



WESTGATE
AT
CRANE
DEVELOPMENT
GUIDELINES

DEVELOPMENT GUIDELINES ARE A PLAYBOOK FOR THE FUTURE. THEY ARE A SET OF COMMONLY AGREED UPON DESIGN PRINCIPLES USED TO SHAPE PRIVATE DEVELOPMENT WITHIN THE WESTGATE @ CRANE TECHNOLOGY PARK TO ENSURE THE DISTRICT'S VISION.

DEVELOPMENT GUIDELINES

WestGate @ Crane will not be built in a day. The continued growth of the technology park into a mixed-use district will take decades, and a wealth of parties will be involved over time. To safeguard the bold vision cast within the master plan, it is essential that structure be in place that sets clear standards and guides future decision-making for all those involved. This document, the Development Guidelines, is one piece of that composition, focused specifically on how to best cultivate private development that will contribute to the character and success of the district.

HOW IS IT USED?

The leadership overseeing WestGate @ Crane will hold this document as a binding set of regulations with which all private developers should be forced to comply. The document should be made public and provided to interested developers in advance, so as to inform the design of individual buildings, sites, and amenities. Upon substantial completion of design, developers will be asked to submit plans to a design review committee who will ensure conformity with the guidelines. Beyond meeting the standards of the guidelines, the review process should also ensure that development proposals are compatible with the installation and not creating issues of encroachment. Any non-compliant ideas will require changes before final approvals are made.

WHAT'S INSIDE?

The district's master plan is built around eleven design principles. They are goals that express the desired project outcomes at every step during development, but especially upon full project buildout. The ambitions are grand and focus on the long-term. This is beneficial in terms of expressing project aspirations, but complex in terms of implementation. This document and its companion, the Key Investments Guidelines, are intended to close that gap, providing specific direction in terms of the small decisions that help shape the fully realized district one element at a time.

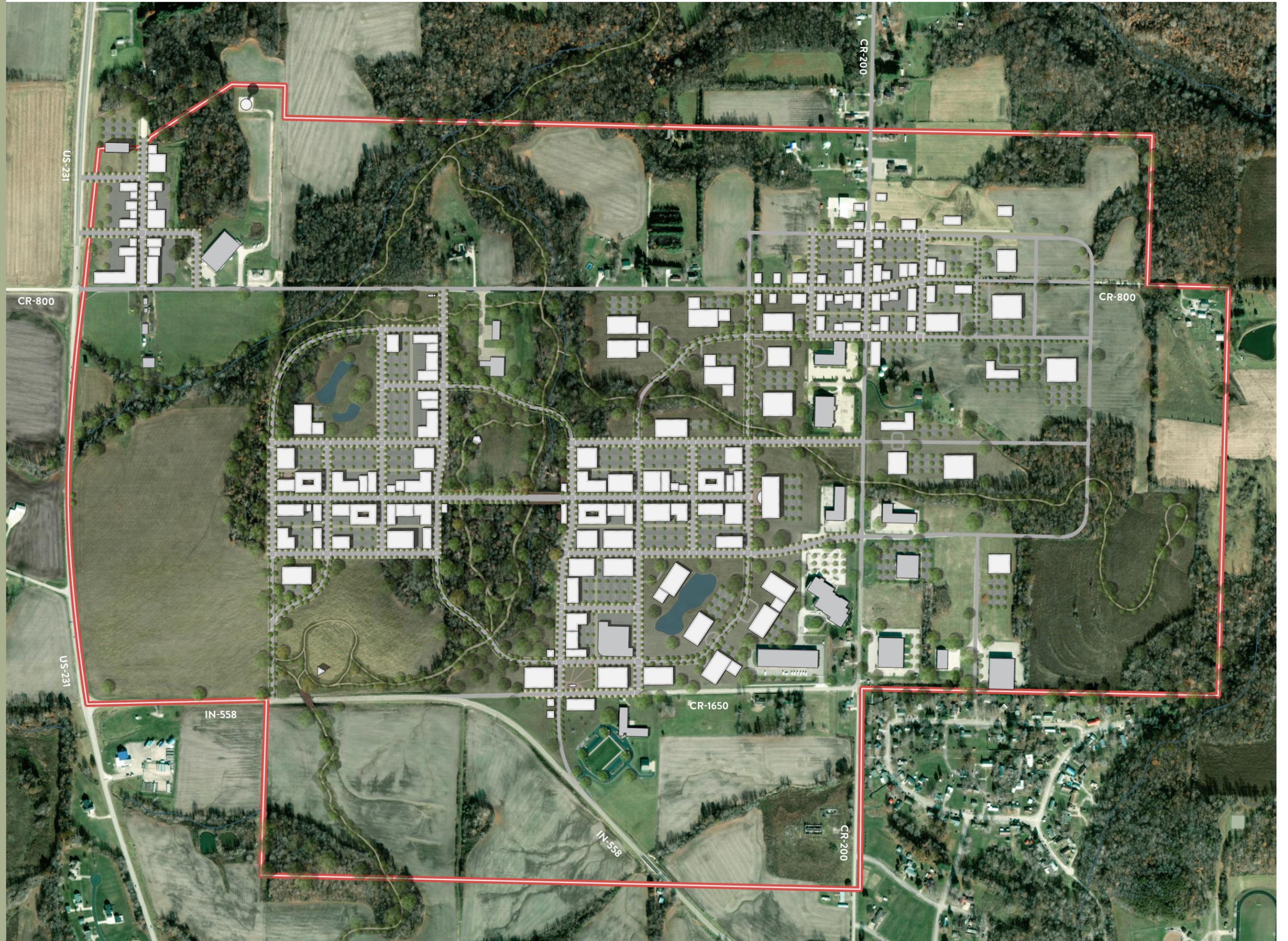
Both documents translate the design principles into a set of practical guidelines that will guide decision-makers. The guidelines not only express how the principles can translate to value for the district, but they also lay out a series of specific and actionable steps in order to achieve success. These recommendations run the range from broad design suggestions to extremely specific parameters, depending on the topic at hand and its contribution to the character of the district. Lastly, the specifications lay out the technical details required for implementation. These specs include the types of expertise that should be involved in the process, the scalability of elements from small interventions to major investments, and the sequencing required to build out the district in a thoughtful manner.

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THE MASTER PLAN

WestGate @ Crane is a park within a park. A grand recreational park is woven into cutting-edge technology park, giving life to new ideas and creating a one-of-a-kind destination for research and innovation. The lively and engaging district stirs curiosity and challenges unexplored ideas, creating a welcoming sense of community for the hardworking and the adventurous.



THE MASTER PLAN

WestGate @ Crane is re-imagined as a park within a park, where the district's connection with its natural surroundings enables a dynamic mixed-use community and unprecedented research destination.

THE VISION

Rising out of the lush Indiana Uplands landscape, WestGate @ Crane is an ambitious technology park where nature inspires boundless ideas. The beautiful, woodland region is recognized for its wealth of outdoor activities and recreational amenities, and the district will harness that power, unleashing curious minds to explore amid a natural retreat.

WestGate @ Crane will be a concentrated and lively research park combined with a engaging recreational park to create a mixed-use district. Its robust innovation ecosystem and experiential landscape will draw the nation's top firms and institutions to the walkable community, where unplanned sidewalk encounters are the basis of transformational collaboration. Clusters of activity will center around a spirited main street with an intimate and comfortable scale that possess a kind of familiar, small-town character. Mixed-use development throughout the district will house not only advanced research facilities but also a diverse collection of commercial offerings that activate the landscape night and day. Employees, visitors, and residents alike will find a wealth of interesting shops, services, and mixed-use spaces that give the district a unique, down-to-earth character and recognizable sense of community.

The district will preserve and celebrate the site's most beautiful natural features, making them beloved open space amenities. A path network will connect the park's assets and guide pedestrians and cyclists across the scenic terrain. The variety of open spaces, ranging from primitive woodlands to comfortable and well-designed greenspaces, will foster every kind of outdoor recreation, from active and intrepid to passive and serene. There will be a space for everyone outdoors. The spacious and splendid landscape provides beautiful views out every window and adventure only a few steps away from your office or front door.

For vehicular access, the activity clusters are linked by a sweeping parkway that winds through pastoral vistas and is spotted with iconic corporate campuses that thoughtfully sit amidst the rolling landscape. The connected street grid means that every use is close at hand.

Remote but adjacent. Bold but approachable. Curated but unexplored. Hardworking but easygoing.

To make the district a success, WestGate @ Crane is driven by two core themes that make achievability a priority during every phase of implementation.

SCALABILITY

WestGate @ Crane should be a success today, tomorrow, and every day into the future. To achieve this end, the master plan establishes an approach whereby every goal is broken down into small, incremental parts. Long-term goals are scaled down to measurable and attainable short-term objectives. Like a series of stepping stones, every effort reaches a destination on its own, while also providing the district measurable progress towards a final destination. Stakeholders can see a clear connection between the finite investments of today and the long-term outcomes of tomorrow. Low-hanging fruit and short wins prove that success can be scaled up to grand achievements. The guidelines include a description of small-scale efforts that can be made starting now.

This plan projects efforts for the next 10-15 years, but its scalability allows for future planning efforts to easily build upon it going forward.

THE CLUSTER APPROACH

The district's landscape is embedded with areas of different value, based on assets and proximities. As a result, the master plan proposes various groupings of programs around related ideas that can best capture the most value for that portion of the site. These differentiated "clusters" dictate different functions and experiences within the park, and so the character of each is slightly different than the next. The various clusters should add up to feel like a complete and cohesive district, but the planning and tools dedicated to each individual cluster is very different.

The clustered approach requires private and public dollars to be invested somewhat in parallel. In this way, decision-makers should be both proactive and reactive. At times, public infrastructure should come before development in the form of streets and utilities, and at other times, public investments should follow development, creating new amenities only after a certain number of users justify their construction.

The strategies inherent within the Key Investments Guidelines and the Development Guidelines, paired with thoughtful, nimble logic, offers the balance required to translate each opportunity into a favorable outcome and continually move the district toward success.

DESIGN PRINCIPLES

WestGate @ Crane's design principles are the basis of the master plan and are implemented through the Key Investment Guidelines and the Development Guidelines.

I **PRESERVE AND ENHANCE THE NATURAL LANDSCAPE.**

WestGate @ Crane sits within the beautiful Indiana Uplands region. The technology park should protect, enhance, and celebrate its natural landscape as its most valuable asset.

IV **ESTABLISH FLEXIBLE BLOCKS.**

WestGate @ Crane will be framed with a conventional street grid that forms regular blocks and development parcels, enabling the greatest variety of uses and forms.

VII **CREATE A MIXED-USE COMMUNITY.**

WestGate @ Crane will be home to a lively mix of uses, offering opportunity to employees, visitors, and residents alike, creating a strong sense of place and community.

X **PRIORITIZE SUSTAINABLE DEVELOPMENT.**

Westgate @ Crane will advocate for environmental, economic, and social initiatives that support long-term ecological balance and integrity.

II **BUILD THE DISTRICT AROUND OUTDOOR RECREATION.**

A "park within a park," WestGate @ Crane should create a regional park that makes outdoor recreation the district's defining feature and competitive advantage.

V **FORGE A UNIQUE DISTRICT IDENTITY.**

WestGate @ Crane will broadcast its one-of-a-kind identity as a world-class research destination nestled amidst a pristine, natural park.

VIII **CONSTRUCT HUMAN SCALE BUILDINGS AND PLACES.**

In order to create an active, friendly, comfortable district, buildings and the spaces between them should focus on human-scale dimensions.

XI **PROTECT AND EXPAND DOD MISSIONS IN THE REGION.**

Westgate @ Crane will support the strategic military value of the base with compatible development that protects and expands the installation's current and future missions.

III **SHAPE SAFE, MULTIMODAL STREETS.**

Designed as a walkable, mixed-use district, WestGate @ Crane should utilize comfortable and accessible multimodal streets that provide users with a wealth of mobility options.

VI **DEFINE DIFFERENTIATED DEVELOPMENT CLUSTERS.**

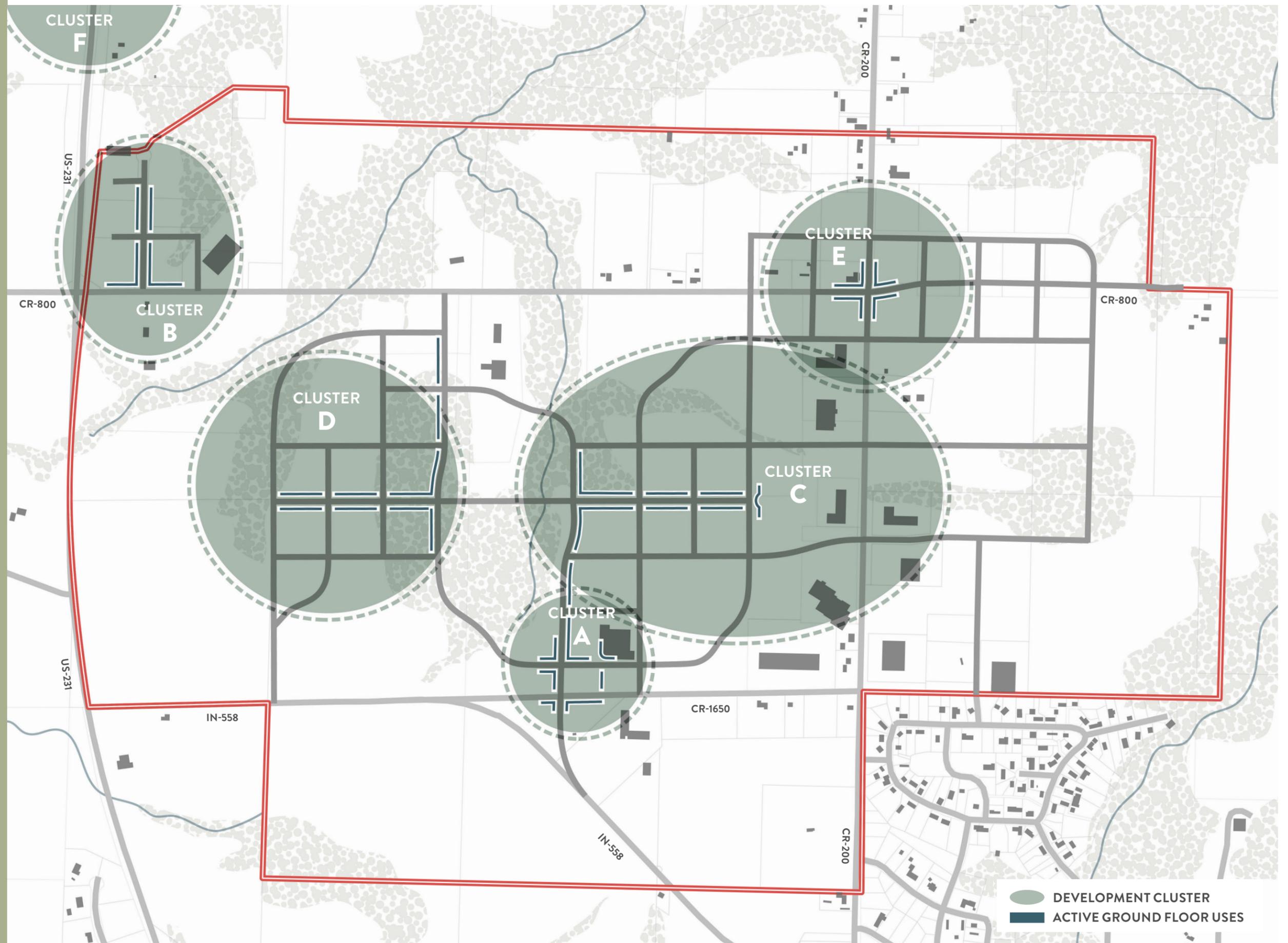
WestGate @ Crane takes advantage of its varied landscape by developing unique groupings of development that help focus investments during implementation.

IX **DESIGN WITH SMALL TOWN CHARACTER IN MIND.**

WestGate @ Crane will honor the rural traditions of the Indiana Uplands region with a design that captures the most beloved facets of the area's small towns.

CLUSTERS & USES

The landscape of the site fluctuates a great deal across its expanse, and various physical conditions and adjacencies present different opportunities. As such, the district has been delineated into development clusters, each different in program and physical form. In its past, the tech park has suffered because assets have been too spread out and investments have not compounded upon each other to create a sense of place. In sharp contrast, the cluster approach recommends that assets be grouped together in a thoughtful manner.



CLUSTER APPROACH

WestGate @ Crane takes advantage of its varied landscape by developing unique groupings of development that help focus investments during implementation.

The cluster approach is not a design concept. The goal is not to create a district of patchwork clusters that feels like an assemblage of disparate nodes. Instead, the cluster approach is a growth and development strategy. It is a tool by which to strategically direct investments to the right place at the right time.

The cluster approach also directs investment by specifying which uses are best suited together. Each cluster capitalizes upon its competitive advantage (e.g. form, location, adjacencies) by employing the ideal mix of uses for that site. Clustering is about relationships. The clusters should share in resources and ultimately in ideas.

CLUSTERS SEQUENCING

As best as possible, clusters should be developed one-at-a-time, such that any incoming investments are being paired with other investments in the creation of a discernible and desirable place. Private dollars in the form of development can be paired with public dollars in the form of public amenities and infrastructure, and complete places can be built in unison. In this way, a cluster can be thought of as a grouping of assets that once complete is a stand-alone experience. This is especially important in the early phases of the park when investments could otherwise be randomly distributed in ways that don't foster compounded value. In time and with full buildout, the various clusters will amalgamate into a singular district that feels cohesive. In this way, the cluster approach is a means and not an end.

The clusters are defined as follows and should be sequenced in the order listed, with the exception of Cluster F, whose sequence is independent of the other clusters:

CLUSTER A: CRANE GATEWAY

The first phase of development meant to jump-start research work and attract commuters and NSA Crane employees into the site for casual dining options, commuter services, and outwardly facing programs such as those hosted by WestGate Academy. Flexible research buildings should be prioritized, allowing facilities that can respond to any new opportunities that surface and change with demands over time. The cluster is vehicular focused and should house any research functions with mobility loads. Commercial options should also cater towards vehicular use. Fast casual restaurants with take-out options and fast food restaurants with drive-throughs are allowed, so long as the structure maintains a form consistent with the guidelines. Commuter services, such as dry cleaning, a pharmacy, and child care should be explored. It is assumed that most businesses and services will be accessed by car, but the cluster should consider shared parking.

CLUSTER B: NORTHERN GATEWAY

The second phase of development is intended to be a major entrance into the park, while offering services to visitors to NSA Crane and WestGate @ Crane. This cluster is intended to complement the existing hotel with companion uses such as casual dining options, fine dining, guest services, and grab-and-go services including convenient stores. Casual entertainment options could be explored. It is assumed that most businesses and services will be accessed by car, and therefore, each development should provide its own parking, so long as parking is consistent with the guidelines.

CLUSTER C: MAIN STREET CORE

The walkable core of the district is intended to contain the most immersive sense of place. This cluster should be home to major research or technology companies expected to contribute to the innovation ecosystem in major ways. Educational institutions should be located in this cluster as well. A full range of office typologies should be available. Ground floor uses should offer a wealth of commercial and retail options that cater to both district employees and residents with both daily needs and lifestyle options. Restaurants should cover the range of choices: fast food, fast casual, casual dining, restaurant bars, and fine dining. Entertainment in the form of movie theaters, bars, or the like are encouraged. Retail should include a grocery, office supplies, clothing, and other basic needs. Services, such as banks, medical services, financial services, legal services, cellular providers, fitness centers, barbershops, and nail salons, should be considered. It is assumed that businesses and services will be accessed primarily by foot, and therefore, parking should be allocated within a district parking structure.

CLUSTER D: MAIN STREET EXTENSION

An extension of the Main Street Core, the Main Street Extension is phase two of the main street. It should be home to the same diversity of program as described above. The Main

Street Extension should only be started after the majority of the main street-facing properties in Cluster C are completed.

CLUSTER E: SCOTLAND GATEWAY

A later phase of development intended to offer goods and services to residents of neighboring communities. This cluster should consider a range of restaurants, including fast food, fast casual, and casual dining. Retail options might include a hardware store, agricultural supplier, or small grocery. Services might include small offices, such as doctors, dentists, real estate offices, educational entities, and business services. It is assumed that most businesses and services will be accessed by car, and therefore, each development should provide its own parking, so long as parking is consistent with the guidelines.

CLUSTER F: THE INTERCHANGE

As this cluster is aimed at motorists using I-69, a different demographic, it operates independent of the other clusters. As such, it does not require any sequencing and can be kick-started at any time. Those businesses that typically perform successfully at interstate interchanges are rather well documented, and therefore decision-makers should look to precedents both near and far. Some uses that complement the interchange include: gas stations, convenient stores, fast food, truck stops, automobile repair shops, and big box superstores. Large-scale strip center development is possible, but often requires economies of scale in order to justify infrastructure improvements such as road networks and large parking lots. Residential development is feasible, such as single- and multi-family units, so long as there exists a buffer between the freeway and residential units.

MIX OF USES

WestGate @ Crane will be home to a lively mix of uses, offering opportunity to employees, visitors, and residents alike, creating a strong sense of place and an even stronger sense of community.

While a key driver of the technology park, research functions alone do not make for an innovation district. In fact, innovation occurs when different people, ideas, and activities collide and compare notes. This requires a diverse mix of functions that work together. As well, the broader innovation ecosystem requires support from a wealth of other sources, including people, facilities, and services. Food and beverage offerings, educational institutions, residential options, medical services, maker spaces, angel investors, entertainment, and retail offerings are all staples of great research park ecosystems, and WestGate @ Crane should be designed to effectively accommodate these functions in a cohesive manner.

VERTICAL AND HORIZONTAL MIX OF USES

Attracting and retaining top talent requires the type of lively, diverse place where researchers can expect to find both daily conveniences and lifestyle amenities within a comfortable walking distance. The district will be anchored by a number of research and development institutions, which will take the form of offices, high bay buildings, flexible spaces and the like, but beyond these base functions, WestGate @ Crane should employ a dynamic mix of uses. Uses should be mixed both vertically and horizontally, such that similar uses are not grouped together, but sprinkled throughout the landscape. As a result of horizontal mixed-use, a stroll down a district street will offer pedestrians an interesting and ever-changing walking experience and create a scenario where many an opportunity is always close at hand. Vertical mixed-use will allow unlike uses to be paired in a similar structure, so that researchers working on the upper floors of a laboratory can venture downstairs to a ground floor café on their break to grab a quick bite to eat. This also presents an opportunity where more controlled research settings can be lifted to higher floors while street-level spaces can be reserved for engaging and active program.

ACTIVE GROUND FLOOR USES

Exciting and interesting sidewalk conditions are created when businesses along the street display dynamic activity. Building frontages along the main street should have active ground floor uses. A select number of frontages along key corridors, as designated by the master plan, should also have active ground floor uses. The street levels of these buildings should contain a minimum depth of 50 feet of active use from any building facade. Typical active uses include retail, office, institutional, or residential related functions, such as restaurants, lobbies, stoops, live/work units, and flexible office space. Ground floor areas present one of the best locations to encourage multidisciplinary collaboration or simply the mixing of the research professionals, and as such, creative

and alternative active uses should also be considered. These include coworking areas, community bike maintenance rooms, recreation centers, light projections, art-based installations, flexible gathering/community space, exhibit spaces, snack bars, and indoor gardens.

TEMPORARY USES

With active street level uses, building life-cycle should also be considered. Where street level spaces are not fully leased or otherwise unoccupied, some uses could be installed temporarily with a plan for transitioning to a more permanent active use over time.

UNDESIRABLE USES

In addition to championing uses that support innovation, the district should also prohibit those uses that deter from district goals. This could include any number of undesirable uses, including those that create nuisances in terms of sights, sounds, or smell; businesses that are deemed indecent; or uses whose goals contradict those of the district.

In addition, consideration should be given to any uses that are incompatible with the missions of NSA Crane or that create encroachment concerns for the installation.

ACTIVITY THROUGHOUT THE DAY

Activity should be encouraged not just during working hours, but throughout the entire day. The district should seek out nighttime anchors, such as food and beverage options or entertainment, and retail hours should extend into the evening. Activity into the evening promotes business and a sense of safety within the district after dark.

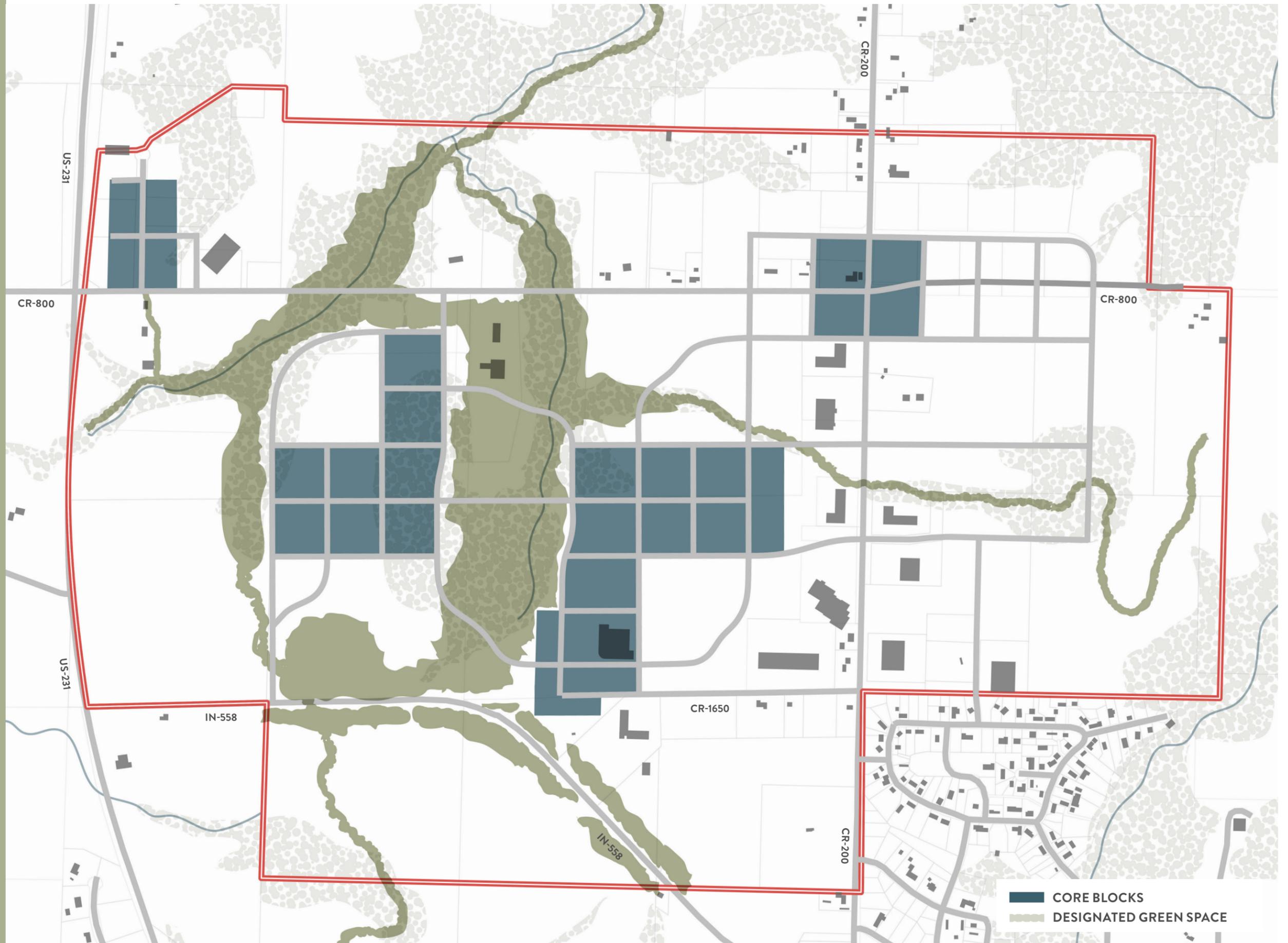
RESIDENTIAL OFFERINGS

Residential development should be considered, as the number of residential dwellers often unlocks the kind of additional commercial offerings and civic amenities desired for the site. In addition, residents are the greatest contributors to a sense of community. If pursued, residential units should take the form of multi-family units and should never take the form of single family housing.

Consideration should be given to NSA Crane encroachment concerns to ensure that residential uses that are incompatible with the missions of the installation are not developed..

BUILDING & SITE DESIGN

Not only are the sizes and shapes of buildings important to creating a comfortable and intimate environment, but so too are the sizes and shapes of the spaces between the buildings. Buildings that are too large or monotonous feel brutal and distressing. Spaces that are too vast feel empty, lifeless, and cold. In contrast, WestGate @ Crane will embrace clustered uses designed in pleasant, comfortable, and intimate manner.



SITE DESIGN

In order to create an active, friendly, comfortable district, both buildings and the spaces between them should focus on human-scale dimensions.

The site is divided into two kinds of blocks: core blocks and landscape blocks. Core blocks are well-defined and fill the rectilinear spaces between the main street and second streets, whereas landscape blocks are build-to-suit parcels intended to house diverse needs or corporate complexes that line the curvilinear landscape streets.

LANDSCAPE BLOCKS

Property on the edges of the site is framed by curvilinear streets and dedicated to the use of large-scale, corporate campuses that desire to be a part of the district, but with self-sufficient systems that do not contribute to or require as much proximity as others. These portions of the site should not be delineated with pre-defined block or parcel sizes. Instead, they should be responsive to market demands and allocated as required. The size and shape can vary, so long as the design does not impede upon designated greenspaces.

Buildings located on landscape blocks should still have a strong street presence and utilized human-scale elements, but these blocks should not have setback requirements. If required, surface parking lots should not be placed in between the building and landscape streets. Every effort should be made to minimize the sight of surface parking from district streets. Further, buildings sited on these blocks should respect the natural landscape on the site, enhancing it as much as possible.

Landscape blocks present an important opportunity for developers and/or occupants to consider alternative energy sources, such as solar energy, that could support the district and offer a potential revenue source.

CORE BLOCKS

BUILDING AND OPEN SPACE COVERAGE

Within core blocks, buildings should cover 85 percent of the net lot area with open space designed according to use.

BUILDING SETBACK

Within core blocks (along the main street and secondary streets), each building should be designed with zero setback, contributing to a continuous street wall and strong corners. The exception is those places in which a builder chooses to take advantage of the optional supplementary zone.

SUPPLEMENTARY ZONE

Located on the main street and secondary streets, the supplementary zone is an optional setback intended for the overflow of active ground floor uses into the public right-of-way, such as café seating, retail spillout, and the like. The supplementary zone should be a maximum width of 10 feet wide. Active elements such as seating should extend from the building to the sidewalk and should contain at least a 4-foot opening to the sidewalk. The usable area should be no more than 2 feet above or below the adjacent sidewalk and may not contain any walls located between usable area and the sidewalk.

ALLEYS

Alleys are recommended through the center of each core block and should measure 20 feet in width. Alleys provide a concealed location for service and delivery functions that should not otherwise block public streets on a regular basis. As well, a number of service functions entail undesirable conditions, involving unattractive sights, sounds, and smells that are better directed to a dedicated back-of-house area, which an alley offers.

ENTRANCES AND ACCESS ORGANIZATION

Withing core blocks, building access should be designed in a coordinated system with primary entrances on major streets and vehicular and service entrances on lesser streets. Main entrances should have architectural features that define them. If possible, entrances should align across adjacent blocks.

VEHICULAR ENTRANCES

Vehicular entrances and curb cuts should be strategically planned as to not hinder the pedestrian experience. Curb cuts and driveways are not permitted on the main street. On other streets, driveway and curb cut widths should be 24 feet for two-way entrances and 12 feet for one-way entrances. No circular drives or surface parking lots can be located between any building and a street. Curb cuts should be minimized and shared where possible. One curb cut is allowed per block face.

PRIVATE OPEN SPACES

Private open spaces in the form of internal courtyards and plazas should be located within the block. Internal courtyards should be connected to adjacent public streets through passages that serve as public walkways.

BUILDING DESIGN

In order to create an active, friendly, comfortable district, buildings should focus on human-scale dimensions. While these guidelines could be used across the district, these guidelines are directed at buildings within the core blocks.

BUILDING HEIGHTS

Buildings should have variation in their overall height to break up massing. The maximum number of stories should be 5.

FACADE HEIGHT

Buildings should create a continuous street level experience through a human scaled facade height. The minimum facade height should be 24 feet along each facade adjacent to any sidewalk. For small free-standing buildings, this target can be varied providing that a development meets public purposes.

FACADE ARTICULATION

Delineation of building floors at third story above sidewalk level and lower should be considered. This delineation can be executed through, but is not limited to, variations in materials, windows or horizontal expression lines. Additionally, shifts in the vertical plane (like a projection or recession of the upper floors from the ground floor build-to line) should be considered as part of a building's design.

MATERIALS

The approach to materials should be inspiring and reflective of the natural vision for the district. Exterior building materials and finishes should be durable and of high-quality, considerate of both performance and environmental impact. Primary building materials are those materials that make up 50% or more of the overall building enclosure. No two adjacent buildings should use the same primary building material in the same way. For a single building, a maximum of four exterior materials can be included.

STOREFRONT DESIGN

Storefront design should be considered a critical element of the building design at the street level, especially along the main street. Storefronts should be distinctive from the floors above and allow easy transition from one retailer to another without major structural changes. Monotonous designs should be avoided.

NO PRESCRIPTION OF STYLE

Small town character should be expressed through form and not through style. Great American small towns differ vastly in their architecture style. For example, architectural elements found in the American Southwest, Southeast, and Northeast share very little in common, yet a town square in each of these regions will feel very similar to each other and familiar to all. Recognizing that architectural style is not important to the expression of small town character, the district should not attempt to replicate small town architecture. The district should explore its own unique architectural expression that references and complements the natural brand that will define this distinct place.

ENTRIES AND OPENINGS

Entries should be recessed to allow doors to swing out without obstructing the pedestrian flow. Where appropriate, sliding/folding doors and windows allow flexibility and encourage activity to spill onto the sidewalk. As a district meant to encourage interaction and socialization, ground floor uses should embrace more porous frontages, such as glazing and large openings, that blur the lines between interior and exterior, building and streetscape. This strategy is especially important along the main street.

FENESTRATION

Each building should prioritize clear and untinted glass fenestration. Facades without intervening fenestration or entryway should not exceed 20 feet in length along district streets. Fenestration should not use painted glass, reflective glass, or other similarly treated or opaque windows. Entrances can be counted towards fenestration requirements. For

residential uses, fenestration should include a minimum of 50 percent of the length of all non-alley street frontages. For non-residential uses, fenestration should include a minimum of 75 percent of the length of all non-alley street frontages. Fenestration should start below 3 feet and end at 10 feet above the sidewalk or finish floor elevation.

AWNINGS

Awnings can be a creative addition to an entry incorporating color, texture, and potential signage. Awnings should project no more than 6 feet from the building and should be mounted at least 8 feet above the sidewalk.

BALCONIES

As a means of adding life and human activity to the public realm, balconies are strongly encouraged on those building faces fronting the main street and on the upper floors of any residential structures.

ROOF DESIGN

The roof tops of all buildings should be considered as a “fifth facade” and carefully designed accordingly. Roofs should be designed from the user and viewer standpoint. These spaces should include volumes and surfaces varying in form, massing, and materiality. Design should consider mixing soft and hardscape materials to create a roofscape that incorporates usable open space and sustainable design strategies. Roofs should use non-reflective materials and low-intensity color to minimize the heat-island effect. Dark materials should be avoided. Renewable/energy-generating materials are encouraged. All mechanical equipment, ventilation exhausts, and other HVAC components should be integrated into roof design to minimize their visual impact from street level and from elevated points in adjacent buildings.

ROOF USES

Roofs provide a tremendous opportunity to incorporate active gathering spaces into a building's design. They can serve many of the same uses as courtyards, serving as a key location for the clustering of amenities, providing additional recreational

and entertainment spaces. Given the elevated setting and the surrounding landscape environs, the views from building rooftops will likely hold some of the best vistas of the district and surrounding Indiana Uplands. As such, rooftop spaces should be considered valuable real estate and designed accordingly. Potential active uses for building tenants might include working spaces, outdoor seating, event facilities, gardens, clubhouses, dog parks, and pool decks. Roofs can be partitioned from other building uses to create space for a new use, such as a rooftop restaurant or beer garden.

BLANK WALLS

Blank walls should be minimized. If necessary for the building, these walls should be treated to enhance the pedestrian experience with greenwalls, murals, interactive public art, and other forms of activation.

SERVICE ACCESS AND SCREENING

All dumpsters and loading areas should be placed on side streets and/or alleys and should not face the district's residential uses. Service areas should be located along alleys or where least visible and should be shared and minimized where possible. Dumpsters and loading areas should be paved and screened to not be visible from any park space, sidewalk level outdoor dining area, sidewalk, or public right-of-way. For residential uses, dumpsters and loading areas should be enclosed with opaque walls 6 feet in height.

MECHANICAL SCREENING

Building mechanical and accessory features should be located to the side or rear in the location of least visibility from the public right-of-way. Screening with plant or fence materials should be required if the equipment is otherwise visible from the public right-of-way. When located on rooftops, mechanical areas should be incorporated in the design of the building and screened with building materials similar to the building.

