

## METROPOLITAN DEVELOPMENT COMMISSION

January 21, 2026

|                               |   |
|-------------------------------|---|
| <b>Case Number:</b>           | 2025-ZON-127  |
| <b>Property Address:</b>      | 6051 North Rural Street and 6101 North Keystone Avenue (approximate addresses)  |
| <b>Location:</b>              | Washington Township, Council District #3 and #7   |
| <b>Petitioner:</b>            | Kite Realty, by Joseph D. Calderon  |
| <b>Current Zoning:</b>        | D-3 and C-4   |
| <b>Request:</b>               | Rezoning of 8.5 acres from the D-3 and C-4 districts to the D-P district, to provide for live-work units, townhomes, and multi-family dwellings, with a total of 247 units. |
| <b>Current Land Use:</b>      | Movie theater and parking lots  |
| <b>Staff Recommendations:</b> | Approval with commitments   |
| <b>Staff Reviewer:</b>        | Marleny Iraheta, Senior Planner   |

## PETITION HISTORY

This is the first public hearing for this petition.

## STAFF RECOMMENDATION

Staff **recommends approval** of the request subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three (3) days prior to the MDC hearing:

1. There shall be 10-foot wide ADA ramps and 10-foot-wide sidewalks installed west of Rural Street.
2. Final bus shelter and bus pull-off location and design shall be submitted for review and approval by IndyGo.

## PETITION OVERVIEW

### LAND USE

The 8.5-acre site, zoned D-3 and C-4, is comprised of two parcels, separated by North Rural Street and developed with parking lots and a movie theater. The site is surrounded by commercial and residential uses to the north, zoned D-P; multi-family dwellings to the east, zoned D-P, and single-family dwellings to the east, zoned D-3; and commercial uses to the west, zoned C-4.

## **REZONING**

The request would rezone the site from the D-3 and C-4 districts to the D-P classification to provide for live-work units, townhomes, and multi-family dwellings, with a total of 247 units.

The D-P District is a planned-unit development that encourages development plans that incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions.

The site is the eastern portion of a large commercial complex that was developed in the late 1950s. There have been subsequent changes to the complex in response to changing consumer demands.

Staff finds that connectivity is crucial to the success of this development, including five-foot wide sidewalks along the east side of North Rural Street that are appropriately landscaped to enhance the pedestrian experience and with continued 10-foot-wide sidewalks along the west side of North Rural Street in continuation of the D-P development to the north. The ADA ramps should be updated to be 10 feet wide on the west side of North Rural Street.

## **DEVELOPMENT STATEMENT**

The Development Statement (Preliminary), prepared October 27, 2025, indicates that eight townhome style buildings east of Rural Street would measure no more than 36 feet 8 inches in height and four apartment buildings west of Rural Street would measure 52 feet from grade. The D-P Statement indicates 247 units with a maximum density of 48 units per acre for the total site and a maximum of 13 units per acre on 6051 North Rural Street. A maximum 4 percent live/work units would be allowed on the first floor of any of the west buildings with direct access to the parking lot and street.

The development would have an urban character, with Rural Street serving as the front façade. No front setback would be provided. A minimum 50-foot setback from the eastern property line abutting the residential neighborhood is proposed for the buildings at 6051 North Rural Street with 10-foot north setback and 40-foot south setback. Minimum setbacks for the buildings on the west side of Rural Street would be 15 feet from the north and west property lines. A zero-foot setback is noted for the south setback on the preliminary site plan. The final site and landscaping plan would be submitted for Administrator's Approval prior to the issuance of an Improvement Location Permit (ILP).

Parking would be provided at a ratio of one parking space per dwelling unit for the west buildings and two parking spaces per dwelling unit for the east buildings. Bicycle parking would also be provided. Staff let the petitioner know that the Green Factor standard would need to be met, which would create a reduction in parking if there were not sufficient room on site. Staff would not support a variance request.

IndyGo Bus Routes 4 and 19 stop on Rural Avenue and would continue to do so with this development. However, the location of the bus shelters will change slightly and would need to be approved by IndyGo as a commitment.

A building identification sign program would be submitted for Administrator's Approval. The sign program would comply with the July 1, 2019, adopted Sign Regulations.

Exterior materials would include masonry, finished wood products, fiber cement panels, fiber cement lap siding, board and batten, and metal trim. Windows would be vinyl with select portions of storefront glass at the ground floor.

Final elevations would be submitted for Administrator's Approval, prior to the issuance of an ILP.

## **SITE PLAN**

The site plan, file-dated January 12, 2026, depicts four apartment buildings west site of North Rural Street. Street parking is indicated along the west side of Rural Street with surface parking to be behind and between buildings. Approximately 259 parking spaces would be proposed for the 200 units.

Eight townhome style structures would be located on the east side of North Rural Street. These structures would face interior courtyards with parking interior of the site to the east and within the individual buildings.

Staff determined that connectivity, both pedestrian and vehicular, would be critical. Specifically, sidewalks should be five-foot wide minimum along the east side of Rural Street and 10-foot wide along the west side of Rural Street. Existing crosswalks should be provided on the final site plan with the addition of crosswalks across driveway and interior drive aisles for complete interior connectivity to be possible. Landscaping should be provided along the street frontages.

## **TRAFFIC IMPACT STUDY**

The parameter used to evaluate traffic operation conditions is referred to as the level-of-service (LOS). There are six LOS (A through F) categories, which relate to driving conditions from best to worst, respectively.

Capacity analysis occurs for two different scenarios. Scenario One for existing traffic volumes is based on existing peak hour traffic volumes. Scenario Two for proposed development traffic volumes is based on sum of the existing traffic volumes and the generated traffic volumes from the proposed development.

Conclusions and recommendations were provided for intersections of 62<sup>nd</sup> Street and Rural Street as well as Kessler Boulevard and Rural Street.

The study indicated that all intersections for all traffic volume scenarios currently operates and would continue to operate at acceptable levels. No improvements were recommended.

## **STAFF ANALYSIS**

This request would be consistent with the Village Mixed-Use recommendation of the Comprehensive Plan. Staff determined that the increased density would not negatively impact surrounding land uses because of the commercial uses to the north, west and south while the existing 10-foot-tall masonry wall separating this site from the residential uses to the east, which would remain, provides an appropriate buffer.

For these reasons, staff is recommending approval of the request subject to two commitments for 10-foot-wide sidewalk installations and 10-foot-wide ADA ramps west of Rural Street and final bus shelter and bus pull-off location and design to be submitted for review and approval by IndyGo.

## GENERAL INFORMATION

|                                   |                                |   |
|-----------------------------------|--------------------------------|---|
| <b>Existing Zoning</b>            | D-3 and C-4                    |   |
| <b>Existing Land Use</b>          | Movie theater and parking lots |   |
| <b>Comprehensive Plan</b>         | Village Mixed-Use              |   |
| <b>Surrounding Context</b>        | <u><b>Zoning</b></u>           | <u><b>Land Use</b></u>  |
| North:                            | D-P                            | Residential (Multifamily dwellings)   |
| South:                            | D-3 / C-4                      | Residential (Single-family dwellings)/<br>Commercial                          |
| East:                             | D-3 / D-P                      | Residential (Single-family dwellings)/<br>Residential (Multifamily dwellings) |
| West:                             | C-4 /                          | Commercial  |
| <b>Thoroughfare Plan</b>          |                                |   |
| Rural Street                      | Primary Collector Street       | 56-foot proposed right-of-way and<br>58-foot existing right-of-way.           |
| <b>Context Area</b>               | Compact (Wes) and Metro (East) |   |
| <b>Floodway / Floodway Fringe</b> | No                             |   |
| <b>Overlay</b>                    | No                             |   |
| <b>Wellfield Protection Area</b>  | No                             |   |
| <b>Site Plan</b>                  | October 30, 2025               |   |
| <b>Site Plan (Amended)</b>        | January 12, 2026               |   |
| <b>Elevations</b>                 | October 30, 2025               |   |
| <b>Elevations (Amended)</b>       | N/A                            |   |
| <b>Landscape Plan</b>             | N/A                            |   |
| <b>Findings of Fact</b>           | N/A                            |   |
| <b>Findings of Fact (Amended)</b> | N/A                            |   |
| <b>C-S/D-P Statement</b>          | October 31, 2025               |   |

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Marion County Land Use Plan Pattern Book (2019)

## Pattern Book / Land Use Plan

- The Comprehensive Plan recommends Village Mixed-Use development of the site.
- The Village Mixed-Use typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small-town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian-scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre.
- **Conditions for All Land Use Types**
  - All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer.
  - All development should include sidewalks along the street frontage.
  - In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.
  - Where possible, contributing historic buildings should be preserved or incorporated into new development.
- **Conditions for All Housing**
  - Should be within a one-quarter-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly accessible recreational or cultural amenity that is available at no cost to the user.
  - Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
- **Attached Housing**
  - Recommended without additional conditions.
- **Small-Scale Multi-Family Housing**
  - Mixed-Use structures are preferred.
  - Parking should be either behind or interior to the development.
- **Large-Scale Multi-Family Housing**
  - Should be located along an arterial or collector street.
  - Mixed-Use structures are preferred.
  - Parking should be either behind or interior to the development.
- **Small-Scale Offices, Retailing and Personal or Professional Services**
  - Mixed-Use structures are preferred.
  - Automotive uses (such as gas stations and auto repair) and uses with drive-through lanes are excluded.
  - Should not include outdoor display of merchandise.



**Department of Metropolitan Development  
Division of Planning  
Current Planning**

**Red Line / Blue Line / Purple Line TOD Strategic Plan**

- Not Applicable to the Site.

**Neighborhood / Area Specific Plan**

- Not Applicable to the Site.

**Infill Housing Guidelines**

- Not Applicable to the Site.

**Indy Moves**

(Thoroughfare Plan, Pedestrian Plan, Bicycle Master Plan, Greenways Master Plan)

- Not Applicable to the Site.

## ZONING HISTORY

### Zoning History – Site

**2019-PLT-080; 6101 North Keystone Avenue and 6179 North Rural Street** (subject site), Approval of a Subdivision Plat, to be known as Glendale Centre, dividing 19.89 acres into four lots, **approved**.

**69-VAC-16; Lots 39-61 inclusive and East 61<sup>st</sup> Street**, Vacation to provide for off-street parking facilities, **approved**.

**69-Z-235; 5903 to 6163 North Rural Street** (subject site), Rezoning of 8.04 acres, being in the D-3 District to the C-4 classification to provide additional off-street parking facilities for Glendale Shopping Center; located on the east side of Rural Street from 285 feet north of Kessler Boulevard to 278 feet south of East 62<sup>nd</sup> Street, **approved**.

### Zoning History - Vicinity

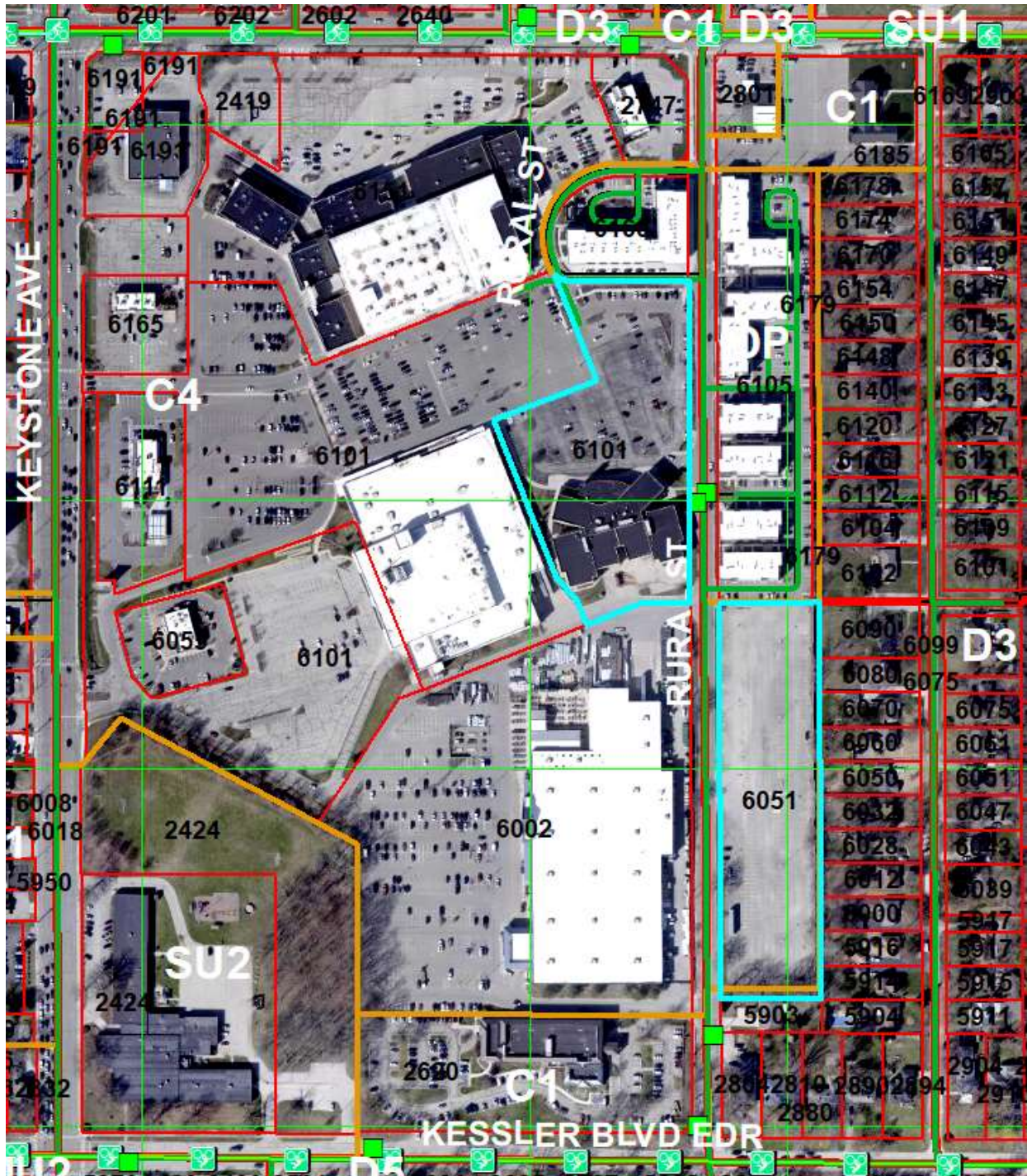
**2019-CZN-819 / 2019-CAP-819; 6101 North Keystone Avenue and 6179 North Rural Street** (north of site), Rezoning of 5.7 acres from the C-4 to the D-P classification to provide for multi-family dwellings at a maximum density of 60 units per acre and Modification to terminate the Parole Covenants related to 69-VAC-16 and 69-Z-235 for 6179 Rural Street (Rural Street shall not be relocated or vacated; the site shall be used for a parking lot only; 30-foot buffer required along east property line; masonry fence required within buffer area; the area east of said fence shall be conveyed by general warranty deed to the abutting properties; the fence shall be six feet above the landscape grade and 7.5 feet above the pavement grade and shall not contain gates or openings; Riddle Manor committee shall be provided samples of the brick for the fence for review and approval; lighting shall shine away from the residential property and illumination shall end by 10:30 pm; traffic calming / control measures shall be used to prevent drag racing or other speed contests; Culverts shall be covered by iron grills and drainage system permitted to breach the fence; arrange to allow parking for the church to the northeast; submit and incorporate final detailed plans; and construct the parking area consistent with the standards of the Commercial Zoning Ordinance), **approved**.

**2003-ZON-175; 2815 East 62<sup>nd</sup> Street and 6185 North Rural Street** (north of site), Rezoning of 1.71 acres, being in the D-3 District, to the C-1 classification to provide for office uses, **approved**.

**92-Z-16; 2802 Kessler Boulevard** (southwest of site), Rezoning of 3.9422 acres from D-3 to the C-1 classification for medical offices, **approved**.

**60-Z-155; West side of North Rural Street and north of Kessler Boulevard** (west of site), Rezoning of 5.077 acres, being in U1-H1-A1 district to U3-H1-A1 classification to a professional office building and accessory parking lot, **approved**.

EXHIBITS



AERIAL MAP

SITE PLAN



|                 |           |
|-----------------|-----------|
| TOTAL UNITS     | 236       |
| TOTAL PARKING   | 391       |
| LEASING+AMENITY | 5,500 GSF |
| BACK OF HOUSE   | 2,000 GSF |

|            |      |
|------------|------|
| APARTMENTS |      |
| UNITS      | 193  |
| PARKING    | 257  |
| RATIO      | 1.33 |

|           |      |
|-----------|------|
| TOWNHOMES |      |
| UNITS     | 43   |
| PARKING   | 134  |
| RATIO     | 2.58 |



GLENDALE SCHEMATIC SITE PLAN  
 OCTOBER 27, 2025

AMENDED SITE PLAN



AMENDED SITE PLAN (CLOSE-UP)



## ENLARGEMENT SITE PLAN 02



## SCHEMATIC DESIGNS



CONCEPT: NATURAL MATERIALITY WITH MODERN LINES  
 - WARM WOOD ELEMENTS TO SOFTEN MODERN LINES  
 - USE OF DARKER AND TANS IN METAL ELEMENTS  
 - COLOURFUL ACCENTS IN FURNISHINGS  
 - INTERESTING AND DETAILED HARDSCAPES TO CREATE SPACES



**M** GLENDALE APARTMENTS  
 INDIANAPOLIS, IN

50% SCHEMATIC DESIGN  
 12 JANUARY 2026



## ELEVATION



ELEVATIONS (Continued)



EAST ELEVATION



BUILDING 2 - NORTH WEST ELEVATION



BUILDING 3 - EAST ELEVATION



BUILDING 4 - EAST ELEVATION

ELEVATIONS (Continued)



END ELEVATION 1



END ELEVATION 2



GARAGE ELEVATION



ENTRY ELEVATION



Department of Metropolitan Development  
Division of Planning  
Current Planning

6101 NORTH KEYSTONE AVENUE  
6051 NORTH RURAL STREET

PRELIMINARY DP PLAN

PREPARED: October 27, 2025

CASE #: 2025-ZON-\_\_\_\_

PETITIONER:

Glendale Centre, L.L.C.  
30 South Meridian Street  
Indianapolis, IN 46204



6101 North Keystone Avenue  
6051 North Rural Street

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## 6101 North Keystone Avenue 6051 North Rural Street

### USE, DENSITY, AND SCALE

The development of a portion of 6101 North Keystone Avenue and 6051 North Rural Street, collectively comprising approximately 8.5 acres ("Site") shall allow for multi-family residential use in buildings, substantially as shown on the conceptual site plan attached to this DP Plan as Exhibit "A" (the "Conceptual Site Plan"). The Conceptual Site Plan shows 247 residential units including both apartment and townhome units. Residential density shall not exceed 48 units per acre for the total Site, and shall not exceed 13 units per acre on the 6051 N. Rural Street Parcel. Proposed maximum building heights are 36 feet, 8 inches for the East Buildings (as hereinafter defined) and 52 feet for the West Buildings (as hereinafter defined), measured from grade, and are referenced on the conceptual elevations attached to this DP Plan as Exhibit "B" (the "Conceptual Elevations").

There are eight (8) townhome style buildings proposed east of Rural Street on the 6051 North Rural Street Parcel ("East Buildings") and four (4) buildings proposed west of Rural Street on the 6101 North Keystone Avenue Parcel ("West Buildings"). Construction shall be completed within three years of final DP plan approval.

### THE BUILDINGS & SITE LAYOUT

The project shall address Rural Street with an urban character, with Rural Street serving as the "front" facade. No front setback for the Buildings along the Rural Street right of way shall be required, though a contextual setback is encouraged. Design elements such as building stepbacks, doors on the street, residential entries, landscaping, and Site improvements shall be included. Minimum setbacks for the East Buildings shall be 0 feet along the Rural Street right of way, and 50 feet from the eastern property line, 10 feet from the northern property line and 40 feet from the southern property line. Minimum setbacks for the West Buildings shall be 0 feet along the Rural Street right of way, and 15 feet from the north and west property lines. Final Site and Landscaping plans shall be submitted for Administrator's approval, and final Elevations shall be subject to the approval of the City Architect prior to obtaining an Improvement Location Permit (ILP).

### UTILITIES & WASTE FACILITIES

Stormwater and wastewater shall exit the Site in separate pipes to existing dedicated storm and sanitary sewer lines located adjacent to the Site.

Any electrical transformer(s), electrical meters, cable box(es), and recycling facilities shall be provided a minimum of 22 feet from the rear eastern boundary of the Site, hidden from any primary elevations. Electrical transformers and appurtenances shall be designed and constructed in a manner fitting residential developments of this nature.

### PARKING

The total off-street parking shall be provided at a ratio not less than 1.0 parking space per dwelling unit for the West Buildings and 2.0 parking spaces per dwelling unit for the East Buildings. Bike parking shall also be provided for each use consistent with the following requirements.

6101 North Keystone Avenue  
6051 North Rural Street

#### **PARKING OFFSETS\***

1. Given that the Site is located along IndyGo RP Transit Route and within ¼ mile of a transit stop improved with a waiting pad, the number of parking spaces required may be reduced by 10%.
2. For every five bicycle parking spaces provided in excess of the required bicycle parking spaces (or where no bicycle parking is required), the minimum number of required off-street parking spaces may be reduced by one, up to a maximum reduction of five off-street parking spaces.

\*These potential parking offsets are noted for reference. The petitioner intends to maintain the space per unit parking ratio as set forth herein to comply with both neighborhood requests and match the anticipated demand in a predominately auto-oriented corridor.

#### **TRAFFIC**

The primary pedestrian entrance shall be off Rural Street with proposed crosswalks connecting development on both sides of the street. Vehicular traffic into the Site shall be via Rural Street off both 62<sup>nd</sup> Street and Kessler Boulevard East Drive.

#### **SIDEWALKS, LANDSCAPING & OPEN SPACE**

Landscaping shall be added at the base of the Buildings and on the sides of the Buildings fronting Rural Street. Trees and other landscaping improvements such as groundcover, shrubs, bushes, flowers, and gardens shall be added to the front yard space along each of these frontages in addition to landscape courtyards. Additional landscaping shall be located in parking areas to soften these spaces, and a dog park will be added. Sidewalks at least five (5) feet in width shall be installed along the east right of way line of Rural Street, and a bike path will be installed both on and off site.

#### **BUILDING IDENTIFICATION SIGNAGE**

Up to two (2) building identification signs of up to 100 sf in surface area per sign face may be erected on each of the West Buildings. Sign types may include blade signs, wall signs, or awnings. Two monument style signs may be erected along the Rural Street frontage with panels dedicated for both the developments proposed for the Site as well as the adjacent retail center with a maximum signage area of 60 square feet each. Final proposed signs shall comply with the Sign Regulations updated as of July 1, 2019 and as set forth in Chapter 744, Article IX of the City of Indianapolis Consolidated Zoning/Subdivision Ordinance (the "Zoning Ordinance") and be included in a sign program submitted for Administrator's approval, prior to the installation of any signs.

#### **LIVE/WORK**

Live/Work units may be located on the first floor of any of the West Building and have direct access to the parking lot and street. A maximum of 4% of the units in the project may be Live/Work units. Each unit may install a blade sign with the maximum dimensions as set forth in the Sign Regulations of the

## 6101 North Keystone Avenue 6051 North Rural Street

Zoning Ordinance. Permitted commercial uses in this space will require prior approval from the Owner, even if otherwise permitted under the Zoning Ordinance.

### EXTERIOR BUILDING MATERIALS

Exterior materials are referenced on the Conceptual Elevations and include masonry, finished wood products, fiber cement panels, fiber cement lap siding, board and batten, and metal trim. Windows will be vinyl with select portions of storefront glass at the ground floor. Final elevations shall be submitted for Administrator's Approval prior to the issuance of an ILP.

### EXISTING WALL AND LANDSCAPING

The Masonry Wall located on the east property line of the 6051 North Rural Street Parcel shall remain in place, and all existing, healthy landscaping located on the Site located east of the Masonry Wall shall remain undisturbed, subject to the rights of utility companies with respect to plantings located in any easement.

### LIGHTING

All lighting shall meet the requirements set forth in the Zoning Ordinance. No new freestanding lighting fixture shall exceed twenty feet (20') in height.

### AMENITIES

The development shall provide for indoor/outdoor amenities, which may include, but not be limited to (1) secured bicycle parking/delivery area; (2) fitness room/center; (3) meeting/community rooms; (4) swimming pool; (5) game courts; (6) passive sitting/recreational areas; (7) dog park or dog runs.

GLENDALE TOWN CENTER MULTIFAMILY - PHASE 2  
LOCATION MAP



TRAFFIC IMPACT STUDY



8365 Keystone Crossing, Suite 201  
Indianapolis, IN 46240  
Phone: (317) 202-0864 Fax: (317) 202-0908



***TRAFFIC IMPACT STUDY***

***PROPOSED RESIDENTIAL DEVELOPMENT***

***INDIANAPOLIS, INDIANA***

***PREPARED FOR***



***DECEMBER 2025***

## TRAFFIC IMPACT STUDY (Continued)



PROPOSED RESIDENTIAL DEVELOPMENT  
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA

### INTRODUCTION

This TRAFFIC IMPACT STUDY, prepared at the request of the City of Indianapolis, on behalf of Milhaus Development, is for a proposed residential development that is to be located along Rural Street, between Kessler Boulevard & 62<sup>nd</sup> Street, in Indianapolis, Indiana.

### PURPOSE

The purpose of this analysis is to determine what impact the traffic generated by the proposed development will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed development, with minimal interference to traffic on the public street system.

### SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M. during a typical weekday at the existing study intersections.

Second, estimate the number of peak hour trips that will be generated by the proposed development.

Third, assign and distribute the generated traffic from the proposed development to the study intersections.

Fourth, prepare a capacity analysis/level of service analysis at the study intersections for each of the following scenarios:

*Scenario 1: Existing Traffic Volumes* – Based on existing peak hour traffic volumes.

*Scenario 2: Proposed Development Traffic Volumes* – Based on the sum of existing traffic volumes and generated traffic volumes from the proposed development.

Fifth, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed development is constructed.

## TRAFFIC IMPACT STUDY (Continued)



*PROPOSED RESIDENTIAL DEVELOPMENT  
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA*

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions, and recommendations to provide for the safe and efficient movement of traffic through the study area.

### ***DESCRIPTION OF THE PROPOSED DEVELOPMENT***

The proposed development will be located along Rural Street, between Kessler Boulevard & 62<sup>nd</sup> Street, in Indianapolis, Indiana. As proposed, the development will consist of approximately 200 apartments and 48 townhomes that will be served by four full access drives along Rural Street. A portion of this new development will replace an existing movie theatre. **Figure 1** is an area map showing the location and general layout of the proposed site. The detailed site plan for the proposed development is included in the **Appendix**.

### ***STUDY AREA***

The study area for this analysis has been defined to include the following intersections:

- 62<sup>nd</sup> Street & Rural Street
- Kessler Boulevard & Rural Street

**Figure 2** shows the existing intersection geometrics.

### ***DESCRIPTION OF ABUTTING STREET SYSTEM***

The proposed development will be primarily served by 62<sup>nd</sup> Street, Rural Street and Kessler Boulevard.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

| STREET NAME             | NUMBER OF LANES | SPEED LIMIT (MPH) | ROADWAY CLASSIFICATION |
|-------------------------|-----------------|-------------------|------------------------|
| 62 <sup>nd</sup> Street | 2               | 35                | Major Collector        |
| Rural Street            | 2               | 30                | Minor Collector        |
| Kessler Boulevard       | 2               | 40                | Principal Arterial     |

Roadway classification based on INDOT Roadway Inventory & Functional Class Viewer

## TRAFFIC IMPACT STUDY (Continued)



PROPOSED RESIDENTIAL DEVELOPMENT  
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA

### CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis includes traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/Sim Traffic*<sup>2</sup>. This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7<sup>th</sup> Edition)*<sup>3</sup>. The following list shows the delays related to the levels of service for signalized intersections:

| Level of Service | Control Delay (seconds/vehicle) |
|------------------|---------------------------------|
|                  | <u>SIGNALIZED</u>               |
| A                | Less than or equal to 10        |
| B                | Between 10.1 and 20             |
| C                | Between 20.1 and 35             |
| D                | Between 35.1 and 55             |
| E                | Between 55.1 and 80             |
| F                | greater than 80                 |

### CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate future traffic volumes. An analysis has been made of the peak hours at each of the study intersections for the following traffic volume scenarios:

*Scenario 1: Existing Traffic Volumes* – Based on existing peak hour traffic volumes.

*Scenario 2: Proposed Development Traffic Volumes* – Based on the sum of existing traffic volumes and generated traffic volumes from the proposed development.

The following tables summarize the level of service results at each study intersection. The *Synchro (HCM 7<sup>th</sup> Edition)* intersection reports illustrating the capacity analysis results are included in the **Appendix**.

<sup>2</sup> *Synchro/Sim Traffic 12*, Cubic Transportation Systems, 2023.

<sup>3</sup> *Highway Capacity Manual (HCM), 7<sup>th</sup> Edition* Transportation Research Board, The National Academics of Sciences, Washington, DC, 2022.

TRAFFIC IMPACT STUDY (Continued)



*PROPOSED RESIDENTIAL DEVELOPMENT  
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA*

TABLE 3 – LEVEL OF SERVICE SUMMARY: 62<sup>ND</sup> STREET & RURAL STREET

| APPROACH            | AM PEAK   |   | PM PEAK   |   |
|---------------------|-----------|---|-----------|---|
|                     | Scenarios |   | Scenarios |   |
|                     | 1         | 2 | 1         | 2 |
| Northbound Approach | A         | A | B         | B |
| Southbound Approach | A         | A | B         | B |
| Eastbound Approach  | A         | A | A         | A |
| Westbound Approach  | A         | A | A         | A |
| Intersection        | A         | A | A         | A |

TABLE 4 – LEVEL OF SERVICE SUMMARY: KESSLER BOULEVARD & RURAL STREET

| APPROACH            | AM PEAK   |   | PM PEAK   |   |
|---------------------|-----------|---|-----------|---|
|                     | Scenarios |   | Scenarios |   |
|                     | 1         | 2 | 1         | 2 |
| Northbound Approach | B         | B | C         | C |
| Southbound Approach | B         | B | C         | C |
| Eastbound Approach  | A         | B | B         | B |
| Westbound Approach  | B         | B | B         | B |
| Intersection        | B         | B | B         | C |

**CONCLUSIONS & RECOMMENDATIONS**

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, and the capacity analyses/level of service results. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the proposed development.

62<sup>ND</sup> STREET & RURAL STREET

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

KESSLER BOULEVARD & RURAL STREET

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.



Photo of the subject site at 6101 North Keystone Avenue looking southeast.



Photo of the subject site at 6101 North Keystone Avenue looking south towards the movie theater.



Photo of the street frontage at 6101 North Keystone Avenue looking south.



Photo of the street frontage looking north.



Photo of the existing bus shelter and bus pull off area.



Photo of apartment units east and north of the subject sites.



Photo of property north of the site.



Southern property boundary of 6101 North Keystone Avenue looking west.



Photo of the northern property boundary of 6051 North Rural Street and existing bus shelter.



Photo of 6051 North Rural Street looking south along the street frontage.



Photo of 6051 North Rural Street looking north.



Photo of a single-family dwelling south of the site.