

**BOARD OF ZONING APPEALS DIVISION II**

**September 9, 2025**

**Case Number:** 2025-SE2-003

**Property Address:** 21 Virginia Avenue, 122 & 130 East Maryland Street (approximate addresses)

**Location:** Center Township, Council District #18

**Petitioner:** Virginia Street Capital LLC, by Brian Schubert

**Current Zoning:** CBD-1 (RC) (TOD)

**Request:** Special Exception of the Consolidated Zoning and Subdivision Ordinance to provide for 1). a parking garage within the CBD-1 District (special exception required), and 2). vehicular access for the parking garage from two streets within the CBD-1 District (special exception required).

**Current Land Use:** Office Building / Commercial Parking Lot

**Staff Recommendations:** Staff recommends denial of this petition

**Staff Reviewer:** Noah Stern, Senior Planner

**PETITION HISTORY**

- This is the first public hearing for this petition.

**STAFF RECOMMENDATION**

- Staff recommends denial of this petition
- Staff **would recommend approval** of this request, subject to the following commitments being reduced to writing on the BZA's Exhibit "A" forms, at least three days prior to the Regional Center Hearing Examiner:
  - The Special Exception grant providing for a parking garage, as a primary use within the CBD-1, shall be conditioned upon the garage floors should be lined with active uses, including residential, offices, and / or retail uses on floors two, three, four, five, and six, along Virginia Avenue.
  - The Special Exception grant providing for a parking garage, as a primary use within the CBD-1, shall be conditioned upon architectural treatments or artistic screening in areas of the façade where the garage would be visible.
  - The Special Exception grant providing for vehicular access from two streets within the CBD-1, shall be conditioned upon the removal of the proposed vehicular access along Virginia Avenue.

- The Special Exception grant shall be conditioned upon incorporating recommended commitments from the Indianapolis Cultural Trail, including: a minimum two-foot setback of the entrance along Virginia Avenue, a minimum of one pedestrian entrance to the retail space along Maryland Street, a minimum of one pedestrian entrance along Maryland Street to the parking garage, a prohibition of sidewalk cafes on the Cultural Trail (café's on the sidewalk would be permitted, subject to Regional Center Approval), any planter boxes shall be within the proposed arcade along Virginia Avenue, any rebuilding of any portion the Cultural Trail shall be coordinated with the Indianapolis Cultural Trail and shall follow the Cultural Trail standards, any plaza construction shall be coordinated with the Indianapolis Cultural Trail, there shall be coordination with the Indianapolis Cultural Trail during construction, with the petitioner responsible for repairing and restoring any damage, including lighting and landscaping, and there shall be a minimum of eight feet width for pedestrian use shall be retained during construction.
- The primary proposed use of this petition is a parking garage. A parking garage in the CBD-1 district is not required, thus the need for this special exception request.
  - The CBD-1 district was created in 1964 and has the general boundaries of Maryland Street, Capitol Avenue, New York Street, and Delaware Street.
  - The goals of CBD-1 include to encourage pedestrian activity in a dense commercial area that establishes the image of Indianapolis, while limiting vehicle accommodations.

The request does not meet the purpose of the CBD-1 district due to the structure calling for approximately 70% of the total square footage to be dedicated toward vehicular parking. The proposed total number of spaces would be 306. Staff would note that parking is not required in any capacity within the Mile Square in effort to advance the goal of fostering a highly pedestrian oriented environment.

## PETITION OVERVIEW

- This petition would allow for 1) a parking garage within the CBD-1 District (Special Exception required), and 2) vehicular access for the parking garage from two streets within the CBD-1 District (Special Exception required).
- The subject site is zoned CBD-1 (Central Business District One) and is located within both the Regional Center secondary zoning overlay, and the TOD (Transit Oriented Development) secondary zoning overlay. The site is also located within the Mile Square and directly abuts the Indianapolis Cultural Trail along Virginia Avenue. The site is currently improved with a medium-rise office building and a surface parking lot
- The proposal calls for the demolition of the existing office building to allow for a 10-story structure with an additional subterranean level. Six (6) levels, including the subterranean level, would be solely used for vehicular parking, the ground floor would contain both vehicular parking and retail space,

and the top four (4) stories would be residential units. Due to the proposed floor area dedicated to vehicular parking exceeding 50%, the parking garage would be the primary use of the development.

- With the primary use of the structure being the parking garage, the structure would be defined as a commercial parking garage, which requires the approval of a Special Exception petition within the CBD-1 zoning district. Additionally, the proposal requests vehicular access from East Maryland Street and Virginia Avenue, which also requires a Special Exception per Chapter 743. Article III. Section 5. DD.2. which states:
  - A. ...off-street parking facilities obtaining access from any street within the CBD-1 District shall only be permitted upon the approval of a Special Exception by the Board of Zoning Appeals in accordance with 740-705 and upon the Board's determination that: a. The parking facility and the location of entrances and exits will not unduly inhibit traffic; and
  - B. The parking facility and the location of entrances and exits will not hinder or compromise the pedestrian traffic or walkability.
- Staff has significant concerns regarding the Special Exception for the commercial parking garage within the CBD-1 district. Per Chapter 742. Article I. Section 6B the CBD-1 district is:
  - "Designed to protect the ambience and spectacular view of the (Soldiers and Sailors) Monument, the district also provides for a robust and diverse accumulation of business in the city's highest-density development pattern. It is a pedestrian oriented environment and establishes much of the image of Indianapolis. To foster the highly pedestrian environment and maximize land efficiency, off-street parking is not required, vehicle accommodations are strictly limited, and surface parking is prohibited.
- Staff does not believe that the request meets the intent and purpose of the CBD-1 district due to the structure calling for approximately 70% of the total square footage to be dedicated toward vehicular parking. Staff would note that there is no minimum parking requirement within the Mile Square in effort to advance the goal of fostering a highly pedestrian-oriented environment.
- Further, Staff does not find that the proposal to be appropriate given that the site's location is within a highly walkable portion of downtown, as well as directly along the highly used Cultural Trail, and one block away from the Julia Carson Transit Center. The surrounding context is among the most walkable areas within the City and offers a range of transportation options for navigating the area. Additionally, Staff would note that the subject site is located one block away from a variety of vehicular parking options including the Virginia Avenue Garage which contains over 2500 spaces. More broadly, Downtown Indy has determined there to be over 73,000 public parking spaces located within the downtown area. With the immediate context and the larger downtown area containing a large amount of parking, as well as the area being highly walkable and pedestrian-oriented, and with the presence of various methods of movement around the downtown, Staff not only finds the proposal to be inappropriate and unnecessary, but also detrimental to the overall pedestrian experience of the area. While Staff understands the desire to provide parking to serve new developments, Staff does

not find the amount of parking proposed to be sensitive to the surrounding context, which is highly urban and not designed or meant to prioritize vehicular accommodations above all else.

Furthermore, if this site were located outside of the Mile Square (where required parking minimums and maximums are in effect), the parking ratio stated for the proposed 12,841 square feet of new retail space calls for more parking than what would otherwise be permitted. Outside of the Mile Square, the minimum amount of parking required by the Ordinance would be 36 spaces and the maximum amount permitted would be 64 spaces. The proposal calls for 86 spaces for the new retail space. With this amount being more than what would even be permitted in areas of the City that are far less walkable and more auto-oriented, Staff firmly believes the proposed amount of parking to be unfitting and out of character for this location.

- Staff also has significant concerns about the Special Exception request for vehicular access of the garage, particularly along Virginia Avenue. The proposed vehicular access point would cross over the Cultural Trail, which is one of the premier amenities and mobility corridors of downtown and is heavily used by pedestrians and cyclists alike. Staff would note that the proposed vehicular access on Virginia Avenue would only serve the below-ground level of the proposed parking garage which would hold 40 spaces and would not be used to access the main portion of the garage. With proposed garage already calling for access off East Maryland Street, Staff finds the Virginia Avenue to be an entirely unnecessary conflict point between pedestrians/cyclists and motorists that would increase the likelihood of crashes along the Cultural Trail corridor. Staff believes this to be in direct conflict with one of the requirements for grant of the Special Exception, being “The parking facility and the location of entrances and exits will not hinder or compromise the pedestrian traffic or walkability.” Moreover, Staff does not find the proposed vehicular access on Virginia Avenue to be in line with the City’s Vision Zero goals of eliminating roadway fatalities in Marion County.
- The petitioner’s Findings of Fact state that the parking garage would be in compliance with the use-specific standards because the facility would not unduly inhibit pedestrian traffic or walkability because the vehicular access points would be the same as the existing parking lot. Staff finds this statement to insufficient and inaccurate as firstly, the simple fact that there is currently vehicular access does not mean it is without issue or result in conflict. Additionally, the existing parking lot is legally non-conforming and was built prior to the relevant standards and prior to the development of the Cultural Trail. Furthermore, with the proposal calling for increased intensity on site, the existing curb cuts would see heavier and more frequent use than the site currently does, resulting in even more conflict than there is now.
- The petitioner’s Findings also state that the proposal would conform to use-specific standards because a parking garage more than twice the size of the proposal used to exist on a different site south of the subject site. Staff finds this statement to be irrelevant to the case and insufficient in addressing the prompt.
- To summarize, Staff finds the request to use the site primarily as a parking garage to be inappropriate given the surrounding context that would be a detriment to achieving the goal of fostering a pedestrian-oriented development and, likewise, unnecessary given the ample amount of parking options and alternative transportation options available in the immediate area. Staff finds the request



to have vehicular access from Virginia Avenue to be highly problematic given the heavily used Cultural Trail and the increase in vehicular traffic this development would generate, thus increasing the chances of crashes at this location. Lastly, Staff does not believe the proposal meets the requirements for grant of the Special Exception and, therefore, recommends denial of the petition. |

## REGIONAL CENTER

- The site is within the Regional Center secondary zoning district. Proposed development within the Regional Center is required to obtain design review approval, through the submittal of a Regional Center Approval petition. Furthermore, the proposed development is considered a High Impact project, which would require a public hearing, review, and recommendation by the Regional Center Hearing Examiner. The Metropolitan Development Commission is the final authority on Regional Center Approval petitions.
- To expand on the alternate staff recommendation above, the site is within the most densely developed area of the downtown, which can be referred to as the downtown 'core'. The CBD-1 zone provides for the tallest structures allowed by the Ordinance but is a pedestrian-oriented zone. The CBD-1 purpose states, in part: "To foster the highly pedestrian environment and maximize land efficiency, off-street parking is not required, vehicle accommodations are strictly limited, and surface parking is prohibited".

## GENERAL INFORMATION

<b>Existing Zoning</b>	CBD-1 (RC) (TOD)	
<b>Existing Land Use</b>	Office Building / Commercial Parking Lot	
<b>Comprehensive Plan</b>	Core Mixed-Use	
<b>Surrounding Context</b>	<b>Zoning</b>	<b>Surrounding Context</b>
North:	CBD-1 (RC) (TOD)	North: Mixed-Use
South:	CBD-2 (Wholesale District - IHPC) (TOD)	South: Mixed-Use
East:	CBD-2 (RC) (TOD)	East: Mixed-Use
West:	CBD-1 (RC) (TOD)	West: Mixed-Use
<b>Thoroughfare Plan</b>		
Virginia Avenue	Local Street	90 feet of right-of-way existing and 48 feet proposed
East Maryland Street	Primary Arterial	90 feet of right-of-way existing and 78 feet proposed
<b>Context Area</b>	Compact	
<b>Floodway / Floodway Fringe</b>	No	
<b>Overlay</b>	Yes, Regional Center overlay, Transit-Oriented Development overlay	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	8/7/25	

<b>Site Plan (Amended)</b>	9/2/25
<b>Elevations</b>	8/7/25
<b>Elevations (Amended)</b>	N/A
<b>Landscape Plan</b>	N/A
<b>Findings of Fact</b>	8/7/25
<b>Findings of Fact (Amended)</b>	N/A

## CITY ARCHITECT COMMENTS

The proposed development at 21 Virginia Avenue is inconsistent with the goals and vision of the CBD-1 zoning district, which is designed to foster pedestrian-oriented development and enhance the character of our most iconic downtown spaces. This site represents a rare and valuable opportunity for high-density development that contributes to a walkable, vibrant, and visually engaging urban environment.

As proposed, the parking garage reflects an inefficient use of land in the heart of our City and Regional Center. Its scale and design do not align with the principles of urban placemaking. The garage floors should be lined with active uses to animate the street edge, enhance pedestrian engagement, and contribute to a more dynamic public realm. The proposed design is utilitarian, with blank walls spanning floors two through six with limited articulation. This lack of visual interest undermines the pedestrian experience and detracts from the surrounding context. Where the garage is visible, it should incorporate artistic screening or architectural treatments to conceal the parking and transform the structure into a positive visual element that adds vitality to the streetscape.

New construction presents a real opportunity to assess and address existing site conditions and improve upon them. The Indianapolis Cultural Trail, which runs along the Virginia Avenue frontage of the subject site, is one of the most celebrated urban assets of our City. The proposed garage entrance along Virginia Avenue would significantly disrupt the Trail's continuity and increase conflict points between vehicles and trail users. The existing surface lot's impact on the Trail is not comparable to the heightened impact that seven floors of a parking garage will have. Alternative access from Maryland Street would provide sufficient vehicular entry without compromising the integrity of the Trail or the pedestrian experience along Virginia Avenue.

New construction on this site presents a critical opportunity to address existing conditions and elevate the urban design quality of this corridor. We recommend denial of the Special Exceptions requested and a reconsideration of the development's design to better align with the goals of the CBD-1 district and the broader aspirations for downtown Indianapolis.

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Marion County Land Use Plan Pattern Book
- Indy Moves

- Transit-Oriented Development Strategic Plans (Red Line, Purple Line, Blue Line) |

#### **Pattern Book / Land Use Plan**

- The Marion County Land Use Plan pattern Book recommends the Core Mixed-Use typology for this site., which is characterized by “Dense, compact, tall building patterns, ... buildings are a least six stories in height and all off-street parking should be in garages. While buildings in this typology are larger than in other mixed-use typologies, they should still be designed with the pedestrian in mind, with entrances and large windows facing the street. This typology has a residential density in excess of 50 units per acre.” |

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

- The subject site is located approximately 250 feet from the Julia Carson Downtown Transit Center, which serves all IndyGo bus lines including all three of the Bus Rapid Transit lines.
- The Downtown Transit Center is located in the Central Business District typology, which is characterized as the densest core of the city containing a mix of office, entertainment, civic, retail, public space, and residential uses. Buildings should contain a minimum of 5 stories with structured parking only with an activated first floor.
- The investment framework strategy selected for this location is “Infill and Enhance”, which is described as: these stations are the most TOD Ready, generally characterized by good urban form, pedestrian and bicycle connectivity, and medium to strong market strength. TOD investments here should leverage significantly higher residential and employment densities, demonstration projects, urban living amenities and workforce housing. These are the most appropriate locations for significant infill development. The primary focus is on the private sector.
- The Transit Center scored among the highest of all TOD stations on the TOD Readiness scale and the highest on the Market Strength scale. |

#### **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)

|The subject site abuts the Indianapolis Cultural Trail along Virginia Avenue. |

## ZONING HISTORY

### ZONING HISTORY – SITE

**2016-HOV-016**, Variance of Development Standards of the Consolidated Zoning / Subdivision Ordinance to provide for a 459-square foot upper-level sign, being the sixth upper-level sign (maximum one upper level sign permitted), exceeding more than 10% of upper-level sign area, **approved**.

**2013-HOV-071**, Variance of Development Standards of the Sign Regulations to provide for a 12.5-foot projecting sign and a 56.5-square foot wall sign, being the third and fourth upper-level signs on the northwest elevation (one upper-level sign permitted), **approved**.

### ZONING HISTORY – VICINITY

**2021-HOV-024; 141 E Washington Street (north of site)**, Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 79-square foot projecting sign (maximum 54 square feet permitted) and a canopy sign extending more than 18 inches from the wall, **approved**.

**2019-DV1-056; 155 S Delaware Street (southeast of site)**, Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 13-square foot illuminated vehicle entry point parking sign and a 16-square foot vehicle entry point electronic variable message sign, within approximately 500 feet of a local historic district (six square feet permitted, 600-foot separation from a protected district required), **approved**.

**2016-DV3-004; 201 E Washington Street (east of site)**, Variance of Development Standards of the Sign Regulations and Regional Center Zoning Ordinance to provide for a four-foot tall, 33-square foot freestanding sign (not permitted), encroaching approximately 19 feet into the right-of-way of East Washington Street (not permitted), **approved**.

**2015-DV3-040; 201 E Washington Street (east of site)**, Variance of Development Standards of the Sign Regulations to provide for an identity and wayfinding sign program, to provide for multiple signs, including electronic variable message signs (EVMS) not permitted) and generally including the following types of signs: Wall signs, informational signs, internal suspended digital (EVMS) bus stop identification signs, external suspended digital (EVMS) bus stop identification signs within the right-of-way, seven-foot tall freestanding digital (EVMS) information kiosk within the right-of-way, egress identification signs, room identification signs, projecting signs, parking signs, etiquette signs and building dedication panel signs, **approved**.

**2014-HOV-034; 201 E Washington Street (east of site)**, Variance of Development Standards of the Central Business Districts Zoning Ordinance to provide for a transit center building within the Sky Exposure Plane Two of Alabama Street and to provide for structural and miscellaneous encroachments within the rights-of-way of Alabama Street, Washington Street and Delaware Streets, including the roof encroaching approximately 32.33-foot into the Alabama Street right-of-way (not permitted), **approved**.



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

**2011-DV1-049; 41 E Washington Street (west of site)**, Variance of Development Standards of the Sign Regulations and the Regional Center Zoning Ordinance to provide for a 63.94-square foot projecting sign, (maximum size of 54 square feet permitted), **approved**.

**2009-DV3-042; 41 E Washington Street (west of site)**, Variance of Development Standards of the Sign Regulations to provide for an electronic variable message sign (not permitted), within 70 feet of a signalized intersection (minimum separation distance of 125 feet required), **denied**.

**2008-DV2-035; 1 Virginia Ave (northwest of site)**, Variance of Development Standards of the Central Business Districts Zoning Ordinance to provide for: a) an approximately 3,500-square foot outdoor bar and dining area, with 176 outdoor seats, a fire pit, and a four sided, digital television display (not permitted), b) outdoor live entertainment (not permitted) on a 216-square foot stage, **approved**.

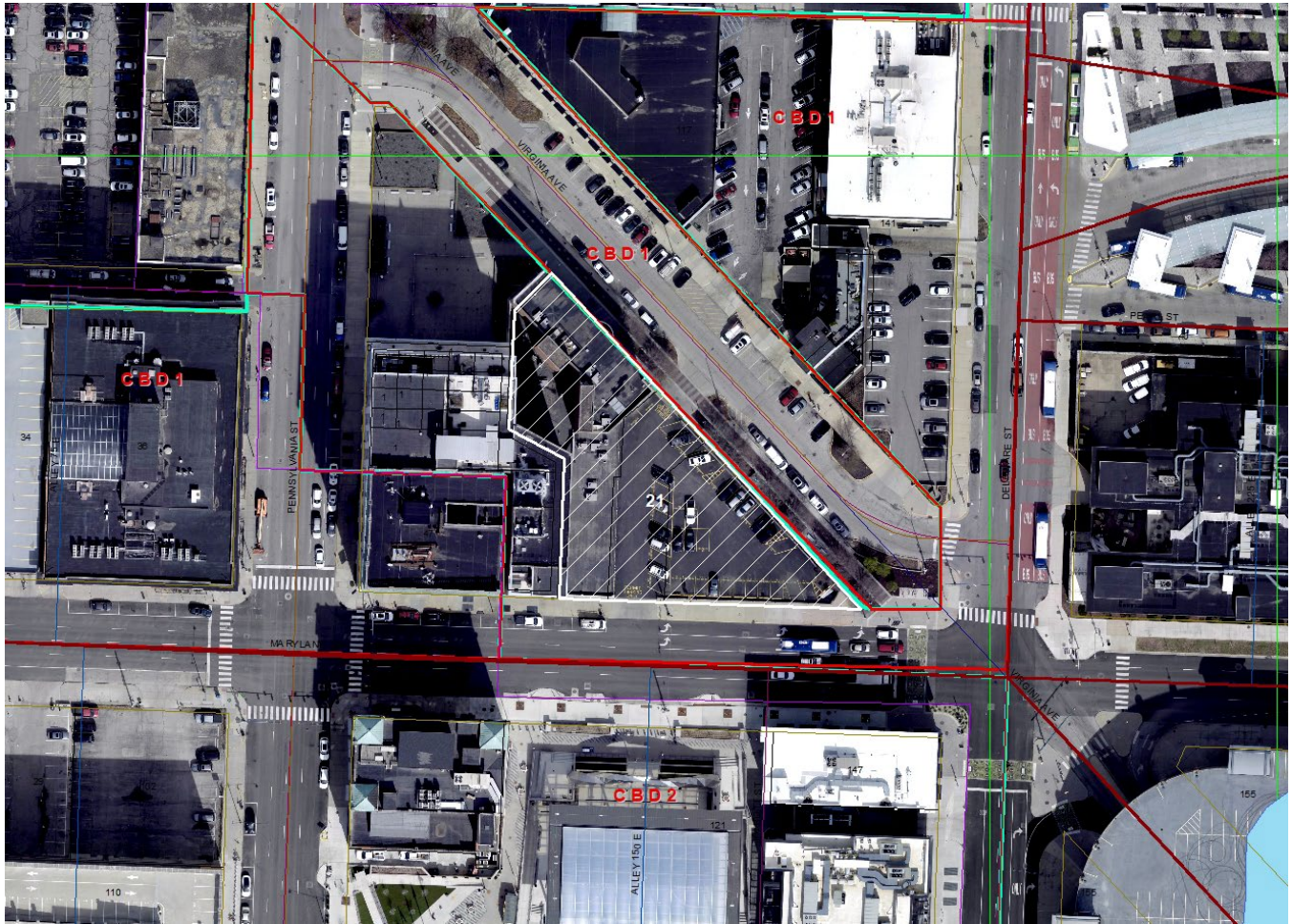
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## EXHIBITS

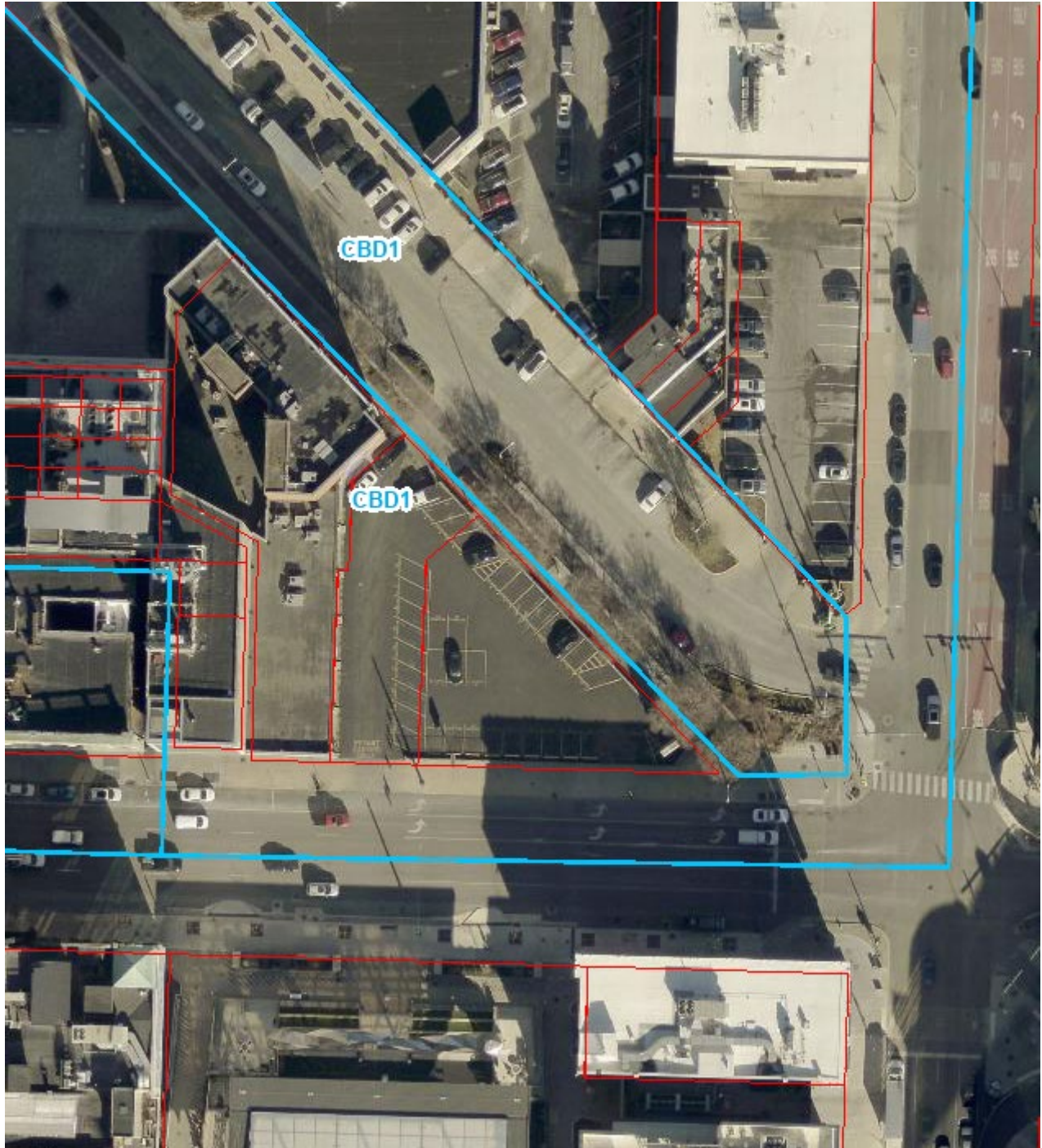
- An historical photograph that includes the site and development along Maryland Street and Virginia Avenue was submitted with the petition. That photograph is below:





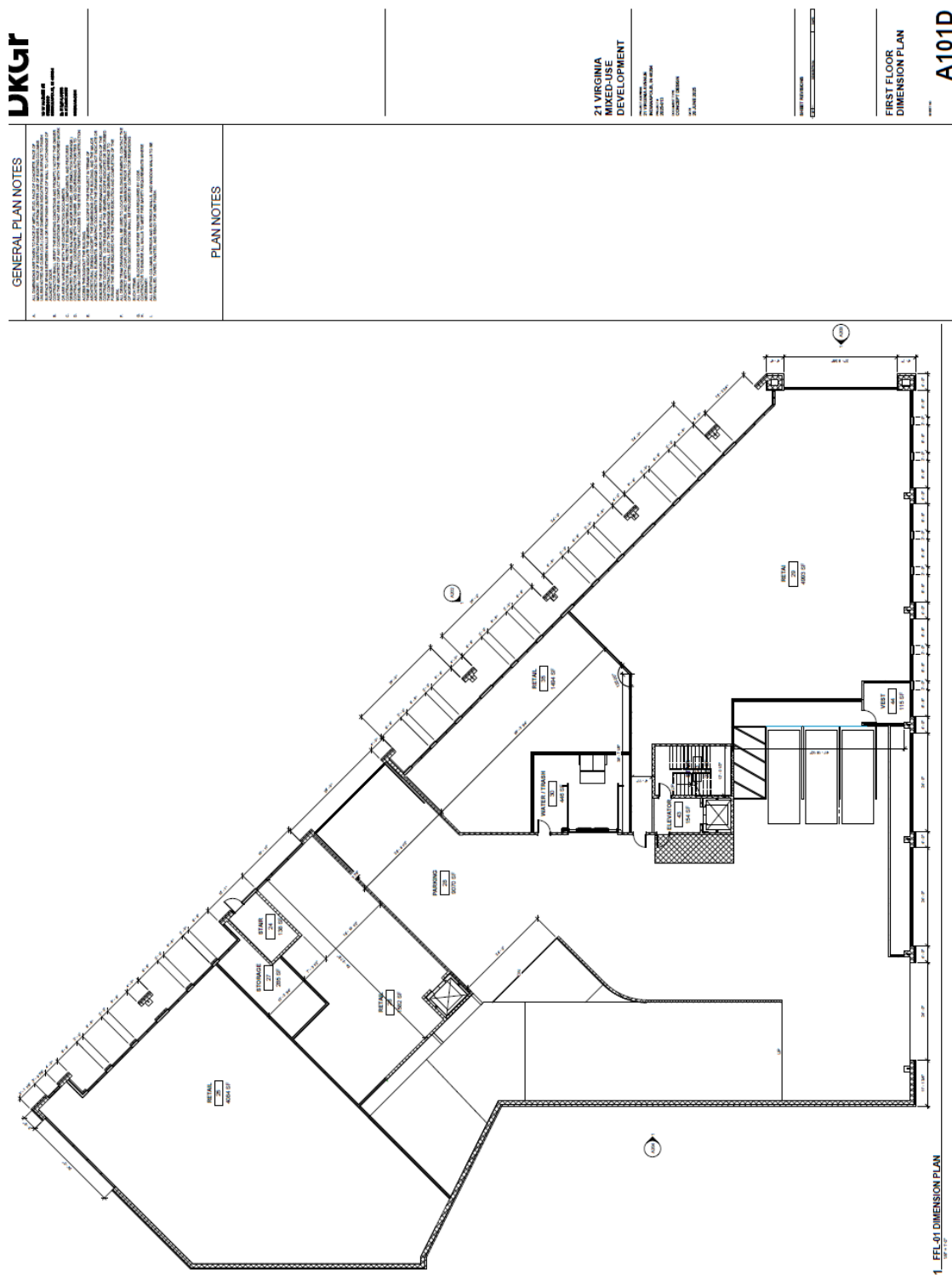






Aerial Photos





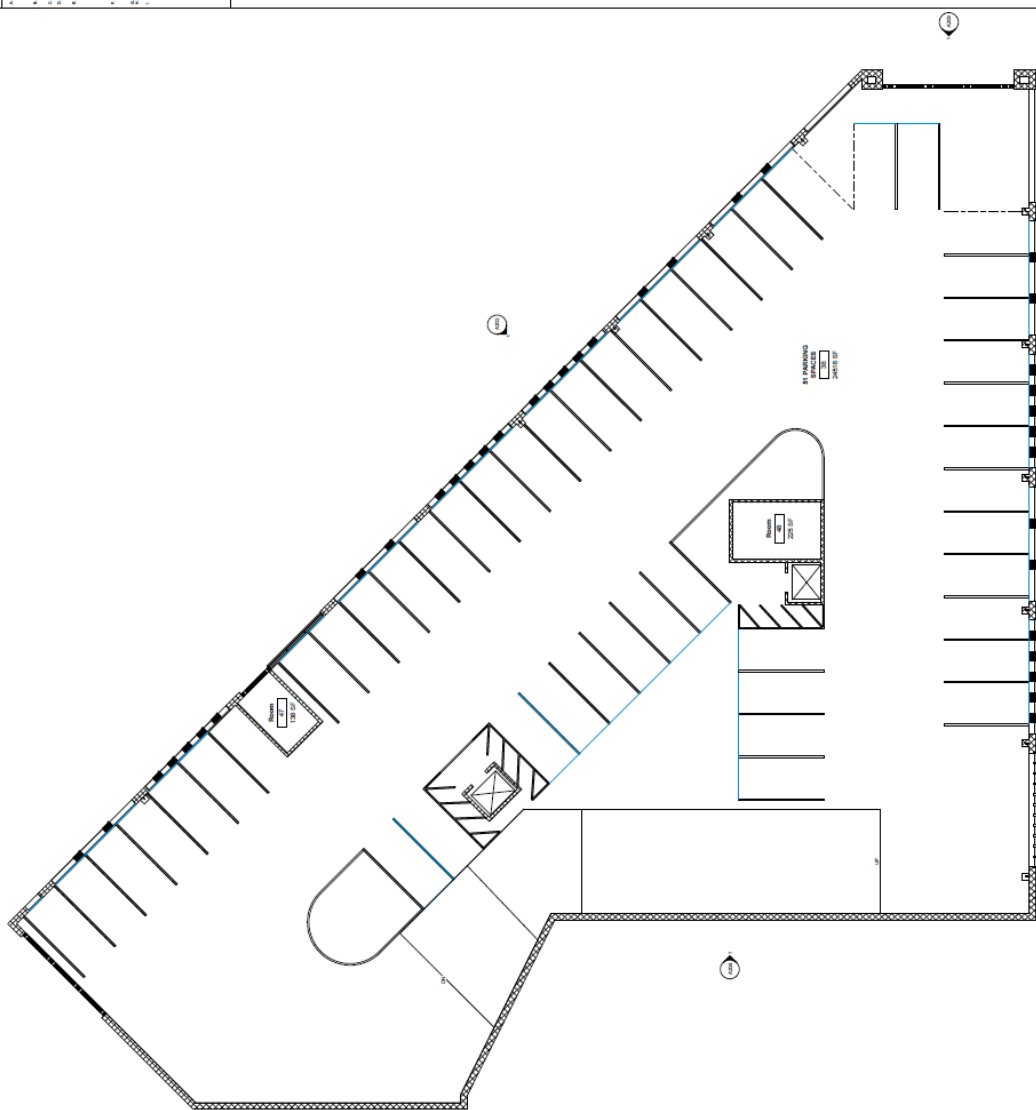






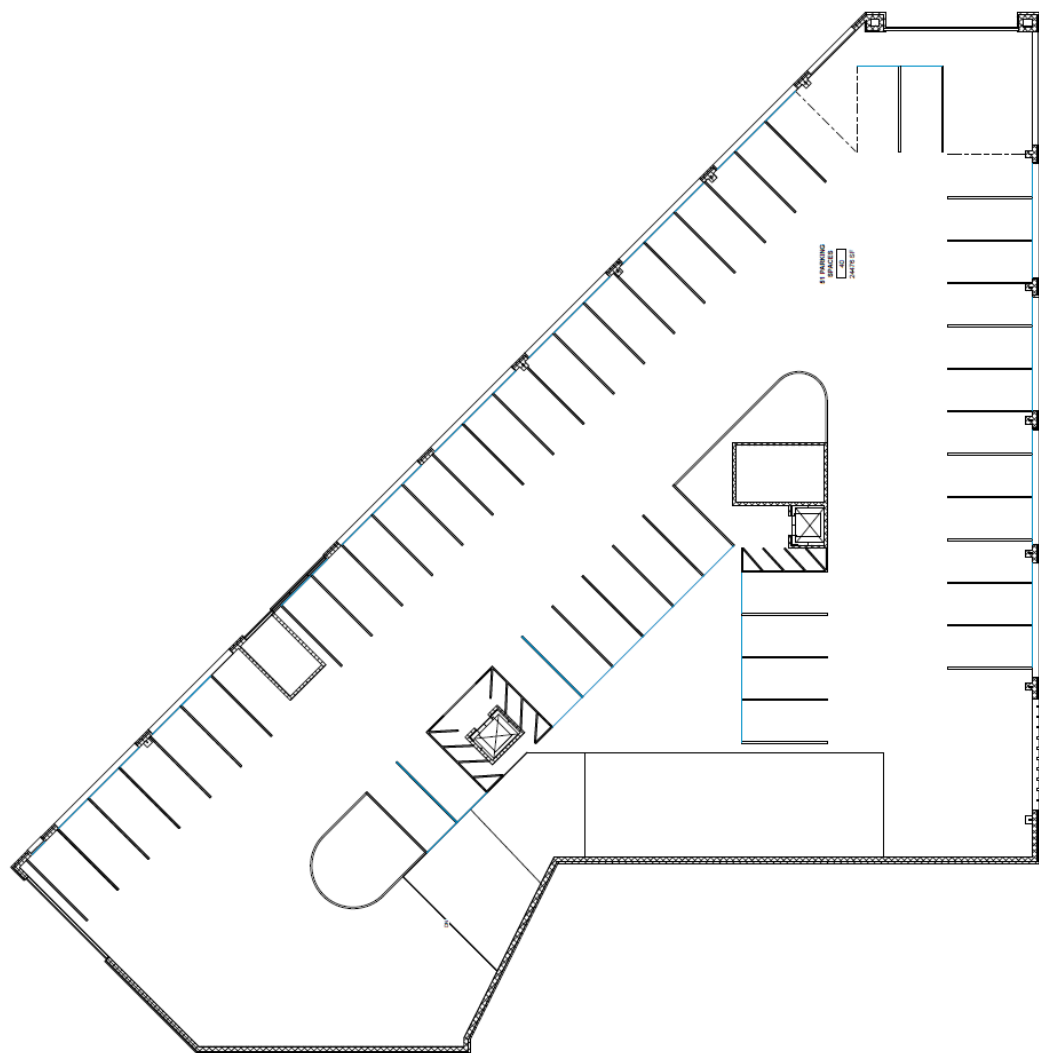
## PLAN NOTES

THE NEW YORK TIMES, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 26



**FFL-04 DIMENSION PLAN**





## 1 FFL-06 DIMENSION PLAN

the 1980s, the use of antibiotics in the treatment of urinary tract infections (UTIs) has increased. The use of antibiotics in the treatment of UTIs has increased because of the increasing resistance of bacteria to antibiotics. The use of antibiotics in the treatment of UTIs has increased because of the increasing resistance of bacteria to antibiotics. The use of antibiotics in the treatment of UTIs has increased because of the increasing resistance of bacteria to antibiotics.

## PLAN NOTES

21 VIRGINIA  
MIXED-USE  
DEVELOPMENT

PROJECT ARCHITECT  
21 STIMULANT AVENUE  
HOUSTON, TX 48204

PROJECT #  
2025-012

ESTIMATED TIME  
CONCEPT DESIGN

DATE  
10.10.2025

SEVENTH FLOOR  
DIMENSION PLAN

A107D



## 1 FFL-07 DIMENSION PLAN

## GENERAL PLAN NOTES

**James L. Thompson** is a senior advisor to the U.S. Environmental Protection Agency. He is a past president of the American Chemical Society and past president of the American Nuclear Society. He is also a past president of the American Chemical Society and past president of the American Nuclear Society. He is also a past president of the American Chemical Society and past president of the American Nuclear Society.

## PLAN NOTES

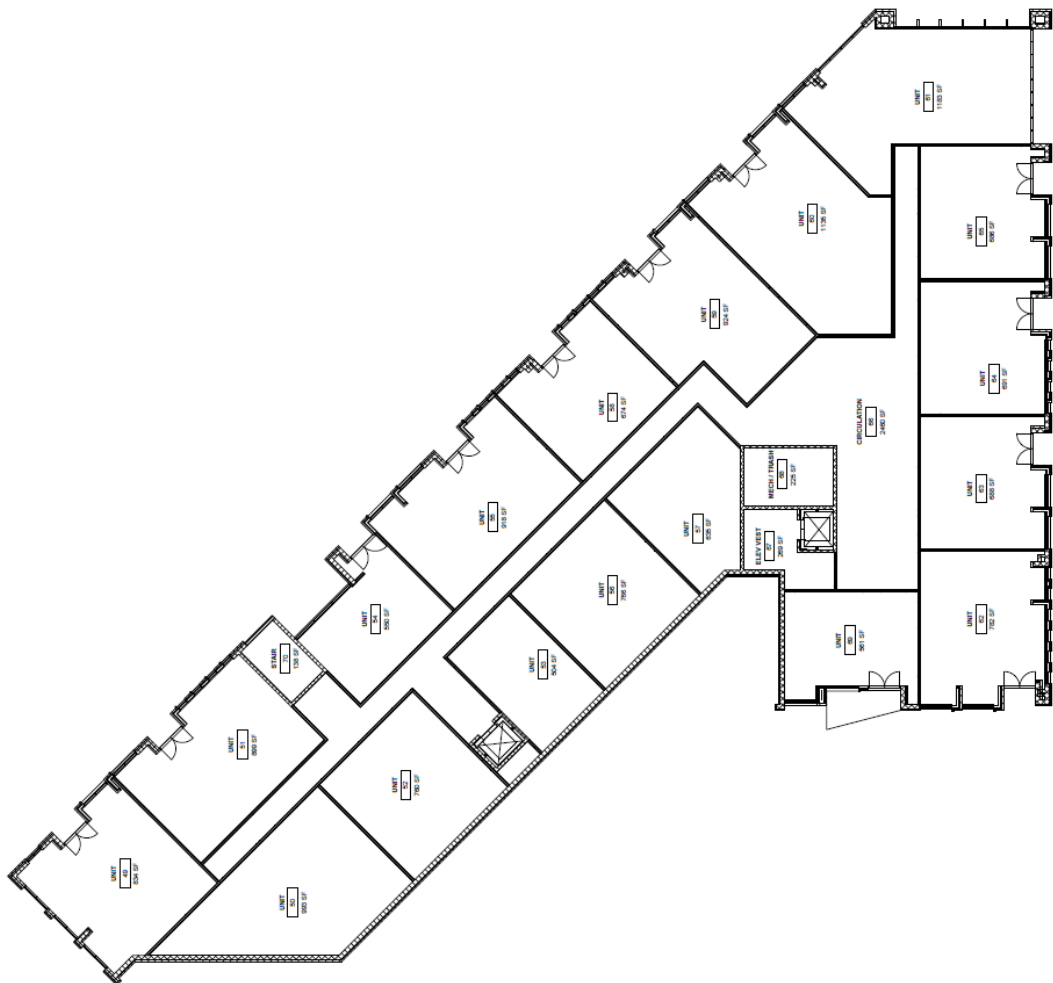
BY SIGNING AND RETURNING THIS CARD, YOU AGREE TO BE BOUND BY THE TERMS AND CONDITIONS OF THE OFFER. THE OFFER IS VALID FOR THE DURATION OF THE PROMOTION. THE OFFER IS NOT VALID FOR THE PURCHASE OF THE SAME PRODUCT. THE OFFER IS NOT VALID FOR THE PURCHASE OF THE SAME PRODUCT. THE OFFER IS NOT VALID FOR THE PURCHASE OF THE SAME PRODUCT.

21 VIRGINIA  
MIXED-USE  
DEVELOPMENT[illegible]

100

EIGHTH FLOOR  
DIMENSION PLAN

A108D



## 1 FFL-08 DIMENSION PLAN

## GENERAL PLAN NOTES

- THE EFFECTS OF THE PRESENCE OF A PREDATOR ON THE BEHAVIOR OF A PREY SPECIES**  
The purpose of this study was to determine the effect of the presence of a predator on the behavior of a prey species. The study was conducted in a laboratory setting using a group of 20 rats. The rats were divided into two groups: a control group and an experimental group. The control group was exposed to a predator (a cat) for a period of 10 minutes, while the experimental group was exposed to the predator for a period of 30 minutes. The behavior of the rats was observed and recorded during the exposure period. The results of the study showed that the presence of a predator significantly affected the behavior of the rats. The rats in the experimental group showed a higher level of activity and a lower level of fear compared to the rats in the control group. These findings suggest that the presence of a predator can have a significant effect on the behavior of a prey species.

## PLAN NOTES



**FFL-09 DIMENSION PLAN**



07/20/2025

TO: City of Indianapolis Planning + Board of Zoning Appeals

RE: 21 Virginia Development Statement

21 Virginia is a proposed mixed-use development that includes retail, multi-unit housing, and structured parking in downtown Indianapolis. The site is at the intersection of Maryland Street, Delaware Street, and Virginia Avenue to the southeast and Pennsylvania Street and Virginia Avenue to the northwest. The site is zoned CBD-1 and is the Regional Center District.

#### DEVELOPMENT PROJECT OVERVIEW

The proposed project will link the current 1 Virginia (formerly Jefferson Plaza and Allen Plaza) and the proposed 21 Virginia mixed-use development into one interconnected campus consisting of bar/restaurant space, retail, for rent and for sale housing, office space, and structured parking. The expansion project will provide dedicated outdoor space along the Cultural Trail to serve both the tenants of 1 + 21 Virginia, as well as the public along the Cultural Trail. The expansion includes 72 new market-rate rental apartments, 12,842 square feet of retail, and 306 parking spaces in a structured parking garage, with an additional freight elevator that will serve 1 + 21 Virginia at the lower level for dedicated internal refuse, deliveries, move-ins/outs, etc. within the garage space. The new construction will also have a pedestrian connection to the current 1 Virginia building. The current 1 Virginia building contains twenty-three (23) market-rate for-sale condominiums, 49,560 square feet of office space, and 11,210 square feet of retail (restaurant/bar) space. The comprehensive project will provide outdoor amenity spaces along the Cultural Trail, as well as elevated common space for occupants of the project. Please reference the table below, the attached civil and architectural drawings, and the attached design presentation deck which are also part of this overall submission.

1+21 VIRGINIA AVENUE DEVELOPMENT PROJECT					
USE	UNITS PROVIDED	AREA	PARKING RATIO	PARKING SPACES	% OF PROGRAM
Restaurant/Bar Space (Existing)		11,210	1 per 150 SF	75	3.16%
Office Space (Existing)		49,560	1 per 350 SF	142	13.96%
Residential Condominiums (Existing)	23	49,960	.75 Per Unit	17	14.07%
Building Common Area (Existing)		19,783	0	0	5.57%
Retail (New)		12,841	1 per 150 SF	86	3.62%
Residential Apartments (New)	72	42,570	.75 Per Unit	54	11.99%
Building Common Area (New)		12,600	0	0	3.55%
Parking (306 Spaces)		156,557	0	0	44.09%
<b>TOTALS</b>		<b>355,081</b>		<b>373</b>	<b>100%</b>

The above "Parking Spaces" column illustrates what parking expectations would be based on the uses and ignoring that Regional Center does not require parking. Parking is, however, important for marketing and business reasons.)

#### DESIGN

The proposed design aims to achieve an appealing view for pedestrians and vehicular traffic along Maryland Street and Virginia Avenue. The intent of the design is to create a vibrant

environment at street level with the proposed restaurant and retail spaces provided. The new addition will have a 7<sup>th</sup> floor roof terrace for development use that overlooks the Morris Bicentennial Plaza at Gainbridge Fieldhouse. Please reference the design presentation and drawings for further detail. We drew design inspiration from the Gainbridge Fieldhouse and the proposed Indiana Fever practice facility. The proposed addition is brick masonry and cast stone with limited ACM Panel accents and large glazed openings to allow natural light into the spaces. The proposed building has relief along the Maryland Street, Delaware Street, and Virginia Avenue facades with balconies at the residences. The design cohesively blends into the urban nature of the site and the surrounding structures.

#### 21 VIRGINIA RESIDENTIAL MULTI-UNIT HOUSING

The seventy-two (72) proposed residential units will be a mix of one- and two-bedroom units that are market rate rentals. Each unit has dedicated outdoor space via private balconies. The units will also have access to common amenities such as a fitness center, lounge, outdoor space, off-street parking, and direct access to the retail tenants.

#### 21 VIRGINIA STRUCTURED PARKING

The proposed addition will include a 306-space parking structure with one (1) level below grade and six (6) levels above grade. The structure will be brick masonry along the facades along the public streets, and the openings required for the natural ventilation will be framed in aluminum to blend in with the storefront openings at the retail spaces below and punctuated openings above. The parking structure will have its main entry and exit point on Maryland Street with a secondary entry and exit on Virginia Avenue – each at the existing curb cut locations. The garage also provides entry for deliveries from Maryland so that trucks do not have to double park or use public street parking. The water and trash service areas will be located in the parking structure as well. Please refer to the table on the previous page, the attached civil and architectural drawings, and the attached design presentation deck for further detail and information.

#### 21 VIRGINIA RETAIL

The proposed addition provides retail space along Virginia Avenue at street level to engage the Cultural Trail and at the corner of Maryland Street and Virginia Avenue to engage with the new Indiana Fever practice facility and the Morris Bicentennial Plaza. The retail space totals 23,842 square feet when including the associated outdoor space dedicated to the retail tenants and users. Please refer to the table on the previous page, the attached civil and architectural drawings, and the attached design presentation deck for further detail and information.

#### 21 VIRGINIA OUTDOOR AMENITY

The proposed project will provide both private and public outdoor amenity space as part of the building and site program. The retail space will provide inset outdoor dining space along Virginia Avenue that is outside the boundaries of the Cultural Trail. This accomplished with a Colonnade along the Virginia Avenue facade, which also helps to provide relief in the overall elevation. The project will also include a larger outdoor amenity space for the retail space at the corner of Delaware Street and Maryland Street. A 7<sup>th</sup> floor roof terrace and private balconies will serve the residents of 1 + 21 Virginia. A public art space will be dedicated at the furthest corner of the site at Maryland Street and Delaware Street. The street level outdoor

space has, as its primary goal, to provide a vibrant area along the Cultural Trail. Please refer to the table on the previous page, the attached civil and architectural drawings, and the attached design presentation deck for further detail and information.

#### 1 VIRGINIA RESIDENTIAL

The new construction will link to the existing for-sale residential condominiums at 1 Virginia. The existing 1 Virginia building contains twenty-three (23) high end condominium units. The residents currently do not have dedicated parking due to the garage at Maryland Street and Delaware Street being demolished for the Morris Bicentennial Plaza. The parking structure that is part of our expansion will provide dedicated parking for those residents, as well as freight and delivery access and vertical transportation which do not current exist for the 1 Virginia restaurant/bar space, the office users, or the residential owners. Please refer to the table on the previous page, the attached civil and architectural drawings, and the attached design presentation deck for further detail and information.

#### 1 VIRGINIA OFFICE

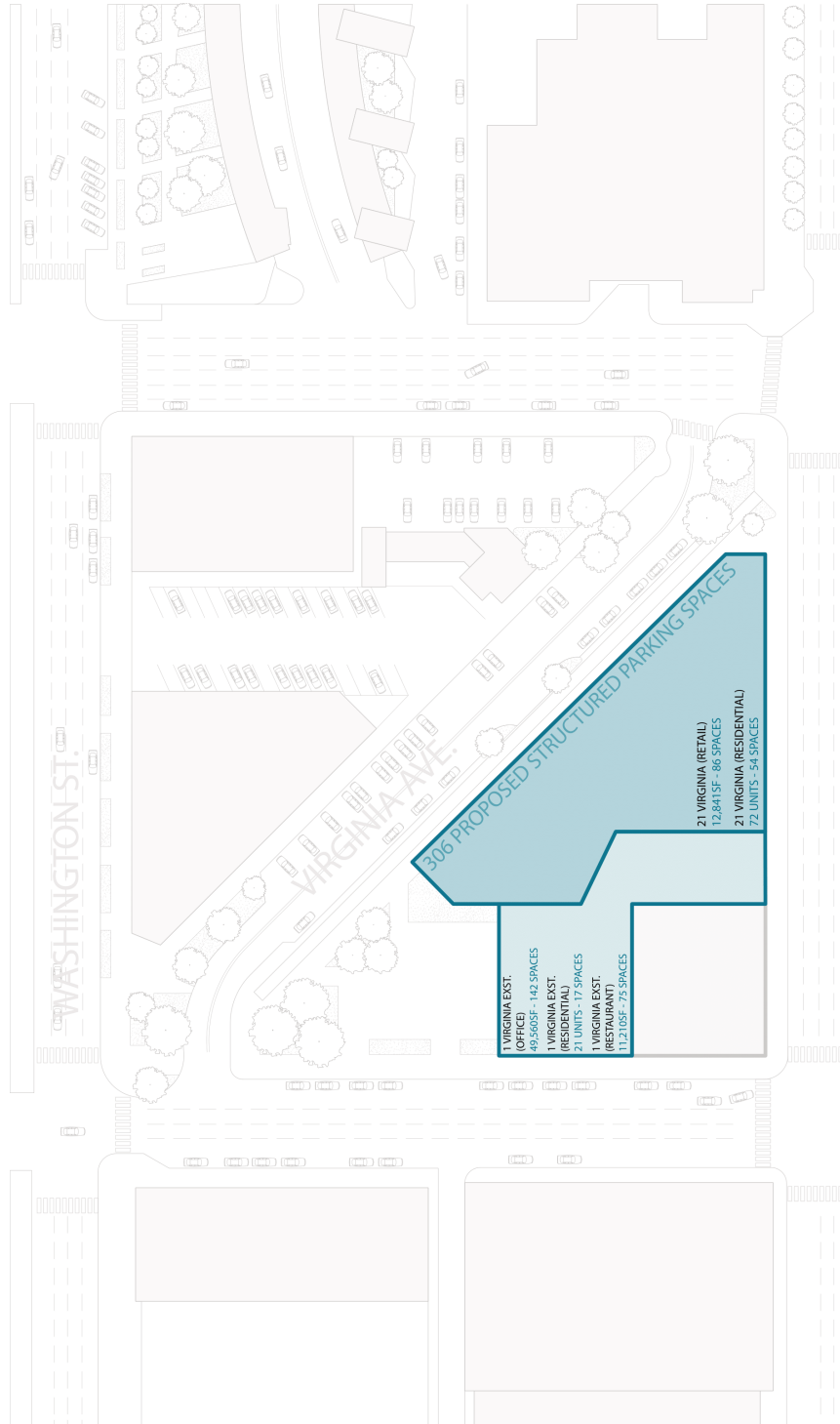
The proposed development will link to the existing office tenant space at the 1 Virginia location. This space currently contains 49,560 square feet dedicated to this use. The office tenants currently do not have dedicated parking due to the garage at Maryland Street and Delaware Street being demolished for the stadium Bi-Centennial Plaza. This has proved to be a challenge in the market to release this space which is at a great location to serve the needs of prospective users except for the parking conditions.

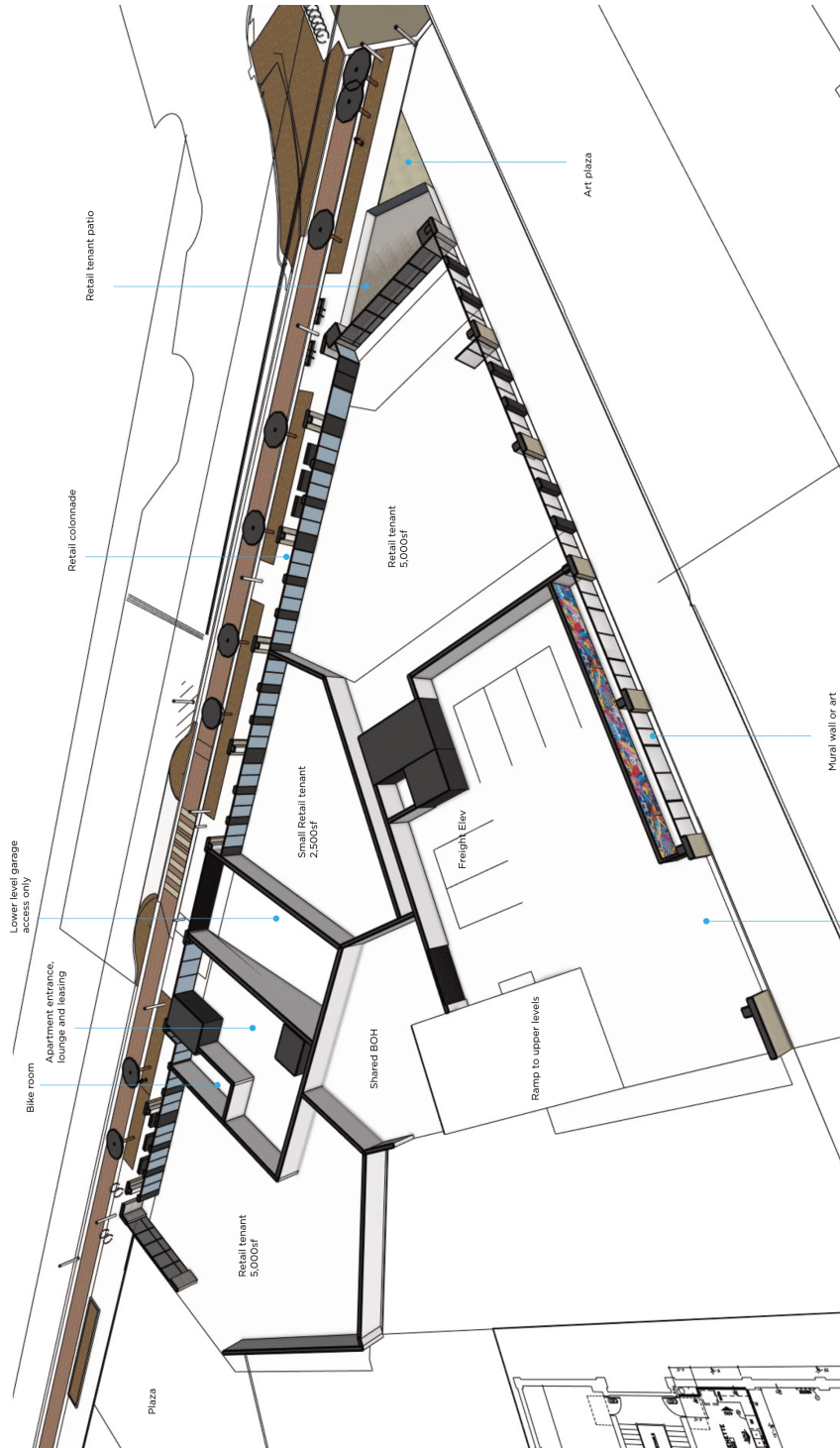
#### 1 VIRGINIA RETAIL

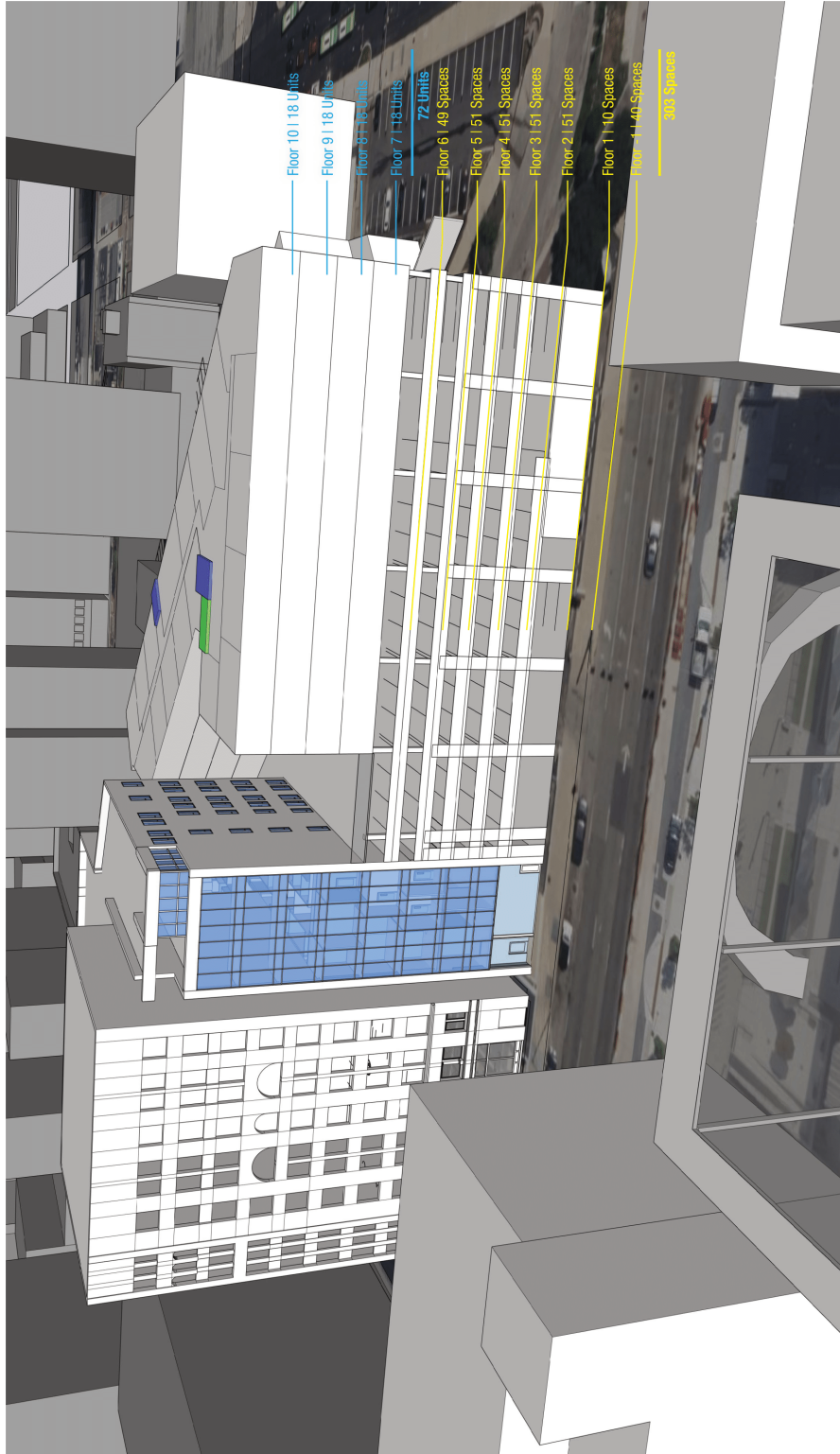
The new construction will link to the existing retail space at 1 Virginia. This space currently contains 11,210 square feet dedicated to this use.

#### 1 VIRGINIA OUTDOOR AMENITY

The 1 Virginia building has dedicated outdoor space attached to the retail space of the building at Pennsylvania Street and Virginia Avenue. The proposed re-development will renovate this area to be landscaped to match the new development. Some space will be dedicated to public art in this area as well.







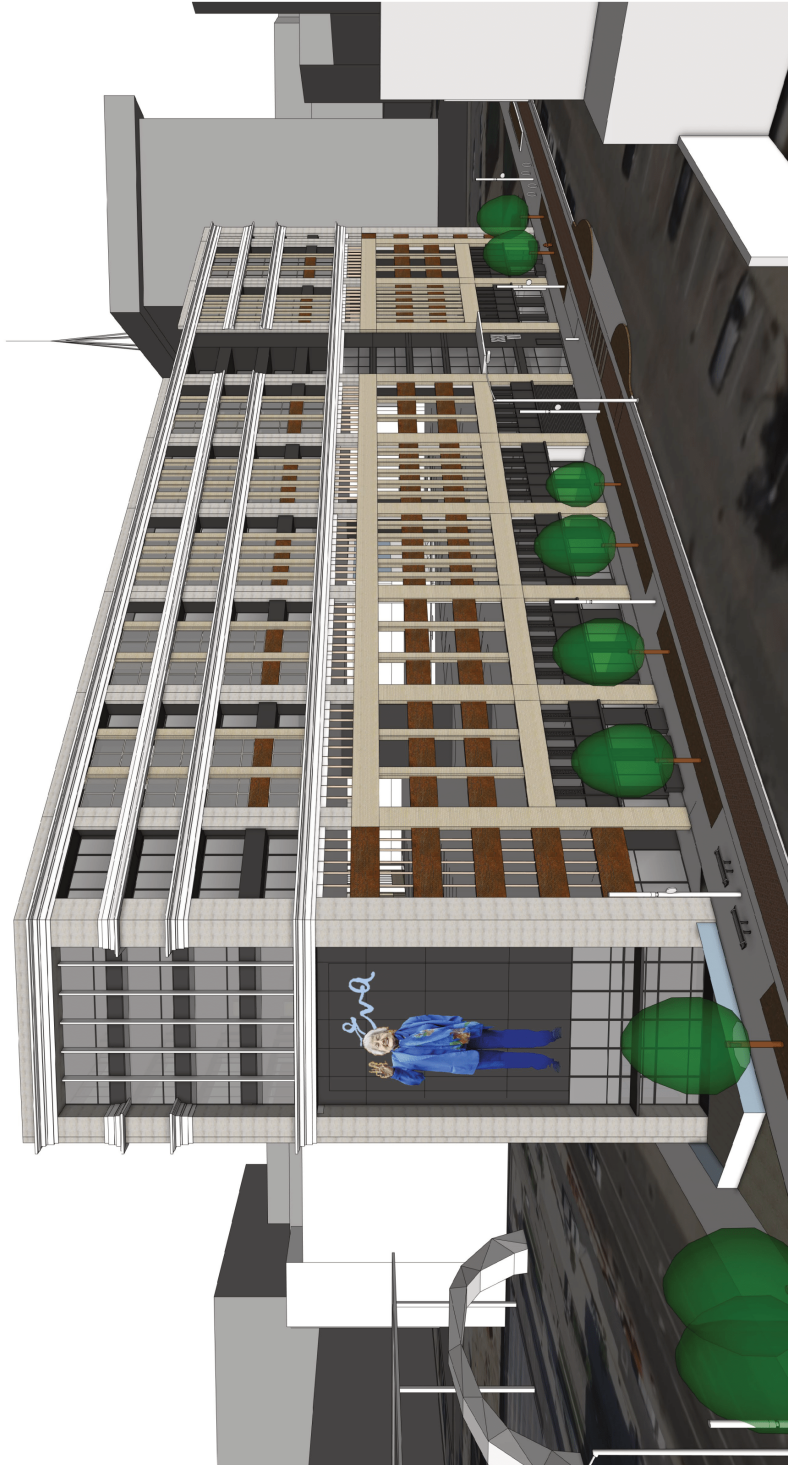




CONCEPTUAL SOUTH FACADE / E MARYLAND ST  
 21 VIRGINIA MIXED-USE REGIONAL CENTER FILING  
 29 JULY 2025

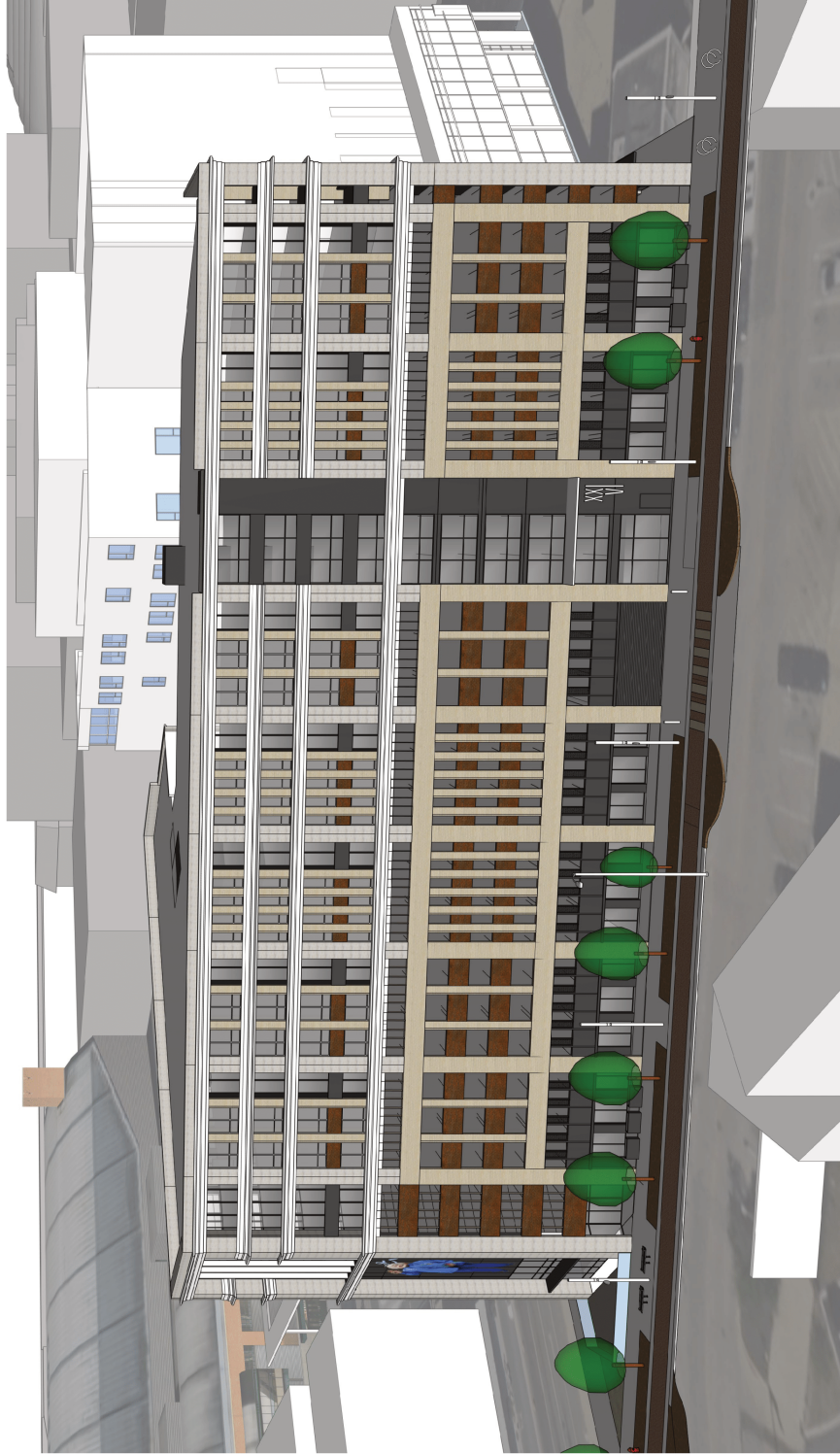






**2W** CONCEPTUAL FACADE  
 21 VIRGINIA MIXED-USE REGIONAL CENTER FILING  
 29 JULY 2023

**JQOL** **UKGR**  
 QUALITY URBAN LIFE

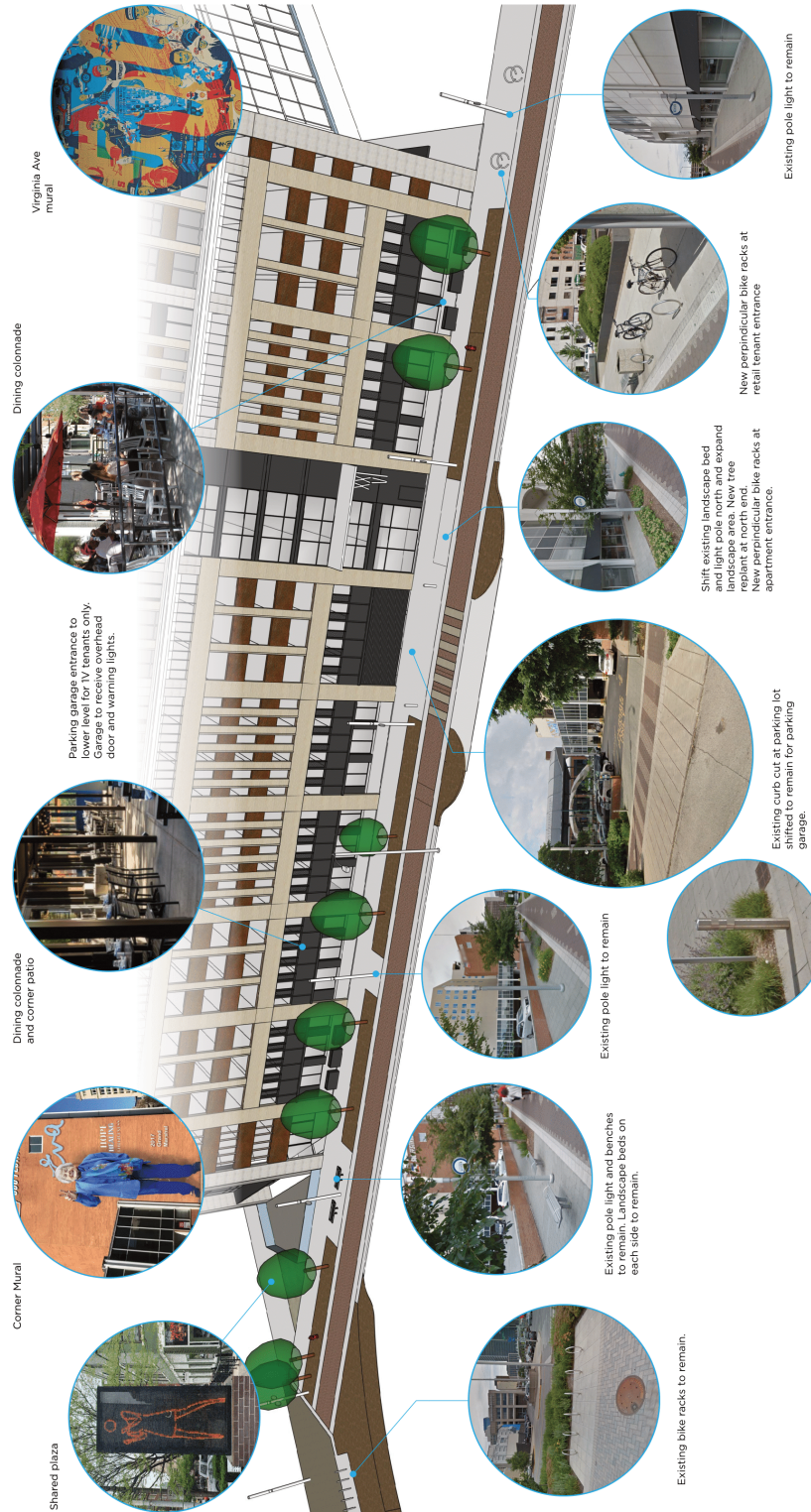






CONCEPTUAL FACADE / E MARYLAND AND VIRGINIA

21 VIRGINIA MIXED-USE REGIONAL CENTER FILING  
 29 JULY 2023







Department of Metropolitan Development  
Division of Planning  
Current Planning

Petition Number \_\_\_\_\_

METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division \_\_\_\_\_  
OF MARION COUNTY, INDIANA

PETITION FOR SPECIAL EXCEPTION  
FINDINGS OF FACT

1. The proposed use meets the definition of that use in Chapter 740, Article II because  
the proposed new construction is comprised, in part, of a structure used primarily for the housing,  
parking, or temporary short-term placement of motor vehicles including parking spaces, and the area of  
access for the egress/ingress of automotive vehicles to and from the actual parking space.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
2. The proposed use will not injure or adversely affect the adjacent area or property values in that  
area because  
the proposed new construction will replace an inferior and CBD-1-prohibited surface parking lot that was  
grandfathered in due to its long history as a surface parking lot, as well as an outdated commercial office  
building that is non-contributing. The current conditions actually inhibit property values from improving  
while the proposed new construction will immediately cause property values to improve materially by  
providing new Cultural-trail facing retail along an otherwise dormant stretch, new residential units, and  
dedicated parking for office employees and visitors, condominium owners, and restaurant staff and  
visitors.  
\_\_\_\_\_
3. The grant will not materially and substantially interfere with the lawful use and enjoyment of  
adjoining property because  
the proposed new construction will enhance the lawful use and enjoyment of adjoining property by  
introducing complimentary retail uses, dedicated off-street parking, and additional residents to this area  
of the Mile Square. The proposed new construction will replace uses that breed unlawful loitering and  
related activities. The adjoining properties desire for this new project to both remove such unlawful  
activity opportunities and provide new, safe, lawful uses that will bring vibrancy to an otherwise  
underwhelming block of the Mile Square.  
\_\_\_\_\_
4. The proposed use will be compatible with the character of the district, land use authorized therein  
and the Comprehensive Plan for Marion County because  
the proposed use is an expansion of the property located at 1 Virginia Avenue. 1 Virginia Avenue  
features restaurant and bar space (including outdoor patio seating), office space, and for-sale  
condominium units. It is truly a mixed-use project. The proposed new construction will expand upon  
those offerings by providing additional street-level retail (which is encouraged in a walkable environment  
such as the Mile Square), new residential housing (which brings vibrancy to the Mile Square with those  
residents living and playing in the Mile Square), and dedicated parking options to serve all of the above.  
The uses for the new project will be a harmonious fit with the adjacent and nearby uses and will engage  
the streetscape along the sidewalks and Cultural Trail and provide ADA accessibility.  
5. The proposed use conforms to the development standards in Chapter 744 applicable to the  
zoning district in which it is located because  
the proposed new project utilizes the entirety of the lot(s) without setbacks, which is to promote a  
vibrant, urban walk-ability. The proposed new project is also in compliance with the Sky Exposure  
Planes.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. The proposed use conforms to all provisions of the Zoning Ordinance, including the performance standards in Chapter 740 and the development standards in Chapter 744 applicable to the zoning district in which it is located because the proposed new project will not introduce uses that emit vibrations, smoke/dust/particular matter, noxious matter, odor, noise, heat/glare, waste matter, or storm water drainage in violation of Chapter 740. All new improvements and related items will be maintained by private parties in compliance with Chapter 740. The project will conform with all development standards in Chapter 744 for CBD-1, including the Sky Exposure Planes.

7. The proposed use conforms to all of the use-specific standards in Chapter 743 for that use, including any Special Exception standards for that use because the proposed new project will comply with the Chapter 743 use-specific standards for multifamily dwellings as there are none, and it will comply with the Chapter 743 use-specific standards for retail because no single retail use will exceed 25,000 square feet (nor will the aggregate retail space exceed such amount). The parking garage component of the project will be in compliance with the use-specific standards in Chapter 743 because (1) there is no access from Monument Circle, and (2) the parking facility and its entrances/exits will not unduly inhibit traffic or pedestrian traffic because the project is using the same curb cuts as exist for the current parking and a parking garage more than twice this size formerly existed directly south without issue.

**DECISION**

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

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_

_____	_____
_____	_____
_____	_____
_____	_____





Subject site looking north from Maryland Street



Subject site looking northwest along the Cultural Trail



Subject site looking west



Subject site looking southwest along the Cultural Trail with the existing  
Virginia Avenue curb cut in the foreground





Looking west with the Maryland Street curb cut in the foreground



Looking west along Maryland Street



Looking south with the Bicentennial Unity Plaza in the background



Looking south





Looking north



Looking north