Report of the Redevelopment Work Group

City of Indianapolis
Division of Planning
2013
Additions since the previous draft are underlined.

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Introduction

This report was written in preparation of the Near West Neighborhood Land Use Plan. As part of the planning process, four work groups were established, each with its own topic. This report documents the findings of the Redevelopment Work Group. This report and the reports of the other work groups will be combined with other materials to form the final plan document.

The Redevelopment Work Group met five times from July to November 2013. The purpose of the work group was to study issues relevant to commercial and industrial land use, streetscaping, and zoning within the study area. The group was expected to set goals and actions as they relate to redevelopment; and to prioritize those goals and actions.

The Near West was historically known as an industrial area. Pork-packing was a large and early industry in the area. It was followed by the production of heavy industrial goods such as farm equipment and later the automotive industry. An example is the Parry Manufacturing Company, one of the world's largest wagon manufacturers. The company expanded out of wagons and into the production of the Parry automobile on the site that later became the General Motors Truck and Commercial Body Plant.

The Duesenberg Motor Company built a plant at 1511 West Washington. The plant was often cited as a model of a well lighted industrial plant. It is now a part of the IndyGo Headquarters.

In 1875 Haugh & Company moved its ironworks from downtown Indianapolis to a location at Michigan and Germania streets near the Indiana, Bloomington and Western railroad tracks. By 1900 it was joined by four large metal producing facilities, three railroad yards, and a stockyard.

The factories recruited heavily from eastern Europe, notably from Slovenia. As many as 29 nationalities are reported to have settled in the area. Businesses popped up to serve the new residents. For example, Haughville had its own business center, hotel, and restaurant. A building type distinctive to the area was the two-story, hipped-roof corner saloon with a cut-away corner entrance.

As the factories began to move away in the post-WWII era, population ebbed as well. This took customers away from the local businesses causing many to close. In recent years an influx of Hispanic immigrants has revitalized businesses in the Near West, particularly along Washington Street. However an apparent surplus of retail space remains.

To aid redevelopment, the City of Indianapolis has declared both a Redevelopment Area and Economic Development Area in the Near West.

The Nearwestside Redevelopment Area was declared in September of 1994 for the purpose of eliminating blight and deterioration and encouraging economic development
and job creation. The declaration allowed for land acquisition, assembly and disposition, as well as infrastructure improvements.
An Economic Development Area was declared in September 2011 for West Washington Street. The intention of this declaration was to:

- Provide better neighborhood services,
- Provide tools for stimulating private investment,
- Protect and create jobs,
- Recycle obsolescent public property, and
- Upgrade infrastructure.
Public Input
Throughout 2012 interviews and focus group meetings were held with residents, businesspeople and representatives of institutions in the Near West neighborhood as well as with City staff. The purpose of these interactions was to gather information about the area’s assets and resources, and to hear and understand the participants’ issues, concerns and visions for the area. At the kick-off meeting of the planning process, attendees were asked to prioritize these items. The following results formed the starting point of the Work Group’s discussions.

Placements in the following table are based on 3 points for each “high priority,” 2 points for each “medium,” 1 point for each “low” and minus 1 point for each “not an issue or concern.”

<table>
<thead>
<tr>
<th>High Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
<th>Not a priority</th>
<th>Score</th>
<th>Issue or Concern</th>
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<tbody>
<tr>
<td>12</td>
<td>3</td>
<td>1</td>
<td></td>
<td>41</td>
<td>Would like to see vacant and unused parcels redeveloped.</td>
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<tr>
<td>10</td>
<td>5</td>
<td></td>
<td></td>
<td>40</td>
<td>To ease redevelopment, zoning should be matched to the current or future use of property.</td>
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<tr>
<td>10</td>
<td>4</td>
<td>2</td>
<td></td>
<td>40</td>
<td>Businesses along Michigan Street that would serve IUPUI students and employees.</td>
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<tr>
<td>8</td>
<td>7</td>
<td>2</td>
<td></td>
<td>40</td>
<td>Better tie Washington and Michigan streets into downtown for pedestrian and bicyclists.</td>
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<tr>
<td>9</td>
<td>6</td>
<td></td>
<td></td>
<td>39</td>
<td>Need more places to buy groceries.</td>
</tr>
<tr>
<td>9</td>
<td>6</td>
<td></td>
<td></td>
<td>39</td>
<td>Need better street lighting.</td>
</tr>
<tr>
<td>10</td>
<td>4</td>
<td></td>
<td></td>
<td>38</td>
<td>Environmentally sensitive infrastructure.</td>
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<tr>
<td>9</td>
<td>4</td>
<td>2</td>
<td></td>
<td>37</td>
<td>Improve streetscaping along the major streets, such as wider sidewalks, islands, medians, benches, and public art.</td>
</tr>
<tr>
<td>9</td>
<td>3</td>
<td>4</td>
<td></td>
<td>37</td>
<td>10th Street needs to be cleaned up.</td>
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<tr>
<td>8</td>
<td>5</td>
<td>2</td>
<td></td>
<td>36</td>
<td>Businesses need good places to expand.</td>
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<tr>
<td>8</td>
<td>4</td>
<td>3</td>
<td></td>
<td>35</td>
<td>Concern about how the businesses look along Washington Street – buildings, signs, merchandise on the sidewalk.</td>
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<tr>
<td>6</td>
<td>8</td>
<td>1</td>
<td></td>
<td>35</td>
<td>Lots of small business owners don’t understand the development and zoning process.</td>
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<td>8</td>
<td>5</td>
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<td></td>
<td>34</td>
<td>Area needs jobs.</td>
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<tr>
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<td>1</td>
<td>33</td>
<td>Concern about pedestrian safety along Washington Street.</td>
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<td>9</td>
<td></td>
<td></td>
<td>33</td>
<td>Opportunities for transit oriented</td>
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<td></td>
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<td></td>
<td>Development along West Washington Street.</td>
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<td>-------------------------------------------</td>
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<tr>
<td>6</td>
<td>5</td>
<td>4</td>
<td>Need more gathering areas.</td>
<td></td>
<td></td>
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<tr>
<td>5</td>
<td>7</td>
<td>2</td>
<td>Need more neighborhood restaurants.</td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td>5</td>
<td>6</td>
<td>Too many car lots, mechanics and filling stations.</td>
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<tr>
<td>2</td>
<td>8</td>
<td>5</td>
<td>Need more laundromats.</td>
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<td>5</td>
<td>2</td>
<td>7</td>
<td>Concern about unused railbeds and railroad property.</td>
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<tr>
<td>2</td>
<td>7</td>
<td>5</td>
<td>More parking needed along Washington Street.</td>
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<tr>
<td>4</td>
<td>2</td>
<td>5</td>
<td>Concerned about crematorium.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>3</td>
<td>3</td>
<td>The area should be “cool.”</td>
<td></td>
<td></td>
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</tbody>
</table>
Principles and Objectives
The recommendations of this plan should help to implement one or more of the following principles and objectives.

- Encourage and stimulate economic development
- Create job opportunities in the area
- Provide an environment where blighting and deterioration can be more easily reversed
- Create opportunities to fund the construction of public improvements
- Protect the economic value of surrounding properties
- Stimulate an increase in the property tax base
- Phase out incompatible structures and land uses
- Improve the public face of Washington and Michigan streets through streetscaping, façade improvements, pedestrian amenities and stronger ties into the downtown

Land Use Recommendations
Balanced land use
A planning process is a time to dream big, but the dreams that are rooted in reality stand the best chance of actually happening. It’s important that the different types of land use are in balance with each other. Too much or too little of a certain land use detracts from having a fully-functional neighborhood, one where people can live, work, play and find goods and services. To find an appropriate balance of commercial property in the Near West, a comparison was made between the supply of commercial land and the demand for commercial space. The comparison is based on:

- U.S. average of 20 square feet of retail space per person,
- Actual retail space being roughly about ¼ of the size of the lot that the store sits on, and
- Near West population of 17,750

The amount of community commercial land that the Near West can expect to successfully support is 32.6 acres. This is a rough estimate that provides a starting point for discussion.

The amount of community commercial land existing in the Near West is 67 acres. This includes used, underused and vacant retail properties. It doesn’t include heavy commercial space such as car lots and lumber yards.

Because there is double the supply of commercial land compared to the demand for commercial land, the question becomes: how do we close the gap between supply and demand? Three major potential solutions are:

1. Reduce amount of retail property
   - Convert marginal retail property to other uses
   - Halt conversion of other land uses to commercial space
2. Bring in customers from outside the neighborhood
   - Washington Street and 16th Street are each used by over 20,000 vehicles a day, which is a source of many potential outside customers
IUPUI is also a potential source of outside customers, although there is a lot of competition for their business.

3. Increase the population
   - Increase the number of people living in the neighborhood
   - Increase the number of people who come into the neighborhood to work

A strategy that combines all of these potential solutions is recommended.

**Land Use Recommendations**
A land use plan is required by the State of Indiana for any city that wants to have zoning. However, a plan does more than just satisfy a state requirement. It is intended to provide stability and predictability for those people who have a decision to make about the use of a property, such as property owners, neighbors, neighborhood organizations, and developers. The map of recommended land uses is used by City staff, the Metropolitan Development Commission and Boards of Zoning Appeals when considering petitions for proposed development projects.

The map recommends one of 19 land use categories for each parcel of land. The land use categories broadly define development by use and intensity, and should be considered the most appropriate use for the land. They are the starting point for determining the appropriateness of land use requests such as zoning and variance of use petitions. The land use recommendations are a guide, not law, and they do not automatically change the zoning district of any property.

The land use recommendations of this report are mainly focused on commercial and industrial areas. Residential land use was considered by the Neighborhoods & Housing Work Group. The plan seeks to reaffirm the existing areas of commercial and industrial development that should remain, recommend appropriate areas for industrial or commercial expansion and recommend new uses for areas where previous industrial or commercial development is inappropriate or obsolete.

16th Street
Commercial space along 16th Street is recommended to remain at its current extent, neither getting larger or smaller. Heavy commercial uses such as car lots were recommended to be concentrated on the eastern potion of the street in areas where they would least impact surrounding homes.

Luett Street
Luett Street north of 16th Street has a mix of industrial and residential land uses. Although these two types of land uses can often be incompatible, industrial uses are recommended to continue at their current extent. Future industrial development or redevelopment along Luett Street should be primarily indoors, well-buffered and well-maintained.
10th Street

10th Street is a narrow, mixed-use street with a significant level of traffic (13,000 cars per day). West of the neighborhood it widens out into a higher-speed, commuter-oriented street with interstate access.

The easternmost block of 10th Street, from the White River to Miley Avenue, is the home of Kindred Hospital on the north side of the street, and two businesses on the south side, Dialysis Center of Indianapolis and Indianapolis Wire Rope. The hospital and dialysis center are shown on the map of recommended land use as special use, the land use category that includes medical establishments. The industrial site is recommended to remain industrial, although its reuse for medical purposes is also considered to be appropriate.

Between Tibbs Avenue and Miley Avenue, 10th Street is currently a mix of small businesses, residences, churches and vacant lots. Many of the structures along the street are vacant. Almost without exception, the entire stretch is zoned for neighborhood commercial uses. As a general rule, existing businesses and churches are recommended to remain; the businesses as part of a mixed-use recommendation and the churches as part of a special use recommendation. Existing residences are recommended to remain. Vacant lots and vacant, underutilized and dilapidated commercial sites were recommended for redevelopment as housing.

A heavy commercial/light industrial site on the south side of 10th Street just west of Tibbs is currently home to a fencing company. The site is roughly triangular with housing to the north and east and a railroad along the southwest. Its relationship to the adjacent housing makes its current use problematic, while its position on a railroad makes residential use less than ideal. Although there is not an obvious best use for the property, the plan recommends multi-family residential development.

On the northeast corner of 10th Street and Holt Road is a vacant, residentially-zoned parcel. This is not a likely site for residential development. The plan recommends a low-intensity commercial use for the site. New development should not generate significant traffic, be open 24 hours-a-day, or involve outdoor storage or display.
Michigan Street
Michigan Street is also a mixed use street. West of Warman Avenue, Michigan Street is mostly single-family housing, with the exception of a commercial node at the Tibbs Avenue intersection and a heavy commercial site and open space on the south side of the street at Little Eagle Creek. From Warman Avenue to Belmont Avenue is a zone of mixed industrial, commercial and institutional uses. The blocks between Belmont and Miley Avenue are mostly single-family housing. At the eastern end of the street is another mixed-use area.

To the southeast of the crossing of Michigan Street over Little Eagle Creek is a large open area. This site is owned by a church and the plan recommends Special Use, the land use category appropriate for a church. A secondary recommendation, or index, for the site is development as housing at a density of eight to 15 units per acre. Any development on this site should take into account potential flooding, existing wooded areas and the potential for a Little Eagle Creek greenway. Adjacent to this site is a heavy commercial use. The plan recommends redevelopment as a light industrial site, where operations would be indoors. This would be a better fit with its location within a neighborhood.

This plan recommends that the area from just west of the old B&O railroad to just past Belmont Avenue remain a mixed-use area, but that the form of the mixed uses should become more like a traditional neighborhood center. Infill buildings should be a similar height to existing buildings. The buildings should not have long expanses of flat blank wall, but be articulated with windows, doors, and architectural details. The faces of the buildings may be placed in a range of setbacks from the right-of-way line to 20 feet. Front yard parking is not recommended. Streetscape improvements are described below.

The residential area between Belmont Avenue and Miley Avenue is recommended to remain, although redevelopment of vacant parcels or vacant or dilapidated structures with higher density housing is also recommended. The redevelopment could take the form of townhouses, duplexes or triplexes.

The area between Miley Avenue and the river is dominated by BMW Constructors and Cargill to the north and Goodwill to the south. The area to the north is recommended to remain industrial while the area to the south is recommended for a mix of commercial, industrial and institutional uses. Expansion of Goodwill east to White River Parkway and west to Miley Avenue would also be considered to be appropriate.
Washington Street
Washington Street is the main stem of the westside. As part of the National Road and later U.S. 40 it was the most important route to and from Indianapolis from the west. It was important nationally, regionally and locally. Today it is still a major gateway to downtown and home to celebrated institutions such as the Indianapolis Zoo and George Washington Community High School, as well as more low key institutions such as the IndyGo headquarters. It has large commercial/industrial users, retailers, offices, parks, mixed use buildings and single family homes. It carries a high volume of traffic and is the path of the most-heavily patronized IndyGo bus route and yet has a relatively narrow right-of-way in which to accommodate all its functions.

This plan’s recommendations for the blocks of Washington Street between Tibbs Avenue and Miley Avenue are to contain the conversion of housing to commercial development and to promote mixed-use, commercial/housing development. Between Miley Avenue and Harding Street, this plan recommends job-generating office, heavy commercial and light industrial uses.

We Care Neighborhood
The portion of this plan south of the more northerly CSX rail line overlaps with study area of the West Indianapolis Neighborhood Land use Plan, adopted in by the Metropolitan Development Commission in 2011. The land use recommendations of this plan are identical to those of the West Indianapolis plan with the exception of three parcels. The parcel at the northeast corner of Warman Avenue and Ida Street is recommended as “Park” to acknowledge the park and community garden maintained on the site by the We Care Neighborhood Association. Two parcels at the northwest corner of Holmes Avenue and Ida Street are designated as “Special Use” to acknowledge the church that is located on this site.
Proposed Land Use Section 5
Critical Areas
Critical Areas are those places within the study area that exhibit an unusual or complex character that requires more detailed information than that shown on the Land Use Map.

Critical Area #1
Location: Luett Street, north of 16th Street

Why Critical: Luett Street north of 16th Street has a mix of industrial and residential land uses. The street is paralleled to the west by an active rail line. Access to Luett Street from the 16th Street arterial is by way of Livingston Avenue and 16th Place. Expansion of the industrial uses into the established residential area would be destabilizing to the
neighborhood. Residential redevelopment of the industrial area is unlikely due to the presence of the active rail line and the possibility of brownfields.

**Recommendations:**
- Industrial development should not extend north of 20th Street or east of the alley that parallels Luett Street to the east as shown on the land use map.
- Future industrial development or redevelopment along Luett Street should be primarily indoors, well-buffered and well-maintained.

**Critical Area #2**  
**Location:** 16th Street and White River Parkway

*Why Critical:* This area fronts on the White River and is largely undeveloped. However, it does include the historic Lohrman House. It is zoned D-10, a district that allows for residential towers.

**Recommendations:**
- Development of this area should accommodate a greenway trail along the top of the riverbank.
- Development of this area should preserve the historic house on the site.

**Critical Area #3**  
**Location:** Northeast corner of 10th Street and Holt Road

*Why Critical:* On the northeast corner of 10th Street and Holt Road is a vacant, residentially-zoned parcel. Residences border the site to the east and south, with industrial development to the west. Because of expressway-like nature of Holt Road, residential development on the site is presently unlikely. The plan recommends a low-intensity commercial use for the site. However Holt Road may be re-routed to the west. Should this occur, residential development of this site may be more likely.

**Recommendations:**
- New commercial development should not generate significant traffic, be open 24 hours-a-day, or involve outdoor storage or display.

**Critical Area #4**  
**Location:** Northwest corner of 10th Street and Belmont Avenue

*Why Critical:* This area is a contiguous group of fourteen vacant lots on the northwest corner of 10th Street and Belmont Avenue. It is under the ownership of a single owner; the Mount Vernon Baptist Church. Historic aerial photos dating back to 1941 show that the lots facing 10th Street once held buildings, but most of the lots facing Belmont Avenue have been vacant for at least seventy years. This plan recommends development of this site is as Special Use, which acknowledges its current ownership. Second choice would be a mixed use development for the 10th Street lots with multi-family residential uses on the Belmont Avenue lots.
Recommendations:
- The mixed-use on 10th should be low intensity commercial uses and/or multi-family residential.
- The preferred forms of multi-family residential use in this area are either student housing or senior housing.

Critical Area #5
Location: Michigan Street between Haugh Street and Traub Avenue

Why Critical: This area is the historic industrial and commercial core of Haughville. It is still home to a mix of industrial and commercial uses, along with housing and institutions such as the IMPD Southwest District Headquarters, Christamore House and the Haughville Branch Library. Many historic structures remain in the area. Buildings tend to be set close to the street. This plan recommends that the area retain and enhance its qualities as a mixed-use, traditional neighborhood center.

Recommendations:
- Appropriate land uses in this area are a mix of small, neighborhood-serving retail, offices, public and semi public uses, open space and small-scale light industrial development.
- Large-scale or heavy industrial development is generally inappropriate within this area.
- Multi-story buildings with retail and services on the ground floor and offices or apartments on the upper floors are appropriate.
- Historically significant structures should be preserved and adaptively reused.
- Pedestrian amenities should be enhanced, such as wider sidewalks, pedestrian bump-outs, marked crosswalks, street trees, medians, upgraded bus stops and landscaping.
- Infill buildings should be a similar height to existing buildings. The buildings should not have long expanses of flat blank wall, but be articulated with windows, doors, and architectural details.
- The faces of the buildings should be placed within a range of setbacks from the right-of-way line to 20 feet.
- Front yard parking is not recommended.
- Signs should be designed creatively and artistically and be compatible with the architectural pattern, style and fenestration of the building. Signs on buildings are preferred to pole signs. Strobes, motion and other attention-getting devices should not be used. Signs in shop windows should not obscure more than a small percent of the window area.
- Off-premise advertising signs (billboards) are not appropriate in the mixed-use districts.
- Exterior lighting should be carefully designed and provided to direct people to their destinations, highlight architectural and landscape features and create a safe and secure environment; however exterior lighting on private properties should not overflow into the night sky, or onto adjacent rights-of-way or properties.
Critical Area #6
Location: Washington Street between North Tibbs Avenue and Neal Avenue

Why Critical: Washington Street is the historic Main Street of the west side of Indianapolis and, as such, displays a mixing of residential, commercial, institutional and industrial uses and structures from a variety of eras. It is a significant vehicular, pedestrian and bus route, as well as a potential bus rapid transit route. It is critical that the physical form of the properties along Washington Street aid in the street’s functionality as a multi-modal travel route and the future vibrancy and reinvestment of the corridor. The need for convenient automobile access must be balanced by the need for a safe, active, diverse, and pedestrian-scaled streetscape.

Recommendations:
- Neighborhood-serving uses are of primary importance along Washington Street, however judiciously mixing in businesses with a community or regional draw will bring customers into the area and contribute to its viability.
- Historically significant structures should be preserved and adaptively reused.
- Pedestrian amenities should be enhanced, such as consistent sidewalk widths, pedestrian bump-outs, marked crosswalks, street trees, medians, upgraded bus stops, and landscaping.
- Outdoor, public social spaces are encouraged. Examples are benches, patios, and outdoor dining.
- The faces of the new buildings should be placed within a limited range of setbacks based on the existing setbacks of the blocks in the immediate vicinity. In no place should the setbacks be greater than 25 feet from the right-of-way line.
- Front yard parking is not recommended.
- Building entrances should face Washington Street.
- Signs should be designed creatively and artistically and be compatible with the architectural pattern, style and fenestration of the building. Signs on buildings are preferred to pole signs. Strobes, motion and other attention-getting devices should not be used. Signs in shop windows should not obscure more than a small percent of the window area.
- Off-premise advertising signs (billboards) are not appropriate in the mixed-use districts.
- Exterior lighting should be carefully designed and provided to direct people to their destinations, highlight architectural and landscape features and create a safe and secure environment; however exterior lighting on private properties should not overflow into the night sky, or onto adjacent rights-of-way or properties.

Critical Area #7
Location: Southeastern Stringtown

Why Critical: Historically this area has been a mix of industries, commercial sites, institutions and single-family housing. The area has a high number of vacant lots and unoccupied houses. It is ripe for a shift in use. Influences on the area are busy.
Washington Street to the south, the neighboring Indianapolis Zoo, the adjacent White River, proximity and views to Downtown and IUPUI, and the potential for a rapid transit line in the Washington Street corridor.

**Recommendations:**

- Development in the area between Washington Street and Market Street should be jobs-oriented. Moving north, new development should transition into mixed-use and multi-family residences.
- New buildings should be respectful of the solidly single-family residential streets to the north and west of this Critical Area. Although new structures will likely be tall enough to take advantage of views to the river and downtown, they should not loom over the existing homes on Saulcy, Reisner and Richland streets.
- Multi-family residential development in the area should take the form of purpose-built multi-family structures rather than the subdividing of single-family homes into numerous units.
- New development should facilitate pedestrian connections within the area as well as linking the area to the White River, Indianapolis Zoo, downtown and the rest of Stringtown.
- The Stringtown Memory Garden, at the base of the “U” created by Ohio and Astor streets, should be preserved and enhanced as open space. Improved pedestrian access to and through this space is recommended. New buildings should not overshadow the garden.

**Critical Area 8**

**Location:** Eagle Creek between the CSX rail lines

**Why Critical:** Eagle Creek is part of the Indianapolis Greenways system and is proposed for a pedestrian and bicycle trail. Between the two CSX rail lines the greenway is proposed to widen out into a park. The eastern boundary of the proposed park stair steps along the edge of the established residential development and includes the former Avanti site. Much of this area is currently used as automobile salvage yards, including areas within the floodplain and floodway. It is critical that flooding hazard be minimized.

**Recommendations:**

- Install a greenway trail along Eagle Creek.
- No development other than passive recreational development should occur within the floodway.
- Any development in the floodplain should be of a type that would be minimally affected should flooding occur. Development should also be of a type that, if flooded, would not contaminate the floodwaters or cause downstream damage.
- Redevelopment of the Avanti site into a recreation area will require capping the site with new soil or hard surfaces.
Streetscape Recommendations

Michigan Street

The plan recommends an improved streetscape with on-street parking, bike lane, a single vehicle travel lane in each direction, left turn lanes, right turn lanes at key intersections, wider sidewalks, pedestrian bump-outs, marked crosswalks, street trees, medians, upgraded bus stops and landscaping. A crosswalk at either the intersection of Michigan and Sheffield or mid-block on Michigan between Sheffield and Pershing was recommended. A stoplight at Holmes and Michigan was also suggested.
W. Michigan St. Potential Streetscape – Warman to Tremont

W. Michigan St. Potential Streetscape – Tremont to Traub

W. Michigan St. Potential Streetscape – Traub to White River
Washington Street
Because of the limited amount of right-of-way the potential streetscaping along Washington Street is constrained. However the plan recommends crosswalks, on-street parking on one side of the street, medians with landscaping, and accommodations for bus rapid transit.
W. Washington St. Potential Streetscape – Tibbs to Harris

W. Washington St. Potential Streetscape – Harris to Belleview
W. Washington St. Potential Streetscape – Elder to IndyGo

W. Washington St. Potential Streetscape – IndyGo to White River Pkwy
**Zoning Recommendations**

A recommended zoning map has been developed that is meant to elaborate on the land use plan. Land use categories typically can be implemented through more than one zoning district. The zoning plan is intended to depict the most appropriate zoning district for each parcel based on the land use category and the characteristics of the parcel and its surroundings.

Typically implementation of a zoning plan is incremental over time as property owners wish to develop or redevelop their properties. However, the Metropolitan Development Commission has the authority to rezone multiple parcels at one time. Commission Initiated Rezonings are usually done through a partnership with a community in an effort to implement a neighborhood or corridor plan. The map of potential Commission Initiated Rezonings depicts a possible starting point. These are generally non-commercial sites that would conform the zoning to both the current and proposed land uses.
**Redevelopment Area Recommendation**

To add to the available redevelopment tools, expansion of the Nearwestside Redevelopment Area is recommended.