

<p align="center"><b>COA #</b>  <b>2015-COA-243 (FP)</b>  <b>2015-VHP-023</b></p>	<p align="center"><b>INDIANAPOLIS</b>  <b>HISTORIC PRESERVATION COMMISSION</b>  <b>STAFF REPORT</b></p>	<p align="center"><b>Hearing Date</b>  <b>OCT. 22, 2015</b></p>
<p align="center"><b>638 VIRGINIA AVE</b>  <b>FLETCHER PLACE</b></p>		<p align="center"><i>Continued from:</i>  <i>Oct. 7, 2015</i>  <i>July 1, 2015</i>  <i>August 5, 2015</i>  <i>August 19, 2015</i>  <i>September 2, 2015</i></p>
<p><b>Applicant &amp; mailing address:</b></p>	<p>Craig McCormick/ Blackline  1 N. Meridian Street, Studio 400  Indianapolis, IN 46204</p>	<p align="center">Center Twp.  Council District: 19  Jeff Miller</p>
<p><b>Owner:</b></p>	<p>638 VA LLC  6402 Cornell Ave  Indianapolis, IN 46220</p>	
<p align="center"><b>COMBINED CASE</b></p>		
<p><b>IHPC COA: 2015-COA-243 (FP)</b></p>	<p>Approval of a Certificate of Appropriateness for:</p> <ul style="list-style-type: none"> <li>• Construction of an outdoor seating/deck area</li> <li>• Rear addition</li> <li>• Parapet</li> <li>• New storefront system</li> <li>• Site improvements</li> <li>• Restoration of building</li> <li>• Add window openings</li> <li>• Dumpster with enclosure</li> <li>• Privacy screen</li> </ul>	
<p><b>2015-VHP-023</b></p>	<p>Variances of Development Standards to allow:</p> <ul style="list-style-type: none"> <li>• Reduced rear yard setback,</li> <li>• Alcoholic beverage carry-out</li> <li>• Less off street parking</li> <li>• Maneuvering in public right-of-way</li> <li>• Outdoor storage</li> </ul>	
<p><b>STAFF RECOMMENDATION: Withdraw application</b></p>		

The applicant has requested to withdraw the above request.

<b>Staff Reviewer:</b> Meg Purnsley
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<b>COA #</b> <b>2015-COA-363 (CH)</b> <b>2015-ZON-065</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION</b> <b>COMMISSION</b> <b>STAFF REPORT</b>	Hearing Date <b>OCTOBER 22,</b> <b>2015</b>
<b>526-28 N. ORIENTAL STREET</b> <b>COTTAGE HOME</b>		Continued from: October 7, 2015
<b>Applicant: TIM HARMON &amp; MARIBETH BAILEY</b> mailing address: 18 E. 40 <sup>th</sup> Street, Apt. 6 Indianapolis, IN 46202		Center Twp. Council District 16 Zach Adamson
<b>Owner: SAME AS ABOVE</b> mailing address:		
<b>EXPEDITED CASE</b>		
<b>IHPC COA: 2015-COA-363 (CH) • Rezone from I-3-U to D-8.</b>		
<b>Rezoning Request: 2015-ZON-065 • Rezone from I-3-U to D-8</b>		
<b>STAFF RECOMMENDATION: Approval</b>		

**STAFF COMMENTS**

**Background of the Property**

The house at 526-28 N. Oriental Street was built between 1916 and 1927. It is a frame bungalow duplex and has always been used as a residence.

**Proposed Use**

The owners are selling this property and the new owner needs the appropriate zoning to do a residential remodel and construct a garage.

**Present Zoning**

The parcel is zoned I-3-U, a medium industrial urban district that allows such industries as industrial baking, tool and die shops, and manufacturing of a variety of items. The zoning ordinance indicates that this classification should generally be located away from protected districts. Industrial zoning classifications do not permit residential use.

**Proposed Zoning**

The applicant is requesting to rezone the property to D-8, which allows all forms of residential development except mobile homes. D-8 is designed for application in older urban areas, providing for the wide range and mixture of housing types found in older, inner-city neighborhoods and commercial thoroughfares. D-8 covers over half of the conservation area's parcels and is scattered throughout the district.

This block of Oriental Street is recommended for D-8 zoning. Most of the land in Cottage Home is used for single-family and two-family housing.

**Cottage Home Plan**

This lot is located in an area identified as Subarea A in the Cottage Home Plan. The Plan offers the following land use guidance for Subarea A:

- *Encourage rezoning historically residential structures from I-3-U (medium urban industrial), C-2 (high intensity office-apartment), and C-3 (indoor retail sales) to D-8 (single family, two-family, and attached multi-family housing).*
- *Strongly discourage the extension of industrial uses into residential areas.*

The proposed change complements the area and properties, and furthers the Cottage Home Plan by changing the zoning from an inappropriate classification to an appropriate residential zone as recommended.

**STAFF RECOMMENDED MOTION**

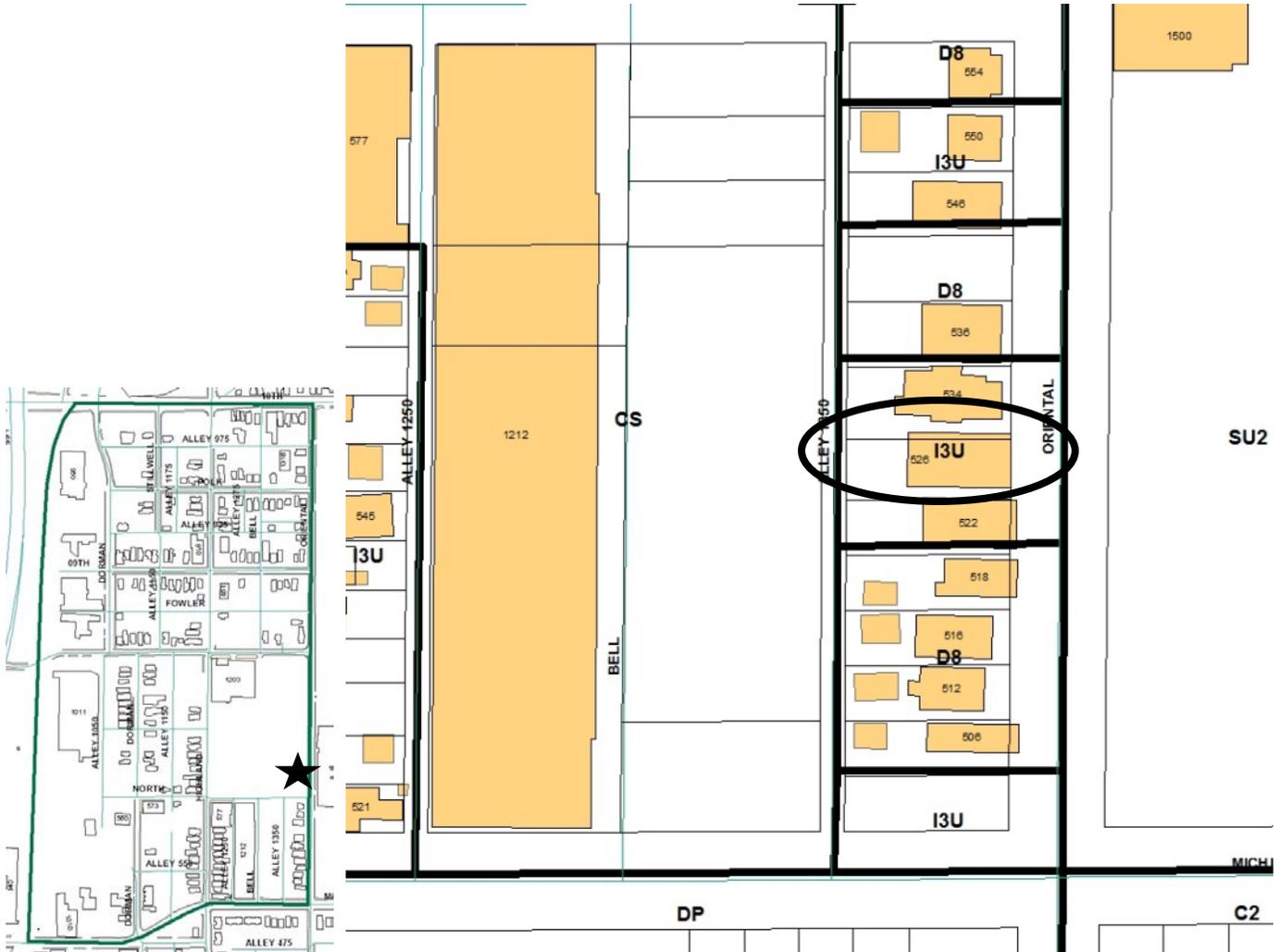
**COA # 2015-COA-363 (CH):**

**To approve a Certificate of Appropriateness to rezone the subject property from I-3-U to D-8.**

**REZONING PETITION #2015-ZON-065:**

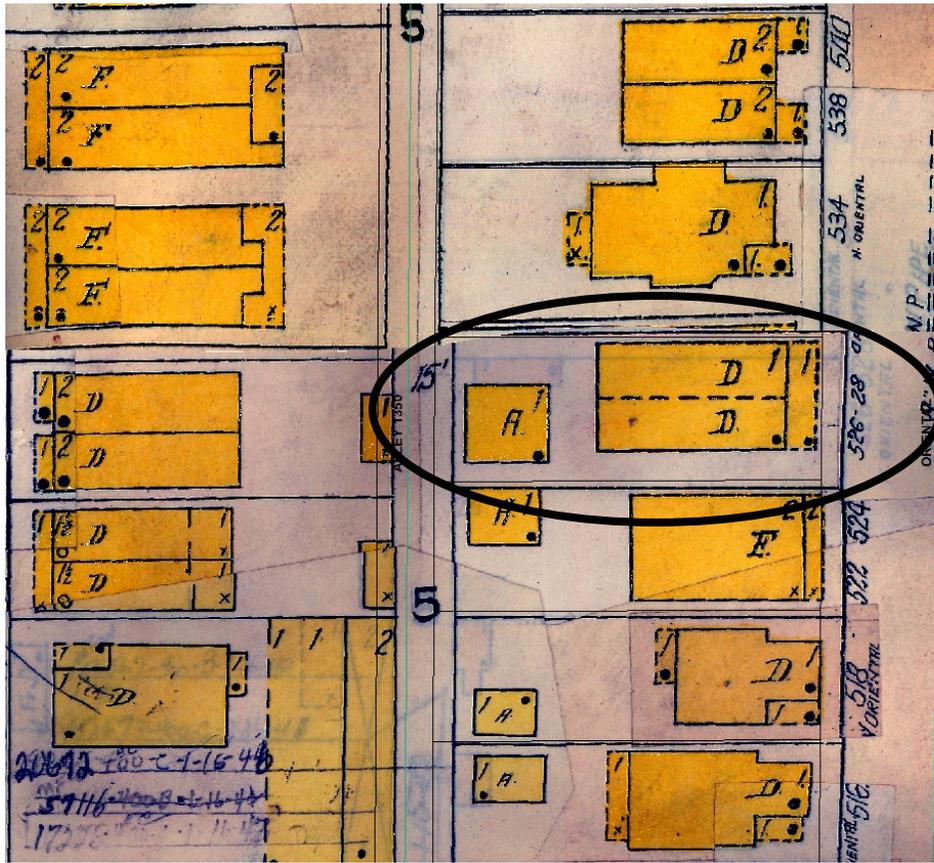
**To recommend approval to the Metropolitan Development Commission to rezone the subject property from I-3-U to D-8.**

**Staff Reviewer:** Emily Jarzen

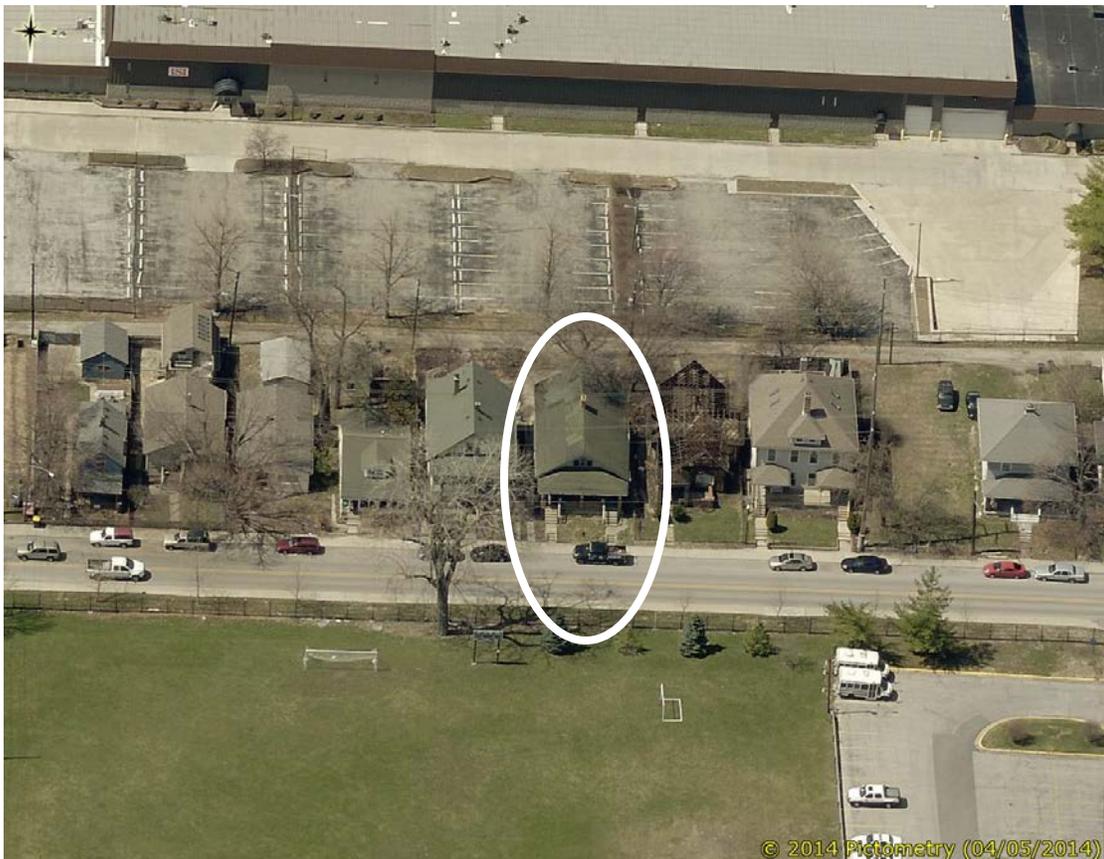


**Location in Cottage Home**

**Zoning Map**



1915 Sanborn map (with pasteovers to 1956)



Aerial view of subject property



**Subject property**

<b>COA # 2015-COA-410 (HMP)</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION COMMISSION STAFF REPORT</b>	<b>Hearing Date OCTOBER 22, 2015</b>
<b>1614 N. ALABAMA STREET HERRON-MORTON PLACE</b>		<i>Continued from: October 7, 2015</i>
<b>Applicant THE REDEVELOPMENT GROUP</b> mailing address: 1017 E. Michigan Street Indianapolis, IN 46202		Center Twp. Council District 9 Joseph Simpson
<b>Owner: SAME AS ABOVE</b>		
<b>EXPEDITED CASE</b>		
<b>IHPC COA: 2015-COA-410 (HMP) Construct single-family house and detached 3-car garage.</b>		
<b>STAFF RECOMMENDATION: Approval</b>		
<b>STAFF COMMENTS</b>		

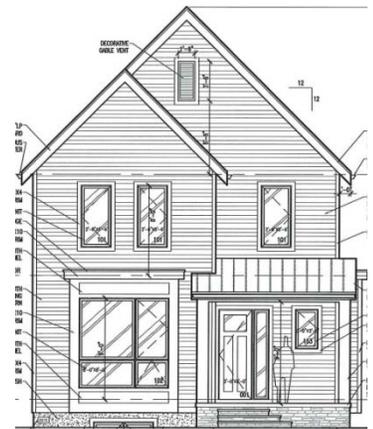
**Background of the Property**

There was a large, ca. 1890 2 ½ story Queen Anne frame house on this lot. It had been altered with a two story front porch in order to accommodate apartments. Approval for an emergency demolition was granted in 1994 after a fire. The lot is currently vacant.

**Design & Materials of the House**

The house is a contemporary dual gable front design, executed by Demerly Architects. The siding is smooth finish fiber-cement lap with a 4 in., 4 in., 6 in. reveal pattern. The front (east) elevation has a shed roof porch with standing seam metal roof. There is a first story bay with fiber-cement panels. The windows are single light casement, fixed, and awning units. The rear (west) elevation has a 1<sup>st</sup> floor porch and a second floor balcony. The balcony railing is painted metal. There is a shed roof awning over the entry stoop.

The north side elevation has a bay similar to the front bay. Small windows line the top under the eaves. Both the front and rear porches are visible. The south elevation has a significant number of windows. While different shapes and sizes, they have been lined up and grouped in a logical manner.



**Rear Deck with Sliding Glass Doors**

The rear deck doors are a dual sliding glass design that the architect feels works well in this application. Staff agrees that the four panel approach is stylistically appropriate for this building and has a more refined appearance than a “traditional” sliding door. This feature was approved by the commission for other Demerly-designed houses in Fletcher Place and Cottage Home. After viewing the finished product, staff still agrees that this application of sliding doors works successfully (photo insert.)



*IHPC-approved sliding doors in Fletcher Place*

## **Design & Materials of the Garage**

The garage is a straightforward side gable design with lap siding having the same reveal patten as the house. There are two overhead garage doors on the alley, and a pedestrian door and a set of double doors on the east façade facing the rear yard.

## **Setbacks**

The body of the house is set back 19 ft. from the front property line. The setback to the porch is 15 ft. The porch aligns with the porch of the house to the north, and the setback is consistent with houses to the north. The lot to the south is vacant. There is a 4 ft. setback from the south property line and a 9 ft. setback to the main body of the house (excluding the bay) from the north property line. The garage has a 10 ft. setback from the alley. There is a 6 ft. setback from the north property line and 4 ft. from the south line.

## **Context**

There is a wide variety of housing types in close vicinity. Directly to the south is a vacant lot, then a one story commercial building that fronts 16<sup>th</sup> Street. To the north is a newer construction house built in the past 10-15 years and a one-story bungalow. Across the street are several newer houses. A duplex was approved by the IHPC in September that will begin construction soon across the street. The proposed design does not replicate any one historic style, and there is no dominant style to the adjacent properties.

## **Herron-Morton Place Area Plan**

The New Construction Guidelines provide direction for reviewing this project:

**Basic Principle:** *“New construction should reflect the design trends and concepts of the period in which it is created. New structures should be in harmony with the old and at the same time be distinguishable from the old so the evolution of Herron-Morton Place can be interpreted properly.”*

**Style and Design:** *“Creativity and original design are encouraged. A wide range is theoretically possible, from modern to revivals, from simple to decorated.”*

*“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”*

*“Avoid the adoption of, or borrowing from styles, motifs or details of a period earlier than that of the historic district or which are more typical of other areas or cities.”*

**Fenestration:** *“Creative expression with fenestration is not precluded, provided the result does not conflict with or draw attention from surrounding historic buildings.”*

**Materials:** *“The dimensions, textures and patterns of building materials should not conflict with those found on historic buildings in the area. This can often be accomplished with some flexibility since building materials, if used within basic guidelines, have less impact on visual compatibility than larger scale visual elements.”*

Staff believes that the massing and design of the building respects the historic and new construction buildings that surround it, and is consistent with the design guidelines in the Plan.

**STAFF RECOMMENDED MOTION**

**2015-COA-410 (HMP):**

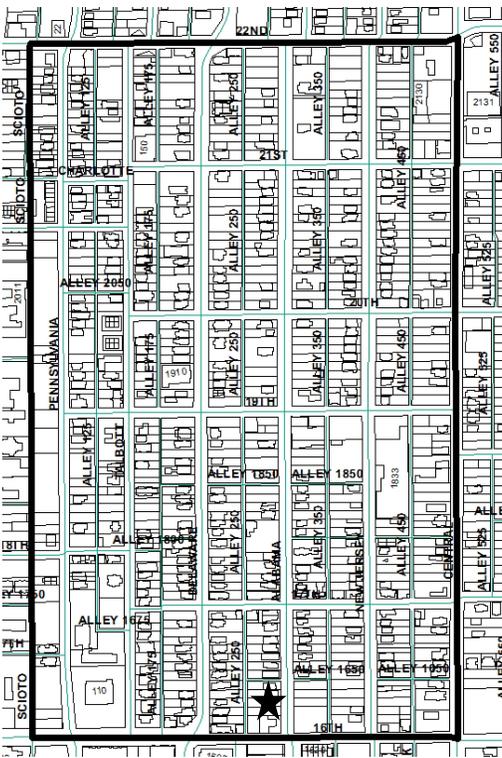
**To approve a Certificate of Appropriateness to construct a single-family residence and detached 3-car garage per the submitted documentation and subject to the following stipulations:**

**DCE: Stipulations number 1, 2, and 3 must be fulfilled prior to issuance of permits.**

1. Construction must not commence prior to approval by the IHPC staff of final construction drawings.  
*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. Boxed soffits (“bird boxes”) are not permitted. Rafter tails may be left exposed or sheathed with sloping soffit board parallel to pitch of roof.
5. Trim and siding shall be wood or fiber-cement, and shall have a smooth texture and be free of major imperfections. Rough-sawn finishes are not permitted. Siding reveal must match approved drawings.
6. A durable marker indicating the date of construction must be incorporated into the front foundation of the house (not the porch).
7. 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.
8. 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.
9. Any changes to the proposed design must be approved by IHPC staff prior to commencement of work.

**NOTE: Owner responsible to comply with all applicable codes.**

**Staff Reviewer:** Emily Jarzen



**Location in Herron-Morton Place (new houses across the street not depicted on GIS maps)**



**Aerial view of site**



**House formerly located on the site**



**Subject site**



**Houses to the north of subject site**

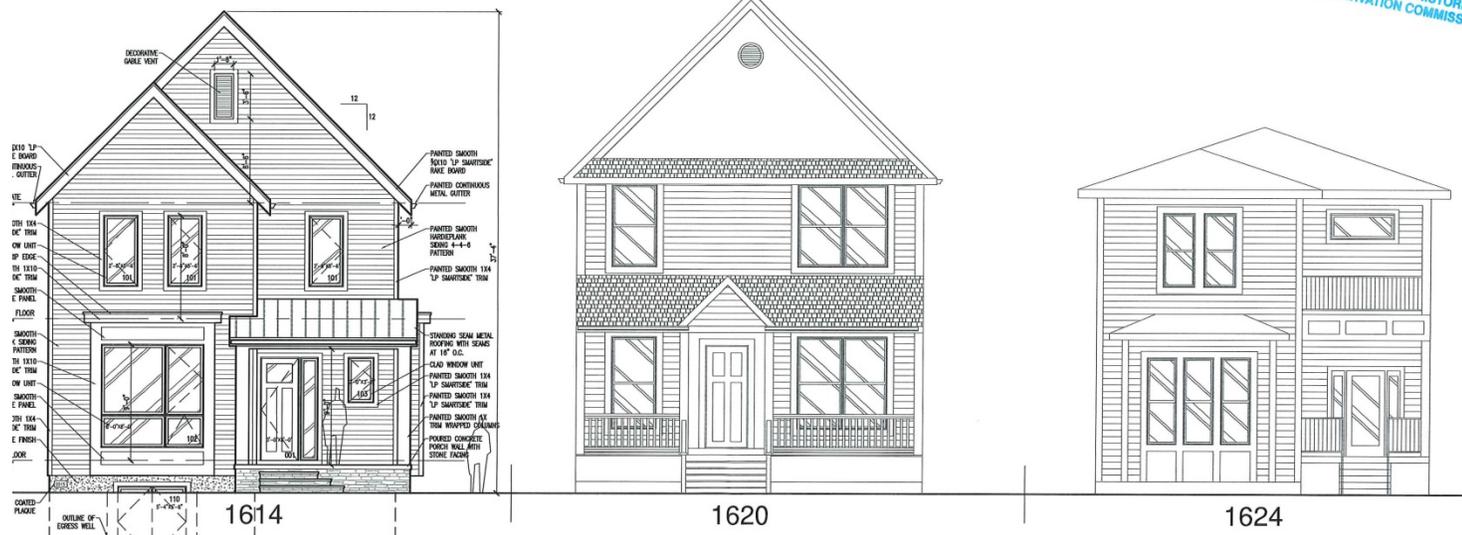


**Commercial property to the south of site**

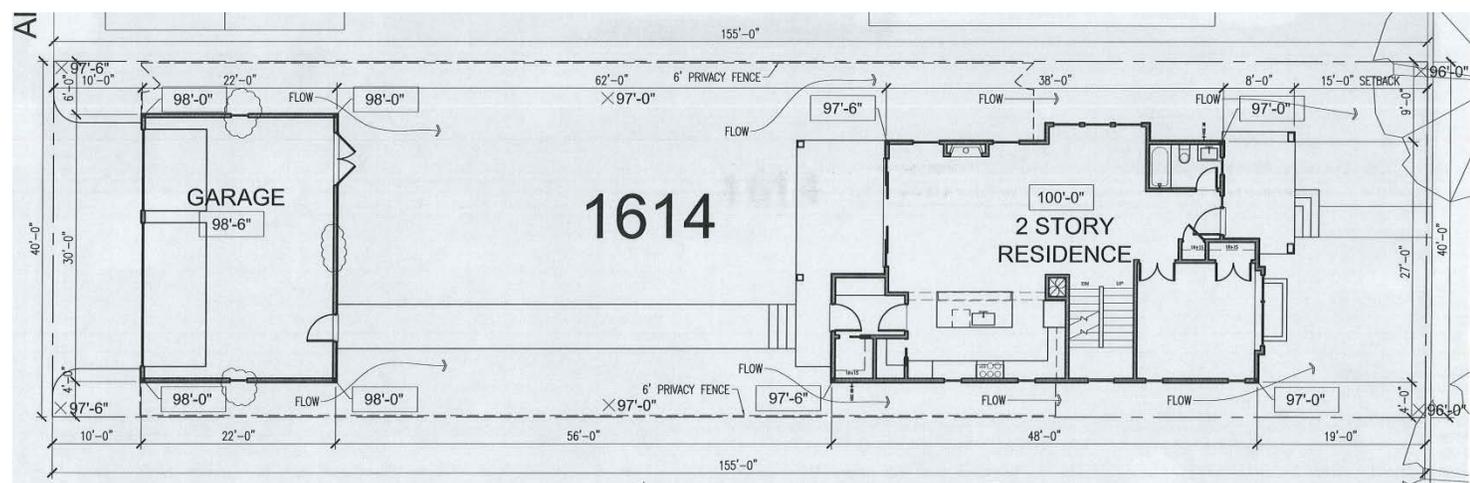


**Context across the street**

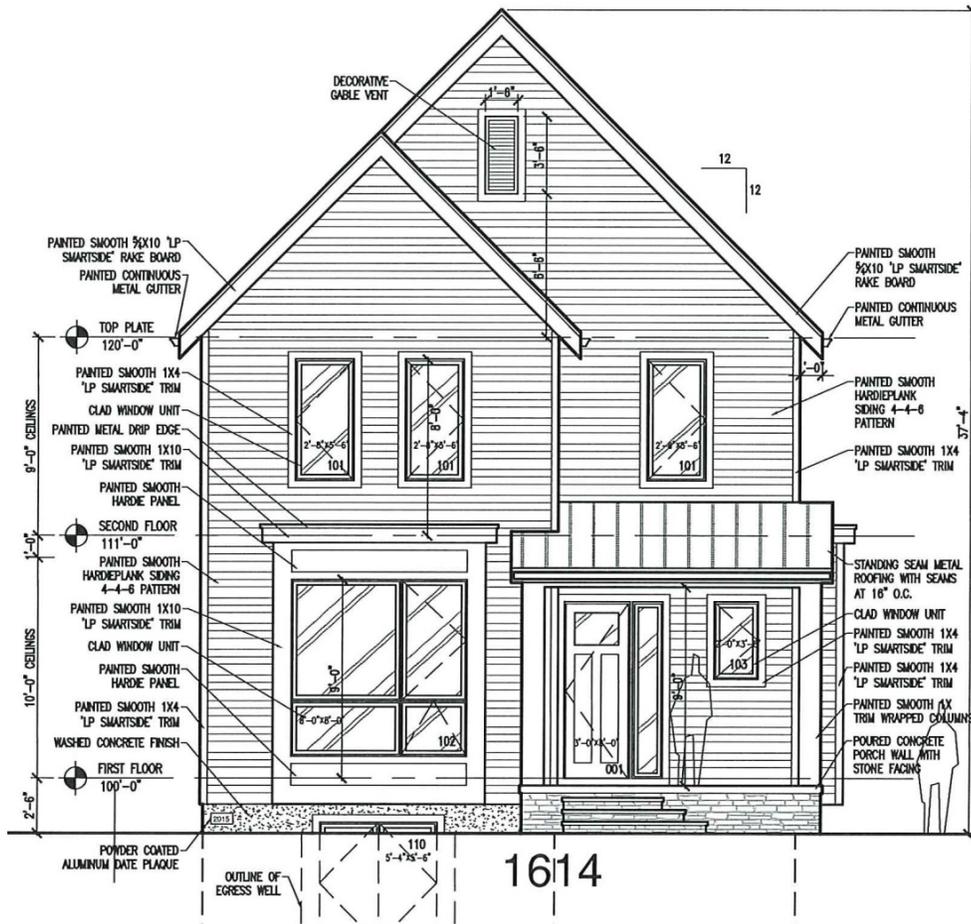
**NOTE: Commission members will receive full set of plans**



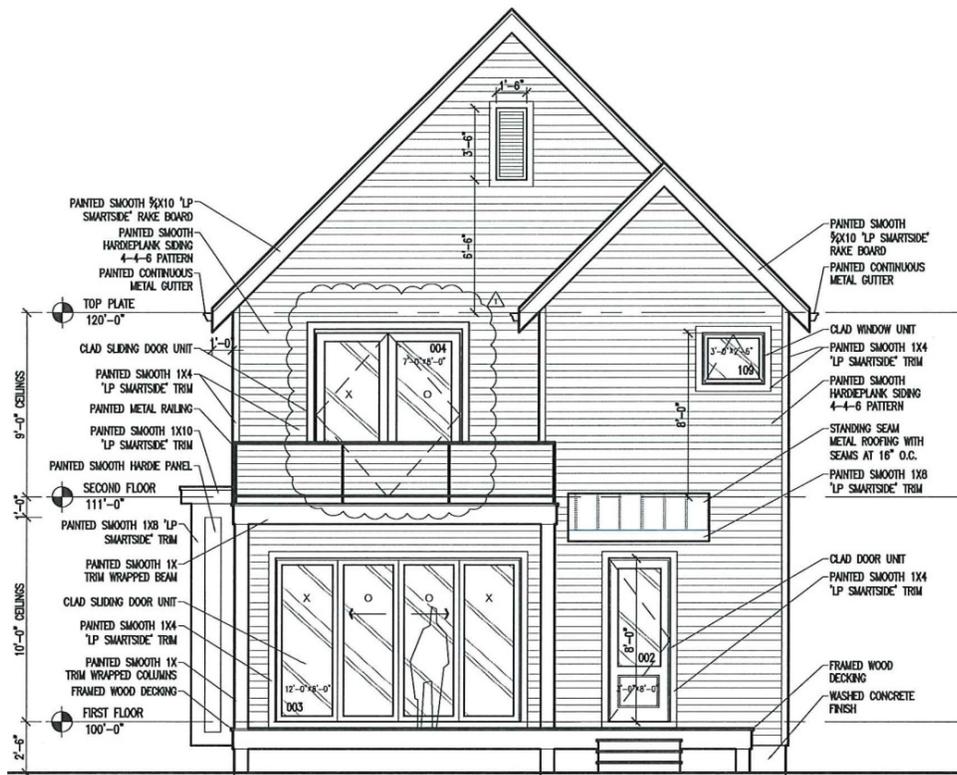
Proposed streetscape



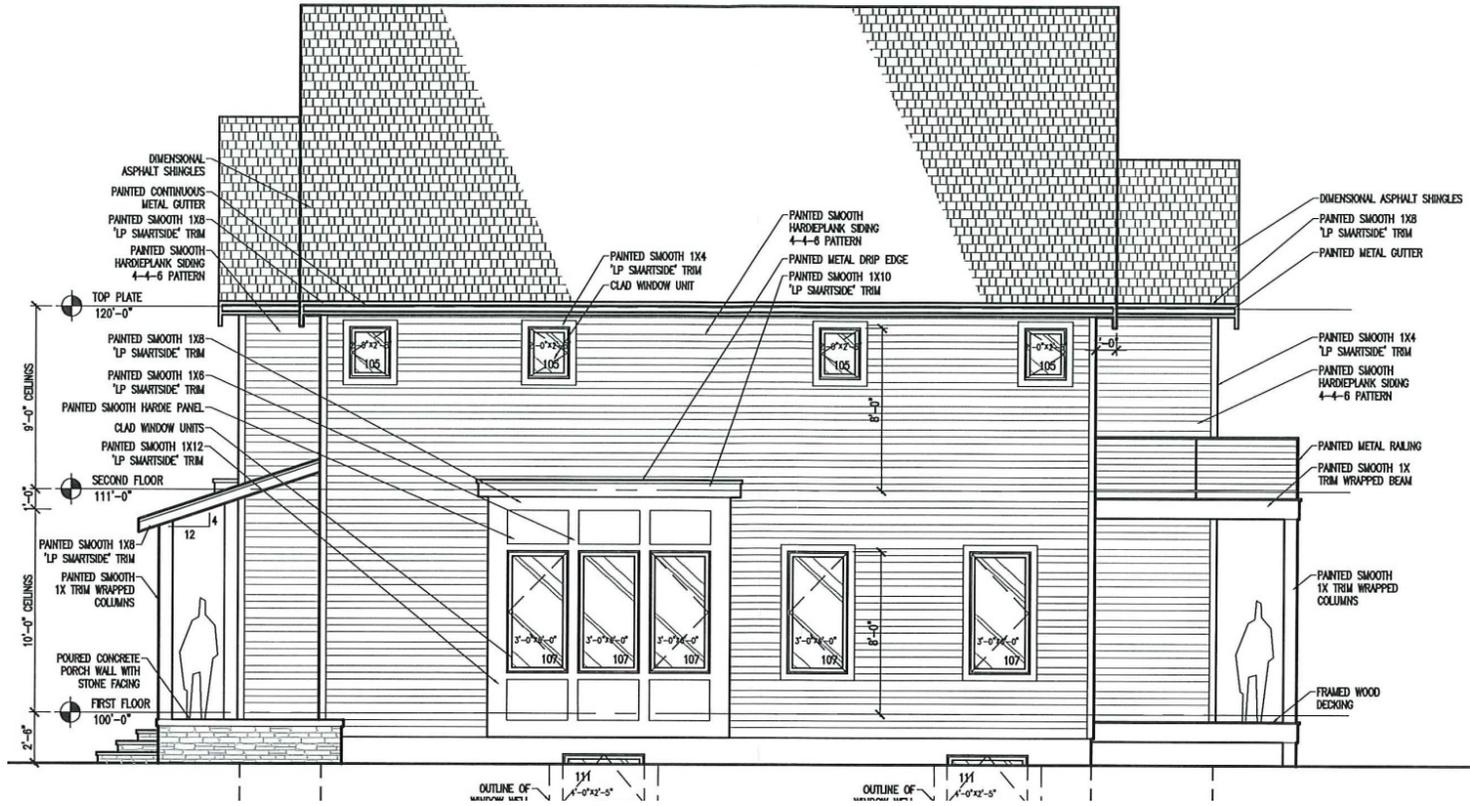
Proposed site plan



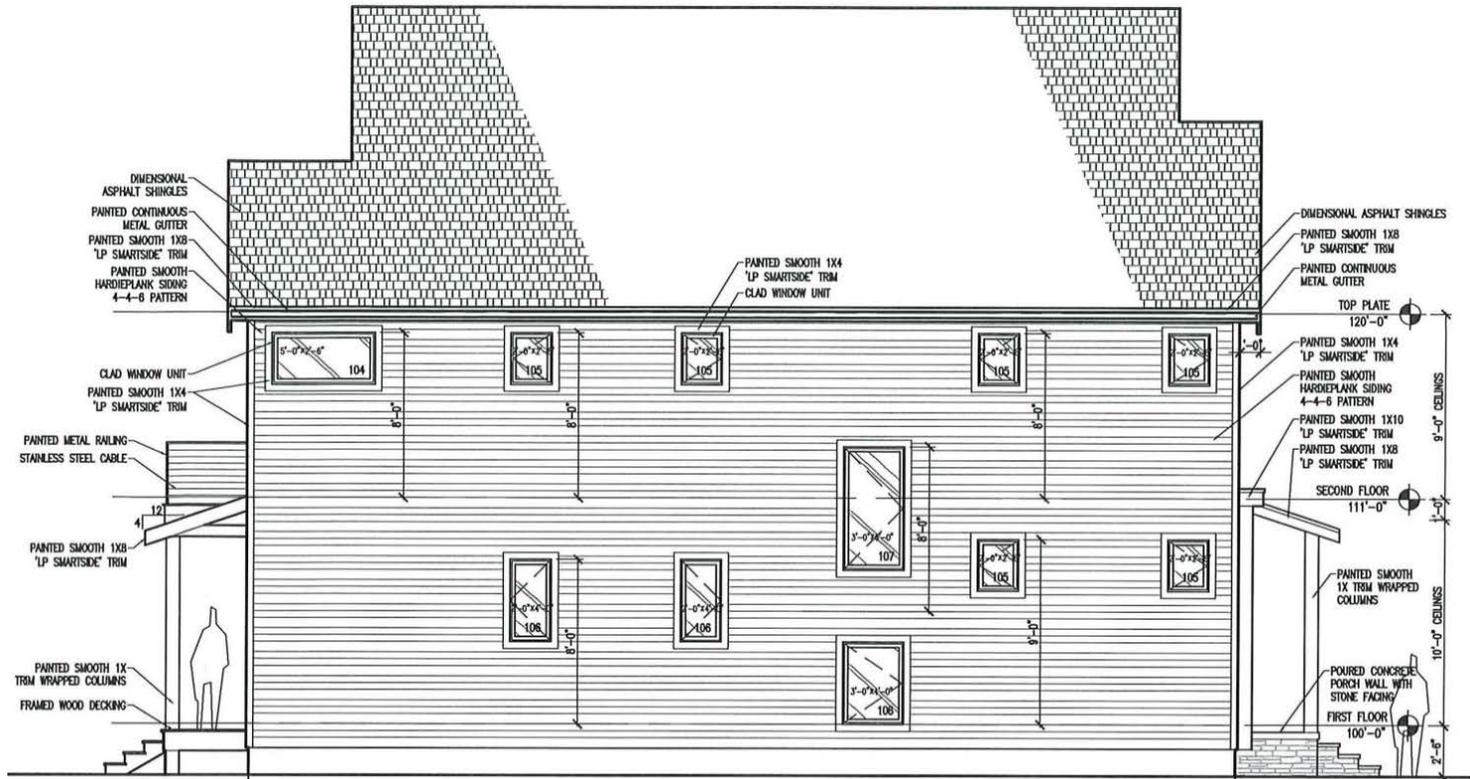
Front (east) elevation



Rear (west) elevation. Change was made to the balcony door based on staff suggestion, recommended change indicated by cloud.

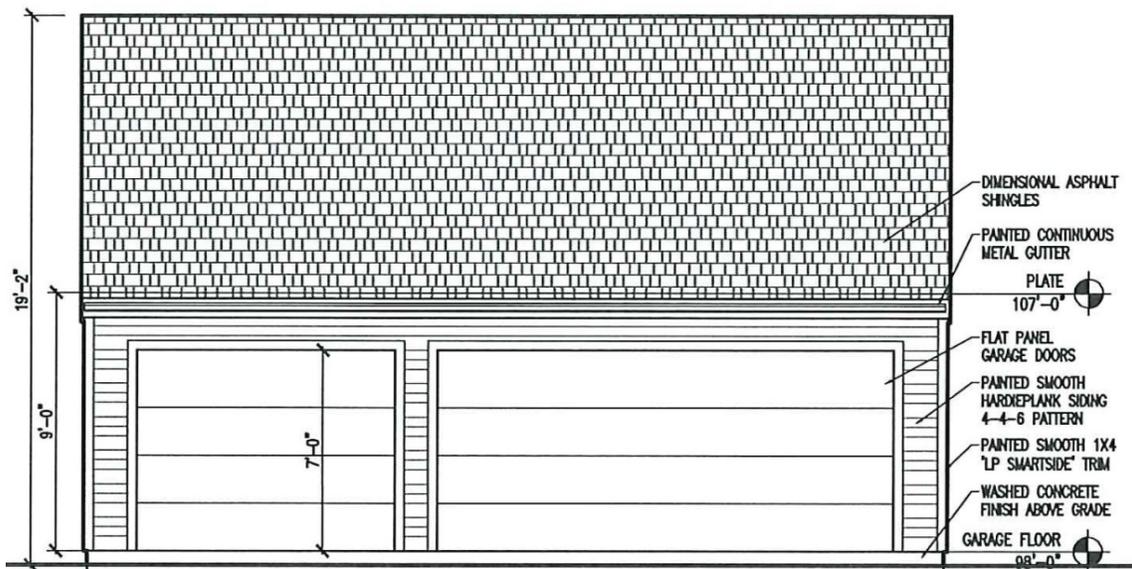


North elevation

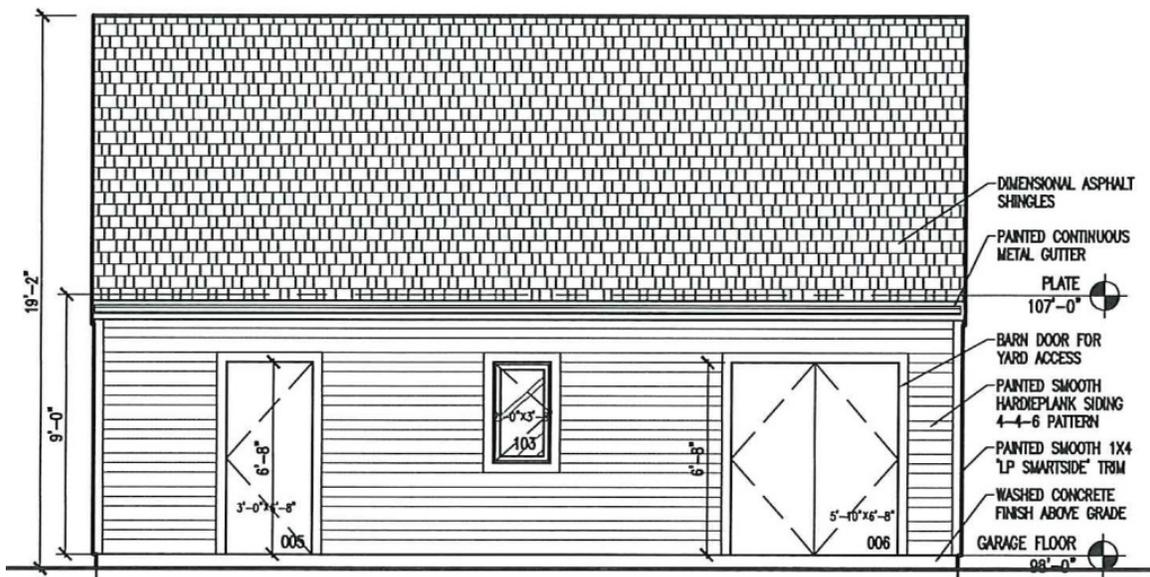


South elevation

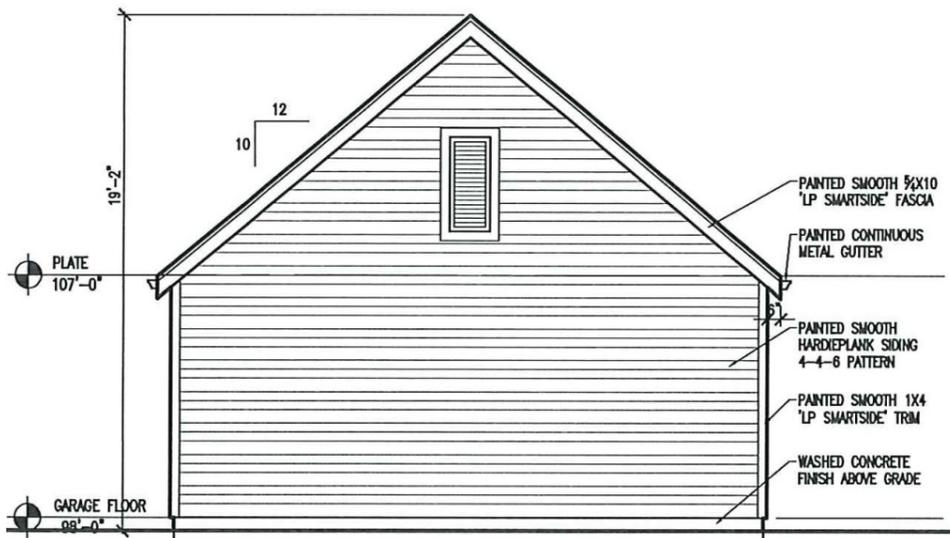
# Garage plans



West elevation



East elevation



North & south elevations

<b>COA # 2014-COA-112 (RP) &amp; 2014-VHP-033</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION COMMISSION STAFF REPORT</b>	<b>Hearing Date OCTOBER 22, 2015</b>
<b>806-826 DR. MARTIN LUTHER KING, JR. STREET RANSOM PLACE</b>		<i>Continued from:</i>
<b>Applicant &amp; mailing address:</b>	<b>Crossroads Development and Consulting LLC</b> 6824 Bluffgrove Court Indianapolis, IN 46278	<i>October 1, 2014 November 5, 2014 November 11, 2014 December 3, 2014 March 4, 2015 April 1, 2015 October 7, 2015</i>
<b>Owner:</b>	<b>JMK Development LLC</b> 2225 N. Talbott Street Indianapolis, IN 46205	Center Twp. Council District: 15 Vop Osili
<b>COMBINED CASE</b>		
<b>IHPC COA: 2014-COA-112 (RP)</b>	<ul style="list-style-type: none"> <li>• Construct 18-unit multi-family complex.</li> <li>• Variances of Development Standards</li> </ul>	
<b>VHP: 2014-VHP-033</b>	<ul style="list-style-type: none"> <li>• Variances of Development Standards to allow: <ul style="list-style-type: none"> <li>- Reduced required front yard setback</li> <li>- Reduced required perimeter yard</li> <li>- Building to be constructed in the clear sight triangle</li> <li>- Reduced minimum yards between buildings</li> <li>- Parking area to have deficient maneuvering</li> <li>- Maneuvering in the right-of-way</li> <li>- Trash to be accessed from public alley</li> <li>- Dumpster to be located in the required perimeter yard</li> </ul> </li> </ul>	
<b>STAFF RECOMMENDATION: Approval</b>		

**BACKGROUND OF THE CASE**

**May 7, 2014 – Preliminary Hearing**

The applicant brought this application for a preliminary hearing on May 7, 2014. At that time, plans were presented for a 22-unit project. Comments and suggestions from commissioners:

- Parking appears to be inadequate for the potential demand.
- The rear of the building, with open corridors and stairways, looked more like a motel.
- The design was bland with no articulation reflecting the surrounding properties. There needs to be more deference to its surroundings.
- The use of gables was suggested.
- The project needs to relate better to the streetscape.
- The first floor needs to be re-proportioned, so it doesn't look diminutive.
- Entries and dormers should receive more focus.
- The variation shown in the roofline is a good thing, but should be done better.
- More details are needed on the site plan, including sidewalks to public walks, parking, etc.
- Care should be taken to not overpower surrounding single-family houses.
- The south elevation needs more prominence and creativity in the way it addresses the Cultural Trail.

### **October 8, 2014 – 1<sup>st</sup> Public Hearing**

The applicant presented updated plans. After discussion, the case was continued. Commission members offered the following comments, suggestions and observations:

- Having all the parking on the alley does not work. The garages for the single-family houses have an apron in order to provide maneuverability.
- The applicant is trying to fit too many units onto the site. A reduction in the number of units is needed.
- Stair stepping could be successful. With smaller buildings there would be better rhythm.
- Give a more single family feel. Materials will help provide proper scale.

### **December 3, 2014 – 2<sup>nd</sup> Public Hearing**

Revised plans by a new architect were presented and the unit number was dropped from 22 to 18. The changes were significant, but staff believed revisions were still needed and recommended that the case be continued after Commission discussion and guidance. Commission members offered the following thoughts and suggestions:

- Stairwells in the back, connecting flat-roofed elements, don't integrate well with the overall project.
- The way the buildings are articulated is inconsistent with the guidelines – a lot of work is still needed.
- Possibly look at putting pitched roofs on the top of the linking elements.
- Better scale the 2-story connectors to reflect the roof top terraces, perhaps with railings or treatment going around the terrace. It has a barracks-like look, with the open staircases.
- The proportions of the façade windows need to reflect what is seen in the neighboring houses. Needs to better relate to surrounding context.
- Several raised concern over the parking, especially after hearing testimony from neighborhood residents. It was suggested that the only way to deal with it is through density.
- It was pointed out that the minimum parking standard was met only by sacrificing important development standards.
- Since increased street parking is unlikely, there needs to be fewer units to make this a “responsible project” for the neighborhood.
- There needs to be a balance between number of units and amount of parking.
- The 3-story sections seem out of proportion in scale relative to the eave height and windows.
- The roof-top terrace area needs to be re-thought – it's a lot.
- Perhaps running gables in two directions would help to scale the connectors differently.
- The project needs to be “right-sized.”
- Care should be taken with the end unit, as it addresses a prominent corner. There needs to be some articulation, perhaps a bay window.

### **April 1, 2015 – Continued**

A staff report was generated recommending denial of the project, but the applicant asked for a continuance. He subsequently hired another new architecture firm, Lancer + Beebe Architects, to redesign the entire project.

### **Design Changes**

Lancer + Beebe Architects have re-thought this project and studied the previous comments by staff and commission members. They have come up with a design that is significantly different and reflects an understanding of the direction suggested by staff and commission. Major changes include:

1. Instead of one large 3-story building, the proposal now is broken up into four buildings, three of which are only 2 stories.
2. A 3 story “apartment-style” building with 8 units is at the corner of MLK and St. Clair, is separated from the historic houses on MLK by two 2-story “townhouse-style” buildings with 4 units each.
3. One “carriage house-style” building is on the alley. The ground level is for parking, and the second floor houses two 1-bedroom apartments.
4. Parking has been returned to the alley, but is set back 10 ft. from the alley to reduce the dangers of backing directly into the alley.
5. The new site plan includes open yard space at the rear.
6. Care has been taken to screen stairwells and locate them in non-prominent locations.
7. Only the 3-story building on the corner has a roof top deck. The 2-story buildings nearest neighboring properties do not have any outdoor decks.

## **Design and Materials**

### ***Corner “Apartment” Building***

The 3-story, flat-roofed building at St. Clair and MLK is the largest in the complex, but is much smaller than the previous proposals. The building features a mixture of materials: A large dimension decorative smooth face masonry, fiber-cement 4 ft. x 8 ft. panels, fiber-cement lap siding, and cedar siding boards finished with clear sealer. The roof has a simple metal railing, as there is a roof deck on this building.

The mixture of materials is used in a way that helps break the building apart and break down the massing in a logical manner. Bays are created using panels, windows, trim that extends past the plane of wall, “framing” segments of the building, as well as vertical cedar bands. Balconies are recessed, bringing further depth to the elevations. A strong sense of the corner is created using the balconies and masonry.

The alley elevation has a second floor overhang, to accommodate covered bicycle parking and some parking. Masonry wraps around from the St. Clair elevation on the first floor. The upper stories are given visual interest by two vertical bays of windows and panels.

### ***4-plex Townhouse Buildings***

The 2-story units have been purposely designed to read as distinct units that are compatible with the mass, feel and design of the housing stock of Ransom Place. They utilize gable fronts, with bays that are broken by lower flat roof dividers. These dividers are cedar boards, while the mass of the main building is fiber-cement panels. The panels are given a small scale residential quality through placement, punctuation by windows, color and trim. Recessed balconies are also located on these elevations. The buildings and fronts are staggered, distinguishing each gable front unto itself. On the rear façade, the second floor of the connectors overhangs the first floor entry, creating a covered doorway.

### ***Carriage House***

The alley building is a side gable design. The first level is open, and will provide parking. The building was designed to help create more of a consistent garage feel, and break up what would otherwise be an unbroken row of parking. It was designed to have two “sides”, one of which is a lap siding, and the other which is panels and cedar siding. This helps break down the mass of the building to give the illusion of two spaces, rather than one, single, long building.

## **Parking**

The proposal includes 18 parking spaces. 18 spaces are required, and therefore the petition meets the zoning ordinance requirements. To introduce more parking, greenspace and development standards would need to be sacrificed.

## **Staff position**

Staff feels that the design has come a very long way since the last rendition. It creates a larger building to bookend the block, but opens up the site by using separate buildings and transitioning to a residential scale, respectful of the cottage form. The townhome design cleverly and considerately has a broken mass and is much smaller in scale and respectful of the neighboring historic residences and overall neighborhood than the single massive buildings previously submitted.

The corner building engages both MLK and St. Clair, responding to Commission members' concerns about the St. Clair elevation and visual interest from the Cultural Trail. The materials are combined in ways that make sense and create visual interest, and that are consistent with the Plan. Whereas previous designs had no cohesion, this design has a cohesive feel even though it is now comprised of separate buildings. The proportions, height and mass are in scale with the neighborhood. This tight site has been given a more open plan and expresses a residential character.

## **Variances**

The new design does not require any development amenity variances.

The applicant does need a front yard setback variance. A 40 foot front yard setback from MLK is required, but would be inconsistent with all of the other buildings along MLK in Ransom Place.

A reduced perimeter yard variance is also needed. To be in compliance, the applicant needs 15 ft. combined in the side yards (along the alley and to the north). Because the rear yard is being used for parking, having a landscaping strip here is not possible. A deeper side yard would not provide consistent spacing with the rest of the homes in the area. Because the townhome units do a much better job relating to the historic streetscape and character, distinguishing, or protecting the neighboring properties is achieved through design and scale, rather than a buffer of land.

Both corners of the building are located in the clear sight triangle. This is due to a combination of the deep right-of-way and the unit configuration of the lot. At the MLK corner, the right-of-way is so deep that cars will have cleared the building and be in the right-of-way for good sightlines. Along the alley it is tighter. However, there is still right-of-way to help provide some clearance, and the building moves away at an angle to help provide additional visibility.

The minimum side yard variance is a product of the change in design from one large building to several smaller ones. The D-8 ordinance has a formula for how far spaced buildings in a multi-unit development need to be, based on height and other factors. The building at the corner needs to be 17 ft. away from the closest 4-plex, but it is only 12 ft. away. The 5 ft. difference is minimal in this situation, and doesn't provide for consistent spacing.

The parking variances are a product of the location of the alley parking set-up. To help minimize the issues surrounding a row of 18 parking spaces on the alley, the design now includes a 10 ft. alley extension. This will allow cars to back up and have visibility before pulling into the alley itself, as well as providing some more maneuvering space. The use of this feature minimizes the impact of the parking non-conformity.

The trash will be picked up from the alley, and located in the required perimeter yard. Due to the fact that there is no interior access drive, trash must be accessed from the alley unless the entire site is reconfigured. The access is consistent with the surrounding neighborhood, and the dumpster will be enclosed on all four sides to provide proper screening.

### **History of the Site**

The 1887 Sanborn shows dwellings and a store on some of the current day parcels. By 1898 all of the parcels were built up with dwellings and one commercial storefront building. Between 1962 and 1972, some of the buildings were demolished for parking. More were demolished by 1979. Between 1981 and 1986 the rest of the buildings were demolished and MLK St. was widened and reconfigured, resulting in the parcels that make up this site being re-shaped (angled fronts) and shortened. The site is currently vacant.



Present property lines and sidewalks superimposed on 1972 aerial photo.

### **Ransom Place Conservation Area Plan**

The lots are located in “Sub-area B” as outlined in the Plan. This encourages residential development on the vacant lots at MLK and St. Clair, and to consider commercial development if complementary to existing residences. The lots, which have been rezoned to D-8 since the Plan was adopted, are recommended for “rezoning from I3U to D8 to allow residential development, or rezone to CBD-2 to allow commercial development consistent with the Land use and Development recommendations.”

The Plan also gives guidance for new construction:

- *Building materials, whether natural or man-made, should be visually compatible with surrounding historic buildings.*
- *When vinyl, aluminum or hardboard siding is used to simulate wood clapboard siding, it should reflect the general direction and dimensional characteristics found historically in the neighborhood.*
- *Cornice heights, porch heights and foundation heights of surrounding buildings should be considered when designing new construction.*
- *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.*
- *Surrounding buildings should be studied for their characteristic design elements. The relationship of those 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.*
- *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.*
- *The total mass and site coverage of a new building should be compatible with surrounding buildings.*
- *The massing of the various parts of a new building should be characteristic of surrounding buildings.*

**STAFF RECOMMENDED MOTION**

**2014-COA-112 (RP):**

**To approve a Certificate of Appropriateness for construction of an 18 unit apartment complex and for Variances of Development Standards, as per the submitted documentation and subject to the following stipulations:**

**DCE: PERMITS 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.  
*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. A durable marker indicating the date of construction must be incorporated into the front foundation of the building and approved by IHPC staff prior to installation.
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.
8. All siding and trim must be smooth, and free of embossed wood grain or rough-sawn textures.

**VARIANCES 2014-VHP-033:**

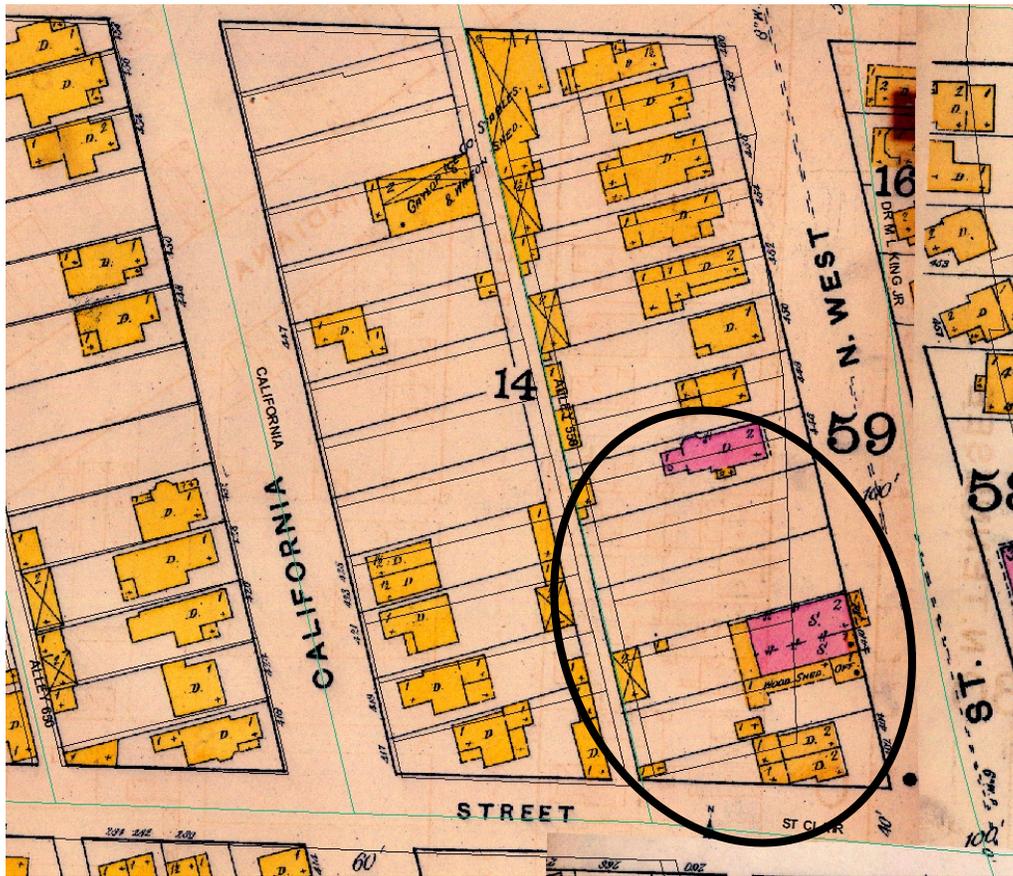
**To approve Variances of Development Standards to allow:**

1. Reduced required front yard setback
2. Reduced required perimeter yard
3. Building to be constructed in the clear sight triangle
4. Reduced minimum yards between buildings
5. Parking area to have deficient maneuvering
6. Maneuvering in the right-of-way
7. Trash to be accessed from public alley
8. Dumpster to be located in the required perimeter yard.

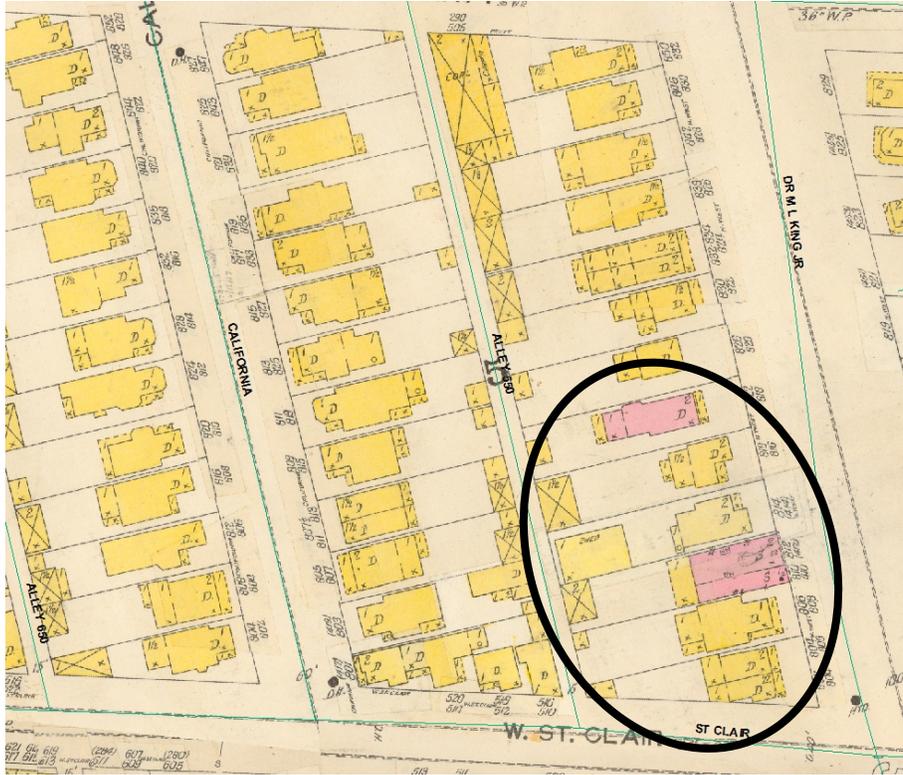
**Staff Reviewer: Emily Jarzen**



Location of Project Site in Ransom Place

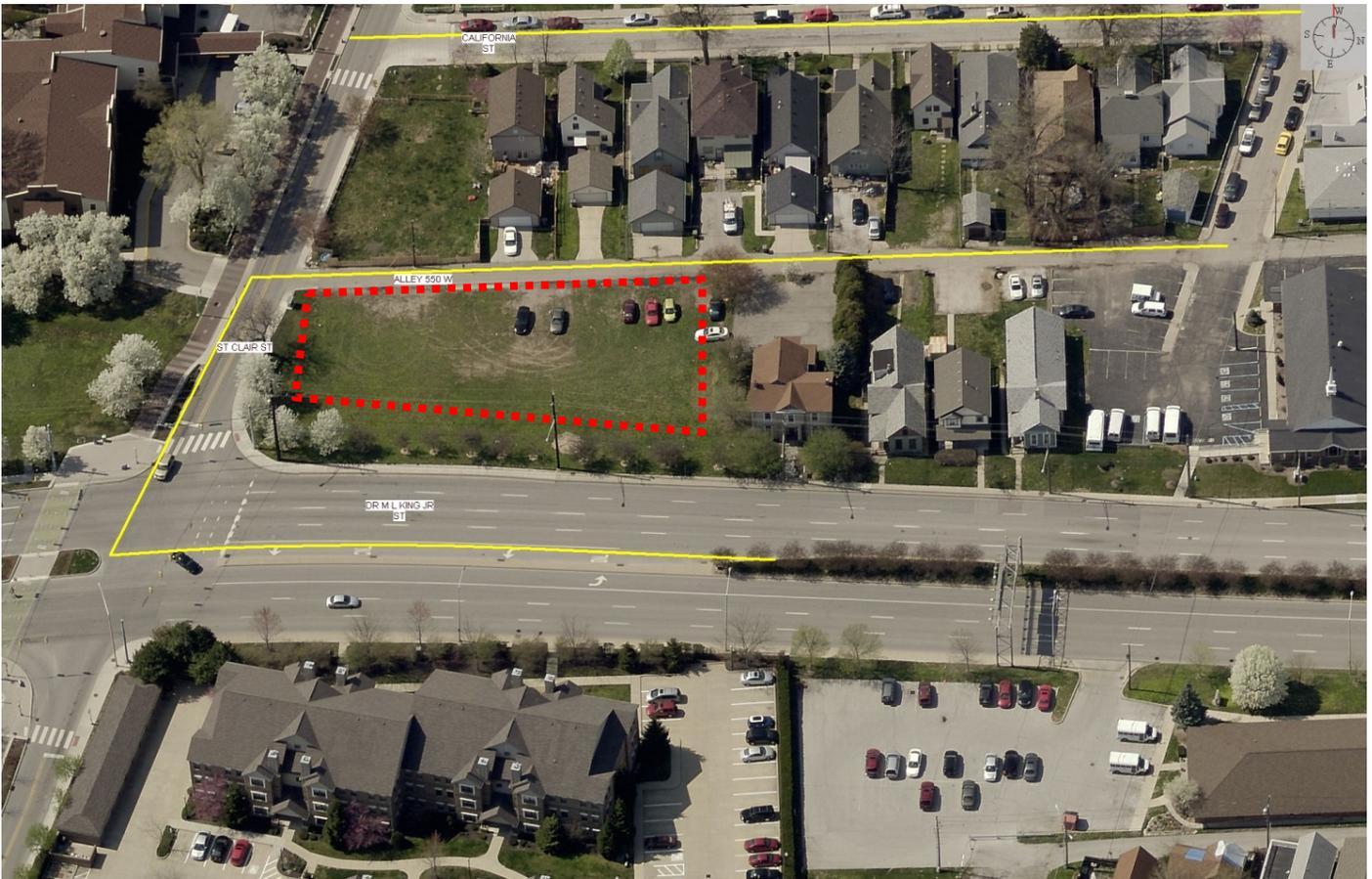


1887 Sanborn map – existing parcel lines shown over historic parcel lines



1898 Sanborn map





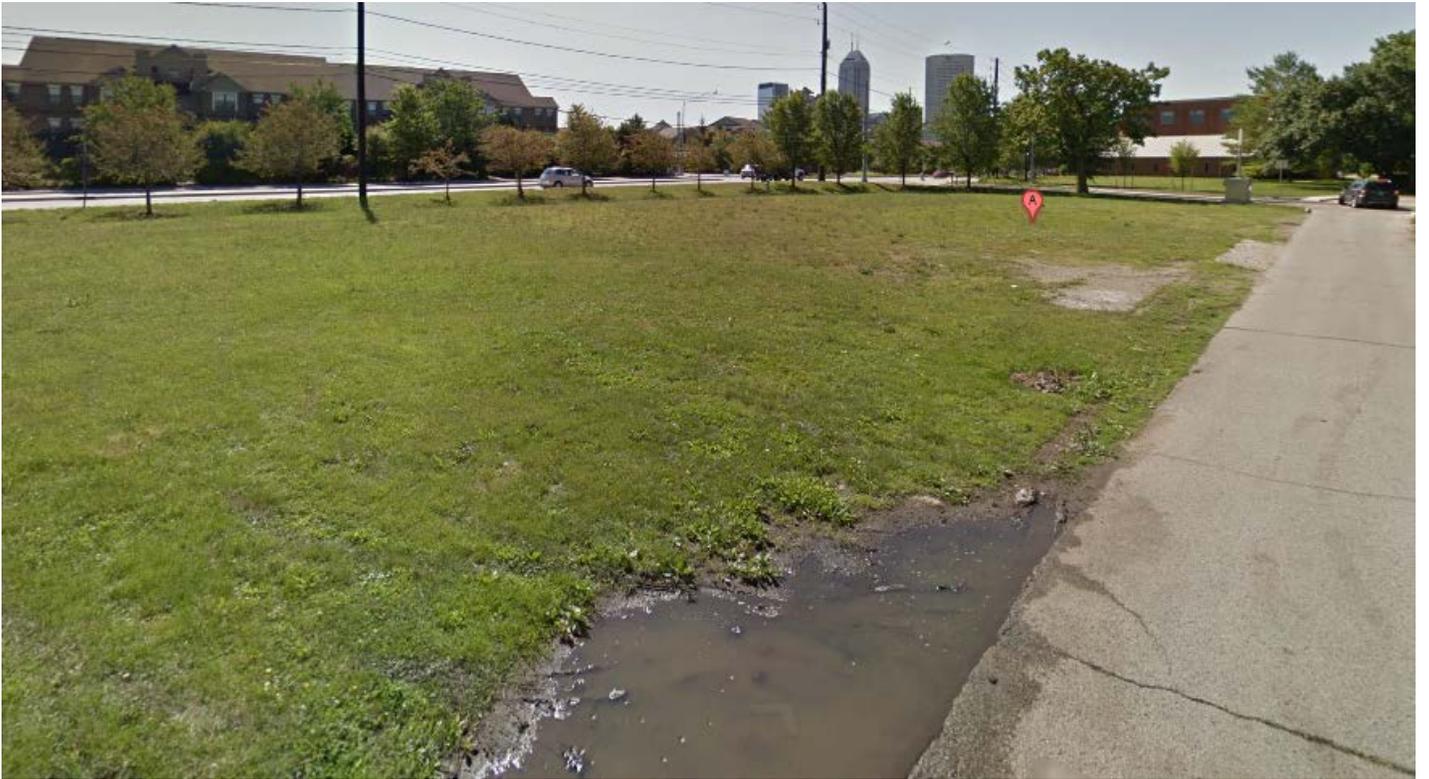
**View of site from MLK & St. Clair, looking NW**



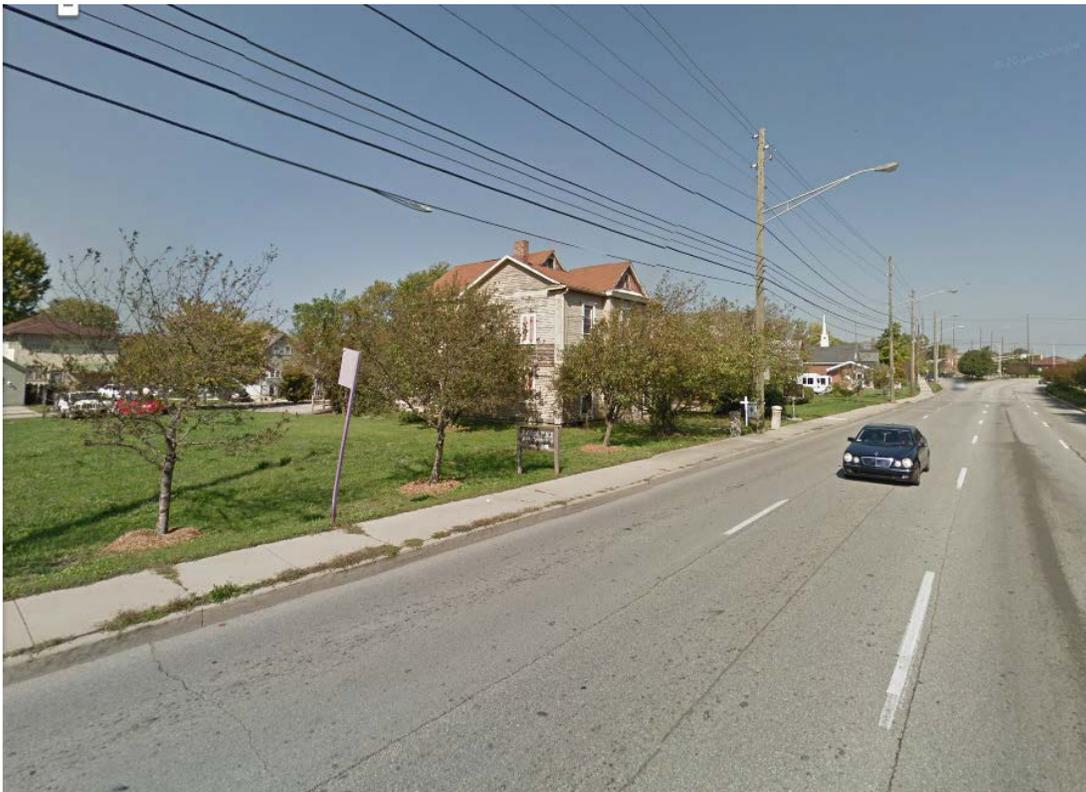
**View from St. Clair, looking North**



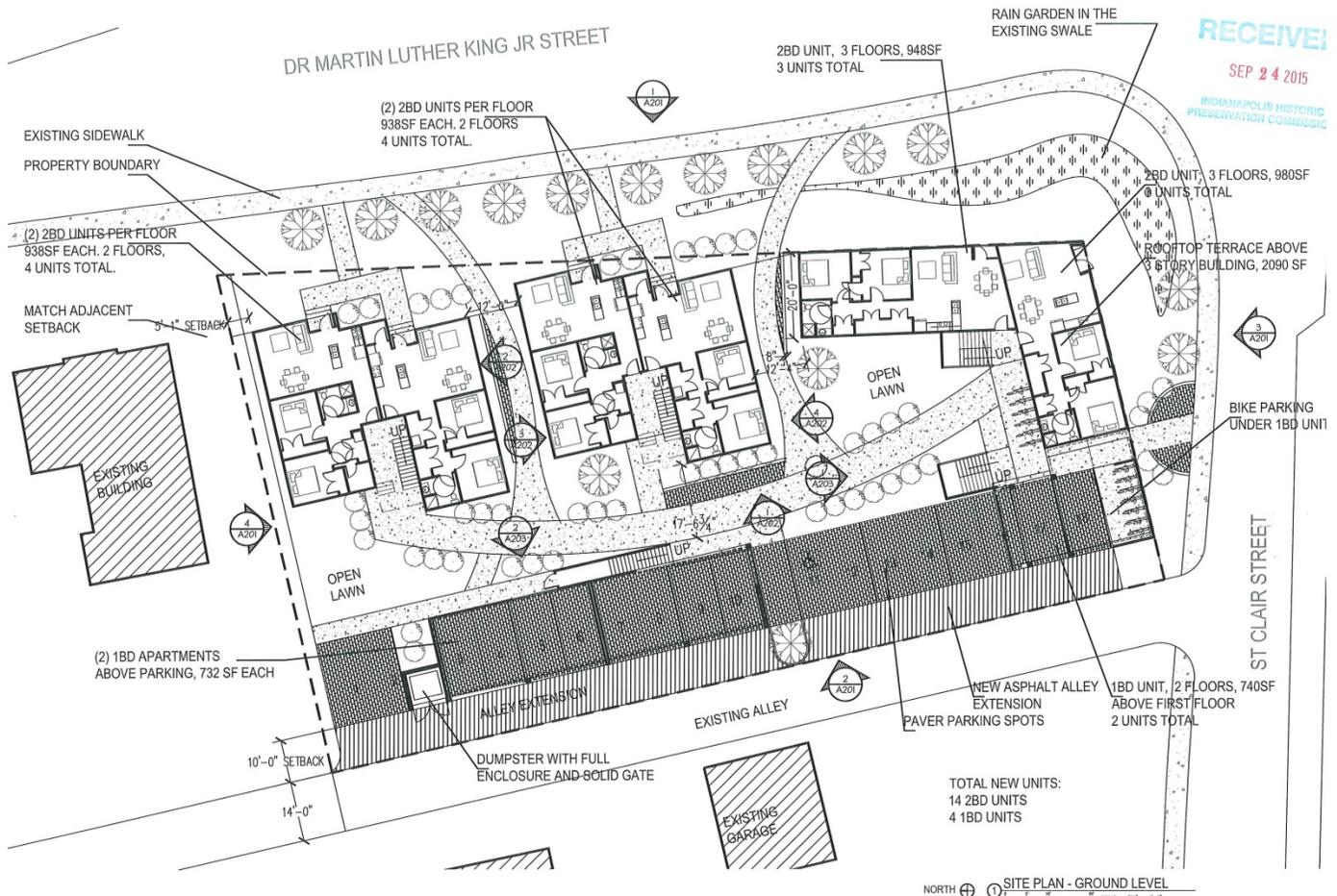
**Google street view of adjacent properties on MLK**



**View from alley, looking southeast**



**Google street view from MLK, looking towards neighboring properties**



**Proposed Site Plan**

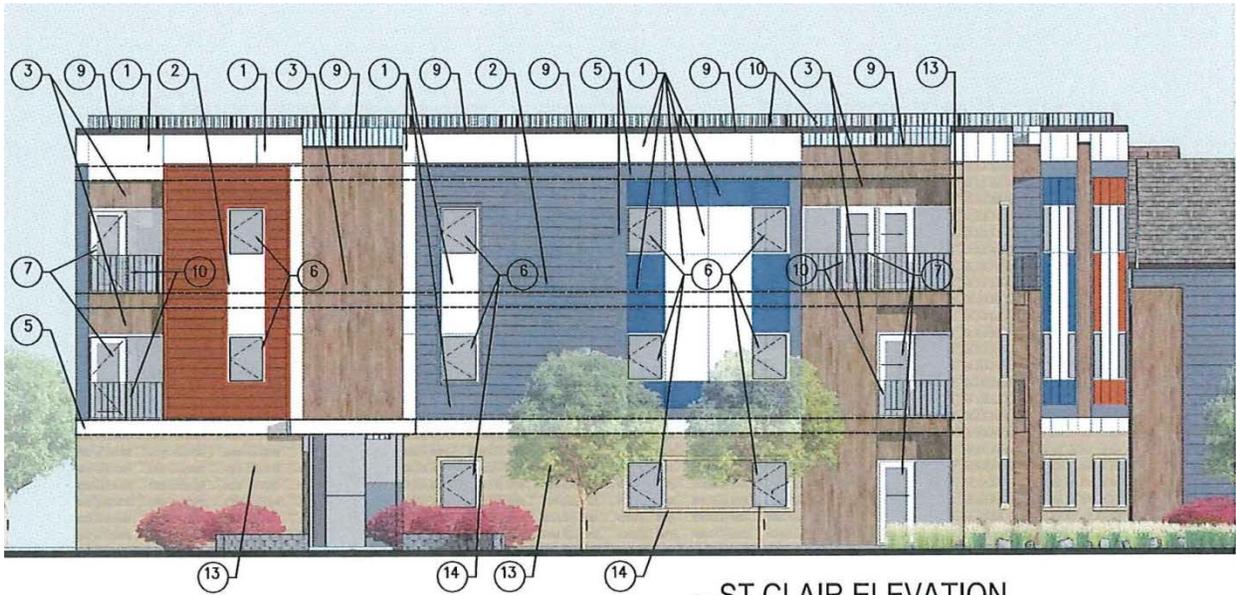


**Streetscape**

# Corner Building



**MLK elevation (east)**



**St. Clair elevation (south)**

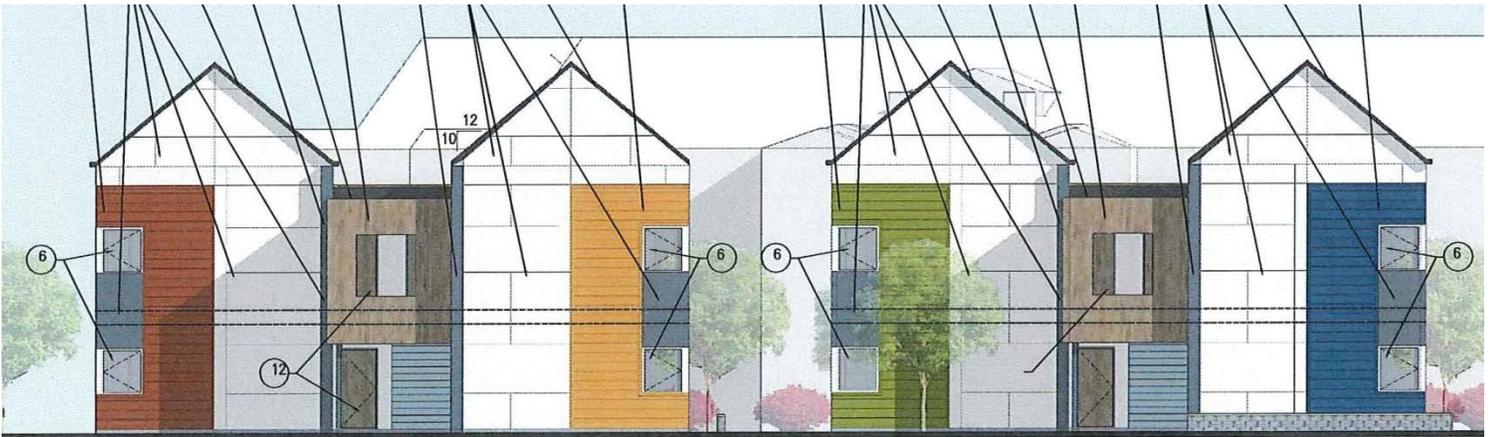


BACK ALLEY ELEVATION  
Alley elevation (west)

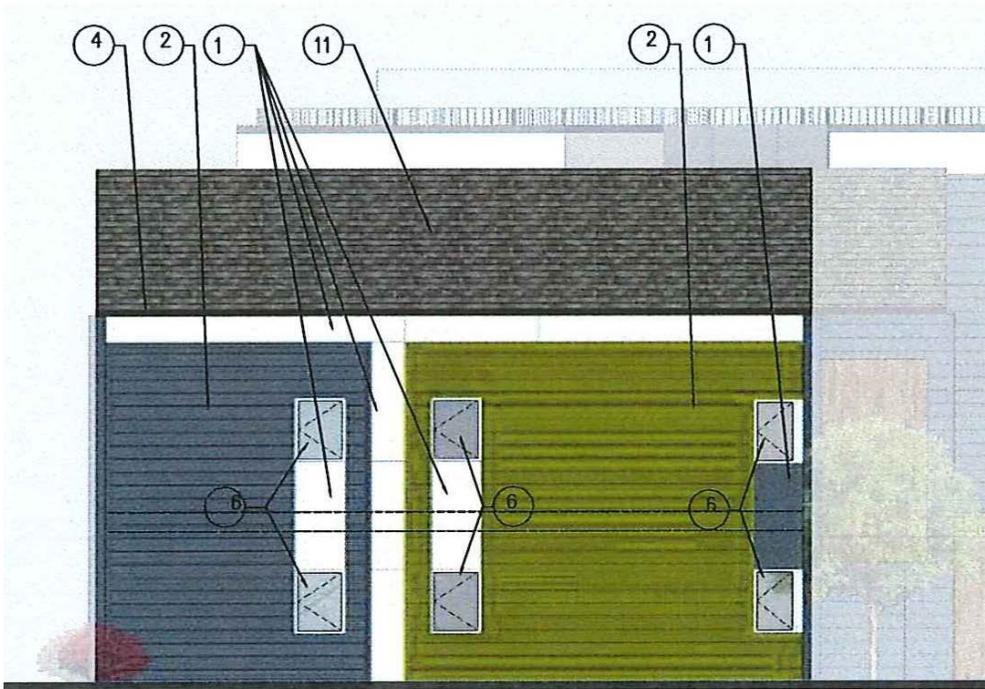
# 4-Plexes



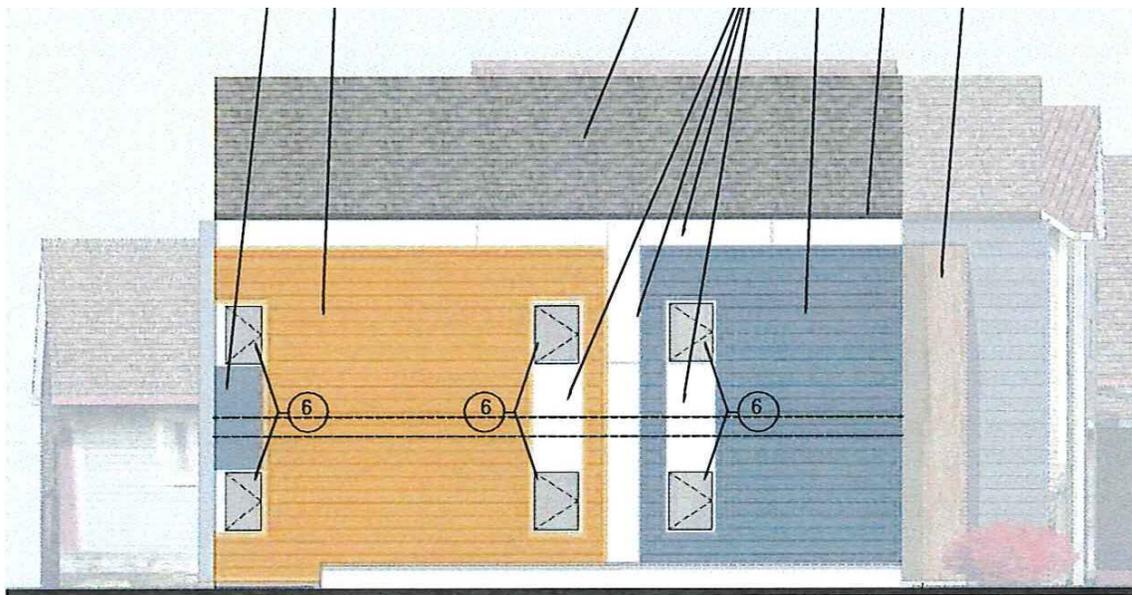
Front elevation (east – facing MLK)



Rear elevation (west – facing alley)

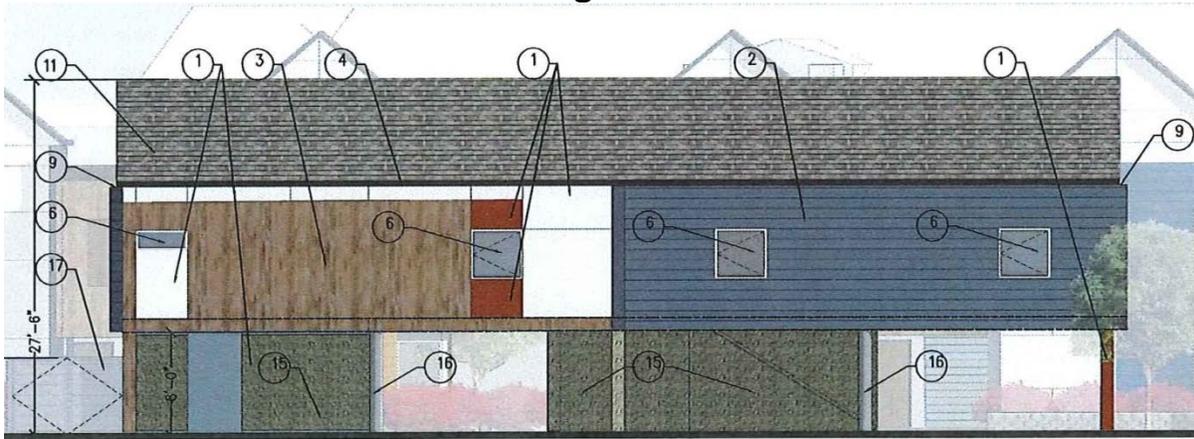


**North elevation**

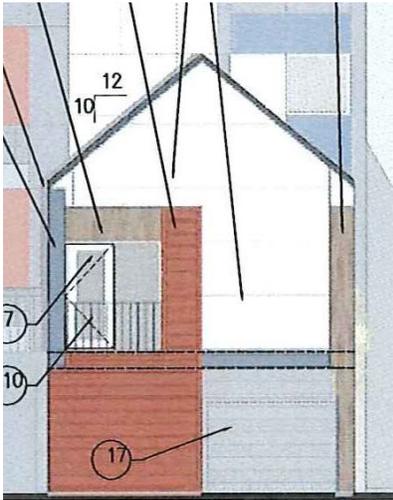


**South elevation**

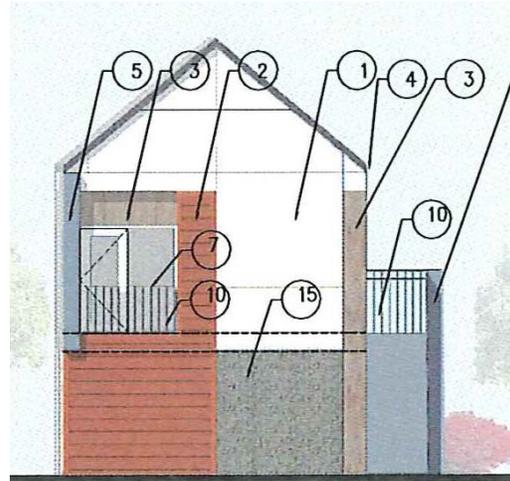
# Carriage House



West elevation (fronting alley)



North elevation



South elevation

# Perspectives





# PREVIOUS SUBMITTALS COMPARING REVISIONS



Initial proposal submitted to staff.



Preliminary Review



October 8, 2014 IHPC Hearing



December 3, 2014 IHPC Hearing

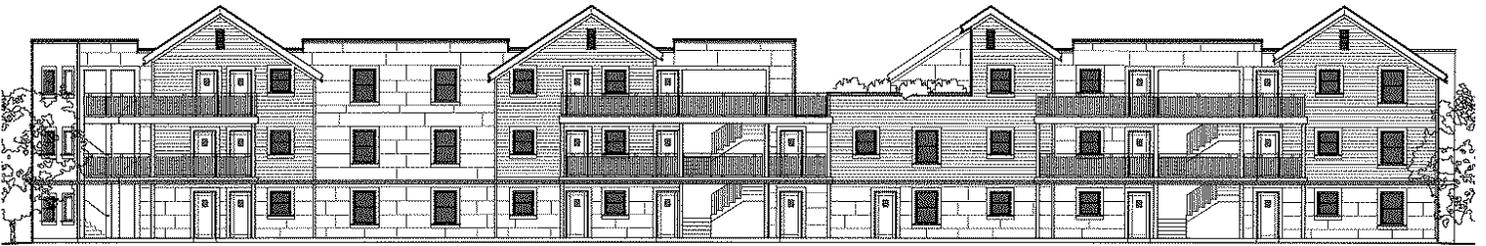


April 2015

**REAR (WEST) ELEVATION (Facing alley)**



**Preliminary Review**



**October 8, 2014 IHPC Hearing**

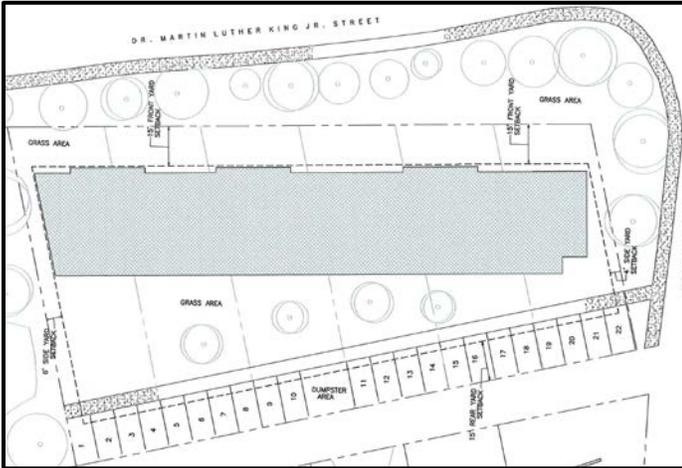


**December 3, 2014 IHPC Hearing**

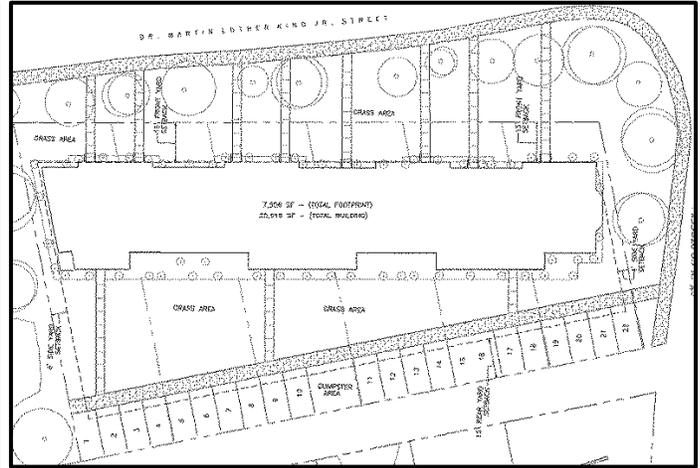


**April 2015**

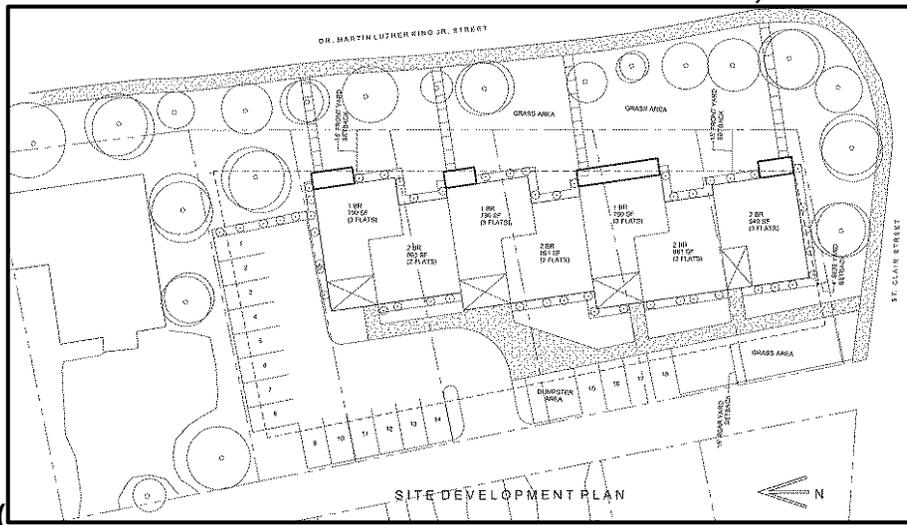
**SITE PLAN**



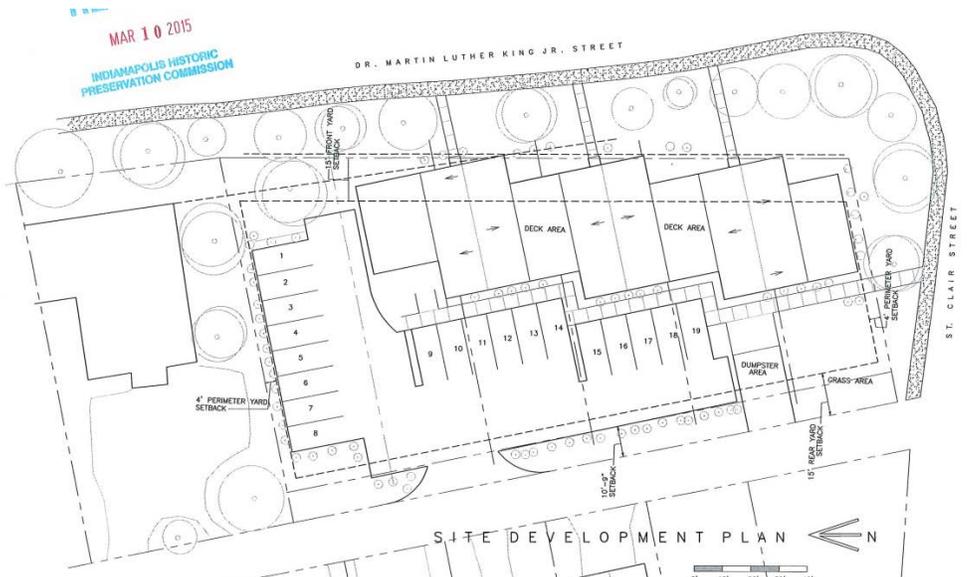
**PRELIMINARY REVIEW**



**OCTOBER 8, 2014 IHPC HEARING**



**DECEMBER 3, 2014 IHPC HEARING**



**April 2015**

## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Reduced Front Yard Setback** - Adherence to the 40' front setback off a major arterial would render the property undevelopable because of the size of site and alley at the rear of the site. Additionally, none of the existing homes or businesses within the historic area are setback 40' off of Dr. MLK Street. This development will utilize the same setbacks as the existing homes and businesses along Dr. MLK Street within the historic area.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The property is one of the few undeveloped parcels in the area that is currently not in any productive use. The strict adherence to the front yard setback requirement would mean that the property could not be developed in any capacity and could not be developed to be consistent with the rest of the buildings along the street. The development will be a high quality development located along the Cultural Trail that will add to the property values and tax base for the immediate area. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

#### 3. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE CONSTITUTES AN UNUSUAL AND UNNECESSARY HARDSHIP IF APPLIED TO THE PROPERTY FOR WHICH THE VARIANCE IS SOUGHT BECAUSE

The strict application of the zoning ordinance would the render the property undevelopable because of the location and shape of this parcel. Attaining the minimum front yard setback of 40' off a major arterial would not be possible for any type or size of development.

## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Perimeter Yard** – The reduced perimeter yard is being requested to create a design consistent with the neighborhood. The odd shape of the lot limits creating parking in the interior of the site. The design submitted allows the developer to achieve the required parking and maintain as much greens space as possible for the project. Having a larger side perimeter yard would be inconsistent with the spacing observed with the historic buildings in the area. The current design maintains a consistent side yard appearance with the rest of the conservation district.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

#### 3. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE CONSTITUTES AN UNUSUAL AND UNNECESSARY HARDSHIP IF APPLIED TO THE PROPERTY FOR WHICH THE VARIANCE IS SOUGHT BECAUSE

The strict application of the zoning ordinance would actually not fit into the existing character of the neighborhood and desired design preferences of the IHPC.

## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Clear Sight Triangle** – The requested design constructs a building within in the clear site triangle. However the intersection contains a deep right-of-way with a stop light that provides the needed visibility for cars and pedestrians. Additionally, the project building at the corner of Dr. MLK Jr. and St. Clair runs at an angle away from the intersection providing better sight lines. The alley has a low volume of traffic turning onto St. Clair, a deep right-of-way and the building also runs at an angle away from this intersection also providing visibility for oncoming traffic. Therefore safety concerns for cars and pedestrians are minimized by these considerations.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Minimum Yards Between Buildings** – The reduced minimum yards between buildings is being requested because it is desirable and more consistent to have multiple buildings rather than one large building. The proposed spacing keeps the development more consistent with the rest of the neighborhood. This design meets the conditions set forth by the Ransom Place Conservation Plan in that utilizes the density intended by the D8 zoning classification while meeting protecting the historic assets of the community.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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The strict application of the zoning ordinance would actually not fit into the existing character of the neighborhood and desired design preferences of the conservation district.

## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Parking Area to have deficient maneuvering** – The requested parking is off the alley and is being requested because a deep right-of-way in the front of the property limits the parking areas that can be created. The grant will not be injurious to the public health, safety morals and general welfare of the community because the design architect has created a 10ft alley extension adjacent to the existing alley and within the property boundaries. This buffer will ensure that there is increased maneuverability and better site lines for the project.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Maneuvering in Right of Way** – The requested parking is off the alley and is being requested because a deep right-of-way in the front of the property limits the parking areas that can be created. The grant will not be injurious to the public health, safety morals and general welfare of the community because the design architect has created a 10ft alley extension adjacent to the existing alley and within the property boundaries. The alley extension will limit the amount of maneuvering that will need to take place in the right-of-way and create better site lines for the parking.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

#### 1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Trash Access** – Allowing dumpster access from the alley for trash pickup is consistent with the neighborhood and other places without interior drives that are located on alleys. Having access on an interior drive would force the project to be reconfigured and to have pavement instead of greenspace. The current design maintains a consistency with other properties in the conservation district.

#### 2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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The strict application of the zoning ordinance would actually not fit into the existing character of the neighborhood and desired design preferences of the IHPC.

## PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

### FINDINGS OF FACT

1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

**Dumpster in Perimeter Yard** – Allowing dumpster in the perimeter yard trash pickup is consistent with the neighborhood and other places without interior drives that are located on alleys. Placing the dumpster in an interior drive would force the project to be reconfigured and to have pavement instead of greenspace. The current design maintains a consistency with other properties in the conservation district.

2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The property is surrounded on all sides by either single family rentals or by larger multifamily developments. The existing developments have not negatively affected the use or value of the area properties. The variances requested fit into the current nature, design and practices taking place in the neighborhood.

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The strict application of the zoning ordinance would actually not fit into the existing character of the neighborhood and desired design preferences of the IHPC.

COA # <b>2014-COA-220 (SJ)</b> <b>2014-VHP-019</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION COMMISSION STAFF REPORT</b>	Hearing Date <b>OCT. 22, 2015</b>
<b>918 Fort Wayne Avenue ST. JOSEPH</b>		Continued from: October 7, 2015 September 2, 2015 Originally heard at Preliminary Review  Center Township Council District: 9 Joseph Simpson
<b>Applicant:</b>	<b>Neighborhood Downtown Zoning Assistance, Inc. for Citadel Holdings, LLC</b>	
<b>Mailing address:</b>	618 East Market St. Indianapolis IN 46202	
<b>Owner:</b>	Citadel Holdings, LLC 410 N. Meridian St., Suite 803 Indianapolis, IN 46204	
<b>COMBINED CASE</b>		
<b>IHPC COA: 2014-COA-220 (SJ)</b>	Construction of a 5-story apartment building with 80 dwelling units and 80 parking spaces. Variances of development standards	
<b>Zoning: 2014-VHP-019</b>	A Variance of Development Standards for: <ul style="list-style-type: none"> <li>• A reduction in required off-street parking from 128 to 53 spaces.</li> <li>• Permitting a maximum of 12 on-site spaces to be spaces deficient in size (9ft x 20ft is required.)</li> </ul>	
<b>STAFF RECOMMENDATION: Approval</b>		

<b>STAFF COMMENTS</b>
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**UPDATE From September 2, 2015**

At the September 2<sup>nd</sup> IHPC Hearing, the Commission and the public offered comments about the design. Specifically, there were three major concerns with the design:

1. Ground floor is all metal screening and not pedestrian-friendly on Fort Wayne Ave. Commercial space facing Ft. Wayne Ave. was suggested.
2. Ground floor is all metal screening and not pedestrian-friendly on Alabama St. Ground floor entrances and creating a “town house look” was suggested.
3. The overall height of the building on Alabama Street should be lower.

**Commission Comments at September 2<sup>nd</sup> Hearing.** After hearing commissioners’ comments, Drew White, the applicant’s architect, asked the commission to prioritize the things they want reconsidered. President Browne offered this summary of what he had heard:

1. “The street level needs to be addressed with something other than a pure parking use.”
2. “Getting units on Alabama would make a significant difference on the project.”
3. The commission recognizes that accomplishing the above priorities “... is going to affect parking.”

In response to the above priorities, Mr. White specifically asked “Would it be possible to have less parking?” President Browne said yes, from his standpoint and said he suspects there are a few others who agree, even though there would be some public pressure the other way. Mr. White then noted “They’re all shaking their heads” in agreement.

**Revised Design in Response to IHPC Comments.** The project is redesigned with three major changes:

1. Providing two commercial spaces on the Ft Wayne Ave. elevation.
2. Bringing the residential units along Alabama St. down to ground level with entrances on Alabama St.
3. Lowering the overall height of the building along Alabama St. one floor (approximately 12 ft.)

The trade-off for activating the ground floor on both major streets is to provide less parking, as was suggested by commission members. The revised plans show 53 spaces (the previous plans showed 80 spaces.) The applicant sent new notice for the Oct 22<sup>nd</sup> IHPC Hearing reflecting the further reduction in parking spaces.

**Background of the Property**

The northern portion of this site was residential in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries and contained several frame residences. The middle portion contained a 4-story, brick industrial building as far back as 1887. The southern portion had a four-bay, 3-story brick commercial building facing Ft. Wayne Ave. until it was removed, probably in the 1930s.

The concrete block building presently on the site was built in phases beginning in 1953, enlarged in 1958, 1959 and 1963. It is mostly one-story with a flat roof, although there are a couple of 2-story sections. A series of fixed slit windows pierce the northern half of the Ft. Wayne Ave. façade. A metal framed, glass entry faces the parking lot.

In the 1960s, it was a photo processing and developing shop. It was last occupied by Superior Distributing, an HVAC equipment distributor. It has been vacant for several years.

The IHPC approved its demolition at the June 2014 IHPC Hearing. The applicant has not demolished the building yet, but has received an extension of the COA that is good until April of 2016.

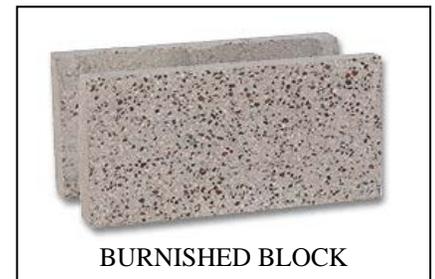
**Background of the Request**

Citadel Holdings, LLC received approval in June of 2014 to rezone the subject site from C-4 to CBD-2 and to demolish the existing commercial/industrial building. The building has not been demolished, so the applicant did request and receive a one year extension.

Also, the applicant went before the Commission in June of 2014 for a Preliminary Review of the proposed 5-story building. The Commission provided comments on the design of the project, and the applicant has further developed the design in response to those comments. The applicant is now asking for approval for the updated plans along with two variances.

**New Construction**

The proposed flat roofed apartment building was to be all 5-stories. It will now be 5-stories on Ft. Wayne Ave. and 4 stories on Alabama St. Exterior materials include gray burnished block (a machine-ground concrete block that exposes the blocks natural aggregate), white stucco, gray metal panels and two shades of reddish-brown brick. The architect is showing a corbeled brick detail at the cornice. The stucco will be true white stucco used sparingly at certain balcony and window locations.



The building will have balconies with cable-wire railings. The windows and balcony doors will be aluminum clad above the first floor.

The first floor will now contain two commercial spaces along with the previously proposed parking garage. The lobby space has been reduced and the leasing office, gym and bike storage area have been eliminated to accommodate the added commercial space. The parking garage will no longer be visible along Alabama St. Where it is visible on other sides, it will be concealed by the use of a metal screen which the architect is showing as having an optional vegetation wall. The first floor also contains aluminum storefront windows.

### **Courtyard with Pool**

The applicant is proposing a second floor courtyard that will not be visible from the street since it will be located on the second floor. The courtyard will contain a pool and patio area with bocce court for residents only and will be landscaped as well as screened on the north end with vegetation wall.

### **Site Plan and Landscaping**

The property line is setback from the sidewalk along Alabama St. and Ft. Wayne Ave. The north property line abuts Salm St. The setback at 9<sup>th</sup> St. abuts the sidewalk. The sidewalk width will be 8 ft. at Alabama St. and Ft. Wayne Ave.

An existing planting strip along Ft. Wayne Ave. will remain. There will be street trees with tree grates along Alabama St. as well as Ft. Wayne Ave. The species are to be Ginkgo, Hedge Maple or other from the City of Indianapolis' suggested species list.

As part of the project, the development will include new on-street parking along Alabama St. and Ft. Wayne Ave. as well as a relocated bus stop. The garage entrance/exit will be on 9<sup>th</sup> St.

### **Variances of Development Standards – Parking**

The applicant is asking for two variances:

- A reduction in required off-street parking from 128 to 53 spaces. This is a reduction from the 80 spaces provided in the previous plan.
- Permitting a maximum of 12 on-site spaces to be “small car” spaces deficient in size (9ft x 20ft is required.) They were previously asking to include 25 small car spaces.

The applicant assures us that the revised plans do not change the parking requirement of 128 spaces under the current zoning ordinance.

**IndyRezone.** At the September 2<sup>nd</sup> hearing, a commission member asked about the new zoning ordinance. Although the recently adopted new zoning ordinance will not take effect until April 1, 2016, it is interesting to note that parking requirements in the new ordinance have generally been reduced. In CBD-2 the parking requirement is being reduced by and for this project would be closer to 113 spaces.

If this project was in a D-8 multi-family zoning district, like many such multi-family residential projects, this project would require 80 parking spaces for the 80 units. However, since this project is in CBD-2 the requirement is based on square footage (1 parking space per 800 sq. ft.) rather than number of units.

**On-Street Parking.** On-street parking is heavily used in this area, partly due to the large number of Angie's List employees at the Landmark Center on Meridian Street. However, factors that mitigate the situation are:

1. Angie's List and other office-related on-street parking occurs during business hours and not at night when resident parking is in highest demand.
2. Public transportation is available directly in front of the building.
3. The commercial spaces are small and will not generate a large parking demand.
4. Parking is allowed along the Ft. Wayne Ave. frontage except 6-9 a.m. It is seldom used today and should be adequate to accommodate the new commercial spaces.

### **St. Joseph Historic Area Plan**

The St. Joseph Historic Area Plan states the following about new construction:

New construction should reflect the design trends and concepts of the period in which it is created. New structure should be in harmony with the old and at the same time be distinguishable from the old so the evolution of the St. Joseph historic area can be interpreted properly.

**Reason to Approve**

1. The applicant has been appropriately responsive to the concerns and suggestions prioritized by the commission at its last meeting.
2. The reduction in the parking requirement is appropriate for this project at this location because of reasons including:
  - Close proximity to public transit.
  - Availability of bicycle access.
  - Changing patterns in the numbers of people who chose to not have cars and families who chose to own fewer cars.
3. Allowing 12 small car spaces out of 53 spaces seems like an appropriate split, as it is likely that many tenants will have small cars.

**STAFF RECOMMENDED MOTION**

**2014-COA-220 (SJ):**

**Approval of a Certificate of Appropriateness for construction of an apartment building (one section 5-stories and one section 4-stories) with 80 dwelling units and 53 parking spaces and for variances as per submitted documentation and subject to the following stipulations:**

**DCE: PERMITS 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. *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 (no offsets) showing the four corners of the new building. Stakes must be checked and approved by IHPC staff prior to the issuance of permits.  
*Approved \_\_\_\_\_ Date \_\_\_\_\_*

4. 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, utility and mechanical equipment placement, etc.
5. Any changes to the proposed design must be approved by IHPC staff prior to commencement of work.
6. Any deviation from this approach shall be approved by IHPC staff prior to construction.

**VARIANCE 2014-VHP-019:**

**To approve Variances of Development Standards for Variance of Development Standards to:**

1. Require a minimum of 53 off-street parking spaces when 128 are required.
2. Allow a maximum of 12 of the required parking spaces to be small car spaces.

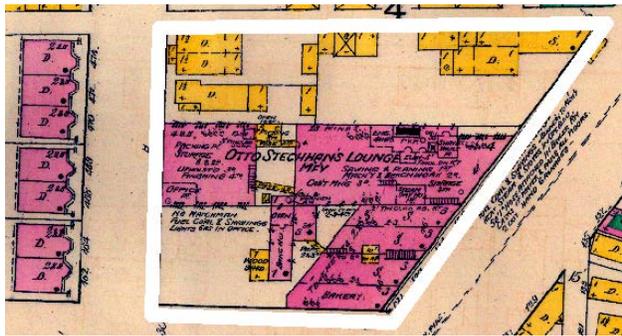
**Staff Reviewer:** Meg Purnsley



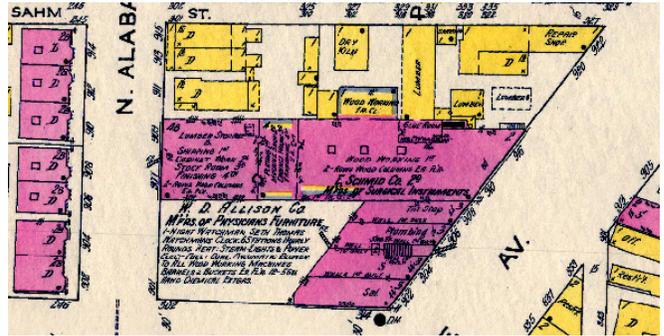
Location in St. Joseph



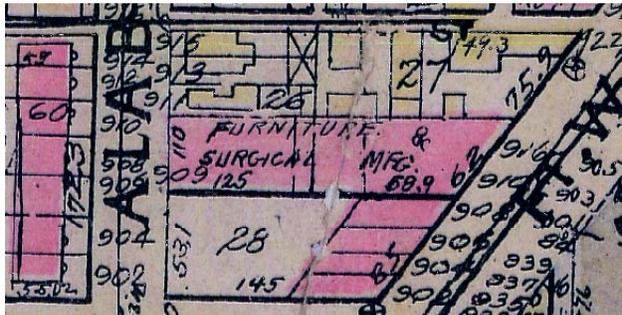
Zoning Map



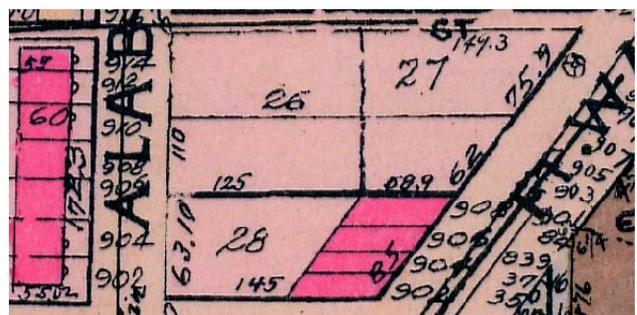
1887



1915



1927



1941



Today



*View from Fort Wayne Ave.*



*View from the historic rowhouses directly across Alabama St.*



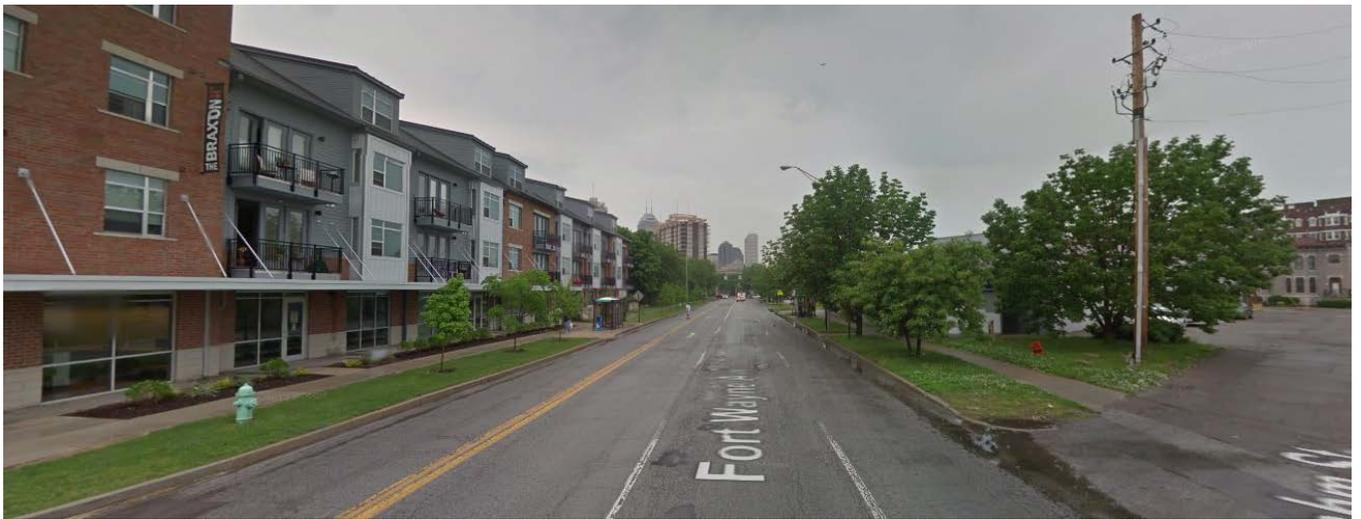
*Alabama St. on the left.*



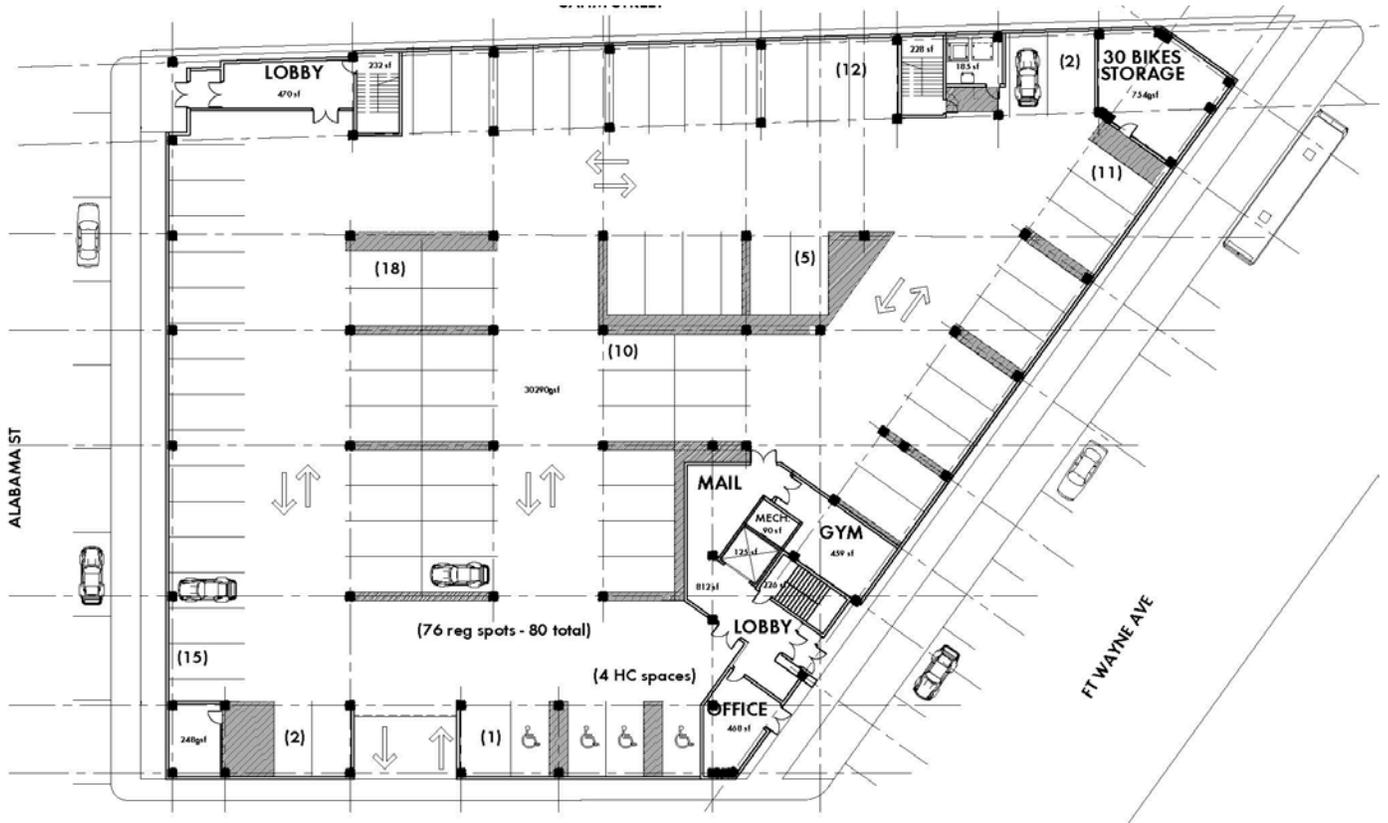
*View along alley at northern edge of property*



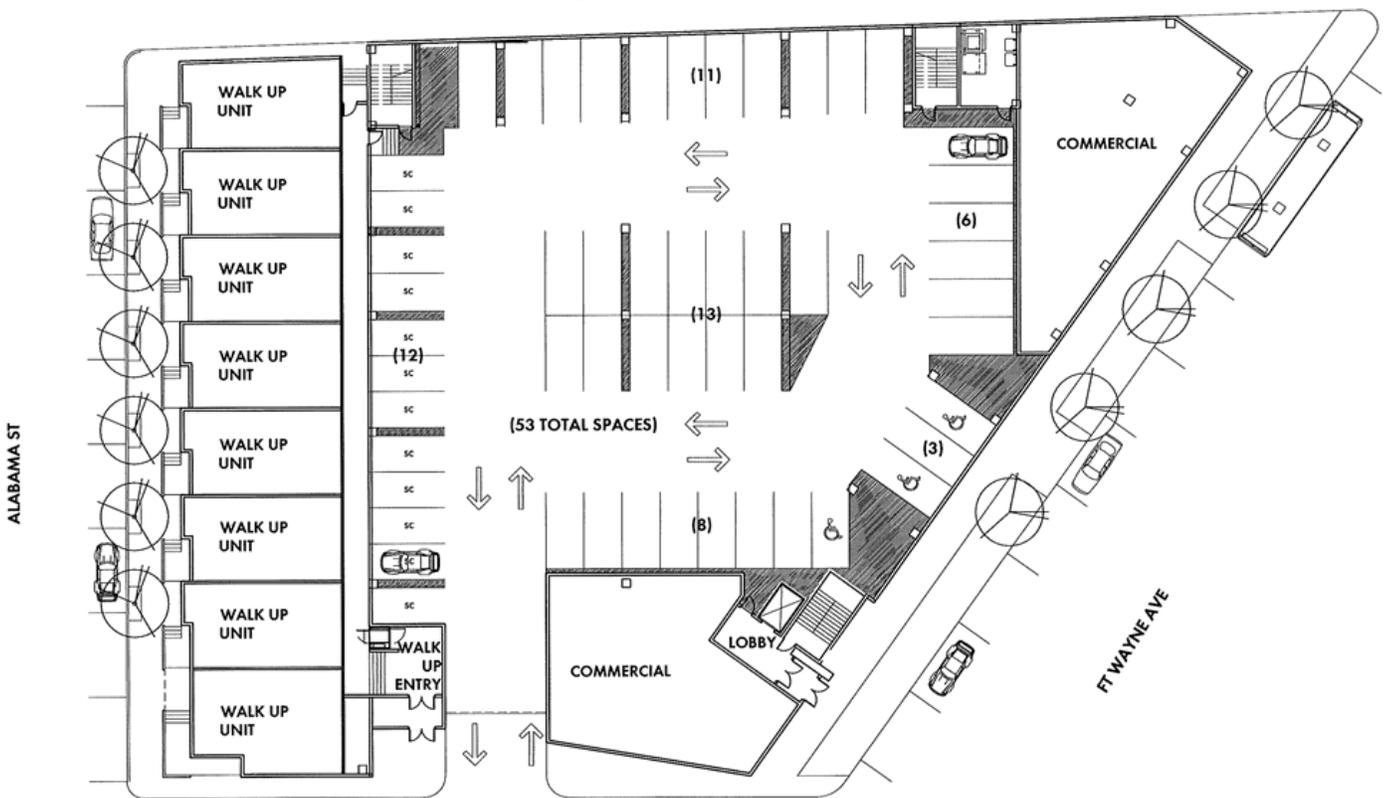
View of site at right looking north on Alabama Street



View of site on right looking south on Ft Wayne Ave



**PREVIOUS GROUND FLOOR PLAN**

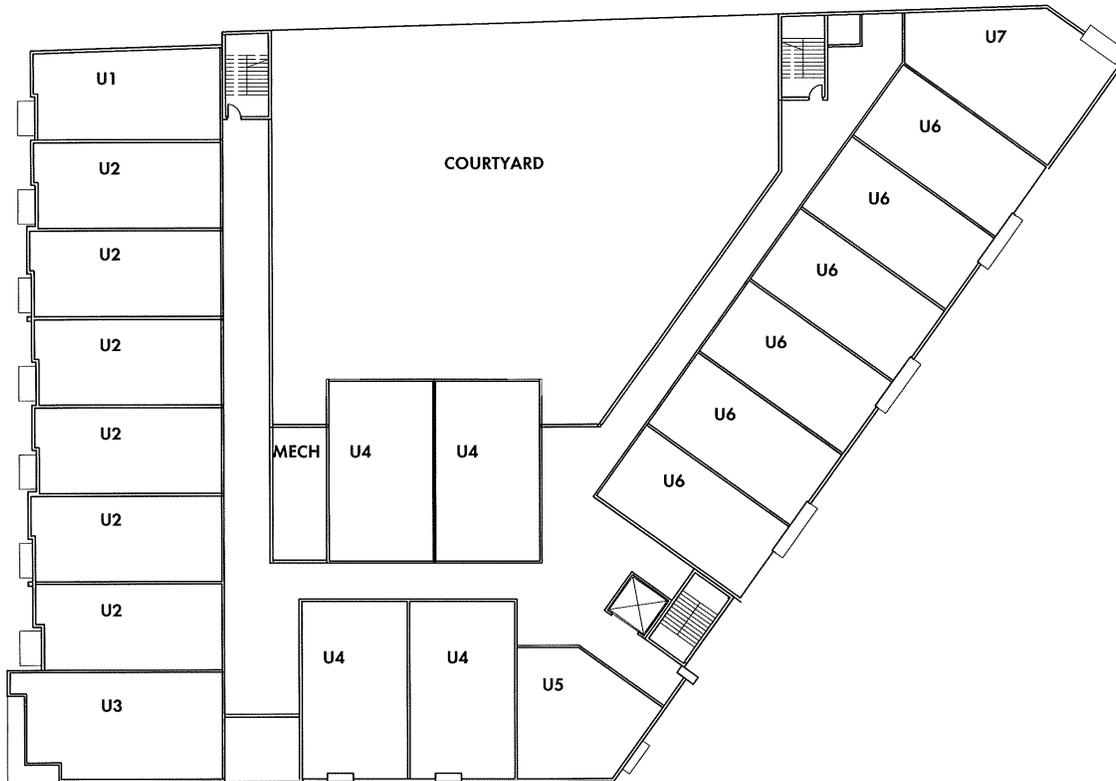


**REVISED GROUND FLOOR PLAN**



SHARED BALCONY

**PREVIOUS 2<sup>nd</sup> FLOOR PLAN**

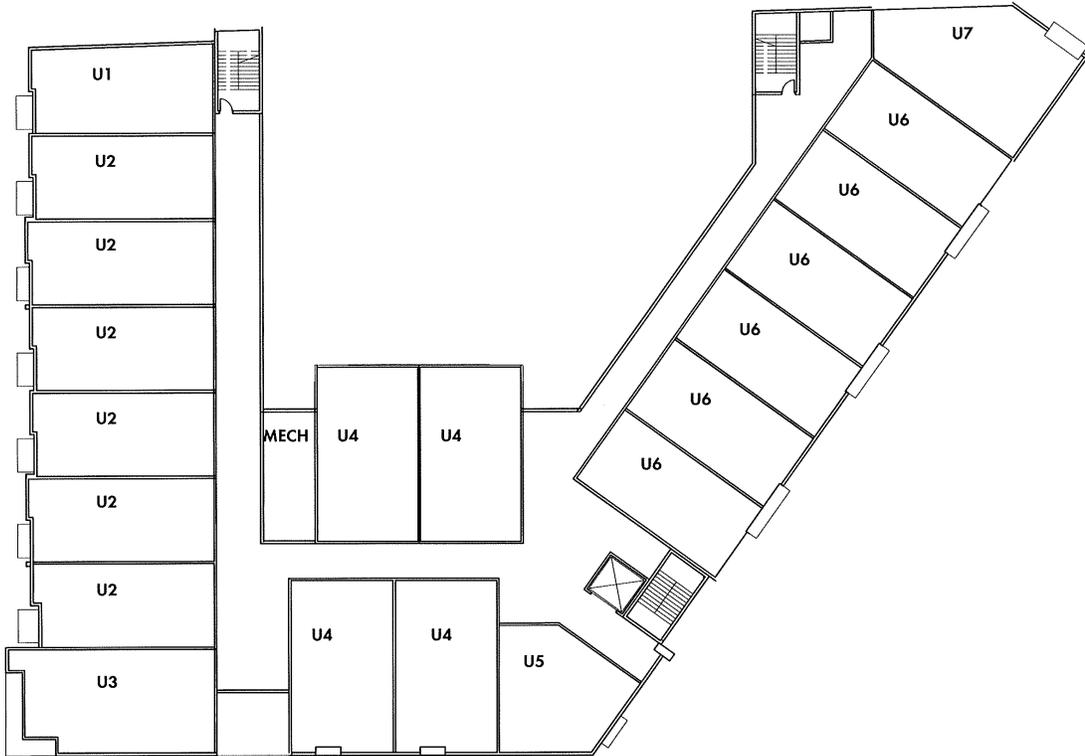


SHARED BALCONY

**REVISED 2<sup>ND</sup> FLOOR PLAN**



**PREVIOUS 3<sup>RD</sup> FLOOR PLAN**



**REVISED 3<sup>RD</sup> FLOOR PLAN**



**PREVIOUS 4<sup>TH</sup> FLOOR PLAN**



**REVISED 4<sup>TH</sup> FLOOR PLAN**



**PREVIOUS 5<sup>TH</sup> FLOOR PLAN**



**REVISED 5<sup>TH</sup> FLOOR PLAN**

**ALABAMA STREETScape PERSPECTIVE**



**PREVIOUS DESIGN**



**REVISED DESIGN**

**ALABAMA STREET PERSPECTIVES – A COMPARISON**



***PREVIOUS DESIGN***



***REVISED DESIGN***

***ALABAMA STREET PERSPECTIVES – A COMPARISON***



***PREVIOUS DESIGN***



***REVISED DESIGN***

**ALBAMA STREET ELEVATIONS – A COMPARISON**



**PREVIOUS DESIGN**



**REVISED DESIGN**

**FORT WAYNE AVE. PERSPECTIVES – A COMPARISON**



**PREVIOUS DESIGN**



**REVISED DESIGN**



**PREVIOUS DESIGN**



**REVISED DESIGN**

**FORT WAYNE AVE. ELEVATIONS – A COMPARISON**



**PREVIOUS DESIGN**



**REVISED DESIGN**

**9<sup>TH</sup> ST. ELEVATIONS – A COMPARISON**



**PREVIOUS DESIGN**



**REVISED DESIGN**

**SUPPORT LETTERS**

**RENAISSANCE  
PLACE**

8290 HEWLET DRIVE, INDIANAPOLIS, INDIANA 46268

317-446-7807  
August 18, 2015

Indianapolis Historic Preservation Commission  
1801 City-County Building  
200 East Washington Street  
Indianapolis, IN 46202

*Re: 918 Ft. Wayne Avenue*

Dear Madam or Sir:

I am vice-president of Renaissance Place Homeowners Association, Inc. and am writing on behalf of our Board of Directors which represents the 120 property owners in our Association. As nearby neighbors of the St. Joseph's Historic Neighborhood I wish to express the support of our board of the request filed by Citadel Development to allow for the construction of a multi-family project with variances.

We are familiar with the proposed site plan and believe that this development is not only consistent with the neighborhood but will be an excellent re-use of the present vacant Superior building and grounds. The plans represent a project that will be very well done and a credit to the area.

We, therefore, recommend approval of the pending petitions and the proposed development. Your anticipated consideration is appreciated.

Thank you.



Thomas N. Austin  
Vice-President, Renaissance Place Homeowners  
Association, Inc.

RECEIVED

**Received via email August 26, 2015**

I am writing in response to the Petition to be heard by the Indianapolis Historic Preservation Commission at their September hearing for 918 Fort Wayne Avenue.

This email is to serve as the St. Joseph Historic Neighborhood Association's support for the application to be heard, and the related variances. The applicant has worked to address concerns of the neighborhood.

A Special Meeting of the neighborhood association was held this month specifically for a presentation by the developers and to review the application and proposed project. In attendance were SJHNA members as well as non-member residents of neighborhood. To be fair and to find a consensus with the neighborhood, we chose a Consensus Vote of all in attendance, whether they were members or non-members of the neighborhood association. That vote resulted in definitive support for the project.

Therefore we are supporting the application and recommending approval of the petition.

Dave Gibson

Beautification and Design Committee Chair Board of Directors, St. Joseph Historic Neighborhood Association

RECEIVED

JUL 30 2015

2014-VAR 019

INDIANAPOLIS HISTORIC  
PRESERVATION COMMISSION

**METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division  
OF MARION COUNTY, INDIANA  
PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS  
FINDINGS OF FACT**

1HPC

1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE:

The multi family dwelling project still will provide one parking space per dwelling unit, the development will be on several bus lines and bike storage will be available to many occupants, providing a variety of transportation alternatives. The reduction in the size of a few of the interior parking spaces is slight and in keeping with other Regional Center multi family developments.

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 reduction in parking and the reduction in the size of parking spaces are all typical of Regional Center mixed use developments. With various bus lines passing by, the availability of bike storage, and nearby off street parking lots with available parking, the reduction of parking will not affect the use or value of the area adjacent in an adverse manner.

3. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE WILL RESULT IN PRACTICAL DIFFICULTIES IN THE USE OF THE PROPERTY BECAUSE:  
The increase in parking would result in a taller building or a building with less dwelling units, making the project unfeasible. The reduction of the size of the parking spaces on the interior will allow for proper aisle widths and turning movements for the autos in the parking garage and thus the strict application of the terms of the ordinance would not allow for adequate parking or adequate maneuvering for the autos, on site.

**DECISION**

IT IS THEREFORE the decision of this body that this VARIANCE petition is APPROVED.

Adopted this \_\_\_\_\_ Day of \_\_\_\_\_, 20 \_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<b>CASE#</b> <b>2015-COA-339</b> <b>Amended (CH)</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION</b> <b>COMMISSION</b> <b>STAFF REPORT</b>	Hearing Date <b>OCTOBER 22, 2015</b>
<b>918-922 STILLWELL STREET</b> <b>COTTAGE HOME</b>		Originally approved 9/2/2015
<b>Applicant</b> <b>DEMERLY ARCHITECTS</b> mailing address: 6500 Westfield Blvd. Indianapolis, IN 46220		Continued from October 7, 2015
<b>Owner:</b> <b>IAN &amp; ELYSE MCCULLA</b> 616 E. 11 <sup>th</sup> Street Indianapolis, IN 46220		Center Township Council District: 16 Zach Adamson
<b>AMENDED CASE</b>		
<b>IHPC COA:</b>	<b>2015-COA-339 (CH)</b> <b>Amended Plans</b>	• Amended plans for an attached garage rather than the detached garage indicated on the approved plans.
<b>STAFF RECOMMENDATION:</b>		<b>Approval</b>

<b>STAFF COMMENTS</b>
-----------------------

**Previously approved case**

At the September 2, 2015 IHPC hearing, the Commission approved the design of a new house with a 3-car, detached garage.

**Background of this Requested Amendment**

When first reviewing the already-approved design, the architect indicated that his clients preferred an attached garage. However, notices had already been sent indicating a detached garage, so the architect decided to go ahead with the application as submitted rather than delay the project. It was understood that he would later seek approval of an amended plan if his clients decided they wanted to pursue the attached garage.

The neighborhood Preservation Committee contact has informed staff that they will not be taking a position on the revision.

**Background of the Property**

The 1898 Sanborn map shows two 1-story dwellings located on these lots (918 and 922). The house on the corner was demolished between 1972 and 1979. The house at 922 was demolished between 1991 and 1993. The lots are currently vacant.

**Design changes made to accommodate attached garage**

The design and the amended plans were executed by Demerly Architects. No changes are proposed to the main house other than the addition of the 8 ft. x 12 ft. mudroom connector at the rear. The mudroom is recessed from the walls of the house and garage, in order to keep the main masses distinct from one another. The mudroom is a continuation of the design of the main house.

The garage is a simple side gable design with a lap reveal pattern to match the main house. There are two overhead garage doors, one is for 2-cars and one is for 1-car. The garage also has some 4 pane windows that reflect the house itself. No changes have been made to the front (east) or rear (west) elevations. There is a minor, appropriate, insertion of a double door to the garage on the north elevation.

**Setbacks**

The setbacks remain the same as approved at the September hearing. Both the garage and the body of the house will be set back 6 ft. from the alley, with the mudroom recessed from that. The footprint of the garage is now aligned with the house, based upon Commission comments at the September hearing.

**Surrounding Context**

The subject property is on the corner of Stillwell St. and an alley. Located on the opposite side of the alley (where the garage fronts) are rear yards and garages for houses on 9<sup>th</sup> Street.

**Cottage Home Conservation Plan**

The Cottage Home plan does not specifically discourage attached garages and was written to accommodate them. It has the following recommendations regarding garages/additions:

- *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.*
- *The mass and form of the original building should be discernable, even after an addition has been constructed.*
- *Additions to non-contributing buildings should be compatible in design with the original building and with surrounding historic buildings.*

**Reasons to Approve**

1. The amended proposal reflects the guidance in the Cottage Home Plan regarding placement and design of attached garages.
2. The approved design of the house and garage remain nearly identical to what was approved in September, aside from a small connector addition between the two buildings.
3. The garage connector is not visible from Stillwell (the primary elevation), and has been kept to the secondary, alley façade as recommended in the Plan.
4. The massing of the garage and the house are kept distinct by the intentional recess of the connector.

Staff recommends approval of the application due to the amended design’s consistency with the Cottage Home Conservation Plan.

<b>STAFF RECOMMENDED MOTION</b>
---------------------------------

**COA #2015-COA-339 Amended (CH):**

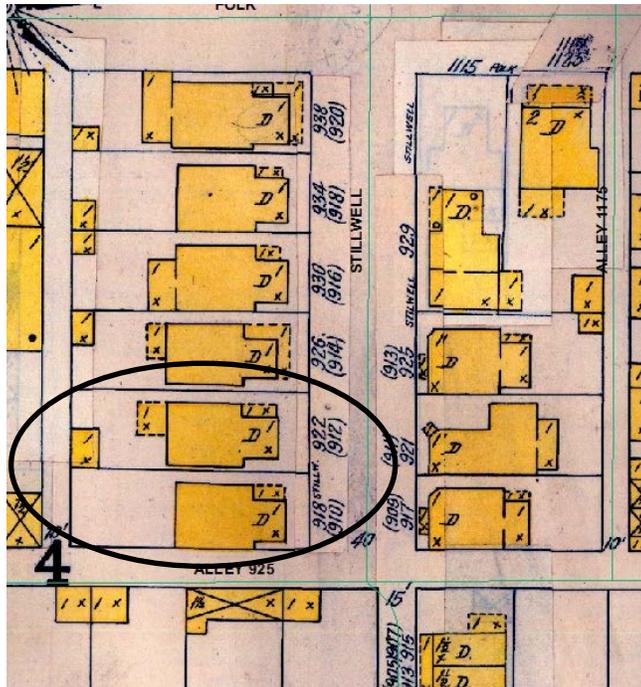
**To approve revised plans showing the garage attached to the house by an enclosed mudroom.**

**There is no change to the stipulations as originally approved.**

<b>Staff Reviewer:</b> Emily Jarzen
-------------------------------------



Location of subject property



1898 Sanborn map



**Aerial view of subject property, facing west**



**Subject site**



**Neighboring houses to the north**



**House across the street**



**Context across the alley**







**Front (east) elevation approved 9/2/15 (Amended plans do not alter this elevation)**

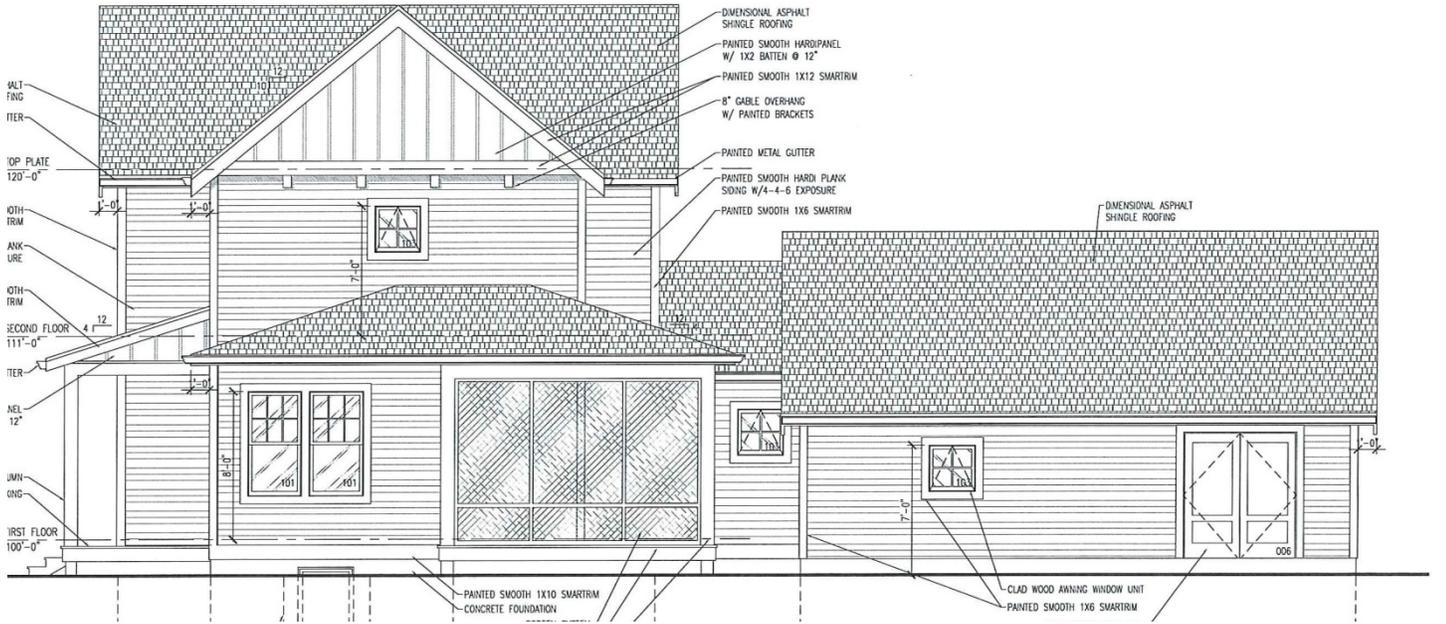


**Rear (west) elevation approved 9/2/15 (Amended plans do not alter this elevation)**

RECEIVED  
 AUG 31 2015  
 INDIANAPOLIS HISTORIC  
 PRESERVATION COMMISSION



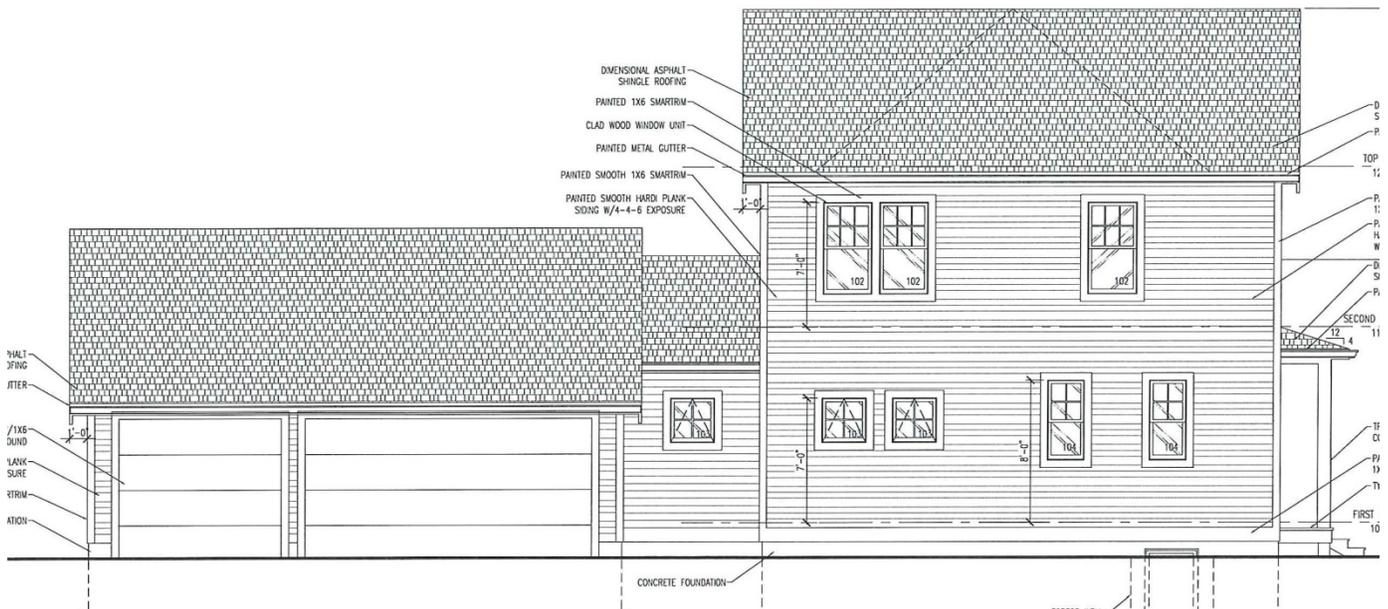
North elevation, as approved 9/2/15



Amended design



South elevation, as approved 9/2/15



Amended design

**From:** Heath Hurst  
**Sent:** Sunday, October 04, 2015 7:21 PM  
**To:** Jarzen, Emily  
**Subject:** Cottage home Stenz Stilwell attached garage

Hi Emily,

I am part of the conservation committee and a director on the board in cottage homes. I just wanted to send a quick note about the proposed attached garage design from Stenz for the house on Stilwell. I'm not sure when this will be heard but I wanted to let you know that there are quite a few people in the neighborhood who feel that building an attached garage isn't a good fit for cottage homes. Mark Demerly presented their case to us and indicated that this was going to pass with IHPC regardless of how we felt about it so most of the committee members decided not to fight. I probably won't be there to remonstrate but I would like to at least give my thoughts in the hope that they can be heard at the hearing. We have very few attached garages in the neighborhood and none were presented to our committee. One is a commercial building and the other 2-3 houses do not fit well with the houses around them. We feel that the detached garage is very much a part of what it means to have a house in our neighborhood. We have heard the argument that this location isn't really a central part of the neighborhood...that's true. However, we don't feel as though it's a good idea to allow new construction to pass with an attached garage now and then turn it down later for someone else. Mark already presented the argument that other houses have attached garages. However, none of those had support from our committee.

I hope that the committee will reconsider this attached garage design. We believe the family/Stenz should compromise and can find a way to detach so it fits the neighborhood.

Thanks,

Heath

<b>COA #</b> <b>2015-COA-405 (CAMA)</b> <b>2015-VHP-046</b>	<b>INDIANAPOLIS HISTORIC PRESERVATION</b> <b>COMMISSION</b> <b>STAFF REPORT</b>	Hearing Date <b>OCT 22, 2015</b>
<b>705 N. East Street</b> <b>CHATHAM-ARCH MASSACHUSETTS AVENUE</b>		New Case       Center Township Council District: 9 Joseph Simpson
<b>Applicant</b> The ReDevelopment Group mailing address: 1017 E. Michigan Street Indianapolis, IN 46202		
<b>Owner:</b> Bruce and Julie Buchanan 1123 Reserve Way Indianapolis, IN 46220		
<b>COMBINED CASE</b>		
<b>IHPC COA: 2015-COA-405</b> Construction of a single-family house with attached 3-car garage (CAMA)		
<b>BZA Variance: 2015-VHP-046</b> <del>Variances of Development Standards to allow a reduced front setback where 40 ft. is required</del> <b>WITHDRAWN</b>		
<b>STAFF RECOMMENDATION: Approval</b>		
<b>STAFF COMMENTS</b>		

**Background of the Property**

- 1887 The Sanborn Map shows 3 lots oriented to N. East St., each with a house facing East St.
- 1898 This Sanborn Map shows 4 houses on two lots. It is thought the 2 c.1860s houses on the corner in the 1887 Sanborn Map may have been moved to the back of the lot and faced toward Walnut St. when the owner, Wm. Sickles, Jr., constructed a larger house on the corner for his growing family.
- 1956 This Sanborn Map shows the same houses, but indicates that two had been divided, so there were a total of 7 dwelling units in the 4 houses.
- 1978 Aerial photos show that by this date, all of the structures had been demolished except the original Sickles House (formerly 701 N. East St., now known as 514 E. Walnut St.), which was restored in 1992 and sold separately from the other parcels. It is NOT included in the present application.
  
- 1986 The IHPC approved a new single-family house to be built on this site. The owner never built the house and finally sold the property in the mid-2000s.
  
- 2007 The IHPC approved a new multi-family condominium project on the site for the new owner, who was granted several COA extensions but never built the project. The property was recently sold to the present applicant

### **Proposed New Construction**

Demerly Architects has created this contemporary design. The entire structure is fairly large in mass, particularly in width, in part due to the land available on this oversized lot. It will have a massive presence on this corner and will become the end-piece to two important streetscapes on N. East St. and Walnut St. The architect has visually broken up the mass and alternated the heights of the various portions of the house to bring down the scale of the building so it is more complimentary to the houses directly adjacent to it.

Materials include brick and limestone veneer with a mix of 10 in. and 6 in. smooth Hardie plank lap siding. The entire chimney as well as panels between the windows will be a material known as Silbonit cementitious panels. Staff has requested a sample be brought to the hearing. The roofs on the main house are a combination of flat and low pitched (2/12 pitch.) Some roofs have roof top decks. Windows will be aluminum clad.

The garage is attached, but designed to look like a separate structure connected to the house by a recessed connector. The roof on the garage is flat.

### **Site Plan and Setbacks**

This is an unusually shaped lot, shorter than most and wider than most and with a narrow panhandle connection to the alley (Oriental St.) The house is sited so the garage doors and drive area will not be seen from either N. East St. or Walnut St. The 3-car garage will be accessed from a 7 ½ ft. wide driveway from the alley.

The front setback from the N. East St. right-of-way line is shown on the site plan as 10 ft. 4 in. to the edge of the porch and 16 ft. 7 in. to the face of the house. The site plan indicates that the face of the new house lines up with the face of the historic house at 711 N. East St. Staff assumes that is the intent, even though the site plan does not show a dimension showing setback to the face of the house at 711 N. East. St.

The north side setback is only 3 ft., but the historic house to the north is set well back from this property line so it will not be negatively affected.

The east side setback is 5 ft. This will leave 10 ft. 3 in. between the new garage and the historic house next door on Walnut St. This is an appropriate separation between the buildings and similar to what is seen along Walnut St.

The setback from Walnut St. for the house and garage is 7 ft. which sets it slightly back from the historic house next door on Walnut St. This additional setback from the historic house is appropriate since the new house and garage is so stylistically different from the historic house. The setback is slightly greater at the street corner to avoid the clear sight triangle.

### **Staff Reservations**

After initially reviewing this design, staff shared two reservations with the developer and the architect:

1. The massiveness of the structure, for a single-family house, and
2. The visual relationship of the flat-roofed, 3-car garage to the historic house at 511 Walnut St.

After receiving a positive and supportive response from the neighborhood, the owner decided to not make any changes in the plans.

Staff has given careful consideration of the unique nature of this site, its history and its context and come to the conclusion that this design does warrant a COA.

### **Reason to Approve**

Staff believes the project design is appropriate when considering all the following reasons:

1. It is a well-designed modern house expressing the design trends of today and using good materials complementary of its context.
2. The house is large, but designed in a way to break up the mass.
3. The house is on a wide corner lot, so it does not look “squeezed-in.”
4. The context is varied, mixing much new, modern architecture with historic structures.
5. The Walnut St. streetscape contains only one historic house. Everything east of that house is a modern expression with flat or low-pitched roofs. This proposed house is consistent with that design trend along Walnut St.
6. In many ways, this design fits more comfortably on this site and is more respectful of the last remaining historic house on the north side of Walnut St. that the two projects previously approved for the site by the IHPC: a 1986 retro Tudoresque single-family house and a 2007, 3 ½ -story multi-family building covering the entire site.

### **Front Yard Setback Variance -Withdrawn**

A front setback of 0 ft. was granted by the IHPC in 2007 for the multi-family project that was never built. Since that variance is still in effect, a new variance is not needed for this project.

### **Chatham-Arch Massachusetts Avenue Historic Area Preservation Plan**

#### **SUBAREA A: RESIDENTIAL CORE**

*The Residential Core subarea covers the majority of Chatham-Arch and primarily consists of single-family and two-family dwellings, although there are several multifamily dwellings and non-contributing buildings scattered throughout the subarea. Most of the residential core area is zoned D-8 to permit single-family, two-family and multifamily dwellings.*

#### **General Recommendations:**

- *Single-family, two-family and multifamily houses are recommended as the dominant land use.*
- *All land uses in the residential core area should be residential.*
- *Strongly discourage any land use other than residential.*
- *Encourage and support the new construction of appropriate single-family, two-family and multifamily houses to strengthen the existing residential core.*
- *The residential core area should be low-density at 6-12 dwelling units per acre.*

#### **NEW CONSTRUCTION**

- *New construction should reflect the design trends and concepts of the period in which it is created. New structures should be in harmony with the old, yet at the same time be distinguishable from the old, so the evolution of the historic area can be interpreted properly. The architectural design of any period reflects the technology, construction methods, and materials available at the time. Therefore, today’s architecture should reflect the design approaches, technology, and materials currently accessible. Imitation of “period” styles in buildings of new construction is not appropriate in any historic area. Mimicking the traditional design characteristics of an area will dilute the quality of the existing structures and will threaten the integrity of the district.*
- *New construction at the end of a block should take into account building heights on adjacent blocks.*

**STAFF RECOMMENDED MOTION**

**COA #2015-COA-405 (CAMA):**

**To approve a Certificate of Appropriateness for construction of a single-family house with attached 3-car garage and for variances as per the submitted documentation and subject to the following stipulations:**

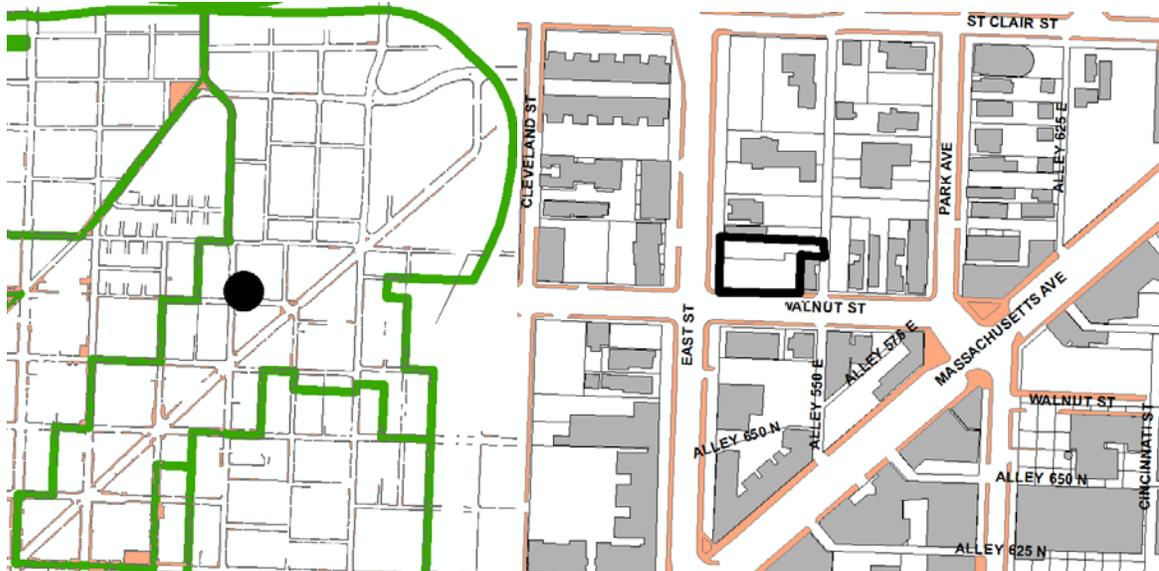
**NOTE TO DCE: Stipulations 1, 2 and 3 must be fulfilled prior to issuance of permits.**

1. Construction must not commence prior to approval by the IHPC staff of final construction drawings.  
*Approved: \_\_\_\_\_ Date: \_\_\_\_\_*
  2. A pre-construction meeting with IHPC staff, the designer, the owner, and the contractor/construction manager must be held prior to commencement of construction. *Approved: \_\_\_\_\_ Date: \_\_\_\_\_*
  3. The construction shall be field staked and reviewed by IHPC staff prior to the commencement of construction. *Approved: \_\_\_\_\_ Date: \_\_\_\_\_*
  4. The setback from N. East St. to the main body of this new house shall be whatever dimension is necessary to line it up with the face of the house at 711 N. East St.
  5. A durable marker indicating the date of construction must be incorporated into the front foundation of the house (not the porch) and approved by IHPC staff prior to installation.
  6. All utility wires and cables shall be located underground. No installation of utilities or meter and mechanical placement shall commence prior to IHPC staff approval.
  7. Work on exterior details must not commence prior to the approval by the IHPC staff of each. These may include, but are not limited to all finish material for: doors, windows, foundations, exterior lighting, material colors, roofing, fencing, landscaping, etc.
  8. Any changes to the proposed design must be approved by staff prior to commencement of work.
- Note: Stipulations 1, 2 & 3 must be satisfied prior to the issuance of any building permits.

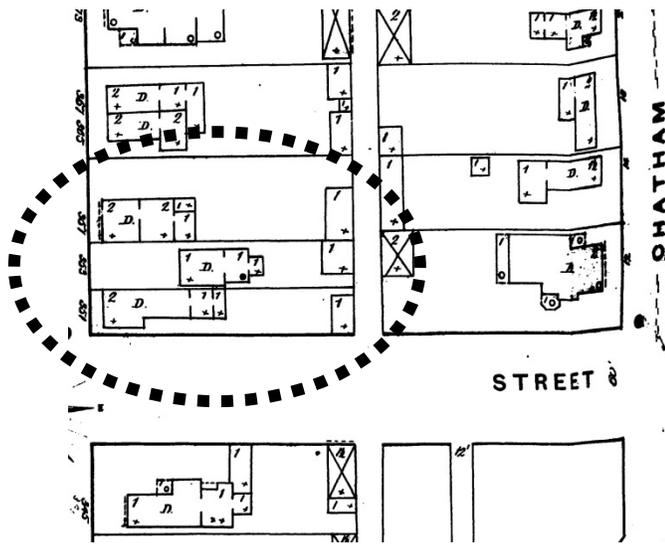
**VARIANCE PETITION #2015-VHP-046:**

**To withdraw the request for a reduced front yard setback from the proposed right-of-way where 40-ft. is required.**

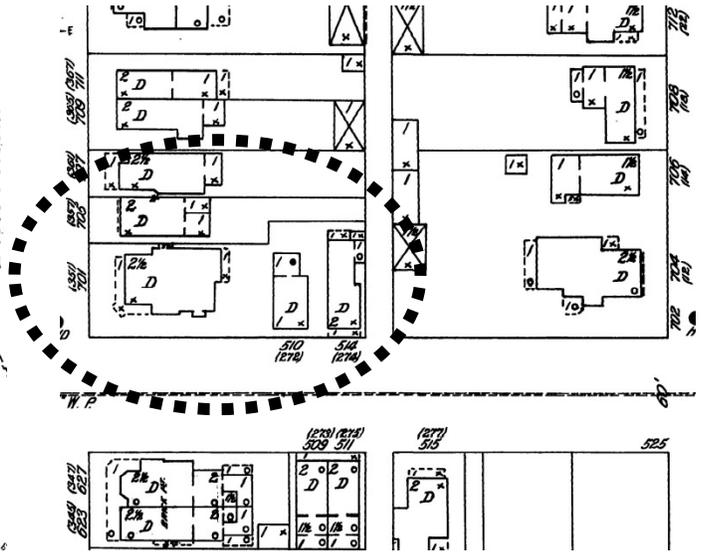
**Staff Reviewer:** Meg Purnsley



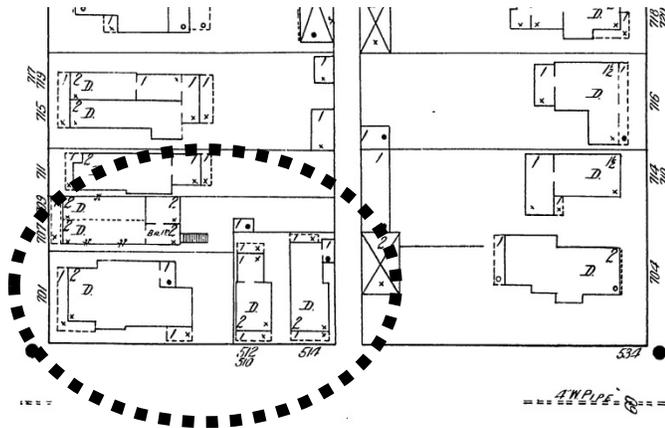
**Location in Chatham-Arch & Mass. Ave.**



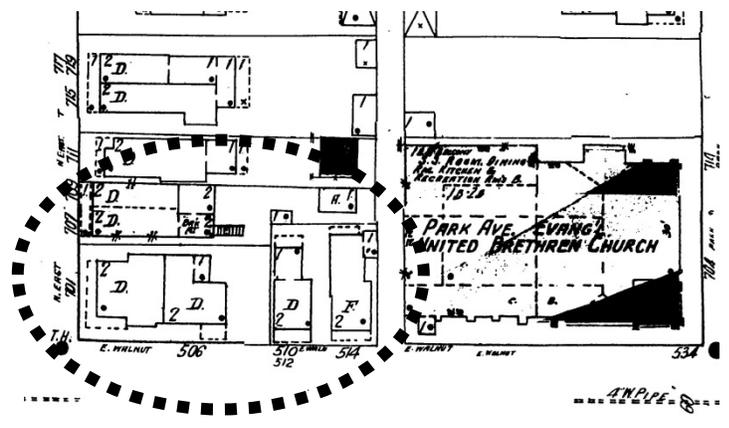
**1887 Sanborn**  
**3 lots, 3 dwellings, 3 structures**



**1898 Sanborn**  
**2 lots, 4 dwellings, 4 structures**



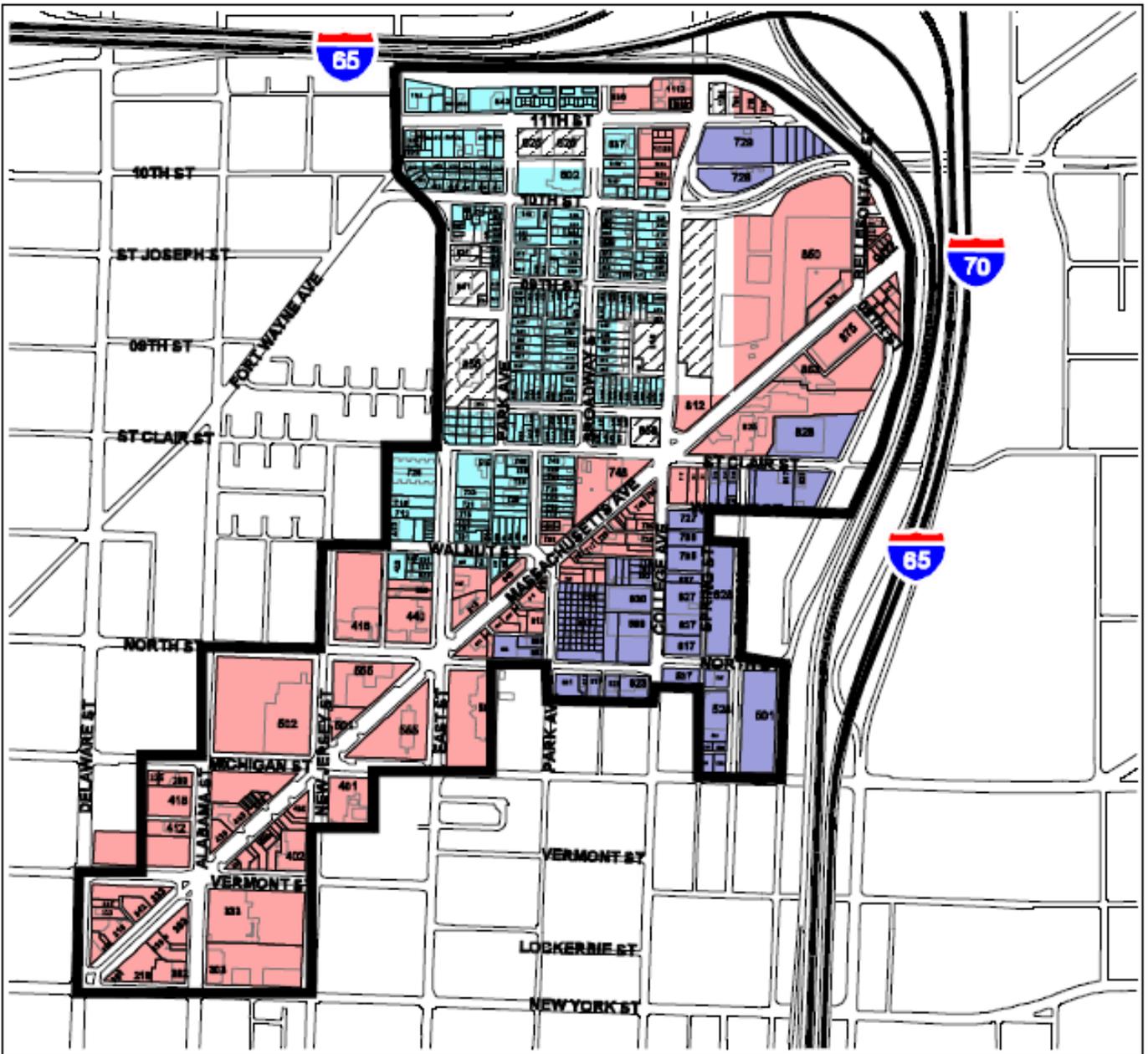
**1914 Sanborn**  
**3 lots, 5 dwellings, 4 structures**



**1956 Sanborn**  
**3 lots, 7 dwellings, 4 structures**

# Land Use & Zoning Recommendations Subarea Map

## Chatham-Arch & Massachusetts Avenue Historic Area



- Historic Area Boundary
  - Historic Area Buildings
  - Site Specific Recommendations
- Legend:**
- Subarea A - Residential Core Area
  - Subarea B - Commercial Areas
  - Subarea C - Adaptive Reuse Areas

100 @ 10000000 Feet

March 2006  
 Produced By: The Indianapolis  
 Historic Preservation Commission

Data Source: The City of Indianapolis  
 Geographic Information Systems

This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or suitability.



**EXCERPT FROM THE CAMA PLAN, p. 106**  
**(See following page for related graphics)**

**NEW CONSTRUCTION GUIDELINES: CONTEXT**

Guidelines serve as aids in designing new construction that reacts sensitively to the existing context in a manner generally believed to be appropriate. Therefore, the most important first step in designing new construction in any historic district is to determine just what the context is to which the designer is expected to be sensitive.

Every site will possess a unique context. This will be comprised of the buildings immediately adjacent, the nearby area (often the surrounding block), a unique subarea within the district, and the district as a whole.

Generally, new construction will occur on sites that fall into the following categories. For each one described below, there is an indication of the context to which new construction must be primarily related.

1. **DEVELOPED SITE.** This is usually a site upon which there already exists a primary structure. New construction usually involves an addition to an existing building or the construction of an accessory building such as a garage.

Context. New construction must use the existing building as its most important, perhaps only, context.

2. **ISOLATED LOT.** This is usually a single vacant lot (sometimes two very small lots combined) that exists in a highly developed area with very few if any other vacant lots in view.

Context. The existing buildings immediately adjacent and in the same block, and the facing block provide a very strong context to which any new construction must primarily relate.

3. **LARGE SITE.** This is usually a combination of several vacant lots, often the result of previous demolition.

Context. Since this type of site was usually created as a result of relatively extensive demolition, its surrounding context has been weakened by its very existence. However, context is still of primary concern. In such case, a somewhat larger area than the immediate environment must also be looked to for context, especially if other vacant land exists in the immediate area.

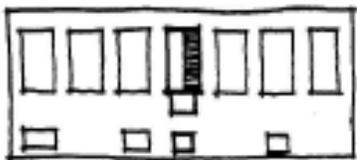
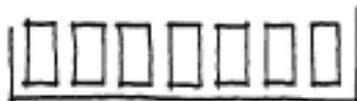
4. **EXPANSIVE SITE.** This site may consist of a half block or more of vacant land or the site may be a smaller one surrounded by many other vacant sites. Often there is much vacant land surrounding the site.

Context. The context of adjacent buildings is often very weak or non-existent. In this case, the surrounding area provides the primary context to the extent that it exists. Beyond that, the entire historic area is the available context for determining character. This type of site often offers the greatest design flexibility. Where the strength of the context varies at different points around a site, new design should be responsive to the varying degrees of contextual influence.

## NEW PRIMARY STRUCTURES

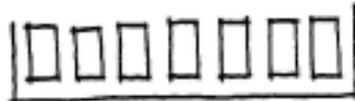
The first step to take in designing new construction is to define the context within which it will exist. Once the context is understood, the following guidelines are meant to assist in finding a compatible design response. Setbacks, orientation, spacing, heights, rhythm, outline and mass are elements that generally relate to a building's fit within its surrounding street and alley character. Style, fenestration, foundation, entry, and materials are elements that generally describe the architectural compatibility of a new building to its existing neighbors.

DEVELOPED SITE  
ADDITION TO EXISTING BUILDING



USE EXISTING BUILDING IN DETERMINING  
PRIMARY DESIGN OF ADDITION

ISOLATED SITE  
NEW BUILDING ON SINGLE LOT



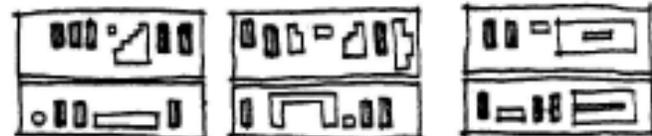
USE EXISTING BUILDINGS SURROUNDING  
THE SITE IN DETERMINING DESIGN OF  
NEW BUILDING

LARGE SITE  
NEW BUILDING ON SEVERAL SITES

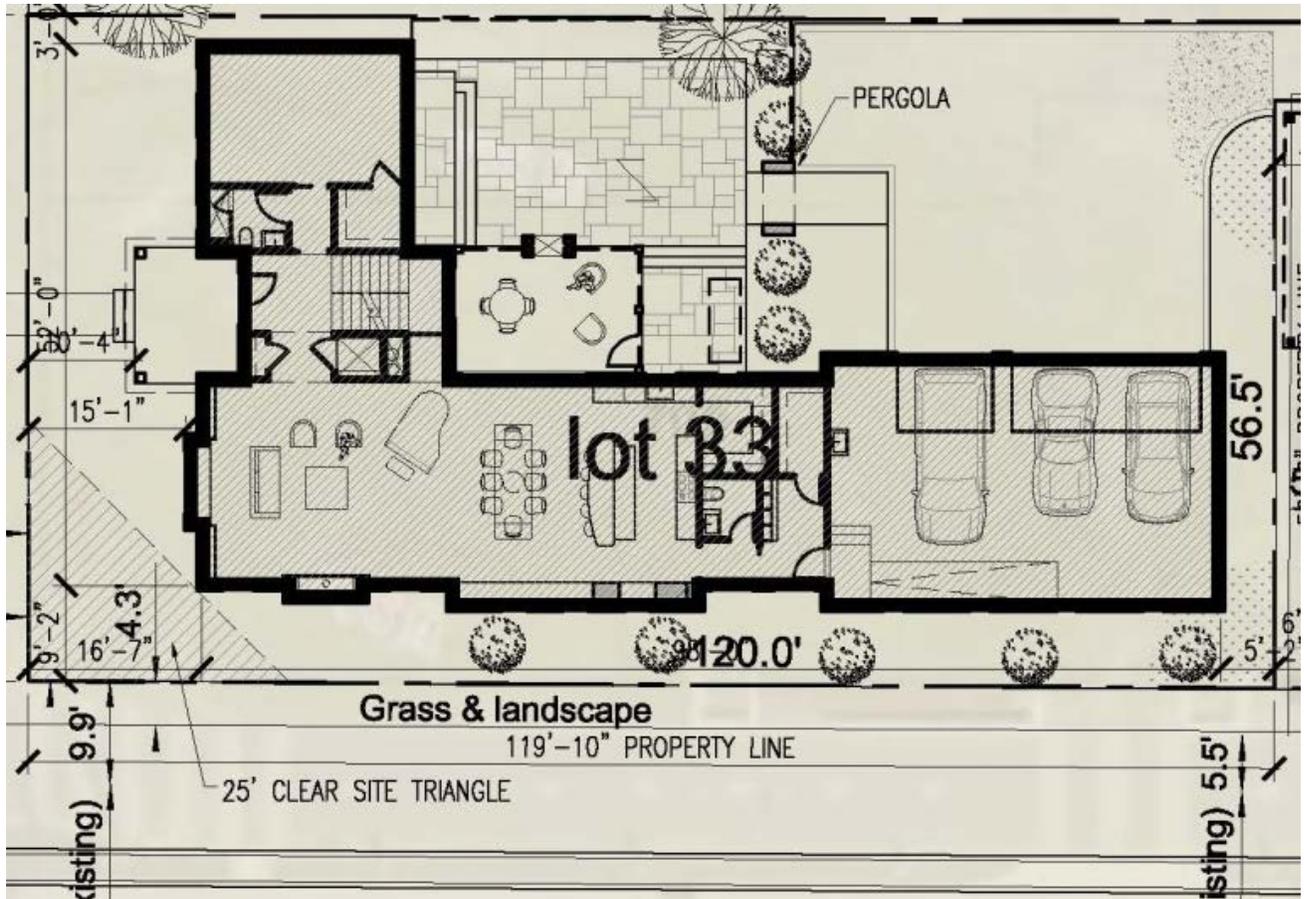
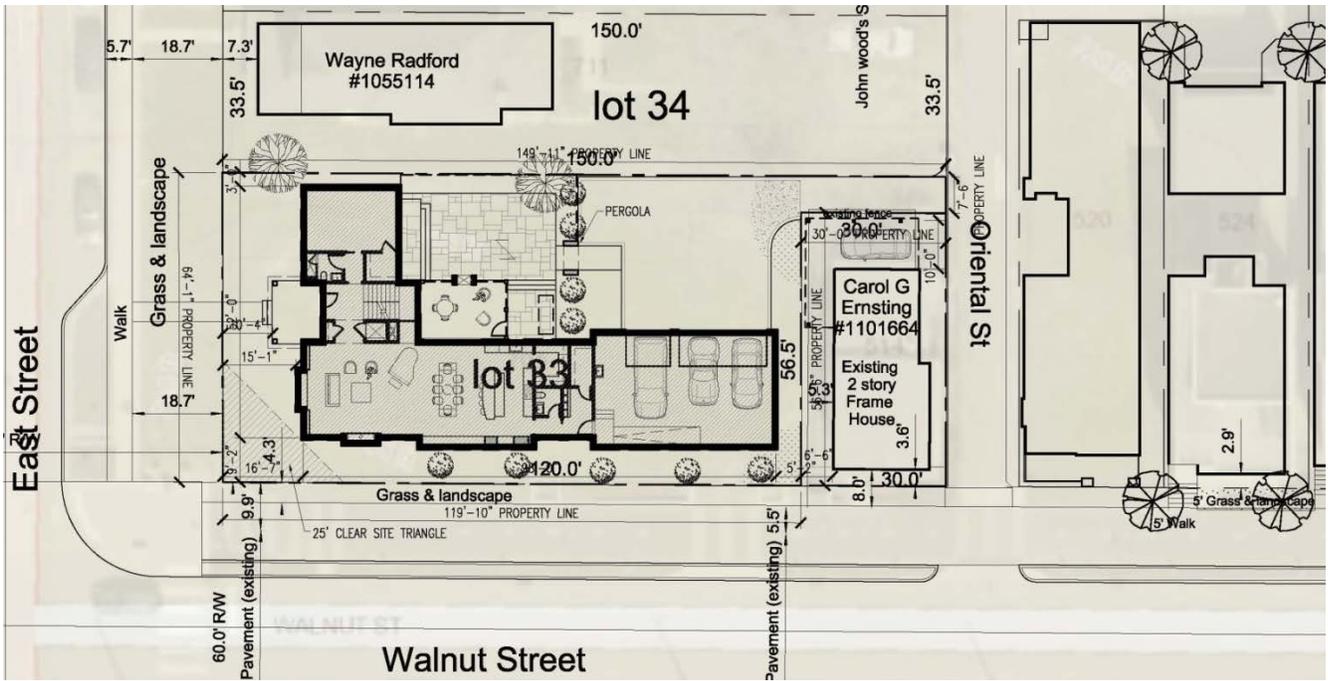


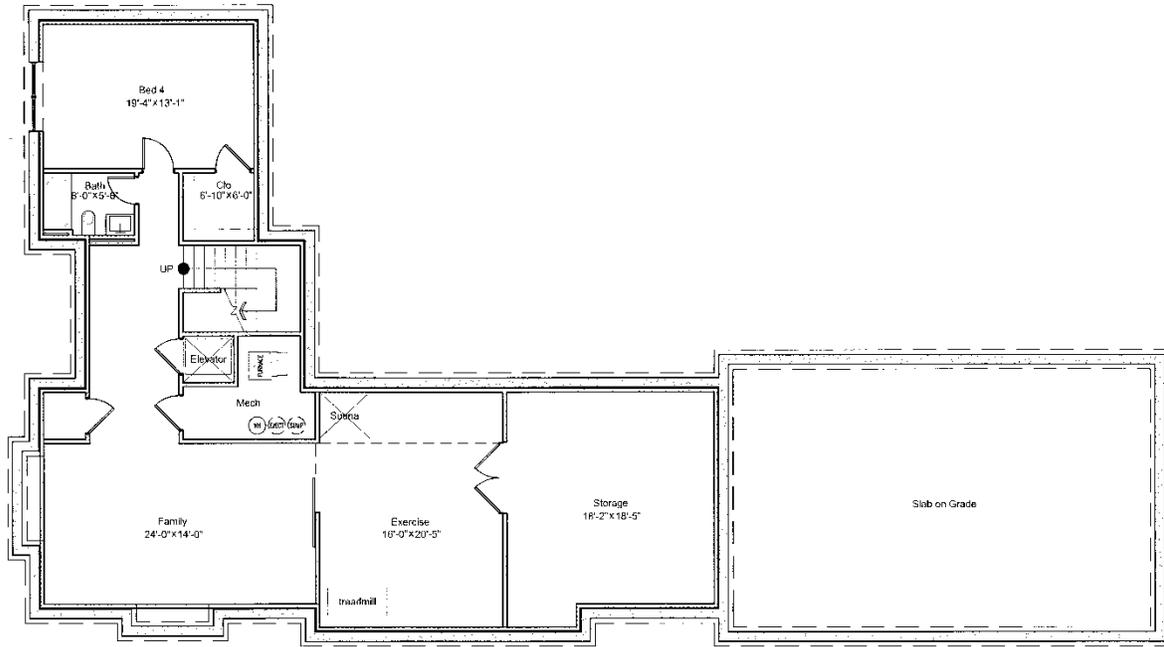
USE EXISTING BUILDINGS SURROUNDING  
THE SITE IN DETERMINING DESIGN OF  
NEW BUILDING

EXPANSIVE SITE  
NEW BUILDINGS ON LARGE SITE

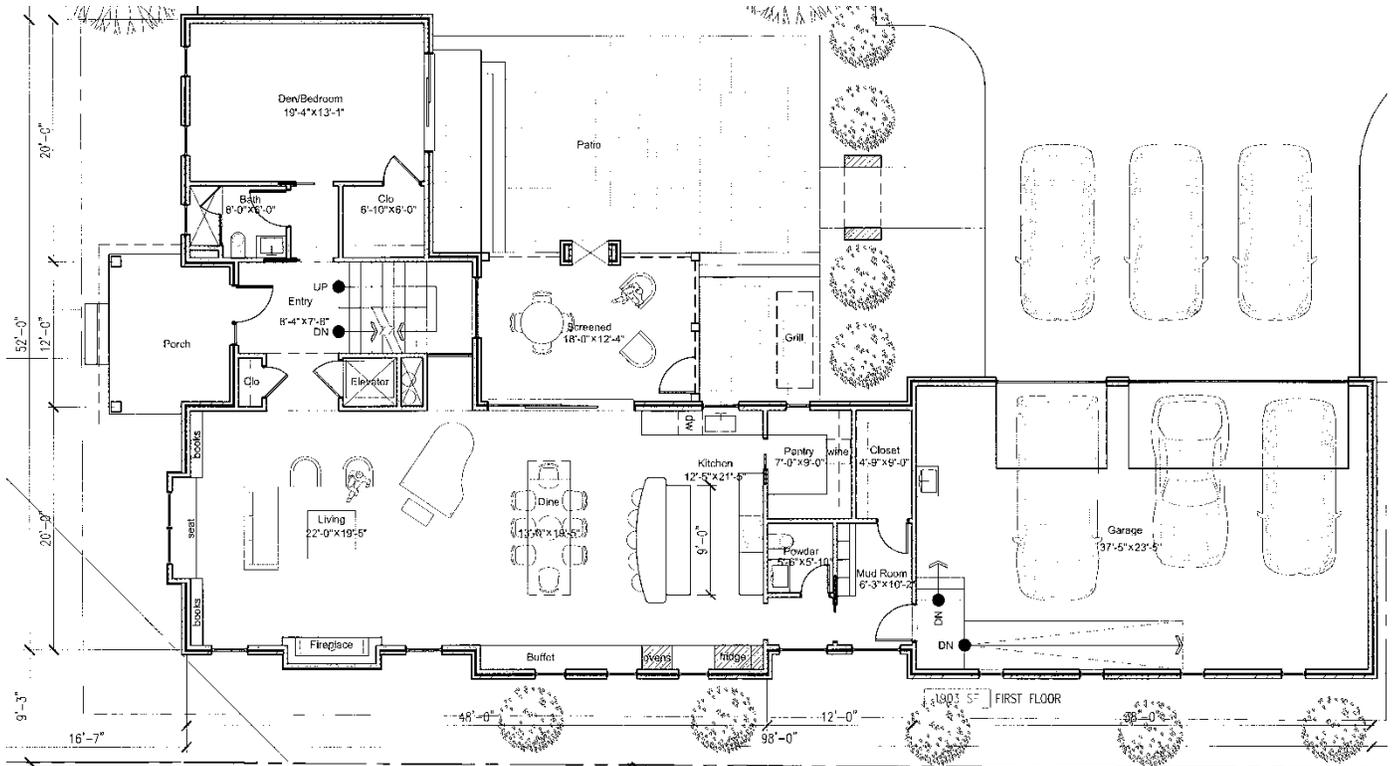


USE EXISTING BUILDINGS THROUGHOUT  
THE AREA IN DETERMINING DESIGN OF  
NEW BUILDING

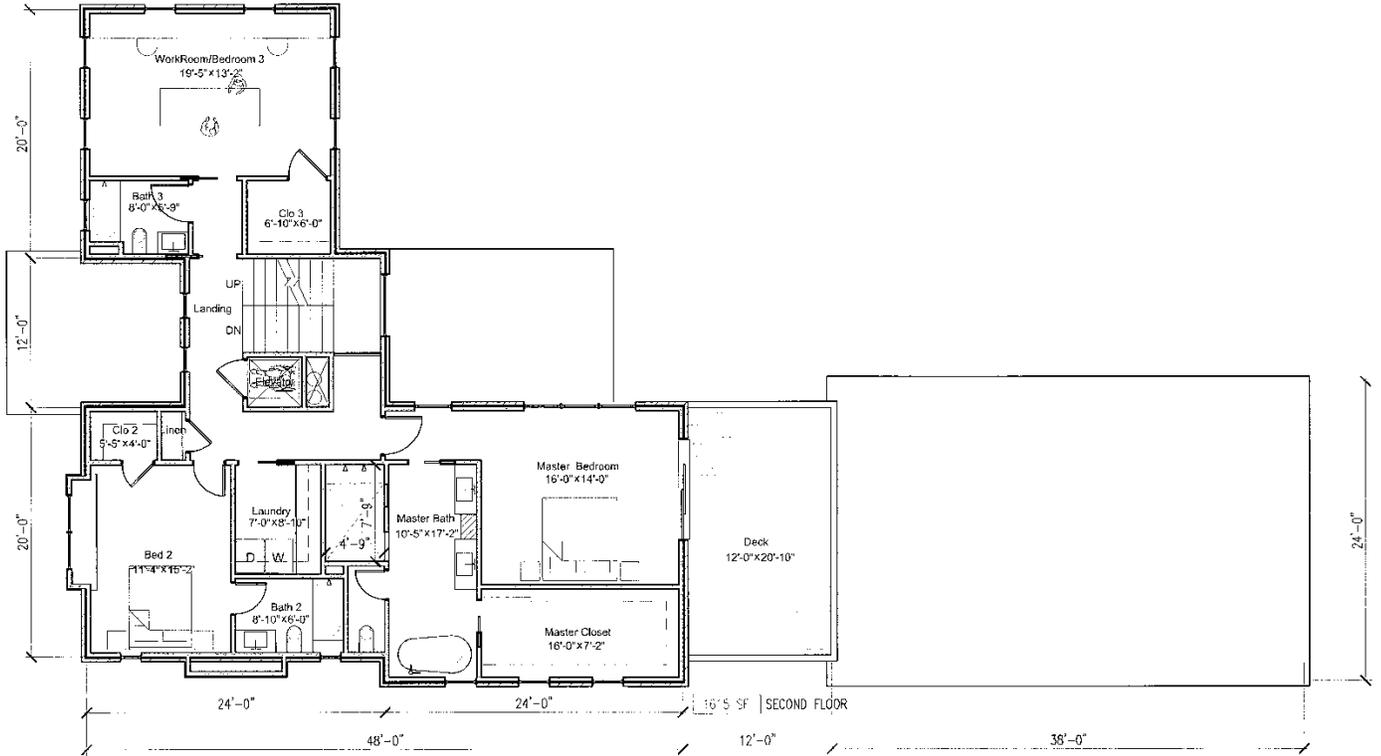




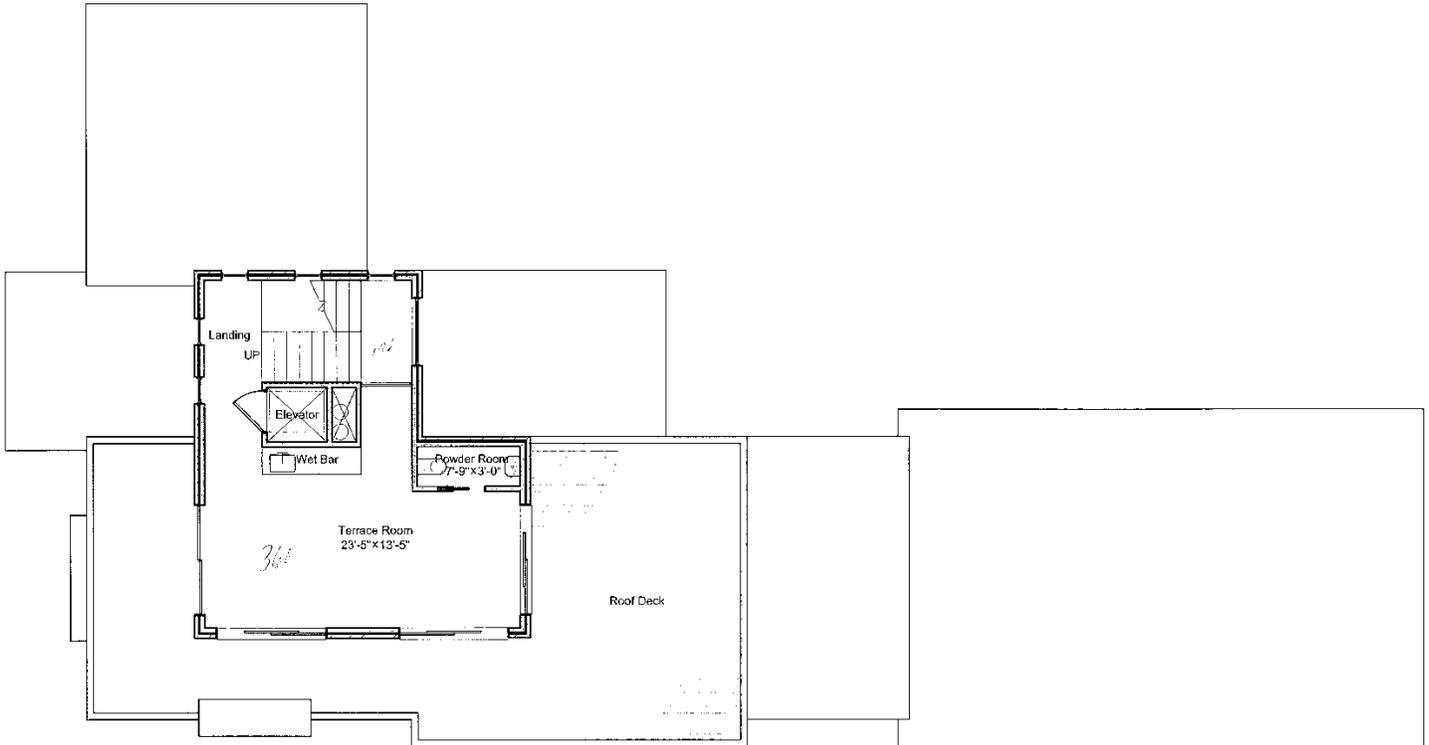
**Basement Plan**



**First Floor Plan**



**Second Floor Plan**



**Third Floor Plan**



**N. East St. Elevation (Front)**



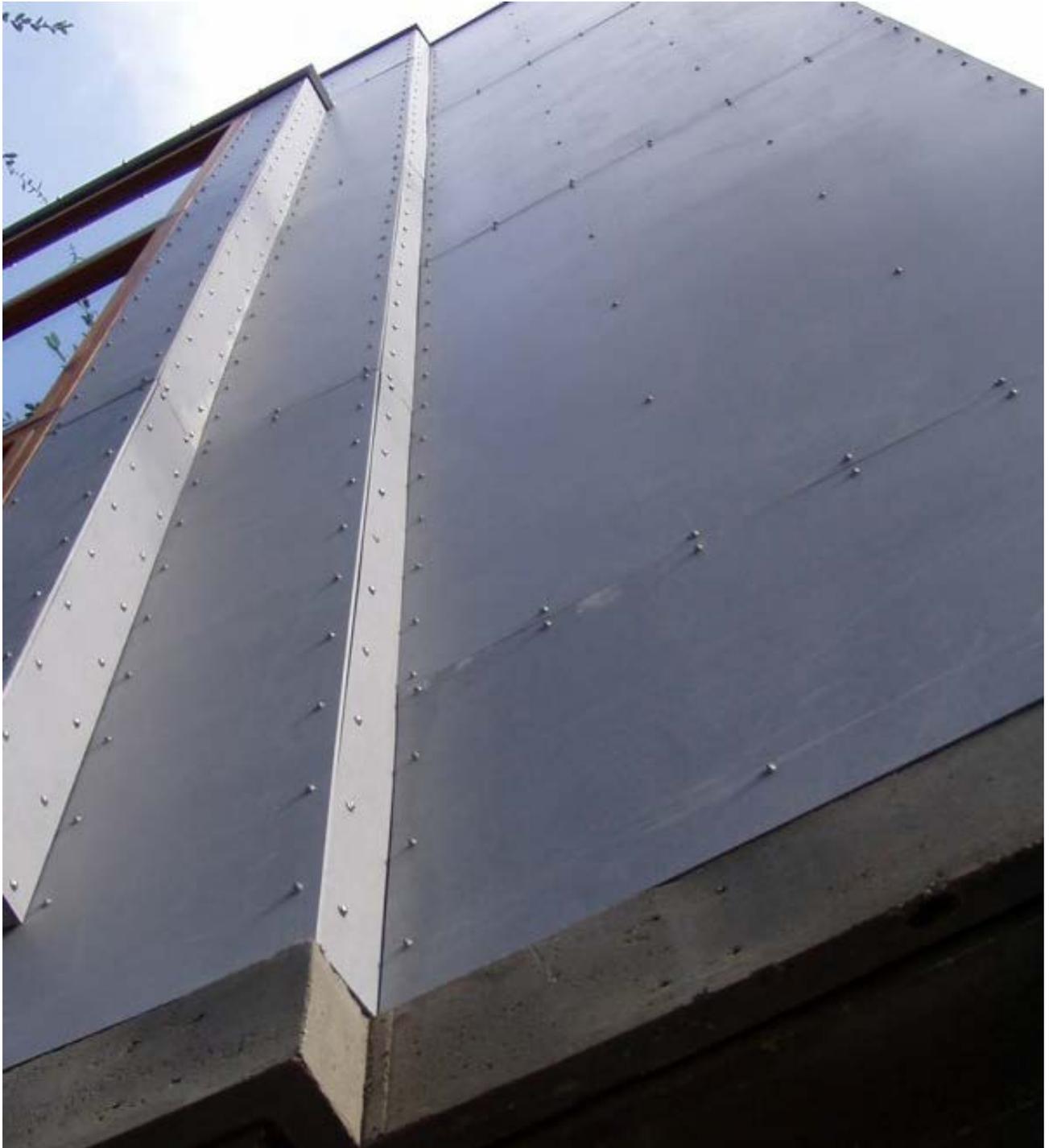
**Walnut St. Elevation (South Side)**



**East Elevation (Rear)**



**North Side Elevation**



***Silbonit Cementitious Panels (from website)  
Proposed for chimney and panels between windows.***



***View of house to the south of the subject site***



***Subject site***



***Houses to the north of the subject site (on East St)***



***Houses to the east of the subject site (on Walnut St)***



***View of East St looking north (subject site at right)***



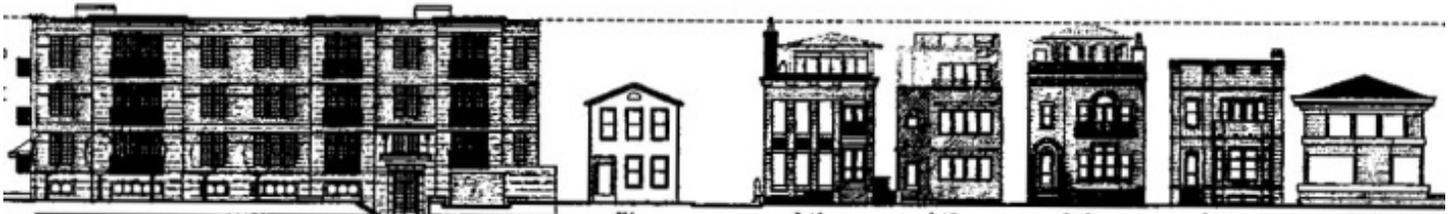
***House to next door to site on Walnut St (subject site at left)***

# STREETSCAPE COMPARISONS

## WALNUT STREET



*With Proposed New House*



*With Multi-Family Condominium approved in 2007 (not built)*

## N. EAST STREET



*With Proposed New House*



*With Multi-Family Condominium approved in 2007 (not built)*



Chatham Arch Neighborhood Association  
746 N Park Avenue  
Indianapolis, IN 46202  
[www.chathamarch.org](http://www.chathamarch.org)

October 1, 2015

Indianapolis Historic Preservation Commission  
200 E. Washington Street – Suite 1801  
Indianapolis, IN 46204

Attn: Meg Purnsley

Re: Buchanan Residence – 705 N East St

Dear IHPC Commissioners:

At the Chatham Arch Neighborhood Association Meeting on Tuesday, September 29, 2015, the Association voted to **support the application** of Bruce and Julie Buchanan for a residence to be constructed at 705 N East St.

The motion was approved without dissent.

Sincerely,

A handwritten signature in cursive script that reads "Sally Spiers".

Sally Spiers, President  
Chatham Arch Neighborhood Association

Enclosure: Attachment "D"

As a resident of 520 E. Walnut and a near neighbor to this project, I want to express my support for this home construction project. I think it is an excellent addition to the neighborhood and compliments the existing homes along Walnut Street. Having worked with both the architect and the builder for this project, I am confident in a first class execution of a very nice design. I look forward to welcoming the Buchanan family to the neighborhood. I will be happy to respond to any questions or concerns and my contact information is provided below. Thanks.

Gene Gentili

520 E Walnut Street

COA # <b>2015-COA-410 (CAMA)</b> <b>2015-ZON-076</b> <b>2015-VHP-044</b>	<b>INDIANAPOLIS</b> <b>HISTORIC PRESERVATION COMMISSION</b> <b>STAFF REPORT</b>	<b>Hearing Date</b> <b>OCT. 22, 2015</b>
<b>628 N. EAST STREET</b> <b>CHATHAM-ARCH AND MASSACHUSETTS AVE</b>		<i>Continued from:</i> <i>October 7, 2015</i>
<b>Applicant &amp; mailing address:</b>	<b>THE REDEVELOPMENT GROUP</b> 1017 E. Michigan Street Indianapolis, IN 46202	
<b>Owner:</b>	<b>ED EPPLER</b> 5875 Lawton Loop East Drive Indianapolis, IN 46216	Center Twp. Council District: 9 Joseph Simpson
<b>COMBINED CASE</b>		
<b>IHPC COA:</b>	<b>2015-COA-406 (CAMA)</b>	<ul style="list-style-type: none"> <li>• Construct sunroom addition with balcony on south façade.</li> <li>• Construct connector between house and garage.</li> <li>• Relocate garage door from south façade to west façade.</li> <li>• Rezone property from C-S to D-8.</li> <li>• Variance of Development Standards to allow less open space than required.</li> </ul>
<b>ZON:</b>	<b>2015-ZON-076</b>	Rezone property from C-S to D-8.
<b>VHP:</b>	<b>2015-VHP-044</b>	Variance of Development Standards to allow less open space than required.
<b>STAFF RECOMMENDATION:</b>		<b>Approval, with design changes</b>

**Background of the Property**

618 N. East Street was constructed ca. 1890. It is a brick Queen Anne residence with a cross gable roof. There is a full width front porch with gabled entry and decorative truss, original turned posts and gingerbread. Decorative scrolled brackets support the gable ends of the main eaves. Window headers throughout the house are arched. At the rear is a small, one story shed roof frame addition. A 1980s garage is at the back of the lot.

**New porch & balcony**

A new addition and second story balcony is proposed for the south elevation. The project was designed by Demerly Architects. This will be located behind the main gable bay, but will extend out past that wall and be visible from the street. There is an existing shed roof entry overhang in the corner of the ell. It does not appear to be original or significant. Most of the existing window openings will remain intact behind the new construction. The first floor addition will have a mixture of panel infill and high windows along the south. The mid-section is brick. The east and west elevations feature tall, typically sized double-hung windows. The west also has an entry door.

The second story balcony is partially covered by a pergola. This pergola will have a roll-down shade element. The other half is uncovered. There is a decorative knee wall and simple railing system. The knee wall incorporates the decorative motif from the historic front porch.

**Recommended Design Changes**

Staff has recommended that the design be simplified, in order to better differentiate it from the original architecture. Updated drawings had not been received as of the drafting of this report.

**Garage connector & door relocation**

There is 7 ft. between the house and the garage. The proposal calls for a connector to bridge that distance. The connector has a slight recess on the north and south, to keep that “hyphen” between the garage and main house. It has lap siding to match the existing garage, with a door and window on the south elevation, and a small window on the north elevation. A non-historic bump-out window in the house’s addition will be removed, and a pair of double hung windows and a small window installed. The garage door is currently located on the south wall of the garage. Since

maneuvering into that space is nearly impossible with the access drive, this proposal calls for relocating the door to the west wall. A single double-hung will be installed on the south wall where the overhead door was located.

### **Chatham-Arch and Massachusetts Avenue Plan**

The CAMA Plan offers some guidance for the new construction portion of the project:

- *Where little or no evidence of the original porch remains, a new porch should reflect the typical porch of the era while being identifiable as a recent addition not original to the building.*
- *Not Recommended: Placing new porches in locations which never had porches, especially on significant elevations.*
- *Additions should be located at the rear, away from the front façade.*
- *Additions and accessory buildings should be discernable as a product of their own time.*
- *The scale, height, size, and mass of an addition should relate to the existing building and not overpower it. The mass and form of the original building should be of a secondary nature and garages should be oriented to alleys.*

Typically, attached garages are not considered to be appropriate for the neighborhood. In this instance, due to its location, lack of visibility, and close proximity between the garage and the existing rear addition, that this will have minimal impact upon the characteristics important to this property. The design has been consciously recessed to provide a differentiation.

The new sunroom/balcony addition is being constructed in the side, recessed area. It is a secondary elevation, but still an important elevation. Staff feels that the proportions respect the original location, and the retention of most of the windows is important as well, as the change is more reversible that way. The decorative band does need simplification.

### **Zoning**

The parcel is zoned Commercial Special (C-S). CS is a special zoning classification designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. Each C-S district is meant to have its own unique list of approved uses and approved development plan. However, this particular C-S district has been researched in the past and no list of uses and no development plan has ever been found. Because nothing is listed as an allowed use, the property needs to be rezoned. Several neighboring residential properties have been rezoned to D-8. The building has always been used for residential, and is being rehabbed for continued residential use.

### **Variance**

D-8 zoning requires 55% open space. The existing open space is 57%. The additional square footage is 525 total (garage connector, sunroom, and balcony). The open space with the porch and garage addition is 45%, being 436 s.f. over the allowed coverage.

### **Chatham-Arch and Massachusetts Avenue Plan**

This lot is located in an area identified as Subarea A, Residential Core Area, which consists primarily of single and two-family dwellings. There are no site-specific recommendations. The Plan offers the following land use guidance for Subarea A:

- *All land uses in the residential core area should be residential.*
- *Strongly discourage any land use other than residential.*
- *Encourage and support the adaptive reuse of non-residential structures into residential uses. If a non-residential structure cannot be adapted for residential use, then a different land use may be considered.*

### **Reasons to approve the rezone**

The rezone is in compliance with the neighborhood plan, and allows the historic use to be continued.

**Reasons to approve an open space variance**

- It is not unusual for historic homes in Chatham-Arch to exceed the open space requirement, as the lots are smaller than many in other districts.
- Other houses with garages that exceed the open space variance are fairly common in the neighborhood, and have not caused a negative impact.
- 140 of the s.f. counted against the open space requirement is for the open balcony.

**STAFF RECOMMENDED MOTION**

**COA # 2015-COA-406 (CAMA):**

**To approve a Certificate of Appropriateness to construct a sunroom addition with balcony on south façade; construct a connector between the house and garage; relocate garage door from south façade to west façade; for a Variance of Development Standards to allow less open space than required, and to rezone the property from C-S to D-8 per the submitted documentation and subject to the following stipulations:**

**DCE: Stipulations number 1 and 2 must be fulfilled prior to issuance of permits.**

1. Construction must not commence prior to approval by the IHPC staff of final construction drawings.  
*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. Lap siding and trim materials shall be wood or fiber-cement, and shall have a smooth texture free of major imperfections. Lap reveal must match that of approved drawings. **Rough-sawn finishes are not permitted.**
4. 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.
5. 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.
6. Any changes to the proposed design must be approved by IHPC staff prior to commencement of work.

NOTE: Owner responsible to comply with all applicable codes.

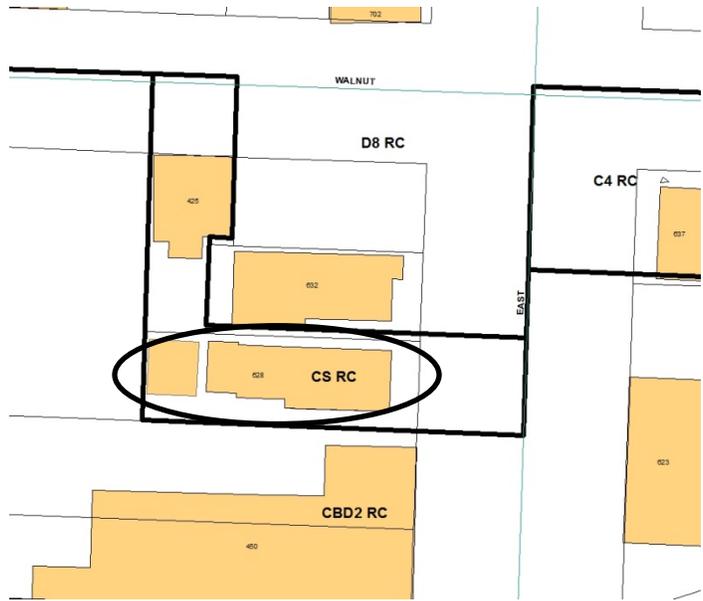
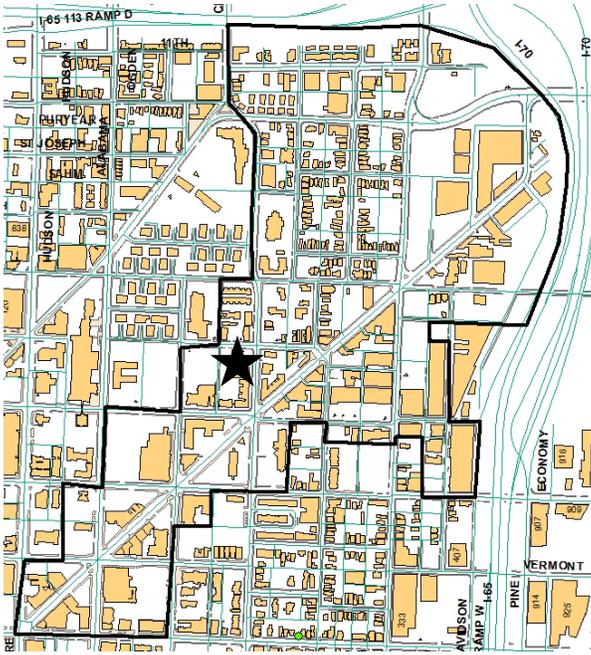
**VHP # 2015-VHP-044:**

**To approve a Variance of Development Standards of the D-8 zoning ordinance to allow less open space than required.**

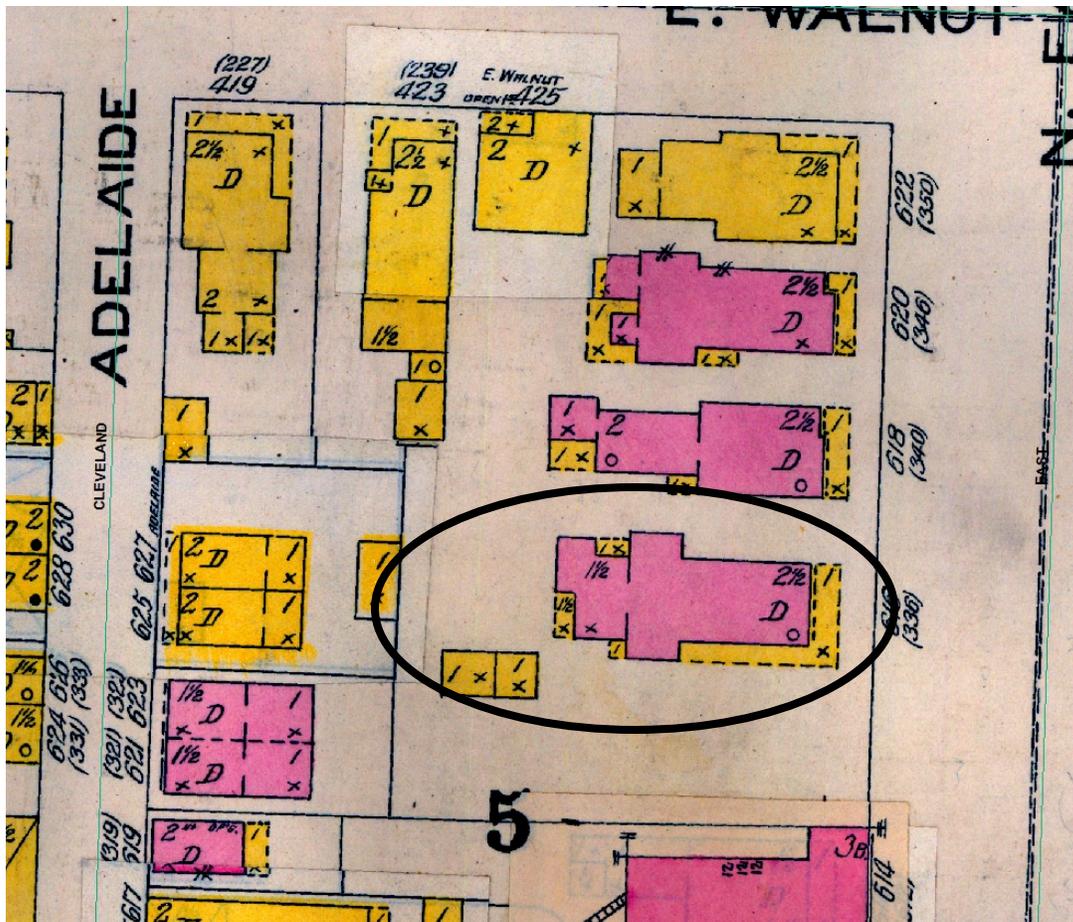
**REZONING PETITION #2015-ZON-076:**

**To recommend approval to the Metropolitan Development Commission to rezone the subject property from C-S to D-8.**

**Staff Reviewer:** Emily Jarzen



Maps of subject property



1898 Sanborn map

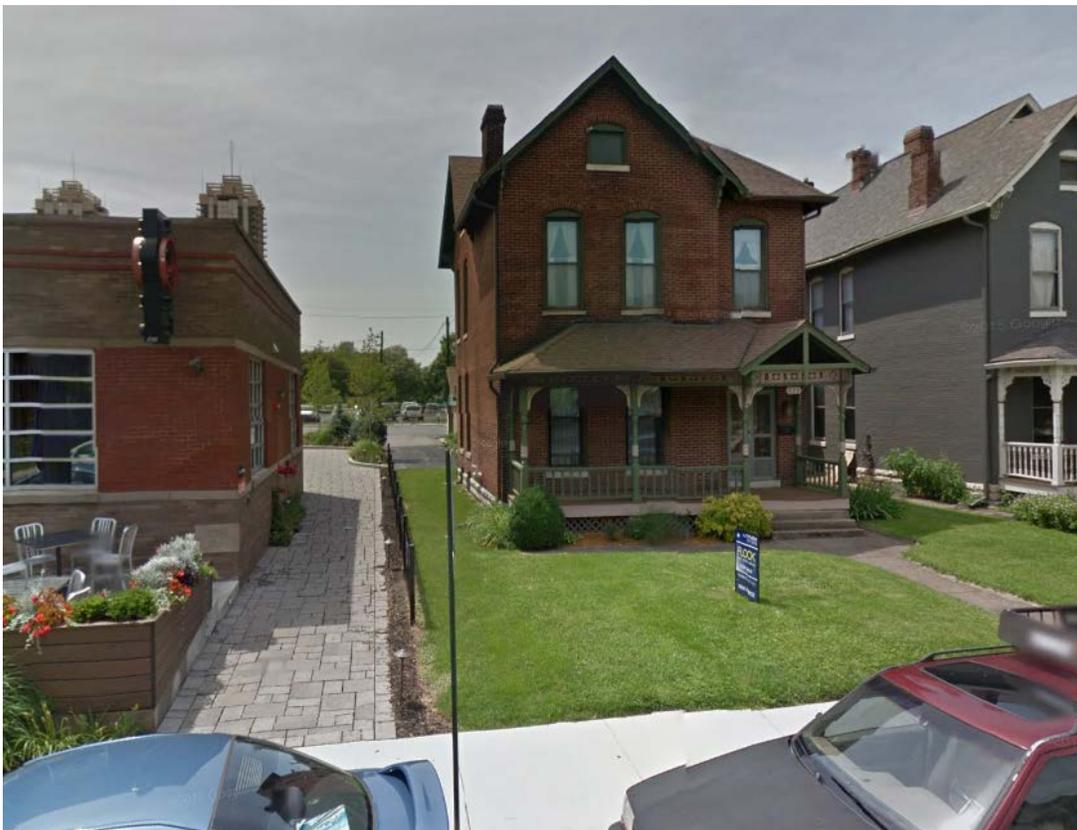


**Aerial views of subject property**





**Subject property, front (east) and south elevation visible**



**Subject property showing drive next door**



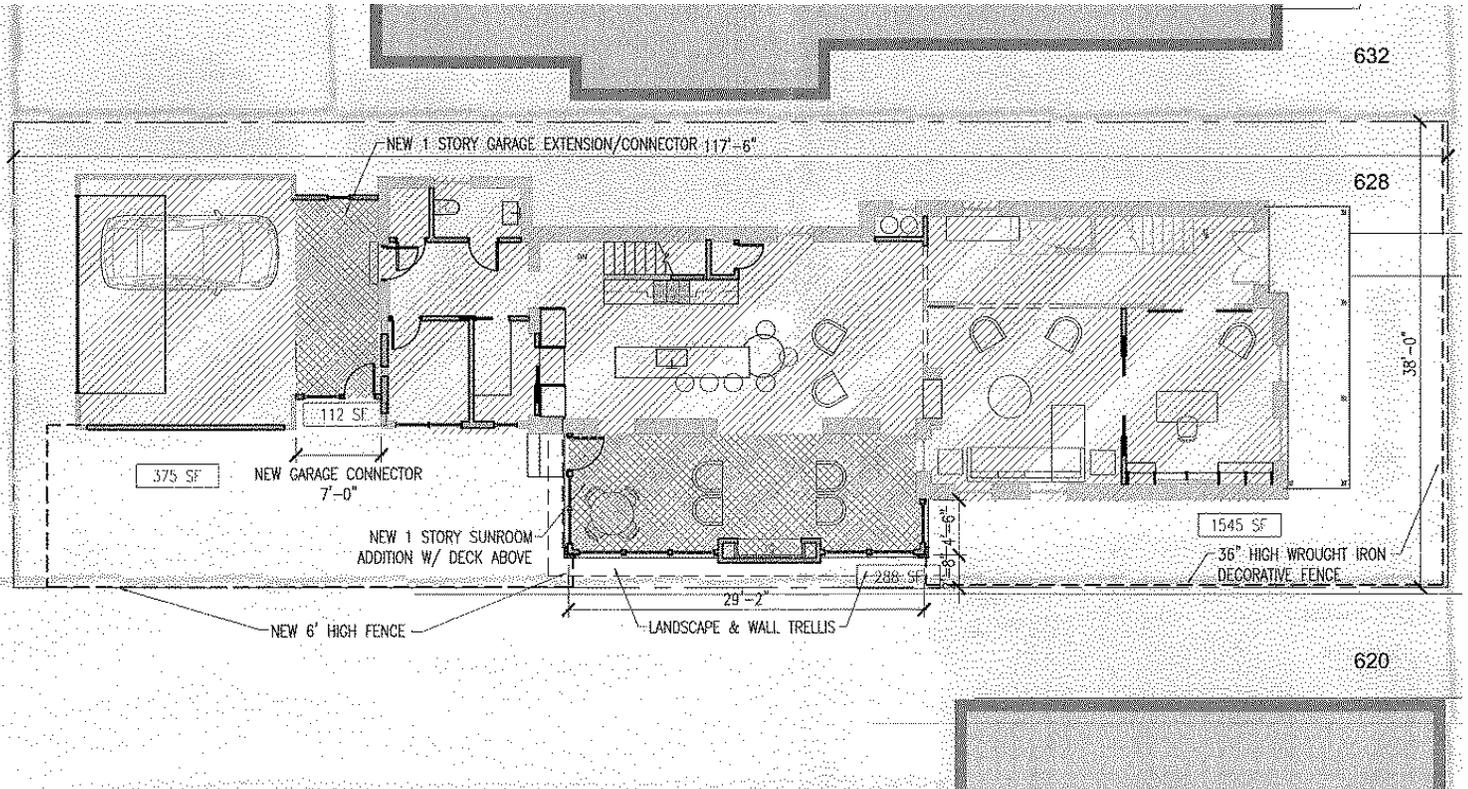
**South elevation – proposed sunroom and balcony location**



**South façade – rear addition and garage visible**



**Proximity of garage to rear addition**

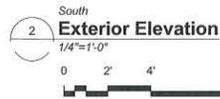


Proposed site plan



RECEIVED  
 SEP 01 2015  
 INDIANAPOLIS HISTORIC COMMISSION

DemerlyArchitects  
 ARCHITECTURE / INTERIORS / PLANNING



Eppler Residence Remodel  
 628 East Street, Indianapolis IN  
 08.27.15

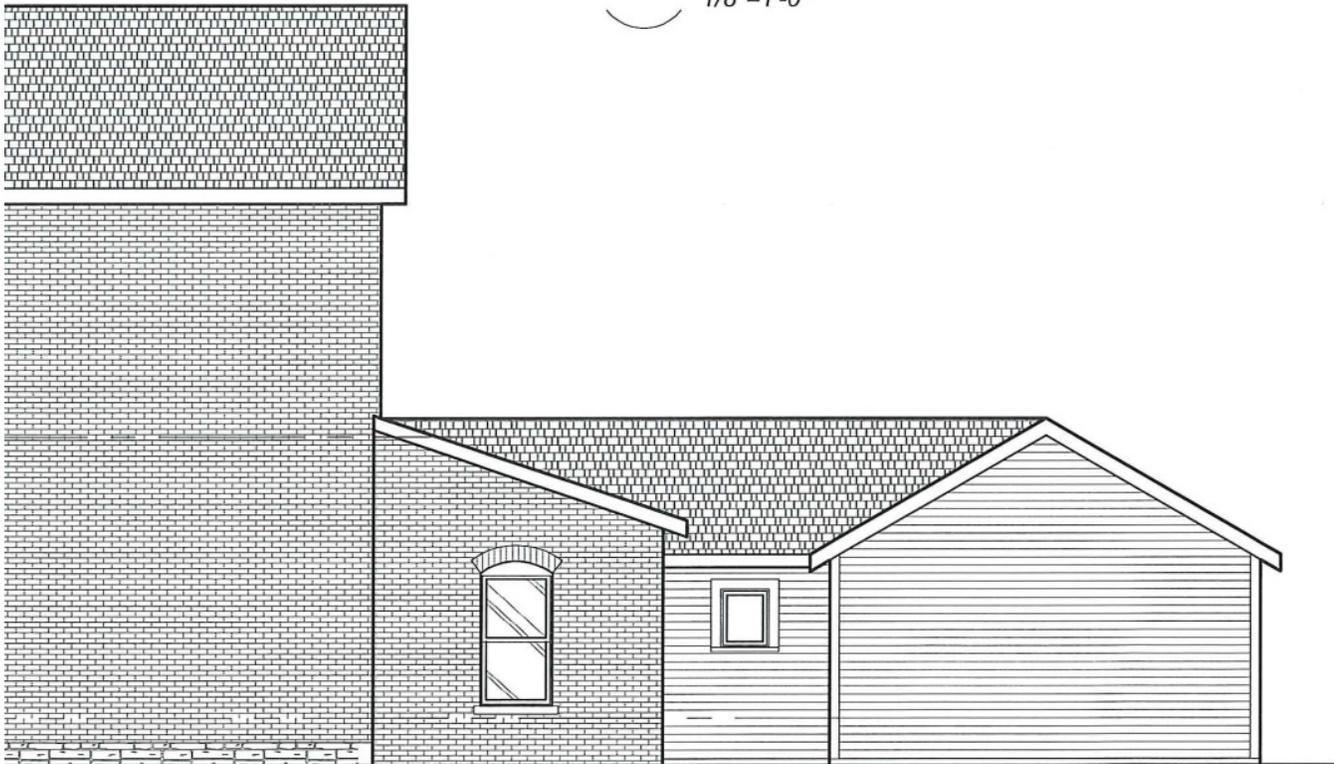
4a  
 IHPC

South elevation – sunroom & balcony



**South elevation – garage**

1/8"=1'-0"



**North elevation – garage**



**East elevation**



**West elevation**



Chatham Arch Neighborhood Association  
746 N Park Avenue  
Indianapolis, IN 46202  
[www.chathamarch.org](http://www.chathamarch.org)

October 1, 2015

Indianapolis Historic Preservation Commission  
200 E. Washington Street – Suite 1801  
Indianapolis, IN 46204

Attn: Meg Purnsley

Re: Eppler Residence, 628 East Street

Dear IHPC Commissioners:

At the Chatham Arch Neighborhood Association Meeting on Tuesday, September 29, 2015, the Association voted to **support the application** of Dr. Edwin Eppler for modifications to a residence at 628 East St.

The motion was approved without dissent.

Sincerely,

A handwritten signature in cursive script that reads "Sally Spiers".

Sally Spiers, President  
Chatham Arch Neighborhood Association

Enclosure: Attachment "D"

**NOTE: FINDINGS OF FACT TO BE PROVIDED AT OCT 22 HEARING**