
30 ft

3.4 High Injury Network Corridors

In the 2023 update to the IMPO Safe Streets and Roads for All Action Plan, the IMPO completed an additional analysis on the HIN to identify crash trends and how users are impacted by them.

Crash Trends

People using HIN roads have generally experienced an increase in fatal and serious injury crashes from 2015 to 2021. Along all of the HIN corridors, fatal and serious injury crashes increased from an average of 425.7 crashes per year in 2015-2017 to 680.0 crashes from 2019-2021, or an increase of 60% (or around 9% per year). Three year averages of KSI crashes were grouped by the first three and final three years to avoid 1 or 2 anomalous years on any corridor. Not all corridors had an increase in crashes. Some corridors were about the same (didn't change more than 10% in total) and some actually decreased. The top 10 relative increase and decrease corridors are shown in the table below, and trends for corridors are shown in the map to the right and on this interactive map.

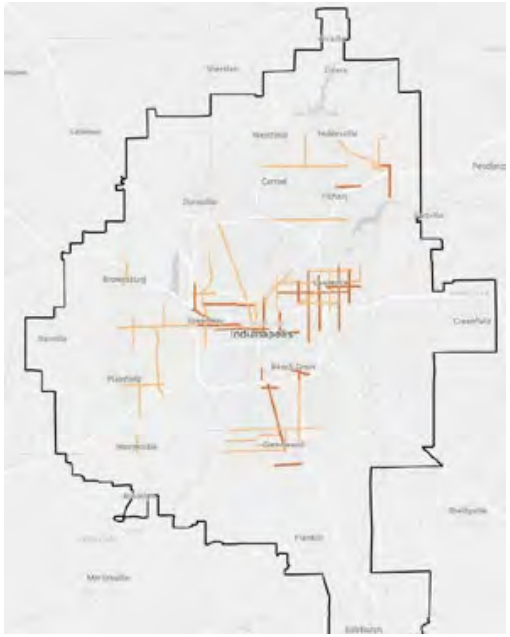
It is worth noting that while the rise in crashes is a serious issue that should be addressed the reason for the dramatic percentage increases is because the initial number of crashes for 2015 – 2017 for most of these corridors are small numbers (anywhere from 1 – 4 serious or fatal crashes. The table below.

Top 10 Increasing and Top 10 Decreasing Corridors (three year averages comparison)

Increasing		Decreasing	
Corridor	Change	Corridor	Change
30TH ST	1 to 14.7 (1366.7%)	126TH ST	7.3 to 0.7 (-90.9%)
MITTHOEFFER RD	2.7 to 16 (500%)	FAIRVIEW RD	6.3 to 2.7 (-57.9%)
EMERSON AVE	2.7 to 15.7 (487.5%)	RONALD REAGAN PKWY	27.7 to 14.3 (-48.2%)
38TH ST	1.3 to 7 (425%)	E 96TH ST	21 to 11 (-47.6%)
COLLEGE AVE	3.7 to 16 (336.4%)	CHURCHMAN AV	3 to 1.7 (-44.4%)
THOMPSON RD	1.3 to 5.7 (325%)	DAN JONES RD	7 to 4 (-42.9%)
ILLINOIS ST	2 to 7.7 (283.3%)	STAFFORD RD	8.7 to 5 (-42.3%)
38TH ST	12 to 43.3 (261.1%)	OLIO RD	6.7 to 4 (-40%)
MASSACHUSETTS AV	2 to 7 (250%)	GREEN ST	7.7 to 5 (-34.8%)
M L KING JR ST	11.7 to 37.7 (222.9%)	1ST AVE	4 to 2.7 (-33.3%)

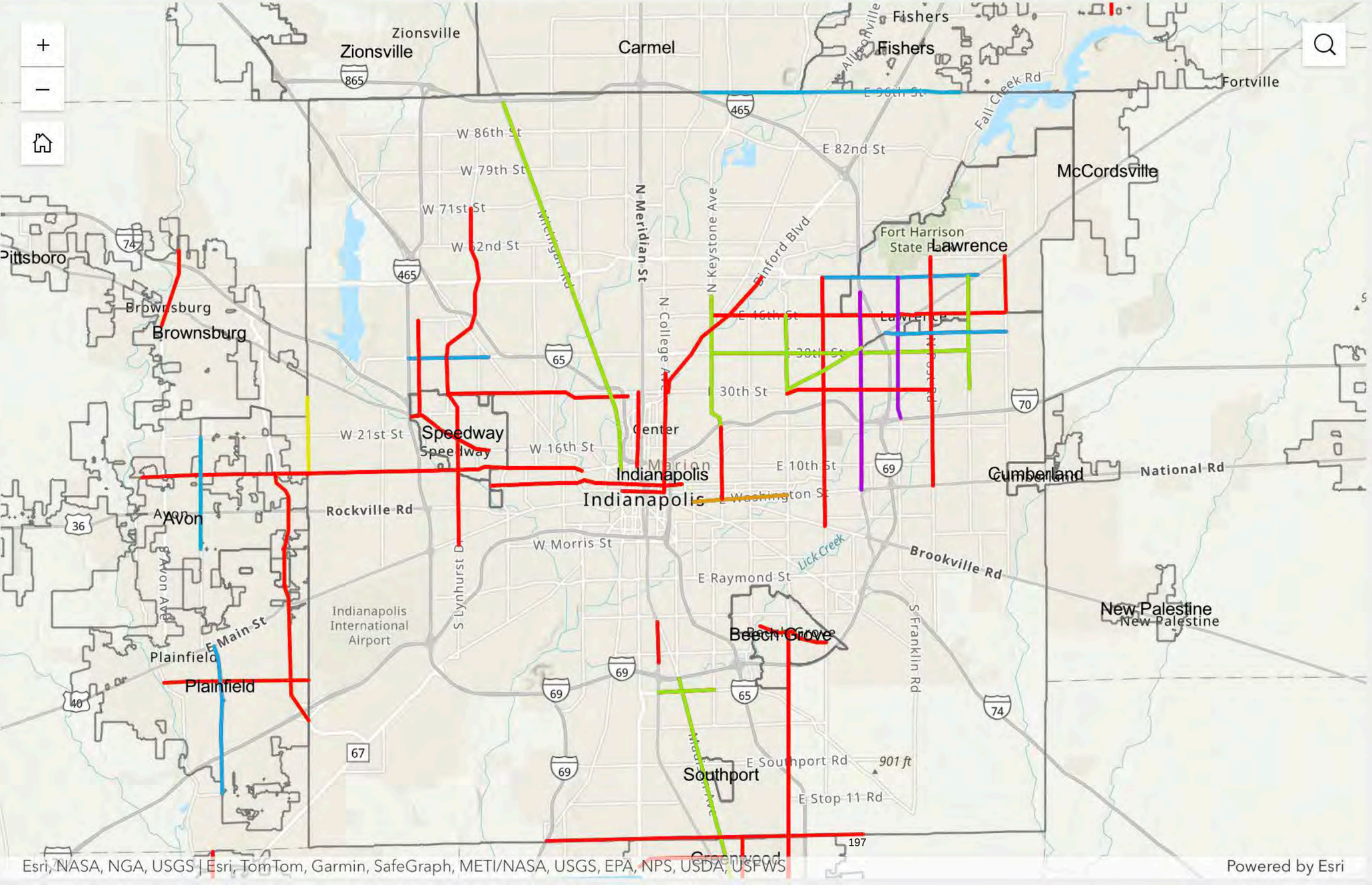
Bicycle/Pedestrian Crashes

Bicyclists and pedestrians were about 7.9% of fatal and serious injury crashes in the years 2015-2021. Yet several High Injury Network corridors had a higher than average share of bicycle/pedestrian crashes. The below table shows the top 10 corridors for fatal and serious injury Bicycle & Pedestrian crashes as well as whether the rate of crashes has been increasing, decreasing, or staying about the same.



Corridor	Bicycle	Pedestrian	Bike Ped KSI / Mi. / Yr.	Percent KSI involving Bike/ Ped	Trend
WASHINGTON ST	3	11	0.79	36%	About the Same
SHADELAND AVE	3	15	0.49	14%	Increase
38TH ST	2	18	0.41	11%	Increase
EMERSON AVE	1	5	0.40	10%	Increase
WORTHSVILLE RD	4	3	0.40	16%	Increase
HIGH SCHOOL RD	0	7	0.39	19%	Increase
NEW YORK ST	1	2	0.38	27%	About the Same
RURAL ST	0	5	0.37	10%	Increase
1ST AVE	0	2	0.34	8%	Decrease
CRAWFORDSVILLE RD	2	4	0.34	12%	Increase

High Injury Network (HIN) Summary Map



HIN Crash Movements

HIN Crash Trends

HIN Bike Pedestrian Trends

IMPO LPA

HIN Crash Movements

- Bike/Ped Crash
- Left Turn
- Other
- Ran Off Road
- Rear End
- Right Angle

HIN Crash Trends

- About the Same
- Decrease
- Increase

HIN Bike Pedestrian Trends

Percent Bike/Ped

- Lower than Avg Bike/Ped

Disclaimer: The data is provided pursuant to the Indiana Open Records Act. It represents accurate reproductions of the records on file with the Indiana Department of Transportation; however, ... more

List View

Record 1 of 1 Goto Record go

Location ID	49S146	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	54909506480000002	LRS Loc Pt.	0.3603125
SF Group	U2_SWG (2023)	Route Type	City Street
AF Group	U2_A (2023)	Route	Local
GF Group	U2_SWG (2025)	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	10th ST 100 FT W OF MLK		
Loc On Alias	10TH ST		

More Detail

STATION DATA

Directions: 1-WAY POS 1 2 3

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2025	14,040[3]		9		13,673 (97%)	367 (3%)	Grown from 2024
2024	14,012[3]		9		13,646 (97%)	366 (3%)	Grown from 2023
2023	13,984	1,301	9		13,619 (97%)	365 (3%)	

VOLUME COUNT

Date	Int	Total
Tue 7/18/2023	15	15,025

VOLUME TREND

Year	Annual Growth
2025	0%
2024	0%

SPEED

Date	Int	Pace	85th	Total

CLASSIFICATION

Date	Int	Total

Disclaimer: The data is provided pursuant to the Indiana Open Records Act. It represents accurate reproductions of the records on file with the Indiana Department of Transportation; however, ... more

List View

Record 1 of 1 Goto Record go

Location ID	49S147	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	54909501807000002	LRS Loc Pt.	0.0981614
SF Group	U2_SWG (2023)	Route Type	City Street
AF Group	U2_A (2023)	Route	Local
GF Group	U2_SWG (2025)	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	MLK 100 FT N OF 10th ST		
Loc On Alias	M L KING JR ST		

More Detail

STATION DATA

Directions: 2-WAY | NEG 1 2 | POS 1 2

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2025	7,469[3]		10	50	6,991 (94%)	478 (6%)	Grown from 2024
	2024	7,454[3]		10	50	6,977 (94%)	477 (6%)	Grown from 2023
	2023	7,439	780	10	50	6,963 (94%)	476 (6%)	

VOLUME COUNT

	Date	Int	Total
	Tue 7/18/2023	15	8,001

VOLUME TREND

Year	Annual Growth
2025	0%
2024	0%

SPEED

Date	Int	Pace	85th	Total

CLASSIFICATION

Date	Int	Total

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

June 17, 2026

To the Metropolitan Development Commission and Indianapolis Historic Preservation Commission,

On behalf of the Ransom Place Neighborhood Association, I am writing to formally express concerns regarding the proposed development of a grocery store at 1010 Dr. MLK Jr. St. While we support thoughtful development that benefits the community, we have several concerns and requests for clarification and commitment before this project moves forward. We have asked the applicant for sign clarification, waste management commitments, lighting and landscaping plan. We would like to re-review this information before a decision is made.

Signage Clarification

We request clarification regarding the proposed signage commitments, specifically what is meant by “incidental signage.” It would be helpful to receive clear examples of what qualifies as incidental signage in the context of a grocery store (e.g., window decals, promotional signage, directional signage, etc.) to better understand the scope and potential visual impact.

Waste Management Commitments

Given ongoing issues with trash from nearby businesses affecting our neighborhood, we request a formal, written commitment addressing waste management for both store operations and customer use:

- All commercial waste containers should be enclosed within a permanent brick structure.
- A minimum of two outdoor, streetscape-style, commercial-grade trash receptacles should be installed and maintained for customer use.

These measures are essential to help mitigate the ongoing problem of trash being blown into the neighborhood and to ensure responsible site management.

Lighting Plan

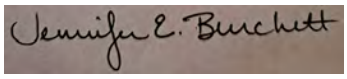
We request the opportunity to review the exterior lighting plan for both the building and the parking lot. Proper lighting design is critical to ensure safety while minimizing light pollution and its impact on adjacent residential areas.

Landscaping and Drainage Plan

We also request a detailed landscaping plan for the property. We strongly encourage the inclusion of native plantings and ask that the plan incorporate solutions to effectively manage parking lot runoff and overall site drainage. These elements are important for both environmental sustainability and neighborhood compatibility.

In closing, we remain committed to working collaboratively with the applicant and the Commission to support development that enhances rather than detracts from the character, safety, and livability of our neighborhood. We respectfully request the opportunity to review the requested information and receive clear commitments on these items prior to any final decision. Thank you for your consideration of our concerns and for your continued support of the Ransom Place community.

Thank you,



Jennifer E. Burchett

932 Camp Street

Ransom Place Neighborhood Association
821 Camp Street
Indianapolis, IN 46202

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Thank you,

Kyle Kingen, Indianapolis Citizen and Ransom Place Resident

Paula Brooks
Friends of Project A
PO Box 2261
Indianapolis, IN 46206

June 18, 2026

Indianapolis Historic Preservation Commission
City-County Building
200 E. Washington Street, Suite 1842
Indianapolis, IN 46204

RE: Formal Objection — Case Nos. 2026-COA-009 (RP) & 2026-VHP-008
ADDRESS: 1010 Dr. Martin Luther King Jr. Street (Super Jams Neighborhood Grocery)

Dear Commissioners,

On behalf of the 1000 block of Dr. Martin L. King Jr. Street residents and property owners and Friends of Project A, the registered neighborhood association, I am writing to formally submit opposition to the proposed commercial development at 10th Street and Dr. Martin Luther King Jr. Street. We request that the Commission **DENY** the Certificate of Appropriateness (COA) and the requested Variances of Development Standards, or grant a **CONTINUANCE** until an honest, complete engineering audit can be conducted.

Our opposition is based on the following conflicts:

- **Non-Compliance with Safety Variance Standards**: The proposed site design fails to meet the statutory legal thresholds required for a development variance. The layout introduces permanent safety hazards by routing a heavy commercial loading path through an undersized, sub-standard parking lot. This configuration actively compromises customer safety and disrupts public right-of-way traffic flow.

- **Incomplete and Deficient Vehicle Tracking Data**: The engineering submittal fails to meet basic administrative standards by omitting outbound vehicle exit paths and lacking an operational text narrative on the AutoTURN Exhibit (Sheet C-202). The omission of these tracks obscures a 0.7-foot property line encroachment and severe right-of-way tail-swing violations. Furthermore, the limited entry path provided maps a physical trajectory that causes structural damage to public infrastructure.

- **Absence of a Valid Traffic Impact Study (TIS)**: By relying on pandemic-era data, the applicant has failed to provide a comprehensive or accurate Traffic Impact Study. This leaves the record devoid of reliable data regarding how this high-turnover commercial use will alter local Level of Service (LOS) standards. Proceeding without this mandatory baseline analysis ignores cumulative congestion and peak-hour bottlenecks, improperly shifting the burden of traffic mitigation to the municipality and the public.

- **Violation of Access Spacing and Conflict Zone Standards**: The proposed layout violates standard municipal access spacing rules by placing a heavy commercial driveway immediately adjacent to an active public alley intersection on 10th Street. Because a standard 30-foot commercial vehicle exceeds the 25-foot separation gap, it will simultaneously obstruct both entrances during maneuvers. Adding heavy commercial movements to the active 40-foot MLK alley egress introduces unmitigated conflict points for both vehicles and pedestrians.

- **Deficient Construction Staging and Logistics Plan**: The constrained, sub-standard dimensions of the subject parcel provide insufficient spatial capacity for required on-site construction staging, materials storage, or equipment laydown. Consequently, construction operations will inevitably encroach into the public Right-of-Way. This unmitigated spillover directly threatens the operational levels of 10th Street and MLK Street, which serve as critical regional arterial connections to the interstate system.

- **Incomplete Environmental Documentation and Disclosures**: The administrative record lacks critical environmental disclosures, specifically the Phase I and Phase II Environmental Site Assessment (ESA) reports. State records identify this parcel as a component of the active **IDEM Site 0153 Groundwater Cleanup Project**, with a documented westward-migrating contaminant plume immediately east of the property. The applicant has failed to provide verifiable evidence of historical underground storage tank (UST) removal, soil matrix testing, or required remediation clearances.

- **Encroachment on Pedestrian Infrastructure and Right-of-Way**: The engineered curb radii at the site egress are geometrically inadequate for commercial delivery vehicles. AutoTURN analysis indicates that exiting commercial traffic will be physically forced to execute wide turns across multiple oncoming lanes of public traffic on both MLK and 10th Streets. Concurrently, the rear axles of these vehicles will off-track directly over designated pedestrian

sidewalks, creating an unmitigated structural hazard and an immediate threat to public safety.

- **Procedural Vulnerability and Deficient Record**: Approving an application with an incomplete administrative record—specifically regarding omitted exhibits and missing operational narratives—constitutes a significant procedural error. Moving forward without complete, verified data deprives the Commission of the baseline information required to make a legally sound determination. This deficiency exposes the municipality, the city, and adjoining property owners to immediate administrative appeals and substantial legal liability.

- **Inadequate Parking Capacity and Off-Site Spillover**: The proposed allocation of only 18 total parking spaces fails to meet the combined, simultaneous demand of customer vehicles and mandatory employee parking. The site plan provides zero internal capacity to absorb overflow. While adjacent parking to the north is currently unrestricted, local property owners will formally establish a dedicated residential parking permit program to protect the public right-of-way for residential structures lacking on-site parking. Because all other surrounding parking assets are strictly private or restricted, this design guarantees immediate vehicular overflow, creating chronic congestion and unmitigated traffic burdens on the local roadway network.

- **Non-Compliance with IHPC Design Guidelines and Streetscape Engagement (Pages 10–11)**: The proposed design fails to meet the mandatory visual compatibility standards required for a Certificate of Appropriateness (COA). By orienting a blank, inactive service wall toward the principal thoroughfare of Dr. Martin L. King Jr. Street, the layout creates an architectural void that directly violates the established building rhythm, pedestrian continuity, and orientation standards detailed on pages 10 and 11 of the IHPC Guidelines.

  This structural configuration introduces the same severe architectural incompatibility as seen in the nearby Sigma Theta Tau International building at Indiana Avenue and North West Street. Rather than respecting the historic City's Land Use Patternbook and contributing to restorative urban design, the current design severally disrupts the public realm by substituting a required prominent front entryway with a hostile, blank service façade.

  Dr. Martin L. King Jr. Street truly deserves a more thoughtful, better-designed structure. New construction must respect our neighborhood's legacy and act as an agent of restorative urban design**,** actively engaging the public sphere with a prominent front entryway rather than hiding behind a hostile, blank service wall.

- **Non-Compliance with Loading Infrastructure and Screening Standards (Pages 16–18)**: The proposed design violates the Ransom Place Conservation Plan by placing an exposed, unshielded industrial service door facing north, directly in the line of sight from the principal thoroughfare and neighboring historic structure, rather than at the rear of the building. This configuration directly breaches the mandatory architectural regulations for loading bays, overhead utility entries, and service functions outlined on pages 16 and 17, while the resulting heavy-vehicle off-tracking fails to meet the public realm protections and pedestrian safety standards detailed on page 18.

- **Diversion of Commercial Traffic onto Historic Residential Infrastructure**: Because 10th Street operates as a one-way eastbound corridor and the MLK Street exit is limited to right-turn maneuvers, vehicles attempting to travel north or west cannot utilize the principal arterial network. Consequently, delivery vehicles and commercial traffic will be forced to divert directly through the protected residential streets of the Ransom Place Historic District. These roadways feature specialized historic stone and brick infrastructure tied to the historic "Project A" urban design. Inundating these narrow, low-capacity residential corridors with heavy commercial vehicles will cause severe structural degradation including cracking and rutting of historical materials, while creating acute safety hazards for residents and immediate risks of private property damage.

- **Deficient Traffic Circulation and Secondary Alleyway Congestion**: Inbound traffic approaching from the south will be forced into an inefficient circulation loop, utilizing 11th Street, Indiana Avenue, and 10th Street. To complete this movement, vehicles will inevitably cut through adjacent private commercial parking lots or navigate the narrow residential alleyway positioned behind local homes. This alleyway is already heavily constrained by delivery vans and employee and residential parking. Artificially increasing commercial and passenger vehicle volumes within this narrow egress point will disrupt essential residential access, exacerbate localized gridlock, and introduce unmitigated vehicular conflict points into an essential thruway.

- **Destruction of Historic Public Infrastructure (Page 6)**: The public right-of-way, including original paving materials, sidewalks, and historic curb configurations, constitutes a collection of protected historic assets under the district’s conservation plan. Because the engineered vehicle tracking trajectories demonstrate that commercial truck wheels will mount public sidewalks, and traffic patterns will divert heavy commercial loads onto narrow stone-and-brick

residential streets, this layout directly threatens the physical preservation of character-defining elements legally protected by the conservation plan.

- **Unmitigated Quality of Life (QOL) and Environmental Impacts**: The introduction of an intense, high-turnover commercial use into a historically low-density residential block violates basic planning principles regarding neighborhood compatibility and public welfare. The proposed layout introduces additional asphalt paving, exacerbating urban heat island effects, accelerating localized environmental degradation. Continuous commercial engine noise, localized exhaust emissions, and intrusive nocturnal illumination will create additional severe, permanent impacts on adjacent residential properties. This operational profile degrades local property values, disrupts the historic district fabric, and fails to offer a complementary use to a recognized historic community asset, establishing a clear public nuisance.

Thank you for the consideration.

Sincerely,
Paula Brooks

2026-COA-057 (WD)
231, 235 & 239 SOUTH MERIDIAN STREET

IHPC Hearing: Continuation from June 03

Façade Restoration & Modern Reconstruction

Ole Red
231-235 S. Meridian Street
Indianapolis, IN

July 01, 2026

Project Overview

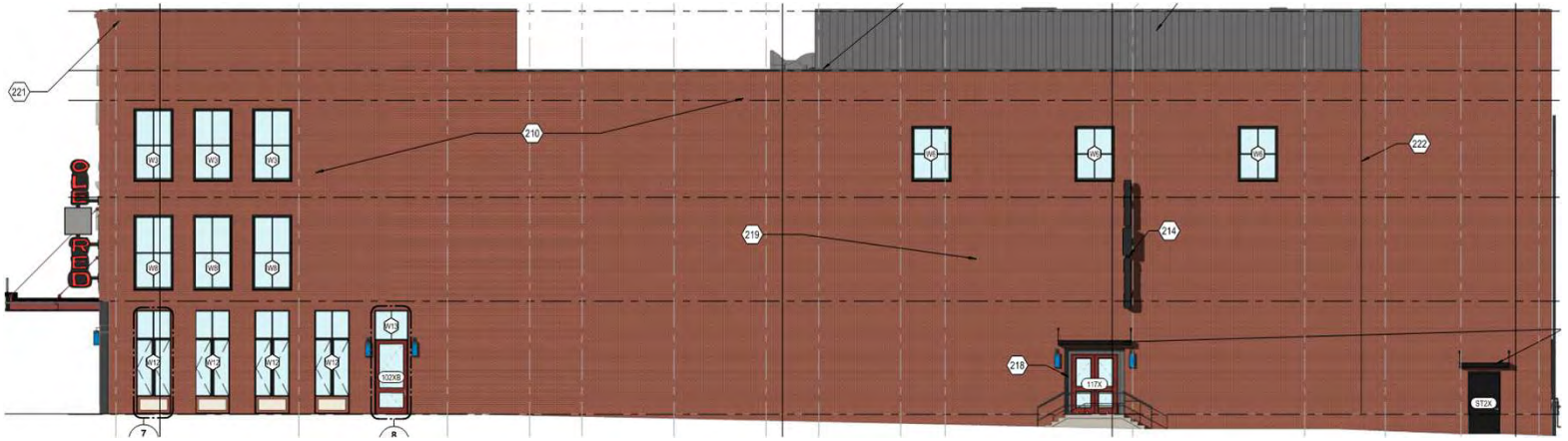
- Combine 231 & 235 S Meridian St into single usable building
  - Ole Red restaurant, bar & live music venue
- Restore façade, retain north wall, & basement, and reconstruct interiors for a modern use
  - Enhance existing appearances into 3 unique buildings
- Revitalize important historical buildings
- Reposition for extended useful life

Catalyst to help enhance the Wholesale District

Building Design

S Meridian St / West

Scioto St (Alley) / East



Former 239 Building / South

Meridian View: Day

Meridian View: Night

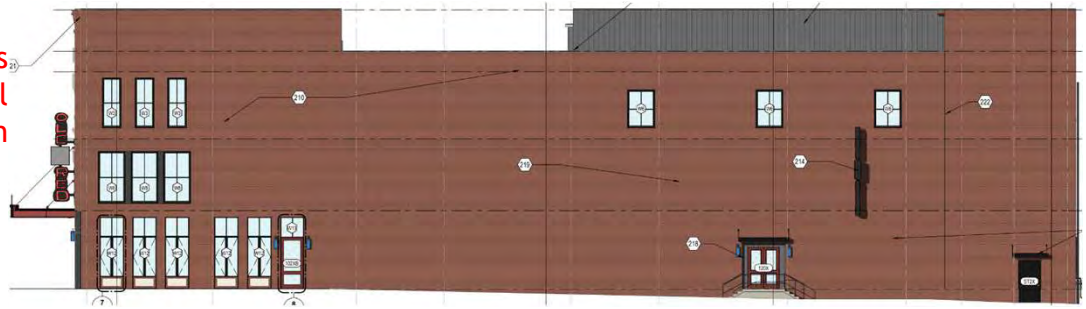
Scioto View: Day

Updated South Elevation & Windows

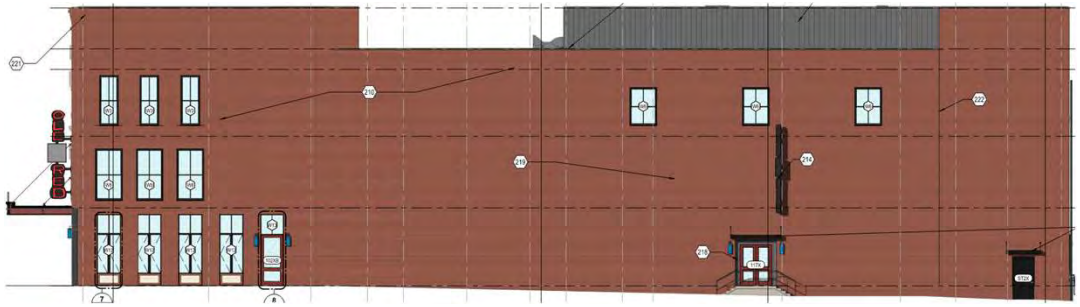
- Modified windows based on Commission comments
  - Interpretation no longer copies Meridian Street
  - Increased spacing between elements still allows light into building
- Two potential options for 3rd floor; wider or narrower widths

Meridian design

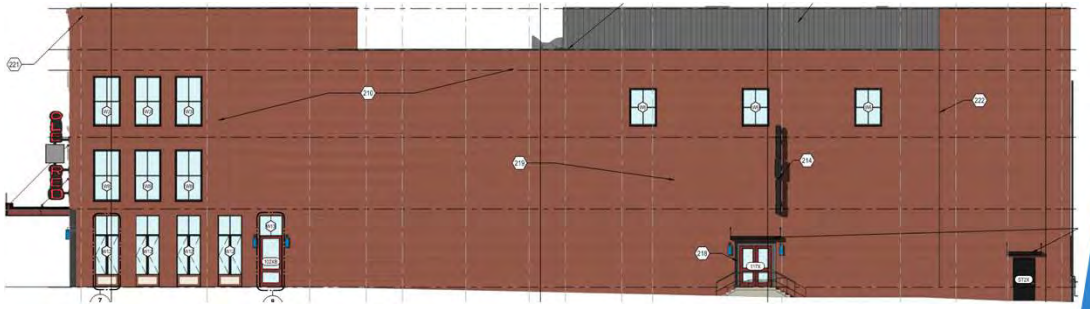
Previous South wall design



Update with Narrower 3rd floor window option



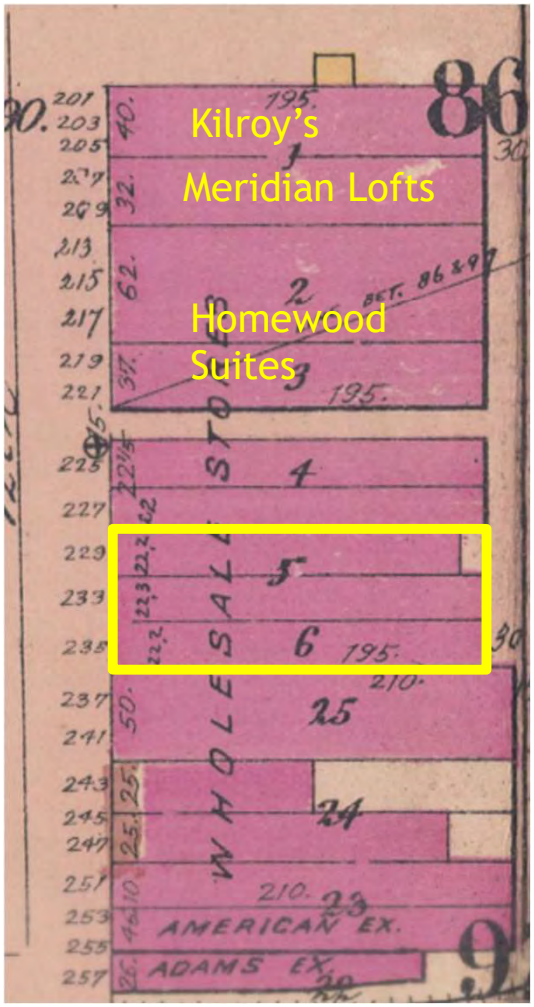
Update with Wider 3rd floor window option



Building Widths on S Meridian

- Subject properties are significantly narrower than the portion of the 200 block to the north
- 229 -235: **~22.2'** wide
- Kilroy's: **40'**
- Meridian Lofts: **32'**
- Homewood Suites: **62' & 37'**
- Existing width greatly reduces/eliminates options for modern reuse
  - 22' width is challenging for most uses
    - Interior width is only ~21'
  - 195' deep; exceptionally long distance given width
  - Only windows are on West & East
    - One set will face the back of a building under construction

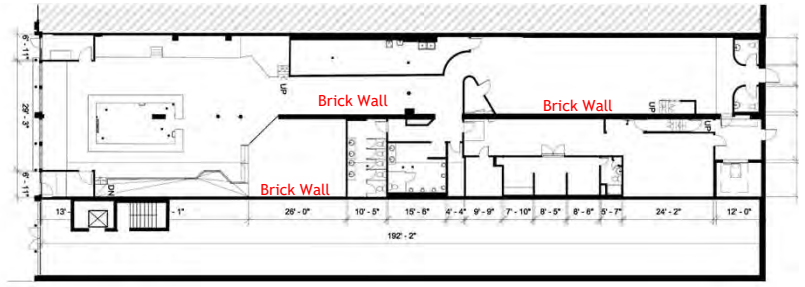
Note: Baist exterior dimensions shown, interiors are smaller



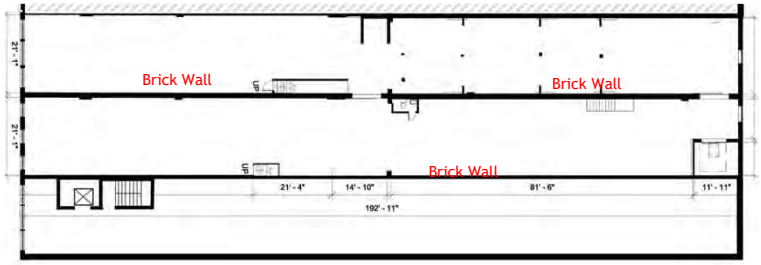
Source: Baist Atlas Plan #1; 1908

Impediments to Future Vision

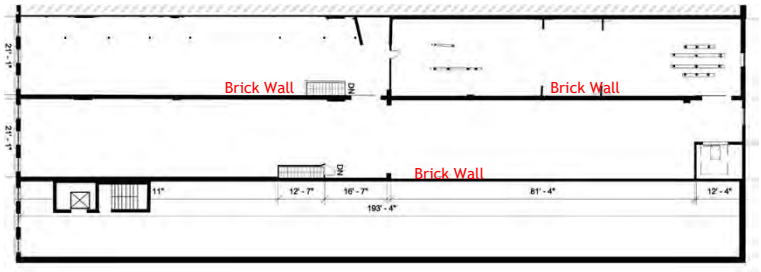
- Buildings not constructed to support modern uses
  - 195’ deep & 21-22’ wide interiors
- Only light on short ends for most floors
- Brick dividing walls on all floors
- Load limitation
  - Floor joists supported within brick wall pockets
- Individual, narrow buildings with limited options for modern use
- Not economically viable to retrofit
- Life/Safety-support concerns
  - Stairs & elevators in each unit
- Need to make significant interior changes
- South wall is a former interior demising wall
  - Poor condition, crumbling with exposure
  - Would have been protected if 239 remained
- East wall (Scioto)
  - Functions as alley
  - Extensively modified, partial CMU construction



1st floor



2nd floor

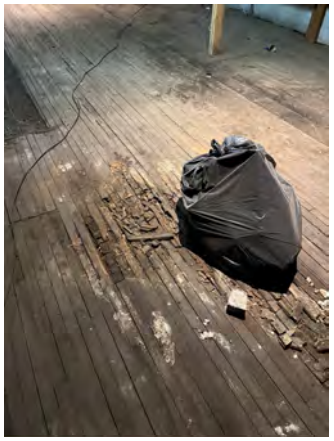


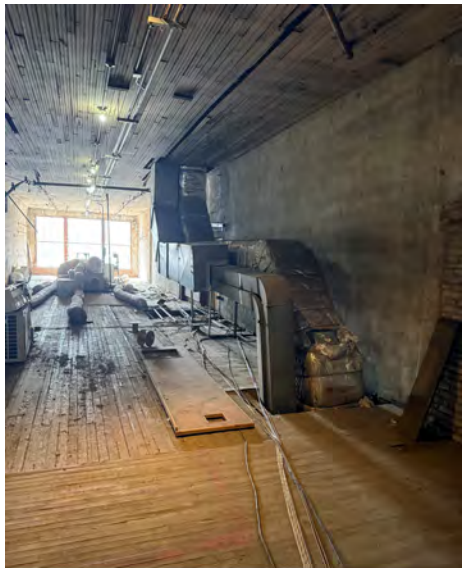
3rd floor

See separate document for detailed images

Challenges with Attempting to Preserve Buildings Intact

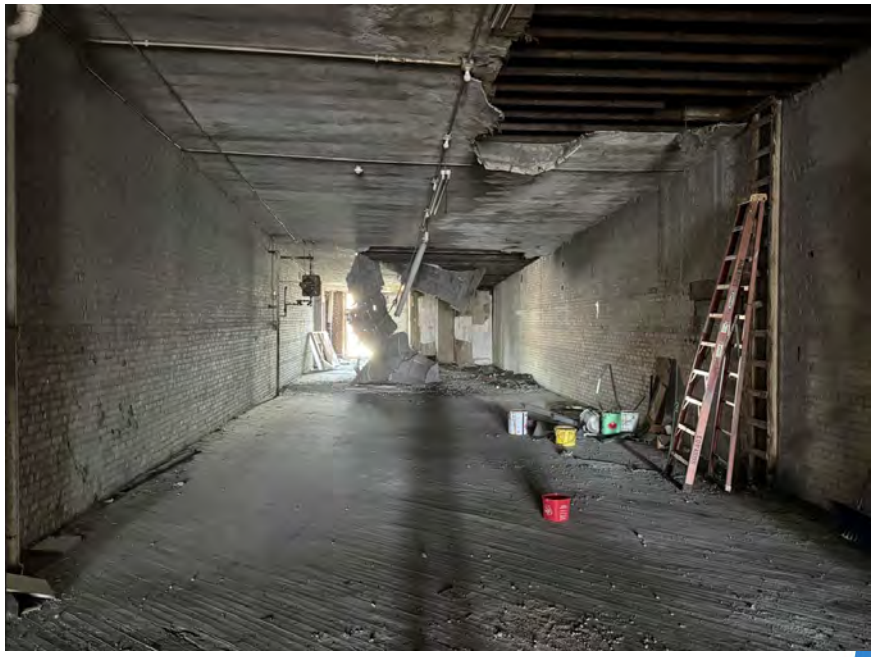
- South wall brick is too deteriorated, soft, & friable to restore
- Entirely new steel beam support system would need to be installed inside building
- Significant percentage of flooring & joists are bad
  - At least 30% of joists will need to be removed
  - Joists that remain must be sistered, hiding most of the joists
  - Essentially all of the flooring will need to be replaced
  - Few historic element remains visible
- Flooring is uneven & severely chopped
  - Rear additions at a different slope than front
  - Will need to be coated to level, hiding any remaining wood
  - Nothing historic would remain visible

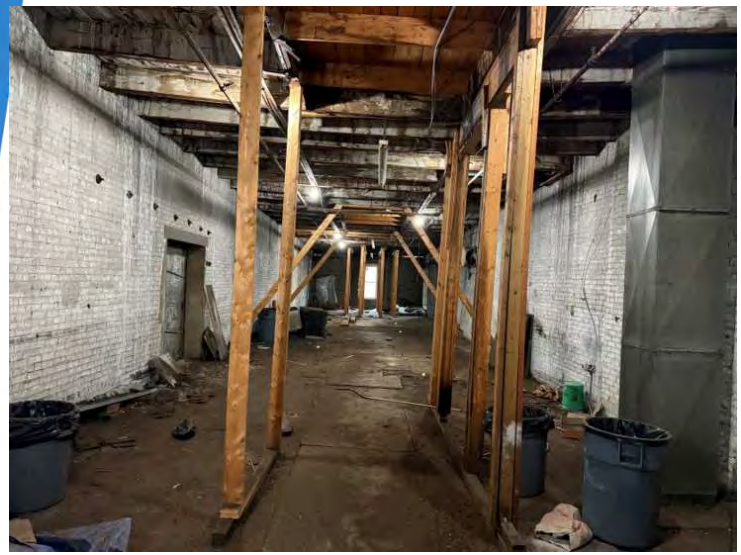




Challenges with Attempting to Preserve Buildings Intact (cont'd)

- Roof has failed
  - Will need to be replaced
  - Cannot support weight of HVAC equipment required regardless of use
- Demising walls need to be removed
  - Do not provide clear spans required for modern uses
  - Individual, narrow buildings with limited options





Criteria for Demolition of Building

- Considered all other logical uses
- Reviewed by Structure Engineers, Architect, General Contractor, Broker
  - Reference reports submitted
- Explored saving floors & exterior walls
- Adds to already high project cost, rendering it economically infeasible
- Still no viable uses for entire structure when completed

Removal Criterion 3 Has Been Met

- ***Condition 3**: Necessary to allow new development…of greater significance to the preservation of the district than retention of the structure, or portion thereof*
- Applicant explored all logical uses of the buildings as currently configured
  - With professional engineers, architects, contractors, & brokers
- Resulted in conclusion that proposed restoration plan is currently the only viable path to preserve the buildings for an adaptive reuse
- Project meets Condition 3 as the restoration & investment of capital will be a catalyst for other owners to invest capital to preserve & enhance their buildings in the district
- Without a pioneer who is willing to take risk and create the conditions for success, it will be difficult for others to make capital investments in small buildings in the district

Removal Criterion 4 Has Been Met

- ***Condition 4**: Structure cannot be put to any reasonably economically beneficial use for which it is or may reasonably be adapted*
- Renovation of existing conditions is not economically feasible and, when completed, the buildings as a whole could not be put to any modern beneficial use
- Residential
  - Too narrow and essentially no windows
  - No room for separate entrance & vertical transport and life-safety egress on upper floors
- Office
  - No efficient or modern layouts with existing demising walls and essentially no windows
  - No room for separate entrance & vertical transport and life-safety egress on upper floors
- Commercial
  - Only viable on first floor
  - No commercial use for upper floors

Positive Outcomes After Proposed Restoration Plan

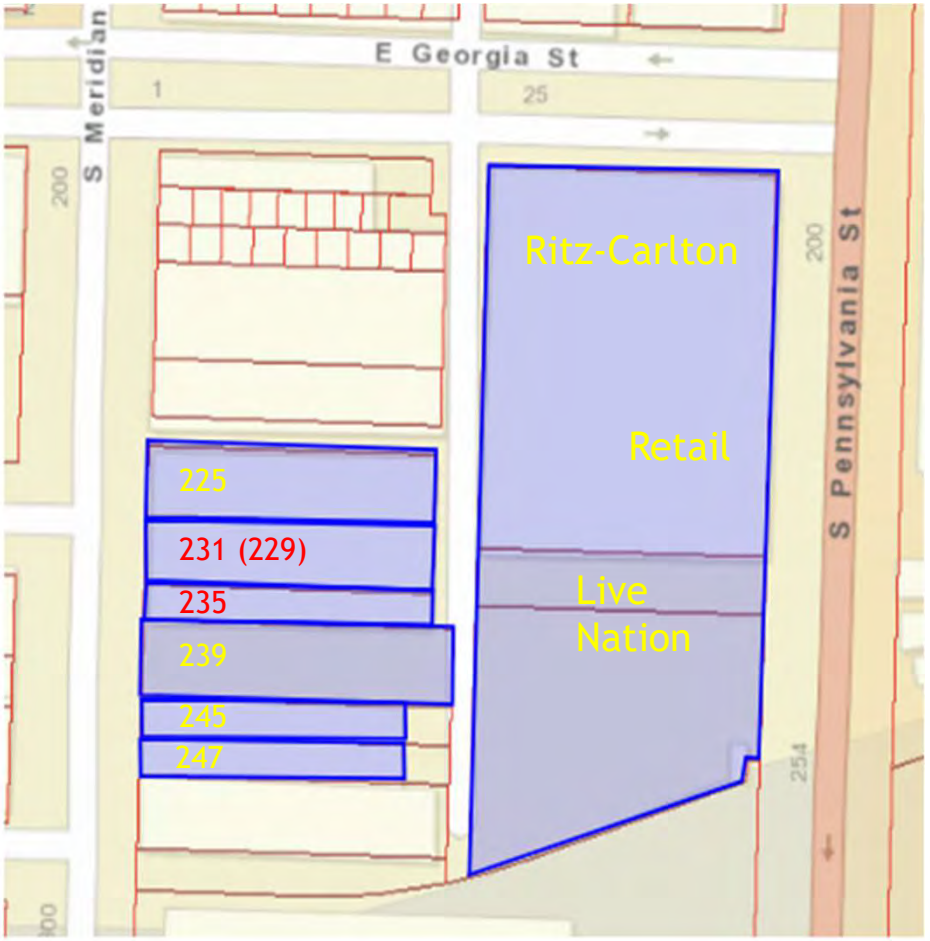
Current condition

- Retains & enhances existing Meridian façades
  - Building back in place
  - Same footprint
  - Same masonry style
- Retains north wall & basements
- Rebuilds deteriorating, friable South wall for safety & longevity
  - Will perform better than today
- When complete, restored exterior of building will have same form as historic building
  - Not putting façade on a completely different building design
  - Not placing larger building behind facades
  - Not demolishing & leaving a surface lot
  - Restoring in “like and kind”
    - Same look, character & dimension

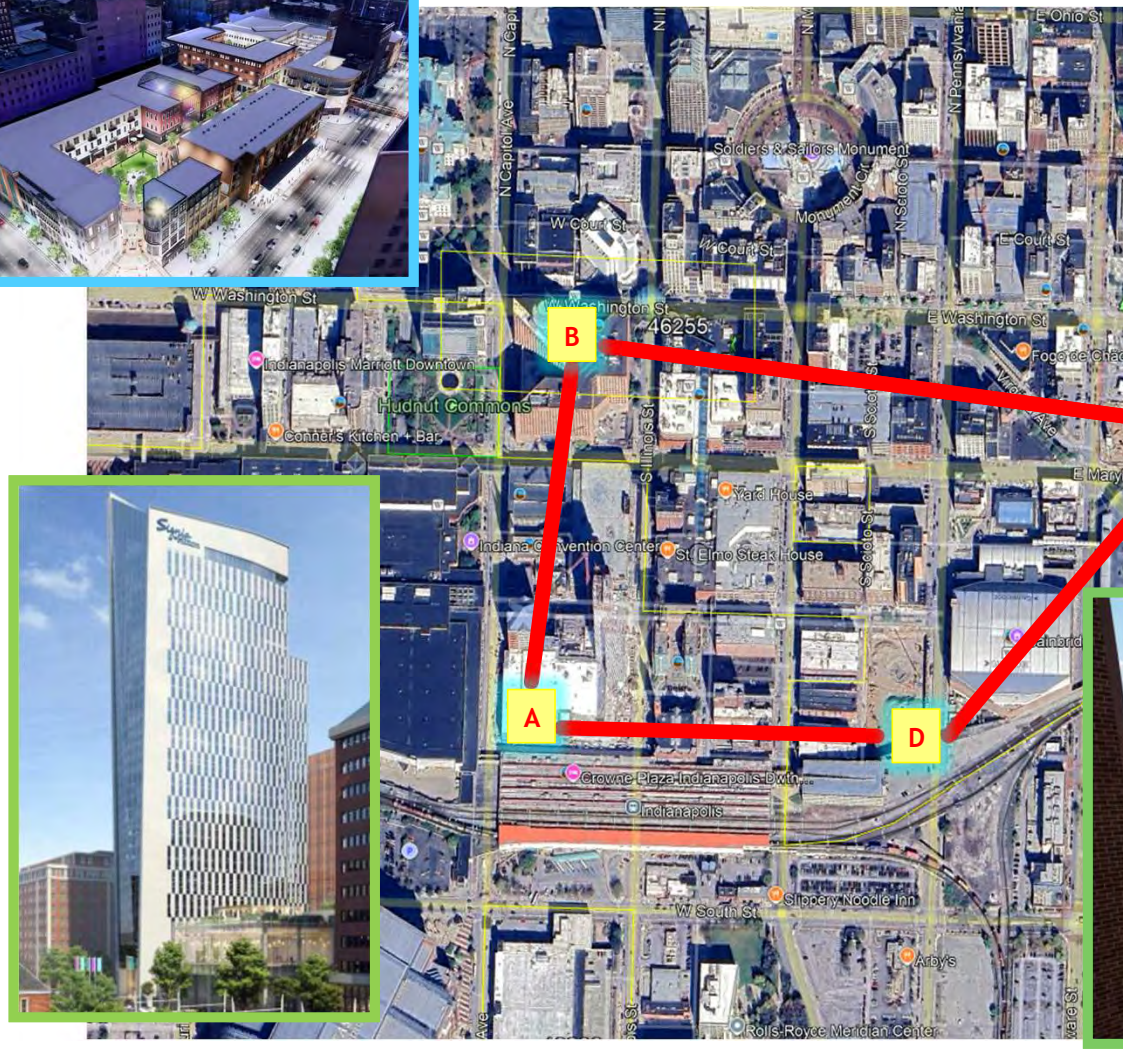
Restored condition

Ownership Interest in Area

- Purchased 225, (229), 231, 235, 239, 245/247
  - No specific plans when purchased
  - Purpose: To upgrade area
  - Support nearby investments
  - Explored possible uses
- Investing over $400M in Ritz-Carlton, Live Nation, & future retail location
  - Pennsylvania Street
- Investing over $40M in Ole Red project
  - Discussions with Opry Entertainment Group began well after purchase
- Developing plans for new tenants in other buildings
- 231-235 buildings appear to be in worst condition of all units acquired
- This project will enhance the entire Wholesale District



$1.5B Investment Quadrangle



Summary

- Broader Goals
  - Enhance the preservation of the Wholesale District
  - Prevent demolition and deterioration by neglect
  - Create a positive perception of the Wholesale District
  - Improve the city's image, encourage tourism, & respect safety
  - Create a positive, energetic area
- Opportunity to achieve goals with a determined owner of multiple properties & collaboration with other owners
  - Strong desire to see the area improve
- Vested interest through additional nearby investments
  - *Ritz-Carlton, Live Nation, Fever Performance Center, Signia Hotel, Traction Yards*
- First step to achieving broader goals: Need to make meaningful changes to the 231-235 buildings to bring them into the 21st century

Thank You

Supporting Documentation

Details: Meridian Facade

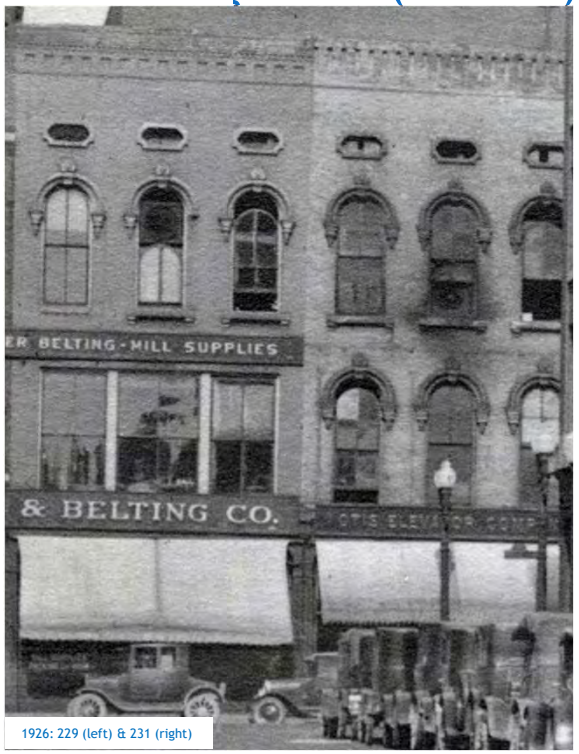
- Existing wall to be shored during renovation
- Left (north) side of 231 to be restored to arched openings on 1st floor
  - Arches removed, metal beam installed in the past
- All windows to be replaced
  - Glass will replace plastic
  - Wood interior; metal clad on exterior
  - Replaced with 7” inset to be more appropriate
  - 1st & 3rd floors will be operable
    - Fall protection on interior of building
  - Arched windows will be single-hung
  - 1st floor will be bifold, replacing current trifold
  - Upper transoms to be replicated from 235
  - All new stiles & rails will match typical historical proportions/relationships
  - Square windows on 2nd floor will not be operable.
- Non-historic aluminum storefront openings will be replaced with new clad wood openings
- Existing historic wood transoms at 235 will be retained and replicated at all openings along West facade

Details: Meridian Façade (cont'd)

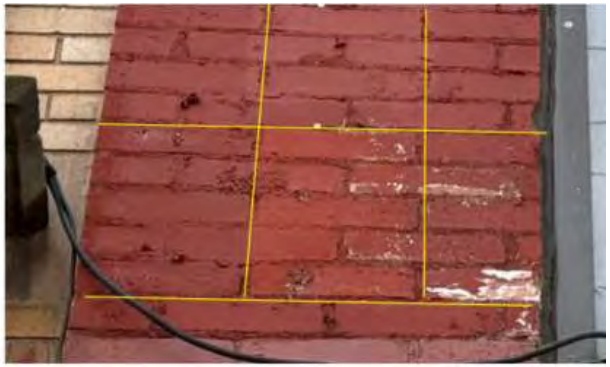
- 1st floor knee walls will replicate design on 235
- Existing cast iron pilasters and columns will be retained
  - Recessed panel on front of pilasters
  - Where missing, cast iron bases will be replaced on pilasters
  - New arched metal façade will be added above the ground floor openings at 229 to match arched facia on 231 & 235
- Columns will be preserved
- Double doors installed on all 3 former buildings
  - 2 sets on 231, reminiscent of 229
  - Non-functional on 235
  - Reinforce street view of 3 historic entities

Details: Meridian Façade (cont'd)

- Paint specialist utilized to determine if 231 paint could be removed successfully
  - Tests made with 3 solutions from Prosoco
  - Failed to adequately remove paint with all 3 solutions
- Leaving brick on 235 unpainted
  - Tuck-point and repair as needed
- Paint 231 building in 2 shades
  - Red color in center (current right/south side of 231)
  - Lighter shade on left (current left/north side of 231, formerly 229)
- Contrast of the 3 will highlight the separate buildings
- 231 has been painted for almost 100 years per historic images



1926: 229 (left) & 231 (right)


Left side of 231 (formerly 229)

Right side of 231 (previously painted)

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June 15, 2026

Mr. Timothy Ochs
Partner | Ice Miller
One America Square, Ste 2900 | Indianapolis, IN 46282-0200
Timothy.Ochs@icemiller.com

RE: Adaptive Reuse Structural Feasibility Study
229 – 235 South Meridian | Indianapolis, IN

Dear Tim:

At your request, we completed a study to evaluate the structural feasibility of adapting and combining three adjacent multistory historic buildings into a single building with structural elements sufficient to support modern uses such as commercial, residential and office uses. We were requested to start from the premise that the buildings will remain in place with all four walls left intact.

Our work included an on-site visual assessment, a preliminary load analysis of selected floor and roof framing members based on field measurements, and a review of the design development drawings prepared for a proposed confidential redevelopment project. We did not perform any destructive investigation, materials sampling, or testing. Existing conditions were observed only from accessible interior areas on all floor levels and from the surrounding site.

The buildings are on the east side of South Meridian Street, just north of the Union Station overpass in downtown Indianapolis. Based on historical maps available online, including the Sanborn Fire Insurance Maps and the Baist Atlas Collection, the property addresses changed several times between 1887 and 1956. For this report, we identify the existing buildings from north to south as 229, 231, and 235 South Meridian Street.

The buildings appear to have been constructed in two primary phases. The western half of each building appears to predate the 1887 Sanborn Map. The eastern halves of 231 and 235 were built before the 1898 Sanborn Map. The construction date of the east addition to 229 remains uncertain because it does not appear in its current configuration on any of the historical maps reviewed for this study. We were also told that a fire in December 1909 destroyed much of the Meridian Street storefront of the 229 and 231 buildings, and we aren't sure how quickly the damaged areas were reconstructed following this event.

Each building is four stories tall, with three floors above grade and a basement. They are relatively narrow in the north-south direction, with approximately 21 feet of clear interior width, and relatively long east-west, with approximately 192 feet of clear interior length. The structure in each building consists of regularly spaced rough lumber floor and roof joists spanning north-south between the multi-wythe brick masonry demising walls. In the basement, an east-west timber beam and column line runs along the centerline of each building, dividing the ground-floor joists into two spans. Above the ground floor, the floor and roof joists span the full width of each building. The demising walls generally extend the full height and length of each building, although they contain door openings at various locations, and a large portion of the wall between 229 and 231 has been removed at the west end of the ground floor.

The location and history of the buildings suggest that the upper floors were designed to support dead loads for warehouse use. Significant restoration and rebuilding work will be required to put the buildings, especially the upper floors, into a condition sufficient to support any modern use. This will be the case regardless of the potential use, whether residential, commercial or office. Modern commercial uses require a structure that will support live loads of at least 100 pounds per square foot in order to comply with the current Indiana Building Code. The current buildings fall well short of complying with modern load requirements, particularly with respect to lateral loads. The extremely narrow interior width of each building coupled with the relatively long interior length exacerbates the difficulty of adapting the buildings to a new use. We assume

that any new use would dictate a significant increase in the available clear span. An open plan configuration or a residential application cannot be met without significant interior structural changes to support the buildings as those demising walls are all load bearing for the roof and the floor joist systems.

By way of example, the design development drawings for the pending application before the IHPC show an open-plan layout with dining, bar, entertainment, and support spaces on Levels 1 through 3, plus a back porch area fronting on the alley (Scioto Street). Achieving this layout or any other modern layout would require removal of all existing load-bearing demising walls. As noted above, essentially all of the floor areas, along with a large portion of the roof, would need to support uniform live loads of 100 pounds per square foot for the proposed occupancies to be compliant with the current Indiana Building Code. This will be the case for any residential, office or commercial use.

The following summarizes the structural conditions that we recommend be addressed if there is a desire to adapt the existing buildings for the proposed use or any other modern use:

- Demising Wall Demolition – The masonry demising walls currently support the gravity loads for all floor and roof framing spans in all three buildings. They also function as shear walls, providing lateral support in the east-west direction. If these walls are removed and the existing joists are to remain, extensive temporary shoring and bracing will likely be required, and the walls would need to be replaced with a new steel framing system. That system would need to support the bearing ends of the joists at each floor and roof level, and the gaps created by the wall thickness would need to be infilled with new framing and flooring to create continuous floor surfaces. The new steel framing would need either diagonal bracing at each level or moment-frame action for lateral stability. In addition, essentially all the existing floor and roof decking would likely need to be removed and replaced with new structural sheathing or decking to provide a reliable diaphragm for transferring lateral loads to the new steel framing system.

- Floor & Roof Joist Strengthening – Our field observations and preliminary calculations indicate that the existing floor joists, in their current condition and configuration, cannot safely support the code-required uniform live loads for the proposed or any other modern occupancy. In the east addition of 229, the joists supporting the third floor and roof have sagged significantly where former skylight openings were infilled. Supplemental vertical and diagonal shoring has been installed in this area to reduce the risk of collapse. In our opinion, this framing cannot reasonably be preserved as it is makeshift and will interfere with any occupancy. It should be fully replaced at both levels. Isolated shoring has also been installed at other locations throughout the three buildings, likely in response to excessive deflection or joist sagging. This too will need to be removed. We recommend adding new east-west steel beam lines at the midpoint of each joist bay to shorten the effective span, along with sistering new members to the existing floor and roof joists to increase their load-carrying capacity and bring them into compliance with the Indiana Building Code for the intended occupancy. Thirty percent (30%) of the existing floor joists will need to be replaced. The remaining seventy percent (70%) will need to be supplemented and strengthened with 2’x12’ new wooden joists “sistered” to the existing joists.

- Floor Leveling – There is noticeable floor elevation misalignment where the original west buildings meet the east additions in all three buildings. This condition is especially evident at the second and third floors of 229 and 231. The existing floor deck is typically sloped or ramped at these transitions to accommodate the elevation differences, but this approach is likely neither ADA-compliant nor suitable for the proposed or any other modern layout and occupancy. We recommend either applying a leveling compound over essentially all of the east addition floor areas to match the west building elevations, or constructing a framing and decking overbuild to create a consistent floor elevation across each transition.

- Exterior Wall Restoration – The south and east exterior walls have suffered significant deterioration and will require extensive masonry restoration if they are to remain. Infilled joist pockets indicate that most of the south wall was originally an interior demising wall separating 235 from a now-demolished adjoining building to the south. Widespread erosion of the brick and mortar suggests the masonry was not fired adequately for long-term exterior exposure. In order to retain the south wall, a new brick veneer system will need to be installed over the existing brick. The upper two stories of the east wall of 229 are enclosed primarily with a single wythe of CMU, which shows significant out-of-plane distortion

in the upper courses, and moisture damage on the interior face indicates active leaks. This system will need to be totally restored/rebuilt. Former window and door openings in the east wall of 231 have been infilled inconsistently with concrete in some areas and miscellaneous CMU in others, resulting in a patchwork façade of non-original materials that will need to be removed and replaced in connection with any planned restoration. The east wall of 235 shows significant mortar deterioration, former openings infilled with masonry, cracking at the heads and jambs in the masonry around newer windows, and graffiti damage on the brick face between the first and second floors.

- Cost – The above recommended work will need to be priced by a contractor but, in our opinion, it will be significantly more expensive than the cost of the current proposed plan of the removal and replacement of the south and east walls and complete renovation of the interior with modern framing and floor systems.

Thank you for giving ARSEE the opportunity to assist with this study. Please feel free to contact us should you have any questions or if you need any further assistance with this project.

Yours Truly,

Bryan R. Wilson
Professional Engineer

01 – EXTERIOR OVERVIEW

Photo 0101 - West storefront facades

Photo 0102 - South façade looking northeast

Photo 0103 - South facade looking northwest

Photo 0104 - East alley facades

02 – INTERIOR OVERVIEW

Building 229

Photo 0201 - 229 west basement looking west

Photo 0202 - 229 west basement looking east toward addition crawlspace

Photo 0203 - 229 east addition basement looking west

Photo 0204 - 229 east addition basement looking east

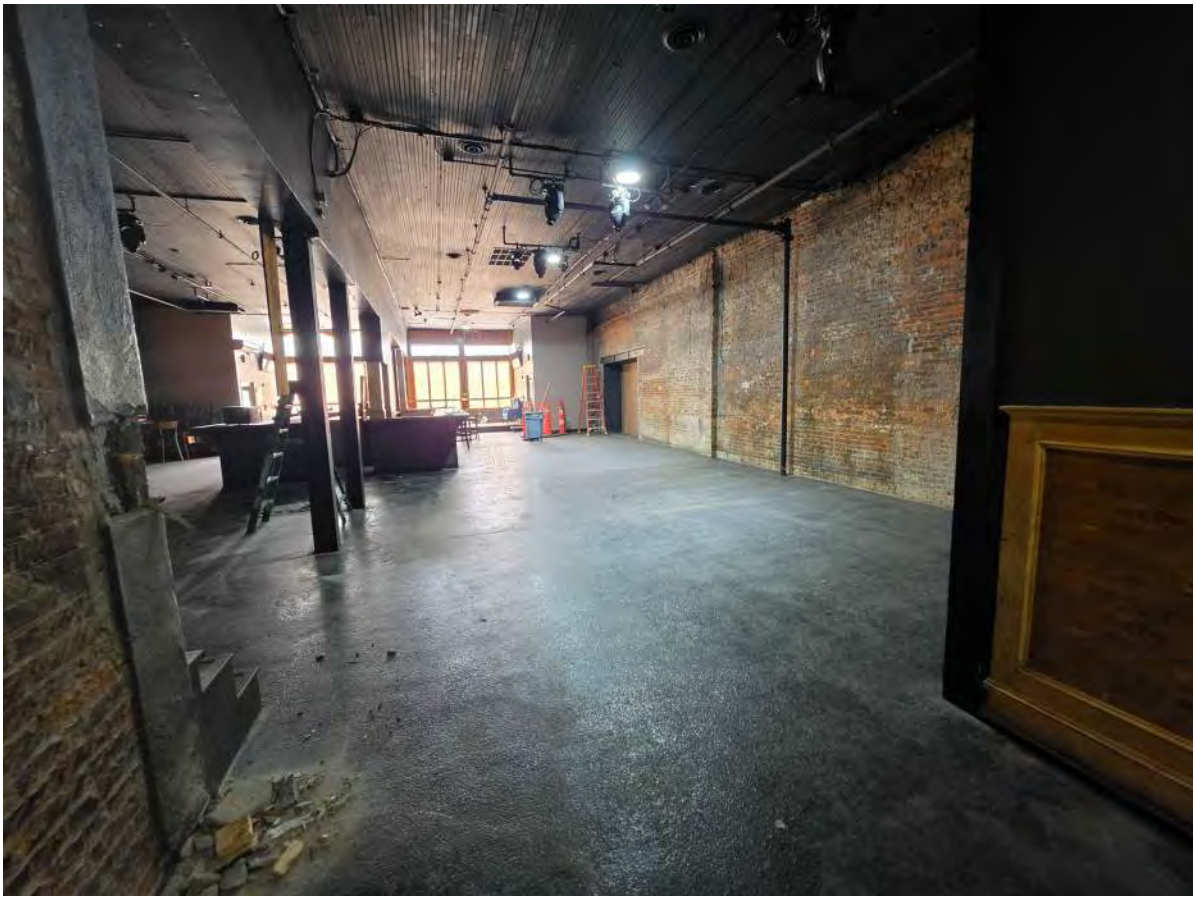


Photo 0205 - 229 west building 1st floor looking west

Photo 0206 - 229 west building 1st floor looking east

Photo 0207 - 229 east addition 1st floor looking east

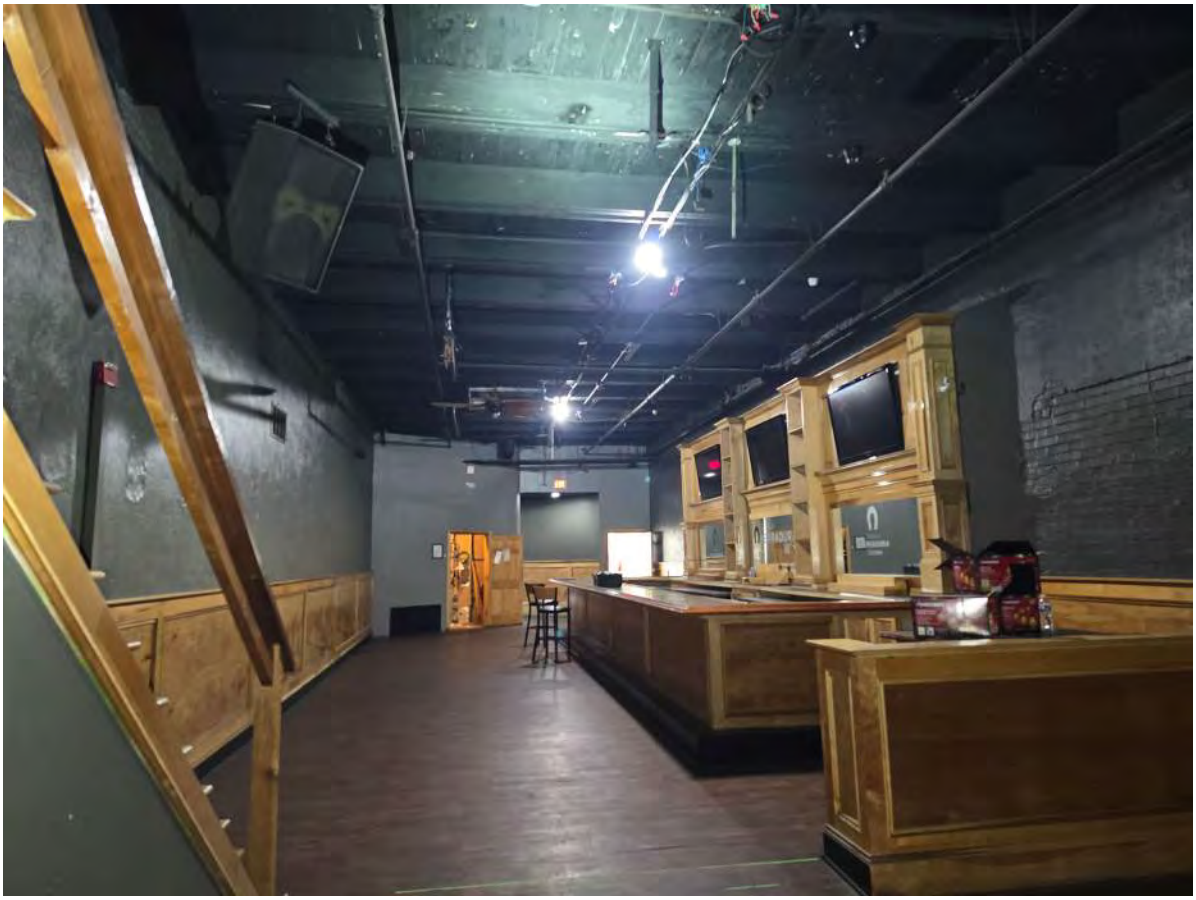


Photo 0208 - 229 east addition 1st floor looking west

Photo 0209 - 229 west building 2nd floor looking west

Photo 0210 - 229 west building 2nd floor looking east

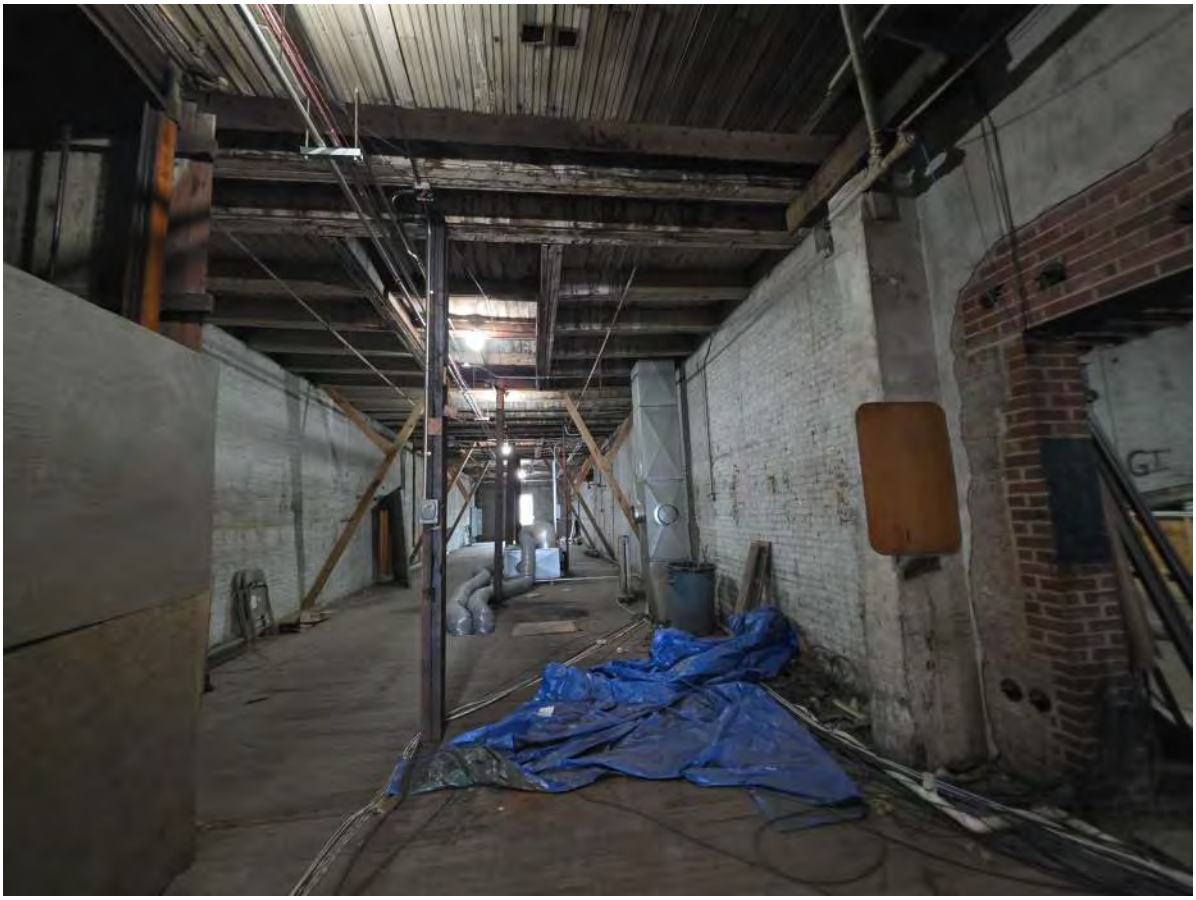


Photo 0211 - 229 east addition 2nd floor looking east

Photo 0212 - 229 east addition 2nd floor looking west

Photo 0213 - 229 west building 3rd floor looking west

Photo 0214 - 229 west building 3rd floor looking east

Photo 0215 - 229 east addition 3rd floor looking east

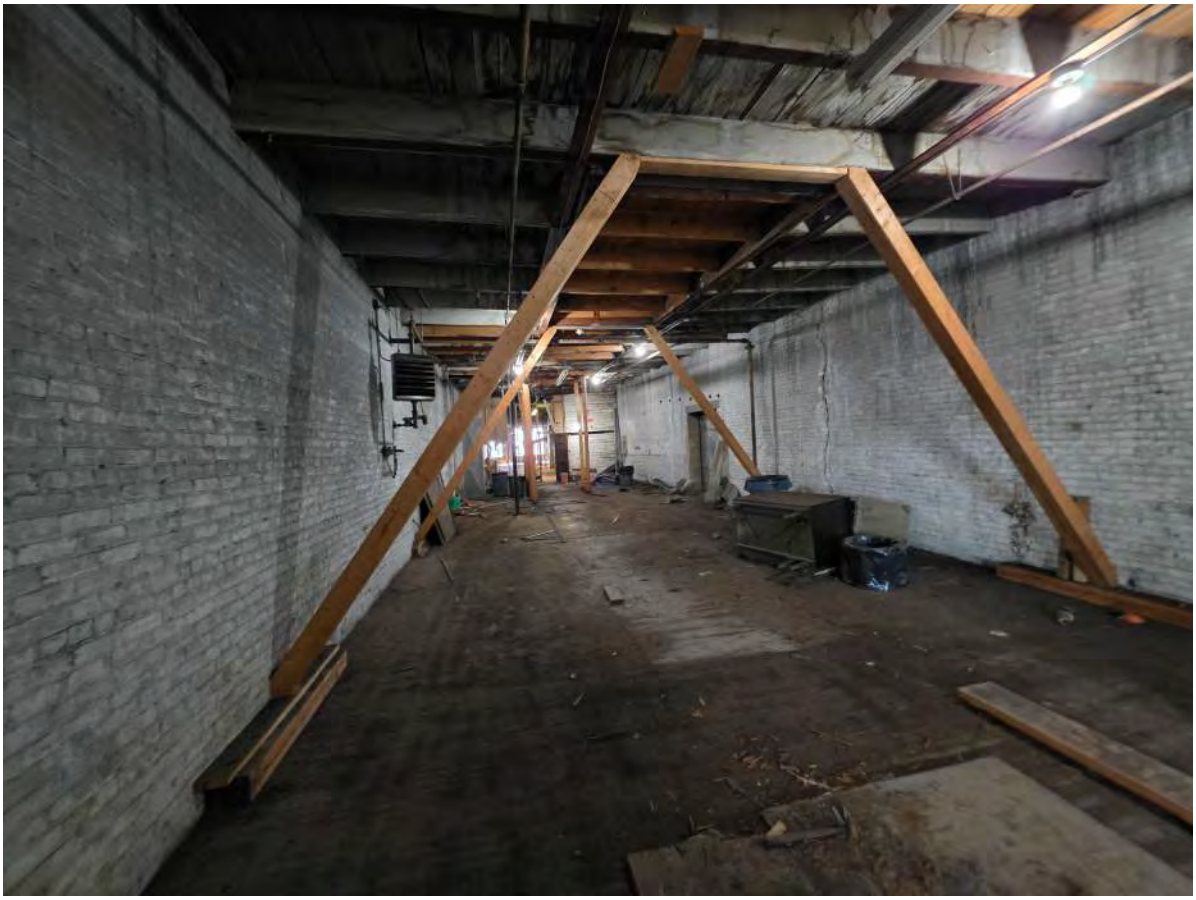


Photo 0216 - 229 east addition 3rd floor looking west

03 – INTERIOR OVERVIEW

Building 231

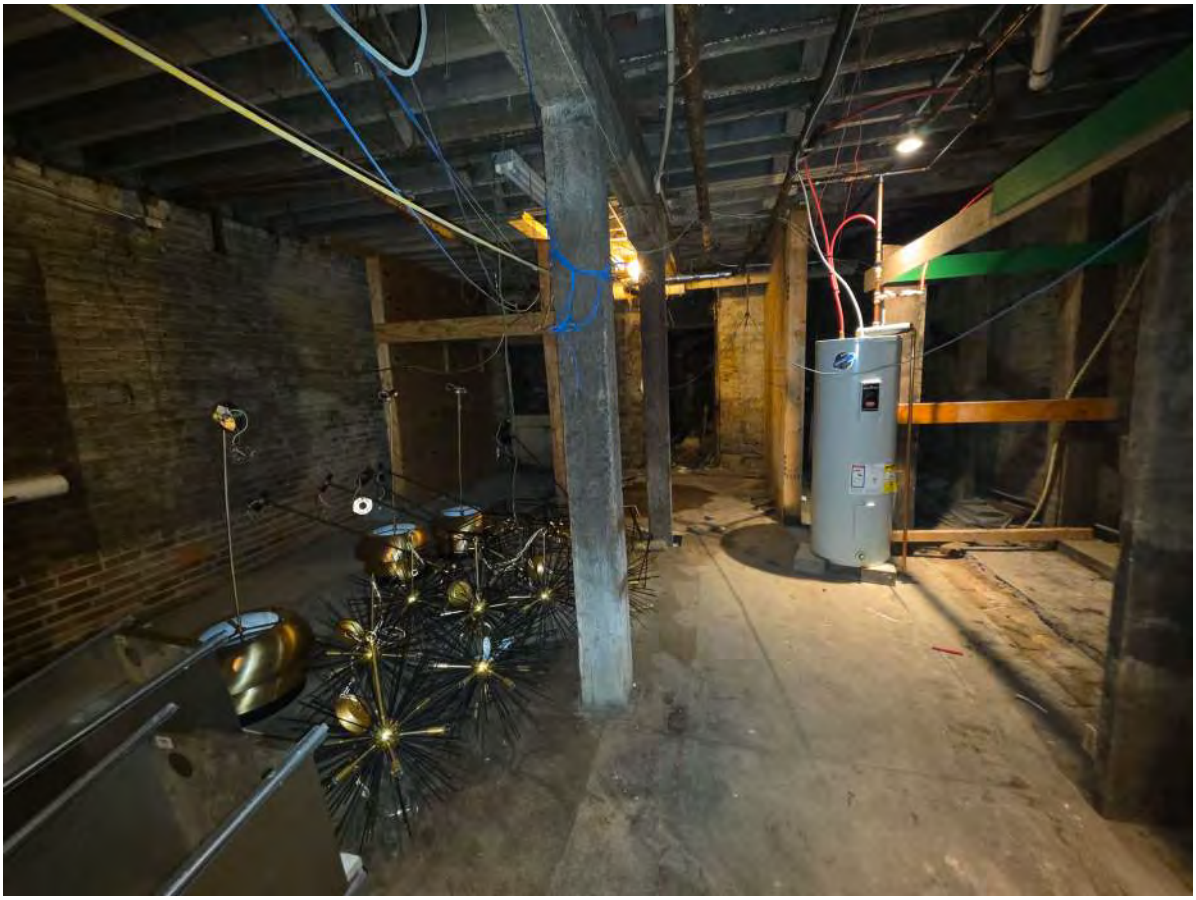


Photo 0301 - 231 west basement looking west

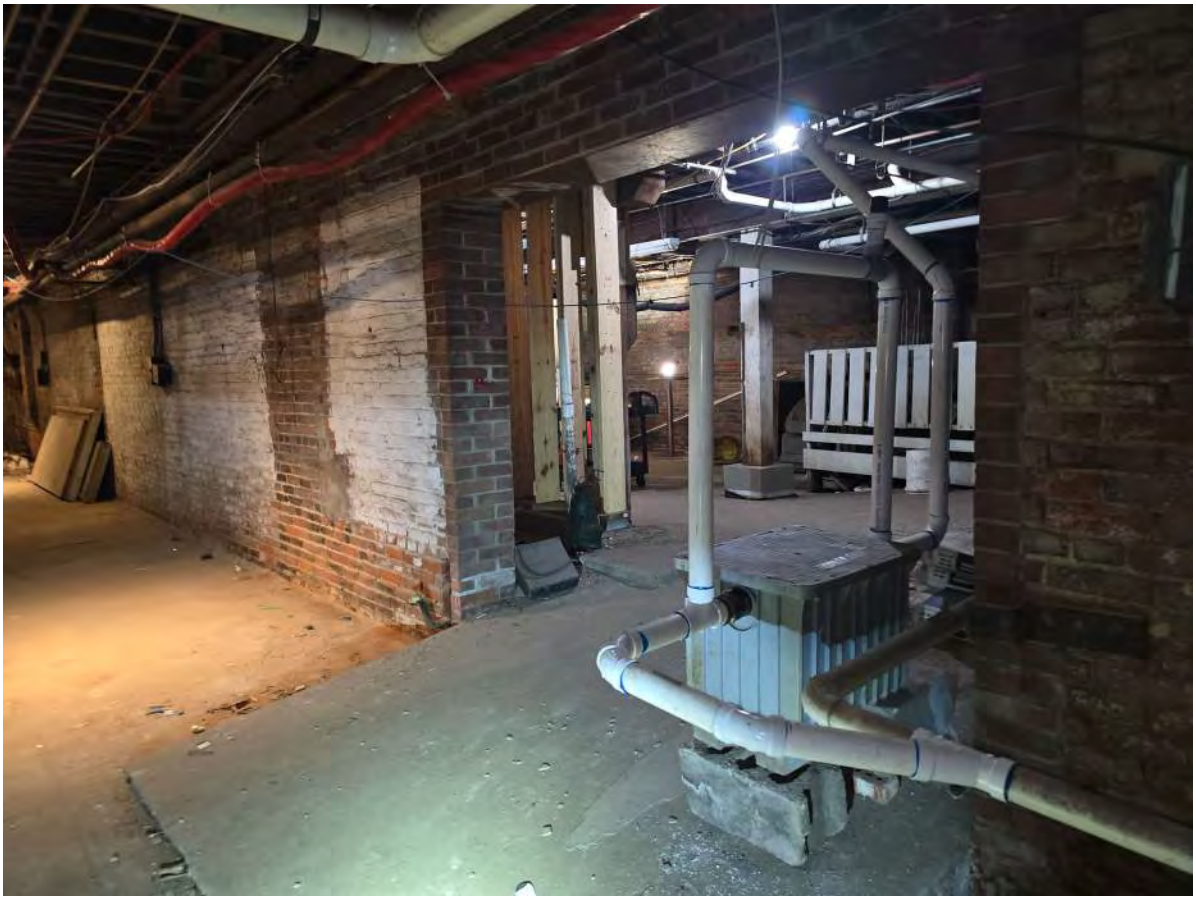


Photo 0302 - 231 west basement near interface with east addition looking northwest

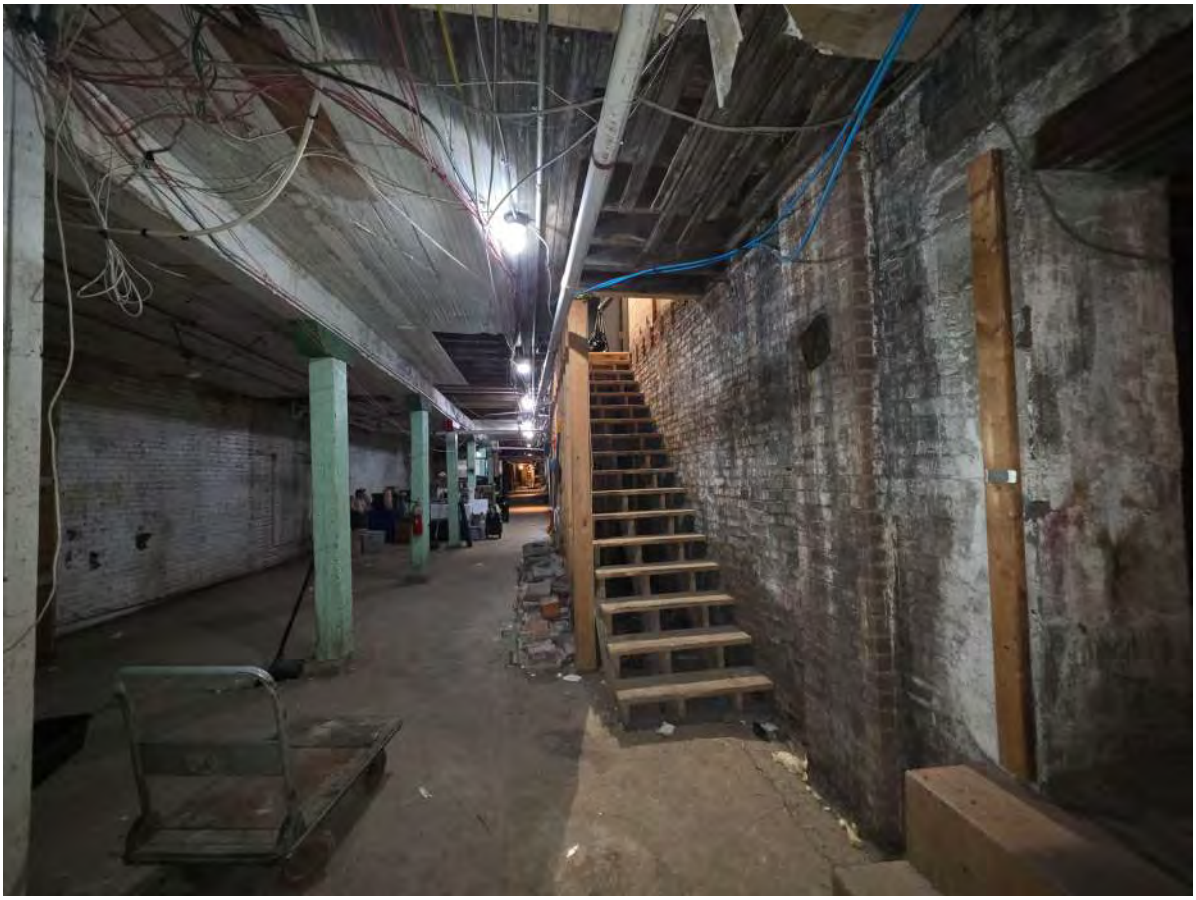


Photo 0303 - 231 east addition basement looking west

Photo 0304 - 231 east addition basement looking east

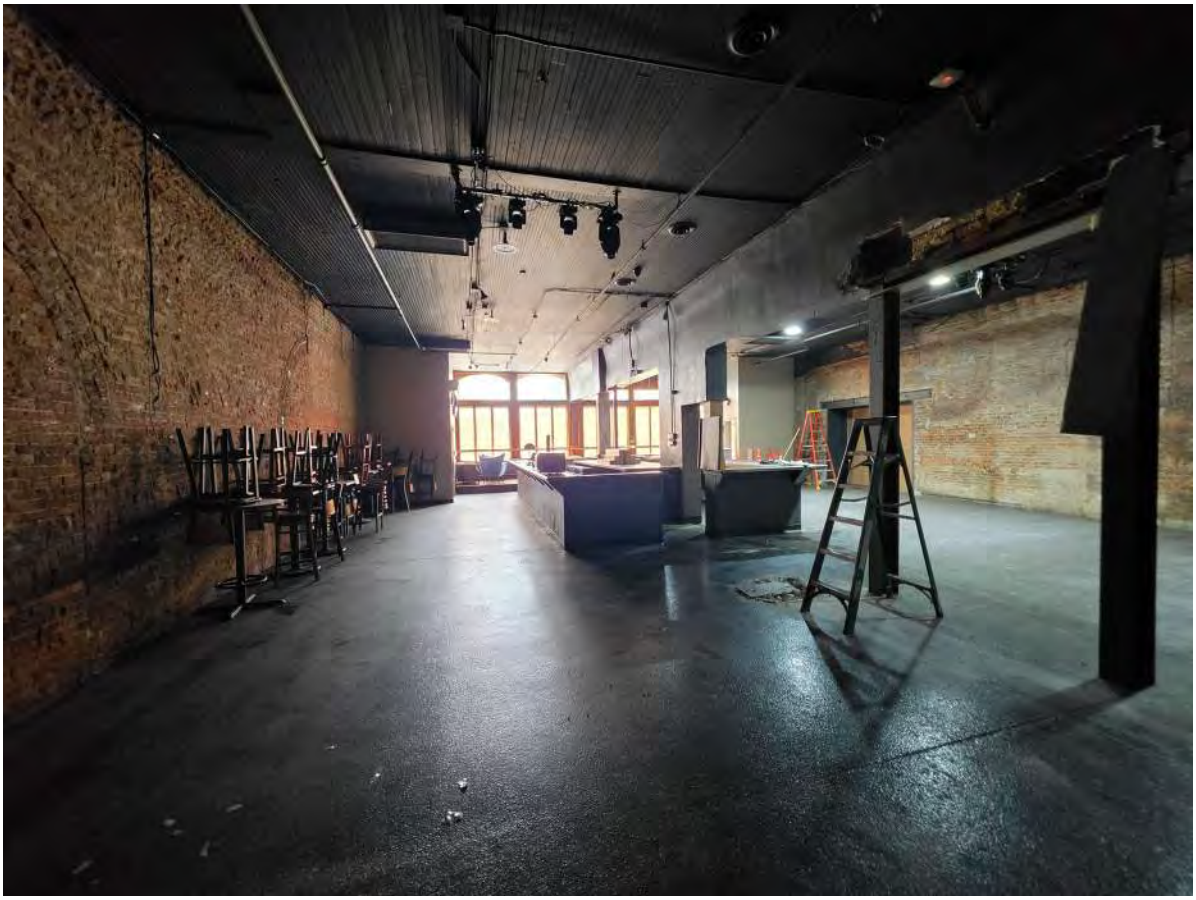


Photo 0305 - 231 west building 1st floor looking west

Photo 0306 - 231 west building 1st floor looking east

Photo 0307 - 231 east addition 1st floor looking east

Photo 0308 - 231 east addition 1st floor material hoist

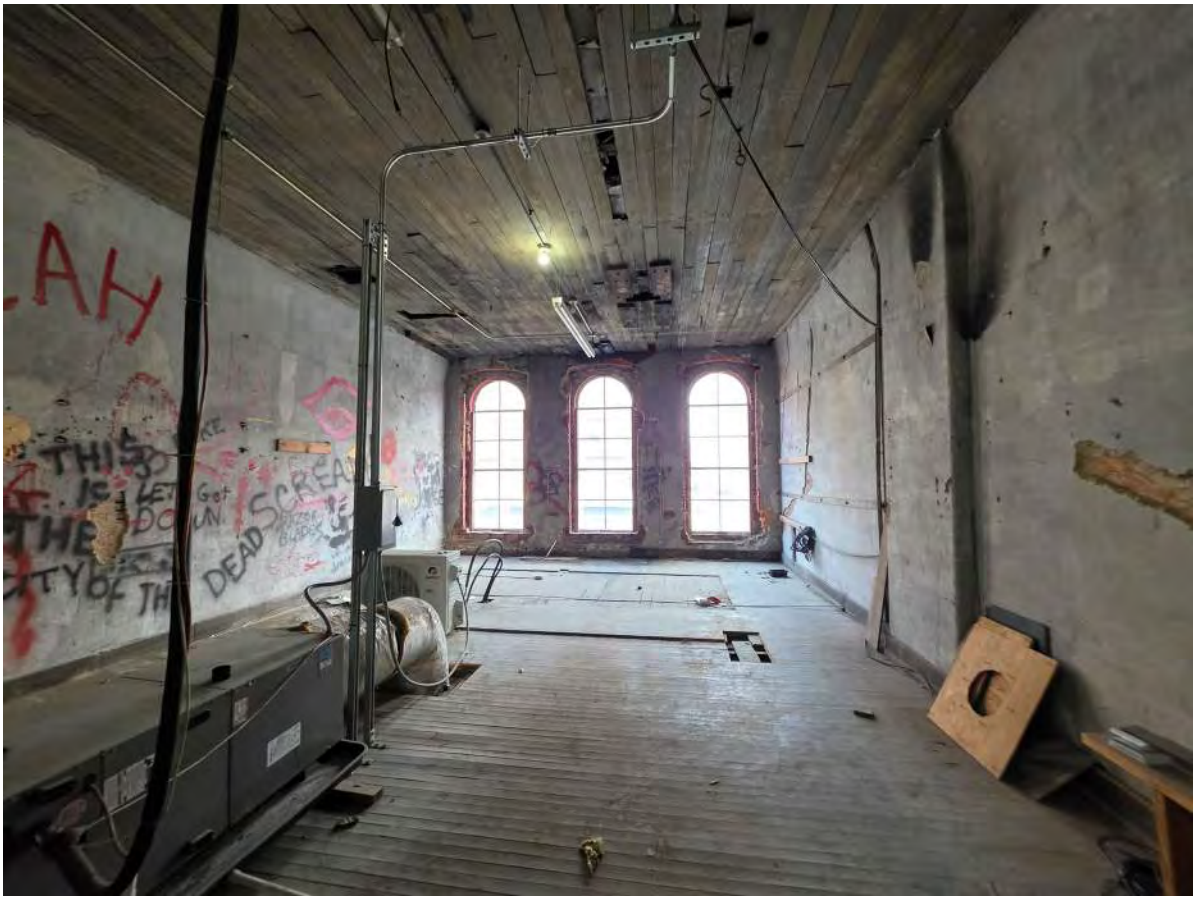


Photo 0309 - 231 west building 2nd floor looking west

Photo 0310 - 231 west building 2nd floor looking east

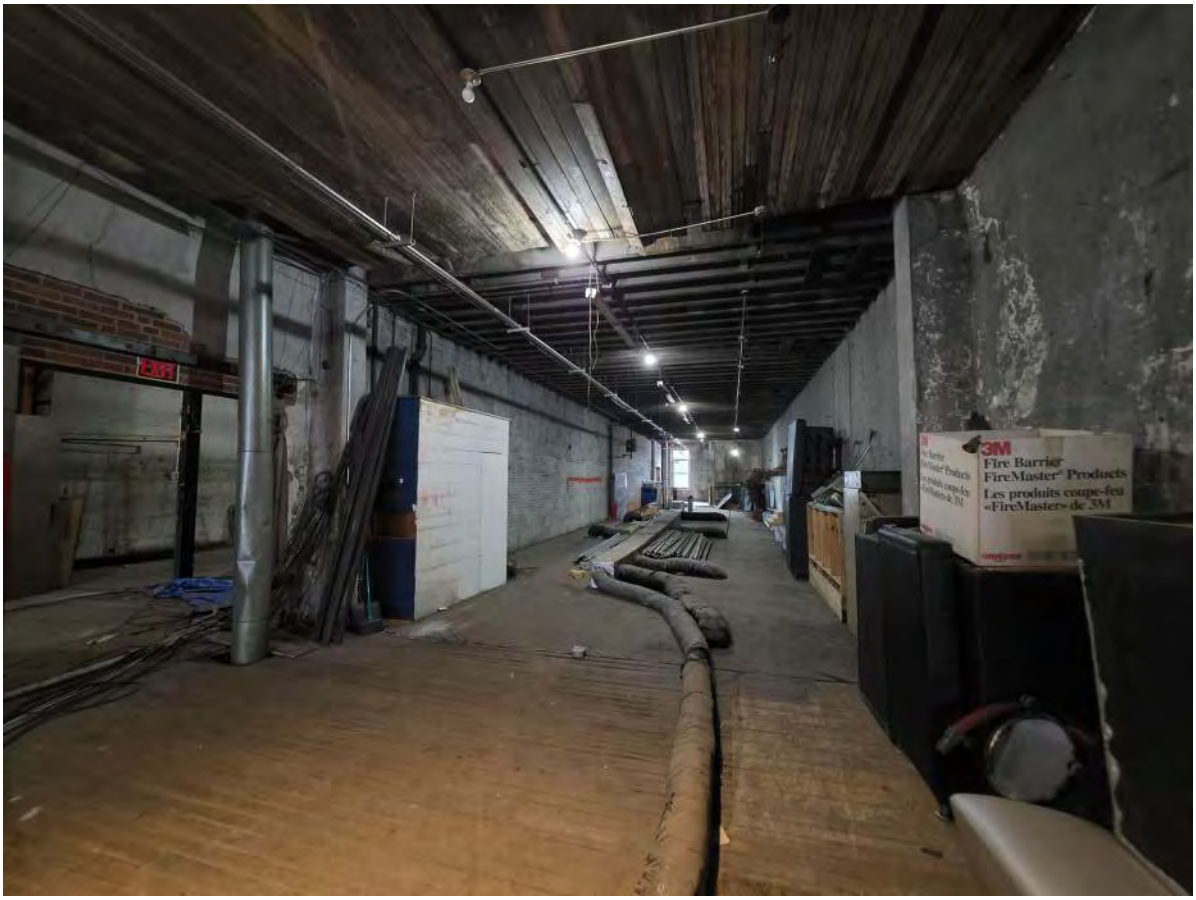


Photo 0311 - 231 east addition 2nd floor looking east

Photo 0312 - 231 east addition 2nd floor looking west

Photo 0313 - 231 west building 3rd floor looking west

Photo 0314 - 231 west building 3rd floor looking east

Photo 0315 - 231 east addition 3rd floor looking east

Photo 0316 - 231 east addition 3rd floor looking west

04 – INTERIOR OVERVIEW

Building 235

Photo 0401 - 235 west basement looking east

Photo 0402 - 235 west basement looking at original east end wall

Photo 0403 - 235 east basement looking east

Photo 0404 - 235 east basement looking west

Photo 0405 - 235 west building 1st floor looking west

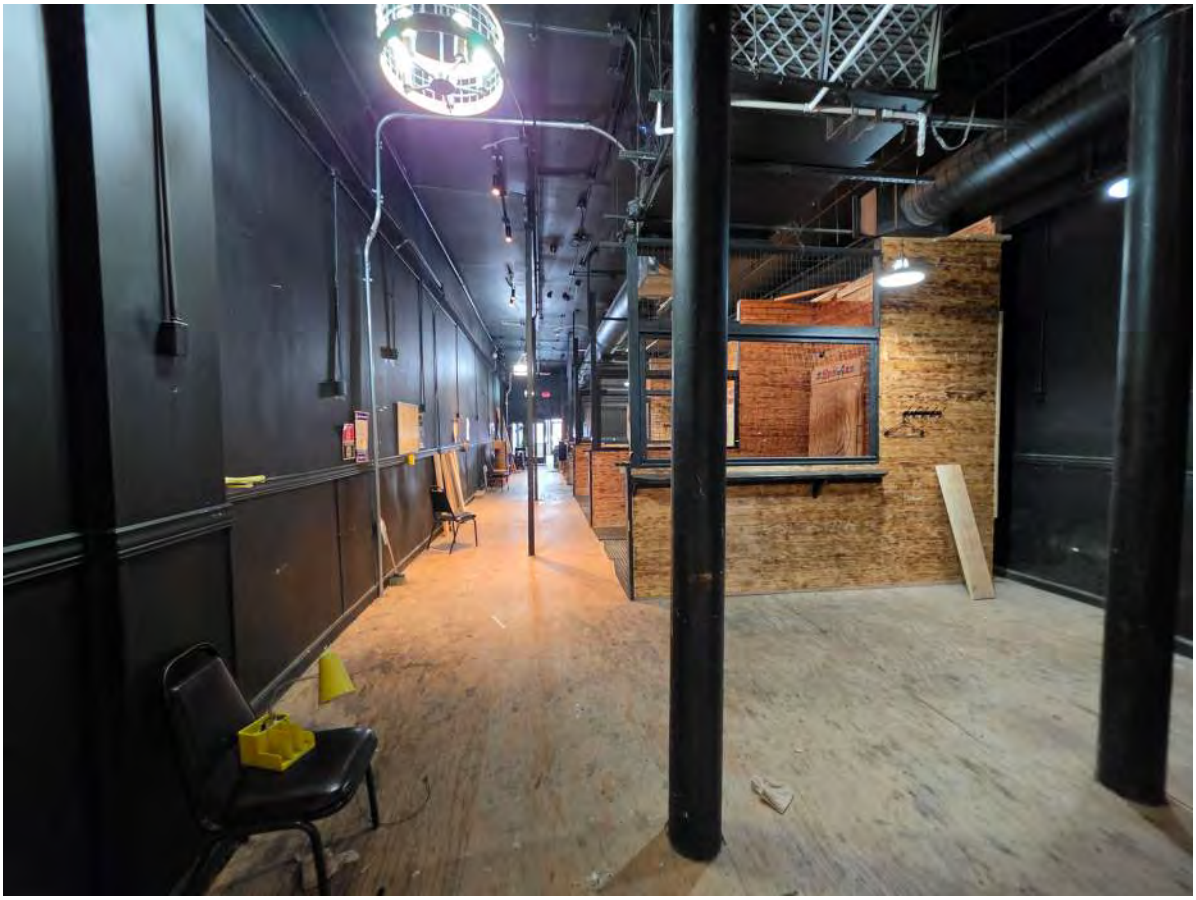


Photo 0406 - 235 east addition 1st floor looking west

Photo 0407 - 235 east addition 1st floor looking east

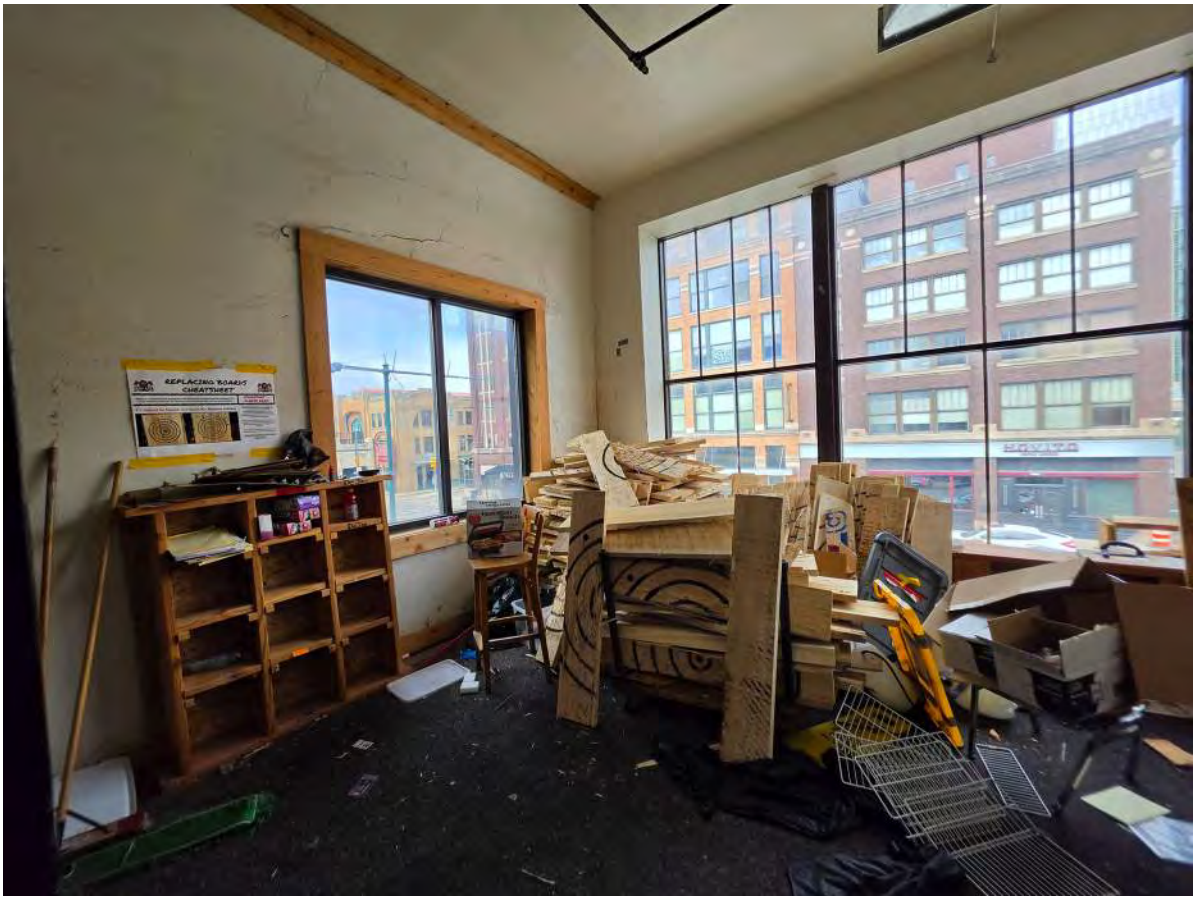


Photo 0408 - 235 west building 2nd floor looking west

Photo 0409 - 235 west building 2nd floor looking east

Photo 0410 - 235 west building 3rd floor looking west toward original east end wall

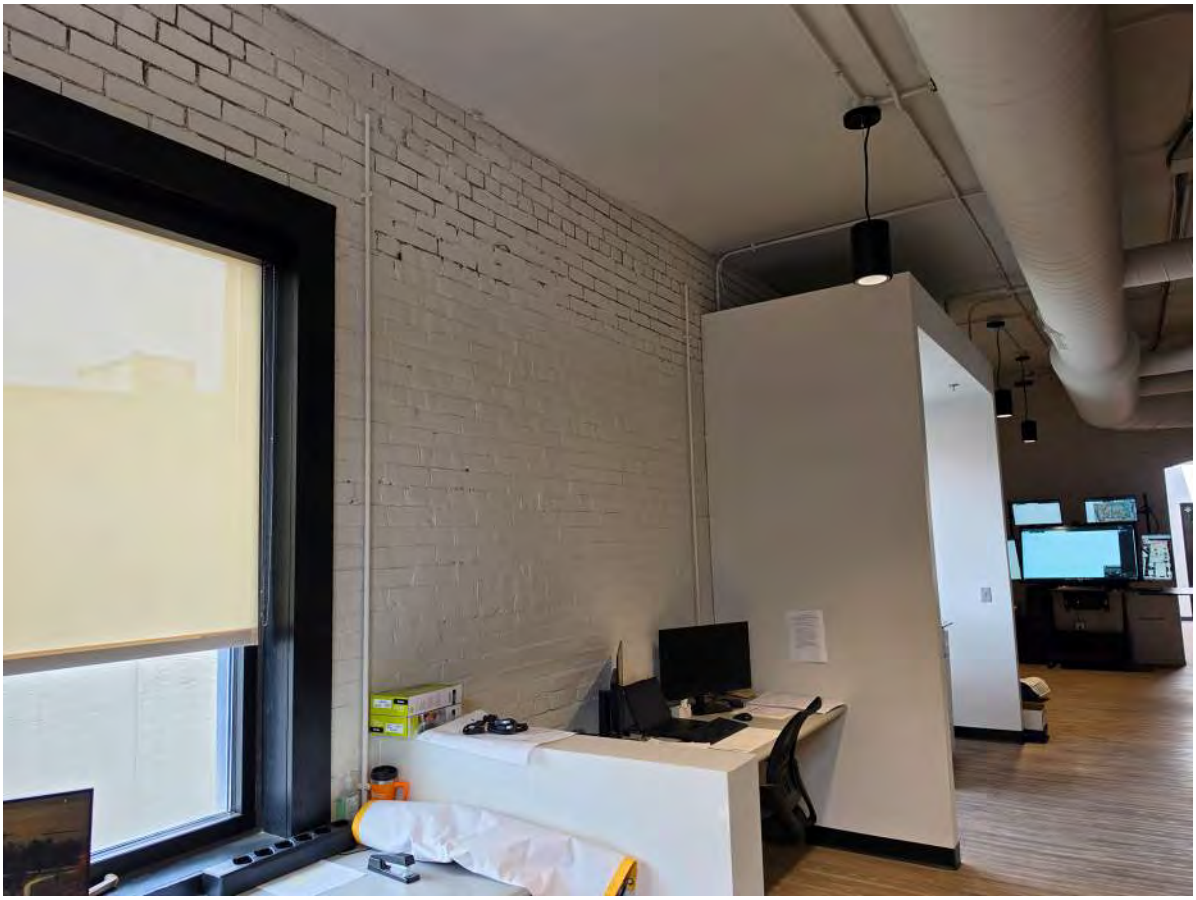


Photo 0411 - 235 east addition 3rd floor looking west

05 – NOTABLE STRUCTURAL CONDITIONS

Photo 0501 - Active leaks in 229 east basement wall

Photo 0502 - Isolated loose brick at joist bearings

Photo 0503 - Isolated notched floor joists in the 229 east addition 1st floor framing

Photo 0504 - Modern dimensional lumber and shoring where former stairways were infilled in 229 1st floor framing

Photo 0505 - Supplemental framing and apparent insect damage an original interior timber beam in the basement of 229

Photo 0506 - Modern shoring at a failed 1st floor framing beam in the east addition of 231

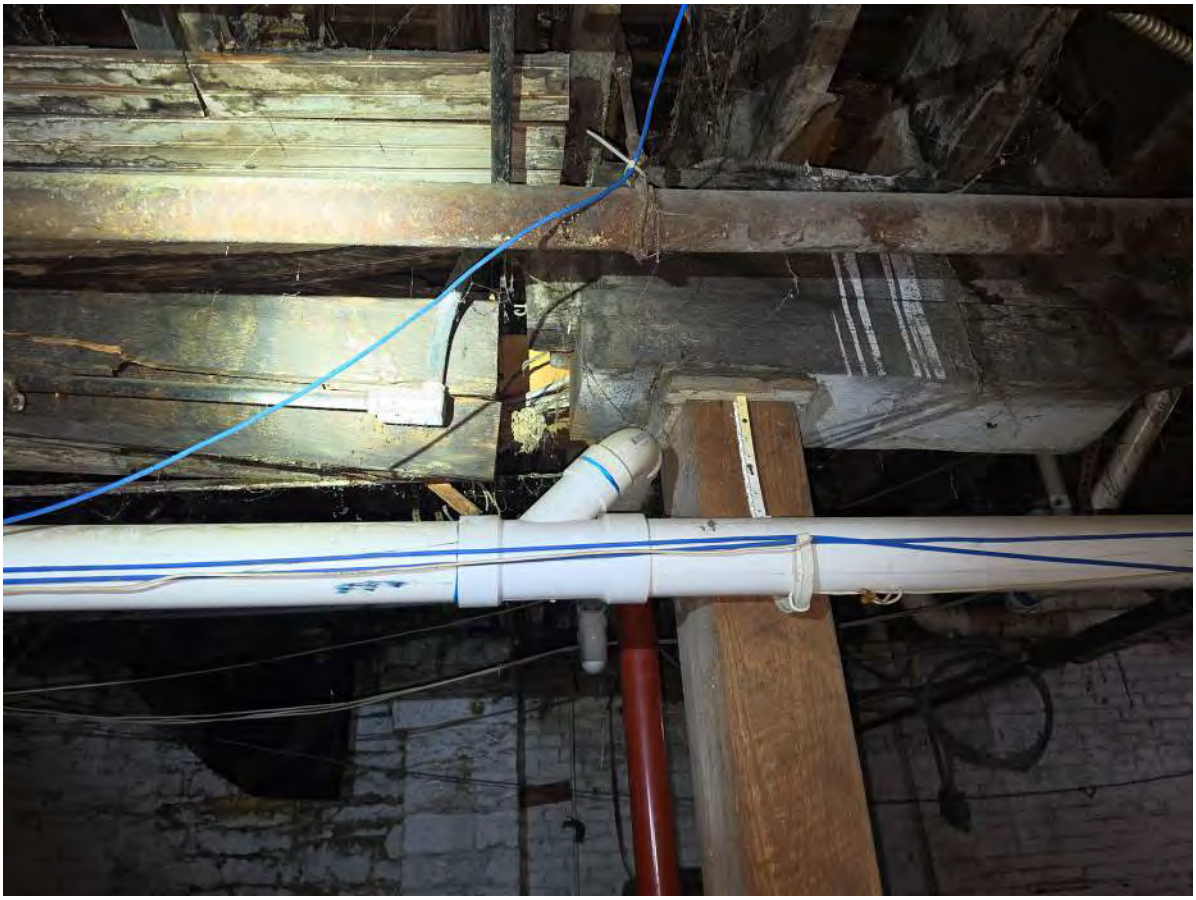


Photo 0507 - Another view of the failed 1st floor beam in the east addition of 231

Photo 0508 - Water damaged timber beam and corbel bracket in the 231 1st floor framing

Photo 0509 - Timber beam deterioration at the east end of the 231 east addition 1st floor framing

Photo 0510 - Displaced timber post at the interior beam line in the basement of 231

Photo 0511 - Isolated moisture damage in 231 1st floor joist bearings

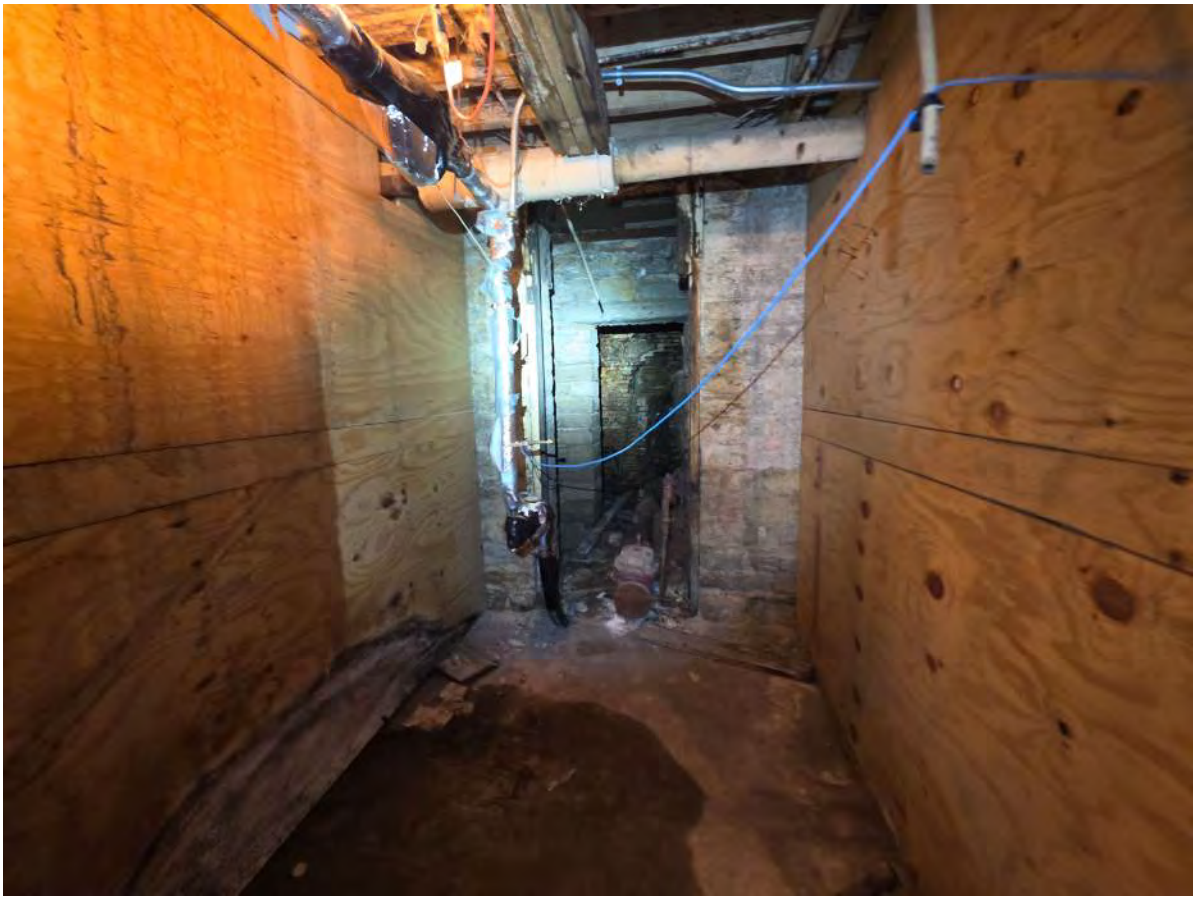


Photo 0512 - Modern dimensional lumber and plywood shoring supporting the west end of the 231 1st floor framing

Photo 0513 - Damaged west basement wall and vaulted ceiling beneath the sidewalk in 231

Photo 0514 - South basement wall masonry deterioration between 1st floor joists in 235

Photo 0515 - Isolated rotten 1st floor deck in the east addition of 235

Photo 0516 - Apparent organic growth on the 235 1st floor joists

Photo 0517 - Isolated notched 1st floor joist in 235

Photo 0518 - Isolated notched 1st floor joist in the east addition of 235

Photo 0519 - Broken 1st floor joist in the east addition of 235

Photo 0520 - Modern joist sisters in the west end of the 235 1st floor framing

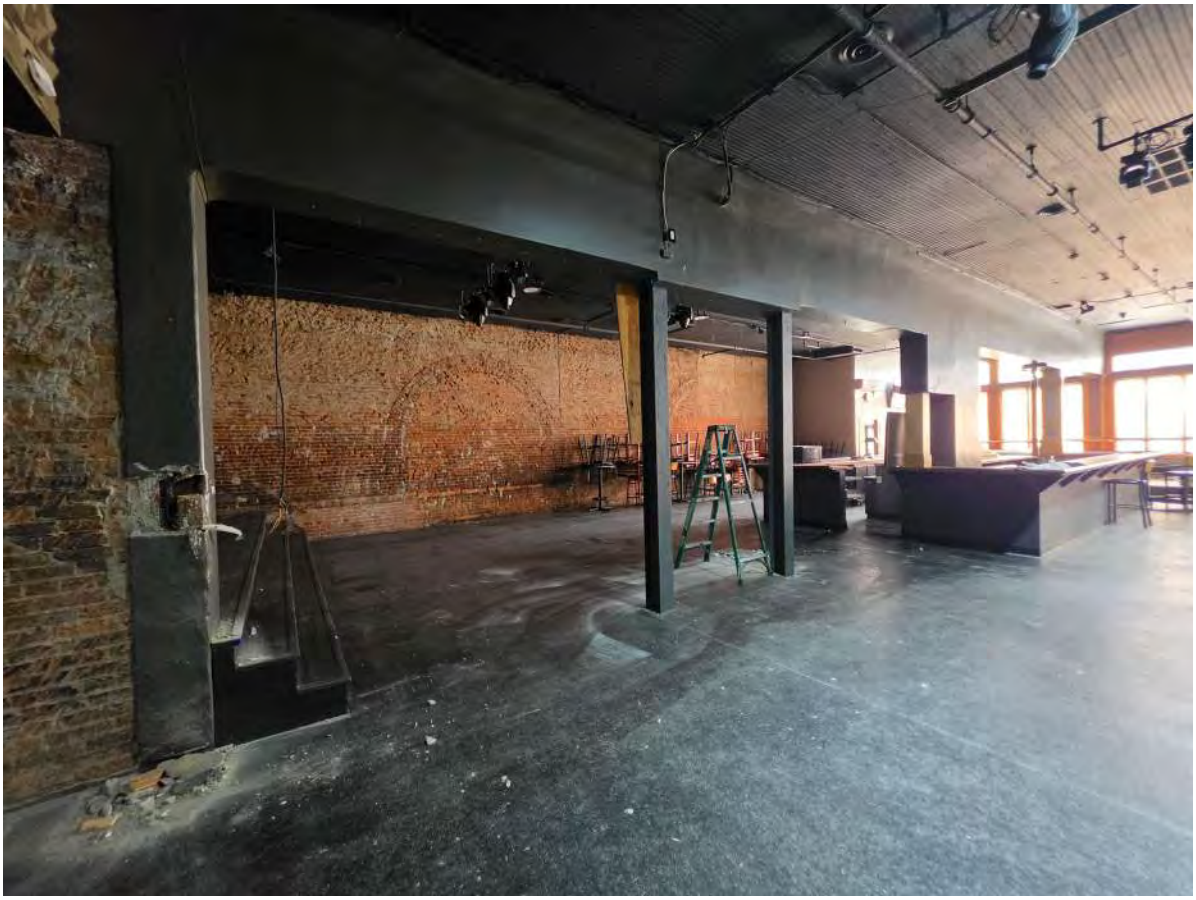


Photo 0521 - A large section of the load bearing demising wall between 229 and 231 was removed at the 1st floor

Photo 0522 - Steel shoring posts and beam supporting a portion of the 235 2nd floor framing

Photo 0523 - Poorly executed shoring post splice in the 1st floor of 235

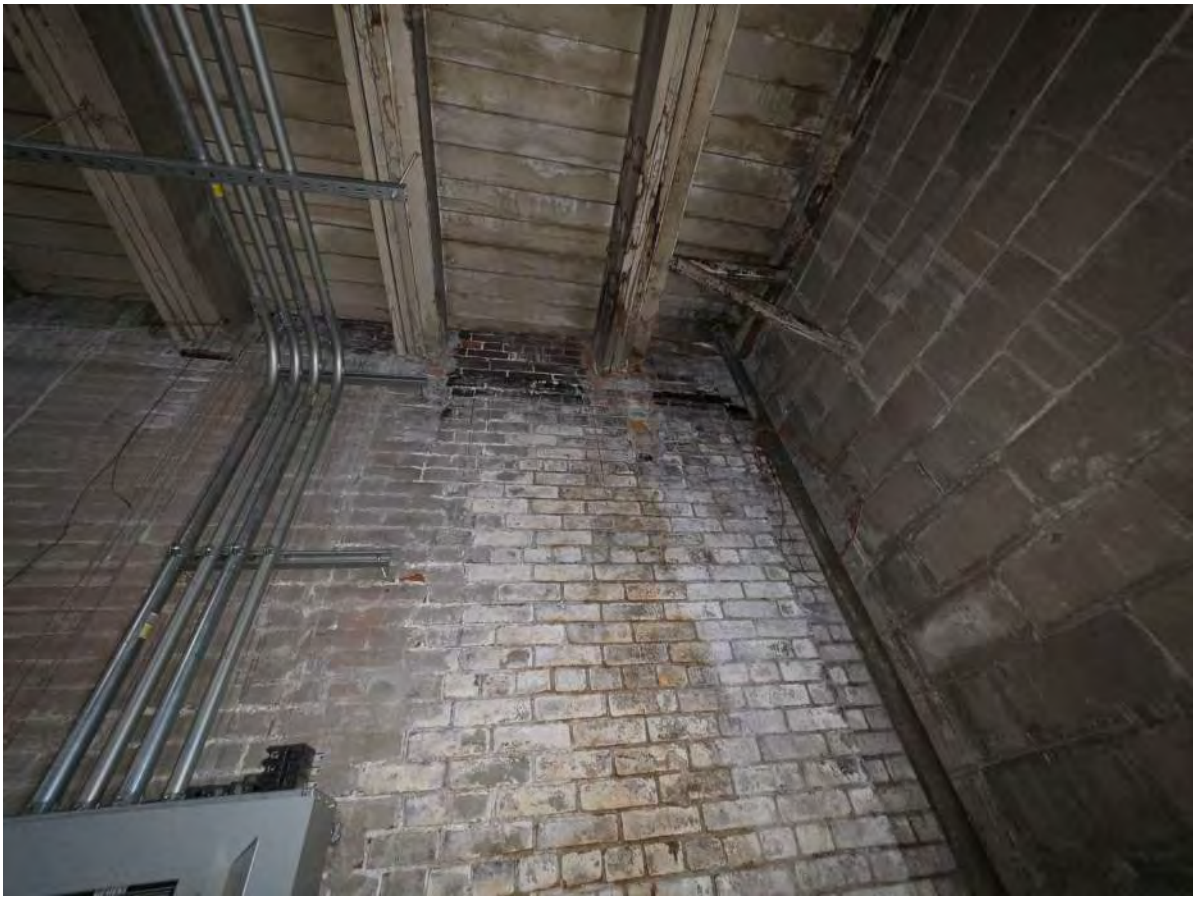


Photo 0524 - Water leaks in the northeast corner of the 229 east addition at the 2nd floor level

Photo 0525 - Water damaged 3rd floor framing in the 229 east addition

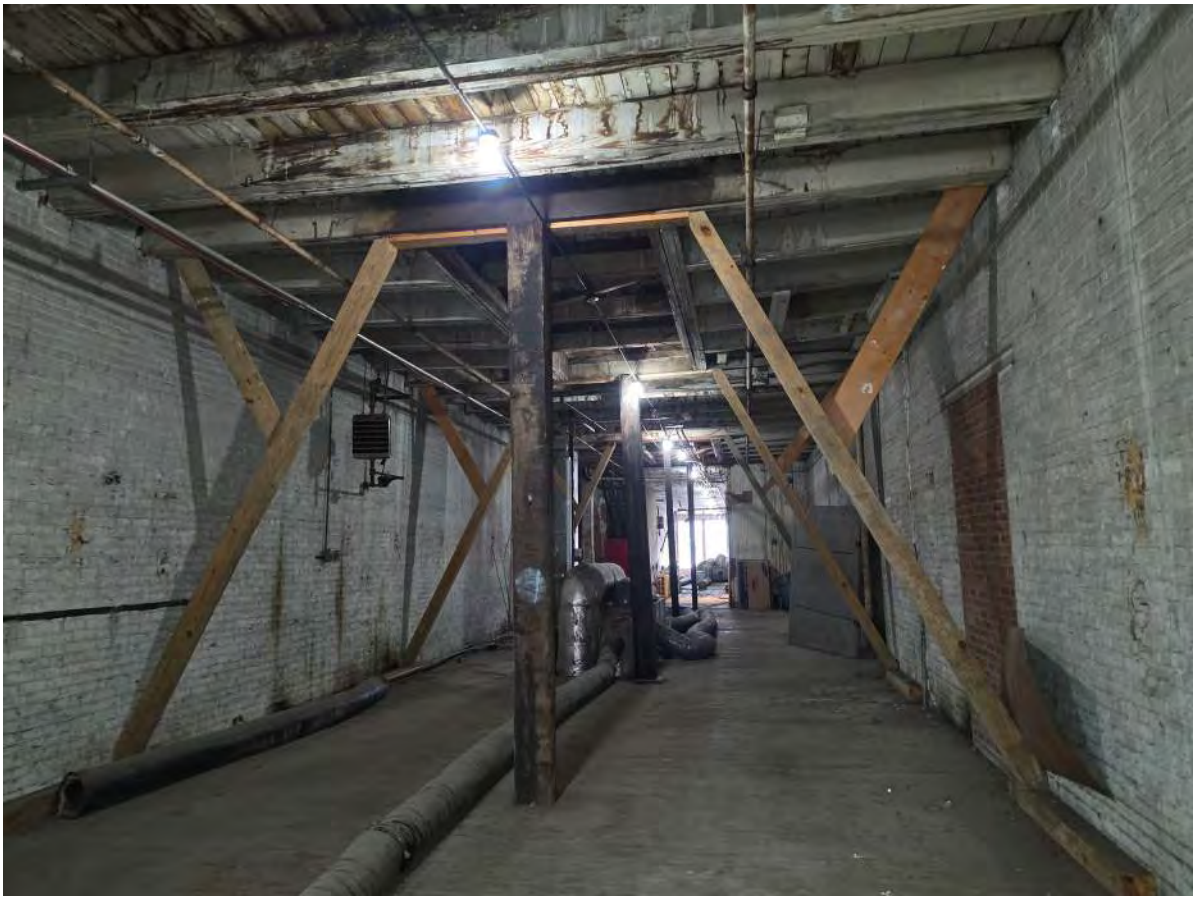


Photo 0526 - Modern shoring and bracing supporting the 229 east addition 3rd floor framing

Photo 0527 - Broken and missing bricks in the 2nd floor west window surrounds of 229

Photo 0528 - Cracked masonry in the west end of the demising wall between 225 and 229 at the 2nd floor

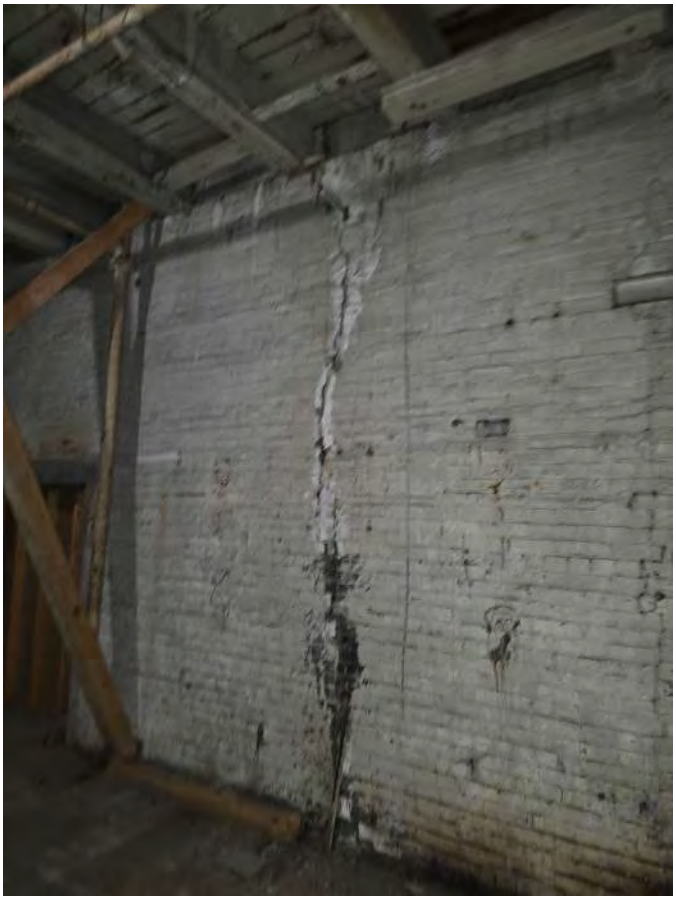


Photo 0529 - Cracked masonry demising wall at the 2nd floor level between 229 and 225

Photo 0530 - Cracks in the west end of the 2nd floor demising wall between 229 and 235

Photo 0531 - Isolated water damage in the 231 3rd floor framing

Photo 0532 - Isolated broken 3rd floor joist in the 231 east addition

Photo 0533 - Modern shoring aind water damaged roof framing in the 229 east addition

Photo 0534 - Diagonal shoring supporting the 229 east addition roof joists

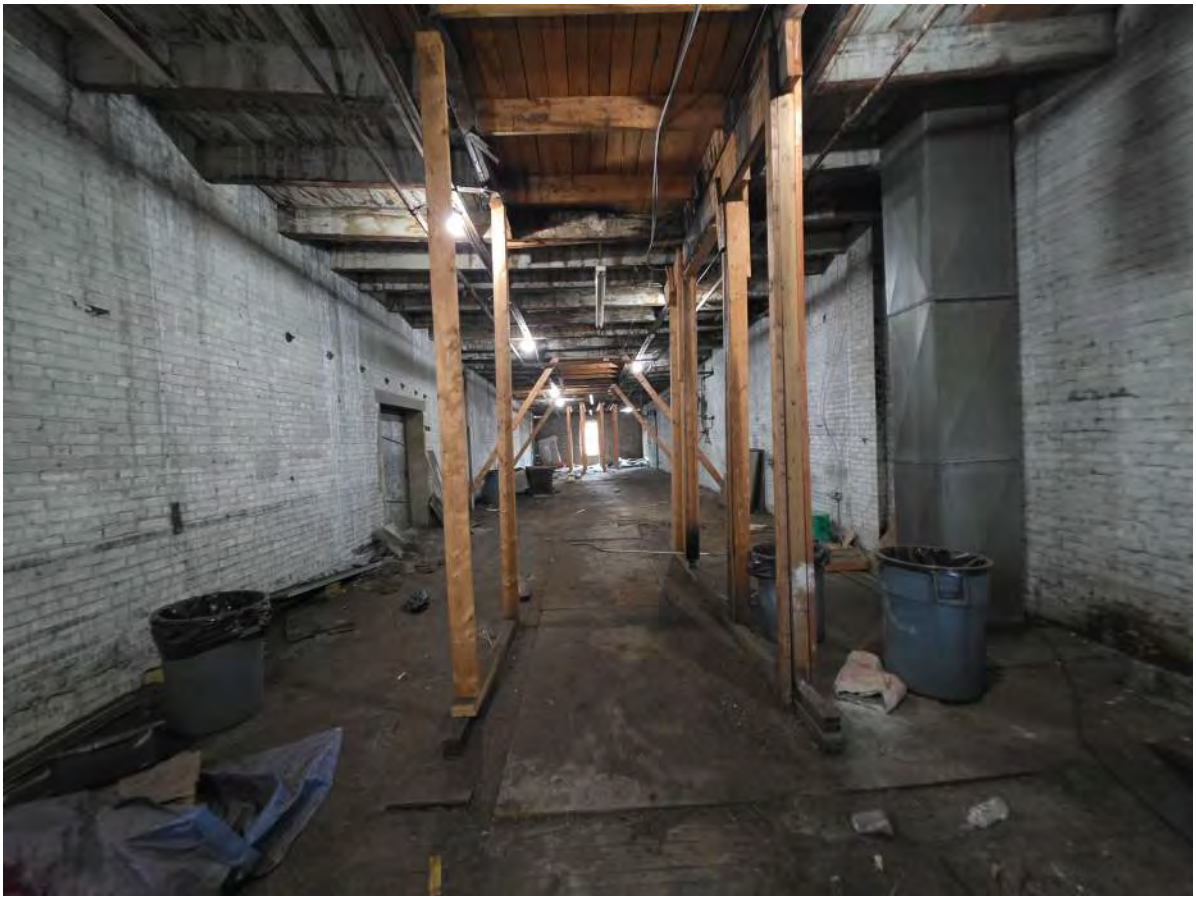


Photo 0535 - Dimensional lumber shoring supporting an infilled skylight opening through the 229 east addition roof

Photo 0536 - Cracks in the 3rd floor west demising wall between 229 and 231

Photo 0537 - Masonry deterioration at the roof joist bearings in the demising wall between 229 and 231

Photo 0538 - Water stained ceilings beneath the west roof of 231

Photo 0539 - Plaster ceiling collapsing beneath the 231 east addition roof

Photo 0540 - Mortar joint deterioration on the inside face of the 235 south wall at the 3rd floor

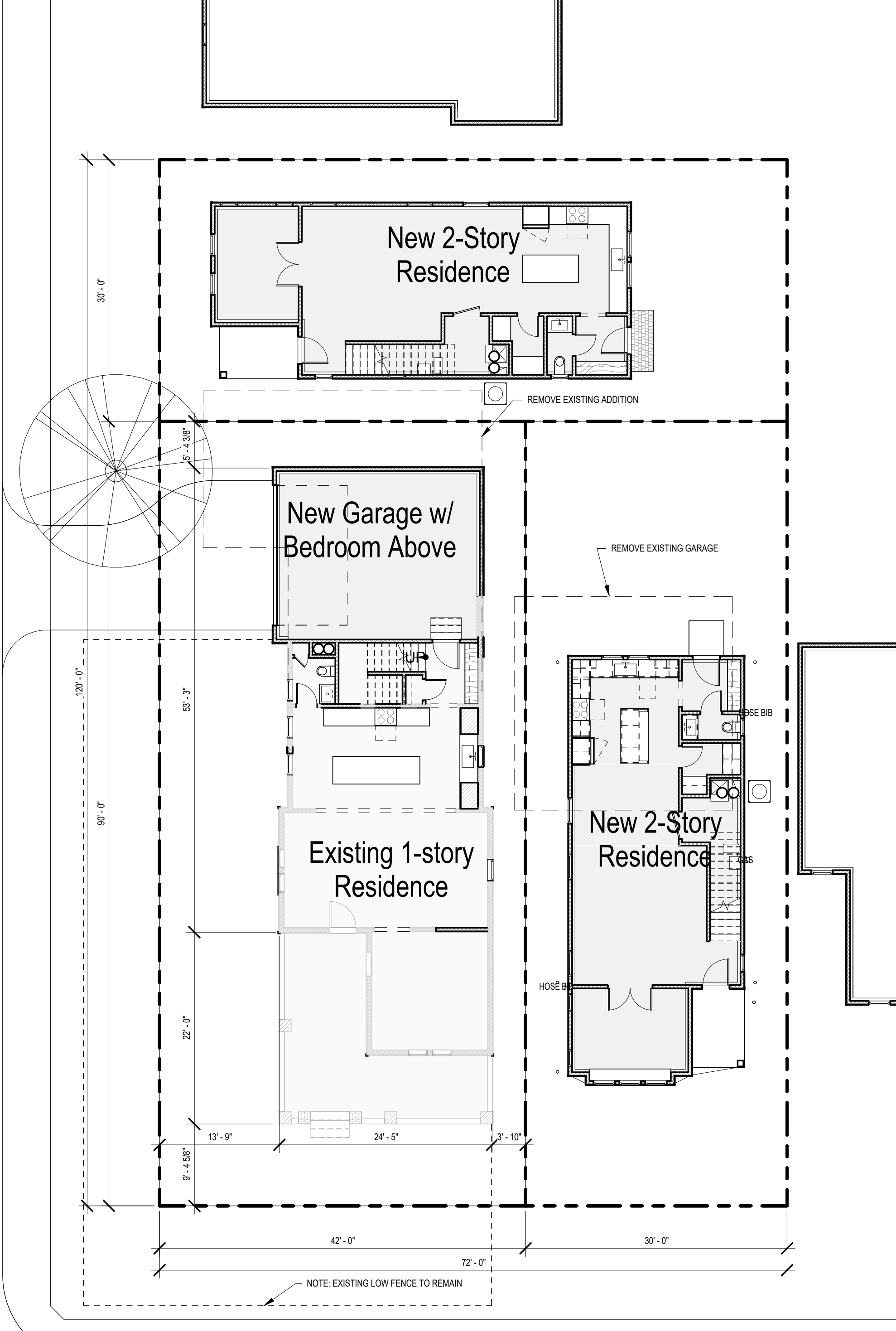
Photo 0541 - Widespread brick and mortar deterioration in the south wall of 235

Photo 0542 - Masonry cracking and graffiti in the east wall of 235

Photo 0543 - Non original concrete and CMU in the east wall of 231

Photo 0544 - Out of plane displacement in the upper CMU of the 229 east wall

2026-COA-144 (CH) & 2026-VHP-007
1204 POLK STREET



0 5' 10' 20'

SCALE: 1" = 10'-0"

north

WOVE

ARCHITECTURE + DESIGN

Polk Street

Floor Plan

1 **Site Plan**

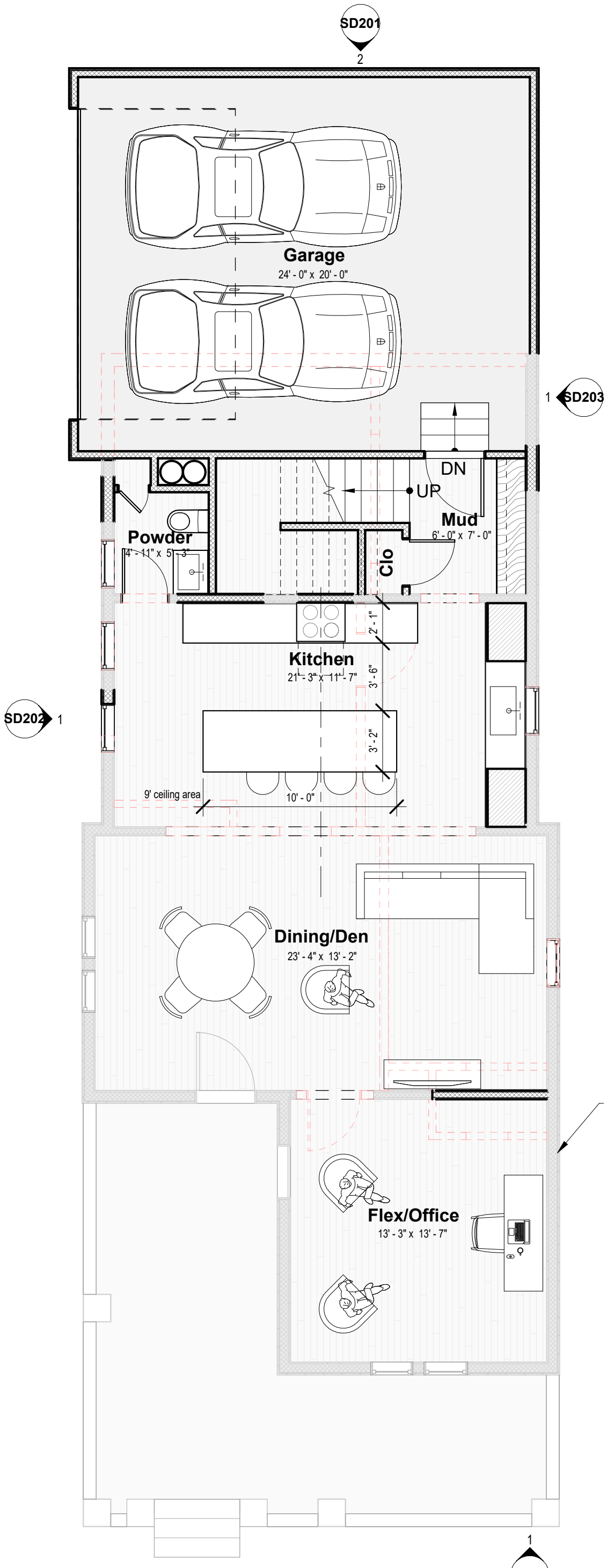
1" = 10'-0"

1204 Polk

1204 Polk Street, Indianapolis

06.11.26

SD001



Floor Plan

1 First Floor

3/16" = 1'-0"

Floor Areas	
Name	**Area**
Ex. First Floor	980 SF
Second Floor	915 SF
Garage	473 SF
House	2368 SF
Grand total	2368 SF

WOVE
ARCHITECTURE + DESIGN

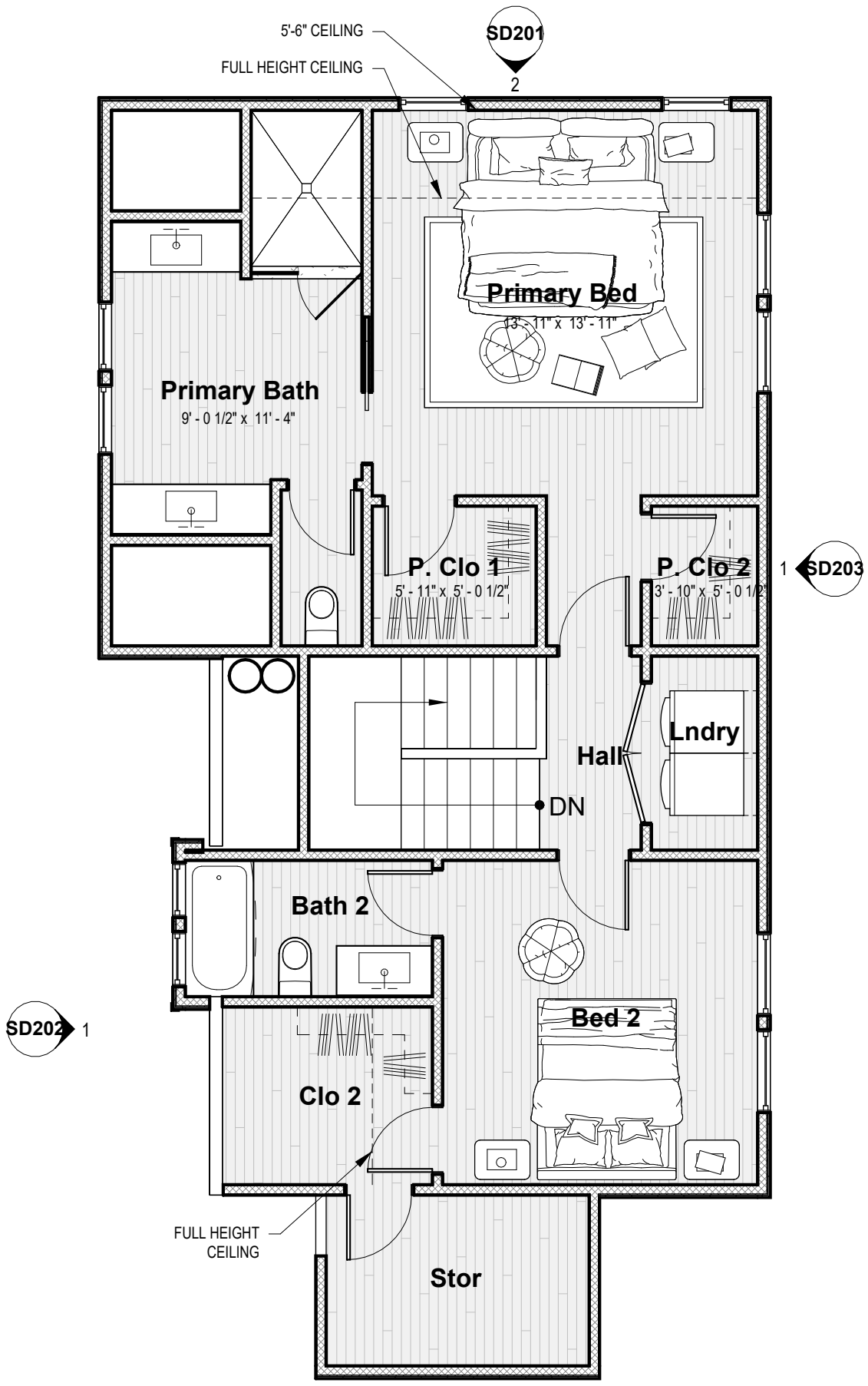
north

0 2' - 0" 4' - 0" 8' - 0"

1204 Polk
1204 Polk Street, Indianapolis

SD101

06.11.26



Floor Areas	
Name	**Area**
Ex. First Floor	980 SF
Second Floor	915 SF
Garage	473 SF
House	2368 SF
Grand total	2368 SF

Floor Plan

1 Second Floor Plan

3/16" = 1'-0"

1
SD201

WOVE
ARCHITECTURE + DESIGN

north

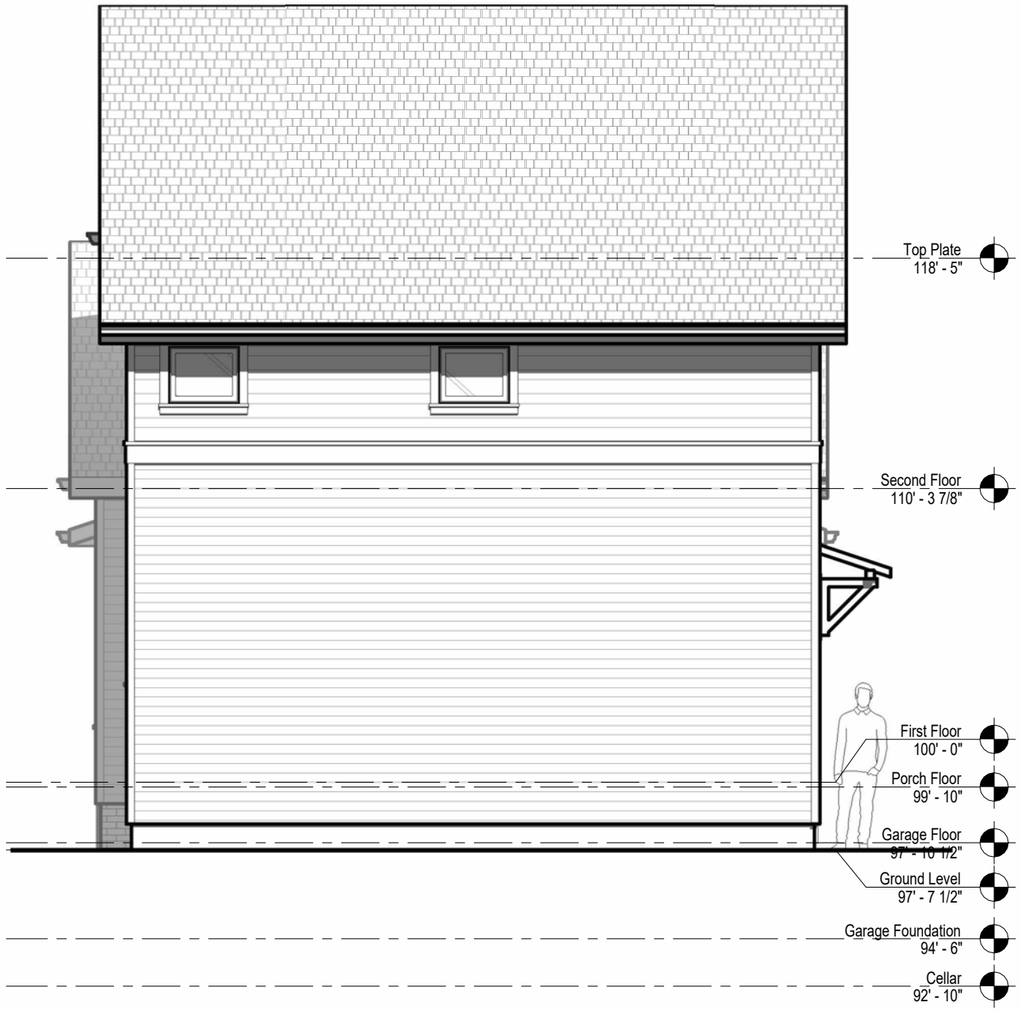
0 2' - 0" 4' - 0" 8' - 0"

290

1204 Polk
1204 Polk Street, Indianapolis

06.11.26

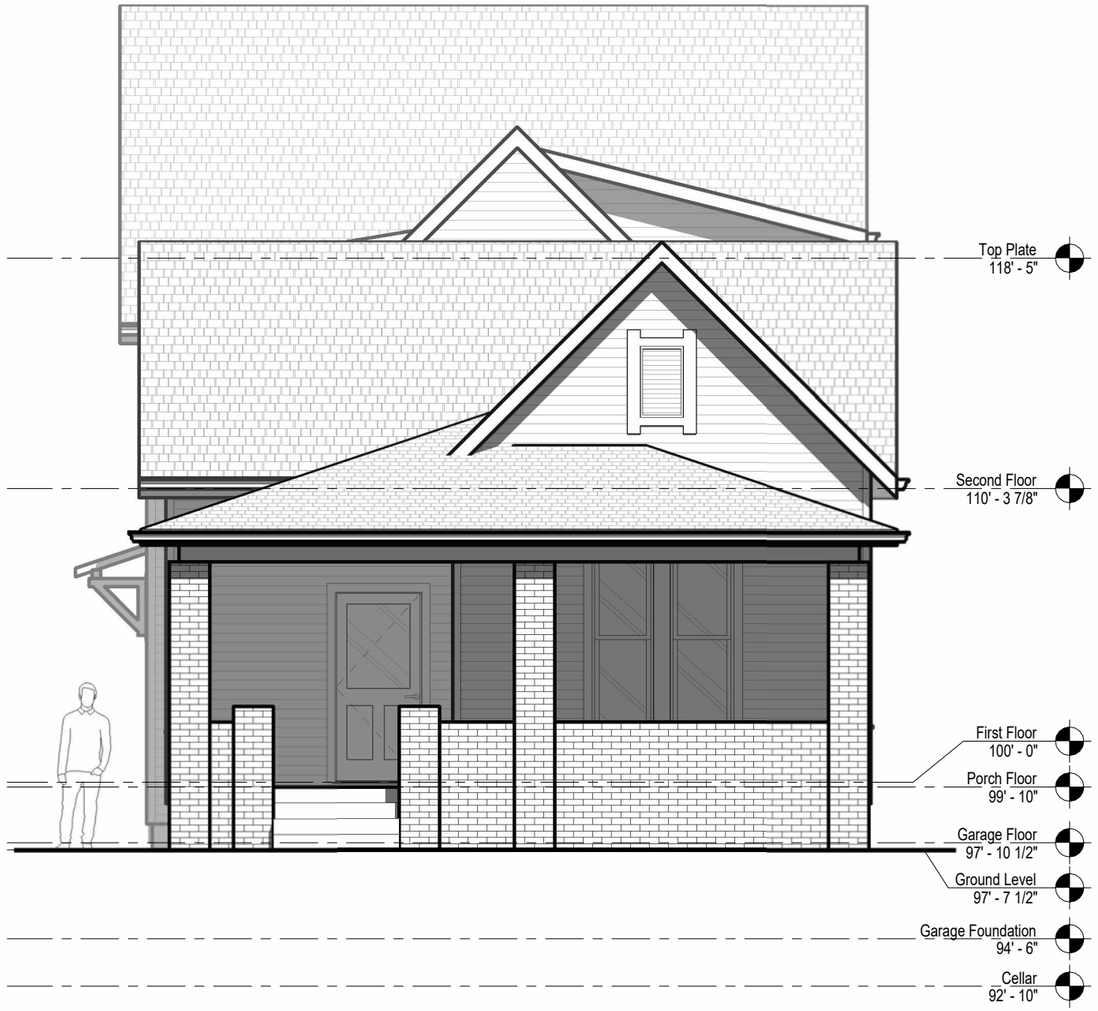
SD102



Building Elevation

2 North

3/16" = 1'-0"



Building Elevation

1 South/Front

3/16" = 1'-0"

0 2'-0" 4'-0" 8'-0"

SCALE: 1/4" = 1'-0"

WOVE

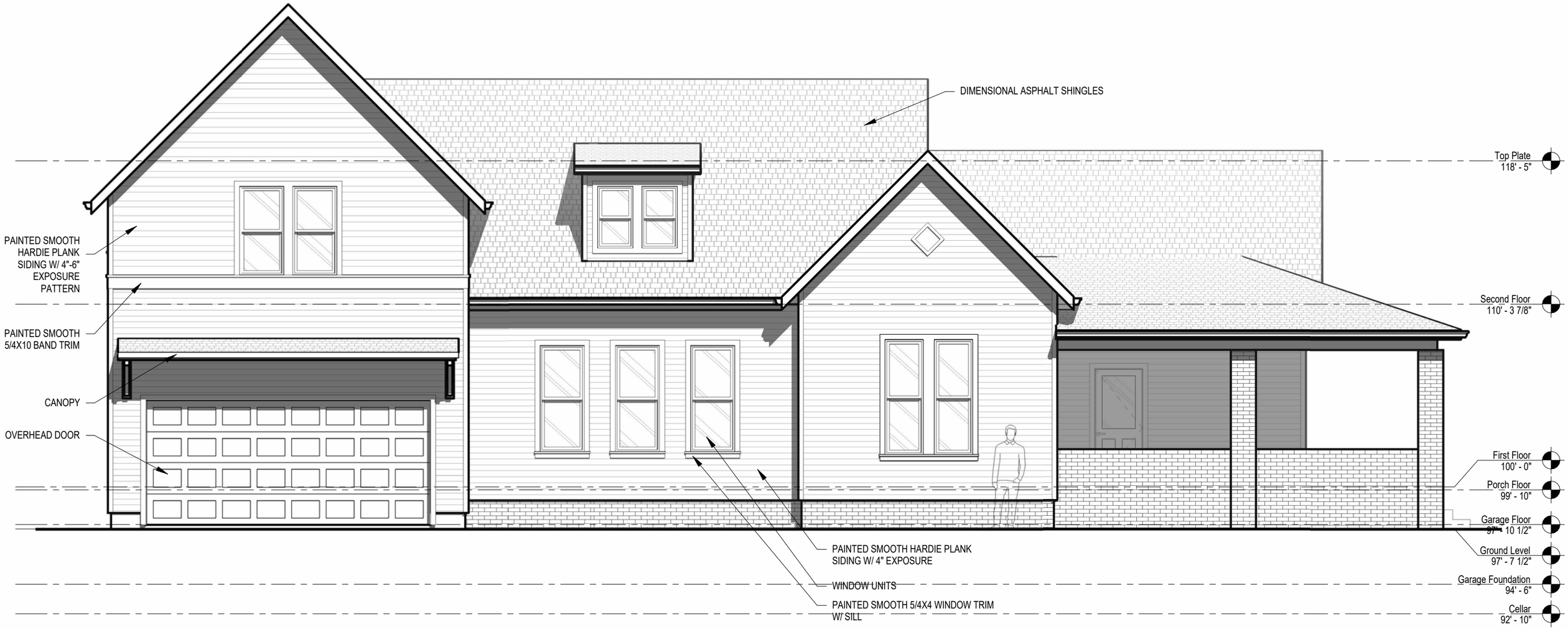
ARCHITECTURE + DESIGN

1204 Polk

1204 Polk Street, Indianapolis

SD201

06.11.26



Building Elevation

1 West

3/16" = 1'-0"

0 2'-0" 4'-0" 8'-0"

SCALE: 1/4" = 1'-0"

WOVE

ARCHITECTURE + DESIGN

1204 Polk **SD202**

1204 Polk Street, Indianapolis

06.11.26

Building Elevation

1 East

3/16" = 1'-0"

0 2'-0" 4'-0" 8'-0"

SCALE: 1/4" = 1'-0"

WOVE

ARCHITECTURE + DESIGN

1204 Polk

1204 Polk Street, Indianapolis

SD203

06.11.26

Building Elevation

1 South Streetscape

1" = 10'-0"

Building Elevation

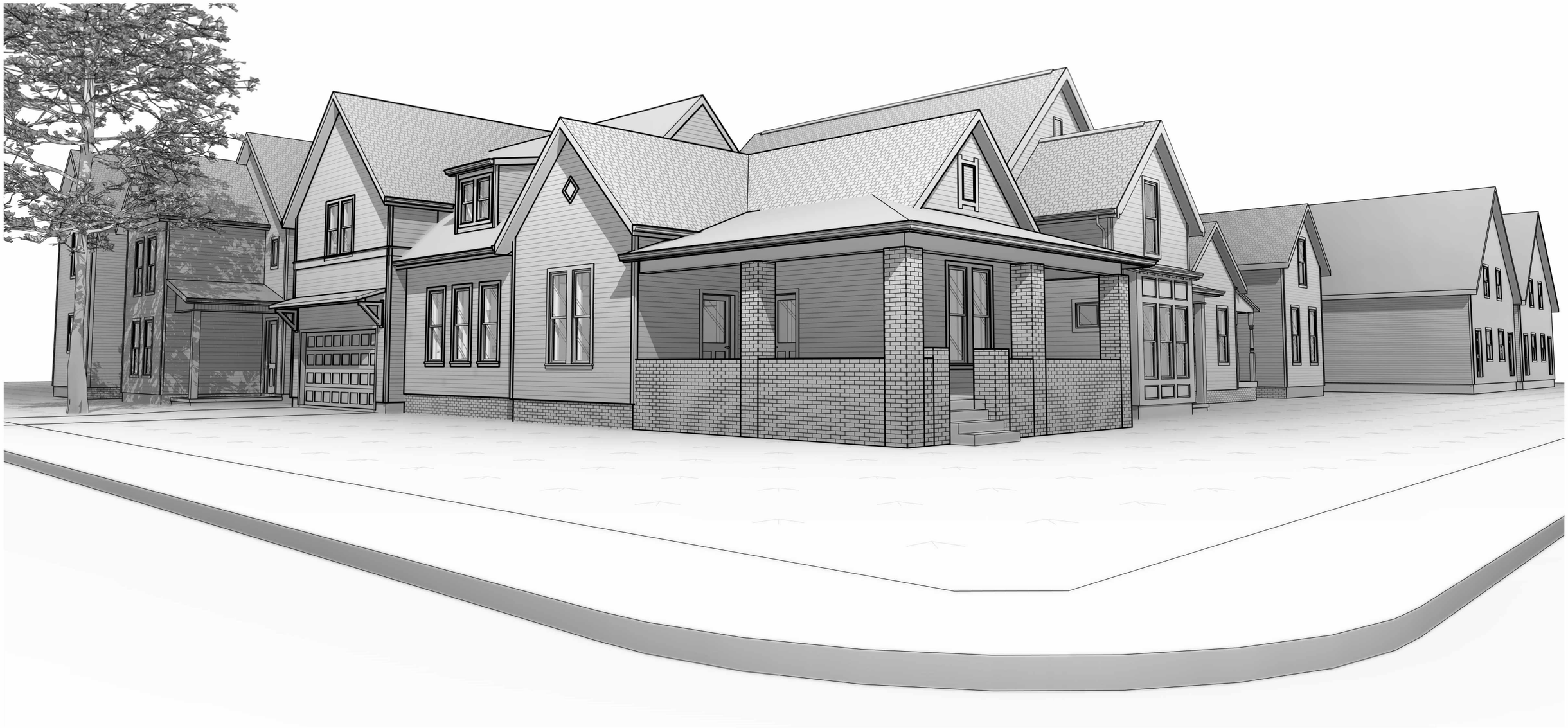
2 West Streetscape

1" = 10'-0"

WOVE
ARCHITECTURE + DESIGN

0 5' 10' 20'
SCALE: 1" = 10'-0"

1204 Polk **SD211**
1204 Polk Street, Indianapolis
06.11.26



3D View

1 Perspective

WOVE
ARCHITECTURE + DESIGN

1204 Polk
1204 Polk Street, Indianapolis

SD221

06.11.26

2026-COA-198 (CH)
950 DORMAN STREET

LANDSCAPE REQUIREMENTS:

TABLE 744-505-1: FRONTAGE YARD
10' MINIMUM DEPTH FRONTAGE YARD

(1) CANOPY TREE / 35 LF. (50' MAX SPACING)

- 582 LF. = 16 TREES REQUIRED
  12 EXISTING TREES
  4 TREES PROPOSED

(3) SHRUBS / 25 LF.

- 582 LF. = 70 LARGE SHRUBS REQUIRED
  318 LARGE SHRUBS PROVIDED

TABLE 744-505-2: REQUIRED INTERIOR PLANTING REQUIREMENT
LANDSCAPE AREA = 6% OF ALL UNCOVERD VEHICLE AREA

(1) SHADE TREE PER 180 SF. OF INTERIOR LANDSCAPE AREA
(3) LARGE SHRUBS PER 25 LF. OF STREET FRONTAGE

PROPOSED ADDITIONAL PARKING AREA = 18,395 SF
TOTAL PARKING AREA = 69,034 SF

69,034 SF. * .06 = 4,142 SF.
4,142 SF. INTERIOR LANDSCAPE AREA REQUIRED
4,868 SF. INTERIOR LANDSCAPE AREA PROVIDED
- 1,868 SF. EXISTING INTERIOR LANDSCAPE AREA
- 2,681 SF. PROPOSED INTERIOR LANDSCAPE AREA

4,142 SF. / 180 = 23 SHADE TREES REQUIRED
20 TREES PROPOSED IN PARKING AREA
3 EXISTING PARKING LOT TREES TO REMAIN

(3) SHRUBS /25 LF. FRONTAGE = 70 SHRUBS REQUIRED
70 SHRUBS PROVIDED

BUFFER YARD REQUIREMENTS:

SEC. 744-503 B.Commercial, institutional, or mixed-use abutting dwelling. Where a Commercial District, Mixed-Use District, Hospital District, University Quarter District, PK-1 District, or SU District for a public, institutional, or civic building or project abuts a Dwelling District, a landscape buffer shall be provided within the transitional yard using either Option 1 or 2 below.

Option 1. A landscape buffer area at least 15 feet wide shall be provided by the commercial or institutional project along the shared border. The buffer area shall consist of natural landscape materials such as grasses, ground cover, shrubs, and trees, and shall not contain impervious surfaces. One shade or evergreen tree shall be provided for every 30 linear feet of lot line and three large shrubs per 25 linear feet of lot line, with spacing designed to minimize sound, light, and noise impacts on dwelling uses.

PROPERTY LINE = 224'-6" LF.

(1) CANOPY TREE / 30 LF. = 7 TREES REQUIRED
7 TREES PROVIDED
(3) LARGE SHRUBS /25 LF. = 27 SHRUBS REQUIRED
70 SHRUBS PROVIDED

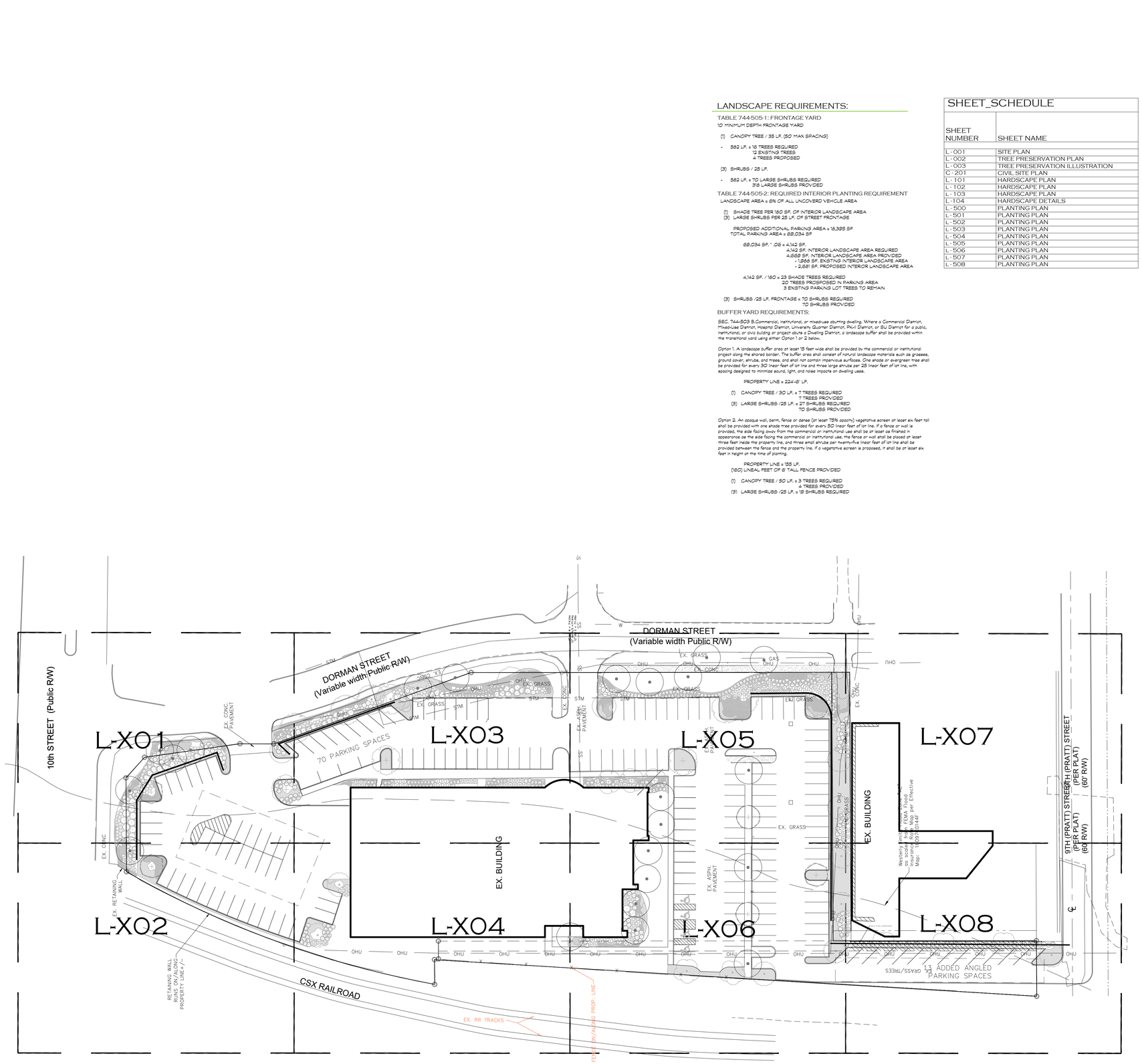
Option 2. An opaque wall, berm, fence or dense (at least 75% opacity) vegetative screen at least six feet tall shall be provided with one shade tree provided for every 50 linear feet of lot line. If a fence or wall is provided, the side facing away from the commercial or institutional use shall be at least as finished in appearance as the side facing the commercial or institutional use, the fence or wall shall be placed at least three feet inside the property line, and three small shrubs per twenty-five linear feet of lot line shall be provided between the fence and the property line. If a vegetative screen is proposed, it shall be at least six feet in height at the time of planting.

PROPERTY LINE = 155 LF.
(150) LINEAL FEET OF 6' TALL FENCE PROVIDED

(1) CANOPY TREE / 50 LF. = 3 TREES REQUIRED
4 TREES PROVIDED
(3) LARGE SHRUBS /25 LF. = 19 SHRUBS REQUIRED

SHEET_SCHEDULE

SHEET NUMBER	SHEET NAME
L-001	SITE PLAN
L-002	TREE PRESERVATION PLAN
L-003	TREE PRESERVATION ILLUSTRATION
C-201	CIVIL SITE PLAN
L-101	HARDSCAPE PLAN
L-102	HARDSCAPE PLAN
L-103	HARDSCAPE PLAN
L-104	HARDSCAPE DETAILS
L-500	PLANTING PLAN
L-501	PLANTING PLAN
L-502	PLANTING PLAN
L-503	PLANTING PLAN
L-504	PLANTING PLAN
L-505	PLANTING PLAN
L-506	PLANTING PLAN
L-507	PLANTING PLAN
L-508	PLANTING PLAN



OEG
OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
OVERALL SITE PLAN

SHEET NUMBER
L-001

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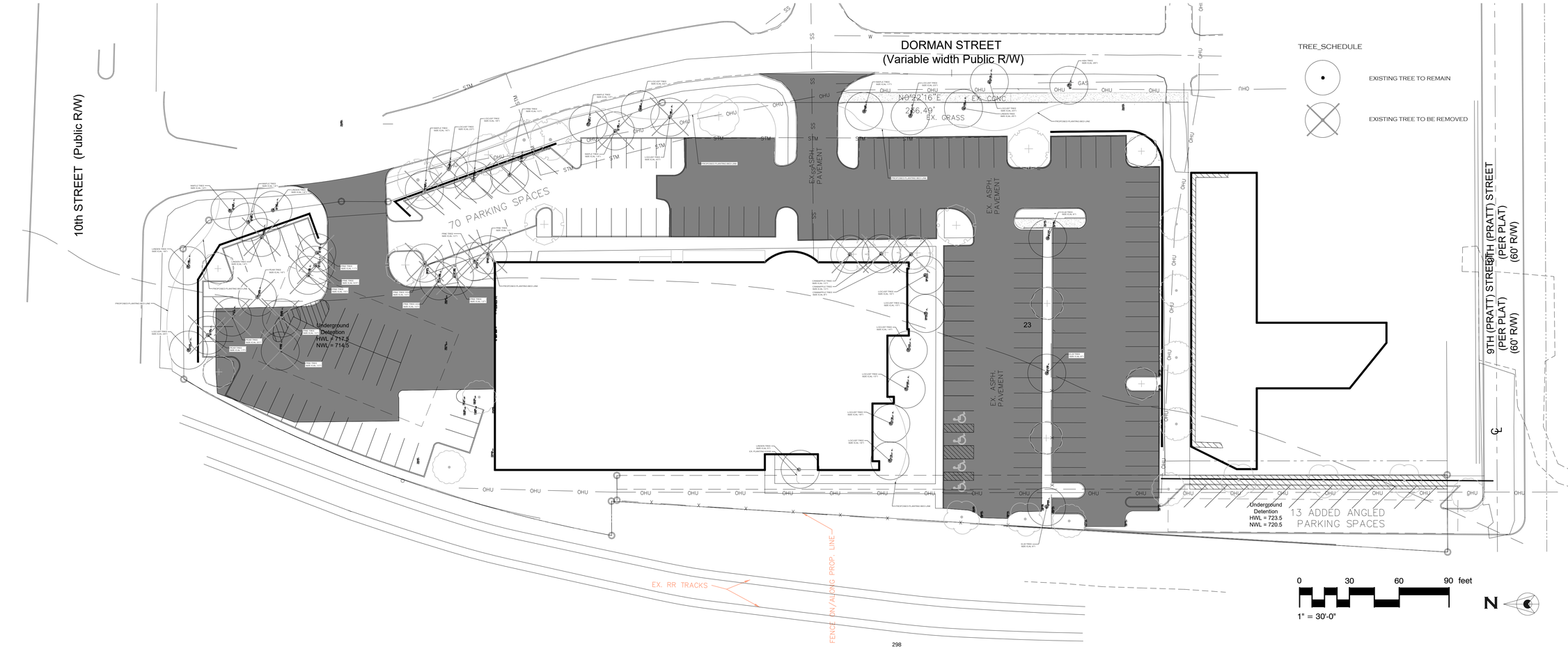

DATE: 5.27.2026

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PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

TREE PRESERVATION PLAN

SHEET NUMBER

L-002

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LANDSCAPE ARCHITECT

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DATE: 6.9.2026

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950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

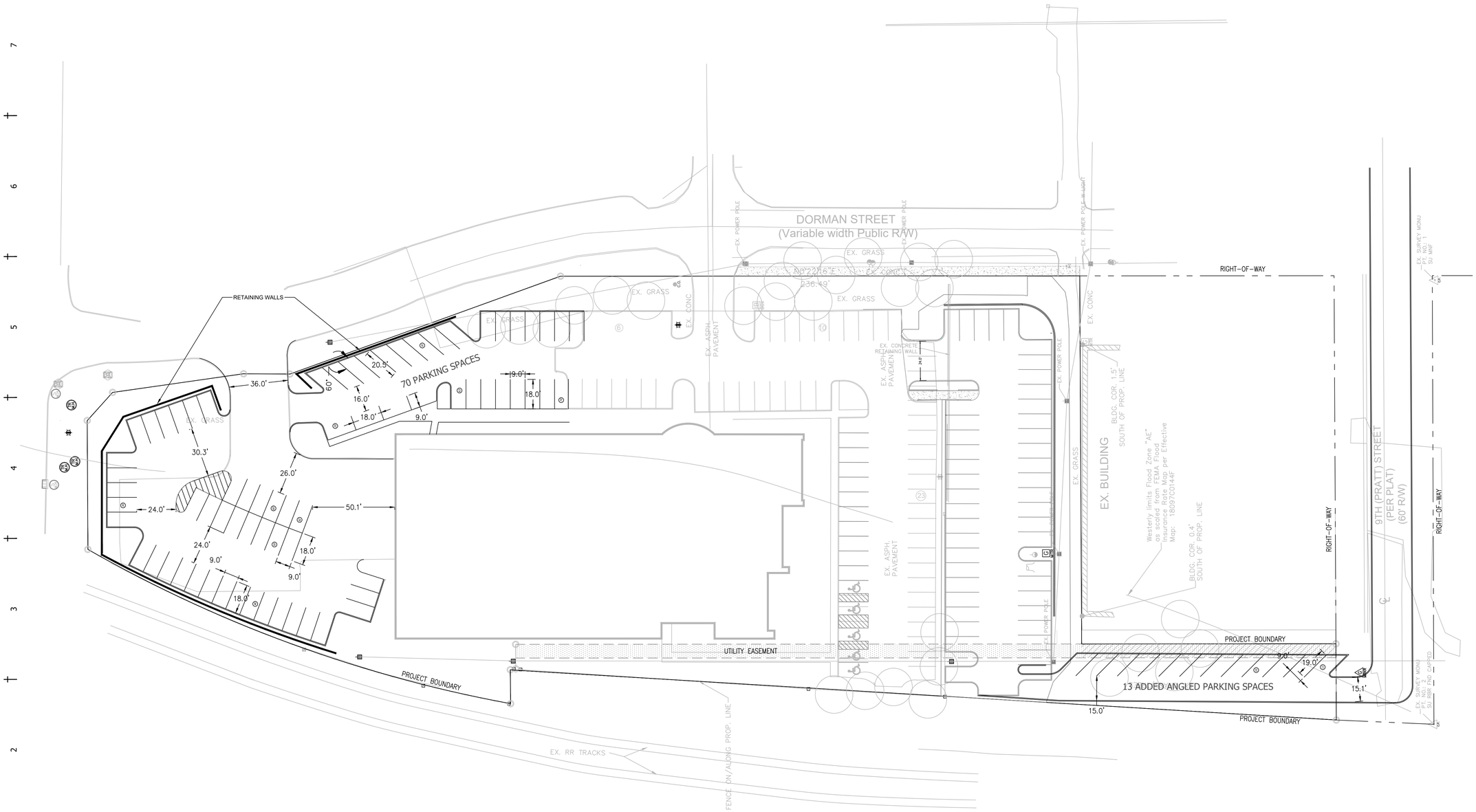
DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
TREE PRESERVATION ILLUSTRATION

SHEET NUMBER
L-003



ORIENTATION & SCALE

NORTH

1" = 30'

0 30 60

REVISIONS

FITZMARK
950 Dorman Ave
Indianapolis, IN 46202

Project Description

PARKING LOT EXPANSION

Project Location

INDIANAPOLIS INDIANA

Signature & Seal

06/05/2026

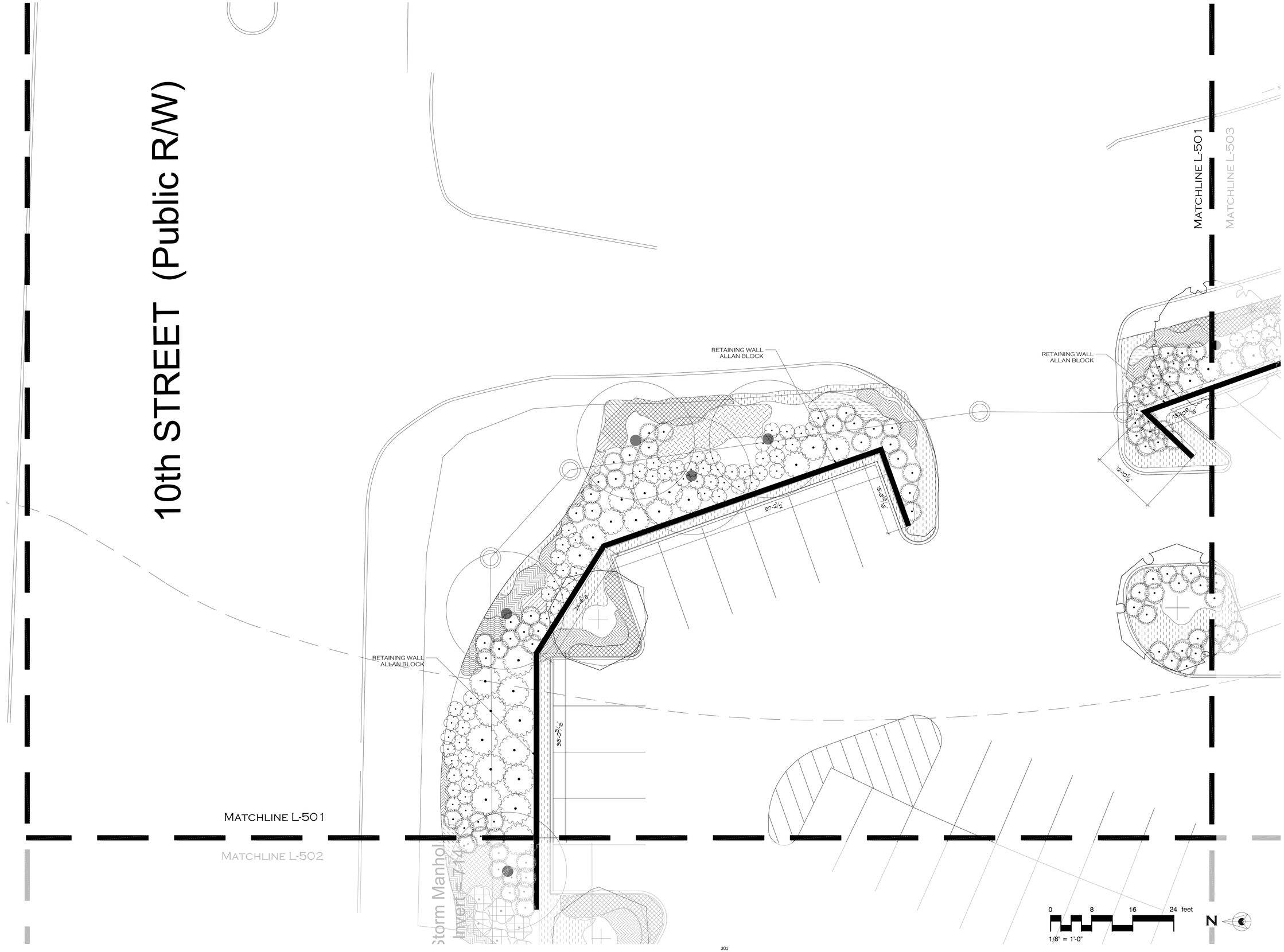
Sheet Description

SITE PLAN

Sheet No.

C-201

redemption ENGINEERING



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4929 ROBISON RD
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DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
HARDSCAPE PLAN

SHEET NUMBER
L-101

L-501

10th STREET (Public R/W)

RETAINING WALL
ALLAN BLOCK

RETAINING WALL
ALLAN BLOCK

RETAINING WALL
ALLAN BLOCK

57-2 1/2"

5-9 1/16"

36'-0 3/16"

4'-0"

4'-9 1/16"

12'-0 1/4"

MATCHLINE L-501

MATCHLINE L-503

MATCHLINE L-501

MATCHLINE L-502

Storm Manhole
Invert = 774.

0 8 16 24 feet

1/8" = 1'-0"

N

302

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DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.5.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

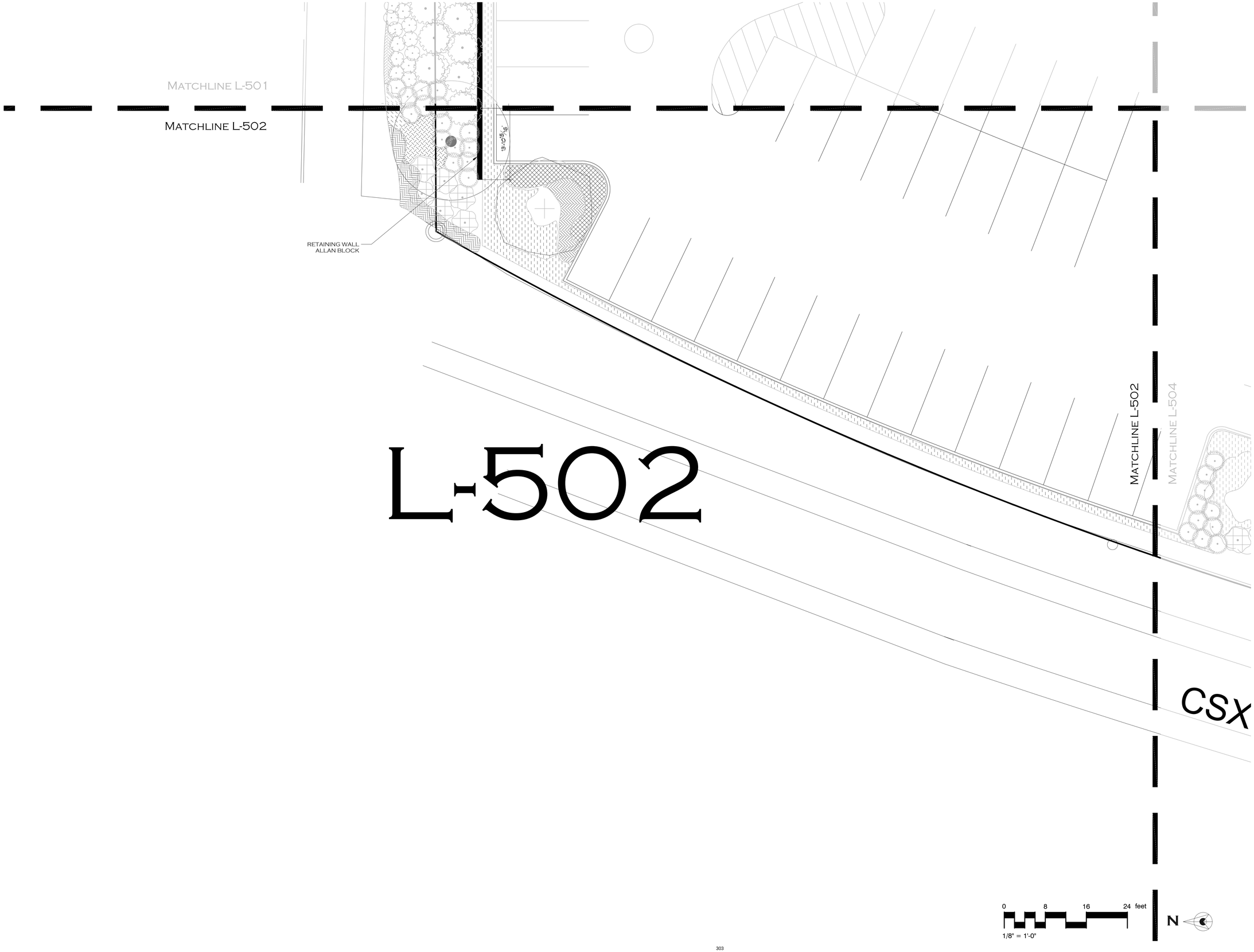
REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE
PLAN

SHEET NUMBER

L-101



L-502

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DATE: 6.5.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

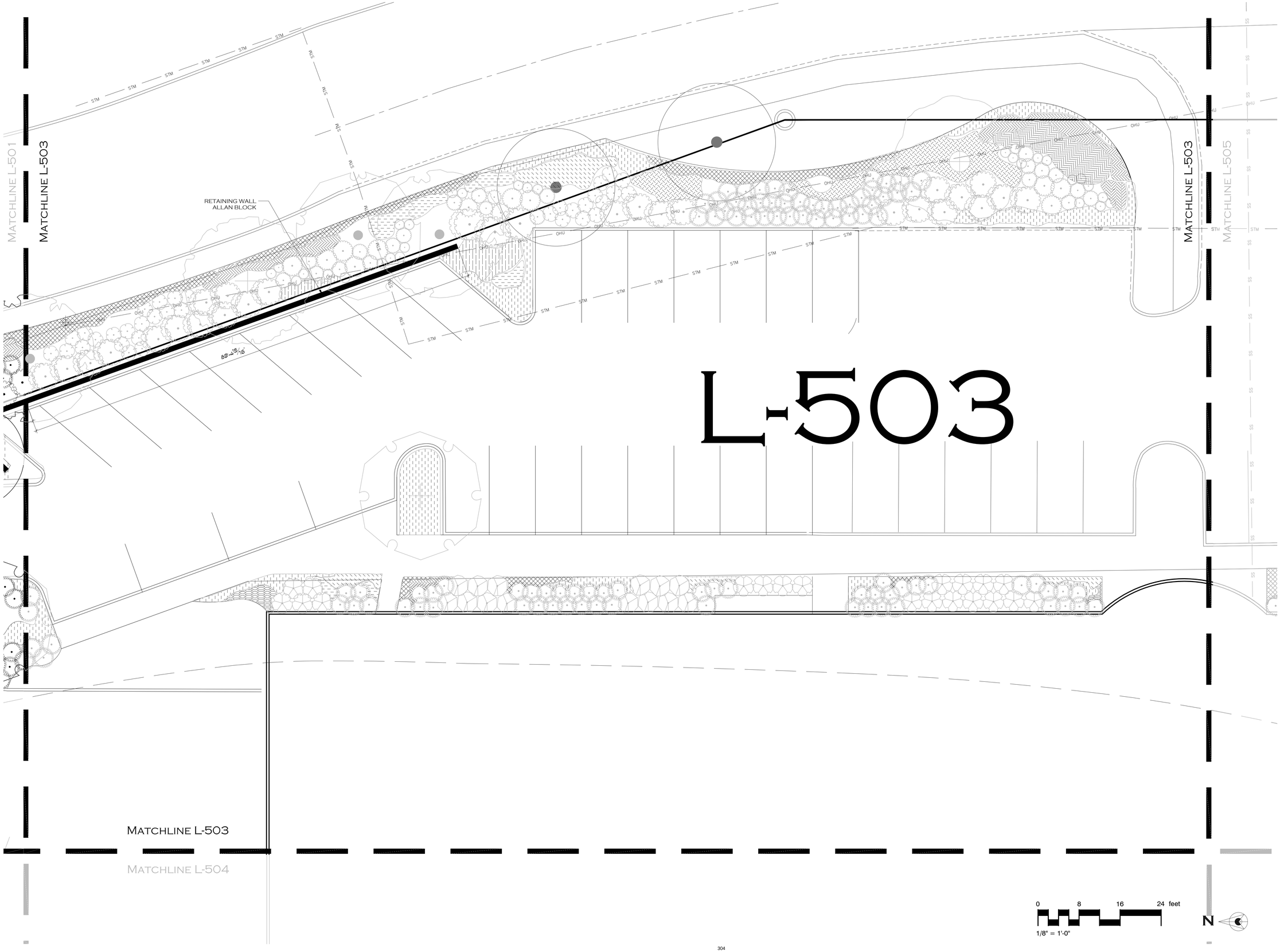
DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
HARDSCAPE PLAN

SHEET NUMBER
L-102



L-503

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LANDSCAPE ARCHITECT

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DATE: 6.5.2026

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PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE PLAN

SHEET NUMBER

L-103

Specification Guidelines: Geogrid Reinforcement Systems

The following specifications provide Allan Block Corporation's typical requirements and recommendations. At the engineer of record's discretion these specifications may be revised to accommodate site specific design requirements.

SECTION 2

PART 1: GENERAL

1.1 Scope
Work includes furnishings and installing geogrid reinforcement, wall block, and backfill to the lines and grades designated on the construction drawings and as specified herein.

1.2 Applicable Sections of Related Work
Section 1: Allan Block Modular Retaining Wall Systems.

1.3 Reference Standards
See specific geogrid manufacturer's reference standards. Additional Standards:
A. ASTM D4595 - Tensile Properties of Geotextiles by the Wide-Width Strip Method
B. ASTM D5262 - Test Method for Evaluating the Unconfined Creep Behavior of Geogrids
C. ASTM D6638 Grid Connection Strength (SRW-U1)
D. ASTM D6916 SRW Block Shear Strength (SRW-U2)
E. GRI-GG4 - Grid Long Term Allowable Design Strength (LTADS)
F. ASTM D6706 - Grid Pullout of Soil

1.4 Delivery, Storage, and Handling
A. Contractor shall check the geogrid upon delivery to assure that the proper material has been received.
B. Geogrid shall be stored above -10 F (-23 C).
C. Contractor shall prevent excessive mud, cementitious material, or other foreign materials from coming in contact with the geogrid material.

PART 2: MATERIALS

2.1 Definitions
A. Geogrid products shall be of high density polyethylene or polyester yarns encapsulated in a protective coating specifically fabricated for use as a soil reinforcement material.
B. Concrete retaining wall units are as detailed on the drawings and shall be Allan Block Retaining Wall Units.

C. Drainage material is free draining granular material as defined in Section 1, 2.2 Wall Rock.
D. Infill soil is the soil used as fill for the reinforced soil mass.
E. Foundation soil is the in-situ soil.

2.2 Products
Geogrid shall be the type as shown on the drawings having the property requirements as described within the manufacturer's specifications.

2.3 Acceptable Manufacturers
A manufacturer's product shall be approved by the wall design engineer.

PART 3: WALL CONSTRUCTION

3.1 Foundation Soil Preparation
A. Foundation soil shall be excavated to the lines and grades as shown on the construction drawings, or as directed by the on-site soils engineer.
B. Foundation soil shall be examined by the on-site soils engineer to assure that the actual foundation soil strength meets or exceeds assumed design strength.
C. Over-excavated areas shall be filled with compacted backfill material approved by on-site soils engineer.
D. Contractor shall verify locations of existing structures and utilities prior to excavation. Contractor shall ensure all surrounding structures are protected from the effects of wall excavation.

3.2 Wall Construction
Wall construction shall be as specified under Section 1, Part 3, Wall Construction.

3.3 Geogrid Installation
A. Install Allan Block wall to designated height of first geogrid layer. Backfill and compact the wall rock and infill soil in layers not to exceed 8 in. (200 mm) lifts behind wall to depth equal to designed grid length before grid is installed.

B. Cut geogrid to designed embedment length and place on top of Allan Block to back edge of the raised front lip or within 1 in. (25 mm) of the concrete retaining wall face when using AB Fieldstone. Extend away from wall approximately 3% above horizontal on compacted infill soils.
C. Lay geogrid at the proper elevation and orientations shown on the construction drawings or as directed by the wall design engineer.
D. Correct orientation of the geogrid shall be verified by the contractor and on-site soils engineer. Strength direction is typically perpendicular to wall face.
E. Follow manufacturer's guidelines for overlap requirements. In curves and corners, layout shall be as specified in Design Detail 9-12: Using Grid with Corners and Curves, see page 14 of the AB Spec Book.
F. Place next course of Allan Block on top of grid and fill block cores with wall rock to lock in place. Remove slack and folds in grid and stake to hold in place.
G. Adjacent sheets of geogrid shall be butted against each other at the wall face to achieve 100 percent coverage.

H. Geogrid lengths shall be continuous. Splicing parallel to the wall face is not allowed.

3.4 Fill Placement
A. Infill soil shall be placed in lifts and compacted as specified under Section 1, Part 3.4, Unit Installation.

B. Infill soil shall be placed, spread and compacted in such a manner that minimizes the development of slack or movement of the geogrid.

C. Only hand-operated compaction equipment shall be allowed within 3 ft (0.9 m) behind the wall. This area shall be defined as the consolidation zone. Compaction in this zone shall begin by running the plate compactor directly on the block and then compacting in parallel paths to the wall face until the entire consolidation zone has been compacted. A minimum of two passes of the plate compactor are required with maximum lifts of 8 in. (200 mm). Section 1, Part 3.4 F, Page 3 of the AB Spec Book.

D. When fill is placed and compaction cannot be defined in terms of Standard Proctor Density, then compaction shall be performed using ordinary compaction process and compacted so that no deformation is observed from the compaction equipment or to the satisfaction of the engineer of record or the site soils engineer.
E. Tracked construction equipment shall not be operated directly on the geogrid. A minimum fill thickness of 6 in. (150 mm) is required prior to operation of tracked vehicles over the geogrid. Turning of tracked vehicles should be kept to a minimum to prevent tracks from displacing the fill and damaging the geogrid.
F. Rubber-tired equipment may pass over the geogrid reinforcement at slow speeds, less than 10 mph (16 Km/h). Sudden braking and sharp turning shall be avoided.
G. The infill soil shall be compacted to achieve 95% Standard Proctor (ASTM D698). Soil tests of the infill soil shall be submitted to the on-site soils engineer for review and approval prior to the placement of any material. The contractor is responsible for achieving the specified compaction requirements. The on-site soils engineer may direct the contractor to remove, correct or amend any soil found not in compliance with these written specifications.

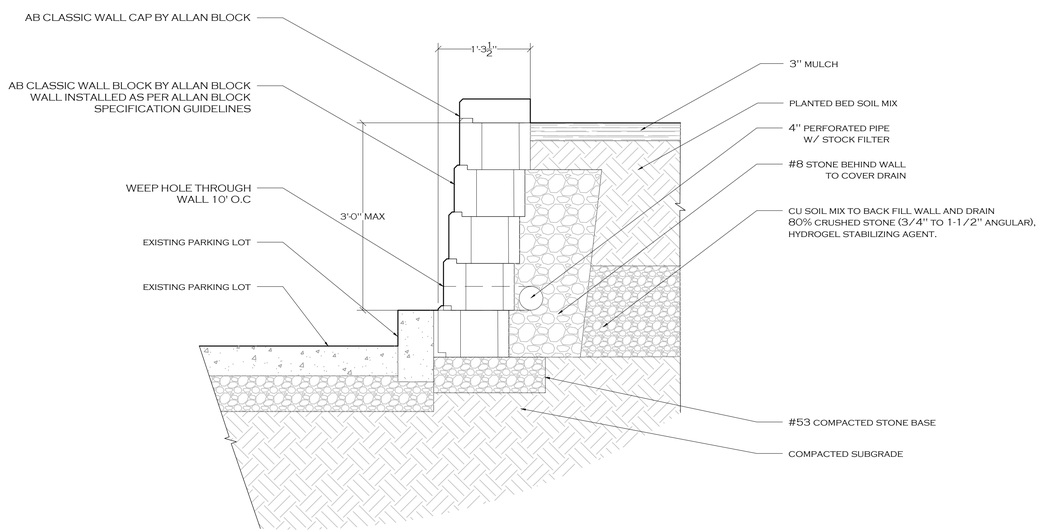
H. An independent testing firm should be hired by the owner to provide services.
I. Independent firm to keep inspection log and provide written reports at predetermined intervals to the owner.

J. Testing frequency should be set to establish a proper compaction protocol to consistently achieve the minimum compaction requirements set by the design requirements. If full time inspection and testing at 8 inch (20 cm) lifts is not provided, then the following testing frequency should be followed:
a. One test for every 8 inches (20 cm) of vertical fill placed and compacted, for every 25 lineal feet (7.6 m) of retaining wall length, starting on the first course of block.
b. Vary compaction test locations to cover the entire area of reinforced zone; including the area compacted by the hand-operated compaction equipment.
c. Once protocol is deemed acceptable, testing can be conducted randomly at locations and frequencies determined by the on-site soils engineer.
K. Slopes above the wall must be compacted and checked in a similar manner.

3.5 Special Considerations
A. Geogrid can be interrupted by periodic penetration of a column, pier or footing structure.
B. Allan Block walls will accept vertical and horizontal reinforcing with rebar and grout.
C. If site conditions will not allow geogrid embedment length, consider the following alternatives:
Masonry Reinforced Walls - Soil Nailing -Increased Wall Batter - Earth Anchors - Double Allan Block Wall - Rock Bolts -No-Fines Concrete

See Design Details Page 16 and 17 of the AB Spec Book.
D. Allan Block may be used in a wide variety of water applications as indicated in Section 3, Part 1.8.

02 ALLAN BLOCK RETAINING WALL - SPECIFICATION PROVIDED BY ALLAN BLOCK



01 ALLAN BLOCK RETAINING WALL - SECTION

SCALE: 1" = 1'-0"

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OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.5.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

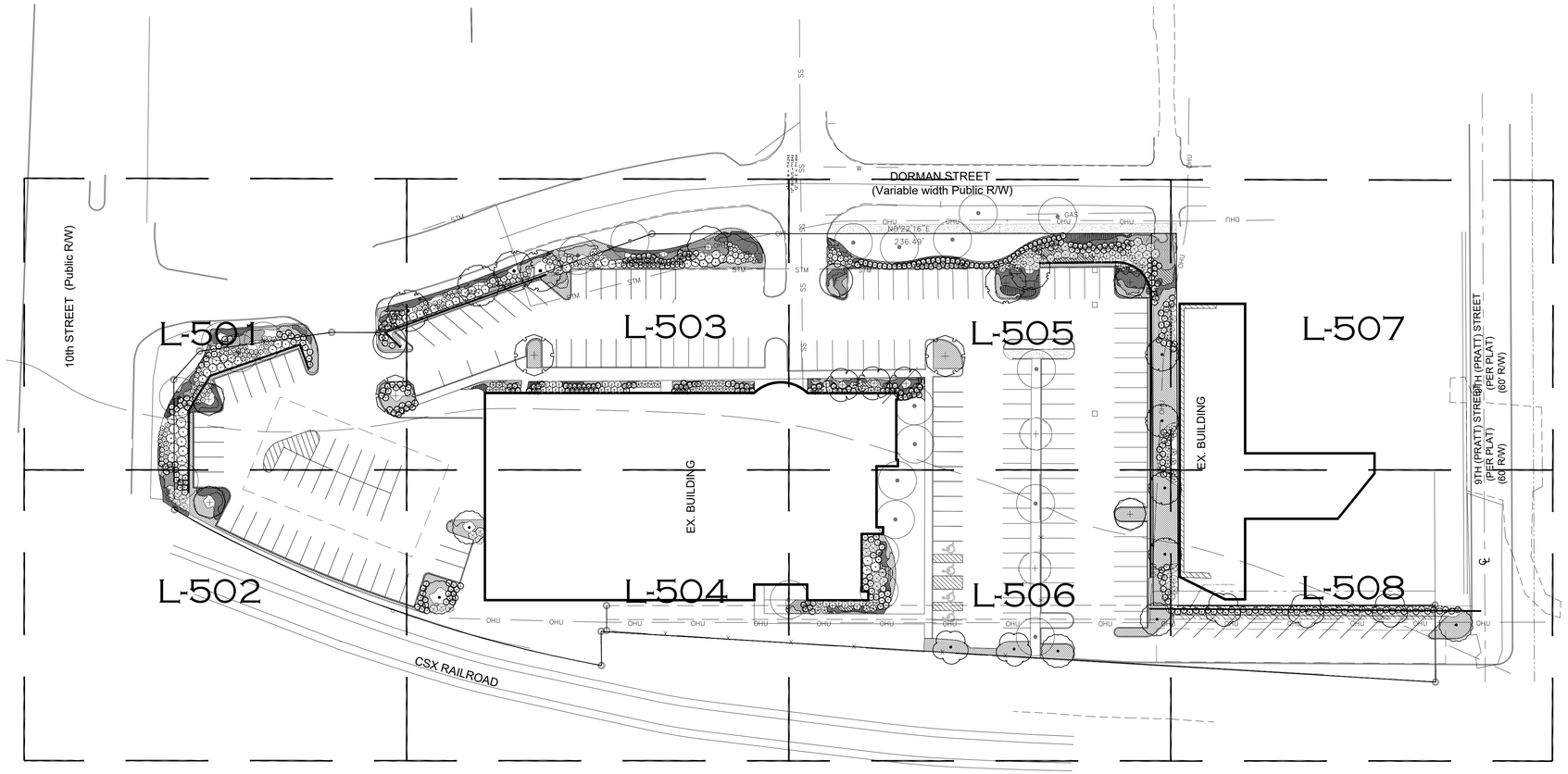
HARDSCAPE DETAIL

SHEET NUMBER

L-104

PLANT SCHEDULE

QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING
TREES				
3	Acer griseum / Paperbark Maple	14'-16' Ht.	B&B	
5	Acer triflorum / Three Flowered Maple	4" Cal.	B&B	
5	Amelanchier alnifolia / Serviceberry	4" Cal.	B&B	
2	Cladrastis kentukea / American Yellowwood	4" Cal.	B&B	
1	Liquidambar styraciflua / Sweet Gum	4" Cal.	B&B	
1	Liriodendron tulipifera / Tulip Poplar	4" Cal.	B&B	
2	Nyssa sylvatica / Tupelo	4" Cal.	B&B	
1	Platanus x acerifolia / London Plane Tree	5" Cal.	B&B	
4	Quercus bicolor / Swamp White Oak	5" Cal.	B&B	
2	Syringa reticulata / Japanese Tree Lilac	4" Cal.	B&B	
3	Ulmus americana 'New Harmony' / New Harmony American Elm	5" Cal.	B&B	
4	Ulmus parvifolia 'Allee' / Allee® Lacebark Elm	5" Cal.	B&B	
2	Ulmus x 'Frontier' / Frontier Elm	5" Cal.	B&B	
SHRUBS				
40	Buxus x 'Green Gem' / Green Gem Boxwood	24"		@ 24" O.C.
26	Buxus x 'Green Gem' / Green Gem Boxwood	36"		@ 36" O.C.
13	Buxus x 'Green Gem' / Green Gem Boxwood	48"		@ 48" O.C.
34	Hydrangea paniculata 'SMNHPH' / Little Lime Punch® Hydrangea	B&B		@ 36" O.C.
60	Hydrangea paniculata Bobo Hydrangea / Panicle Hydrangea	B&B		@ 48" O.C.
105	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	#1		@ 36" O.C.
2	Taxus x media 'Brownii' / Brown Anglo-Japanese Yew	4'		@ 48" O.C.
2	Taxus x media 'Brownii' / Brown Anglo-Japanese Yew	6'		@ 72" O.C.
440	Taxus x media 'Everlow' / Everlow Anglo-Japanese Yew	3'		@ 48" O.C.
48	Viburnum nudum 'Bulk' / Brandywine™ Viburnum	B&B		@ 72" O.C.
57	Viburnum rafinesquianum / Downy Arrowwood	#10		@ 72" O.C.
GROUND COVERS				
252	Allium x 'Millenium' / Millenium Ornamental Onion	#1		@ 10" O.C.
206	Amsonia hubrichtii 'Halfway to Arkansas' / 'Halfway to Arkansas' Narrow Leaf Blue Star	#1		@ 18" O.C.
427 SF	Astilbe chinensis 'Vision in White' / Vision in White Chinese Astilbe	1 GAL.		@ 14" O.C.
266 SF	Astilbe x arendsii 'Weisse Gloria' / White Gloria Astilbe	1 GAL.		@ 14" O.C.
767	Geranium x 'Dilys' / Dilys Geranium	#1		@ 10" O.C.
848	Hemerocallis x 'Strawberry Candy' + 'Stella Supreme' / Strawberry Candy Daylily	#1		@ 10" O.C.
117 SF	Ligularia dentata 'Britt-Marie Crawford' / Britt-Marie Crawford Ligularia	1 GAL.		@ 24" O.C.
574	Ligularia dentata 'Little Golden Ray' / Little Golden Ray Ligularia	#1		@ 12" O.C.
5,975	Liriope muscari 'Big Blue' / Big Blue Lilyturf	#1		@ 12" O.C.
1,767	Pachysandra terminalis 'Green Carpet' / Green Carpet Japanese Pachysandra	24 CT, FLAT		@ 8" O.C.
47	Pennisetum alopecuroides 'Hush Puppy' / Hush Puppy Fountain Grass	#2		@ 36" O.C.
523	Sedum x 'Autumn Fire' / Autumn Fire Sedum	#1		@ 12" O.C.



OEG
OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 Dorman Street
Indianapolis, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

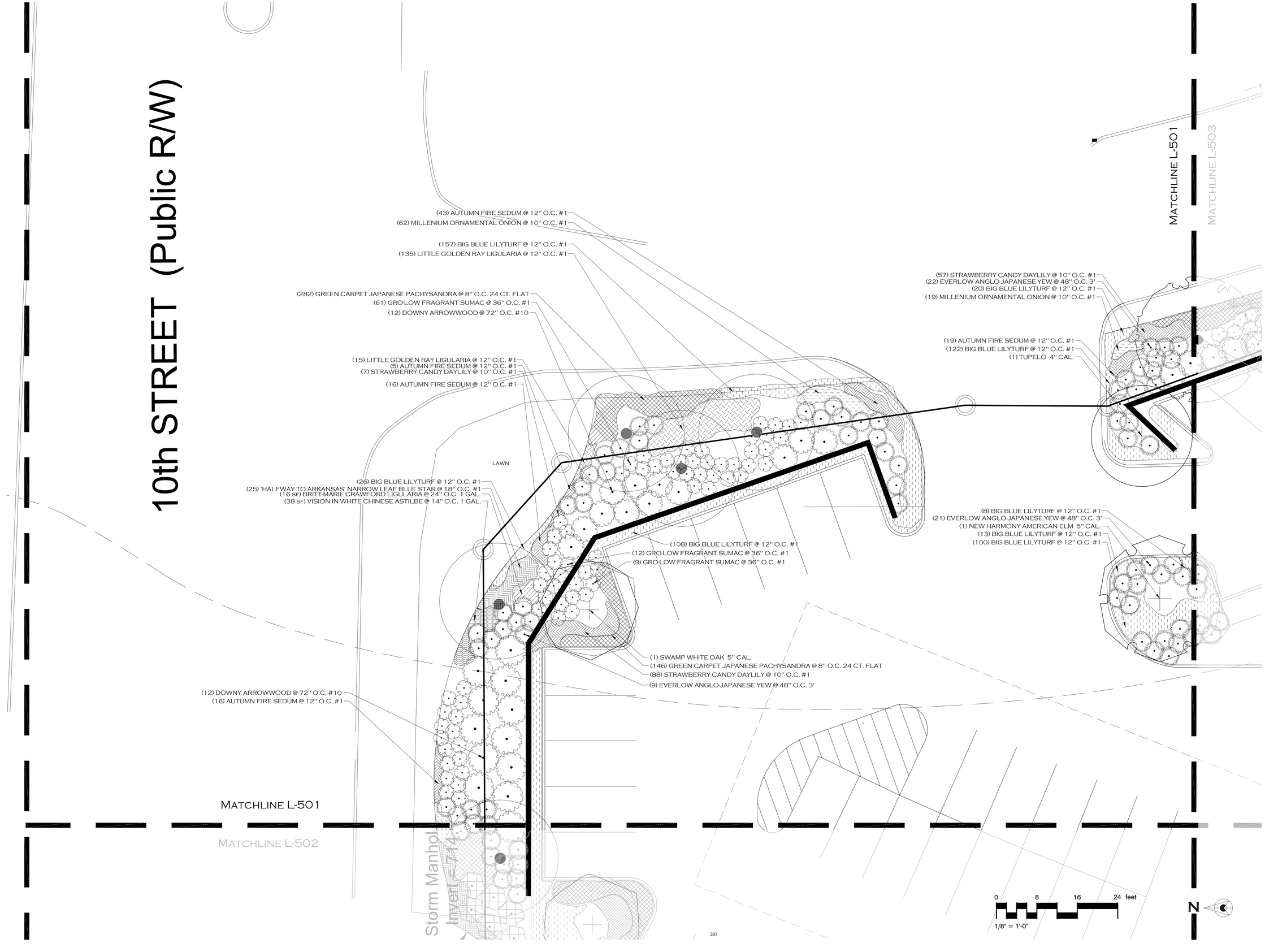
Rev.	Date	Description

SHEET NAME

OVERALL SITE PLAN

SHEET NUMBER

L-500



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DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

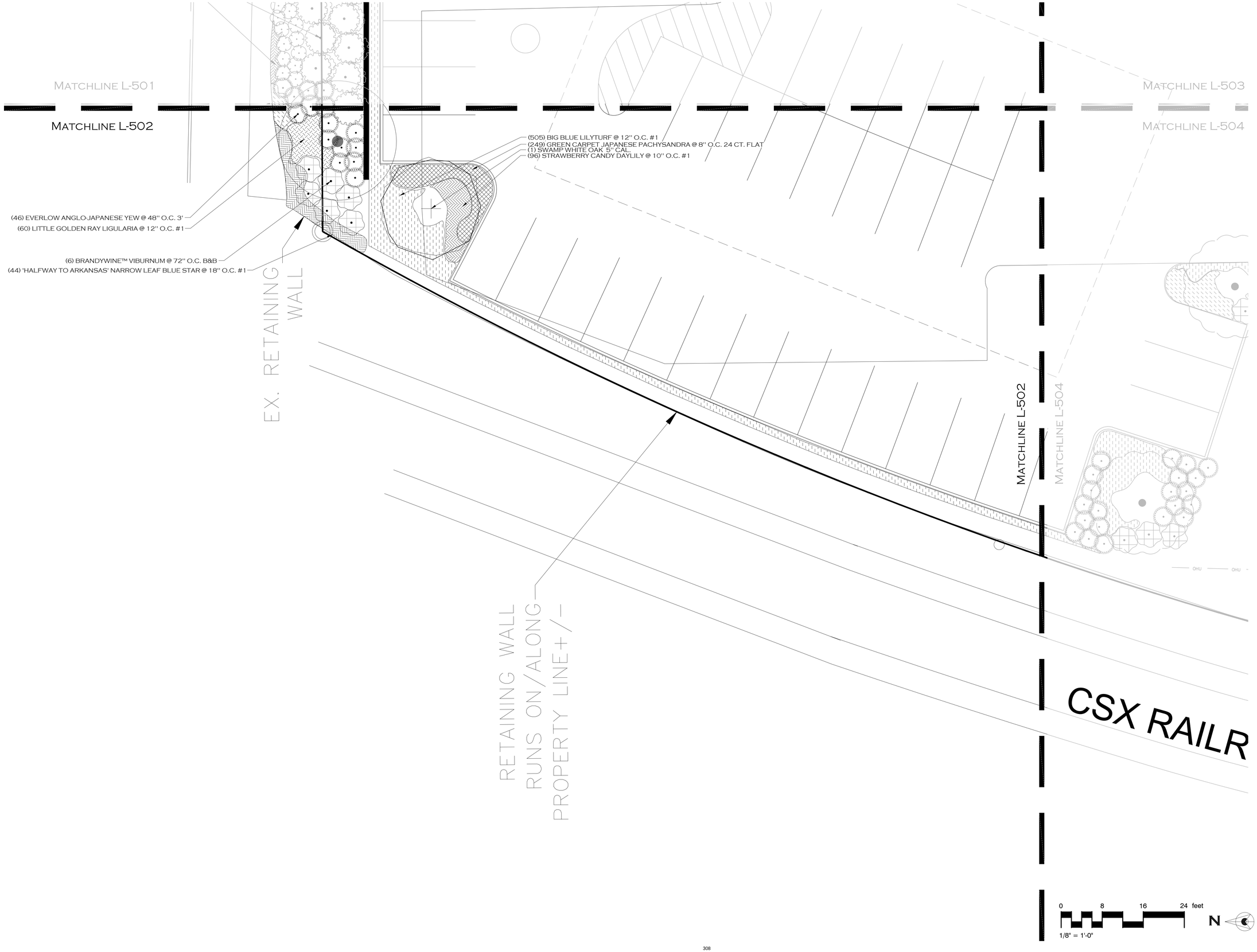
REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-501



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DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

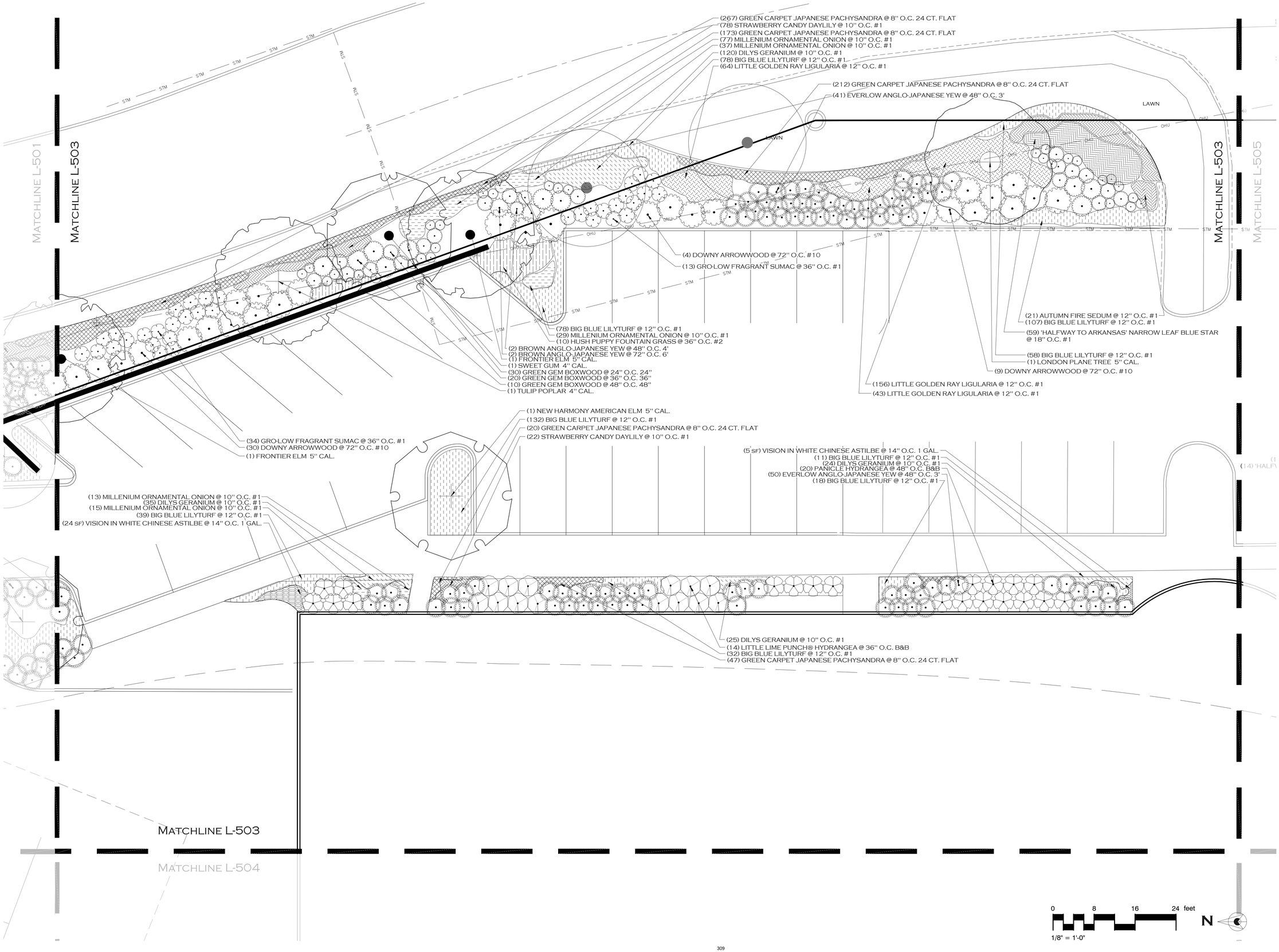
950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-502



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OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

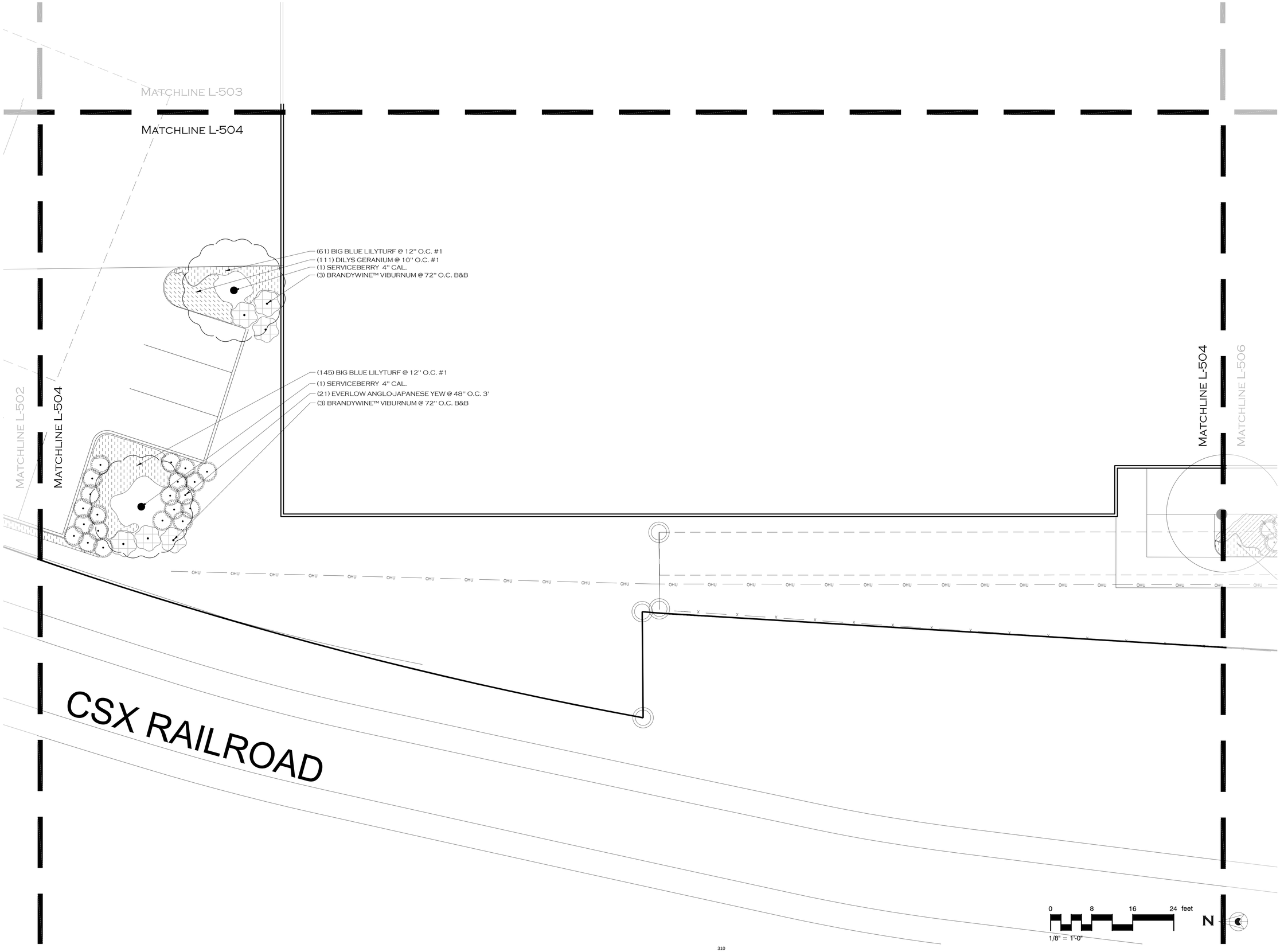
REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-503



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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
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DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-504

(Variable width Public R/W)

LAWN

LAWN

(12) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(17) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(9) BIG BLUE LILYTURF @ 12" O.C. #1
(6) DILYS GERANIUM @ 10" O.C. #1
(46) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(6) GREEN GEM BOXWOOD @ 36" O.C. 36"
(3) GREEN GEM BOXWOOD @ 48" O.C. 48"
(10) GREEN GEM BOXWOOD @ 24" O.C. 24"

256.49'
LAWN AREA TO REMAIN
EXISTING TREE ROOTS ARE
SHALLOW IN THIS AREA

(112) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(94) DILYS GERANIUM @ 10" O.C. #1

(50 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(31) BIG BLUE LILYTURF @ 12" O.C. #1
(96) BIG BLUE LILYTURF @ 12" O.C. #1
(153 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(72 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(22) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(24) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(10) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(10) HUSH PUPPY FOUNTAIN GRASS @ 36" O.C. #2
(69) DILYS GERANIUM @ 10" O.C. #1

MATCHLINE L-503

MATCHLINE L-505

(106) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(34) BIG BLUE LILYTURF @ 12" O.C. #1
(8) BIG BLUE LILYTURF @ 12" O.C. #1
(10) AUTUMN FIRE SEDUM @ 12" O.C. #1

(68) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(15) PANICLE HYDRANGEA @ 48" O.C. B&B
(64) BIG BLUE LILYTURF @ 12" O.C. #1
(9) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B
(102) AUTUMN FIRE SEDUM @ 12" O.C. #1
(2) AMERICAN YELLOWWOOD 4" CAL.

(7) PANICLE HYDRANGEA @ 48" O.C. B&B
(24) HUSH PUPPY FOUNTAIN GRASS @ 36" O.C. #2
(24) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(31 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(139) AUTUMN FIRE SEDUM @ 12" O.C. #1
(85 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(1) SWAMP WHITE OAK 5" CAL.
(49 SF) BRITT-MARIE CRAWFORD LIGULARIA @ 24" O.C. 1 GAL.
(49) BIG BLUE LILYTURF @ 12" O.C. #1
(102) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(57) DILYS GERANIUM @ 10" O.C. #1
(44) BIG BLUE LILYTURF @ 12" O.C. #1

(50) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(34) BIG BLUE LILYTURF @ 12" O.C. #1
(18) AUTUMN FIRE SEDUM @ 12" O.C. #1
(1) TUPELO 4" CAL.
(57) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(40) DILYS GERANIUM @ 10" O.C. #1
(22) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(41) BIG BLUE LILYTURF @ 12" O.C. #1
(52) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1

(88 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(29) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(65) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT

(15) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(6) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B

(3) PAPERBARK MAPLE 14'-16' HT.
(59) AUTUMN FIRE SEDUM @ 12" O.C. #1
(19) DILYS GERANIUM @ 10" O.C. #1
(28) BIG BLUE LILYTURF @ 12" O.C. #1
(18 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(14) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(6) PANICLE HYDRANGEA @ 48" O.C. B&B

(270) BIG BLUE LILYTURF @ 12" O.C. #1
(1) NEW HARMONY AMERICAN ELM 5" CAL.

(2) ALLEE® LACEBARK ELM 5" CAL.

EXISTING PLANTING UP TO CITY STANDARD
TO REMAIN

(1) JAPANESE TREE LILAC 4" CAL.

(26) DILYS GERANIUM @ 10" O.C. #1
(12) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(14) BIG BLUE LILYTURF @ 12" O.C. #1
(5 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(14) BIG BLUE LILYTURF @ 12" O.C. #1
(17) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(13) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1

(14) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(21 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(10) AUTUMN FIRE SEDUM @ 12" O.C. #1
(3) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(6 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(44) DILYS GERANIUM @ 10" O.C. #1
(10) BIG BLUE LILYTURF @ 12" O.C. #1
(26) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(45) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT

(2,267) BIG BLUE LILYTURF @ 12" O.C. #1
(12) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(12) PANICLE HYDRANGEA @ 48" O.C. B&B

MATCHLINE L-505

MATCHLINE L-507

MATCHLINE L-505

MATCHLINE L-506

23

0 8 16 24 feet
1/8" = 1'-0"

N

311

OEG
OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-505

MATCHLINE L-505

MATCHLINE L-506

MATCHLINE L-504

MATCHLINE L-506

MATCHLINE L-506

MATCHLINE L-508

23

(63) DILYS GERANIUM @ 10" O.C. #1
(70) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(78) BIG BLUE LILYTURF @ 12" O.C. #1
(56 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.

(2) ALLEE® LACEBARK ELM 5" CAL.

(1) SWAMP WHITE OAK 5" CAL.
(160) BIG BLUE LILYTURF @ 12" O.C. #1

(1) JAPANESE TREE LILAC 4" CAL.

(2,267) BIG BLUE LILYTURF @ 12" O.C. #1
(6) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B
(9) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(1) SERVICEBERRY 4" CAL.

(3) DOWNY ARROWWOOD @ 72" O.C. #10
(7) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B
(22) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(24) AUTUMN FIRE SEDUM @ 12" O.C. #1
(21 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.

(23) BIG BLUE LILYTURF @ 12" O.C. #1
(6) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(35) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(7) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(7) PANICLE HYDRANGEA @ 48" O.C. B&B
(20) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(52 SF) BRITT-MARIE CRAWFORD LIGULARIA @ 24" O.C. 1 GAL.
(24) BIG BLUE LILYTURF @ 12" O.C. #1

(1) SERVICEBERRY 4" CAL.
(182) BIG BLUE LILYTURF @ 12" O.C. #1

(2) THREE FLOWERED MAPLE 4" CAL.
(460) BIG BLUE LILYTURF @ 12" O.C. #1

0 8 16 24 feet
1/8" = 1'-0"

N

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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

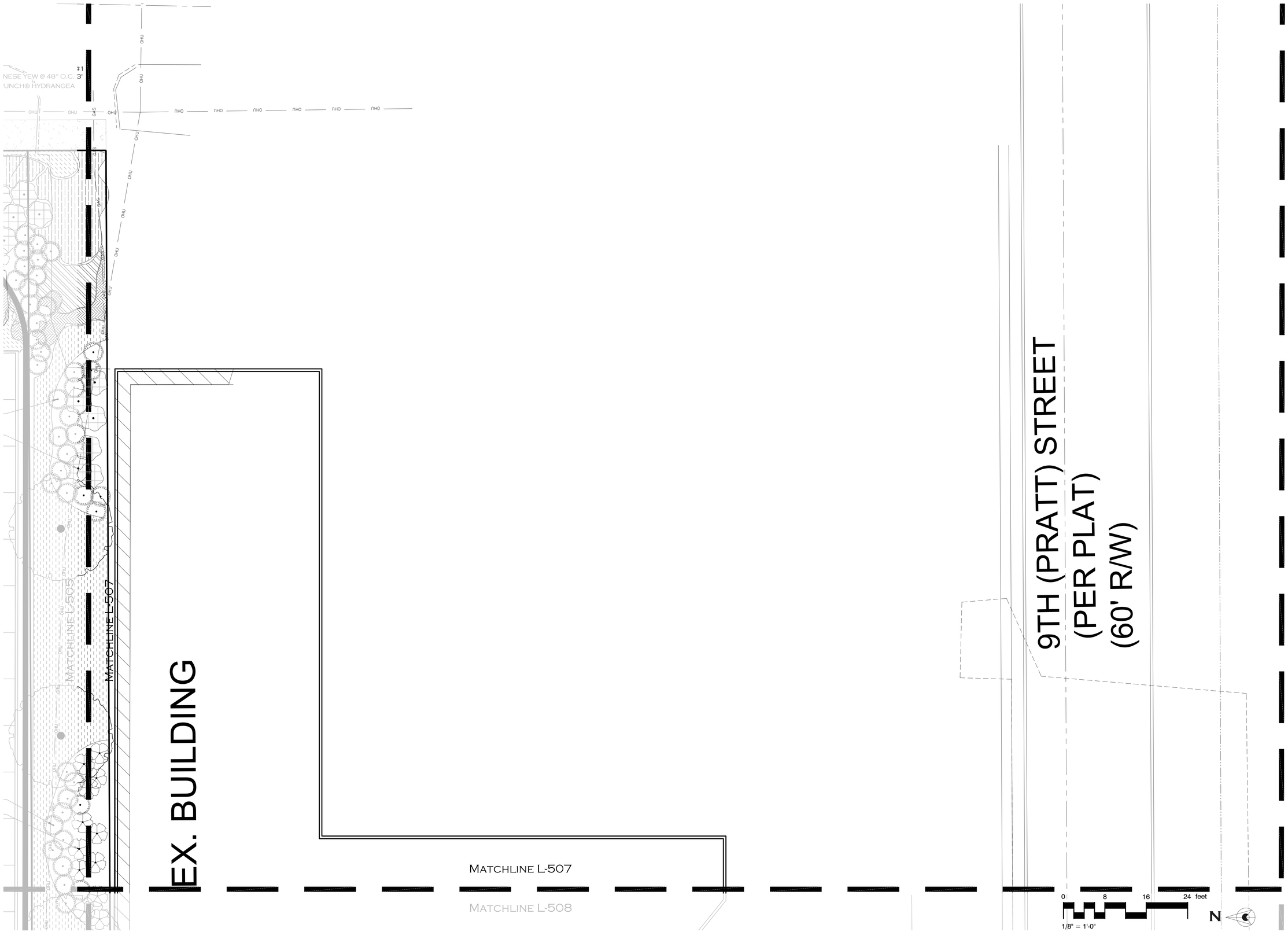
950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-506



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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

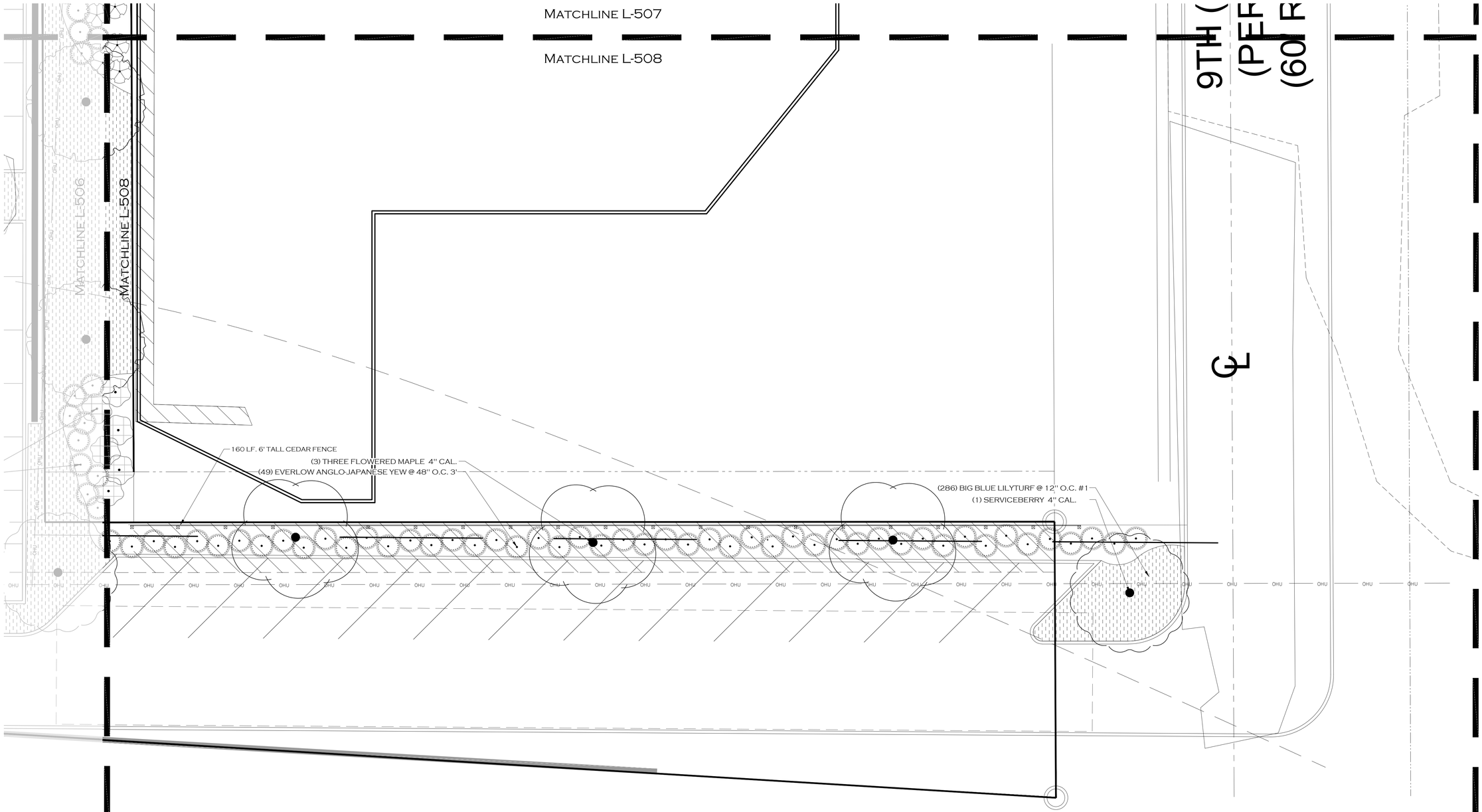
REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-507



0 8 16 24 feet

N

1/8" = 1'-0"

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DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 6.9.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

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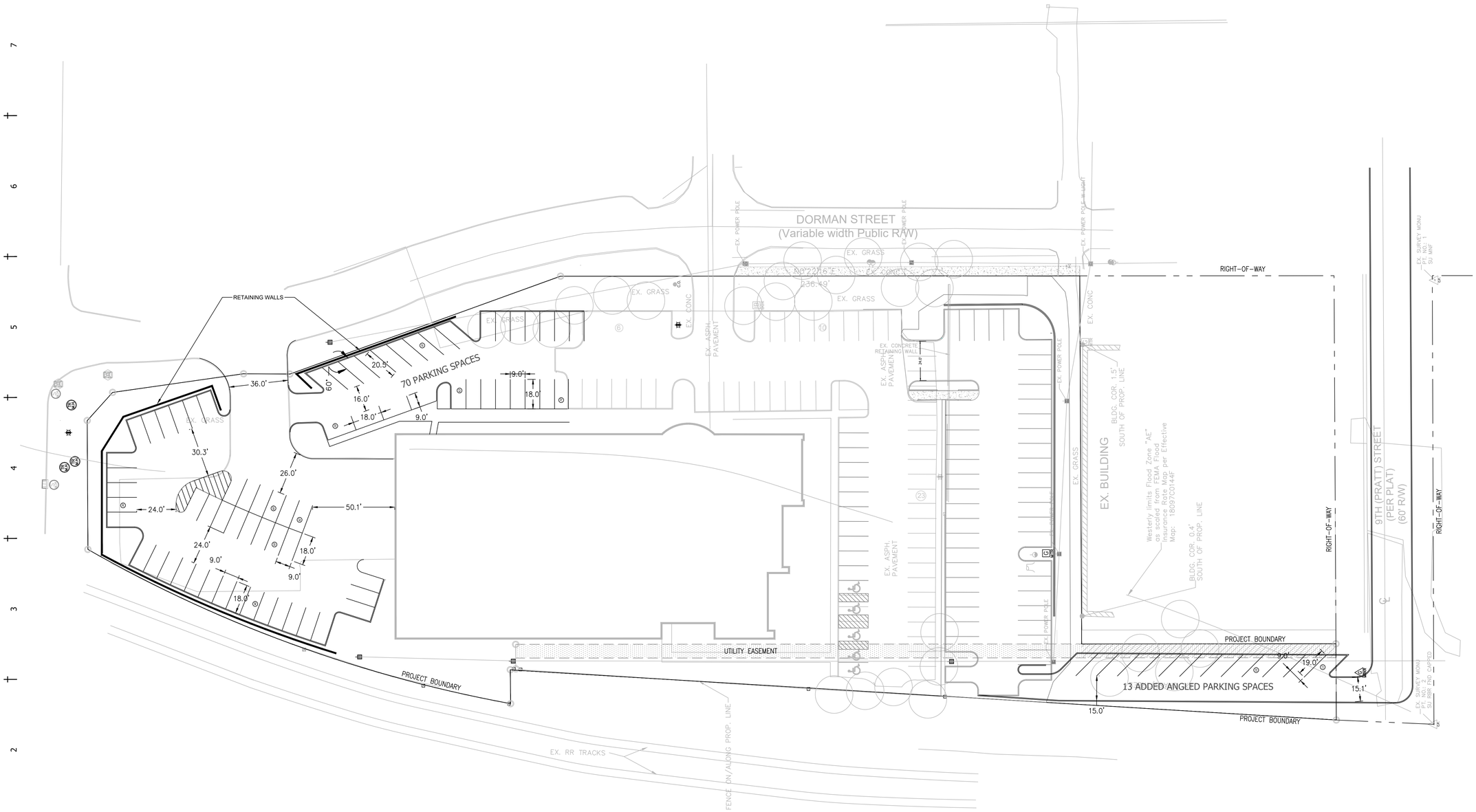
REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-508



ORIENTATION & SCALE

NORTH

1" = 30'

0 30 60

REVISIONS

FITZMARK
950 Dorman Ave
Indianapolis, IN 46202

Project Description

PARKING LOT EXPANSION

Project Location

INDIANAPOLIS INDIANA

Signature & Seal

06/05/2026

Sheet Description

SITE PLAN

Sheet No.

C-201

redemption ENGINEERING

ORIENTATION & SCALE

NORTH

1" = 30'

0 30 60

REVISIONS

FITZMARK
950 Dorman Ave
Indianapolis, IN 46202

Project Description

PARKING LOT EXPANSION

Project Location

INDIANAPOLIS INDIANA

Signature & Seal

03/16/2026

Sheet Description

SITE PLAN

Sheet No.

C-201

redemption ENGINEERING

One way sign
Proposed 9th Street Improvements 6/12/2026
One Way Proposed Parking
One Way Access Roadway Construction
Two-Way Roadway Reconstruction
Dorman Street
9th Street
Dorman Street
Do not enter signs
Google Earth
Image Landsat / Copernicus

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LANDSCAPE ARCHITECT

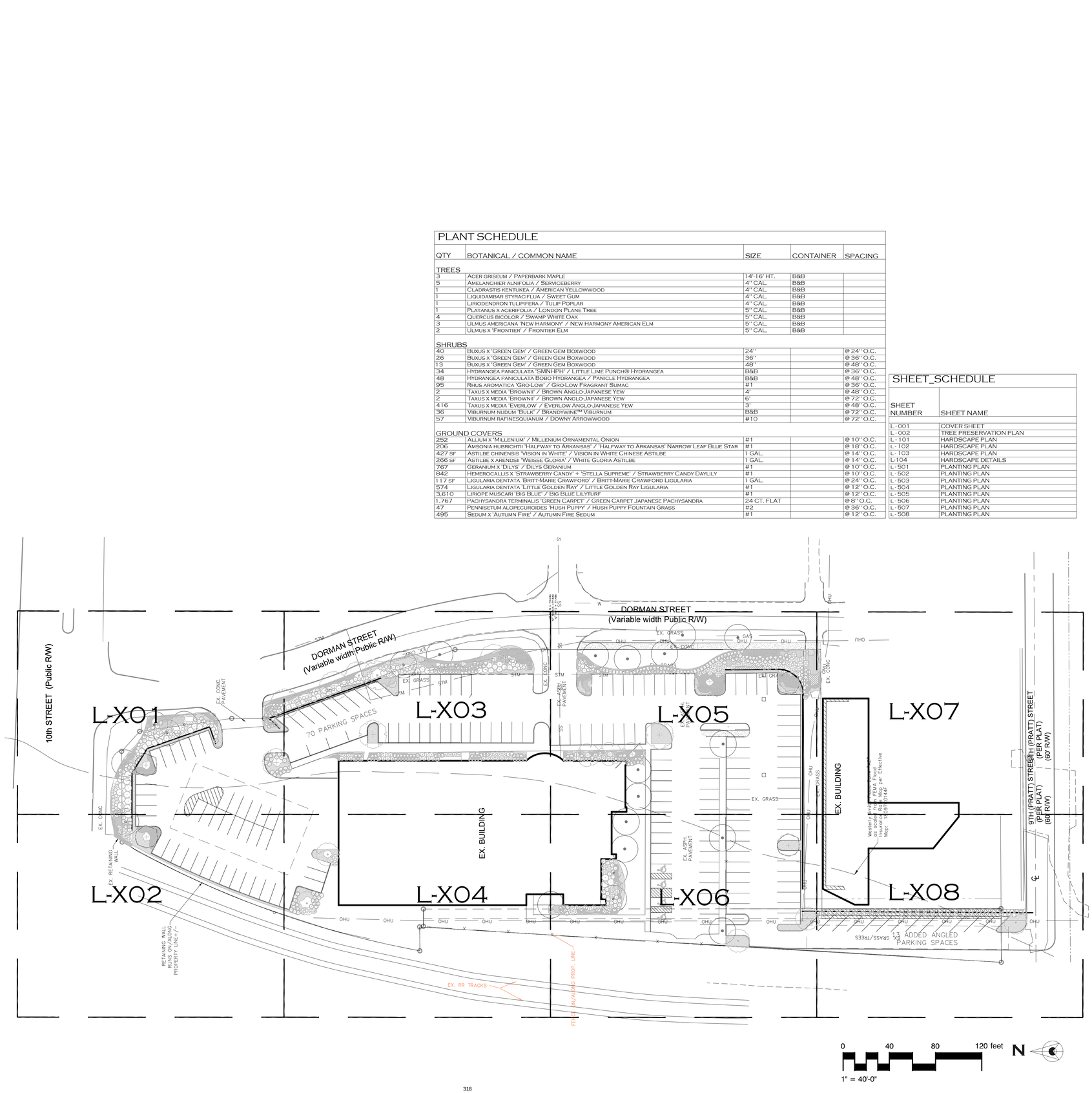
4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

PLANT SCHEDULE

QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING
TREES				
3	Acer griseum / Paperbark Maple	14'-16' HT.	B&B	
5	Amelanchier alnifolia / Serviceberry	4" CAL.	B&B	
1	Cladrastis kentukea / American Yellowwood	4" CAL.	B&B	
1	Liquidambar styraciflua / Sweet Gum	4" CAL.	B&B	
1	Liriodendron tulipifera / Tulip Poplar	4" CAL.	B&B	
1	Platanus x acerifolia / London Plane Tree	5" CAL.	B&B	
4	Quercus bicolor / Swamp White Oak	5" CAL.	B&B	
3	Ulmus americana 'New Harmony' / New Harmony American Elm	5" CAL.	B&B	
2	Ulmus x 'Frontier' / Frontier Elm	5" CAL.	B&B	
SHRUBS				
40	Buxus x 'Green Gem' / Green Gem Boxwood	24"		@ 24" O.C.
26	Buxus x 'Green Gem' / Green Gem Boxwood	36"		@ 36" O.C.
13	Buxus x 'Green Gem' / Green Gem Boxwood	48"		@ 48" O.C.
34	Hydrangea paniculata 'SMNHPH' / Little Lime Punch® Hydrangea	B&B		@ 36" O.C.
48	Hydrangea paniculata Bobo Hydrangea / Panicle Hydrangea	B&B		@ 48" O.C.
95	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	#1		@ 36" O.C.
2	Taxus x media 'Brownii' / Brown Anglo-Japanese Yew	4'		@ 48" O.C.
2	Taxus x media 'Browni' / Brown Anglo-Japanese Yew	6'		@ 72" O.C.
416	Taxus x media 'Everlow' / Everlow Anglo-Japanese Yew	3'		@ 48" O.C.
36	Viburnum nudum 'Bulk' / Brandywine™ Viburnum	B&B		@ 72" O.C.
57	Viburnum rafinesquianum / Downy Arrowwood	#10		@ 72" O.C.
GROUND COVERS				
252	Allium x 'Millenium' / Millenium Ornamental Onion	#1		@ 10" O.C.
206	Amsonia hubrichtii 'Halfway to Arkansas' / 'Halfway to Arkansas' Narrow Leaf Blue Star	#1		@ 18" O.C.
427 SF	Astilbe chinensis 'Vision in White' / Vision in White Chinese Astilbe	1 GAL.		@ 14" O.C.
266 SF	Astilbe x arendsii 'Weisse Gloria' / White Gloria Astilbe	1 GAL.		@ 14" O.C.
767	Geranium x 'Dilys' / Dilys Geranium	#1		@ 10" O.C.
842	Hemerocallis x 'Strawberry Candy' + 'Stella Supreme' / Strawberry Candy Daylily	#1		@ 10" O.C.
117 SF	Ligularia dentata 'Britt-Marie Crawford' / Britt-Marie Crawford Ligularia	1 GAL.		@ 24" O.C.
574	Ligularia dentata 'Little Golden Ray' / Little Golden Ray Ligularia	#1		@ 12" O.C.
3,610	Liriope muscari 'Big Blue' / Big Blue Lilyturf	#1		@ 12" O.C.
1,767	Pachysandra terminalis 'Green Carpet' / Green Carpet Japanese Pachysandra	24 CT. FLAT		@ 8" O.C.
47	Pennisetum alopecuroides 'Hush Puppy' / Hush Puppy Fountain Grass	#2		@ 36" O.C.
495	Sedum x 'Autumn Fire' / Autumn Fire Sedum	#1		@ 12" O.C.

SHEET_SCHEDULE

SHEET NUMBER	SHEET NAME
L-001	COVER SHEET
L-002	TREE PRESERVATION PLAN
L-101	HARDSCAPE PLAN
L-102	HARDSCAPE PLAN
L-103	HARDSCAPE PLAN
L-104	HARDSCAPE DETAILS
L-501	PLANTING PLAN
L-502	PLANTING PLAN
L-503	PLANTING PLAN
L-504	PLANTING PLAN
L-505	PLANTING PLAN
L-506	PLANTING PLAN
L-507	PLANTING PLAN
L-508	PLANTING PLAN



DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

OVERALL SITE PLAN

SHEET NUMBER

L-001

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OUTDOOR ENVIRONMENTS GROUP
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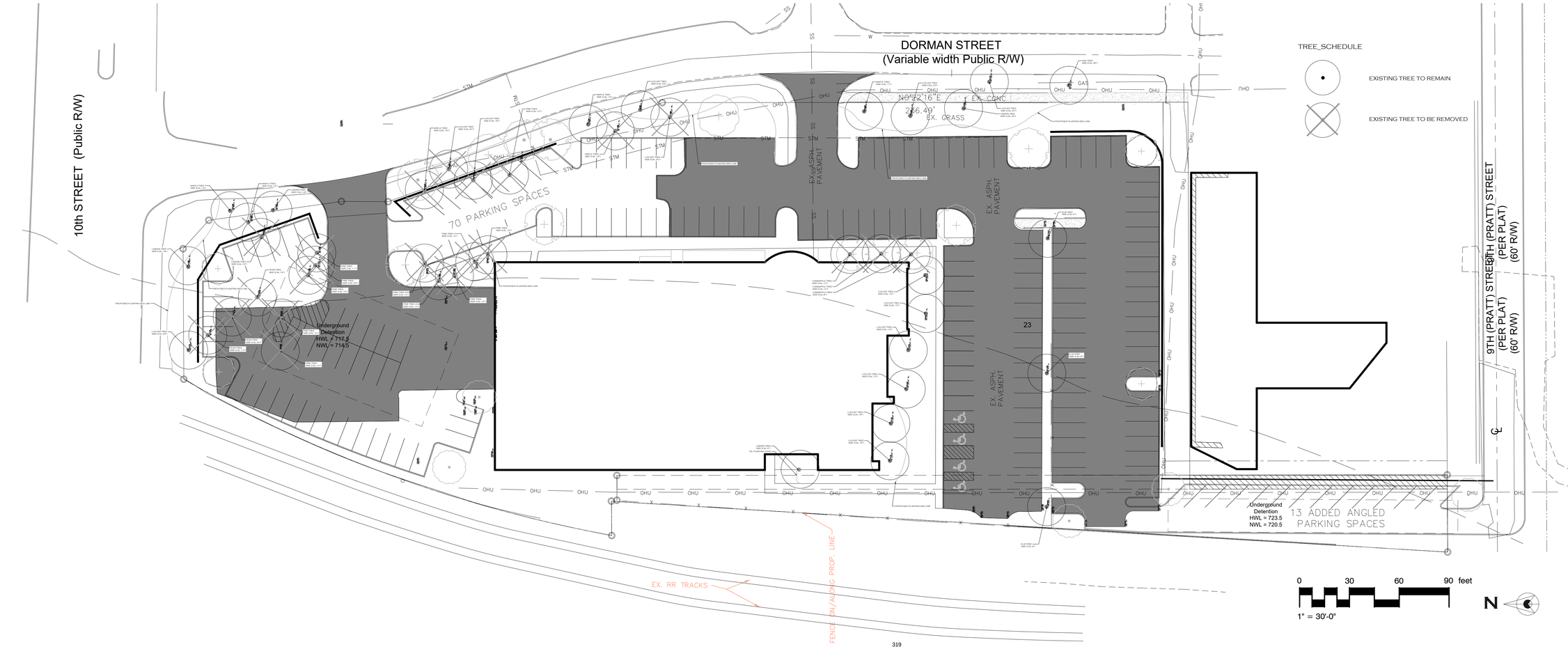

DATE: 5.27.2026

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PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

TREE PRESERVATION PLAN

SHEET NUMBER

L-002

10th STREET (Public R/W)

RETAINING WALL
ALLAN BLOCK

RETAINING WALL
ALLAN BLOCK

RETAINING WALL
ALLAN BLOCK

57-2 1/2

15-2 9/16

22-8 6

36-0 3/16

13-10 5/16

2-0 1/4

MATCHLINE L-501

MATCHLINE L-503

MATCHLINE L-501

MATCHLINE L-502

Storm Manhol
Invert 714

0 8 16 24 feet

1/8" = 1'-0"

N

320

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DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

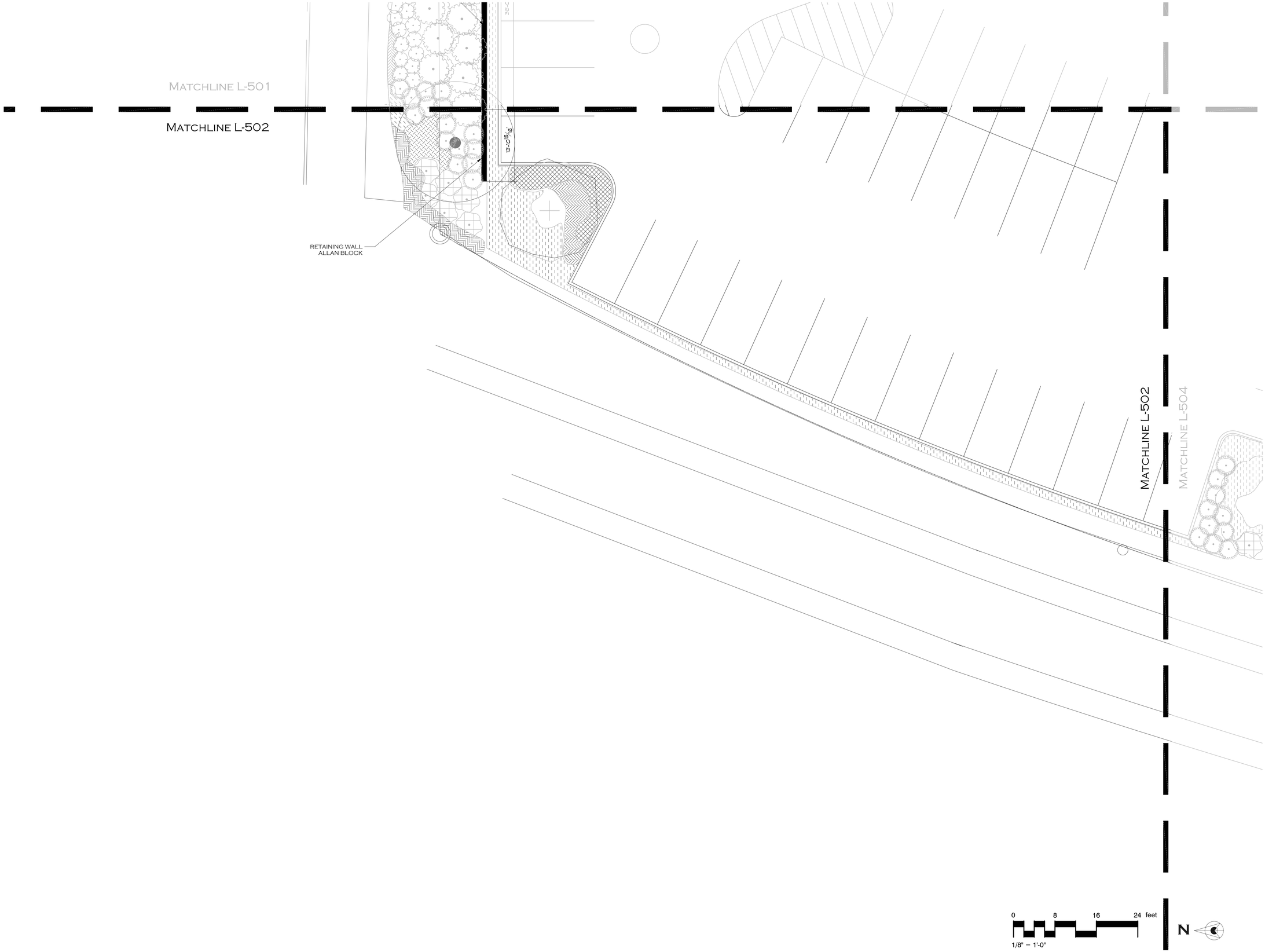
REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE PLAN

SHEET NUMBER

L-101



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FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

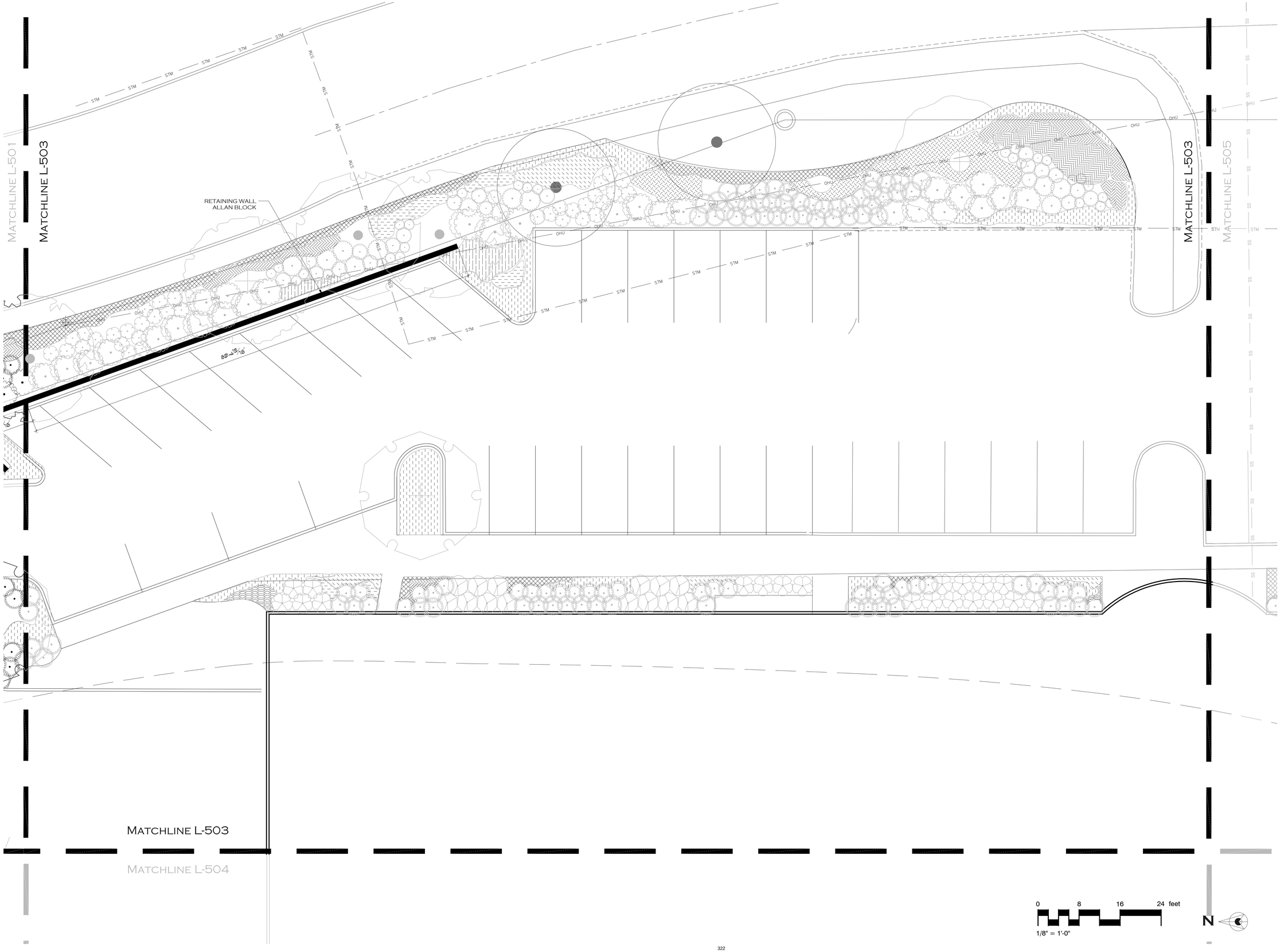
REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE PLAN

SHEET NUMBER

L-102



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DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE PLAN

SHEET NUMBER

L-103

Specification Guidelines: Geogrid Reinforcement Systems

The following specifications provide Allan Block Corporation's typical requirements and recommendations. At the engineer of record's discretion these specifications may be revised to accommodate site specific design requirements.

SECTION 2

PART 1: GENERAL

1.1 Scope
Work includes furnishings and installing geogrid reinforcement, wall block, and backfill to the lines and grades designated on the construction drawings and as specified herein.

1.2 Applicable Sections of Related Work
Section 1: Allan Block Modular Retaining Wall Systems.

1.3 Reference Standards
See specific geogrid manufacturer's reference standards. Additional Standards:
A. ASTM D4595 - Tensile Properties of Geotextiles by the Wide-Width Strip Method
B. ASTM D5262 - Test Method for Evaluating the Unconfined Creep Behavior of Geogrids
C. ASTM D6638 Grid Connection Strength (SRW-U1)
D. ASTM D6916 SRW Block Shear Strength (SRW-U2)
E. GRI-GG4 - Grid Long Term Allowable Design Strength (LTADS)
F. ASTM D6706 - Grid Pullout of Soil

1.4 Delivery, Storage, and Handling
A. Contractor shall check the geogrid upon delivery to assure that the proper material has been received.
B. Geogrid shall be stored above -10 F (-23 C).
C. Contractor shall prevent excessive mud, cementitious material, or other foreign materials from coming in contact with the geogrid material.

PART 2: MATERIALS

2.1 Definitions
A. Geogrid products shall be of high density polyethylene or polyester yarns encapsulated in a protective coating specifically fabricated for use as a soil reinforcement material.
B. Concrete retaining wall units are as detailed on the drawings and shall be Allan Block Retaining Wall Units.

C. Drainage material is free draining granular material as defined in Section 1, 2.2 Wall Rock.
D. Infill soil is the soil used as fill for the reinforced soil mass.
E. Foundation soil is the in-situ soil.

2.2 Products
Geogrid shall be the type as shown on the drawings having the property requirements as described within the manufacturer's specifications.

2.3 Acceptable Manufacturers
A manufacturer's product shall be approved by the wall design engineer.

PART 3: WALL CONSTRUCTION

3.1 Foundation Soil Preparation
A. Foundation soil shall be excavated to the lines and grades as shown on the construction drawings, or as directed by the on-site soils engineer.
B. Foundation soil shall be examined by the on-site soils engineer to assure that the actual foundation soil strength meets or exceeds assumed design strength.
C. Over-excavated areas shall be filled with compacted backfill material approved by on-site soils engineer.
D. Contractor shall verify locations of existing structures and utilities prior to excavation. Contractor shall ensure all surrounding structures are protected from the effects of wall excavation.

3.2 Wall Construction
Wall construction shall be as specified under Section 1, Part 3, Wall Construction.

3.3 Geogrid Installation
A. Install Allan Block wall to designated height of first geogrid layer. Backfill and compact the wall rock and infill soil in layers not to exceed 8 in. (200 mm) lifts behind wall to depth equal to designed grid length before grid is installed.

B. Cut geogrid to designed embedment length and place on top of Allan Block to back edge of the raised front lip or within 1 in. (25 mm) of the concrete retaining wall face when using AB Fieldstone. Extend away from wall approximately 3% above horizontal on compacted infill soils.
C. Lay geogrid at the proper elevation and orientations shown on the construction drawings or as directed by the wall design engineer.
D. Correct orientation of the geogrid shall be verified by the contractor and on-site soils engineer. Strength direction is typically perpendicular to wall face.
E. Follow manufacturer's guidelines for overlap requirements. In curves and corners, layout shall be as specified in Design Detail 9-12: Using Grid with Corners and Curves, see page 14 of the AB Spec Book.
F. Place next course of Allan Block on top of grid and fill block cores with wall rock to lock in place. Remove slack and folds in grid and stake to hold in place.
G. Adjacent sheets of geogrid shall be butted against each other at the wall face to achieve 100 percent coverage.

H. Geogrid lengths shall be continuous. Splicing parallel to the wall face is not allowed.

3.4 Fill Placement
A. Infill soil shall be placed in lifts and compacted as specified under Section 1, Part 3.4, Unit Installation.

B. Infill soil shall be placed, spread and compacted in such a manner that minimizes the development of slack or movement of the geogrid.

C. Only hand-operated compaction equipment shall be allowed within 3 ft (0.9 m) behind the wall. This area shall be defined as the consolidation zone. Compaction in this zone shall begin by running the plate compactor directly on the block and then compacting in parallel paths to the wall face until the entire consolidation zone has been compacted. A minimum of two passes of the plate compactor are required with maximum lifts of 8 in. (200 mm). Section 1, Part 3.4 F, Page 3 of the AB Spec Book.

D. When fill is placed and compaction cannot be defined in terms of Standard Proctor Density, then compaction shall be performed using ordinary compaction process and compacted so that no deformation is observed from the compaction equipment or to the satisfaction of the engineer of record or the site soils engineer.
E. Tracked construction equipment shall not be operated directly on the geogrid. A minimum fill thickness of 6 in. (150 mm) is required prior to operation of tracked vehicles over the geogrid. Turning of tracked vehicles should be kept to a minimum to prevent tracks from displacing the fill and damaging the geogrid.
F. Rubber-tired equipment may pass over the geogrid reinforcement at slow speeds, less than 10 mph (16 Km/h). Sudden braking and sharp turning shall be avoided.
G. The infill soil shall be compacted to achieve 95% Standard Proctor (ASTM D698). Soil tests of the infill soil shall be submitted to the on-site soils engineer for review and approval prior to the placement of any material. The contractor is responsible for achieving the specified compaction requirements. The on-site soils engineer may direct the contractor to remove, correct or amend any soil found not in compliance with these written specifications.

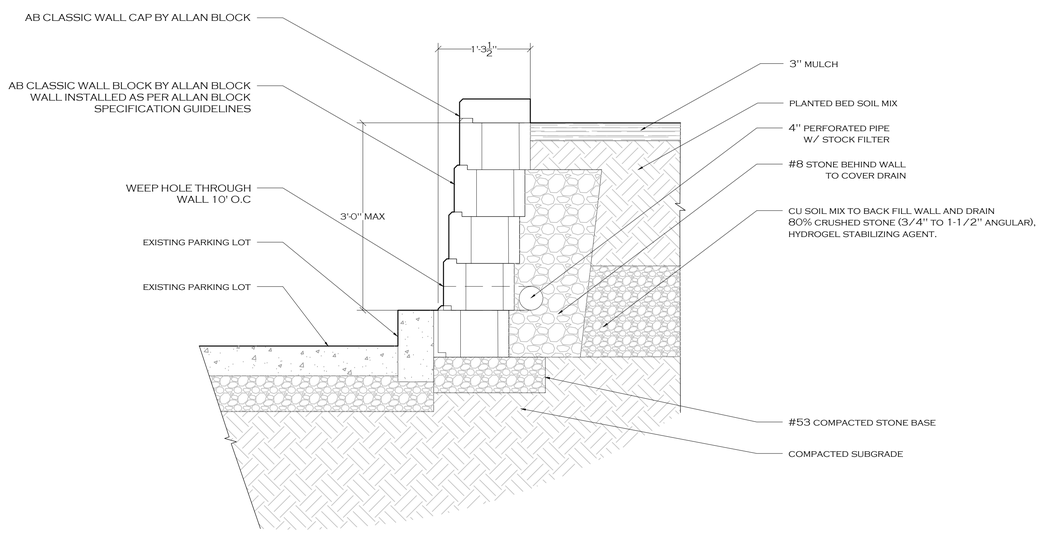
H. An independent testing firm should be hired by the owner to provide services.
I. Independent firm to keep inspection log and provide written reports at predetermined intervals to the owner.

J. Testing frequency should be set to establish a proper compaction protocol to consistently achieve the minimum compaction requirements set by the design requirements. If full time inspection and testing at 8 inch (20 cm) lifts is not provided, then the following testing frequency should be followed:
a. One test for every 8 inches (20 cm) of vertical fill placed and compacted, for every 25 lineal feet (7.6 m) of retaining wall length, starting on the first course of block.
b. Vary compaction test locations to cover the entire area of reinforced zone; including the area compacted by the hand-operated compaction equipment.
c. Once protocol is deemed acceptable, testing can be conducted randomly at locations and frequencies determined by the on-site soils engineer.
K. Slopes above the wall must be compacted and checked in a similar manner.

3.5 Special Considerations
A. Geogrid can be interrupted by periodic penetration of a column, pier or footing structure.
B. Allan Block walls will accept vertical and horizontal reinforcing with rebar and grout.
C. If site conditions will not allow geogrid embedment length, consider the following alternatives:
Masonry Reinforced Walls - Soil Nailing -Increased Wall Batter - Earth Anchors - Double Allan Block Wall - Rock Bolts -No-Fines Concrete

See Design Details Page 16 and 17 of the AB Spec Book.
D. Allan Block may be used in a wide variety of water applications as indicated in Section 3, Part 1.8.

02 ALLAN BLOCK RETAINING WALL - SPECIFICATION PROVIDED BY ALLAN BLOCK



01 ALLAN BLOCK RETAINING WALL - SECTION

SCALE: 1" = 1'-0"

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DATE: 5.19.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

HARDSCAPE DETAIL

SHEET NUMBER

L-104

10th STREET (Public R/W)

(43) AUTUMN FIRE SEDUM @ 12" O.C. #1
(62) MILLENIUM ORNAMENTAL ONION @ 10" O.C. #1
(157) BIG BLUE LILYTURF @ 12" O.C. #1
(135) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(282) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(61) GRO-LOW FRAGRANT SUMAC @ 36" O.C. #1
(12) DOWNY ARROWWOOD @ 72" O.C. #10

(15) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(5) AUTUMN FIRE SEDUM @ 12" O.C. #1
(7) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(16) AUTUMN FIRE SEDUM @ 12" O.C. #1

LAWN

(26) BIG BLUE LILYTURF @ 12" O.C. #1
(25) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(16 SF) BRITT-MARIE CRAWFORD LIGULARIA @ 24" O.C. 1 GAL.
(38 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.

(164) BIG BLUE LILYTURF @ 12" O.C. #1
(1) SWAMP WHITE OAK 5" CAL.
(146) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(88) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1

(505) BIG BLUE LILYTURF @ 12" O.C. #1
(249) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(1) SWAMP WHITE OAK 5" CAL.
(96) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1

Storm Manhol
Invert 714.

MATCHLINE L-501

MATCHLINE L-502

MATCHLINE L-501

MATCHLINE L-503

(57) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(22) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(20) BIG BLUE LILYTURF @ 12" O.C. #1
(19) MILLENIUM ORNAMENTAL ONION @ 10" O.C. #1
(19) AUTUMN FIRE SEDUM @ 12" O.C. #1
(122) BIG BLUE LILYTURF @ 12" O.C. #1

(13) MILLEI
(15) MILLEI
(24 SF) VISION IN W

(8) BIG BLUE LILYTURF @ 12" O.C. #1
(21) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(1) NEW HARMONY AMERICAN ELM 5" CAL.
(13) BIG BLUE LILYTURF @ 12" O.C. #1
(100) BIG BLUE LILYTURF @ 12" O.C. #1

0 8 16 24 feet
1/8" = 1'-0"

N

324

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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
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DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

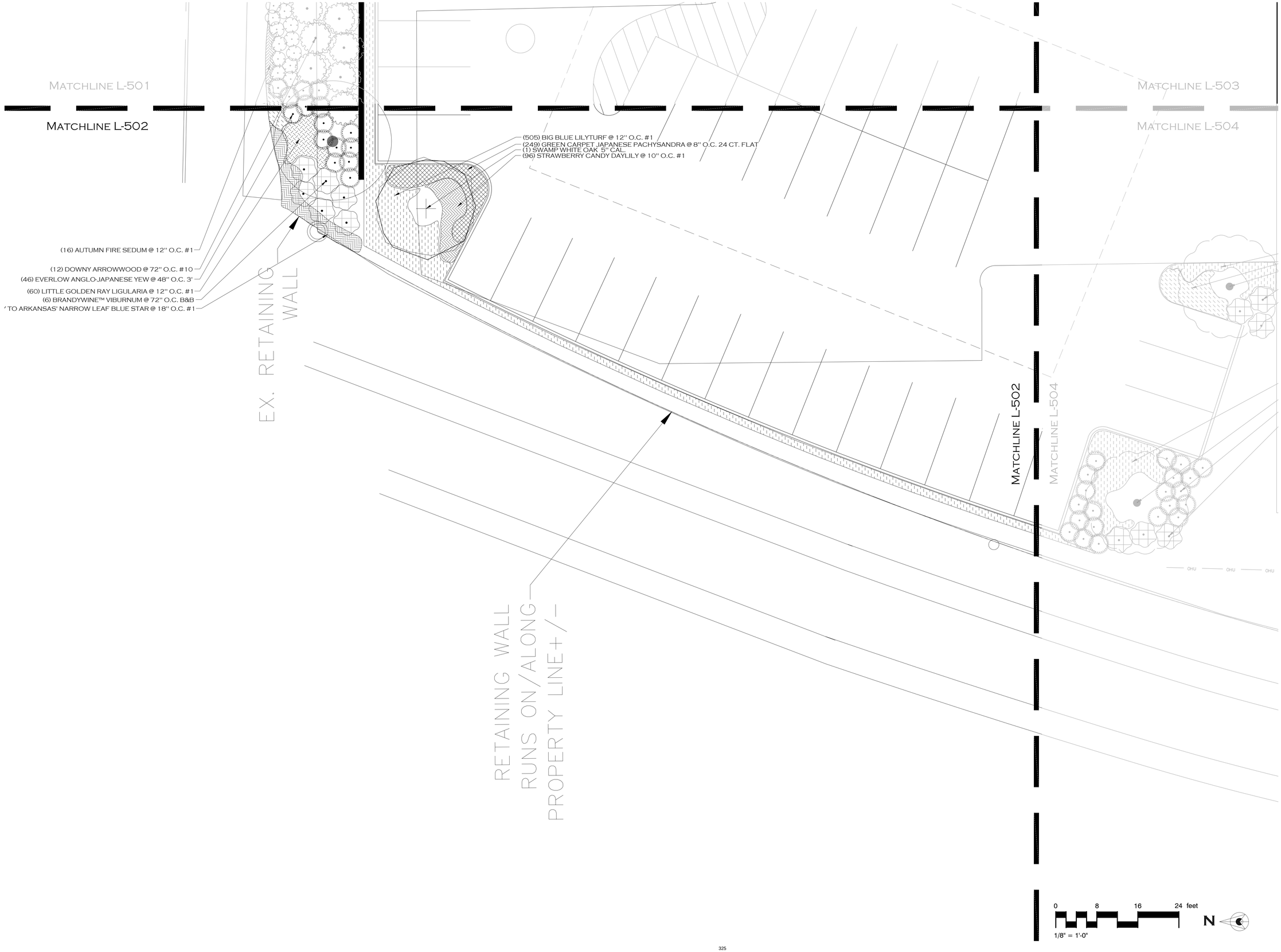
950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-501



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950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
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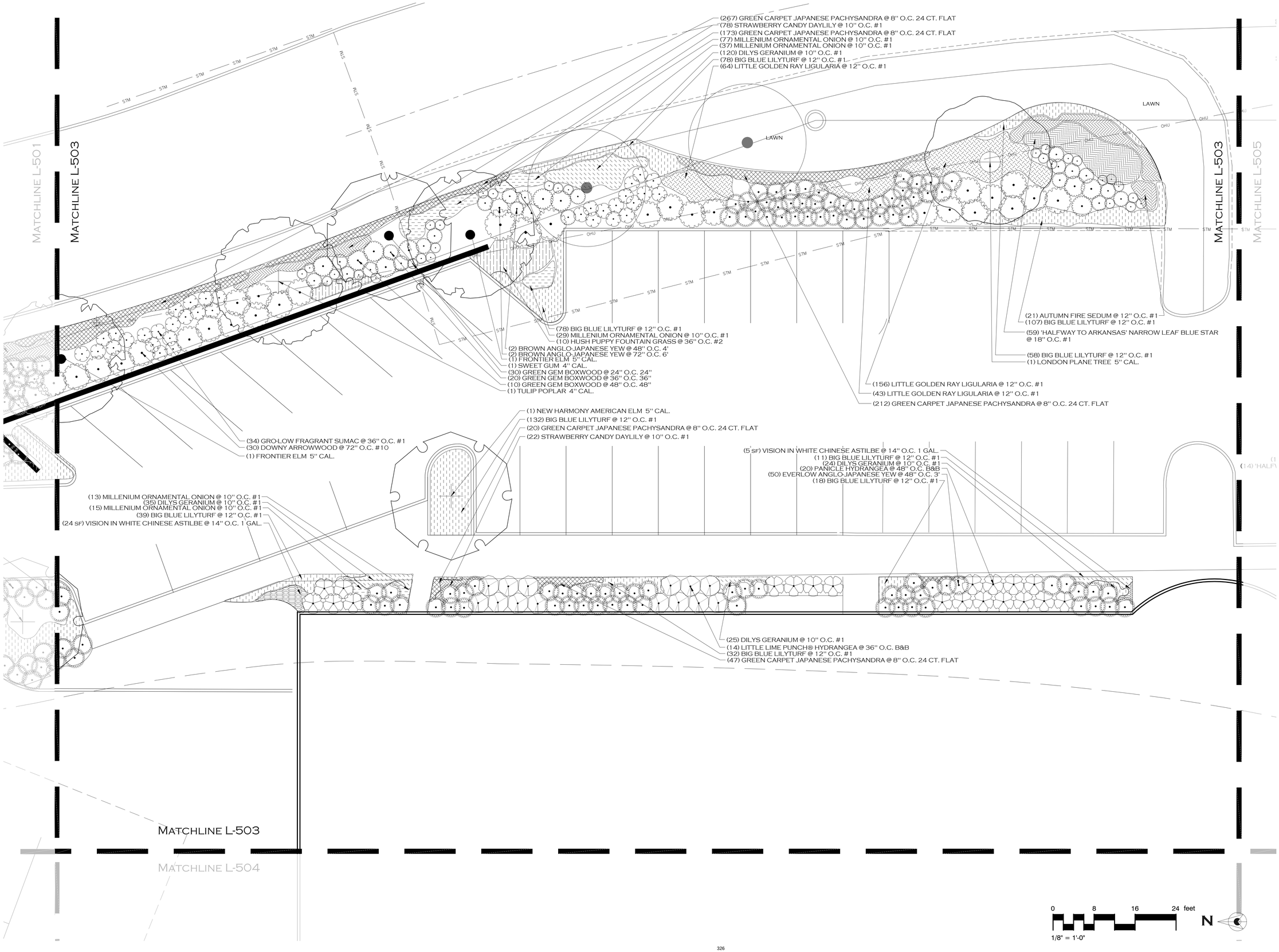
REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-502



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PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

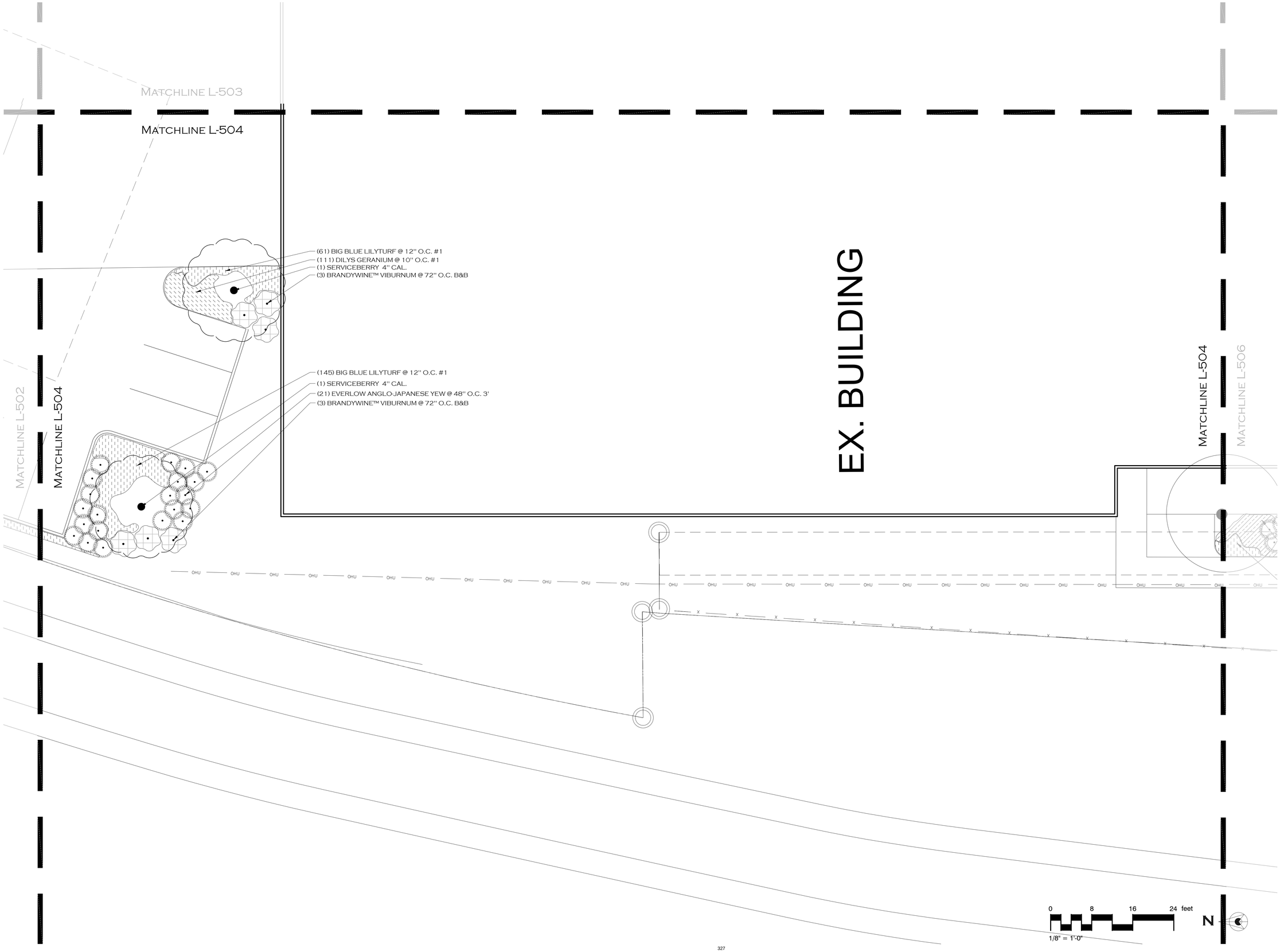
REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-503



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PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-504

(Variable width Public R/W)

LAWN

LAWN

LAWN

(12) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(17) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(9) BIG BLUE LILYTURF @ 12" O.C. #1
(6) DILYS GERANIUM @ 10" O.C. #1
(46) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(6) GREEN GEM BOXWOOD @ 36" O.C. 36"
(3) GREEN GEM BOXWOOD @ 48" O.C. 48"
(10) GREEN GEM BOXWOOD @ 24" O.C. 24"

N 22°16'E
256.49'

(112) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(94) DILYS GERANIUM @ 10" O.C. #1

(50 sf) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(31) BIG BLUE LILYTURF @ 12" O.C. #1
(96) BIG BLUE LILYTURF @ 12" O.C. #1
(153 sf) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(72 sf) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(22) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(10) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(10) HUSH PUPPY FOUNTAIN GRASS @ 36" O.C. #2
(69) DILYS GERANIUM @ 10" O.C. #1

MATCHLINE L-503

MATCHLINE L-505

(106) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(34) BIG BLUE LILYTURF @ 12" O.C. #1
(8) BIG BLUE LILYTURF @ 12" O.C. #1
(10) AUTUMN FIRE SEDUM @ 12" O.C. #1

(68) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(15) PANICLE HYDRANGEA @ 48" O.C. B&B
(64) BIG BLUE LILYTURF @ 12" O.C. #1
(9) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B
(102) AUTUMN FIRE SEDUM @ 12" O.C. #1
(29) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(88 sf) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(65) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT

(24) HUSH PUPPY FOUNTAIN GRASS @ 36" O.C. #2
(24) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(31 sf) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(139) AUTUMN FIRE SEDUM @ 12" O.C. #1
(85 sf) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(1) SWAMP WHITE OAK 5" CAL.
(49 sf) BRITT-MARIE CRAWFORD LIGULARIA @ 24" O.C. 1 GAL.
(49) BIG BLUE LILYTURF @ 12" O.C. #1
(102) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(57) DILYS GERANIUM @ 10" O.C. #1
(44) BIG BLUE LILYTURF @ 12" O.C. #1

(50) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(34) BIG BLUE LILYTURF @ 12" O.C. #1
(18) AUTUMN FIRE SEDUM @ 12" O.C. #1
(57) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(40) DILYS GERANIUM @ 10" O.C. #1
(22) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(41) BIG BLUE LILYTURF @ 12" O.C. #1
(52) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1

(3) PAPERBARK MAPLE 14'-16' HT.
(59) AUTUMN FIRE SEDUM @ 12" O.C. #1
(19) DILYS GERANIUM @ 10" O.C. #1
(28) BIG BLUE LILYTURF @ 12" O.C. #1
(18 sf) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(14) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(6) PANICLE HYDRANGEA @ 48" O.C. B&B

(270) BIG BLUE LILYTURF @ 12" O.C. #1
(1) NEW HARMONY AMERICAN ELM 5" CAL.

EXISTING PLANTING UP TO CITY STANDARD TO REMAIN

(26) DILYS GERANIUM @ 10" O.C. #1
(12) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(14) BIG BLUE LILYTURF @ 12" O.C. #1
(5 sf) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(14) BIG BLUE LILYTURF @ 12" O.C. #1
(17) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(13) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1

(14) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(21 sf) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(10) AUTUMN FIRE SEDUM @ 12" O.C. #1
(3) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(6 sf) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(44) DILYS GERANIUM @ 10" O.C. #1
(10) BIG BLUE LILYTURF @ 12" O.C. #1
(26) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(45) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT

MATCHLINE L-505

MATCHLINE L-506

23

MATCHLINE L-505

MATCHLINE L-507

0 8 16 24 feet
1/8" = 1'-0"

N

328

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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-505

(14) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1
(21 SF) WHITE GLORIA ASTILBE @ 14" O.C. 1 GAL.
(10) AUTUMN FIRE SEDUM @ 12" O.C. #1
(3) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(6 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.
(44) DILYS GERANIUM @ 10" O.C. #1
(10) BIG BLUE LILYTURF @ 12" O.C. #1
(26) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(45) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT

(17) LITTLE GOLDEN RAY LIGULARIA @ 12" O.C. #1
(13) 'HALFWAY TO ARKANSAS' NARROW LEAF BLUE STAR @ 18" O.C. #1

MATCHLINE L-505

MATCHLINE L-506

MATCHLINE L-504

MATCHLINE L-506

23

(63) DILYS GERANIUM @ 10" O.C. #1
(70) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(78) BIG BLUE LILYTURF @ 12" O.C. #1
(56 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.

(1) SWAMP WHITE OAK 5" CAL.
(160) BIG BLUE LILYTURF @ 12" O.C. #1

MATCHLINE L-506

MATCHLINE L-508

(251) BIG BLUE LILYTURF @ 12" O.C. #1
(1) SERVICEBERRY 4" CAL.

(3) DOWNY ARROWWOOD @ 72" O.C. #10
(7) BRANDYWINE™ VIBURNUM @ 72" O.C. B&B
(22) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(24) AUTUMN FIRE SEDUM @ 12" O.C. #1
(21 SF) VISION IN WHITE CHINESE ASTILBE @ 14" O.C. 1 GAL.

(23) BIG BLUE LILYTURF @ 12" O.C. #1
(6) GREEN CARPET JAPANESE PACHYSANDRA @ 8" O.C. 24 CT. FLAT
(35) STRAWBERRY CANDY DAYLILY @ 10" O.C. #1
(7) LITTLE LIME PUNCH® HYDRANGEA @ 36" O.C. B&B
(7) PANICLE HYDRANGEA @ 48" O.C. B&B
(20) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'
(52 SF) BRITT-MARIE CRAWFORD LIGULARIA @ 24" O.C. 1 GAL.
(24) BIG BLUE LILYTURF @ 12" O.C. #1

(1) SERVICEBERRY 4" CAL.
(182) BIG BLUE LILYTURF @ 12" O.C. #1

0 8 16 24 feet
1/8" = 1'-0"

N

OEG
OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

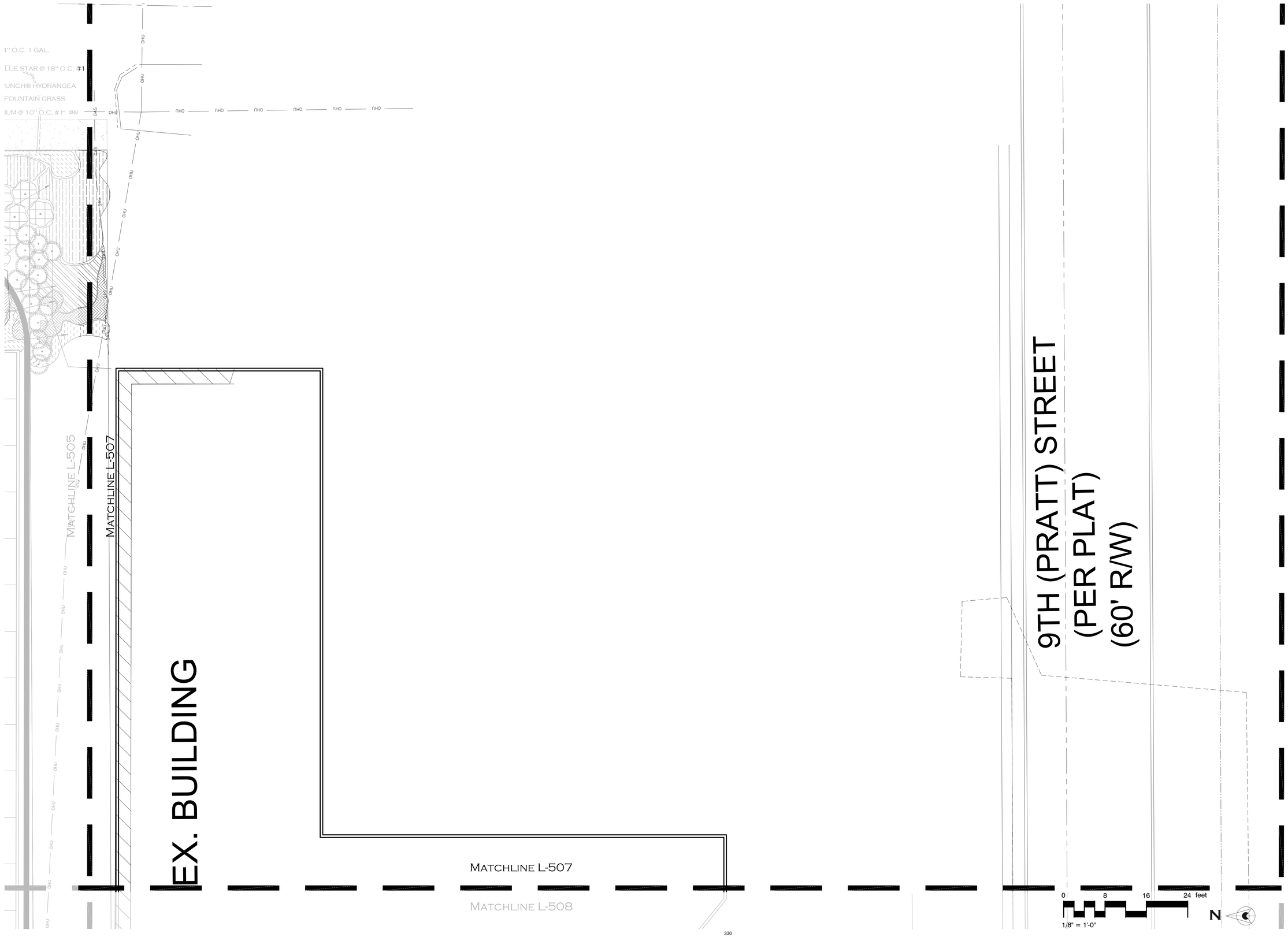
950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:
DRAWN BY: MAR
CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME
PLANTING PLAN

SHEET NUMBER
L-506



OEG
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LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-507

MATCHLINE L-507

MATCHLINE L-508

MATCHLINE L-506

MATCHLINE L-508

9TH (
(PEF
(60' R

℄

(286) BIG BLUE LILYTURF @ 12" O.C. #1
(1) SERVICEBERRY 4" CAL.
(55) EVERLOW ANGLO-JAPANESE YEW @ 48" O.C. 3'

OHU

0 8 16 24 feet

1/8" = 1'-0"

N

OEG

OUTDOOR ENVIRONMENTS GROUP
DESIGN / BUILD CONTRACTOR
LANDSCAPE ARCHITECT

4929 ROBISON RD
INDIANAPOLIS, IN 46268
P: 317 . 292 . 9776

DATE: 5.26.2026

FITZMARK
PARKING EXPANSION

950 DORMAN STREET
INDIANAPOLIS, IN, 46202

PROJECT NO.:

DRAWN BY: MAR

CHECKED BY: JES

REV.	DATE	DESCRIPTION

SHEET NAME

PLANTING PLAN

SHEET NUMBER

L-508

FITZMARK

LANDSCAPE ENHANCEMENTS

04.06.2026

OEG

DORMAN ST.

OEG | VIEW FROM DORMAN ST.

04

EXCLAMATION LONDON PLANE

TULIP TREE

LACEBARK MAPLE

SWEET GUM

GRO-LOW SUMAC

DOWNY VIBURNUM

BOXWOOD / TAXUS CLOUD

EVERLOW YEW

ALLIUM ‘MILLENIUM’

LIGULARIA ‘LITTLE GOLDEN RAY’

STRAWBERRY CANDY DAYLILY

AMSONIA HUBRICHTII ‘HALFWAY TO ARKANSAS’

BIG BLUE LIRIOPE

SEDUM ‘AUTUMN FIRE’

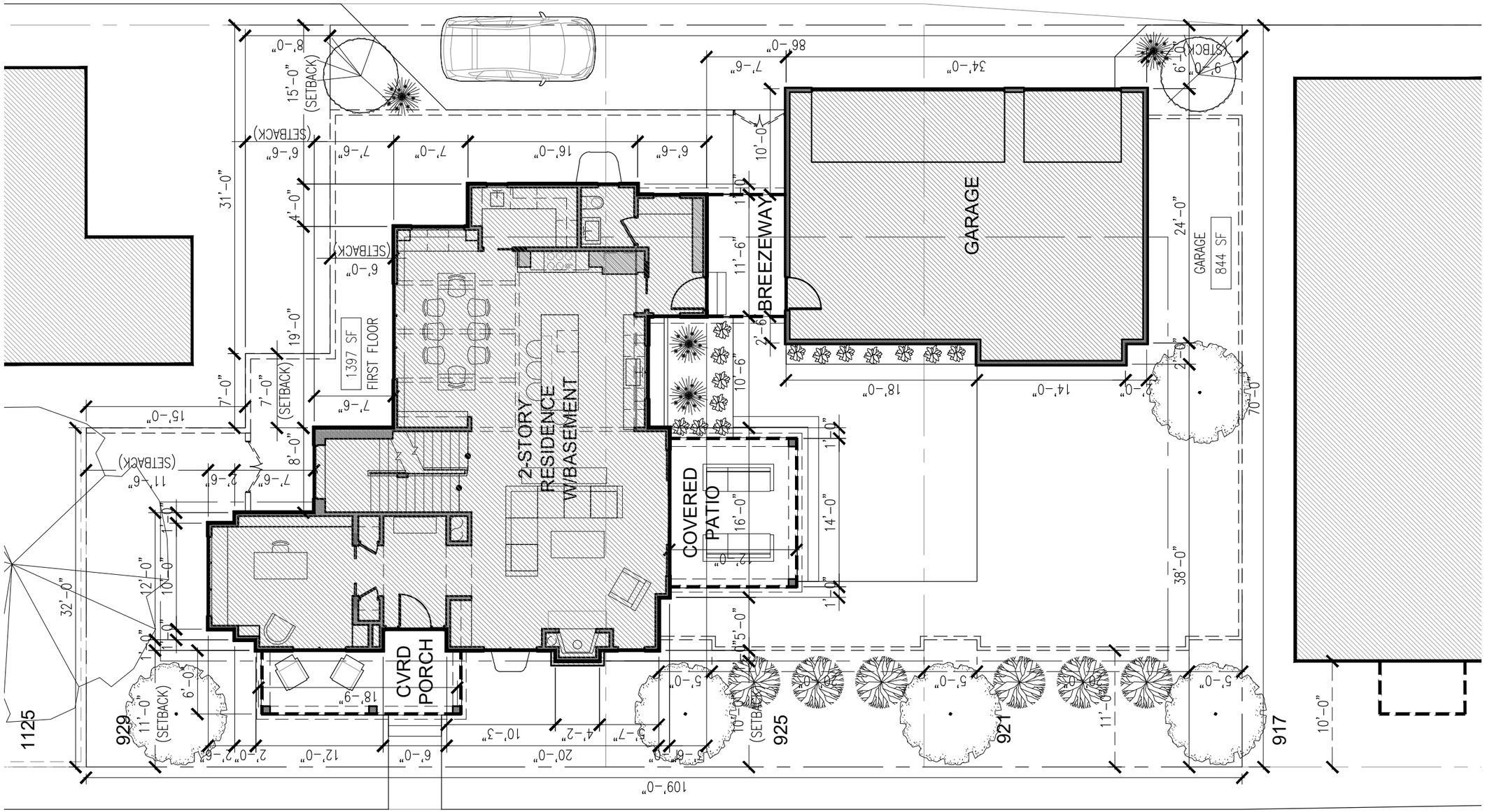
GERANIUM ‘DILYS’

HUSH PUPPY FOUNTAIN GRASS

GREEN CARPET PACHYSANDRA

2026-COA-206 (CH)
929 STILLWELL STREET

ALLEY



STILLWELL STREET

1 **Site Plan**
1"=10'-0"
0 5' 10' 20'

north

PAD ARCHITECTURE

341

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

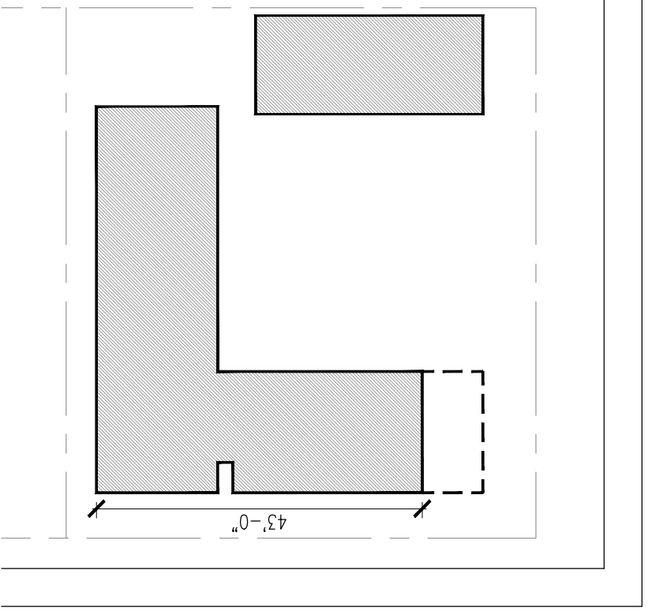
001
IHPC

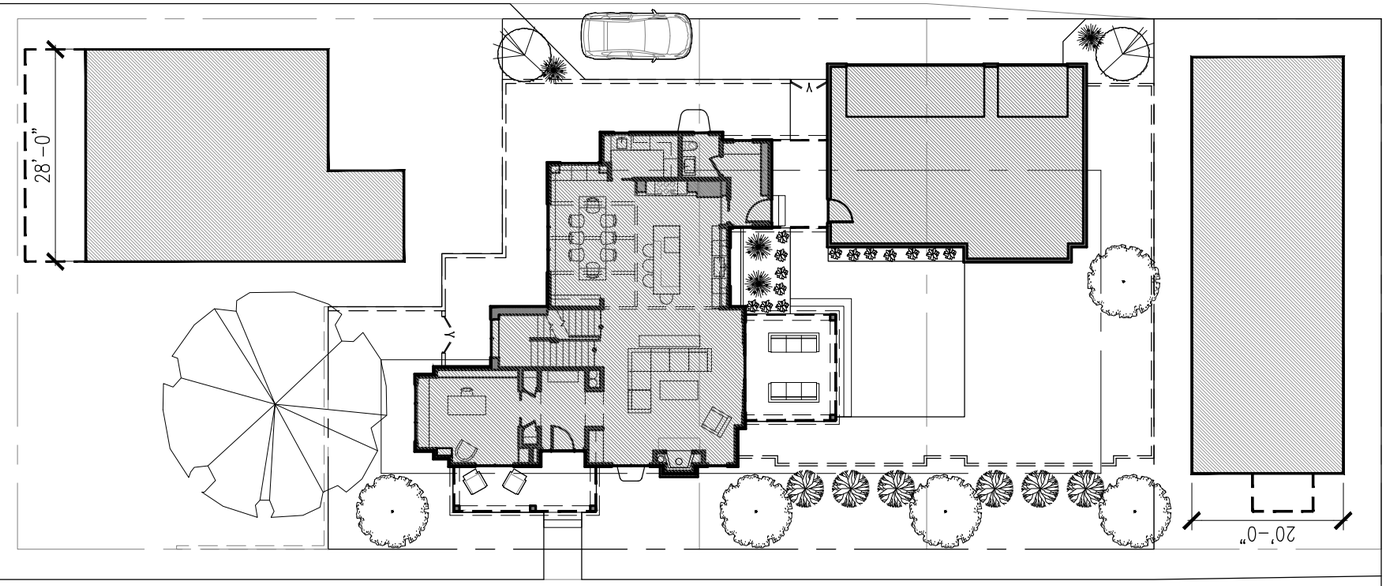
ALLEY

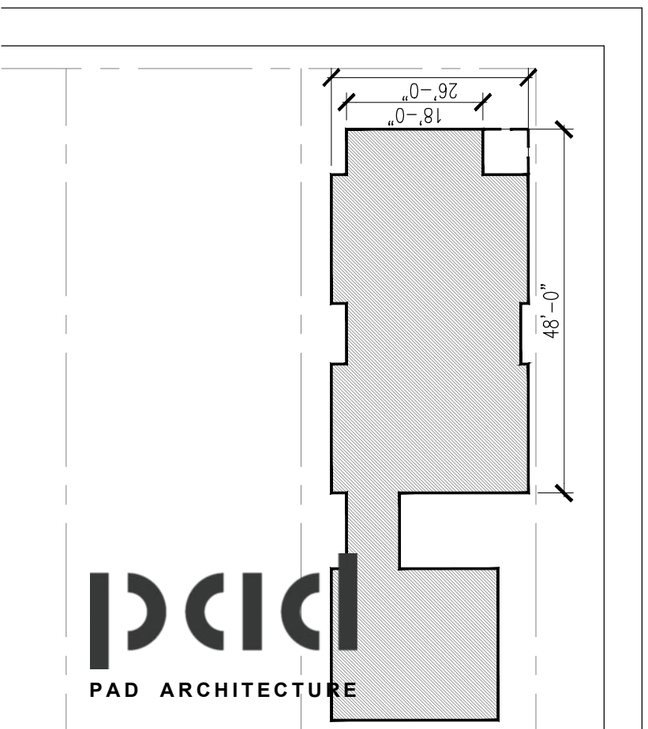
POLK STREET

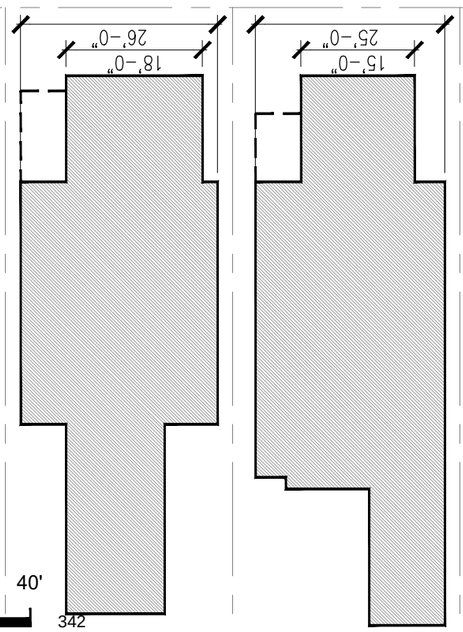
ALLEY

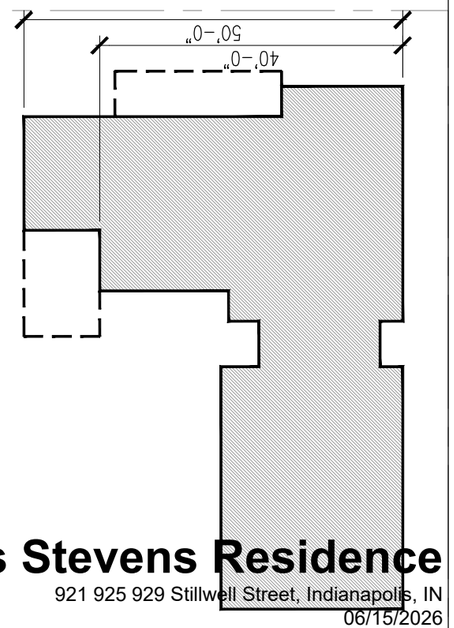
STILLWELL STREET











PAD ARCHITECTURE

north

1 **Site Plan**

1"=20'-0"

0 10' 20' 40'

342

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN

06/15/2026

002

IHPC

north

1 **Basement Plan**
3/16"=1'-0"
0 2' 4' 8'

1265 SF
BASEMENT

wh
mech/storage
12'-0"x23'-10"
furnace
UP
wine
wine
bar
12'-2"x11'-4"
wine
6'-6"x6'-0"
bath 3
7'-6"x5'-0"
42X42
SHOWER
BASE
hall
4'-0"x3'-8"
closet
6'-3"x3'-8"
bed 4
9'-6"x11'-8"
sitting
12'-2"x10'-8"
family
19'-8"x16'-8"
343

1'-0" 12'-0" 1'-0"
10'-0"
2'-6" 2'-0" 12'-0" 6'-0" 9'-10" 20'-0" 5'-0" 5'-2" 1'-0" 3'-6" 47'-0"
7'-6" 8'-0" 19'-0" 4'-0"
7'-6" 7'-6" 7'-0" 16'-0" 6'-6"
1'-0" 5'-0" 12'-0" 16'-0" 10'-6" 11'-6" 1'-0"
45'-0"
1'-0" 14'-0" 1'-0"

PAD ARCHITECTURE

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

100
IHPC

north

1 First Floor Plan

3/16"=1'-0"

0 2' 4' 8'

office
12'-4"x13'-4"

coat

coat

covered porch
6'-0"x18'-9"

entry
10'-4"x6'-0"

1397 SF
FIRST FLOOR

dine
16'-8"x11'-2"

wine

DN

UP

live
20'-4"x18'-4"

HEATILATOR 42" ICON SERIES
OPEN WOOD-BURNING FIREPLACE
(WITH GAS LOG SET)

bev

OVEN UNDER
COOKTOP

kitchen
17'-0"x11'-2"

scullery
5'-8"x9'-0"

oven

micro

fridge

powder
5'-8"x5'-0"

mud
10'-10"x5'-2"

mp

mp

covered patio
14'-0"x12'-0"

16'-0"

breezeway
11'-6"x7'-6"

45'-0"

344

Owens Stevens Residence

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06/15/2026

101
IHPC

PAD ARCHITECTURE

north

1 **Second Floor Plan**

3/16"=1'-0"

0 2' 4' 8'

1'–0" 12'–0"

5'–6" HIGH KNEE WALL

bed 3
12'-4"x11'-0"

6'–6" 8'–0" 19'–0" 4'–0"

12'–0" 1'–0" 6'–0" 43'–6" 10'–11" 20'–0" 2'–10" 6'–3" 1'–0" 3'–6"

closet

nook
8'-4"x6'-0"

DN

landing
3'-8"x6'-6"

7'–6"

1222 SF
SECOND FLOOR

1'–4" 4'–6" 5'–4"

3½" 1½" FURRING

prim bath
8'-6"x6'-8"

SKYLIGHT ABOVE

7'–6" 7'–0" 16'–0" 6'–6"

32X60 tub

w.c.
5'-0"x9'-6"

bath 2
7'-0"x5'-2"

hall
7'-8"x5'-2"

prim bed
12'-6"x15'-4"

prim closet
7'-0"x15'-4"

closet

laundry
6'-6"x9'-10"

W D

bed 2
11'-4"x10'-6"

5'–6" HIGH KNEE WALL

4" 5'–0" 16'–0" 10'–6" 11'–6" 1'–0"

44'–4"

345

PAD ARCHITECTURE

Owens Stevens Residence

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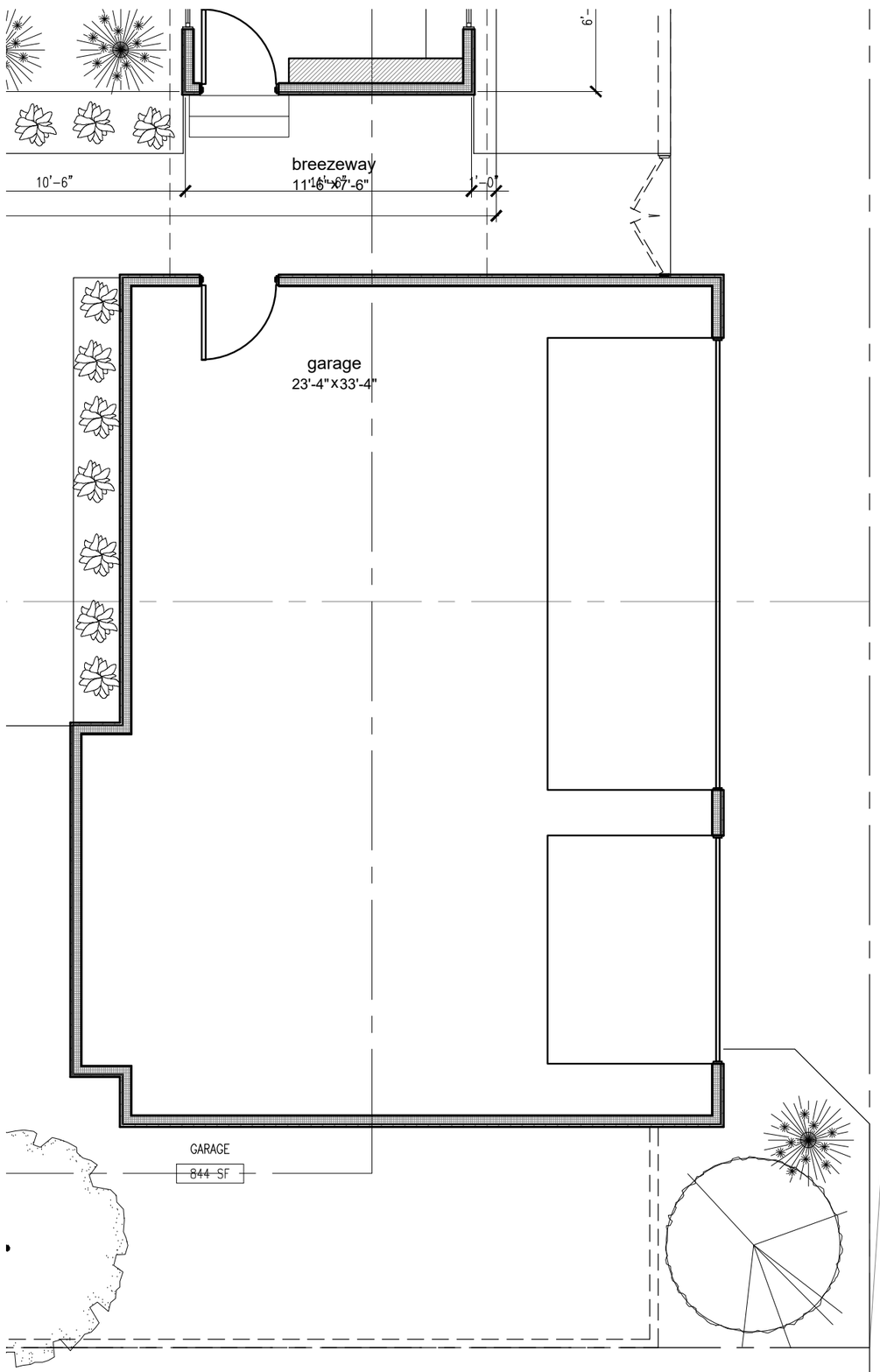
06/15/2026

102
IHPC



north

1 First Floor Plan

3/16"=1'-0"

0 2' 4' 8'

PAD ARCHITECTURE

Owens Stevens Residence

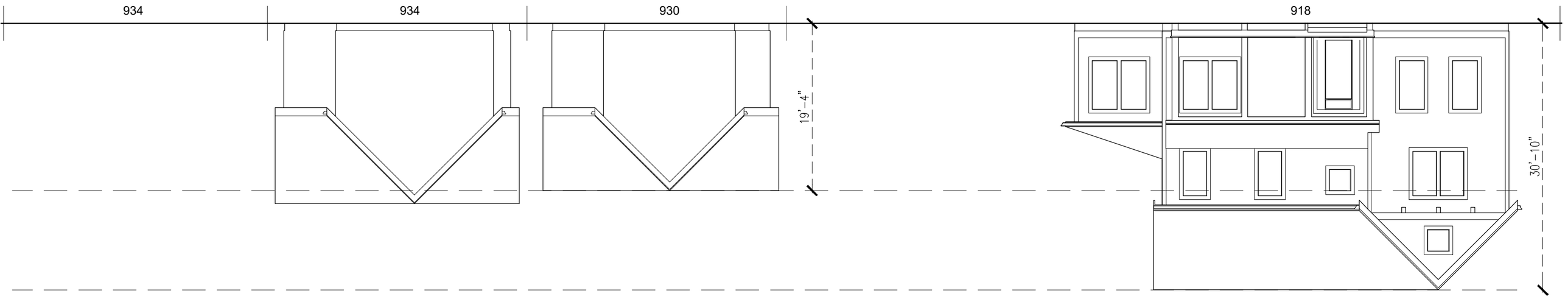
921 925 929 Stillwell Street, Indianapolis, IN

06/15/2026

103

IHPC

STILLWELL STREET



PAD ARCHITECTURE

1 *Stillwell Street*
Street Elevation
3/32"=1'-0"
0 4' 8' 16'

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

200
SD

DIMENSIONAL ASPHALT SHINGLE ROOFING
DECORATIVE PAINTED WOOD GABLE VENT
PAINTED SMOOTH 'HARDIEPLANK' LAP SIDING W/4" EXPOSURE ABOVE WINDOW HEAD (GABLE END ONLY)
PAINTED SMOOTH 5/4x6 'HARDIETRIM' RAKE BOARD (TYP)
PAINTED METAL GUTTER
PAINTED SMOOTH 1x6 'HARDIETRIM' FASCIA BOARD (TYP)
TOP PLATE 119'-2"
PAINTED SMOOTH 'HARDIEPLANK' LAP SIDING W/6" EXPOSURE
STANDING SEAM METAL ROOFING
DIMENSIONAL ASPHALT SHINGLE ROOFING
SECOND FLOOR 111'-2"
PAINTED METAL GUTTER
WOOD COLUMN CLAD IN PAINTED SMOOTH 1x 'TRUEXTERIOR' TRIM
PAINTED SMOOTH HARDIEPANEL' SIDING W/APPLIED 1x4 TRIM
PAINTED SMOOTH 1x4 'HARDIETRIM' CORNER (TYP)
FIRST FLOOR 100'-0"
BASEMENT 90'-9"
30'-6"
8'-0"
26'-0"
1'
1'
8'-9"
12
12
12
12
12
12
12
4
12
2
6"
6"
6"
6"
6"
EGRESS W: 2'-6" H: 5'-0" 10X
W: 2'-6" H: 4'-6" 10X
TEMP W: 2'-6" H: 5'-0" 10X
TEMP W: 5'-0" H: 7'-6" 10X
W: 1'-2" H: 8'-0"
W: 3'-0" H: 8'-0" 001
W: 1'-2" H: 8'-0"
TEMP W: 5'-0" H: 9'-0" 10X
8'-0"
9'-6"
W: 3'-0" H: 2'-0" 10X
TEMP W: 2'-6" H: 9'-0" 10X
W: 2'-6" H: 5'-0" 10X
2026
METAL CHIMNEY CAP
DIMENSIONAL ASPHALT SHINGLE ROOFING
PAINTED SMOOTH 'HARDIEPLANK' LAP SIDING W/6" EXPOSURE
DIMENSIONAL ASPHALT SHINGLE ROOFING
PAINTED SMOOTH 1x6 'HARDIETRIM' FASCIA BOARD (TYP)
PAINTED METAL GUTTER
STANDING SEAM METAL ROOFING
PAINTED SMOOTH 'HARDIEPANEL' SIDING W/APPLIED 1x4 TRIM
WOOD COLUMN CLAD IN PAINTED SMOOTH 1x 'TRUEXTERIOR' TRIM
PAINTED SMOOTH 'HARDIEPLANK' LAP SIDING W/6" EXPOSURE
POURED IN PLACE CONCRETE PORCH
POWDER COATED ALUMINUM DATE PLAQUE
POURED IN PLACE CONCRETE PORCH
PAINTED SMOOTH WINDOW TRIM (2x2 'TRUEXTERIOR' CAP, 1x6 'HARDIETRIM' FREEZE, 1x4 'HARDIETRIM' SIDES, 2x2 'TRUEXTERIOR' SILL)
BRICK VENEER CHIMNEY
ALUMINUM CLAD WINDOW UNITS (TYP)
SHALLOW WINDOW WELL

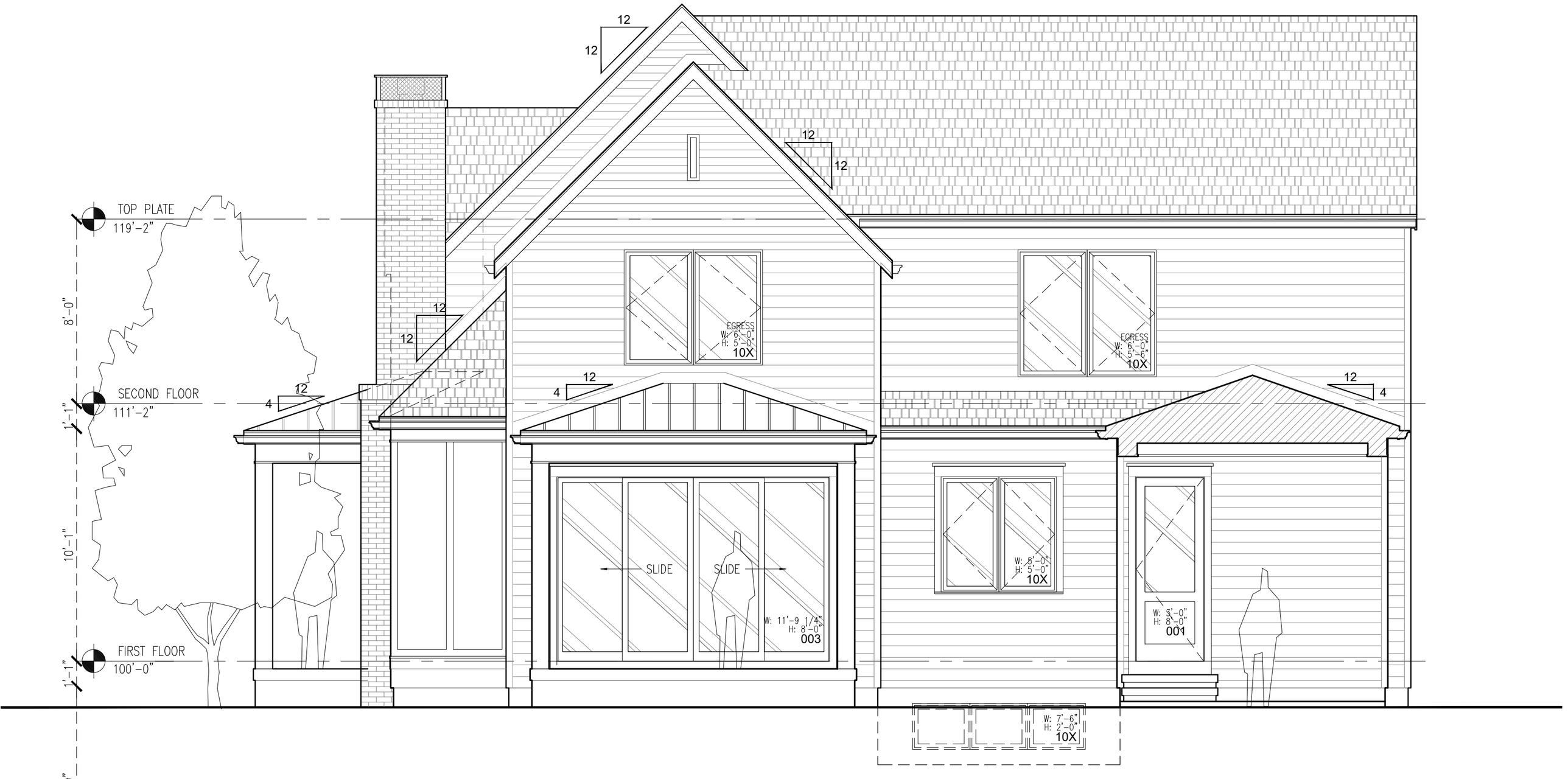
1 *West (Front)*
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

PAD ARCHITECTURE

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

201
IHPC



2 *South (Side)*
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

PAD ARCHITECTURE

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

202
IHPC

East (Back)

3 **Exterior Elevation**

1/4"=1'-0"

0 2' 4' 8'

PAD ARCHITECTURE

Owens Stevens Residence

921 925 929 Stillwell Street, Indianapolis, IN

06/15/2026

IHPC

203

PAD ARCHITECTURE

4 *North (Side)*
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

Owens Stevens Residence

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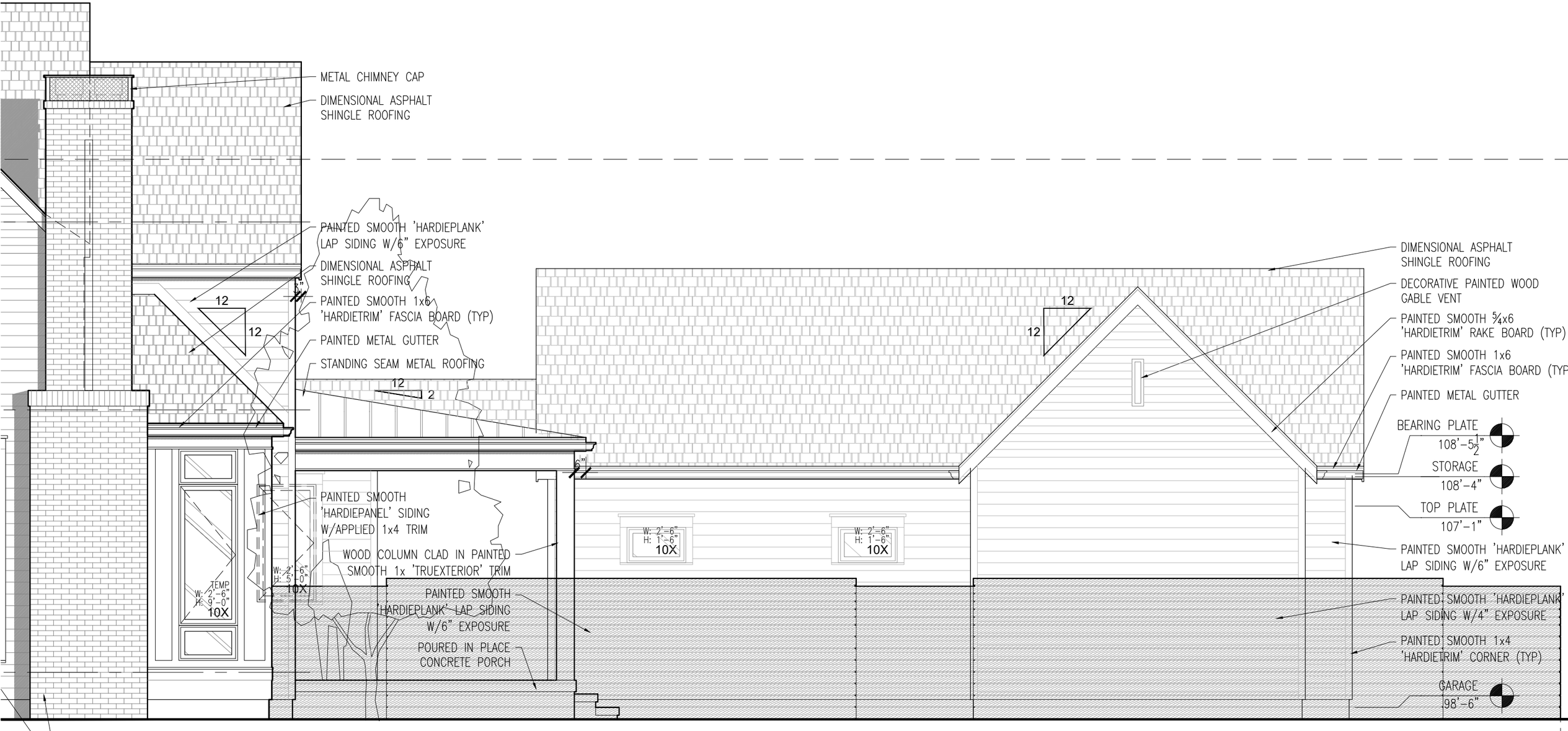
06/15/2026

204
IHPC



PAD ARCHITECTURE

West (Garage)

5 **Exterior Elevation**

1/4"=1'-0"

0 2' 4' 8'

Owens Stevens Residence

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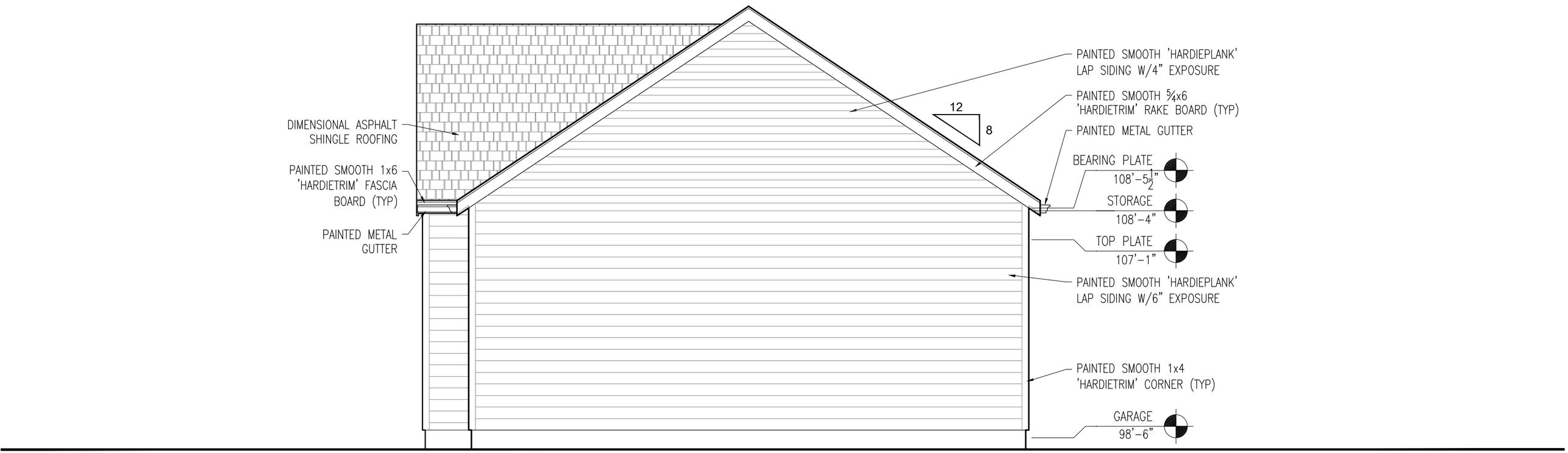
06/15/2026

205
IHPC



PAD ARCHITECTURE

6 *South (Garage)*
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

Owens Stevens Residence

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06/15/2026

206
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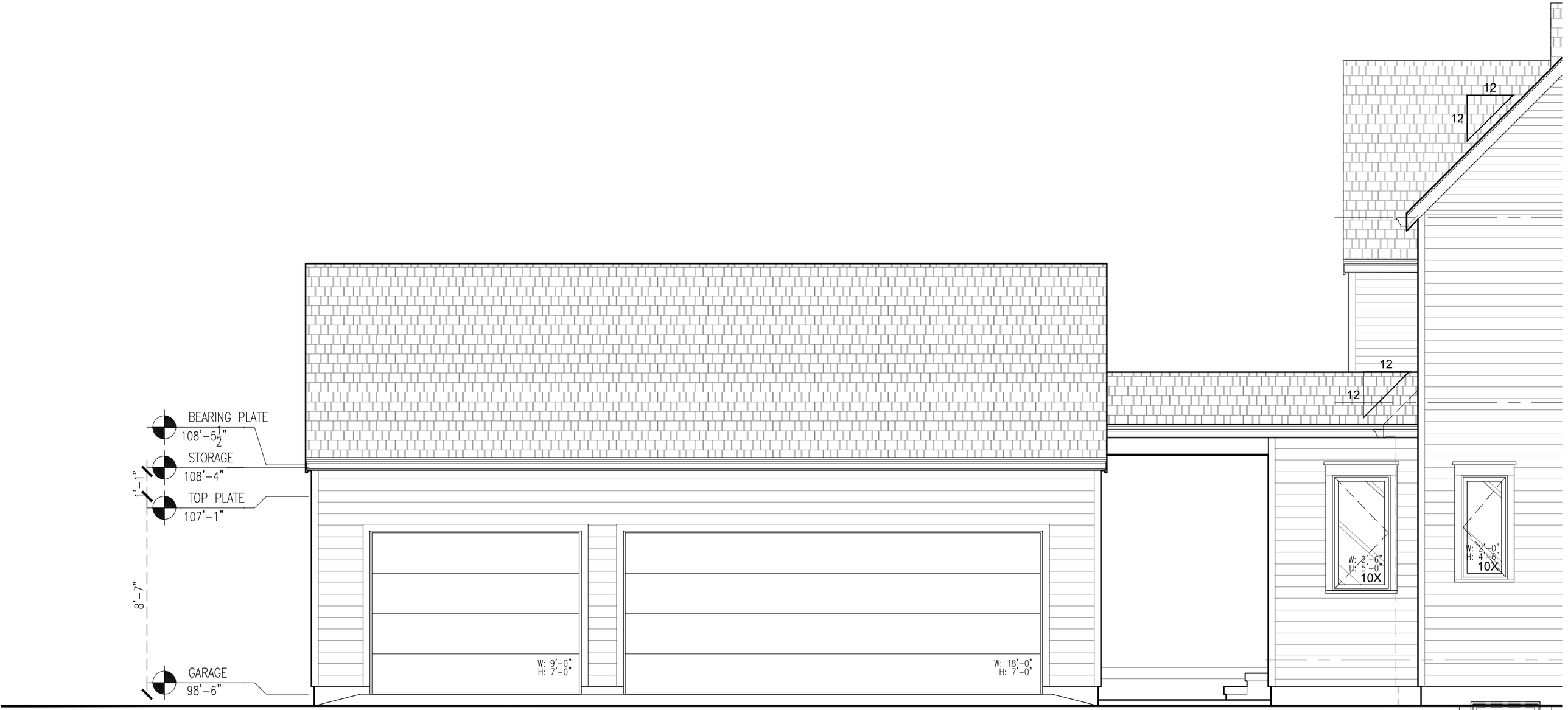

7 *East (Garage)*
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

PAD ARCHITECTURE

Owens Stevens Residence

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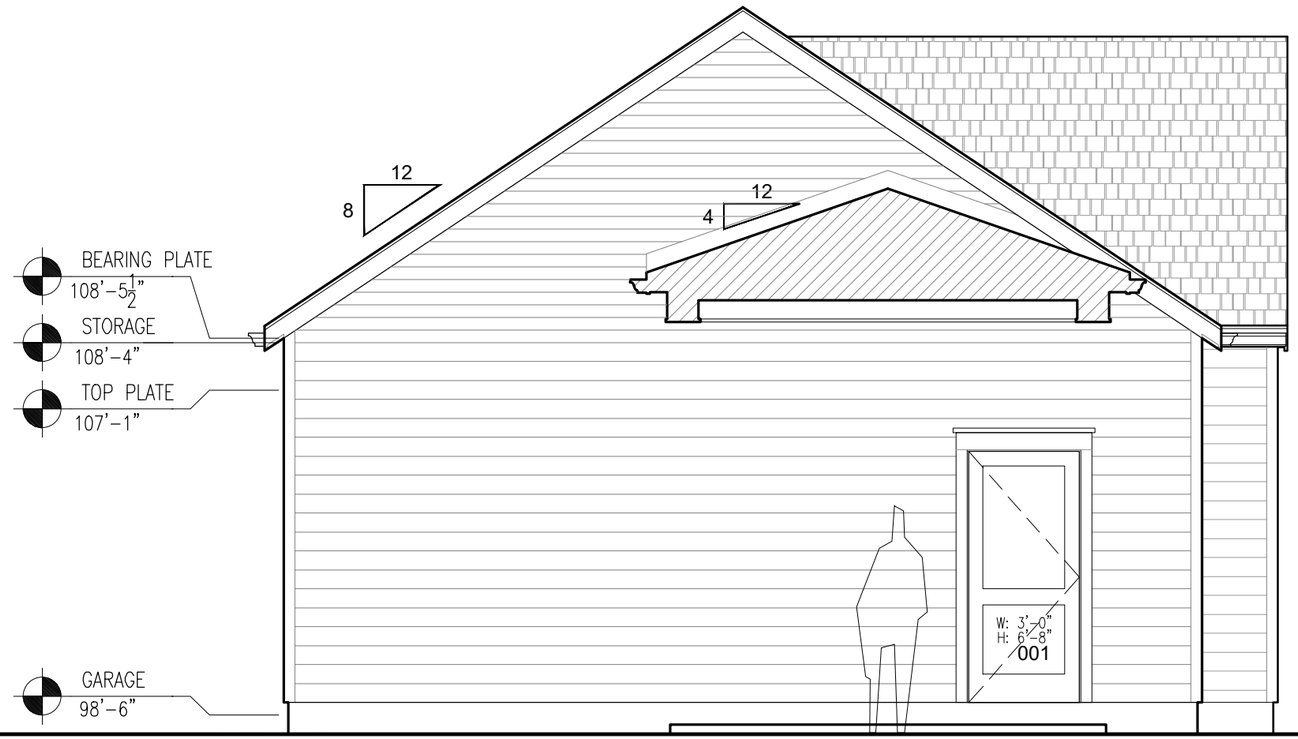
06/15/2026

207
IHPC



PAD ARCHITECTURE

8 North (Garage)
Exterior Elevation
1/4"=1'-0"
0 2' 4' 8'

Owens Stevens Residence

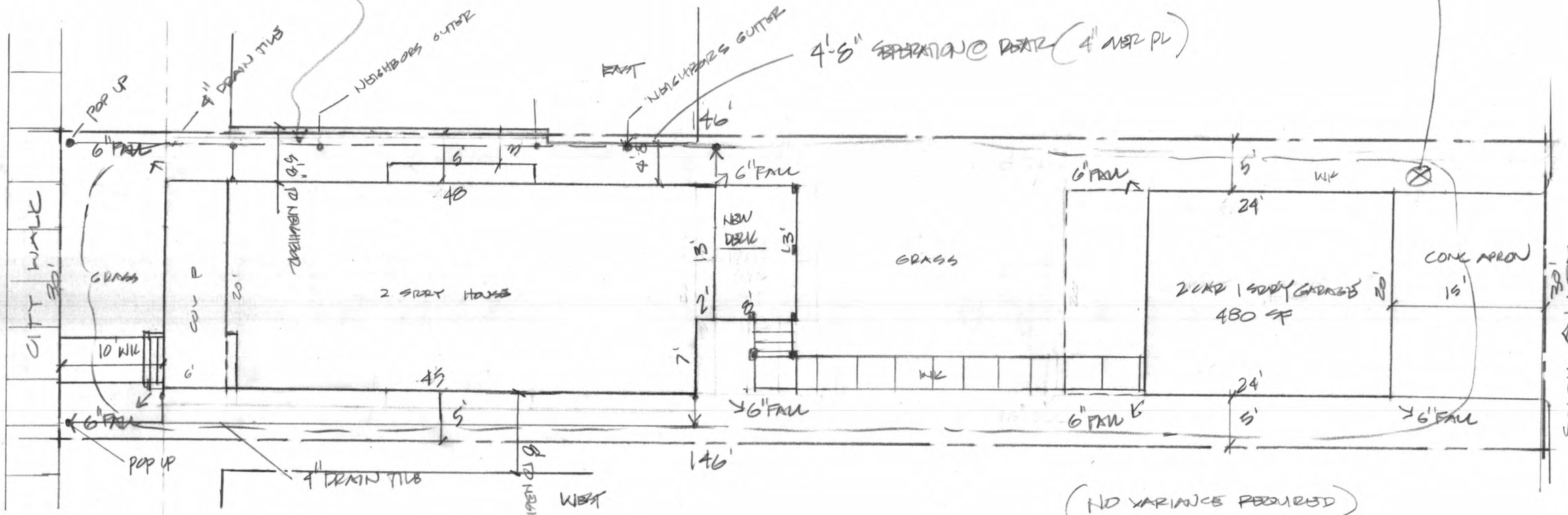
921 925 929 Stillwell Street, Indianapolis, IN
06/15/2026

208
IHPC

2025-COA-322 AMENDED (FP)
763 (AKA 767) FLETCHER AVENUE

4,380 SF LOT 60% MAX BUILDABLE 2,628 -MAX 131

SILT FENCE IN PLACE UNTIL VEGITATION IS IN
CONCRETE WASH TUB IN PLACE UNTIL CONC WORK IS COMPLETED
ALL WORK IN R/W TO CITY SPECS
ALL DEBRI REMOVED TO CITY SPECS
ALL HEAVY TRAFFIC FROM R/W



(NO VARIANCE REQUIRED)

DISTURBED AREA

HOUSE	1,000 SF
GARAGE	480 SF
SLAB	350 SF
WALK	200 SF
	2,030 SF

(~~REVISED~~ FLIP)

N SITE PLAN 763 FLETCHER
1"=10' REVISED DECK ADDED / ADD DRAIN TILE
REVISED 480 SF GARAGE 1 STORY

769 FLETCHER

767 FLETCHER

PROPOSED 763 FLETCHER

759 FLETCHER

STREET SCAPE 1/8" = 1'-0"

32'-2"

9'

8'

3'x3'

3'x5'6"

3'x5'6"

3'x5'6"

2ND FLOOR

10'

9'

NEIGHBOR

1'

3'x5'6"

3'x5'6"

3'x5'6"

31"

FIRST FLOOR

PORCH FLOOR

NO STAIRS THIS

EGRESS WELL

FRONT AS-IS ELEVATION 1/4"-1'0"

9'

3'x3'

3'x5'6"

3'x5'6"

3'x5'6"

2ND FLOOR

10'

8'-6"

LOWER 24"

LOWER 1'-6"

NEIGHBOR

46"

5' PL

5' TO NEIGHBOR

7' DOOR

1ST FLOOR

28½"

28" PORCH

31"

STEPS

14" SLAB

FLOOR

GRADE

GRATES

GRADE

ADD DRAIN TILE

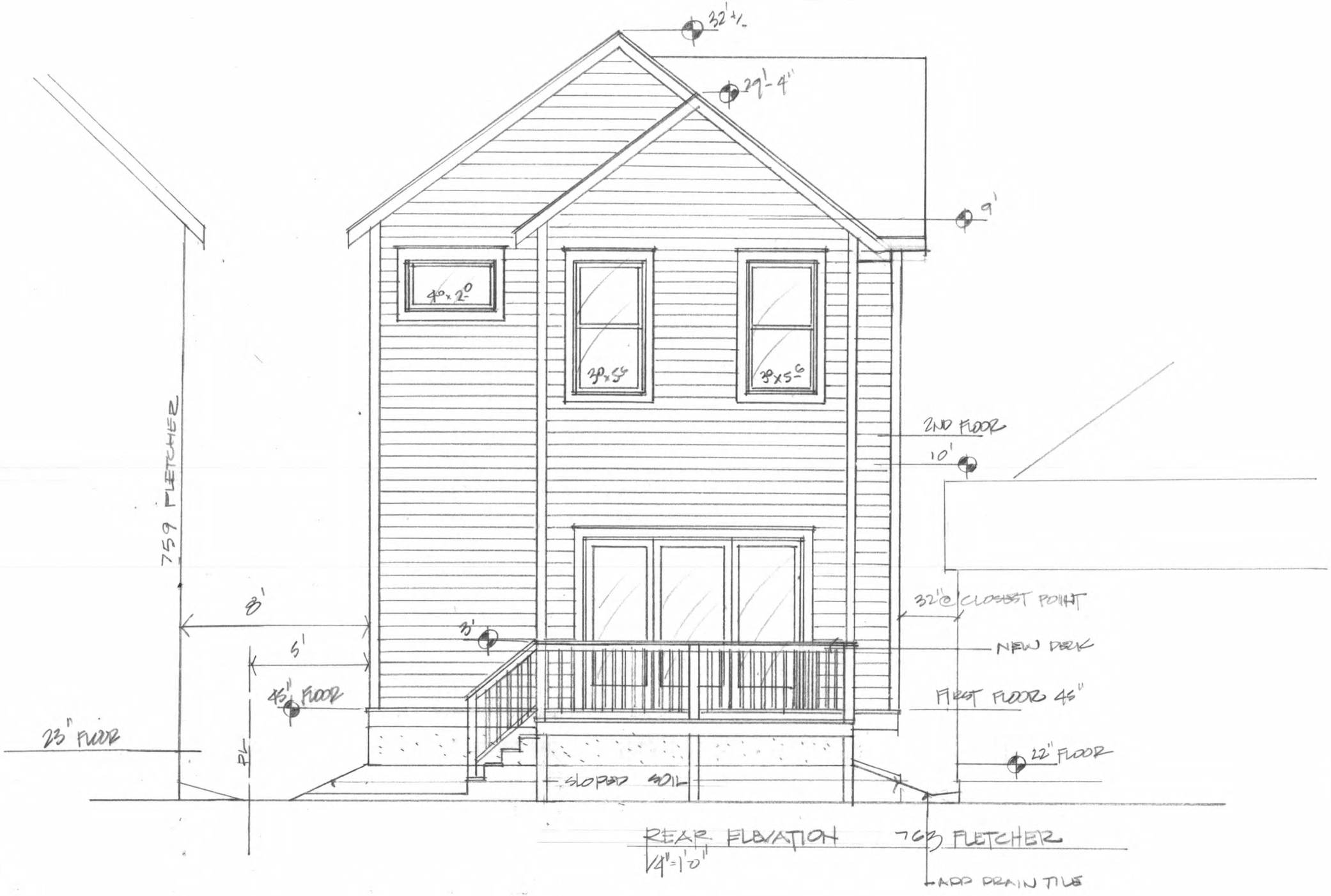
+ EGRESS WELL

WIDEN STEPS

FRONT PROPOSED 1/4"-1'0"

763 FLETCHER

EAST ELEVATION 763 FLETCHER
1/4"=1'-0"


32'+/-
29'-4"
9'
4'0" x 2'0"
3'0" x 5'4"
3'0" x 5'6"
2ND FLOOR
10'
759 FLETCHER
8'
5'
3'
32" @ CLOSEST POINT
NEW DECK
45" FLOOR
FIRST FLOOR 45"
23" FLOOR
22" FLOOR
PL
SLOPED SOIL
REAR ELEVATION
1/4"=1'0"
763 FLETCHER
ADD DRAIN TILE

32'-2"+/-

2ND FLOOR
10'-0"

8'-6"

3'-0" x 3'-0"

3'-0" x 3'-0"

3'-0" x 3'-0"

NEW DECK

FLAT

SLOPED SOIL

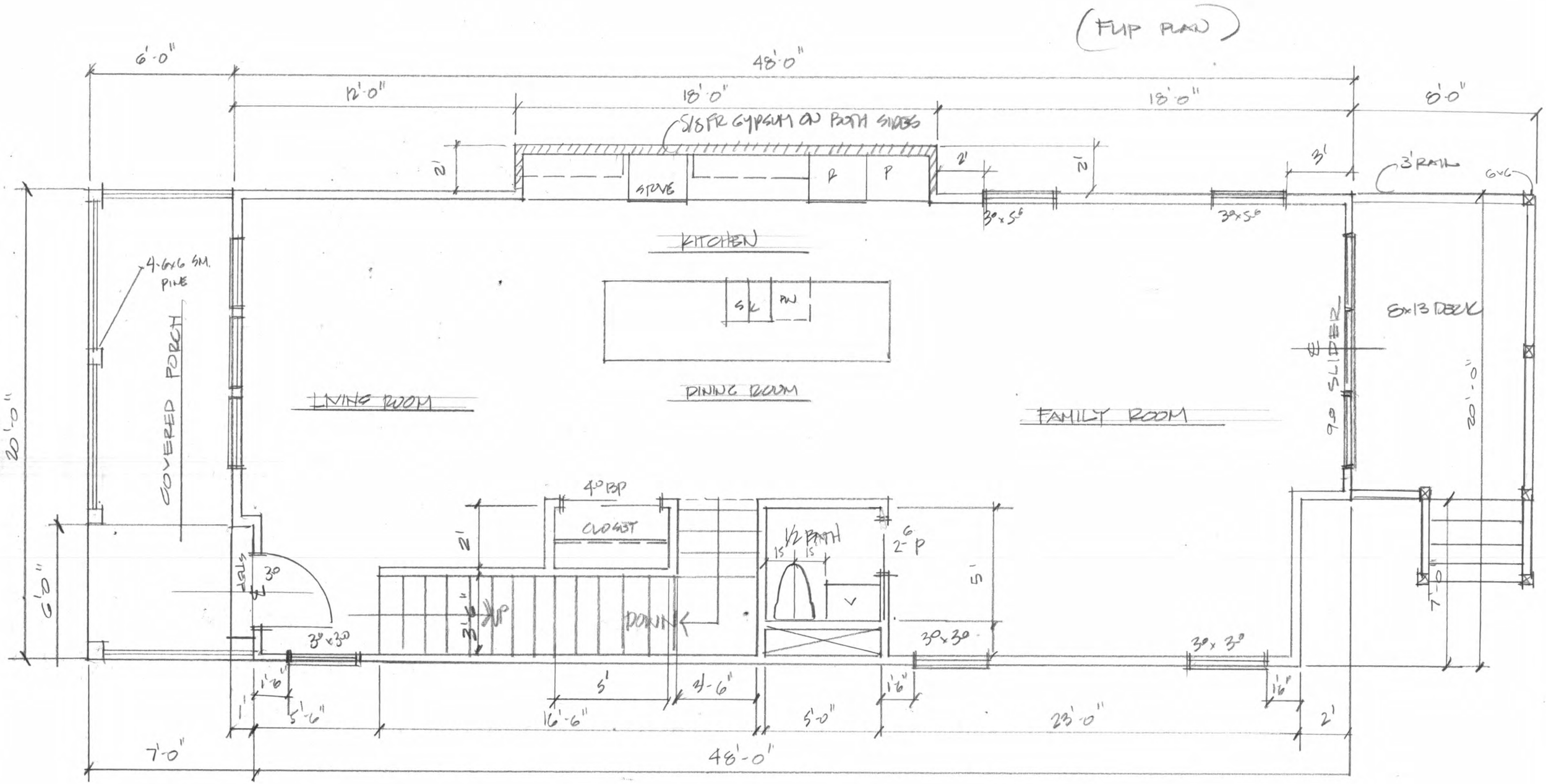
8" SLAB PORCH

STEP

WEST ELEVATION 763 FLETCHER

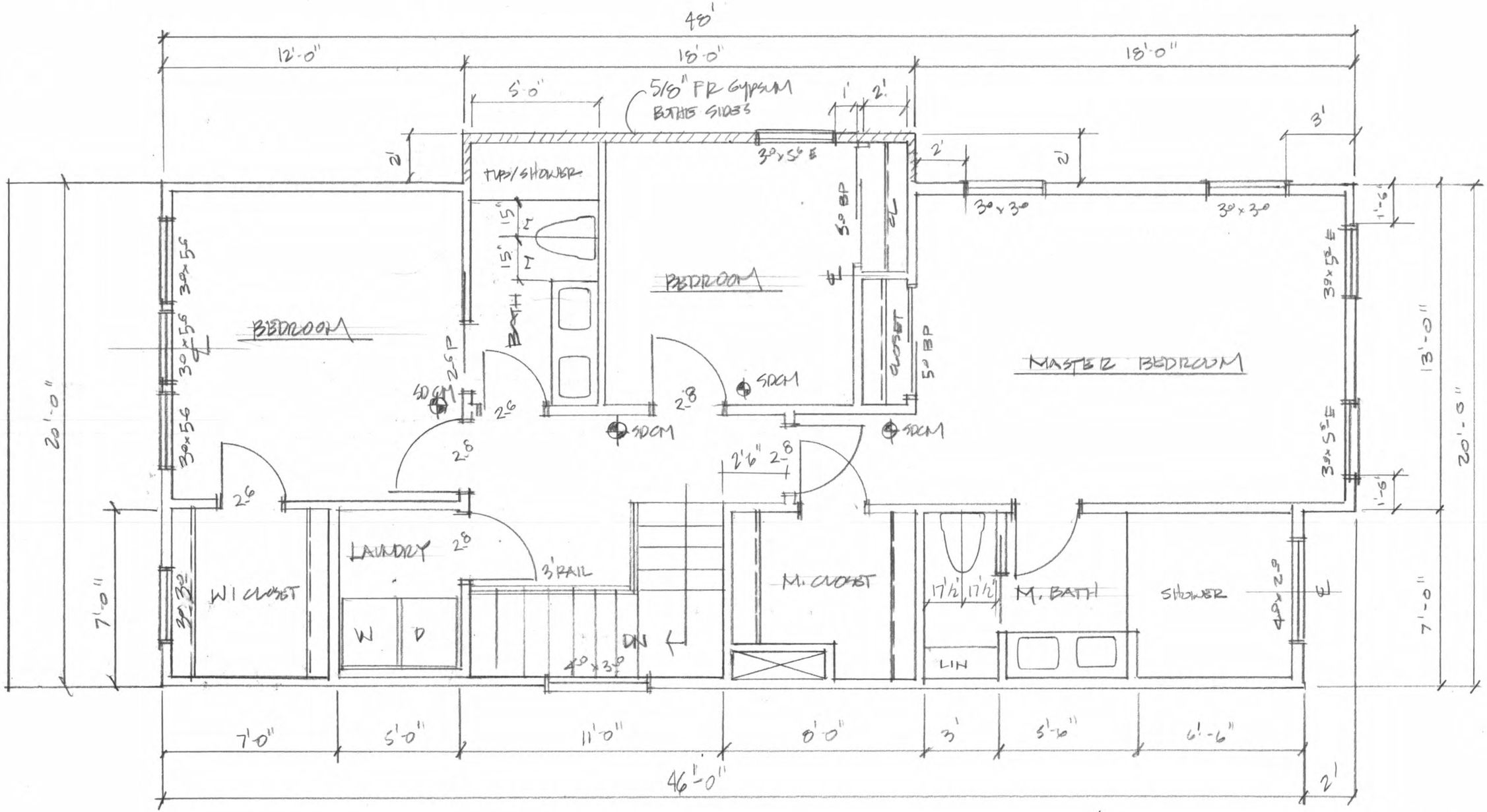
1/4"=1'0"

(FLIP PLAN)



FIRST FLOOR PLAN 763 FLETCHER (940 SQ FT)
1/4"=1'-0"

(FLIP PLAN)



SECOND FLOOR PLAN — 763 FLETCHER — 940 SF

1/4"=1'-0" FLIP FROM ORIGINAL

(FLIP PLAN)

48'-0"

6'0" | 12'-0" | 18'-0" | 18'0" | 8'-0"

(3)2"x12"x12" GIRDER

2'

WINDOW W. | CANTILEVER | WINDOW W.

EGRESS WINDOW | EGRESS WINDOW

TUB/SHOWER

FAMILY SPACE

4" CONCRETE SLAB

BEDROOM

20'-0"

4" CONC SLAB W/6" FACE BERM FTG 1'-3" STEP POINT

4'

4" CONC SLAB

STEPS

SDCM

3'-6"

2'-8"

CL

2'-8"

SDCM

WH

2'-8"

5'-0"

2'-8"

2'-8"

5'0"

CLOSET

6'-0"

2'-0"

3'

UP

3'-1"

F

SUMP/EJECT

7'-0"

EA@16" OC TREATED W 5/4 DECK BOARDS

22'

2-2x6 TO BTM

1'

7'-0"

45'-0"

2'

(940 SF)

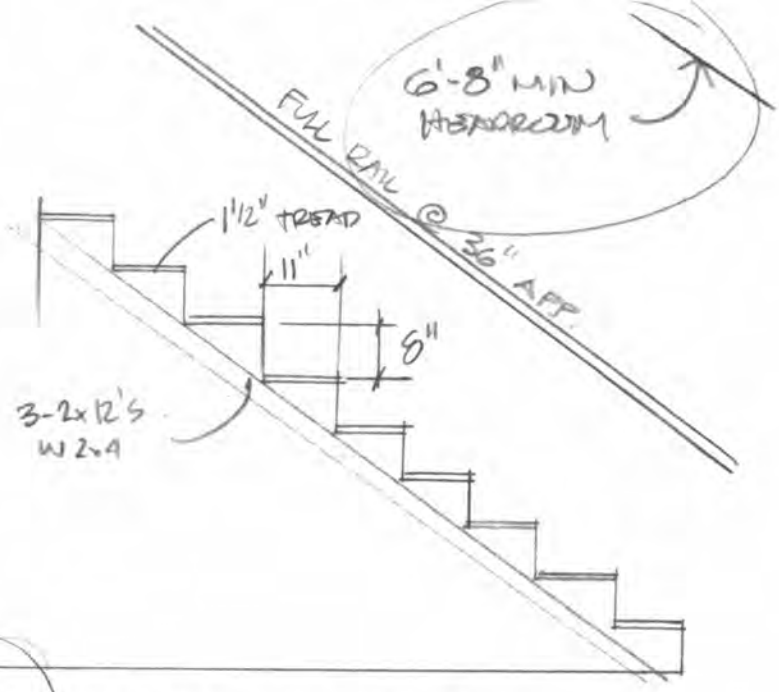
54'0"

FOUNDATION PLAN 1/4"=1'0"

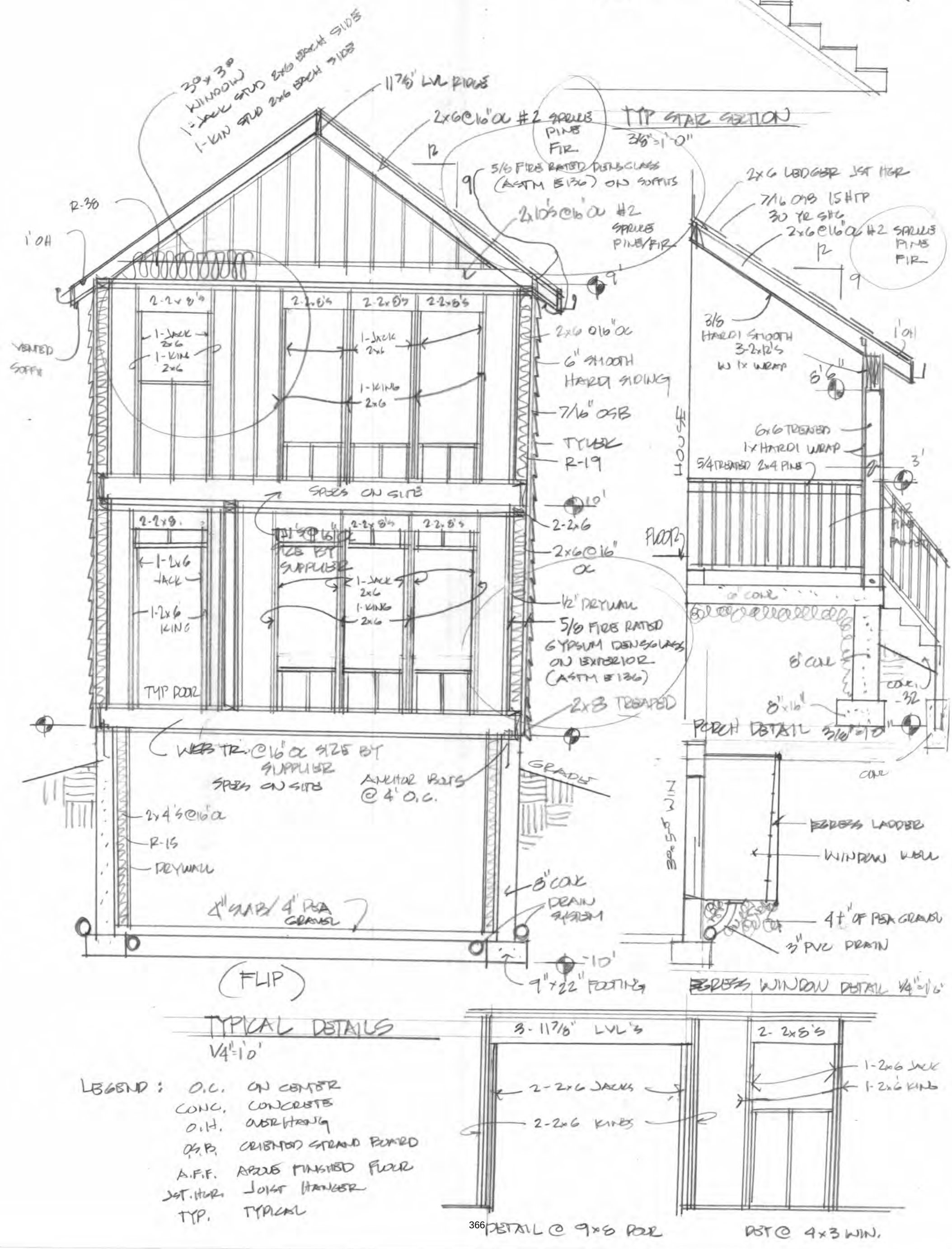
76½ FLETCHER

(REVISED FLIP FRONT/CANTILEVERED/REAR DECK)

NOTE - ALL SIDING IS 6" HARDI SMOOTH LAP
ALL CORNER TRIM IS 6" HARDI SMOOTH
ALL WINDOW AND DOOR TRIM IS HARDI 4" SMOOTH
WITH 6" HARDI SMOOTH HEAD TRIM



TYP STAIR SECTION
3/8" = 1'-0"

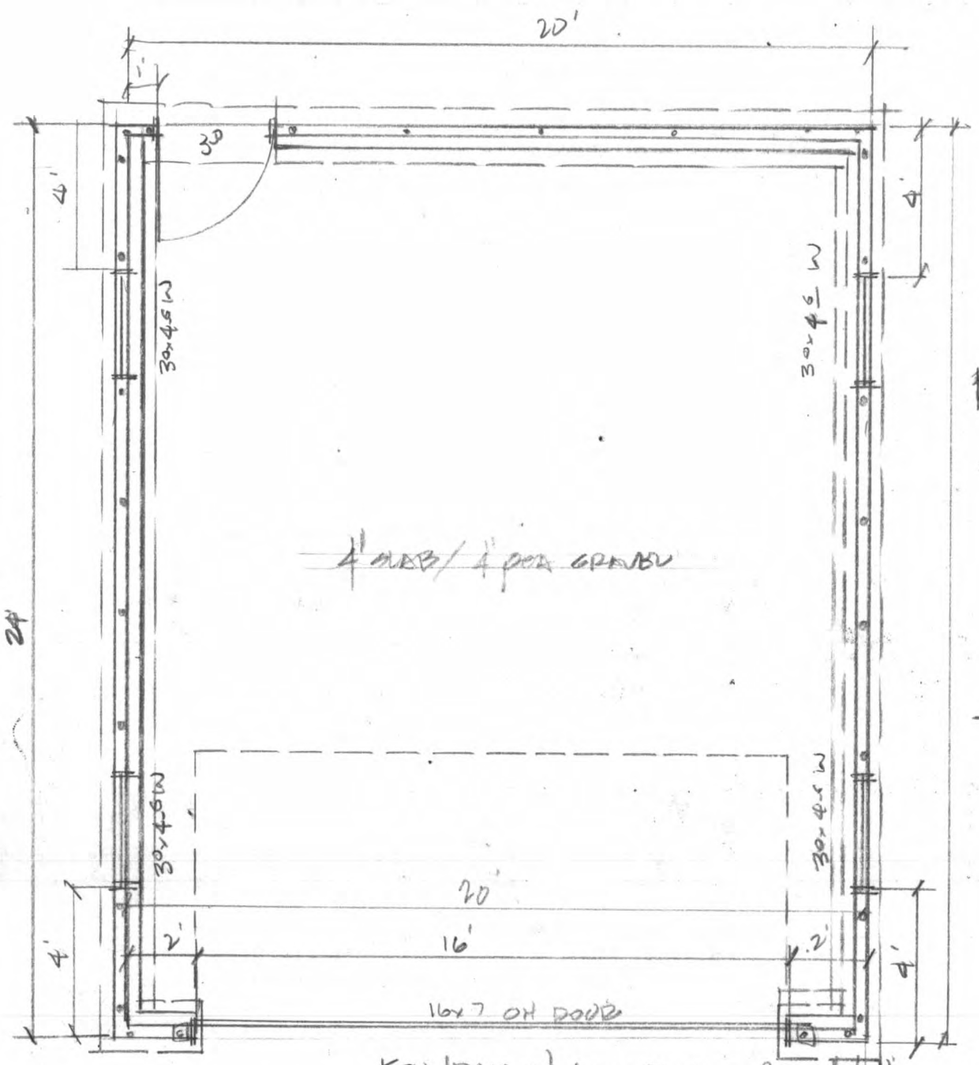


TYPICAL DETAILS
1/4" = 1'-0"

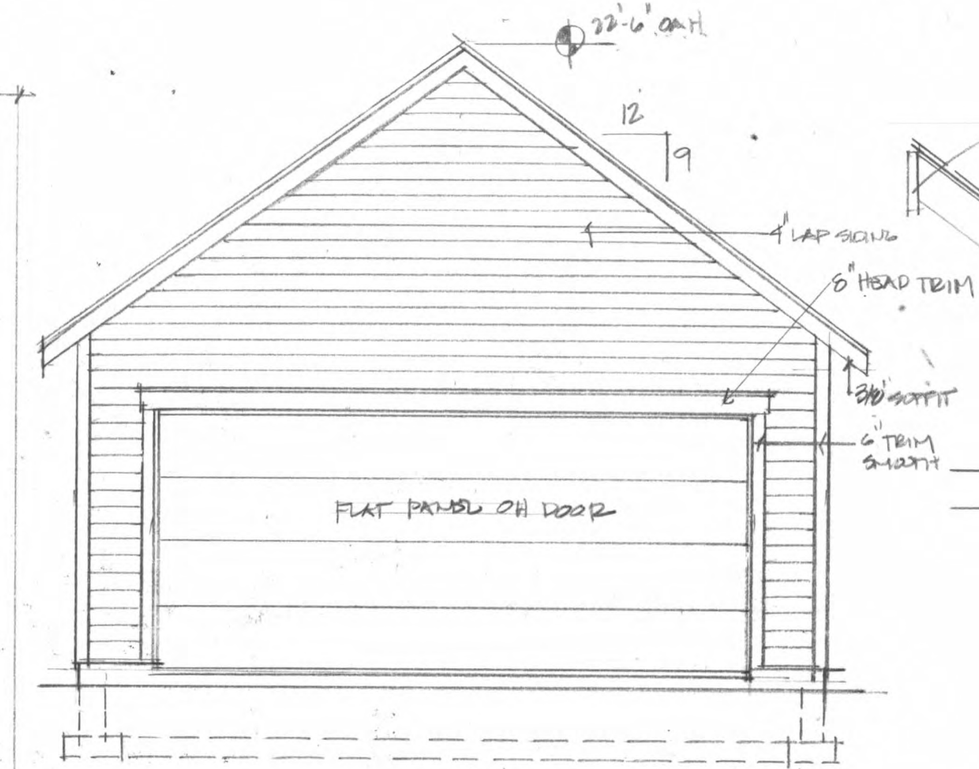
LEGEND :
- O.C. ON CENTER
- CONC. CONCRETE
- O.H. OVERHANG
- O.S.B. ORIENTED STRAND BOARD
- A.F.F. ABOVE FINISHED FLOOR
- JST. HGR. JOIST HANGER
- TYP. TYPICAL

DETAIL @ 9x6 DOOR

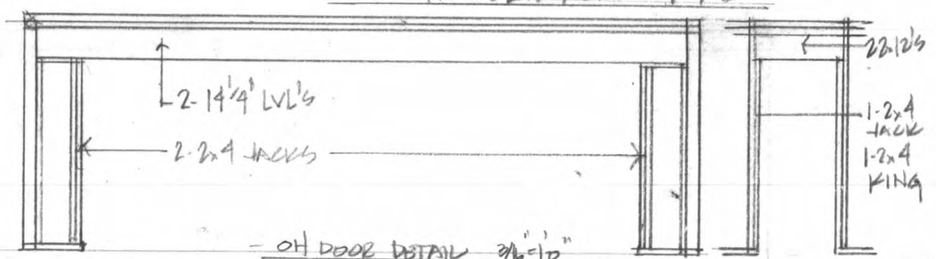
DET @ 4x3 WIN.



FOUNDATION / FLOOR PLAN 1/4"=1'0"

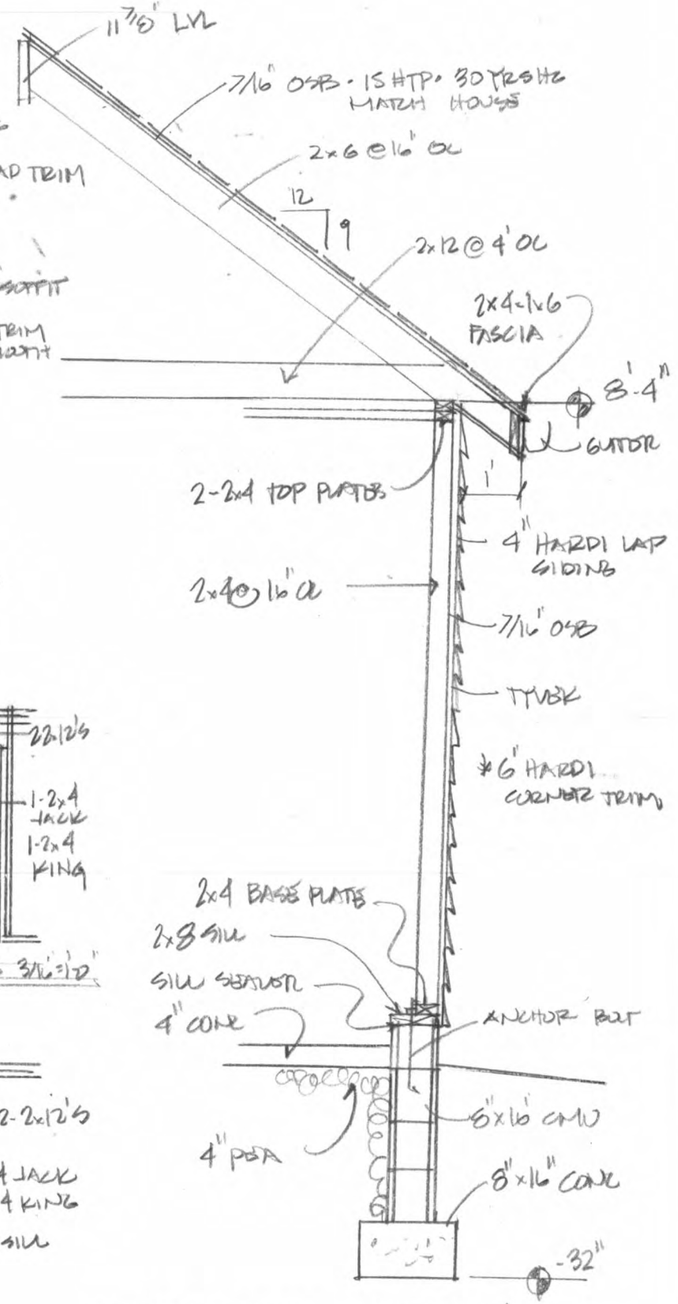


SOUTH ELEVATION 1/4"=1'0"

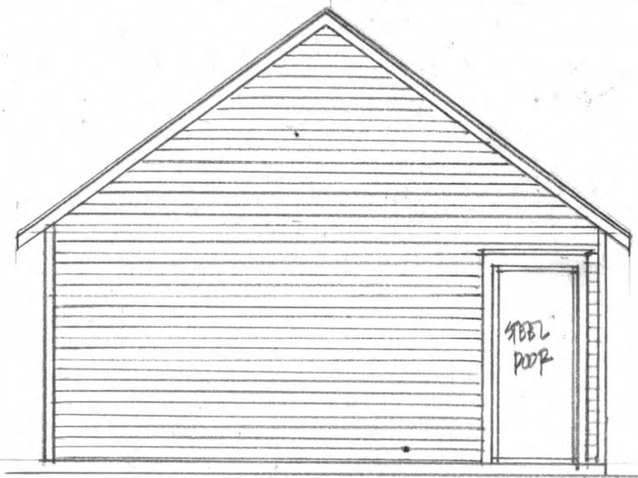


OH DOOR DETAIL 3/16"=1'0"

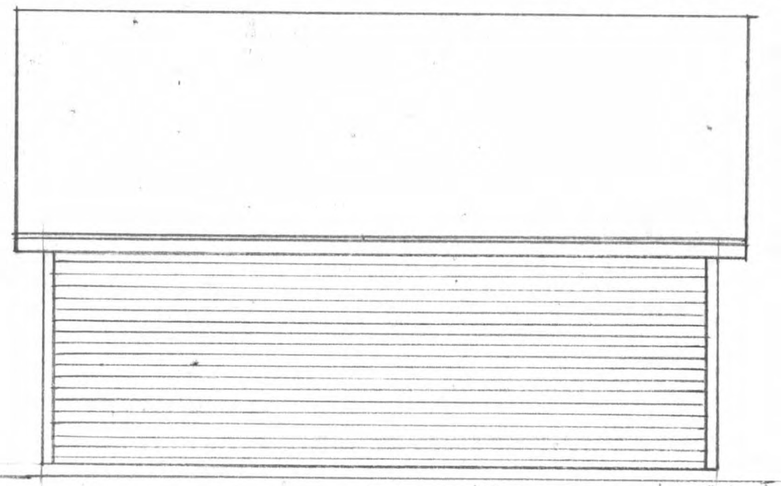
TYP DOOR 3/16"=1'0"



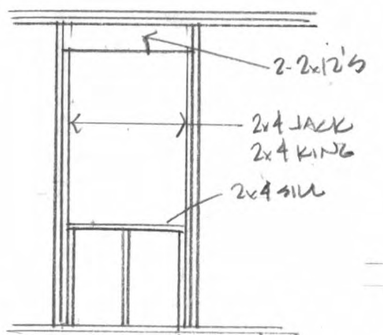
TYP WALL SECTION 1/2"=1'0"



NORTH ELEVATION 3/16"=1'0"



EAST / WEST ELEVATION 3/16"=1'0"



TYP WINDOW 1/4"=1'0"

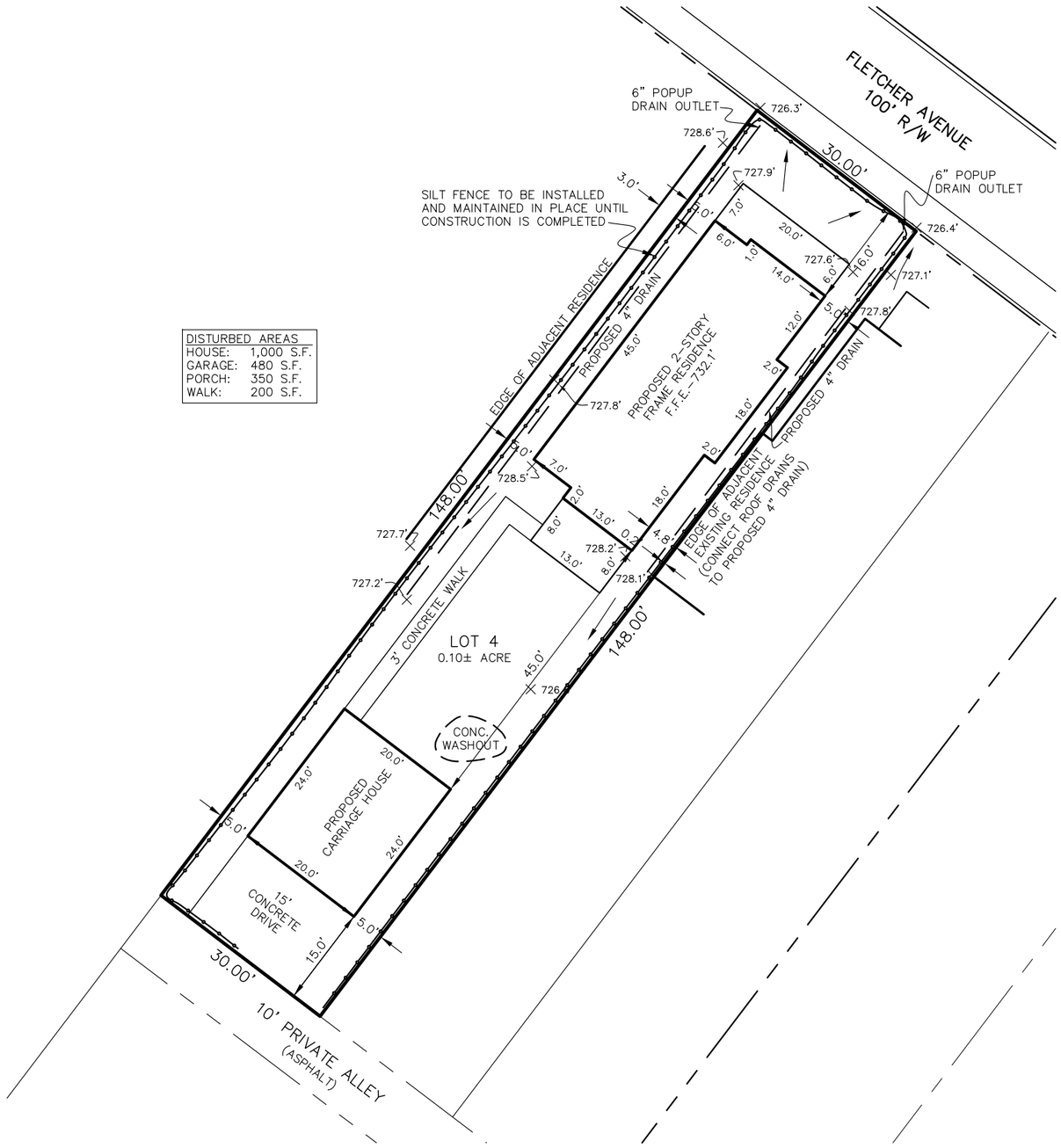
767 FLETCHER GARAGE

RESIDENTIAL SITE PLAN OF:

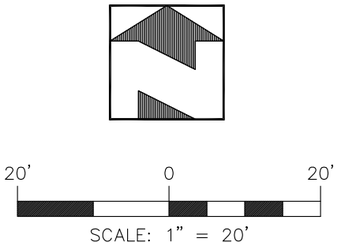
LOT 4, FOSTER'S SUBDIVISION OF LOT 133, FLETCHER, STONE, WITT, TAYLOR & HOYT'S ADDITION (PLAT BOOK 6, PAGE 185) INDIANAPOLIS, MARION COUNTY, INDIANA

PROPERTY ADDRESS: 763 FLETCHER AVENUE

FOR: JASON BLANKESHIP



DISTURBED AREAS	
HOUSE:	1,000 S.F.
GARAGE:	480 S.F.
PORCH:	350 S.F.
WALK:	200 S.F.



RECEIVED

JUNE 16, 2026

INDIANAPOLIS HISTORIC PRESERVATION COMMISSION

CONSTRUCTION NOTES

1. All construction access to be through location of proposed drive/parking area.

2. All work performed within the public right-of-way shall be performed to City of Indianapolis specifications.

LEGAL DESCRIPTION

Lot 4 in Foster's Subdivision of Lot 133 in Fletcher, Stone, Witt, Taylor, & Hoyt's Addition, as per plat thereof recorded in Plat Book 6, page 185 in the Office of the Recorder of Marion County, Indiana.

SURVEYOR'S CERTIFICATION

I hereby certify that the above Site Plan was prepared under my direction.

R. Eric Browning
Indiana Professional Surveyor No. LS20000001

Date of Certification: June 7, 2026

R. ERIC BROWNING REGISTERED No. LS 20000001 STATE OF INDIANA LAND SURVEYOR

ARE SURVEYING CONSULTANTS, INC.
129 South 8th Avenue
Beech Grove, Indiana 46107
(317) 407-8080 Fax: (317) 862-4747
www.aresurveying.com

SHEET: 1 OF 1
DRAWN BY: REB
CHECKED BY: PEH
DATE: 06/05/26
PROJECT NO.: 13-027.004V

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REVISIONS