Since the early 20th Century, Indianapolis’ Near Southside has experienced dramatic and rapid urban evolution. In recent decades, physical and social barriers have prevented growth and investment in this area of the city. Reconnecting this land, which lies directly south of Monument Circle, to the greater urban context while simultaneously creating destinations is crucial for the revitalization and longevity of the South Land.

**PROJECT GOALS**

- Extend White River State Park south along east bank of White River
- Daylight Pogue’s Run from White River to Illinois Street
- Mend the Grid to ease vehicular and pedestrian circulation
- Extend Cultural Trail along South Meridian Street
- 35,000 seat capacity Indy 11 Stadium along the east bank of White River
- Transit Oriented Development at Greyhound/Union Station

**MASTER PLAN**

1. White River State Park and Trail Extension south to Morris Street
2. Indy 11 Soccer Stadium (35,000 capacity) and South Street Extension
3. Waterway Entertainment District Public Parkland
4. Daylight of Pogue’s Run Waterway
5. Plaza at eastern Terminus of Pogue’s Run
6. Cultural Trail Connection and Expansion via South Street and Meridian Street
7. South Landing Transit Oriented District
8. Meridian Street Extension to intersection at South Street and Madison Avenue
9. Adaptive Reuse of Defunct Electrical Substation as South Land Gateway
10. South Meridian Village
11. Transitional Neighborhood Fabric
12. Expansion and Enhancement of Baby Denny Park
13. Wyoming Street Extension
14. Westwater Neighborhood with Access to Waterway Entertainment District
15. Westwater Neighborhood Park

**RETAINED STRUCTURES PROPOSAL**

- Corner Store (1931)
- Shapiro’s Delicatessen (1960s)
- Children at Miekel Park (1941)
IRVINGTON PLAZA - HISTORIC IRVINGTON, INDIANAPOLIS, IN

Irvington Plaza is a post-war suburban shopping center located in the historic Irvington Village of Indianapolis’ east side. Irvington Plaza is located east of the core of the Irvington Historic District and is bound by Washington Street to the north and the Pennsy Trail to the south.

The Pennsy Trail connects to Indy’s greater trail network and offers direct access to Irvington.

Washington Street is a major arterial that serves local and regional traffic. More importantly, the expansion of IndyGo’s BRT system includes the proposed “Blue Line” along Washington Street. This 24 mi segment will extend from Cumberland through Irvington to the Indianapolis INT’l Airport and is projected to carry 11k riders a day. The “Blue Line” is the catalyst for the redevelopment of Irvington Plaza.

The proposal reimagines Irvington Plaza as a neighborhood-scale transit oriented district that promotes community, enhances connectivity, and compliments Irvington’s distinct identity.
The neighborhoods of McKinley and Gilbert are the oldest in Muncie. They are divided by the east-west corridor of Wysor Street. Currently, Wysor Street presents itself as an area of opportunity. Wysor Street has the potential to unite these two neighborhoods. With the anticipation of “MACT”: the Muncie Arts and Culture Trail, Wysor could blossom into an asset for the city.

The following goals/objectives were considered throughout the design process and are ultimately expressed in the final proposal:

• Create a transition/threshold to the South that connects the development of the site to the rest of the Gilbert neighborhood
• Utilize art and culture to reinvigorate the space and blend a variety of people together
• Vary housing types and styles to best accommodate people with diverse housing preferences
• Invest in Wysor Street in order to attract passersby to the development of the site
• Build upon the values of being a good neighbor
• Establish relationships among people, increasing civic pride within the community
• Enforce environmentally-sustainable practices/policies

*Note: Linework was drawn by hand and color was injected digitally. However, vector linework can be achieved digitally via AutoCAD.*
Aerial photograph of the six-block target area in downtown Rushville, IN. The six-block target area is bordered by 4th Street to the North, Perkins to the East, 2nd Street to the South, and Harrison to the West. Notable tree cover is observed in residential land uses to the West, however, the CBD lacks tree cover.

Hand-rendering of aerial photograph shown above, in Figure 1. Rendering showing the six-block target area in downtown Rushville, IN. Rendering is colorless for clarity of proposal for revitalization.

Rendering showing existing surface parking highlighted in red. Surface parking lots are a major asset for downtown Rushville, IN. Lack of tree cover is noted in downtown Rushville because of abundant surface parking.

Hand-rendering showing existing tree cover highlighted in green. Minimal tree cover is observed in the Central Business District. Much of the land area is dedicated to surface parking as seen in Figure 3. Surface parking lots in downtown Rushville have little to no tree cover.

Hand-rendering showing proposed and existing tree cover highlighted in green. Implementing trees in downtown parking lots will increase the overall tree canopy for Rushville’s Central Business District while preserving an existing asset.

Colored hand-rendering showing proposal for landscape revitalization by implementing trees in and around surface parking lots in downtown Rushville, IN. Improved tree cover can improve quality of life and quality of place in Rushville for generations.

*Note: Linework was drawn by hand and color was injected digitally. However, vector linework can be achieved digitally via AutoCAD.*
Although the environment is walkable, there is an over-abundance of surface parking. Underutilized existing parking could be re-purposed for infill development. Proposing infill residential development with green spaces and sufficient connectivity could revitalize this declining outdoor shopping mall.
AERIAL PERSPECTIVE

Trailhead Aerial Perspective

Urban Intersection Aerial Perspective

DAY/NIGHT RENDERING

Alley Revitalization - Perspective Night Rendering

Historic Facade Redesign - Day/Night Elevation Rendering
CHARRETTE: EAST MARKET STREET - INDIANAPOLIS, IN
This plan identifies the advantages and opportunities that Orange County can embrace to amplify its overall appeal for residents and, by extension, for new employment and economic opportunities. This plan also identifies tangible projects that the community can begin to complete to help lift overall opportunities for individual and collective benefit. These projects represent the physical and programmatic ideas that, when completed, will help Orange County slowly and intentionally progress towards more social and economic stability.

The Transportation Research Board (TRB) funds and manages the National Cooperative Highway Research Program (NCHRP). NCHRP 750 -- the Foresight Series -- explored this precise issue: how can planners plan for the future while planning for the changes that cannot be anticipated? The recommendation was to use qualitative analysis to try and identify the influences and drivers of the future that planners can know about today, and to weigh these against each other, considering the push and pull of how these influences may affect the future. Ultimately, the question becomes this: what can the region do now to accommodate these potential influences?