

RDC Meeting

March 20, 2025

BEECH GROVE

Comprehensive Economic & Redevelopment Plan





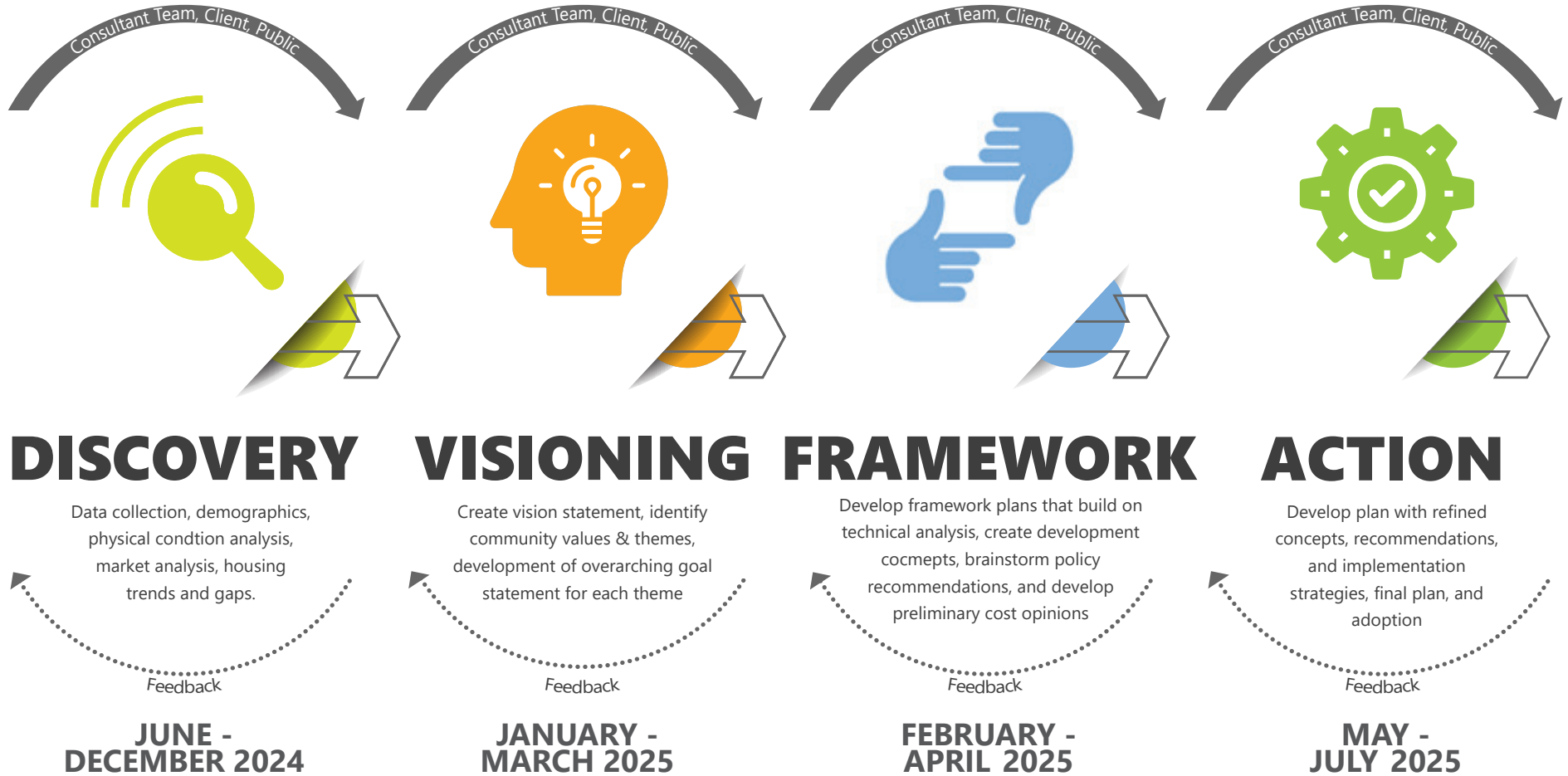
AGENDA

- OVERVIEW OF PROCESS
- VISION & Pillars
- DESIGN CONCEPTS
- NEXT STEPS

OVERVIEW OF PROCESS



PROCESS



VISIONING



VISION

Beech Grove is a “city within a city” where the people are the heart of the small town character. The city is a vibrant community where people love where they live, work, learn, and play. There is a strong sense of place because of the historic neighborhoods, activated Main Street, and engaging parks and entertainment options that provide opportunities to support its multi-generational population, thriving businesses, forward thinkers and visionary leaders. From the traditional Main Street to the Emerson Corridor, and interstate-fronting industrial zones, Beech Grove caters to a variety of businesses and services that sustains a broad tax base. Beech Grove offers residents a high quality of life with beautiful parks and a trail system, diverse and competitive housing, and well-connected local and regional access.

KEY PILLARS



A vibrant city



A place with
exceptional recreation
opportunities &
amenities



An enduring
community identity



A modern and
advanced local
economy



A place where there is
housing for all



A city with intentional
infrastructure
investment

DESIGN CONCEPTS



DRIVERS FOR REDEVELOPMENT

Beech Grove is continually evolving. This plan anticipates changes will happen with all of the drivers below. **This plan in no way, shape, or form intends to convey that the City of Beech Grove has any interest in acquiring, buying, or changing any existing use of property.**

- **Ownership**

- Business
- Land
- Lease
- Rents
- Owns

- **Population**

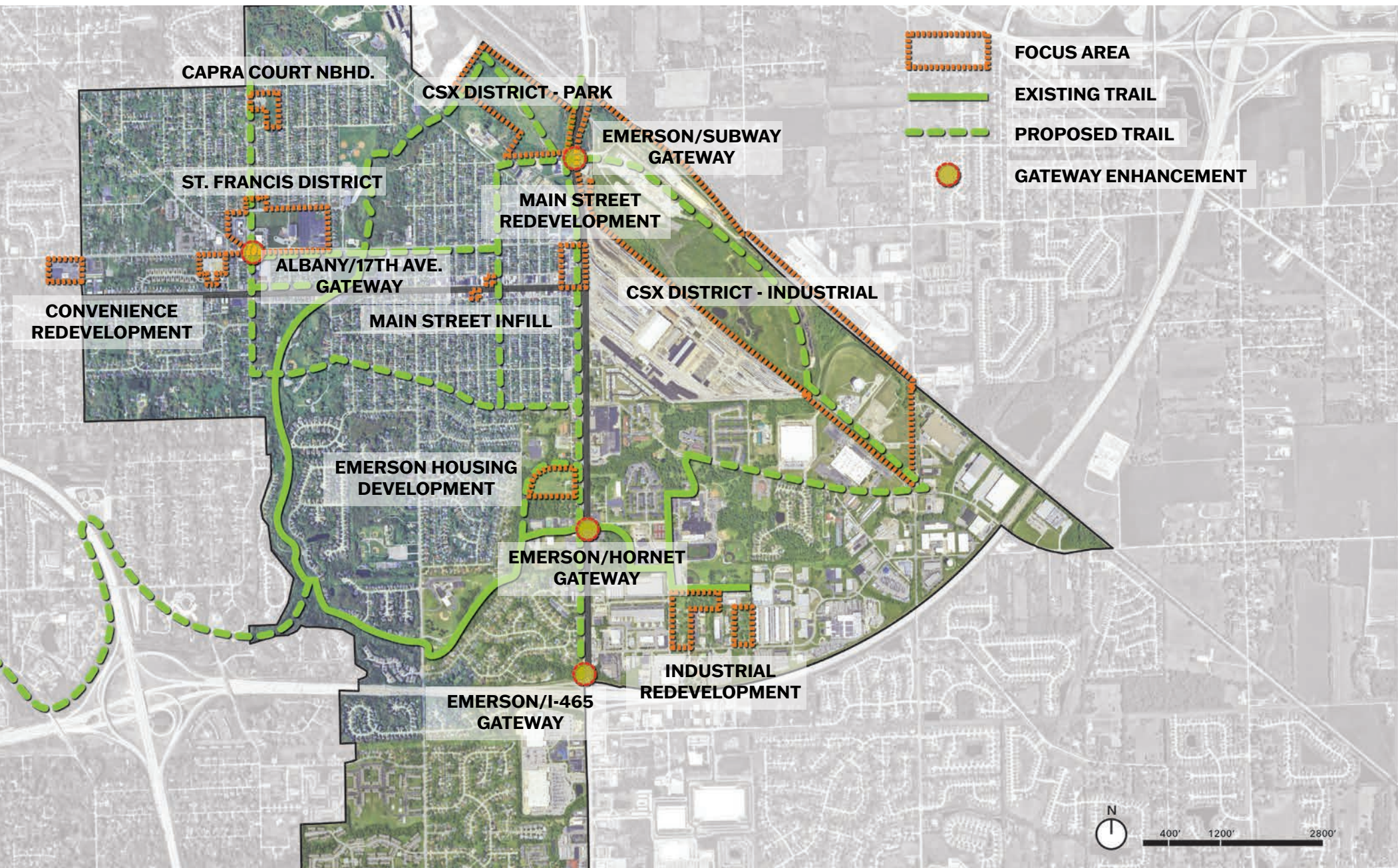
- Age
- Ethnicity

- **Land Use**

- **Market**

- How people shop
- How people use services
- Popularity
- Products
- Businesses

OVERALL DEVELOPMENT DIAGRAM



CSX DISTRICT



CSX DISTRICT



CSX DISTRICT

KEY CONSIDERATIONS:

Public Development

- Align drives with existing curb cuts
- Develop parking/gathering area at high point of site
- Consider environmental needs - minimize development with significant footers/foundations
- Provide multi-use path system through natural areas with connections to surrounding trail system
- Multi-use paths min. 8' wide.
- Coordinate with IDEM on capping requirements

CSX DISTRICT



CSX DISTRICT

KEY CONSIDERATIONS:

Private Development

- Protect natural and sensitive areas
- Min. 50' front building setback
- No front loading docks
- Large truck access should not occur through employee parking areas
- No front employee parking permitted
- Manage all stormwater on-site — parking lots set back behind front face of building
- Min. building size – 25,000 sq. ft.

Public Development

- Align roadways with existing road intersections
- Signalize intersection on Emerson to improve safety
- Align road adjacent to railroad to maximize pedestrian connectivity to natural areas and to maximize buildable area
- Provide multi-use path system through natural areas with connections to surrounding trail system
- Multi-use paths min. 8' wide

ST. FRANCIS DISTRICT



ST. FRANCIS DISTRICT



ST. FRANCIS DISTRICT



ST. FRANCIS DISTRICT

KEY CONSIDERATIONS:

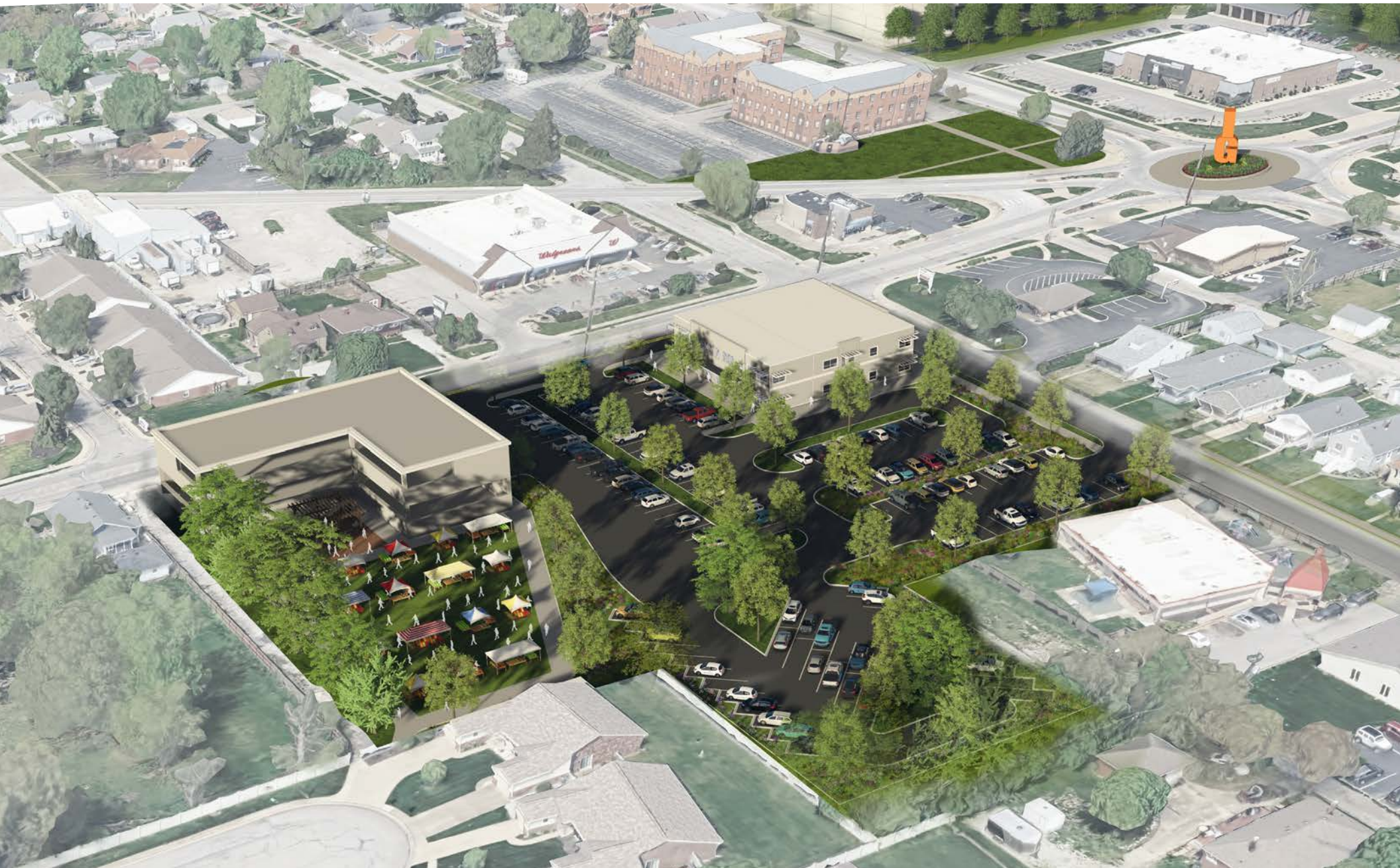
Private Development

- Maintain existing parking garage
- Remove top stories of parking garage that are non-parking
- Wrap existing parking garage w/mixed-use infill
- Limit mixed-use development to Troy St. frontage
- Mixed-use development max. (4) stories
- Office development north of CrossRoad Engineers
- Step down development density into adjacent neighborhoods
- Orient buildings toward adjacent street frontage
- Encourage rear parking where possible
- Encourage multi-unit development to maximize property tax return

Public Development

- Extend N. 14th Ave. north through hospital site
- Extend mid-block alley between 14th and 13th Avenues north
- Dedicate portion of parking lot south of Medical Arts as green space to improve street frontage
- Incorporate public art into existing roundabout
- Improve pedestrian accessibility across Troy Avenue
- Integrate multi-use path along N. 17th Ave. to connect monastery to Sarah T. Bolton Park

FORMER SAFEWAY SITE / PLUMBING SCHOOL



FORMER SAFEWAY SITE / PLUMBING SCHOOL



FORMER SAFEWAY SITE/PLUMBING SCHOOL

KEY CONSIDERATIONS:

Private Development

- Locate plumbing as 2-story structure near intersection of N. 17th Ave. and Albany St.
- Develop a commercial structure on the west side of the site
- Buildings should be developed adjacent the street frontage
- Parking in the rear
- Parking lot access from both Albany St. and N. 17th Ave.
- Integrate green infrastructure into parking lots

Public Development

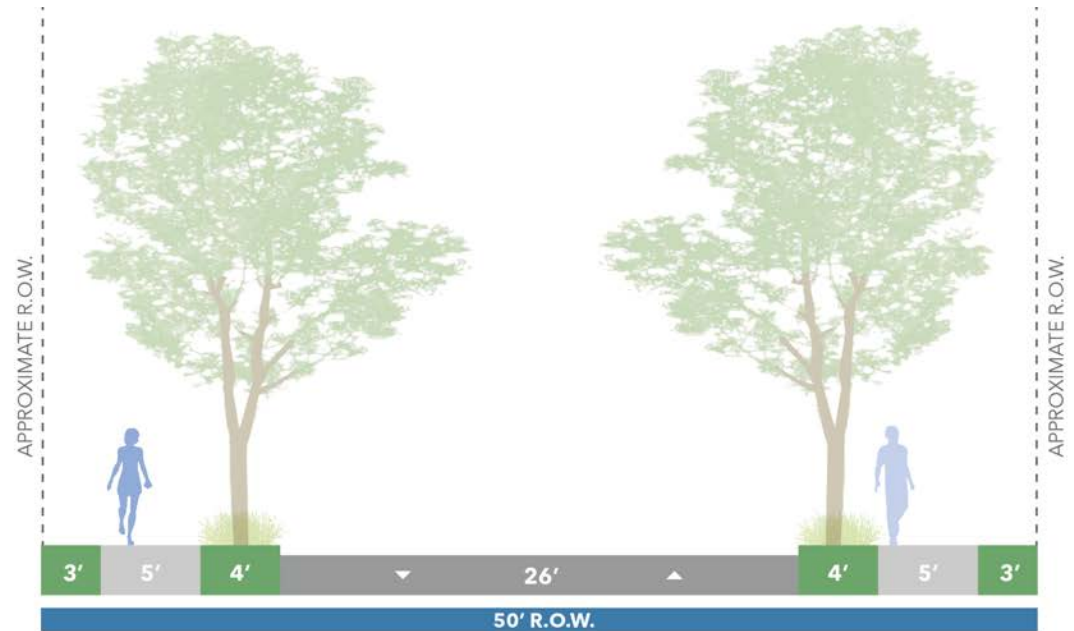
- Extend multi-use path along N. 17th Ave. to provide direct connection to plumbing school and south to Sarah T. Bolton Park

N. 17th AVE. TRAIL

BEECH GROVE TRAILS: N. 17TH AVE EXISTING CROSS SECTION

SCALE: 1/8" = 1'-0"

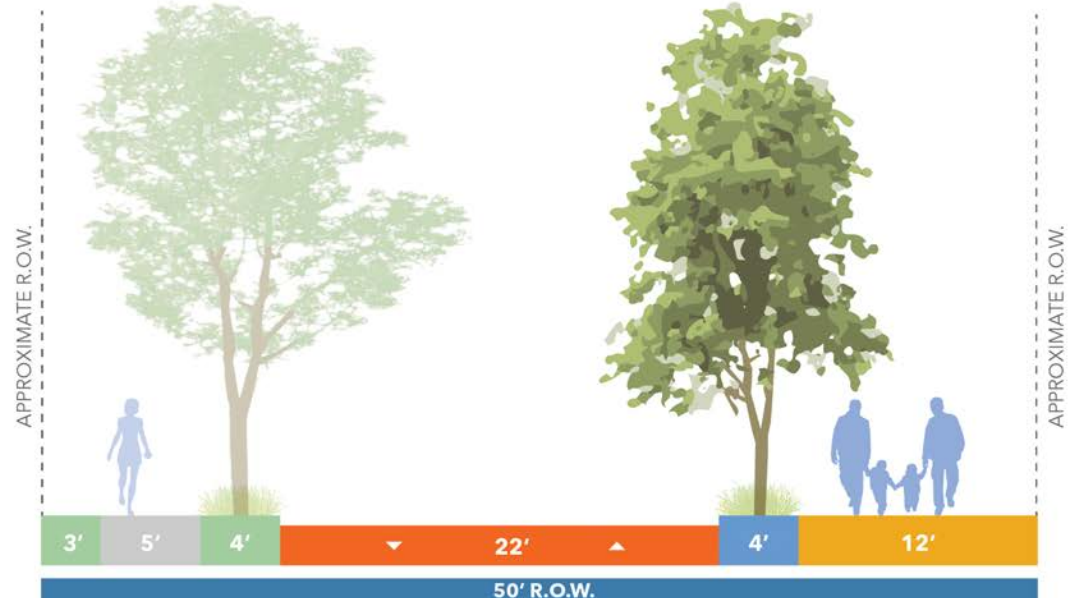
- Plant Bed Buffer
- Pedestrian Path
- Roadway



BEECH GROVE TRAILS: N. 17TH AVE PROPOSED CROSS SECTION

SCALE: 1/8" = 1'-0"

- Existing Plant Bed Buffer
- Existing Pedestrian Path
- Proposed Roadway
- Proposed Multiuse Trail
- Proposed Plant Bed Buffer



N. 17th AVE. TRAIL

KEY CONSIDERATIONS:

Private Development

- Extend trail into adjacent mixed-use development

Public Development

- Maintain one curb line
- Narrow roadway
- Establish multi-use path on one side of roadway (min. 8' width)
- Maintain tree lawn/amenity zone between trail and street to act as buffer for trail users
- Implement on-street parking adjacent trail side where right-of-way width allows

CAPRA COURT HOUSING EXPANSION



CAPRA COURT HOUSING EXPANSION

KEY CONSIDERATIONS:

Private Development

- Continuation of duplex development
- Maintain home design aesthetics of existing development
- Maintain development standards of existing development (setbacks, etc.)

Public Development

- Cul-de-sac removal and Capra Court extension to Detroit St.
- Extensions of pedestrian infrastructure to Detroit St.
- Alignment of Capra Court with N. 16th Ave.

E. TROY AVE./N. 25TH AVE. REDEVELOPMENT



E. TROY AVE./N. 25TH AVE. REDEVELOPMENT

KEY CONSIDERATIONS:

Private Development

- Orient buildings toward adjacent street frontage
- Mixed-use redevelopment
- Building step-backs to reduce scale
- 3-story max height
- Interior parking
- Interior green space dedication
- Access to E. Troy Ave. and N. 25th Ave.
- 15' min. building setback
- Screening from adjacent residential property

Public Development

- Extension of sidewalks along E. Troy Ave. and N. 25th Ave.
- Street tree incorporation
- Street lighting incorporation

MAIN STREET REDEVELOPMENT DISTRICT



MAIN STREET REDEVELOPMENT DISTRICT



MAIN STREET REDEVELOPMENT DISTRICT

KEY CONSIDERATIONS:

Private Development

- Buildings developed adjacent street frontage
- 3-story max. height
- Min. 15' setback
- Max. building length
- Building step-backs to reduce scale
- Centralized parking between buildings
- Incorporation of green infrastructure to manage stormwater (green roofs, bioswales, etc.)
- Create strong connection between centralized parking and Main St.

Public Development

- Extend angle parking and Main St. streetscape to Emerson Ave.
- Preserve on-street parking along N. 2nd Ave.

MAIN STREET - INTERIOR LOT INFILL



MAIN STREET - INTERIOR LOT INFILL

KEY CONSIDERATIONS:

Private Development

- No building set back from adjacent right-of-way
- 2-story max. height
- Use of materials complementary to downtown
- Min. transparency along primary right-of-way
- Sign requirements

Public Development

- Alley activation
- Improved pedestrian crosswalks/mid-block crossings where logical
- Curb bump-outs to slow traffic
- Street trees

MAIN STREET - CORNER LOT INFILL



MAIN STREET - CORNER LOT INFILL

KEY CONSIDERATIONS:

Private Development

- No building set back from adjacent right-of-way
- 3-story max. height
- Use of materials complementary to downtown
- Min. transparency along primary right-of-ways
- Sign requirements

Public Development

- Curb bump-outs to slow traffic
- Street trees

INDUSTRIAL REDEVELOPMENT DISTRICT



INDUSTRIAL REDEVELOPMENT DISTRICT

KEY CONSIDERATIONS:

Private Development

- Separate employee and large truck parking/service areas
- Max. building height - (1) story
- Building frontage oriented towards adjacent street
- Align development drives with adjacent streets or entry drives
- Building step-backs to reduce scale
- Min. 17,500 sq. ft., max. 45,000 sq. ft. building
- Provide accessible routes from right-of-way to building entrance

Public Development

- Install sidewalks along Adelaide St., S. Butler Ave., and Elmwood Ave. where lacking

EMERSON HOUSING DEVELOPMENT



EMERSON HOUSING DEVELOPMENT

KEY CONSIDERATIONS:

Private Development

- Apartment building along Emerson Ave. right-of-way - (4) story max.
- Parking adjacent Emerson Ave.
- Shared green space between apartment building and single-family development
- Roadway extension into site
- Cottage-style homes with shared green space and min. lot size
- Single-family development with rear access parking
- Preservation of flood plain
- Partial development of church property

Public Development

- Roadway/infrastructure extension into site
- Mixed-use path connection to development north and south of site
- Adaptation of floodplain into public green space

NEXT STEPS



NEXT STEPS

PHASE 3: FRAMEWORK

- Re-present updated concepts to RDC (March 20, 2025)
- Refinement of design concepts and policy and design recommendations (March - Early April)
- Develop preliminary cost opinions (April)
- Revenue Impacts to TIF (April)
- Steering Committee 4 (Early May)
- Presentation to Redevelopment Commission (May 15)