

# introduction & community input

### Strengths

Although it is also seen as a negative, the traffic of 16<sup>th</sup> street was seen as one of the biggest strengths. The neighborhoods, historic buildings, and history of Tinker Street were also the most often mentioned strengths of the neighborhood. The citizens suggested these four strengths as an opportunity to build Tinker Street into a stylish, important Indianapolis street.

### Other strengths:

- Location
- Major Thoroughfare
- Neighborhoods
- Historic Buildings
- Traffic
- Walkability
- Harrison Center for the Arts
- Clarian People Mover
- Opportunities for Development
- History
- “Up and Coming”
- Historical Fabric
- Clean Slate
- Herron School of Art - Anchor
- Business Destinations
- Existing Mixed-Use Development
- Easy Access
- Familiar Place
- Monon Trail
- Transportation Center
- King Park
- Local Theatre District
- Connection to Speedway
- Recognition
- Land Availability
- Diversity
- Density

### Weaknesses

The biggest weakness of 16<sup>th</sup> street as identified by the neighborhood residents was the lack of safety for pedestrians. The traffic, speed of cars, poor sidewalks, lighting, lack of trees all contribute to this pedestrian unfriendliness. Creating a space that is safe, walkable, attractive, and has character should be a top priority for Tinker Street. The reduction of the automobile was also mentioned as a concern.

### Other weaknesses:

- Unfriendly to Pedestrians
- Traffic
- Lack of continuity
- Barriers
- Poor sidewalks, scary
- Ugly
- No Connections
- Liquor Stores
- Unsafe
- No King Park Access
- School Perceptions
- Limited Grocery Options
- No parking
- Lack of green
- Not dense
- Name is Bland
- Undesirable
- Hard to Acquire Land
- Environmental Hazards
- Poor link to Monon Trail
- Bad Intersection at Delaware St.
- Gas Stations
- Prostitution
- Fast traffic
- No Buffer Along Street
- Lighting is Plain
- Billboards
- Utility Poles
- Zoning
- Vacant Buildings/Lots
- Lack of Neighborhood Businesses
- Not Enough Commercial
- Number of Section 8 Apts



The Tinker Street Urban Design Workshop brought design and planning students and faculty from Ball State’s College of Architecture and Planning Indianapolis Center together with residents of the Old Northside and Herron-Morton Place neighborhoods. The three-day workshop, held in the Herron School of Art on 16<sup>th</sup> Street, was organized by the neighborhood associations representing both neighborhoods.

Community input was gathered primarily at a town hall meeting held at the Joy of All Who Sorrow Church on the first evening of the workshop. The working sessions of the workshop were also open to the public and provided neighborhood residents and business owners the opportunity to interact with workshop team members directly.

### Tinker Street Urban Design Workshop

Please join the Friends of Old Tinker Street Committee and the neighbors from the Herron-Morton and Old Northside neighborhoods in a discussion about the future of 16th Street/Tinker Street. Ball State University's College of Architecture and Planning Indianapolis Center will lead a three day urban design workshop to help develop a clear vision for the future of this neighborhood "main street." All events are free and open to the public. Join us and let us know your thoughts!

**Town Meeting**  
Thursday July 10th  
6pm to 7pm  
Joy of All Who Sorrow  
Orthodox Church  
1516 N. Delaware St.

**Working Sessions**  
Friday July 11th  
9am to 9pm  
Saturday July 12th  
9am to Noon  
Herron School of Art  
1701 N. Pennsylvania St.

**Presentation**  
Monday August 4th  
7pm  
Harrison Center for the Arts  
1505 N. Delaware St.

Follow the workshop online @ <http://www.bsu.edu/capic>

**Workshop Location**  
Herron School of Art  
1701 N. Pennsylvania St.

**Town Meeting Location**  
Joy of All Who Sorrow  
Orthodox Church  
1516 N. Delaware St.

**Presentation Location**  
Harrison Center for the Arts  
1505 N. Delaware St.

## Community Demographics

|   | Old Northside | Herron-Morton Place |
|---|---------------|---------------------|
| Population                              | 2256          | 1266                |
| Population Density (Persons Per Acre)   | 14.9          | 7.7                 |
| Population Diversity (Percent White)    | 59.2%         | 50.2%               |
| Population Diversity (Percent Hispanic) | 1.7%          | 2.0%                |
| Population Age (Percent Under 18)       | 12.3%         | 17.5%               |
| Population Age (Percent Over 65)        | 3.3%          | 8.5%                |
| Housing (Total Residential Units)       | 1441          | 857                 |
| Housing Vacancy                         | 15.9%         | 28.2%               |

Source: City of Indianapolis Demographic Characteristics of Registered Organization Areas using data gathered from Census 2000.

### Character

Residents were asked to identify what the character of Tinker Street is, or what they would like it to be. By far, the most common answer was history. Morris-Butler, Benjamin Harrison House, Herron School of Art, and the Historic Districts were all mentioned as being a potential catalyst for Tinker Street to become a center of history and arts for the neighborhoods and Indianapolis.

### Other descriptive words:

- History
- Familiar
- Victorian
- Pedestrian
- Thriving
- Welcoming
- Eclectic
- Quaint
- Quirky
- Challenging
- Community
- Sketchy
- Light Commercial
- Basic Amenities
- Arts
- Residential
- Neighborhood

### Visioning

The residents were also asked to think into the future to what they would like for Tinker Street. Most would like mixed-use development, an emphasis on history and the arts, greenspace, and pedestrian emphasis. It was suggested by developers that Tinker Street needs a mixed-use development strategy for it to work. One development alone is not going to make it happen. The Harrison Center, Herron School of Art, and historic buildings were identified as places to start creating a character for the corridor.

### Other concepts for the future:

- Green
- Historical Center
- Architecture
- Vibrant
- Pedestrian friendly
- Revitalized
- Mature
- Cultural District
- Trails
- Full
- Safe
- Dense

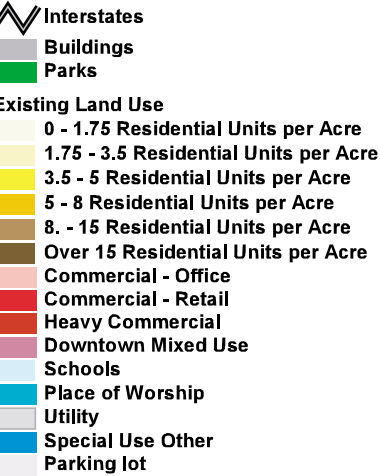




# mixed-use development is key!



## Existing Land Use



## Proposed "Basic" Land Use Alternative



This "basic" land use alternative proposes infill residential development to the north and south of 16<sup>th</sup> Street that is in character with the historic single-family pattern. As seen by the orientation of property lots along the corridor, 16<sup>th</sup> Street was platted as a side street—all property lots face the north/south streets. This alternative proposes the corridor become a "main street" with mixed-use development and higher-density residential fronting on it, much like several existing apartment buildings. In some cases low-density, single-use commercial buildings have already been oriented to 16<sup>th</sup> Street and can simply be renovated

or replaced. In other cases, several property lots may need to be combined to provide a lot that is deep enough for development. Deep lots do not mean big parking lots though! All buildings should front on the street, be at a pedestrian scale, and have minimal curb cuts for driveways. Parking should be shared, heavily landscaped, and behind or between buildings. Higher-density development may also require structured parking or below-grade parking.





# street alternatives



## Existing Conditions

- Four Travel Lanes with Continuous Center Turn Lane
- Heavy and Fast Traffic
- Narrow Sidewalks and Unsafe Pedestrian Crossings
- Utility Lines in Sidewalk



## Proposed Option I: "Road Diet"

- Two Travel Lanes with Center Turn Lane, much like Broad Ripple Ave.
- Reclamation of Street for Expanded Sidewalks & Pedestrian Use
- Narrower Street to Calm Traffic
- Room for Additional Landscaping and Pedestrian-Scale Lighting
- Relocation or Burial of Utility Lines



## Proposed Option II: "Parkway"

- Elimination of select deteriorated buildings along 16th Street
- Creation of wide "parkway" to connect Monon Trail to Fall Creek Greenway
- Two Travel Lanes with Center Turn Lane, much like Broad Ripple Ave.
- Reclamation of Street for Expanded Sidewalks & Pedestrian Use
- Narrower Street to Calm Traffic
- Relocation or Burial of Utility Lines

## Can We Reduce the Lanes?

Traffic along 16<sup>th</sup> Street is both an asset and a liability. Traffic is needed to support the retail and other commercial activities desired along the corridor by the neighborhood. At the same time, the volume and speed of traffic combined with narrow sidewalks produce a very unsafe and uncomfortable pedestrian experience—which is also needed and desired by the neighborhood. Recently the Broad Ripple Village neighborhood faced a similar issue with Broad Ripple Avenue, which had two travel lanes in each direction with a parking lane on each side. The road was restriped to make one travel lane in each direction with a center turn lane. By comparing the traffic volumes on 16<sup>th</sup> Street to Broad Ripple Avenue (which need to be updated should this option be considered), it can be seen that 16<sup>th</sup> Street actually has less traffic, making the three-lane option an option for further consideration.

## Broad Ripple Avenue Traffic Volumes



## 16th Street Traffic Volumes



16th at Alabama



16th at Central

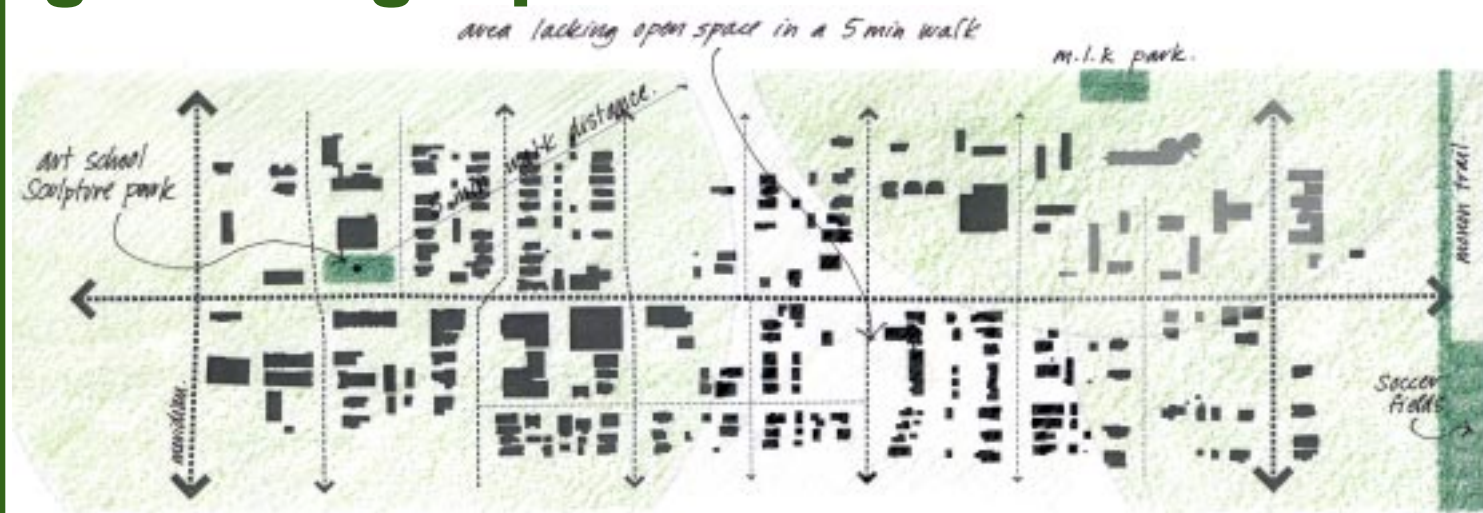


16th at Delaware





# greening-up the corridor



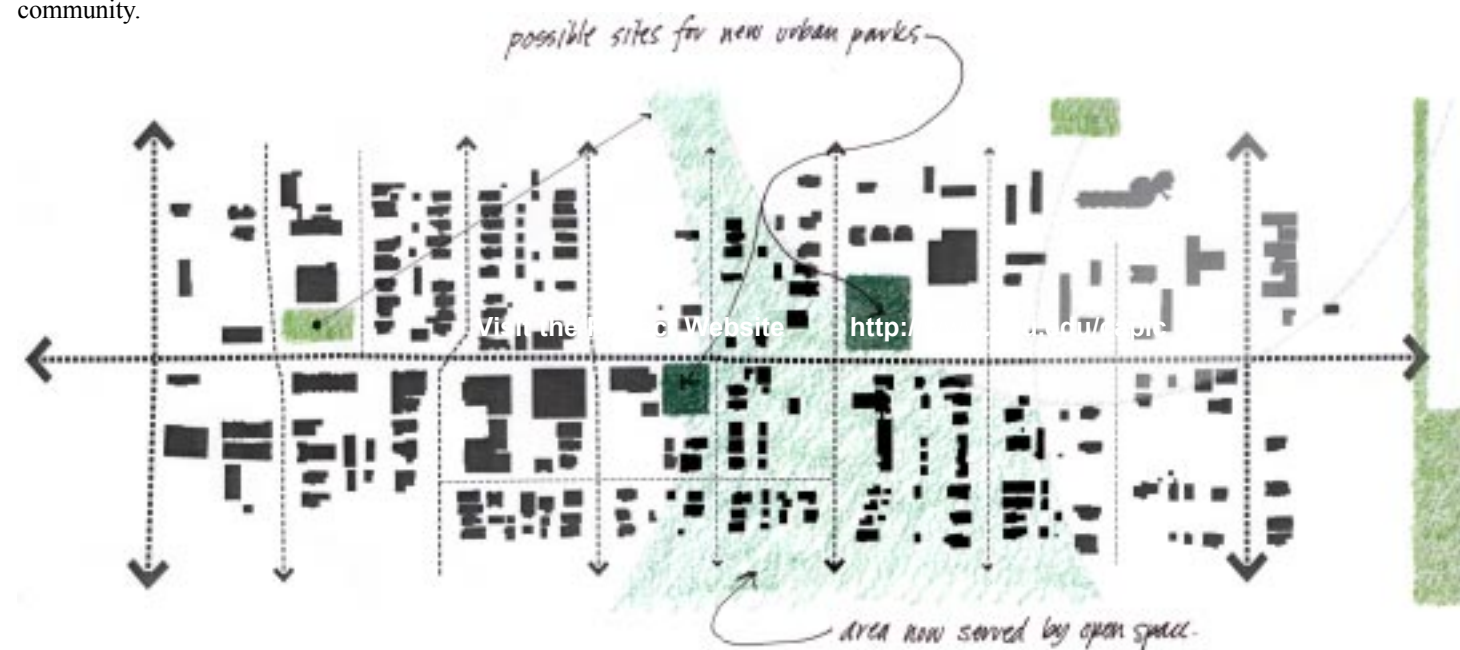
The only public park near the corridor is Martin Luther King Park, located one block north of 16<sup>th</sup> Street between Park Avenue and Broadway Street. While not a true public park, the sculpture yard in front of the Herron School of Art has the potential to serve many of the same functions as a park.

Parks are vital to urban neighborhoods as they provide relaxation and recreation opportunities for families and children. Parks also often serve as a community center. This was true when Robert Kennedy visited the park in the aftermath of the assassination of Dr. King to help console and reconcile a divided community.

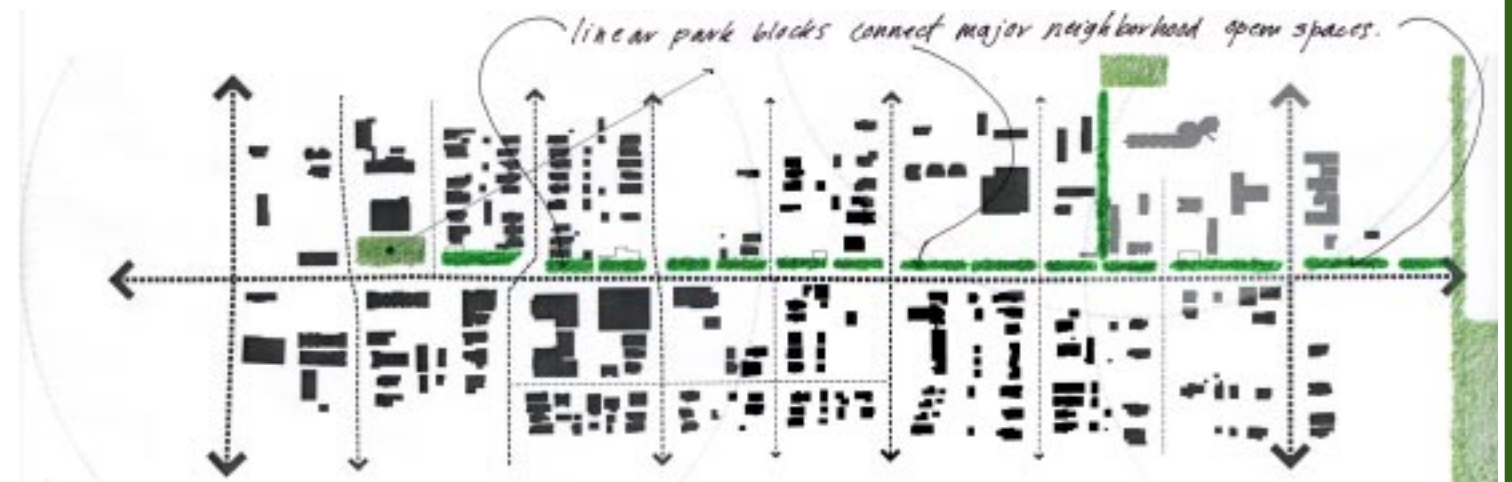
A common standard used in measuring park supply is the Five Minute standard. This standard says that people will walk up to five minutes to a destination such as a park (this translates into roughly a quarter mile). The map above shows the two green park spaces along the corridor and their corresponding five-minute "service area." The map below illustrates opportunities where additional parks or other public open spaces could be developed to not only green the corridor but also provide for neighborhood residents.



Swimming Pool at King Park



## Tinker Street Parkway?

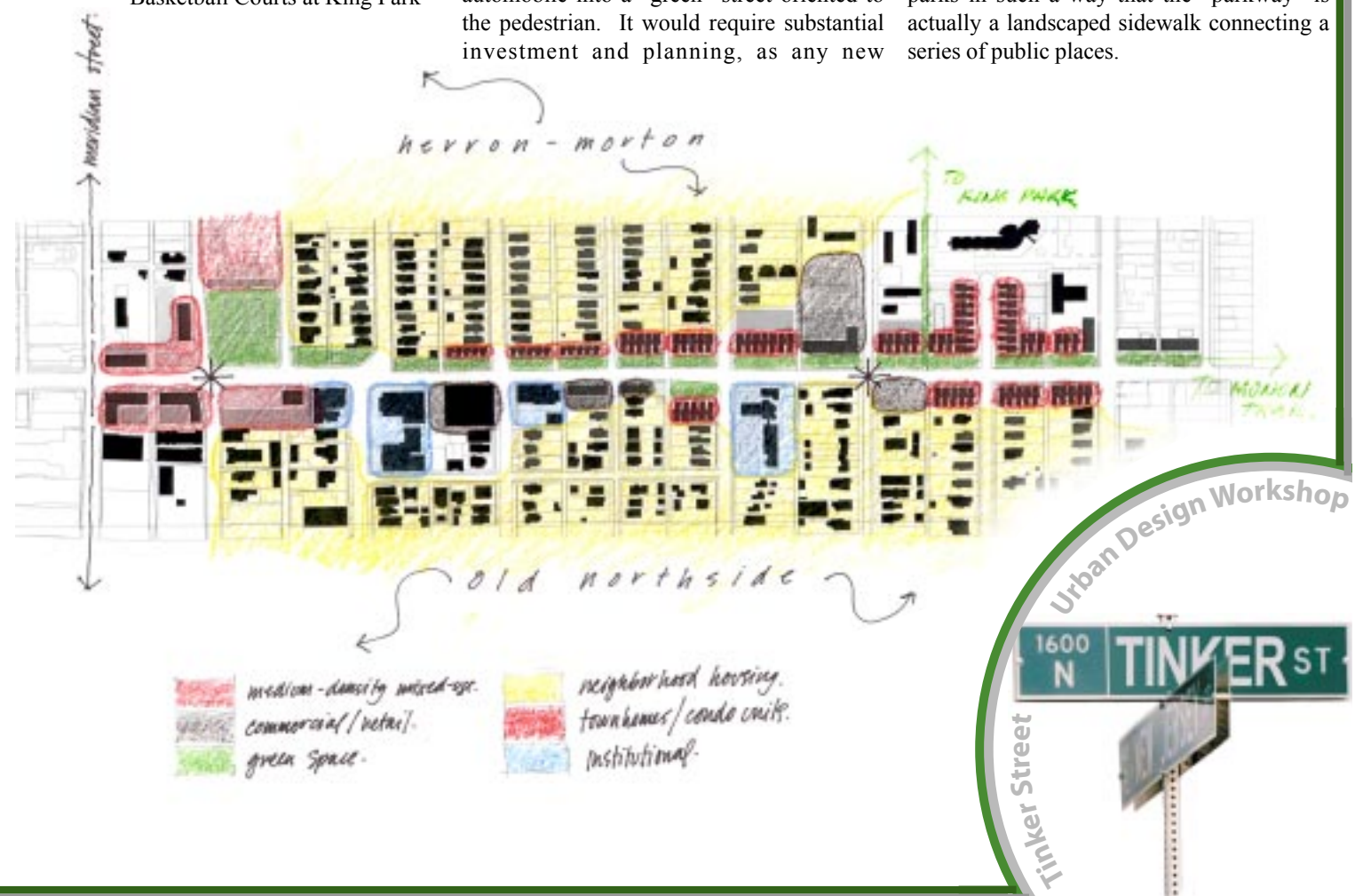


Basketball Courts at King Park

Because 16th Street was always a side street—property lots front on the north/south streets—an opportunity to convert some of those parcels along 16th Street into an urban parkway exists. Selective demolition along certain blocks and/or new development pushed farther back would provide a “parkway” pedestrian link between the Monon Trail and Fall Creek Greenway. This alternative is definitely radical. It would transform the street from a commercial traffic street with a focus on the automobile into a “green” street oriented to the pedestrian. It would require substantial investment and planning, as any new

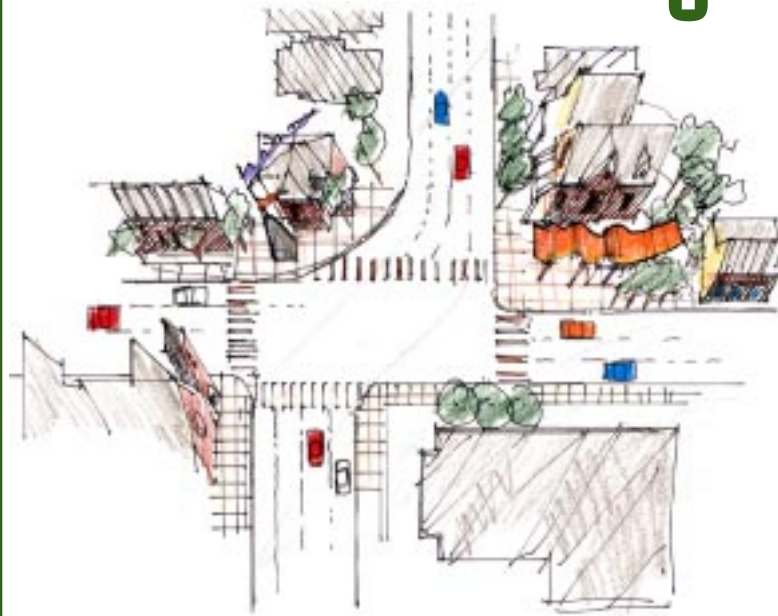
development along the parkway must be developed in such a way as to incorporate the path.

While the pure concept of a 30 foot wide green strip along the corridor may not be feasible, the concept of connecting the Monon Trail and Fall Creek Greenway using 16<sup>th</sup> Street exists. A narrowed street (3 lanes) may provide room for landscaping and wide sidewalks and new development could introduce plazas or pocket parks in such a way that the “parkway” is actually a landscaped sidewalk connecting a series of public places.





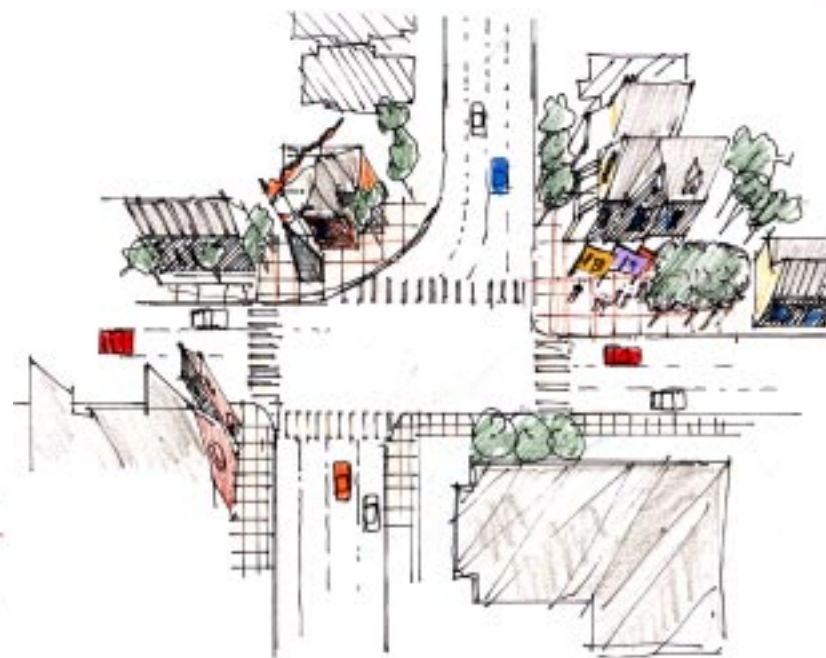
# new community spaces



Sixteenth Street was historically a dividing line between two developments and many of the streets do not exactly line up. Many north/south streets like Pennsylvania Street and Delaware Street have had their intersections with 16<sup>th</sup> Street “smoothed,” leaving small pieces of land that for most purposes is not developable. These corner properties represent an opportunity to develop public places and used as bus stops, farmers markets, public art venues, or simple pocket parks.



16th Street and Delaware Street



## Gateways & Landmarks

Gateways can provide an identity for an area and need not be simple roadside markers. This sketch illustrates how a sculptured light adds interest during the day but fills the night with excitement. Public infrastructure such as gateway elements, lighting, and signage are opportunities for public art. The engagement of the community in the design and construction of such infrastructure creates a unique identity and also provides the community with ownership in the redevelopment of 16<sup>th</sup> Street.



This rendering shows an arch over 16th Street that denotes a new connection to Martin Luther King Park, an important piece of Indianapolis history. Again, local artists should be involved in the design of any gateway element developed along the corridor.





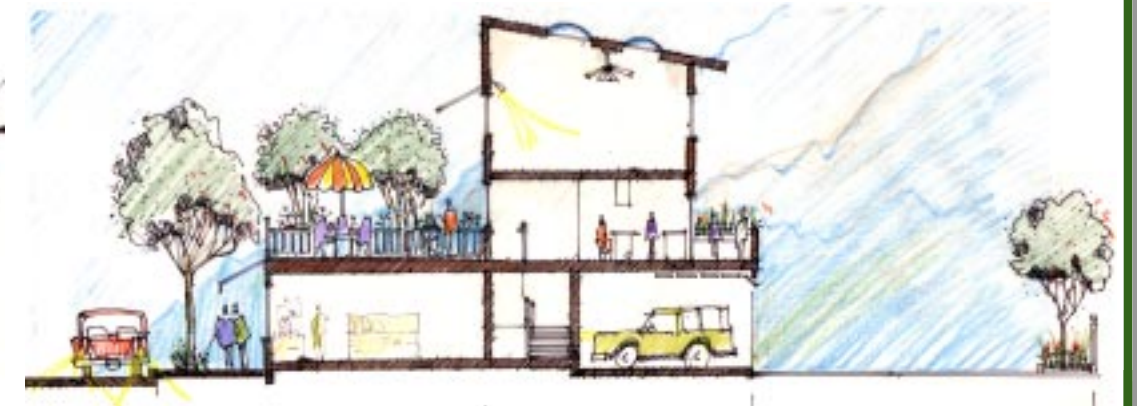
# mixed-use redevelopment

## Penn Arts Building

This before photo and after sketch shows a rejuvenated Penn Arts Building that has been opened up with a glass facade and new rooftop gardens. A public plaza with sculpture continues where the existing Herron School of Art sculpture lawn is. With the tradition of Herron and presence of the Harrison Center for the Arts, Tinker Street can capitalize on the growing appreciation of public art.



## Adaptive Reuse



This before photo and after sketch illustrate how a seemingly obsolescent structure can be adaptively reused as a vibrant mixed-use building. The sketch and cross-section view show how the existing storefront can be maintained for retail or live-work space while an upper story is added to accommodate a residence. The rooftop of the existing building is transformed into a rooftop garden that could also be used as an outdoor cafe, while the back of the building provides garaged parking. Such adaptive reuse can blend historic and cutting-edge architecture. Mixed-use buildings along Sixteenth Street not only provide new housing alternatives and storefront opportunities, but also offer an excellent transition into the surrounding historic neighborhoods.

