Louisiana Street Block Development
Indianapolis, Indiana

Thesis Project - Ball State University - College of Architecture and Planning - Dann Keiser
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Introduction

During my five years in the architectural program at Ball State University, I have come to appreciate the detailing and craftsmanship which went into older buildings and have realized that it can never be replaced once it is gone. For these reasons, and because I believe there is a need to conserve building materials and energy, I have developed a firm belief in the practice of restoring and renovating existing buildings. The conservation of existing buildings and the relationship of new construction to the existing environment are major problems confronting practicing architects.

In my thesis project I dealt with the problems of restoration and sympathetic design of new buildings in a historic district. I selected a block that is located in a historic district which has two existing structures and half of the block open for new development; thus, an area with definite growth potential. The Louisiana Street Block will most likely be developed in the near future because of its adjacency to the Convention Center/Dome Stadium and the Union Station project.
Proposal

I propose to approach architecture from the urban planning standpoint, thus dealing with existing structures and new construction within the urban fabric. The creation of a close relationship to the surrounding area in architectural character, activity use, and pedestrian access and circulation is vital to any urban project. The selected site is located in the Indianapolis Wholesale Historic District, which provides the historical context to be designed within. The surrounding area, which includes the Convention Center, Hoosier Dome, Union Station, numerous hotels and restaurants, provides great potential for new development.

Goals

Preserve historic district's character

Restore and reuse existing structures

Compliment surrounding area
  - Enhance nightlife
  - Provide variety of entertainment

Create places for people to gather

Assumptions

Union Station Renovation
  - Hotel/Restaurants/Transportation Center

Hoosier Dome
  - Professional Team

Convention Center
  - 50% Increase in Use

Parking
  - Downtown Mile Square

Jackson Place Plaza
  - Proposed

Downtown Mall
  - Proposed
Scope of Project

My intent in this project is to provide one alternative of use and development for the Louisiana Street Block. I was concerned with building function, pedestrian entrance to the block and circulation on the site, accessibility by auto or public transportation, development of public spaces, and the streetscape or building facades relating to the historic district.

Objectives

Analyze Historic District
- Materials
- Relationship to Street
- Scale
- Architectural Detail

Propose Renovation for Existing Structures
- Cleaning
- Repair
- Modifications

Encourage Activity
- Cluster Activities
- Variety of Activities

Variety of Atmospheres
- Public
- Formal
- Casual
- Intimate
Site Analysis

The site is located four blocks from Monument Circle. Being adjacent to the Central Business District, it is possible to draw from the downtown working population to support noontime and evening activities. The pedestrian flow from the downtown, along with vehicular traffic, indicate natural entrances or gateways onto the site.
**Area Activites**

A. Indiana Theater  
580 Seats

B. Grand Royale Hotel  
350 Rooms

C. Hyatt Hotel  
425 Rooms

D. Convention Center  
13,450 Patrons Weekly

E. Hoosier Dome  
60,000 Seats

F. St. John's Church

G. St. Elmo Steak House  
150 Seats

H. Ia Scala Restaurant  
400 Seats

I. Atkinson Hotel  
230 Rooms

J. Old Spaghetti Factory  
350 Seats

K. Union Station  
175 Rooms

**Historic Analysis**

The Indianapolis Wholesale District is located on the south side of the downtown and was developed at the turn of the century because of its proximity to Union Station. This district was the center of wholesale activities in the state during the early 1900's.
Union Station

Hoosier Dome

Head House - Proposed restaurant/ office space

Northeast Entrance

Train Shed - Proposed hotel/ restaurant

Louisiana St., looking west
Atkinson Hotel

Georgia St., looking east

St. John's Church

South & West Facades

Illinois St., looking north

Capital St., looking north
Streetcar Barn

The Streetcar Barn, originally known as the Citizens' Street Railway Company Barn/Powerhouse, was built around 1892 with additions made in 1899 and 1908. This is the only known well-preserved streetcar barn left in the downtown area. The Secretary of the Interior has declared the barn eligible for the National Register and the barn defines the southwest boundary of the Wholesale District, an area already placed on the Register.

The Streetcar Barn is structurally sound and is presently used by the Salvation Army for offices and a warehouse.
Proposed Uses

Specialty Shops Owner - Operated 50 - 250 S.F.
- Art Galleries
- Antique Shops
- Import Goods
- Etc.

Trolley Parking/ Museum 3600 S.F.
- Park four restored trolleys 8' X 32' each

Public Restroom Facilities 500 S.F.

Mechanical Room 440 S.F.

Shop's Storage 10 - 50 S.F. each
Kiefer-Stewert Building

The Kiefer-Stewart building was built as a warehouse and headquarters for the Kiefer Drug Company in 1906-1907. D. A. Bohlen and Son, a prominent architectural firm in Indianapolis, designed the building which was constructed by William P. Jungclauss Co.. This building replaced an earlier structure that was destroyed by fire in 1905.

The building is very good structurally and is presently being renovated by developer Carl Hungness into office space with a restaurant located at street level.
Proposed Uses

Large Beer Hall 500 - 700 Seats

Movie Theaters
- Two Cinemas 300 - 350 Seats
- Concession Counter
- Public Restrooms
- Office

Restaurant/Lounge
- Dining
- Kitchen

Speciality Restaurant (Pizza Parlor)

Leasable Office Space

Apartments
- Roof Top Garden

Parking
- 60 cars
New Development

The addition of the Hoosier Dome to the Convention Center has increased the need for hotel rooms in that area by at least 1,000 rooms. Plus, it has increased the need for meeting and banquet rooms also.

The acquisition of a professional football team has brought twice as many potential tenants to Union Station as can be accepted. The planning of a downtown mall by developer Mel Simon, also indicates the public's willingness to come to the downtown to shop. Therefore, there is much potential for retail development on the Louisiana Street Block.

Proposed Uses

Hotel Complex
- 300 Guest Rooms
- Retail Shops
- Meeting/ Banquet Rooms
- Restaurants/ Lounges
- Parking ---- 500 Cars
- Receiving Area
- Mechanical Room

Food/ Entertainment Core
- Cafés  75 - 200 Seats, plus exterior seating
- Pubs  50 - 100 Seats, plus exterior seating
- Delis  2 - 10 Seats (Carry-Out Service)

Plaza
- Seating
- Performing Area
- Exhibition Space
Wholesale District Guidelines

I. Mandatory Guidelines
   A. Common materials
   B. Building relationship to street

II. Building Plan Guidelines (Must follow two out of three)
   A. Rhythm of building spacing
   B. Site coverage
   C. Scale

III. Relating outline to adjacent structures
   A. Massing/Overall Proportions
   B. Roof Shape

IV. Facade Outlining (Must follow one out of three)
   A. Rhythm of Openings
   B. Directional expression of facades
   C. Proportion and Location of Entrances

V. Architectural Detail (Optional)

Guidelines for New Construction

The wholesale district covers an eleven-block area which is made up of warehouses, wholesale outlets, and company offices. The majority of the buildings use brick and limestone on their facades. The brick used on the older structures is a standard clay brick, usually red, with glazed brick being used on several structures built in the early 1900's.

The building rhythm of spacing is a series of connected buildings forming quarter-block units divided by wide streets and narrow alleys. This rhythm breaks down where buildings have been lost and vacant lots are now used for parking.

Buildings in these quarter-block units usually cover 3/4 of the site with building facades the full length along the streets. The district's streetscape characteristics are humanistic in scale because of the facades which break up into human scale elements at the street level.

The individual buildings in the district have a wide range of overall proportions and volume. Building heights range from 25 to 200 feet a full quarter block. The roof shapes in the district are basically flat, with the exception of St. John's Church, a small three-story building, and the Union Station Head House.

The district exhibits a wide variety in the areas covered by criterion IV and V with the directional expression of facades, both horizontal and vertical, seen throughout the district, along with architectural details which vary from Victorian Italianate to Art Deco.

The site chosen for proposed new construction must conform to the District Guidelines while paying special attention to the adjacent structures.
Procedure

Design Approach

I have approached this project from a city planning and historic preservation standpoint. I have placed a heavy emphasis on research and synthesis of historical data and information concerning the direction of future development in the surrounding area.

The elements which I have dealt with in detail are circulation and new structure relationship to historic surroundings and streetscape, which includes building facades and planning of public spaces. The recommended functions for the block were derived from the existing and future needs of the area. The design represents what I believe to be a good blend of activities which will bring life and vitality to the block.
Design Process

1. Research
   - Historical
     - National Register nominations
     - Newspapers
     - Photo Collections
     - Economic

2. Site Analysis
   - Existing Conditions
   - Proposed Development
     - City Plan
     - Developer

3. Preliminary Design
   - Proposed Used
   - Concepts
   - Massing
   - Circulation

4. Design Development
   - Jury Suggestions
   - Relationship to Historic Character
   - Detailing
     - Public Spaces
     - Facades

5. Final Design
   - Presentation
Design

Site Concepts

Historic Preservation - Preserve original fabric because it can never be replaced.

Retain the Historic District's Architectural Character - Renovation and new construction should follow the Department of Interior's guidelines, and specific guidelines which relate to the Indianapolis Wholesale District.

Strengthen Activity Node - Connect activities with more activities to help the area operate as a whole, rather than as individual parts.

Enhance Nightlife in the Central City - Support the Convention Center, Hoosier Dome, and area hotels by providing a variety of activities for entertainment.

Exterior Plaza - A place located near the center of the activity node for eating, relaxing, and public gatherings.

Identifiable Circulation Pattern - Main entrances with a sequence of gateways and spaces.

Provide Spaces for Interaction
- The street café - a place to observe pedestrians or debate and discuss issues.
- The food stand - a temporary or permanent place where people on the move can stop and interact with others.
- The beer hall - provides a variety of activities which encourages mixing among patrons by the use of large tables which allow interaction without the feelings of intrusion.
- The pubs...should provide quiet areas for personal discussion.
Transportation Node - The connection between the Amtrak and Trailway Bus Terminal to the proposed trolley system which would serve the downtown area.

A. - Trolley
B. - Trailway
C. - Amtrak

Positive Exterior Spaces - Spaces defined by buildings and/or plantings that become definite space.

Building Relationship to the Street - New buildings should be a continuation of the older buildings and set up the same relationship to the street.

Building Concepts

Pedestrian Circulation - Encourage pedestrian flow across the site and through the structures.

Shielded Parking - Prevent the parking from distracting from the historic district's character.

Retail Market - Provide space for owner-operated shops with variation in size and cost for rental.
Arcade - Provide a covered walkway and tie buildings together as a whole.

Plaza Organization - Provide a place, roughly in the middle, to bring life to the center of the square.

Dining Atmosphere - Create an atmosphere that invites people to eat leisurely and relax comfortably.

Variety of Social Spaces - Provide a range, from intimate to very public or formal, by raising or lowering the ceilings.
Controlling Factors

Zoning - CBD C2
Core activities—all types with unlimited building height

City Planning—Regional Center Plan
The block is included within the designated entertainment area (6:00 to 10:00 P.M., population area). Major emphases for retail development are directed toward this area.

Department of Interior Recommendations
Restoration within a historic district is directed by the "Guidelines for Rehabilitating Old Buildings" if the owner is going to take advantage of the tax incentives.

Environment
The winter's cold temperatures and the summer's direct sunshine represent the extreme weather conditions to be dealt with in the development of exterior public spaces.
Design Development

The early stages of design development concentrated on research and analysis of the historic character of the Louisiana Street Block in Indianapolis so that a strong relationship could be established between the existing fabric and the block itself. Elements dealt with at this stage included building massing, proportions, and relationship to the street. The need for the structures to define the corner, as suggested by Professor Hermansen and Mr. Bob Dinsmore, Architect, was an important issue in relating to the historic character. The corner was further emphasized by circulation which evolved as a form-giving factor in the development of the block. Pedestrian flow and street-crossing patterns defined the corner as being an entrance or point of visual penetration into the activities at the center of the block, thus drawing pedestrians into the block. Interior and exterior spaces are used to encourage pedestrian circulation through the site to the central plaza with its surrounding activities.

20.
The necessity for a strong tie with the central city was emphasized at an early jury, as it was felt that with the limited parking on the site it would be critical to provide easy access in order to make the project viable. The idea of some form of public transportation which linked the block with the city center and major parking areas was proposed to help solve the problem. Professor Hermansen made the point that if public transportation is going to be used it should be an electric trolley system, not a bus made to look like a trolley. This point was well made because of the historic character of the area.

The type of trolley selected was an early 1900's model with a small wheel base to allow a shorter turning radius and maximum capacity of 55. The route proposed will take approximately fifteen minutes to make a circuit, so during low demand periods only one trolley would be running, with four running during peak demand times.

Originally, the area provided to park and exhibit the restored trolleys was to be located along the east side of the Streetcar Barn, but the need for protection from the weather and the irony of parking the trolleys outside the Streetcar Barn, as pointed out by Professors Woodfin and Mendelssohn, has put the trolley back in the Streetcar Barn.
The reintroduction of the trolley thus changed the idea that the Streetcar Barn only function as specialty shops, to the concept that it could be an attraction which will draw people for both a transportation link that connects the Trailway Bus and Amtrak Terminal to the downtown hotels, and a unique shopping experience.

The specialty shops located in the Barn are to be available to individuals to rent, from 50 to 250 sq. ft., for a minimum of six months. The barn will have central heating, ventilation, and air conditioning with each shop being responsible for its own display area, walls and security. These enclosures must follow design guidelines, historic theme, be submitted to the leasing agency for approval, and have minimal attachment to the existing structure. To prevent sales areas from being reduced to provide room for storage, a basement will be excavated under the east section of the building to provide storage. Restoration of the barn would include cleaning, repointing, replacing roofing, and reopening of boarded-up windows and installing operable sashes to aid in natural ventilation.
The other existing building on the Louisiana Street Block, the Kiefer - Stewart building, virtually designed itself by its spaces, which indicated function which best suited them and these functions easily fit into the block's historic atmosphere. The basement, with its large exposed brick columns and large floor area, created the atmosphere of a German beer hall. The street level may be used for retail, restaurant, or a lounge area because of the high volume of pedestrian traffic. The upper levels of the three-story portion are well-suited for apartments, which will also give the block some permanent residents. The upper levels of the four-story portion are well-suited for office space because of its high ceilings and open plan. The new addition should include movie theaters, a restaurant, small markets or groceries and parking. The theaters add to the variety of entertainment available on the block along with providing extra lecture halls for Convention Center overflow. The restoration of the existing building would include opening windows up to the original size and removing the paint from the bricks at the street level.

The plaza, as a central focus of the block, has developed from one large plaza into three smaller areas which are separated yet work as a whole to collect people and encourage activity. The activities created by the buildings along the edge of the plaza create a flow toward the center of the plaza where a raised platform provides a place where people may perform, eat, or relax. Viewing directly in front of the performing platform is sunken to provide seating on the steps and an area to set up chairs or have dances, while the area around is still allowed a clear view. The open public areas are versatile in that they may be used by mobile food vendors, for temporary shows or for exhibits and free public activities.
The design of the hotel complex has evolved through the year. It began as a four-story office and retail building, then changed to a twelve-story hotel, and finally ended up as a ten-story hotel complex with the first two floors containing retail, the next two, public meeting and banquet rooms, and the top six floors, guest rooms with a guest lounge on the top floor.

The question of parking was a problem that had a couple of sides: one being economic where Mr. Kroyman, a real estate broker, felt the extra cost for underground parking was not feasible. Yet, from the historic preservation side, the extra cost is worth the saving of the character and scale of the district.

Another difficult design problem was relating its facades to the surrounding structures without mimicking details, yet maintaining the craftsmanship, scale, and textures. In an attempt for the hotel to address access to both the downtown and the central plaza, corner entrances and a glass core developed which allows pedestrian view to penetrate through the structure, as was suggested at a jury.
The new construction of the Entertainment/Food Core adjacent to the hotel, was designed to give people a variety of types of eating and drinking establishments. Most of these will be informal in nature because of the formal restaurants being planned for the Union Station project and the Kiefer-Stewart building. The reasons arcades were used as part of the facade is to tie the structures together while providing protection from the elements. The Louisiana Street-Illinois Street corner is an important entrance, not only for the pedestrian but also for the vehicular traffic which is provided a view of the plaza and thus establishes a visual image of the block. In trying to relate to the Streetcar Barn's scale, the elevations are limited to two stories and detailed with pilaster and glazed bricks.
Presentation

Area Plan

26.
This project, which originally began as a restoration of the Streetcar Barn, grew into a block development plan and a study of the historical character of the Indianapolis Wholesale District. The proposed new development on the block, and the projects under construction there, give the existing structures a reason to remain in existence while indicating what functions should be included.

The Louisiana Street Block in Indianapolis's downtown has great potential for development, but if this development is not handled properly the historical character that now exists in the area could be destroyed. Through my design, I have attempted to retain the block's original character, while giving it new life.
History of Indianapolis Trolley System

By James Farmer

When Grandfather curtained in the coach of the first electric trolley car of 1901, he gave him the usual treat of a ride on Indianapolis first streetcar. But as he had little more than their love to keep them warm.

They stayed close together on a bench in the 12-seat car as it was pulled over one mile of rails by a mule. The car was enclosed and had no heater. The floor was covered with straw in which the couple hurled their feet in an attempt to keep out the biting cold.

Grandfather and grandmother felt they occupied a position of luxury, however, when they watched the car's shifting driver battle both co. and bulky mule-powder from a box s. p., at the front. At one point, a company supervisor boarded the car to take in the reins. The driver hopped up and ran beside the moving streetcar for two blocks to get warm.

The 60th anniversary of the mule car and its first trip from Union Station to Military Park will be observed tomorrow. Since Oct. 3, 1904, the public transportation system has grown from the one mile into a 25-mile network served by 500 streetcars, trackless trolleys, and buses. Nearly 200,000 persons ride the system daily.

Once a year, a public transportation for 120,000 residents in the Indianapolis of 1900 was the situation. It was a horse-drawn wagon designed somewhat like the stagecoach but seating a greater number of passengers. Many omnibus operators attempted to cover the city with scheduled regularity but found little success.

The Citizens Street Railway Company, organized in January 1904, began planning along lines of the country's first street railway system in New York, N.Y., in 1902. The Civil War still raging and plagued the company program with shortages of vital materials.

Company officials built the first car and, finally, the company rushed its plans so the first line could be opening in time for the first Indiana State Fair after the start of the war between the states. The fair was held at Military Park, Ohio and West Streets.

Maxie Caven took the reins of the first car on Oct. 3. City and company officials sat in the passenger compartment. Mule Car No. 1 roared away at a speed of four miles an hour from Union Station north on Illinois Street, west on Washington Street and north on West Street to the Fairgrounds.

Mules Began Hauling

The city's first passengers over Virginia, Massachusetts and Fort Wayne Avenues in the mist under a later day and in early 1905. The Illinois line was extended north to 16th Street in 1896, and to Crown Vicinity in 1897.

New vehicles soon introduced won the title "bub-tail cars," because the door for entrance and exit was at center rear. When passengers alighted, they stepped down into the tracks. Two-mule teams were changed four times daily. Cars reversed directions on turntables at ends of lines.

Three early cars were equipped with small oil lamps. Instructions to drivers included the advice: "Light lamps dimly at end of road just before dark. Turn on lights by degrees as light increases, so as not to catch obstructions with sudden heat." Patrons were asked to identify cars they wanted by colors they were painted. For example, the Massachusetts Avenue cars were yellow, the Illinois Street cars were red, and the Virginia Avenue cars were maroon.

The problem of oiling the track was first overcome by a fare box located at the front of the car behind the driver. Later an inclined oilway was installed, enabling the patron to deposit his ticket right at his seat. The coin rolled down the oilway to the fare box at the front. But as late as 1918, a survey showed 13 per cent of the patrons got by without paying.

By 1910, seven separate lines were operating over 15 miles of track. The company owned 50 cars and several times that many mules and horses. Horses were tried on routes but the mule was found to be the best motive power despite stubborn temperaments of a few.

Service had been extended to residential Irvington, Mt. Jackson, Haughville, Brightwood and Broad Ripple by 1904. But the many lines raised the problem of a transfer privilege for patrons wishing to change from one line to another. So many cars ran behind schedule, a transfer ticket was impractical. Three of use specified on the ticket expired after the car the patron wanted arrived.

In 1895 the company installed a transfer car on Washington Street just east of the Illinois Street intersection, where all the city's lines converged. The transfer car was the body of an ordinary car lengthened on each end until it was 60 feet long. It was set on a permanent foundation adjacent to the tracks. A passenger alighted from a streetcar, stepping directly into the transfer car. When the car he wanted arrived, he boarded it from the transfer car.

But pressure from the Grand Army of the Republic, planning a big encampment here, forced removal of the transfer car from its eight-year site in Sept. 1903. The OAR demanded an unobstructed route for its parade. The car was never replaced.

Early in the 1900s, Indianapolis began to hear about electric cars which received their power from over-

BUSINESS BOOMED WITH THE GRINDERS and company industry patronizing by operating Fairview Park and its dance pavilion, ball concerts, picnics and performances by two touring horses. Mayor Don Riley of 1908 promised 100 to use an automobile in 1908. When fewer patrons used the streetcar, going to the park in their own automobiles instead.

The system continued to grow until 1910, when its finances were plagued by high prices and high wages of the post-World War I era. Small development of competition by jitneys and taxicabs. Family ownership of automobiles also became widespread. Patronage of the system, then operated by the Indianapolis Street Railway Company, fell off 25 per cent. Schedules were slow and unpredictable.

When depression came in 1930, the company's economy sank deeper and it was placed under a court receivership in 1933. Reorganized as the Indianapolis Railways, Inc., it launched an $8,000,000 modernization program in 1933. Thirty miles of track were rehabilitated and 250 modern vehicles purchased. These included 150 trackless trolleys, a new type of public conveyance little known elsewhere in the country.

USE OF THE trolley and gasoline car was made more practical by difficulties inherent to a rail system. Maintenance of tracks became hazardous and expensive with heavy traffic of automobiles. Today, the company has only 80 electric cars compared to 180 at the peak of their use. Only three rail lines remain. Like the mule car of yesteryear, the electric streetcar is on its way out.

Indianapolis Star Magazine
Citizens of early Indianapolis thought the city had gone quite modern when mule-drawn cars started to jog along the principal street. There was no heat in winter and passengers kept their feet warm in straw on floor.
"Everyone" now wants some part of the city

BY JEFF BREYER

Martin E. Dayan, a leasing agent for the Union Station mall project, recalls his first day at work after the Baltimore Colts announced their arrival in Indianapolis.

"The place was a madhouse, it was bedlam," he says. "People were buying up every real estate office in town. And it's certainly an exaggeration to say that the coming of the Colts turned the Indianapolis real estate market into a boom town overnight."

But, as Dayan's experience surely hasn't been duplicated in every real estate office in town, the arrival of the Colts has certainly been felt throughout the city.

INDUSTRY OFFICIALS expect the boom in sales to continue for some time, and they are looking forward to the potential for a significant increase in demand for office space.

The Colts' announcement has certainly been a boost for the local economy, with many businesses and organizations already planning expansions or new locations. The city's real estate market has shown signs of recovery, with a 10% increase in new listings in the past six months.

Robert W. Palmer, director of the Indianapolis Chamber of Commerce, said, "We are very encouraged by the positive response to the Colts' arrival. The city is ready for growth, and the Colts are an important part of that growth."
A 600-room hotel believed crucial to downtown life

By ROB SCHNEIDER

"After years of aspiring and competing with other downtown hotels, the city feels its ability to land a major hotel development has become a key element in getting the downtown strategy back on track."

With millions of dollars invested in projects aimed at attracting more people to the heart of the city, officials are eager to make sure those people have a place to stay once they get here.

Getting a large hotel would be more than just another nice development project, said David E. Carley, deputy director of the Department of Metropolitan Development — it is "an essential part of the city's growth strategy."

"IF THAT convention center is to work at full occupancy, you have to have more hotels in this town," he said.

"We set our sights on a convention-oriented hotel that would not only give an increase in the number of rooms, but we also believe it is an asset to downtown," Carley said.

The city wants the hotel to be located in the Indiana Convention Center, as will be the Hyatt Regency Indianapolis on the east side of the convention center.

The Metropolitan Development Commission is moving toward a site in the Indiana Convention Center and another downtown area. Whether an urban renewal plan is adopted by the commission, a hotel is considered a key part of a larger development plan.

The city is considering a project on the corner of Main and Washington Street. The site will be owned by the city, as will be the hotel. The city is planning to purchase the land and build the hotel.

The hotel will be a 600-room hotel, the same size as the Hyatt Regency Atlanta, and will be located on the corner of Main and Washington Street.

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RECYCLING OLD BUILDINGS INTO DOWNTOWN MARKETPLACES

Building Type Study

There are three basic forms that marketplaces can take - retail, offices, and mixed-use. Washington's market buildings span 1905 to 2010, a time example of the first, and for the market architecture - twentieth century city building in the urban, gallery, and center of commercial space for the whole. This is the commercial heart of the marketplace, the heart of the city's economy.

Perhaps the most important contribution that the marketplace architecture has made to a city's economy is the creation of successful downtowns. The President's Council on Interior Design and Research also found that building marketplaces allows these large areas for businesses to grow and expand, creating job opportunities and economic benefits. The marketplace architecture serves as a driving force for urban development, and its impact on the city's economy cannot be underestimated.
SUBURBAN RAILROAD STATION
BAGGAGE ROOM TRANSFORMED
INTO AN ELEGANT RESTAURANT

While the historic railroad
station in South Africa
boasts an elegant ar
necola, it had lost its
original grandeur and
now needed a
refreshing.

The new design
retains the
staircase and
chandelier, but
updates the
interior with a
modern touch.

The baggage
room is now a
sleek, sophisticated
restaurant,
offering a
unique dining
experience.

TRANSFORMATION OF
A STREETCAR SYSTEM
SUBSTATION INTO
A RESTAURANT

The historic streetcar
substation was
transformed into
a vibrant restaurant,
preserving its
industrial
charm while
offering a
modern
experience.

By repurposing
the existing
structures,
the restaurant
features
emerging art
and
contemporary
design elements.

37.
BOSTON'S HISTORIC FANEUIL HALL MARKETPLACE:
RESTORED AND TRANSFORMED BY ARCHITECT
BENJAMIN THOMPSON AND DEVELOPER JAMES ROUSE

ENCOURAGE THE ARTS
Footnotes

1Indianapolis Wholesale District National Register nomination, Indiana Department of Historic Preservation of Natural Resources, p. 1.

2IBID, p. 2.

3IBID, p. 7.


5"From Donkeys to Diesels," The Indianapolis Star, 1947.


8Architectural Record-New Uses for Old Buildings, pp. 18-18.

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