West Washington Street Corridor Plan

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Wayne Township Government Center
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West Washington Street Corridor Plan

PROJECT OVERVIEW

The West Washington Street Corridor Plan amends portions of the Comprehensive Plan for Indianapolis-Marion County by providing further direction for development in the area surrounding West Washington Street between North Tibbs Avenue and the west leg of I-465 Interstate.

West Washington Street is a five-lane roadway that primarily serves as a suburban commuter corridor. The corridor is characterized by a mix of uses, high volumes of vehicle traffic, and few pedestrian amenities.

Along the length of the corridor area, there is a mix of suburban land uses. The road provides access to I-465, the Indianapolis International Airport and the surrounding neighborhoods.

The east portion of the West Washington Street study area begins at the former Central State Hospital grounds, and continues through to Holt Road. The former state hospital is undergoing redevelopment and is now known as Central Greens. The area to the west of Central Greens has the highest concentration of Heavy Commercial land uses and businesses that are related to the building trades in the corridor. There is a significant amount of auto related sales in this area also.

The central portion of the corridor runs from Holt Road to Lynhurst Drive. This portion has a higher amount of community and neighborhood based commercial activity. There is still a significant amount of auto sales in this area as well. In addition, the highest concentration of residential land uses adjoins this portion of the corridor, with some still located on Washington Street. There is a higher concentration of religious facilities and an elementary school in this portion. Fast food restaurants and a grocery that serves area neighborhoods are also present in this portion.

The western portion of the corridor runs from Lynhurst Drive to the I-465 interstate interchange. This portion has a stretch of commercial activity that has evolved over the years to provide services to area residents, businesses, and interstate travelers. Businesses traditionally associated with interstate exits are located here, including gas stations and fast food restaurants. This portion also acts as a gateway to the Indianapolis International Airport which is located west of the I-465 interstate interchange.
The purpose of the West Washington Street Corridor Plan is to provide area residents, businesspeople and stakeholders with the tools they need to reach their desired community image. These tools include land use and zoning recommendations and development elements to consider whenever new development or revitalization is proposed in the corridor.

As the area served by West Washington Street continues to develop and redevelop, the area will grow as a commercial corridor. This growth provides opportunities for a more unified, aesthetically-pleasing commercial lifeline, one that is available to all whether they travel by car, bus or on foot.

Future improvement efforts involving this corridor will also increase its potential as a gateway to the Indianapolis International Airport and the western portion of Marion County.
This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.
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Plan Process

The Department of Metropolitan Development (DMD) determined that a corridor plan would help guide future growth and provide recommendations that would enhance the appearance of the West Washington Street corridor area. The plan was developed in three stages over the course of approximately 24 months.

The first stage involved the research and collection of all readily available planning data and information from the corridor area, including land use recommendations, zoning cases and other mapping data. City staff working on projects in the area and knowledgeable of issues were interviewed for their perspective of the corridor. Additional information for this stage was gathered through a series of interviews where city staff met individually with the following to discuss their needs and concerns for the corridor:

- business owners
- residents
- community stakeholders

The second stage involved a series of thirteen meetings with community members and business owners beginning in April 2010 through the final meeting on October 3, 2011. The topics of discussion were influenced by the priorities identified by the community in the first stage. Topics of these meetings included:

- Sidewalks,
- Streetscape and Roadway,
- Transit,
- Housing / Recreation / Neighborhoods,
- Community and Culture,
- Site Development / Land Use / Zoning

In the third stage of the plan, goals and recommendations for action were developed.

- Strategies were generated to improve pedestrian connectivity and safety.
- Transit recommendations were identified to supplement the IndyConnect plan recommendations.
- Land Use and Zoning recommendations were updated to reflect current uses and emerging trends in development.
Plan Issues

Through a series of interviews with area business owners, stakeholders and other interested individuals, a list of issues and concerns was compiled. At the first meeting, a list of approximately 90 issues, concerns, assets and visions was compiled by those in attendance. A summary of these are listed in Appendix A.

The first meeting also included a group exercise where those in attendance rated all the issues, concerns, assets and visions. The top ten highest rated planning priorities are listed below:

Top Ten highest-rated planning priorities for the West Washington Street corridor
1. Flooding and poor drainage.
2. Don’t need any more car lots.
3. Lack of sidewalks along Washington Street.
4. (tie) Lack of sidewalks along Lynhurst Drive.
4. (tie) Walking is difficult because of parking or display of cars next to the street.
6. Trash and debris
7. Sanitary sewers seem to be undersized.
8. Light rail transit service
9. (tie) Lack of sidewalks leading to Rhoades School
9. (tie) Lack of commercial building and site maintenance
9. (tie) Many existing commercial sites don’t meet current zoning development standards.
9. (tie) Need to reinforce existing small businesses.

Through these exercises, the list of issues, concerns, assets and visions were summarized into a set of objectives for the corridor plan. These are as follows:

**Sidewalks**

To help establish an infrastructure for alternative options to automotive use for residents, workers and customers in the wake of rising fuel costs and traffic congestion, by focusing on sidewalk connectivity within the Washington Street planning area.

**Streetscape and Roadway**

To provide examples of design guidelines for pavement, curbs, sidewalks, drainage, utilities, and landscaping in new developments and coordination with environmentally
friendly elements to foster connections among neighborhoods, businesses and stakeholders.

**Transit**

To look at existing transit and how it is meeting the needs of the corridor users. Also, to look at proposed mass transit operations and how they might provide opportunities for new transit-oriented development along the corridor.

**Housing and Recreation**

To look at housing conditions, open space needs and infrastructure within the planning area’s neighborhoods and identify residential areas with redevelopment potential. Recommendations for improvements to existing parks and potential locations for new parks, trails and greenways will also be generated.

**Community and Culture**

To look at existing community organizations and activities to determine which community involvement opportunities are already available. Also to make recommendations for new community organizations, events, and activities that will help build a sense of community. Explore ways to develop and promote historic resources and tourism opportunities.

**Site Development / Land Use / Zoning**

To create a basic list of site development guidelines that will apply to appropriate parcels within the corridor. To look at the existing land uses in the corridor, and suggest changes where needed and to identify areas where zoning issues need to be addressed or zoning districts changed.
West Washington Street Corridor Plan

Adopted Plans and Studies in the Area

West Indianapolis Neighborhood Land Use Plan
The West Indianapolis Neighborhood Land Use Plan was adopted on December 21, 2011, and is a portion of the Marion County Comprehensive Plan. Within the West Washington Street Corridor Plan, the plan addresses the area east of Tibbs to Eagle Creek, north of the CSX mainline railroad tracks and south of West Washington Street. The land use and zoning recommendations of the two plans are identical. The West Washington Street Corridor Plan duplicates the land use portions of the West Indianapolis Neighborhood Land Use Plan in the area of overlap between the two plans.

Wayne Township Comprehensive Plan
The Wayne Township Comprehensive Plan was adopted on May 3, 2006, and is a portion of the Marion County Comprehensive Plan. The Marion County Comprehensive Plan is required by state statute as a basis for zoning and must include objectives and policies for future land use development and development of public ways, place, land, structures, and utilities. The Comprehensive Plan map can be located at: http://www.indy.gov/eGov/City/DMD/Planning/Maps/Pages/land-use.aspx
The West Washington Street Corridor Plan replaces the Wayne Township Comprehensive Plan as the plan of record for the area of overlap between the two plans.

Nearwestside Housing Improvement and Neighborhood Plan
The Nearwestside Housing Improvement and Neighborhood Plan was adopted on April 24, 1994, and is a portion of the Marion County Comprehensive Plan. Within the West Washington Street Corridor Plan, the plan addresses the triangular area south of Washington Street to the CSX railroad and east to approximately Sanatorium Avenue. The plan recommends Commercial along the southern portion of Washington Street, Light Industrial along the CSX railroad, and Park at the intersection of West Washington Street and the CSX railroad. The West Washington Street Corridor Plan replaces the Nearwestside Housing Improvement and Neighborhood Plan as the plan of record for the area of overlap between the two plans.
Minnesota Street / Washington Street Corridor Plan

The Minnesota Street / Washington Street Corridor Plan was adopted in May of 1990, and is a portion of the Marion County Comprehensive Plan. Within the West Washington Street Corridor Plan, the plan addresses the area from Lynhurst Drive to I-465, south of Washington Street to the CSX railroad. The plan recommends Commercial Cluster Retail along the southern portion of Washington Street, and Low Density Residential for the remaining area. The West Washington Street Corridor Plan replaces the Minnesota Street / Washington Street Corridor Plan as the plan of record for the area of overlap between the two plans.

West Washington Street Corridor Study

The West Washington Street Corridor Study was adopted in October of 1985, and is a portion of the Marion County Comprehensive Plan. Within the West Washington Street Corridor Plan, the plan addresses the area along West Washington Street from North Tibbs Avenue to Holt Road. The plan recommends Commercial, Commercial (Auto-Related / High Intensity) and Park / Open Space along this portion of Washington Street. The plan also recommends Residential (Single / Two Family) and Industrial for the remaining area. The West Washington Street Corridor Plan replaces the Minnesota Street / Washington Street Corridor Plan as the plan of record for the area of overlap between the two plans.

Indianapolis Bicycle Plan

The Indianapolis Bike Plan and User Map project was initiated in 1999 by the Indianapolis Metropolitan Planning Organization. The intent of this plan is to develop a system of routes, including signed routes, bicycle lanes, off-street trails, and other types of facilities that connect residential areas with shopping, employment centers, and recreation. Within the corridor area, the plan recommends a Greenway Trail along the Big Eagle Creek waterway and a Primary Bike Route on Holt Road from the CSX overpass to the CSX Overpass. Bike routes are not proposed for Washington Street in general due to the heavy traffic.

Multi-Modal Corridor and Public Space Guidelines

This document makes recommendations for the development of multi-modal facilities in order to realize the vision of a balanced transportation system. A multi-modal transportation system is defined as a network of facilities designed for joint use with connections between two or more modes of transportation. The recommendations of this document were developed with the intent of implementation over time, as new streets are constructed, as existing streets are reconstructed, and as land is
developed or redeveloped. Within the corridor area, these guidelines could be implemented to allow for a more efficient connection to other modes of transportation such as sidewalks, bus lines, bike paths, and other forms of mass transit in the future.

**Indianapolis Regional Pedestrian Plan**

The Indianapolis Metropolitan Planning Organization’s (IMPO) Regional Pedestrian Plan is a framework for the creation of a regional pedestrian network. The intention of this plan is to create a balanced transportation system throughout the metropolitan area that considers the needs of the pedestrian in a manner similar to the needs of the automobile. The Regional Pedestrian Plan recommends a pedestrian system throughout the metropolitan area. The plan documents the demand for pedestrian connections based on qualitative and quantitative analyses. Results from these analyses are recorded as recommended pedestrian facilities, corridors, and districts. Within the corridor area, the plan recommends West Washington Street and Rockville Road as Pedestrian Corridors. Collector sidewalks are recommended along West Washington Street, Rockville Road, South Tibbs Avenue, Holt Road, Lynhurst Drive, and Morris Street from Washington Street east to the CSX Railroad. The Plan also
West Washington Street Corridor Plan

**Project Overview**

The plan recommends a future greenway along the Eagle Creek Trail, and along the CSX railroad which is known as the Vandalia Trail. The plan also recommends a Pedestrian District encompassing the area around the former Central State property, located at the east end of the West Washington Street Corridor Plan.

**IndyGo Comprehensive Operational Analysis**

In 2010, IndyGo and the Indianapolis Metropolitan Planning Organization (IMPO) prepared a long range planning document known as the Comprehensive Operational Analysis (COA). This project was conducted as part of the Regional Rapid Transit Study known as DIRECTIONS. The objective of the effort was to perform a complete analysis of IndyGo’s existing services provided in the Indianapolis region and provide a basis for the development of improved bus services. The plan addresses current demand and services needed for the region as the economy continues to expand. The objectives of the study were to:

- Provide a reliable database and a statistical picture of the overall ridership by stop, route productivity and performance (by segment) upon which existing transit service can be evaluated with respect to measures of efficiency and effectiveness.
- Evaluate existing IndyGo fixed route bus service to determine changes to route alignments, schedules and service frequencies that will improve individual route and system wide service efficiency, effectiveness and productivity.
- Reduce operating costs initially, and provide for an opportunity from which to build future efficient and effective service initiatives.

The Near-Term Service Plan (1-3 years) recommendations were designed to address existing system inefficiencies, improve system connectivity, eliminate confusing / out of direction travel, eliminate unproductive service, and begin to improve system service levels (service frequency, span of service hours and weekend service). The Near-Term plan was designed to provide IndyGo with an efficient base transit system from which to continue to improve service levels and service area coverage in the short-range timeframe. In addition to service alignment and service level improvements, transit center and park & ride facility improvements are identified to improve system attractiveness and ease of system use. A key element of the plan is a major expansion of service frequencies.
West Washington Street has been designated as a key arterial corridor and would be in the first tier to receive these upgrades. Within the corridor area, the plan recommends in four to seven years, a new Commuter Express Bus Service route along Rockville Road to Danville. The plan also recommends, in eight to ten years, a Bus Rapid Transit Route along West Washington Street to the Airport, and the Westside Crosstown Route #93, which will run north and south along Lynhurst Road through the plan area.
Current Conditions

Today, West Washington Street is a five lane roadway that primarily serves as a suburban commuter corridor. The road provides access to the Indianapolis International Airport, Interstate I-465, Interstate I-70 via the Holt Road exit, and to the surrounding area neighborhoods. A stretch of commercial activity has evolved over the years to provide services to area residents, businesses, and interstate travelers.

Community Coordination

There are several township and neighborhood based organizations that serve the corridor area: the Greater Garden City Civic Association, 40 West Business Association, and the Wayne Township committee for MCANA.

Numerous neighborhood associations serve the surrounding neighborhoods along the corridor area. Most associations are fairly active, and take care of issues that occur within their neighborhoods.

Westside Community Development Corporation and West Indianapolis Development Corporation provide services that focus on homeowner renovation and business development in limited sections of the corridor plan area.

Connectivity

The corridor was designed specifically for auto-oriented suburban transportation, and works well for that purpose. As a result, other types of connectivity options are somewhat limited. Public transit does exist in the area, but some users interviewed for this plan feel it is too limited to suit their needs and they end up driving to most destinations as a result. The area is not pedestrian friendly, and sidewalks do not exist in all places, nor have they been maintained where they do exist. Bicycle lanes are non-existent due to the traffic volume on West Washington Street.

ROADWAY CIRCULATION / INCREASED TRAFFIC

Vehicular transportation access within, to, and out of the area is partially limited. East-west movement in or through the area can be achieved with West Washington, Rockville and Morris Streets.

North-south movement is limited due to the lack of major north-south arterials. Lynhurst Drive provides some connectivity, but has decreased capacity, and ends at Crawfordsville Road. North and South Tibbs Avenue do not connect together at
Washington Street, resulting in several turns to continue north through to Lafayette Road. Holt Road does not connect to any major roads to the north. I-465 provides access to the north but is only accessed through the interchange at the west end of the corridor plan area.

Additional traffic demand on the corridor area can be attributed to commuters from Plainfield, Avon and travelers trying to access the airport.

PUBLIC TRANSIT
Currently, the corridor area is served by only one IndyGo transit route. This route is used by area employees and residents alike.

In the corridor area, Route 8, Washington, runs the length of the corridor from a connection to the Airport and continuing east past the corridor to connect to the far eastside of Indianapolis. This route is the most used in the system and recently has had the highest amount of boarding’s among all routes. On weekdays, this route runs from approximately 4:40am to 12:35am with 10 minute intervals between stops on average. This route runs on Saturdays from approximately 5:51am to 12:18am with 10 minute intervals between stops on average. This route offers Sunday and holiday hours from approximately 6:53am to 8:53pm with 10 minute intervals between stops on average. This route offers forty-one bus stops within the corridor area, most of which are not connected to a sidewalk network.

There is no express bus service offered for commuters in the area or the adjoining county.

SIDEWALKS
Pedestrian activity within the corridor plan area appears to be dangerous in most areas. Autos travel along West Washington Street at higher speeds than on a typical neighborhood street, and the width of West Washington Street is imposing for pedestrians.

Very few sidewalks or pedestrian crosswalks currently exist within the corridor plan area. Most pedestrian activity takes place along the shoulder of the road.
BICYCLE PATHS AND ACCESSIBILITY
No bicycle paths currently exist within the corridor plan area. A Greenways trail is proposed to run along Big Eagle Creek at the east end of the corridor plan area.

The City of Indianapolis has not identified any portion of West Washington Street within the corridor plan area as a Primary Bike Route. The portion of Holt Road within the corridor plan area has been designated as a Primary Bike Route.

Commercial Development
The current commercial structure of the corridor appears to be single destination based. This suggests that most shoppers will drive to one destination and then leave the area. There is little continuity among the commercial offerings that would allow for shoppers and visitors to park once and shop at several stores.

One community commercial area anchors the west end of the corridor near the Lynhurst Road intersection. Westgate Plaza and several other strip-style shopping centers are located within this commercial area. There is one grocery store, two large pharmacies, and a number of other general merchandise stores that serve the adjoining and surrounding neighborhoods.

Other commercial development in the area includes several fast food style restaurants, a veterinary practice, a motorcycle sales store and a second, smaller grocery store. In addition, there are a large number of automobile sales lots that line the corridor.

Land Use
The existing land use plan for the corridor area is comprised of portions from the Wayne Township Comprehensive Plan 2006, and the Minnesota Street / Washington Street Corridor Plan. These plans reflect the commercial and residential nature of the corridor and have Community Commercial and various densities of residential as the main land use recommendations for the corridor area. In addition to these recommendations, several areas have land use recommendations for Office Commercial, Special Use, Heavy Commercial and Light Industrial.

There is one area within the plan boundaries that is designated a Critical Area. The Comprehensive Plan map can be located at: http://www.indy.gov/eGov/City/DMD/Planning/Maps/Pages/land-use.aspx
Zoning

The main zoning designations for the corridor are in the Residential, Commercial, Industrial, and Special Use districts.

For the Commercial category, zoning districts include C-1 (Office Buffer), C-3 (Neighborhood Commercial), C-4 (Community-Regional Commercial), C-5 (General Commercial), C-7 (High Intensity Commercial), and CS (Special Commercial) districts. These reflect the need for commercial activity in the corridor area due to its proximity to the I-465 interchange, and the Indianapolis International Airport.

For the Industrial category, zoning districts include I2U (Light Industrial Urban District) and I4U (Heavy Industrial Urban District), which accommodate several warehouses, contractor businesses, and businesses. These reflect a small portion of the corridor and its proximity to Interstate and shipping facilities.

For the Residential category, zoning districts include DA (Dwelling Agriculture), D3 (Dwelling District Three), D4 (Dwelling District Four), D5 (Dwelling District Five) and D7 (Dwelling District Seven). The DA designation reflects several older, larger parcels that have yet to be developed to their potential. The D3 designation reflects several larger residential parcels located near Holt Road. The D4 and D5 designation reflects the historic density of the Garden City neighborhoods near the north end of the corridor, and the neighborhoods on the south end of the corridor that were developed in the 1950-60’s. The D7 designation reflects the location of several apartment communities within the corridor. There is redevelopment pressure on several residential parcels in the corridor area to change to commercial or industrial zoning, as they abut West Washington Street.

For the Special Use category, zoning districts include SU1 (Special Use – Churches), SU2 (Special Use – School), SU6 (Special Use - Nursing Home), SU7 (Special Use - Charitable, Philanthropic and Not-for-profit institution), SU9 (Township Government building), SU34 (Fraternal and Lodge Rooms). These reflect the need for churches, schools, nursing homes, government buildings, and fraternal clubs for the surrounding residential areas near the corridor area.

Historic Resources

According to the Indiana Historical Sites and Structures Inventory, published by the Indiana Historic Landmarks Foundation, there are 90 historic resources throughout the corridor area, mostly houses, which are designated as Contributing. No historic resources are designated as Outstanding.
Parks, Recreation and Open Space

There are several parks that exist within or nearby the corridor area boundaries: Christina Oaks Park is located at 4205 West Washington Street. It is a neighborhood park with a playground, a basketball court and a tennis court. It is a pedestrian destination from the surrounding neighborhoods.

Ridenour Park is located at 3800 West Creston Drive. It is a neighborhood park.

Chuck Klein Sports complex is located outside of the plan boundaries at 4702 Rockville Road. It is a sports complex.

Krannert Park is located outside of the plan boundaries at 605 South High School Road. It is a community park with a family center and indoor and outdoor swimming pools.

Thatcher Park is located outside of the plan boundaries at 4649 West Vermont Street. It is a community park with a family center and an indoor pool.

Community Services

A number of service and community organizations are located near the corridor area, and provide resources that help address the social, spiritual, mental and physical health of the population.

There are six churches of different denominations located within the corridor area:

- Apostolic Life Church, located at 4200 W Washington St Indianapolis, IN 46241
- Fleming Garden Christian Church, located at 530 S Taft Ave Indianapolis, IN 46214
- Life Tabernacle, located at 3540 Oliver Ave, Indianapolis, IN 46241
- Lynhurst Baptist Church, located at 1250 S. Lynhurst Drive Indianapolis, IN 46241
- St. Joseph Parish, located at1375 S. Mickley Ave, Indianapolis, IN 46241
- Word of Life Full Gospel Church, located at 525 Foltz St, Indianapolis, IN 46241

The corridor area is served by the Hawthorne Community Center, 2440 West Ohio Street. They provide educational training, career assistance, family services, and senior programming. Area residents are welcome to access services at this facility.
LBC Community Center, 709 South Lynhurst also serves residents of the corridor area. They provide after school care, counseling services, and life skills classes. Restoring Lives West, located in the same building, provides services to homeless and at-risk young adults with a youth drop-in center, referral to social services, and educational/job training projects.

There is one Boys and Girls Club that is located near the corridor area:

- The LeGore club is located at 5228 West Minnesota Street. This club provides after school and some summer activities for area children.

Public Services

Several municipal and county public services are located within or near the corridor area:

- The Wayne Township Trustee’s office is located within the corridor at 5401 West Washington Street, and provides services to residents in the entire township.

There are no library branches located in the corridor area. There are three branches located nearby:

- Haughville Branch is located at 2121 W. Michigan Street
- Wayne Branch is located at 198 S. Girls School Road
- West Indianapolis Branch is located at 1216 Kappes Street

Several Fire stations are located near the corridor area:

- IFD Station 18 is located at 42 North Warman Avenue
- Wayne Township Fire Station 82 is located at 5401 West Washington Street.

The corridor area is served by the Indianapolis Metropolitan Police Department, Southwest District.

**Sewer and Water**

About 90% of the corridor area is served by water and sewer public utilities. The remaining 10% is still on well and septic systems.

The Ben Davis Conservancy District is a special taxing district that is partially located within the West Washington Street Corridor Plan boundaries. The Ben Davis Conservancy District’s boundaries are roughly bounded by the Penn Central Railroad tracks on the north, Minnesota Street on the south, Tibbs Avenue on the east and Lucerne Avenue on the west.
The Conservancy District was created for the sole purpose of transporting sanitary sewage to a treatment plant where it is discharged into White River. The district does not handle storm sewage or storm drainage for this area. The sanitary sewage is treated by Citizens Water pursuant to a contract between the Conservancy and the City of Indianapolis, and the subsequent transfer of the city’s wastewater system to Citizens Energy Group in 2011.

The Conservancy is owned by the freeholders (property owners of the district) and is controlled by the freeholders through a three person board of directors elected by the freeholders. The Conservancy encompasses a large area in Wayne Township in Marion County, Indiana, and contains approximately 6,000 freehold or parcels of real estate. Approximately 12,000 to 15,000 people reside in the Conservancy. The treatment of the sanitary sewage in the Conservancy is financed by the collection of an ad valorem property tax levied on all real estate within the boundaries. Therefore, the higher assessment of a piece of real estate, the more the taxpayer pays for the sanitary sewer service. A home worth $100,000 pays more than a home worth $50,000.

(Source: http://www.bendavisconservancydistrict.com)
PLAN RECOMMENDATIONS

These recommendations are based on a review of the current conditions, input from public meetings, and interviews with various residents, local businesses and community stakeholders. They are intended to address the existing needs of the corridor area and serve as a blueprint for growth and development in the corridor. As changes occur in the West Washington Street corridor, these recommendations will ensure that they will proceed in a comprehensive and compatible way with existing uses and surrounding areas of the city.

Sidewalks

Efficient and safe pedestrian movement is important to the corridor area. Along the West Washington Street corridor very few sidewalks exist; there are no designated crosswalks and high speed traffic makes it difficult to ride a bicycle on the shoulder in portions of the corridor. While West Washington Street is primarily a suburban commuter corridor, an increasing amount of pedestrian activity has been taking place in the area.

Sidewalks

Sidewalks are important for transit users who are customers and employees of businesses in the area. In addition, with the increasing cost of fuel, and other associated vehicle costs, a safe pedestrian network should be included in all future development as an alternative to motor vehicle usage.
The Benefits of Sidewalks

Health Benefits
Sidewalks provide opportunities for walking, and studies have shown that people with access to sidewalks are more likely to walk (1) and meet the Surgeon General’s recommendations for physical activity (2).

Physical inactivity contributes to the incidence of obesity, diabetes, hypertension, heart disease and certain cancers; and it carries a risk burden close to that of smoking.

A study by the Marion County Health Department (MCHD) in 2005 found that 1 in 4 adults in Indiana were obese.

Another study by the MCHD found that 22% of the Marion County elementary school children measured was overweight.

Economic Benefits
A study by the Urban Land Institute shows home buyers are willing to pay more for homes in walkable neighborhoods.

Real Estate Research Corp. analysis shows property values rise fastest in pedestrian friendly areas.

Sidewalks improve access to business and industry for employees relying on public transportation.

Sidewalks improve customer traffic for retail businesses.

Other benefits of sidewalks include:
Reduced crime risk through increased pedestrian traffic - “more eyes on the street” as promoted by the International Crime Prevention Through Environmental Design Association (www.cpted.net).

Improved access to buses. IndyGo has been working with the city to add sidewalks at transit stops. The sidewalk amendment will boost their efforts.

Enhanced sense of community through better connections to neighbors and businesses.

Decreased use of cars for short trips, saving gas and lowering emissions
- The 1995 National Personal Transportation Survey found that 40% of car trips in the U.S. are less than 2 miles, short enough to be accomplished on foot or by bicycle, if the infrastructure supports walking or biking.
- Cars have their poorest efficiency and so burn more gas during the first few miles of travel. 1

Credits:
www.healthbydesignonline.org
Should funding become available, a priority list for sidewalk installation was created using the following criteria:

1. Destinations Areas within 500”/1000” of the following;
   - Parks (entrance points)
   - Schools
   - Churches
   - Groceries
   - Bus stops
   - Drugstores
   - Apartments (entrance Points)
   - Major employers (20 employees or more)
   - Other Destinations (Community Center)

2. Places that currently have heavy vehicle traffic (Traffic counts of 15,000 vehicles or more per day)

3. Missing links between existing sidewalks (A distance of 1000” or less)

4. Places that currently have heavy foot traffic (Based on participants visual observations)

5. Available space in the right-of-way (4-5 feet for standard sidewalks)

The priority for sidewalk installation should be the following:

First priority for sidewalk installation should be for:

1. Washington Street from the I-465 interchange to Sanatorium Ave. This street is the main arterial through the planning area and carries large volumes of traffic including the highest patronage of bus riders in the city. Sidewalks are needed for pedestrian safety when traversing the corridor. Conditions are complex along Washington Street with varying right-of-way widths, driveways, building locations, parking lot configurations and utility locations. Many of these factors influence where pedestrians walk, cross, stop or stand, often close to the street. It is recommended that sidewalks be installed on West Washington Street for the entire length of the corridor on both sides of the road. The sidewalks should be a minimum of five feet wide, and set back from the road with a landscaped buffer where possible.

2. Lynhurst Drive from the CSO railroad that parallels West Washington Street to the south, to the CSO railroad north of Washington Street. Large amounts of foot traffic are evidenced in this area by the existence of visible worn “cow paths” along various streets.
3. Holt Road from the CSO Railroad that parallels West Washington Street to the south, to Creston Drive on the north.
4. For safe routes to school, the area surrounding the Rhoades Elementary School: specifically Auburn Street from Washington Street to Bertha Street and Rinehart Avenue from Lynhurst Drive to Auburn Street.

Second priority for sidewalk installation should be for: the collector streets from each number one priority street 500ft or greater into the surrounding neighborhoods.

Third Priority should be the remaining streets within the West Washington Street Corridor Plan project boundary. Please see the accompanying map for further detail.

**Crosswalks**

In addition to sidewalks, there is also a need for crosswalks to be installed on West Washington Street. The crosswalks should be well marked and lighted, and include countdown signals. Crosswalks should be installed at the following locations:

1. The intersection of Washington Street and Fleming Street. The existing traffic light timing is too short to be able to cross Washington Street safely and needs to be adjusted for pedestrian use as well.
2. The existing traffic light at approximately 5103 West Washington Street. This light serves as the main entrance and exit for Westgate Plaza shopping center. The existing traffic light timing is too short to be able to cross Washington Street safely and needs to be adjusted for pedestrian use as well.
3. The intersection of Washington Street and Morris Street. There is a lot of foot traffic to the businesses in this area. This intersection needs to be re-engineered, maybe a roundabout or Michigan left.
4. The intersection of Washington Street and Lynhurst Drive. There is a lot of foot traffic around the businesses in this area.
5. The intersection of Washington Street and Holt Road. "Would have to totally rebuild the intersection to make it right."
6. The intersections of Washington Street and South Tibbs Ave. and Washington Street and Rockville Road. It is difficult to see both lights in this area because of the overhead railroad bridge. The lights are not always properly timed, there are frequent accidents and there needs to be advance warning of what the second light is doing.
Stoplight

It is recommended that a new stoplight be installed on Washington Street at Christine Oakes Park, in conjunction with a new crosswalk. One possibility is relocating the Washington Street and Fleming Street stop light to this location. It is recommended that Roena Street through the park should be vacated, and converted into a parking area. This would solve some of the safety issues that pedestrians crossing Washington Street have as motorists make turns on or off Roena Street. It would also add parking spaces that are needed for park users and a safe area for pedestrians waiting to cross Washington Street. Further study and warrant analysis would need to occur before determining if a new/relocated traffic signal is feasible.
West Washington Street was once a great suburban commercial corridor. In some ways it is still a great commercial corridor today, but the suburbs have moved out farther west past the I-465 Interchange. Through this transition, the corridor has progressively become more pedestrian oriented in its use. This is due to the proximity of established, higher density residential neighborhoods adjacent to the commercial properties that line the corridor. The residents of these neighborhoods have come to rely on West Washington Street as their commercial district, and have patronized most of the businesses.

The residents of these local neighborhoods also use the public transit system, IndyGo, at such a high percentage that Route 8, which travels along Washington Street, has consistently been the highest used route in the transit system. As a result of this high use, the local Metropolitan Planning Organization, has recommended a Light Rail / Bus Rapid Transit Route for the Washington Street Corridor. It is anticipated that this Light Rail / Bus Rapid Transit line will increase the amount of pedestrians in the corridor, and the need for a safe streetscape that will accommodate this influx of pedestrians.

This focus on pedestrian activity was a part of the streetscape discussion for this plan. It is recognized that there will need to be a greater accommodation of pedestrians as their presence in the corridor continues to grow. It is also these pedestrians that will be the customers and employees for a significant amount of businesses along the corridor. Therefore, these recommendations are designed to accommodate pedestrians and the vehicular traffic that will continue to use the corridor.

Among other components, a corridor’s identity is composed of buildings, parking lots, signage and privately maintained yards and landscaping. The identity of a corridor is also composed of the appearance of the roadway and other physical infrastructure of the road such as sidewalks, curbs, lighting, and utilities in the public right of way. In some cases, publicly installed and maintained landscaping also contributes to a corridor’s image.

The West Washington Street corridor has a unique identity with elements that deserve to be maintained and other elements that should be enhanced. The corridor’s image matters to a wide range of residents, business owners, customers and also to occasional visitors. The corridor’s image can also influence the decisions of prospective residents and businesses.
Pictured below is a cross section of a typical multi-modal urban commuter corridor. Since bicycle lanes are not recommended for West Washington Street, those would not be included, but the sidewalk, separation zone, bus zone sharing space with vehicle travel zone, and an additional vehicle travel zone would be the recommended cross section for West Washington Street. A center turn lane with median dividers could be added to provide additional safety to those pedestrians that need to cross the street at various locations.

**Sidewalks**

Very few sidewalks currently exist in this corridor. However there is room in the existing right of way in most places for them to be installed when funding and priority is applicable. One hindrance to the installation of these sidewalks is the significant amount of commercial parking that is located within the public right of way in front of commercial buildings along West Washington Street.

**Curbs**

There is a level of flooding that occurs in the corridor due to the lack of curbs to direct the water to storm sewers. When sidewalks are installed, a storm management system should be included as well. This can include regular street curbs that direct the water to storm sewers. It can also include a series of storm water retention areas that will hold the water and filter it through curbside plantings and other engineering to reduce the amount of water that actually reaches the storm sewers.
Clear Sight Triangle

Due to the nature of the angle of West Washington Street, the Clear Sight Triangle ordinance does not always adequately provide for visibility at intersecting streets. The current ordinance allows for a clear sight triangle that is adequate for a 90 degree intersection. Where some intersections along West Washington Street being less than 90 degrees, there is a reduced visibility that requires additional evaluation of all angled intersections associated with new development.

Parking

Commercial parking that exists in the public right of way should be moved to the sides and/or rear of the businesses. This might be possible in some locations where space is available and adjoining parcels are compatible and screened. If variances are needed for a reduced parking layout, then the Current Planning section of the Division of Planning should work with these businesses to find an appropriate amount of parking that is needed. If a variance is needed to use adjoining rear parcels for additional parking, then adequate screening should be required to separate those uses from nearby residential parcels. At no time should adjoining parcels be used to supplement outdoor storage.

There are a few locations that have significant right of way that could accommodate on-street parking for neighborhood-based retail. Although not the norm for the Washington Street corridor, there have been a few instances where parking cut outs have been successful, such as in Irvington on East Washington Street. In these areas, parking should be allowed in order to help facilitate accessibility to the businesses. Parking on the street also helps provide a safety barrier from traffic to those pedestrians that access the sidewalks along the parking spaces.
Plan Recommendations

Where parking is insufficient, adjoining businesses should consolidate their existing parking lots and provided access for alternate hours use. An example of this might be an arrangement for businesses to use church parking lots during the week when churches do not use them, then allow churches to use retail parking lots on Sunday mornings when most businesses are closed. Specific uses would dictate the alternate use times. This practice would need a variance, and should be encouraged where applicable.

**Landscaping**

Good landscaping will make an immediate visual impact. Landscaping can add value to properties and the surrounding corridor and will increase the interest and desire to shop in the area. Visitors to the area will shop more in areas that look nice on the outside, and that are well maintained on the inside.

Street trees can greatly improve the appearance of an area, provide increased shade in warmer months and increase safety and reduce traffic speeds by narrowing the perception of a road’s width. The density of trees can be reduced in areas where business visibility is desirable. More dense plantings can be located in residential areas and in front of parking lots.

These trees can be planted along the side of the street next to sidewalks to help provided shade and safety to pedestrians. Trees can also be planted within the

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Landscaping example

Landscaping example
turn lane medians with plants that are native and have a higher tolerance for arid conditions. Trees can also be planted along the street.

Adequate buffering should be provided between the sidewalks and the auto traffic. This can be accomplished by providing a line of tree plantings. Businesses along the existing and proposed sidewalks should be encouraged to provide pedestrian-scale features such as shaded sitting areas, fountains, arcades, awnings, and customized signage.
Parking areas should be shielded by landscape berms, trees, shrubs and low walls. The interiors of parking lots should be planted with large trees to provide shade.

Recommendations for Landscaping:

**FRONT YARD LANDSCAPING**
- In addition to street trees, plant trees between the street and on-site structures.
- Install plantings near structures to blend the development into the landscape and soften hard edges.
- Accent building entries with plantings.

**PARKING LOT INTERIOR LANDSCAPING**
- Install planting beds in the interior of parking lots to break up the large expanses of pavement, and direct vehicles and pedestrians.
- Planting beds should be landscaped with a variety of plants and trees.

**PARKING LOT EXTERIOR LANDSCAPING**
- Install planting beds on the exterior of parking lots to shield the large expanses of pavement, and direct vehicles and pedestrians.
- Planting beds should be landscaped with a variety of plants and trees.

**OTHER LANDSCAPING**
- Overstory trees should be planted behind buildings to provide a background and to blend the development into the landscape.
- Front yard fences should be low (under 42”) as prescribed by ordinance.
- Chain link fences are not appropriate in front of structures.

**Transit**

As West Washington Street corridor has evolved into an active commercial corridor, the needs of the pedestrian have become secondary to the proliferation of automotive uses. There is only one primary IndyGo bus route in the corridor area. Bus Route #8 Washington Street, is consistently one of the highest used routes in the system. In the West Washington Street corridor, the route connects to downtown to the east and to the airport and several job centers to the west of I-465.

It is anticipated that the future needs of the pedestrian will reverse the proliferation of automotive uses and continue to increase the need for transit and pedestrian connections to transit facilities.
IndyConnect Transit Plan

On December 13, 2011, The Indianapolis Metropolitan Planning Organization issued a proposed transit plan for Central Indiana called IndyConnect. It is primarily a bus system improvement plan with plans for Light Rail and Rapid Transit Rail in the future. This plan is contingent on financing approval from government agencies and other sources.

For the West Washington Street corridor, Bus Rapid Transit is proposed for the length of West Washington Street, connecting from downtown to the airport. After Bus Rapid Transit is established, it is planned to upgrade to a light rail corridor when funding is available. Also proposed, is a new bus route along Lynhurst Road, connecting from Kentucky Avenue to Crawfordsville Road. In addition, a future expansion of Express Bus Service to Avon is proposed for a portion of Rockville Road.

The following recommendations are in collaboration with the local Metropolitan Planning Organization’s IndyConnect transit plan, and will help give a general idea where the need for transit is in the West Washington Street Corridor Plan.

The IndyConnect transit plan is still in the early stages of planning for the light rail corridor; the plan must still go through a route selection process called Alternative Analysis (AA). This process looks at several options for route placement other than West Washington Street, including no route as well. This is to determine if West Washington Street is the best route location possible, and is a federal requirement in order to receive federal funding. After that process is completed, an environmental review process will take place to determine the environmental impact of the selected route.

As part of the West Washington Street Corridor Plan, an unofficial Alternative Analysis was performed based on certain criteria related to the area within the corridor plan boundaries. The following criteria were reviewed by community residents and stakeholders:

- Percentage of existing land use density within ½ mile of proposed route.
- Percentage of proposed land use density within ½ mile of proposed route.
- Number of environmentally sensitive area acres within ½ miles of proposed route.
- Number of households
- Number of viable modes of mass transit
The criteria were then applied to four possible Bus Rapid Transit / Light Rail Transit corridors within the West Washington Street Corridor Plan boundaries. The four corridors are:

- Rockville Road
- The CSX railroad north line
- West Washington Street
- The CSX railroad south line

As a result of applying the criteria through a rating system, it was determined that for the purposes of the West Washington Street Corridor Plan, that West Washington Street would be the best possible corridor for the Bus Rapid Transit / Light Rail Transit route. While this process was not as complete as a federally required AA, it did provide the community with an option to voice their recommendations for the preferred route. The primary recommendation is to implement a Bus Rapid Transit route on West Washington Street. This route would potentially increase service to 15 minute increments. The existing Washington Street bus route #8 would remain and provide additional service for those stops in between the ½ mile transit station locations.
Transit Station Criteria

When determining the location of new transit stations for the bus rapid transit and light rail transit route, the following criteria should be considered:

- Stations should be located approximately ½ mile apart, with a local route providing stops in more frequent locations for those users that are unable to access a station in ½ mile increments.
- Stations should be located near the major cross routes of Tibbs Avenue, Holt Road and Lynhurst Road. Stations should provide access to local users as well as commuters from outside the area.
- Stations should be located near major destinations: (grocery stores, schools, churches, and major employers), and near locations where transit oriented development can expand.
- Located in areas where ground floor commercial can be provided.
- Medium to high density residential should be allowed where applicable near transit areas
- New development that is located near potential transit stops should take advantage of maximum building heights to accommodate higher densities.
- Isolated residential uses should be converted into more productive uses.
- Parking lots should be shared with multiple users to provide access to a wider range of customer base.

IndyGo Comprehensive Operational Analysis Recommendations

In the past, IndyGo has recommended a north-south route on Lynhurst Drive in their Comprehensive Operational Analysis (COA) document. It is recommended that a bus route be established on Lynhurst Road for connections to the north and south of Washington Street. There is a need for this north-south route to serve the area.

The existing bus stop locations on Route 8 are adequate; however, there is a need for improved pedestrian connections and amenities such as sidewalks and crosswalks to facilitate connections to transit services, especially for those individuals with limited abilities.

Mass Transit / Park and Ride Recommendations

There is a need for more benches and bus shelters at the existing bus stops on Washington Street. Only one bench exists on the north / westbound side of Washington Street. It is recommended that a bus shelter be located at least
every 4 stops for both the east bound and west bound portions of Route 8.

There is a need for a bench and/or shelter specifically for the bus stop on the south side of Washington Street at Lyons Avenue, due to the location of a nearby park.

IndyGo buses access the airport from West Washington Street, but this access is not signed well for vehicular traffic, and needs to be improved.

Due to its proliferation of parking surfaces, it is recommended that a portion of the former airport terminal parking lots be used as a Park and Ride location for residents and commuters to use the light rail transit system to get to downtown. This would help relieve some traffic pressure on the West Washington Street corridor. There currently is no Park and Ride program available in the West Washington Street corridor area.

Tibbs Drive-In currently has a land use recommendation as medium density residential. If needed, this location could accommodate a multimodal hub near the north side of the site, along West Washington Street. The remainder of the site should be medium density to high density residential. Residential parcels to the south of the site would need to be shielded from the hub.
Housing and Recreation

Housing

There is a broken window theory that states one broken window or other form of neighborhood disrepair will soon lead to additional broken windows or other forms of disrepair in the neighborhood. It is equated that neighborhoods that maintain an appearance of upkeep and being well cared for are being watched. Those neighborhoods that are being kept up or are being watched are less likely to have incidents of criminal activity or housing devaluation. There is a community concern that a portion of homes within the West Washington Street Corridor Plan boundaries are in need of repair or maintenance, and that absentee owners are disregarding repair on their properties.

If a neighborhood property appears to be in major disrepair, overrun with trash or in need of demolition, then residents should call the Housing and Neighborhood Health Section of the Marion County Health Department. If a property has high weeds and grass, then residents should call the Mayor’s Action Center. If after a while the issue is still not resolved, residents should contact their Mayor’s Neighborhood Liaison for assistance in the matter.

It was recommended that a taskforce be set up under a neighborhood organization for the purpose of creating a “Dirty 30” list of properties that needed demolition or major improvements. It was also recommended that the taskforce meet regularly with the local law enforcement if the properties were noted for criminal activity.

A portion of the area neighborhoods are served by two Community Development Corporations (CDC). A CDC is a non-profit organization that is created to revitalize a low- or moderate-income community. CDCs are created by people with a stake in the community itself, and they can include residents of the target area, churches or other religious institutions, and small business owners. The CDC model is one of self-help with people from the target area forming their own organization to address their own needs. It is not the creation of people from outside the community. The majority of CDCs are involved in community improvement programs such as homeowner housing paint-up/fix-up programs, housing counseling programs, and commercial development. Commercial development activities can vary from job creation programs to small business lending. In order to complement their activities, some CDCs provide training in different aspects of starting and running a small business.
Westside Community Development Corporation and West Indianapolis Development Corporation provide homeowner repair assistance programs to those that might qualify. It is recommended when seeking assistance for repairs to personal properties that residents contact the Westside Community Development Corporation. Certain qualifications have to be met such as:

- you must own your home
- currently live in your home
- all property taxes are paid

The waiting list is approximately 2 years out, however they do have an emergency repair program.

West Indianapolis Development Corporation can help with repairs through a loan program where the payments are deferred until you sell the home. Their service area within the West Washington Street planning area is roughly from Holt Road on the west, Tibbs Avenue on the east, Washington Street to the north and Vandalia Avenue to the south. In order to participate in the program the homeowner’s income has to be at less than 80% of the area median (for a family of four that is approximately $46,000 a year) and property taxes have been paid.

**Neighborhood Drainage**

There have been reports of excessive drainage problems in some areas of the West Washington Street corridor neighborhoods. Marion County is flat and soil types play a part in poor drainage. Fifty one percent of Marion County’s soil is poor for drainage with the water table close to the surface of the ground.

As part of the water and wastewater systems transfer between the City of Indianapolis and Citizens Energy Company (CEG) in 2011, a new arm of CEG was established. This entity is Citizens Water (CW), which manages the water and wastewater system and operations serving Indianapolis and Marion County.

As part of the transfer, CWA is the first responder to all storm water concerns. Concerns should be directed to (317)631-1431. This includes water, sewer service, flooding and drainage. CWA dispatch will investigate the concern and will determine if the issue is CWA’s responsibility, the city’s or the property owner’s. If it is the responsibility of the city, the request will be forwarded to the Department of Public Works (DPW) for review, evaluation and action.
Plan Recommendations

The Mayor’s Action Center will accept all calls related to drainage concerns that may jeopardize the safety and well-being of Indianapolis residents. General concerns should still be directed toward CWA.

DPW will continue to oversee all efforts related to emergency flood response such as sandbag distribution and chronic neighborhood flooding.

DPW will also continue to identify storm water projects that benefit the public. These projects will be designed and constructed as city funding is available.

For problems with private drainage facilities, the Marion County Soil and Water Conservation District (MCSWCD) provides property owners with technical assistance. Solutions to problems with private drainage facilities may require cooperation among neighbors. Residents should call the MCSWCD for an inspection of the situation and expertise on solutions.

If the drainage problems are caused by a negligent property owner(s) the situation should be reported to the Department of Code Enforcement.

Ben Davis Conservancy District
Ben Davis Conservancy District (BDCD) provides service to approximately 85% of the West Washington Street Corridor Area. The conservancy started in the 1950s and laid its first sewer lines in 1958. The BDCD was created for the sanitary sewers only.

In 1995 the board of directors commissioned a study to evaluate their collection system. They were having problems with overflow from the storm sewers into their sanitary sewers. Triad Associates conducted a study that called for smoke testing sewers, manhole investigations, flow volume in sewers and, flow monitoring. From that study a priority list was created. The list is being followed as funding becomes available. In the BDCD office there is a map showing what has been done and everything that’s been proposed as of now.

It is possible that some homeowners are still on septic systems within the BDCD which is a violation of state statute. The Conservancy provided sewers up to the right-of-way line then it’s the responsibility of the homeowner to get connected.

Properties in some places have sanitary sewers in low yard areas. These sewer lines have cleanouts to help clear clogged drains in the low lying areas. The cleanouts are
not to be used to drain out standing water in the low lying areas. This is against the law and drives up the cost of service to the BDCD.

**Recreation**

The park needs of the study area are currently served by Christina Oaks Park and Ridenour Park.

Christina Oaks Park is located along Washington Street and is split east and west by Roena Street. A playground sits on the east side of the park and a basketball court and a mostly-unused tennis court are located on the west side of the street. Parking for the park is an issue.

The closing of Roena Street is recommended, thereby tying the two sides of the park together and making it safer. This would also provide space for a small parking area in the southern portion of the vacated right-of-way. To provide for a crosswalk adjacent to the park, it was suggested that the stoplight at Fleming Street could be moved one block east to Taft Avenue, which runs along the west side of the park. Conversion of the tennis court to a skate park is suggested. Planting of additional trees is also recommended.
Ridenour Park stretches along the Eagle Creek levee north of Rockville Road. Visual and physical access is limited. A greenway trail along Eagle Creek would bring users and natural surveillance to the park.

In the first, issue-development, phase of the planning process, it was noted that there is a lack of park space west of Lynhurst Drive. Five potential parks sites were identified and evaluated. The locations are all accessible by a public street, over one-half acre in size and are mostly clear and open. A pair of adjacent sites on Mickley Avenue was found to have the best potential for future park development.
Community and Culture

Successful implementation of this plan will create a sense of community in the neighborhoods along West Washington Street. West Washington Street itself will be a place that the neighbors identify with and go to seek out positive social interactions.

In addition to the other recommendations of this plan, the study area’s sense of community can be enhanced through the establishment of community gardens and farmers markets; the strengthening of social and cultural organizations; and by fostering a sense of identity and community through public art, gateways and the celebration of the area’s history.

Community Gardens and Farmer’s Markets

The City offers properties to be used as community gardens through CDC’s. The City offers these properties but the impetus really falls on the individuals who take on the daily task of starting and maintaining properties. Here are the recommended steps for getting a community garden or a farmers market established:

• Create an organization of people who want to see it happen. The key to getting a community garden or farmer’s market started is finding a group of people that want to see it happen and are willing to put effort into it.
• Select a person to serve as the market manager or community garden manager. This position requires a hefty time commitment.
• Create a fee based system to try and cover some of the cost. On average fees cost about $20.00 to $30.00 per season. Some farmer’s market exist on the free labor of volunteers in the community and some on donations for startup costs.
• Once a group of people have committed to the project, look for a location with heavy traffic. Having startup funds for signs to direct customers to the market is recommended. Choosing a good day and time to have a farmers market is as important as well.
• Getting farmers to come. Word of mouth among neighbors and friends to increase attendance will help vendors to attend. Making the first day a success is really important. If 20 residents can get 20 of friends to commit to coming and purchasing items then that will make vendors want to come back. It will also get a good word of mouth started which leads to more customers coming out.
• The selling of cakes, desserts and other prepared food items must be approved by the Marion County Health Department. There are precautions
and standards that must be met by anyone selling prepared foods. Once starting a farmers market, there will be paperwork to fill out with the Marion County Health Department which will cover all the basic issues.

• Don’t be afraid of a small market with only two or three vendors. It can be a success too.

Social and Cultural Organizations

The Wayne Township Trustee’s office is putting together a database of available services both government and non-government providers. This should enhance the public’s knowledge of existing community organizations and their services.

Many types of organizations can contribute to the area’s sense of community. The West Washington Street area benefits from an active business group, the 40 West Business Association and a community organization that acts of an umbrella group for much of the central west side, the Greater Garden City Association. The area would benefit from the establishment of neighborhood associations and block clubs, crime watches, and beautification groups. The Mayor’s Neighborhood Liaison and the Indianapolis Neighborhood Resource Center can help with the organization of neighborhood associations. Keep Indianapolis Beautiful can help with the organization of beautification groups and projects.

Gateways and Public Art

Gateways and public art can create a sense of identity in an area. Gateways can take many forms and look many ways. They can be simple or complex, small or large, a single site or in a series along a corridor. However, whatever form it takes, a gateway is about its location, and its function is to announce.

The gateway is a marker of some type such as a sign, sculpture or structure. It should be permanent, large enough to be easily seen, readily recognized, and coordinated with the immediate environment.

This plan does not prescribe a specific gateway, but does recommend that one be established. The vicinity of the I-465 interchange, particularly the point at the intersection of Washington and Morris streets, is a logical location for a gateway.

Like gateways, public art can take many forms. Murals are currently popular in Indianapolis, where 46 murals have recently been installed in celebration of the 46th annual Super Bowl, which was played in Indianapolis. Keep Indianapolis Beautiful
can help with murals. Potential locations are the railroad overpass and the I-465 overpass.

**CELEBRATION OF THE AREA’S HISTORY**

Washington Street has a nationally-significant history that few corridors in Indianapolis can match. It was a portion of the National Road, the first federally funding highway project in the nation. Proposed by George Washington and first financed during Thomas Jefferson’s administration, the Indiana segment was built between 1827 and 1839. The 677-mile long route linked Cumberland, Maryland to Vandalia, Illinois and served as a major route for the early settlement of the interior part of the country.

In the 1850’s and 1860’s long distance travel by road waned as rail lines were built across the nation. But with the coming of the bicycle, and then the automobile, a resurgence in the need for good roads occurred about a century ago. New transcontinental routes were put together. One, the Old Trails Road, included the National Road. It was marked with red, white and blue bands on fences, utility poles, and building corners at intersections along the route. In the mid to late 1920s road names gave way to route numbers and Washington Street became U.S. 40.

Celebrating West Washington Street’s place in America’s history of settlement and travel can form a basis for developing a distinct identity for the area. Grants are available through the National Scenic Byways program conducted by the Federal Highway Administration. These grants could be used for gateways or interpretive signage along Washington Street.

Resources for assistance include:

- National Trust for Historic Preservation
- Indianapolis Historic Preservation Commission staff
- Indiana National Road Association
- National Scenic Byways Resource Center (bywaysresource center.org)
- HistoricRoads.org
- Keep Indianapolis Beautiful

A biennial conference on historic roads will be held in Indianapolis in 2012. Sending a group to this conference would be a way of building interest in the historic character of Washington Street and would likely inspire ideas for projects along the route.
Plan Recommendations

West Washington Street Corridor Plan

Additional Illustrations of interpretive panels and public art.
Land Use Zoning Site Development

Site Development Recommendations

The Site Development Recommendations for the West Washington Street Corridor Plan are used to guide the intended placement and design of uses on the land to be improved. While primarily focused on commercial and industrial developments, some applications may be pertinent to residential developments as well.

- The primary entrance of all buildings should face thoroughfares and public streets, as opposed to side and rear elevations.
- Combine driveways and access points wherever possible through the use of frontage roads.
- Limit new curb cuts, and connect existing abutting developments/parcels to have access to adjoining parcels and frontage roads where applicable.
- All buildings in the corridor should contain a colonnade, and/or covered walkway over the front entrance and on at least 50% of the remaining front façade to help protect pedestrians from adverse weather conditions.
- Buildings along West Washington Street should be oriented towards West Washington Street. If a development has several buildings, the primary structure should face West Washington Street.
- Buildings in the corridor should be built with at least 50% of the front building façade of a principal building parallel to West Washington Street or intersecting arterial. Buildings should provide convenient pedestrian accesses from those streets to the buildings.
- Where there is insufficient space in front of the building due to the proximity of the right or way, then parking should be located to the side or rear of buildings.
- Where there is sufficient space in front of buildings without using the right of way, then parking should be located to the front or side of buildings. Parking between buildings and the arterial road shall be small clusters with landscaping islands located throughout. Landscaping islands should include at least one tree with a 2.5” caliper and low level plantings. Gravel and concrete surfaces should not be allowed within the landscaping islands.
- All parking areas should contain designated and clearly identified walkways for pedestrians from the street through the parking area to the primary building entrance. Additional walkways should connect to adjacent parcels that contain residential uses.
- Orientation of loading dock and service areas should be to the rear elevation.
• Side elevations should only be allowed if effective screening is included to screen operations from any primary arterial or adjoining protected district.

**Environmentally Sensitive Areas**

Environmental characteristics of the land should have a modifying effect on the primary land use. The recommended land use and the environmentally sensitive qualities of a site should be considered together in making decisions about development. Careful attention should be given to the following environmental characteristics so that the natural aspects of the site may be conserved.

• Natural Woodlands. Groupings of trees, naturally occurring or planted.
• High Quality Woodlands. Woodlands that have been relatively undisturbed for over 50 years; older woodlands tend to have greater biodiversity. Based on 1999 data.
• Wetlands. Based on mapping provided by the Indiana Department of Natural Resources.
• Floodplains. Areas where floodwater is likely to stand during a flood of such intensity that it is likely to happen once in 100 years. Based on 2001 Federal Emergency Management Agency flood panels.
• Steep slopes. Slopes of 10% or more. These are slopes with greater than one foot of rise in elevation over 10 feet of horizontal distance. Based on 2003 data.
Environmentally Sensitive Areas

Legend
- Railroad
- High Quality Woodland
- Natural Woodland
- Floodplain
- Lakes
- Rivers
- Slopes Greater Than 10%
- 100 year

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**Land Use Recommendations**

The Land Use Plan for the West Washington Street Corridor Plan is designed as an update to portions of the Comprehensive Plan of Marion County for Wayne Township and any neighborhood or corridor plans for the area. The Wayne Township plan was adopted by the Metropolitan Development Commission (MDC) on May 3, 2006.

Land use plans make recommendations that address issues and concerns of residents and property owners in the neighborhood. The premise for developing a land use plan is the protection of health, safety, and welfare of residents and also the rights of property owners established in law.

Recommending land uses on a plan does not mean the land will automatically change to the recommended uses. Rather, the plan will serve as a guide for future development. When zoning variance and rezoning cases are being considered by the MDC, information from the land use plan will be used to substantiate the desirability of a use for a particular site.

Comprehensive Plan for Marion County - The Comprehensive Plan for Marion County serves as a very general guide for decision makers concerned with the physical development of the Indianapolis community. The Comprehensive Plan also provides an overall framework for more detailed physical development plans, such as the West Washington Street Corridor Plan. The West Washington Street Corridor Plan will supersede the Comprehensive Plan for Marion County and any other previous plans for the area.

**LAND USE CATEGORIES**

The Land Use map recommends a land use for each parcel in the study area. This recommendation should be combined with the information provided on the Environmentally Sensitive Areas map and, if the site is located in a Critical Area, the Critical Area text in making decisions concerning land use.

Land use categories used on the map broadly define development by type of use (for example: residential, commercial, or industrial) and intensity of use (for example, number of employees or amount of traffic generated). This assignment represents the most appropriate and desirable use for the parcel.
The plan’s land use categories are:

**Residential**
- Greater than 0.00 and equal to or less than 1.75 units per acre
- Greater than 1.75 and equal to or less than 3.50 units per acre
- Greater than 3.50 and equal to or less than 5.00 units per acre
- Greater than 5.00 and equal to or less than 8.00 units per acre
- Greater than 8.00 and equal to or less than 15.00 units per acre
- Greater than 16.00 units per acre

**Mixed Uses**
- Village Mixed-Use

**Commercial**
- Office Commercial Uses
- Community Commercial Uses
- Regional Commercial Uses
- Heavy Commercial Uses

**Industrial**
- Light Industrial
- General Industrial

**Other Land Uses**
- Park
- Linear Park
- Research and Technology
- Special Use
- Floodway
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Legend
- Railroad
- Streams
- Parcels
- Critical Areas
- Project Boundary
- Bodies of Water

(1) 0 - 1.75 Residential Units per Acre
(2) 1.75 - 3.5 Residential Units per Acre
(3) 3.5 - 5 Residential Units per Acre
(4) 5 - 8 Residential Units per Acre
(5) 8 - 15 Residential Units per Acre
(6) Over 15 Residential Units per Acre
(7) Urban Mixed Use
(8) Village Mixed Use
(9) Airport Related Mixed Use
(10) Park
(11) Linear Park
(12) Special Use
(13) Office Commercial Uses
(14) Community Commercial Uses
(15) Heavy Commercial
(16) Regional Commercial Use
(17) Light Industrial
(18) General Industrial

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Critical Areas

Critical Areas are those places within the study area that exhibit an unusual character that requires more detailed information than that shown on the Land Use Map.

CRITICAL AREA 1

Location: North side of the I-70/Holt Road interchange

Why Critical: Washington Street and the east-west rail line immediately north of the I-70/Holt Road interchange are expected to be studied as potential rapid transit corridors linking Indianapolis International Airport with downtown Indianapolis. Should either Washington Street or the rail line become a rapid transit corridor, it is possible that Holt Road, as a major north/south arterial street, could be the location of a transit stop or station. Although conjectural at this point, it is critical to consider the land use implications of the potential transit stop or station.

Portions of the Critical Area have significant tree cover and wetlands. The wooded wetlands associated with Neeld Ditch are among the oldest and highest quality woodland in the county.

Recommendations:

- The American Legion site east of Holt Road has an index land use of Park. According to the standards set in the Parks, Recreation and Open Space Plan, the supply of park land in central Wayne Township does not meet the demand in the area, so it is critical to retain this parcel as open space. If this site cannot be used as a park, if a park is developed along Eagle Creek between the railroad and Washington Street or if a mass transit stop is developed at Holt Road, then next most appropriate land use is Residential at 8 to 15 units per acre.
- No development should take place in the Neeld Ditch floodway.
- The wooded wetlands along Neeld Ditch should be preserved to the extent possible.
CRITICAL AREA 2
Location: Tibbs Drive-In (480 South Tibbs Avenue)

Why Critical:
The current use of this parcel is an outdoor drive-in movie theatre. Almost any new use will require a change in zoning from the existing DA district. This parcel of land contains 22.7 acres, which would allow for a wide variety of development scenarios. There are residential land uses adjacent to the west and south of this parcel so any new use should be compatible with these surrounding residential uses. There is a Light Industrial land use recommendation for the parcels located to the east.

Residential development at five to eight units per acre is the recommended use for this site. This will be compatible with the existing residential density located to the west and south of the parcel. Several factors make any use requiring significant truck traffic inappropriate to this site.

Truck access from the north must navigate the West Washington Street and South Tibbs intersection. The railroad overpass/causeway to the east of this intersection makes for awkward turning maneuvers. Access from the south is hampered by another railroad overpass/causeway that is insufficient in height. These limitations, plus proximity to the Holt Road/I-70 interchange would encourage truck traffic to use Oliver Street from the west. However, Oliver Street is local, primarily-residential street that is not suitable for a significant amount of commercial truck traffic.

Recommendations:
• This site should be developed with a density of 5-8 residential units per acre, and with a D5 zoning.
• Any new residential development plat should fully connect to the existing stub located at Henry Street.
• According to the standards set in the Parks, Recreation and Open Space Plan, the supply of park land in central Wayne Township does not meet the demand in the area. Development on this site should include recreation amenities.
• Restrict light industrial development to the east of Tibbs Avenue and general industrial development to the south of the CSX railroad. This site is not appropriate for those uses due to the close proximity of residences and inadequate accessibility for truck traffic.
• Restrict commercial uses from this parcel. Commercial uses should be concentrated on West Washington Street.
CRITICAL AREA 3
Location: Fleming Garden Christian Church (4308-4310 West Washington, and 530-543 South Fleming Street)

Why Critical:
The current use of these parcels is a combination of residential, small commercial sites and parking for a church.

The church has acquired several of the parcels for an expansion of their parking lot. Some of these parcels are still zoned for commercial and residential use. It is not known if the church will continue to acquire additional nearby commercial or residential properties, or to sell off the properties they have already acquired.

Recommendations:
• The two parcels located at 4308-4310 West Washington Street are zoned commercial, but the Comprehensive Plan recommends a special use. One of these parcels is owned by the church (special use), and if the other is acquired by the church, then their zoning recommendation should reflect the existing use as special use. If the church does not acquire the property, and/or sells the 4310 property, then the zoning recommendation shall be C4 and the land use recommendation should be changed to reflect Community Commercial.
• There are five parcels located at 530-543 South Fleming Street that are zoned special use and residential. The Comprehensive Plan recommends a special use for all five parcels. Four of these parcels are owned by the church, and if the fifth parcel is acquired by the church, then their zoning recommendation should reflect the existing use as special use. If the church does not acquire the property, and/or sells the 4310 property, then the zoning recommendation shall be D5 residential and the land use recommendation should be changed to reflect 3.5-5 Residential units per acre.
**Zoning Recommendations**

After reviewing current zoning and recommendations for future land use, a zoning plan was developed.

The recommended zoning changes in this plan are to be used only as an indication of the desirable zoning of sites in the West Washington Street Corridor Plan boundaries. It should not be inferred from the zoning plan that recommending zoning classifications automatically changes the zoning for a property. Zoning decisions are made through the petitioning process and must be heard and voted upon by the Metropolitan Development Commission. This process allows for input and remonstrations from neighborhood organizations, area residents and interested parties. The zoning plan is a guide for incremental change, not a mandate for immediate action.

Some of the recommended zoning changes for the West Washington Street Corridor Plan are designed to properly designate various properties with uses that are not supported by the current zoning classifications. Other zoning recommendations provide direction for development on vacant land and areas-in-transition to a different use based on the recommendations of the land use plan. An effort was made to separate incompatible uses through buffering and transitional uses.
Existing Zoning Map 1

Legend

- Parcels
- Existing Zoning
- Project Boundary

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Existing Zoning Map 2

Legend
- Parcels
- Existing Zoning
- Project Boundary

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Legend
- Existing Zoning
- Parcels
- Project Boundary

Legend
- Existing Zoning
- Parcels
- Project Boundary

Existing Zoning Map 3

WEST WASHINGTON STREET CORRIDOR PLAN

0 245 490 736 Feet
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Proposed Zoning Map 2

Legend
- Parcels
- Proposed Zoning
- Project Boundary

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Proposed Zoning Map 3

Legend
- Orange: Proposed Zoning
- White: Parcels
- Gray: Project Boundary

Legend
- Orange: Proposed Zoning
- White: Parcels
- Gray: Project Boundary

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APPENDICES

Appendix A: List of Issues and Concerns by Residents and Community Stakeholders

As part of the planning process for this document, information on issues and concerns of the planning area was gathered through a series of interviews where city staff met individually with residents, business owners and community stakeholders to discuss their needs and concerns for the corridor. In addition to these interviews, staff also conducted a survey of the approximately 60 individuals in attendance at the first meeting of the process. A summary of issues from those interviews and surveys are listed below:

- Right-of-way of Washington Street is narrow
- Walking is difficult because of a lack of sidewalks along most of Washington Street
- Walking is difficult because of a lack of sidewalks along Lynhurst Drive
- Walking is difficult because of a lack of sidewalks on many of the side streets
- Walking is difficult because of a lack of sidewalks leading to Rhoades School
- Walking is difficult because of a lack of crosswalks
- Walking is difficult because existing sidewalks are in poor condition
- Walking is difficult because of the parking or display of cars next to the street
- Intersection of Washington and Morris Streets is difficult
- Angled intersections have with problems with visibility of oncoming traffic
- Improve pedestrian connections and amenities such as sidewalks, crosswalks and landscaping
- Improve bus transit amenities, such as more frequent service, additional routes and bus shelters
- Additional bus lines, such as a north-south line on Lynhurst Drive
- Light rail transit service
- Gateways
- More greenery along Washington Street
- Widening of Washington Street west of Holt Road to a divided four-lane
- Illegally posted signs
- Trash and debris
• Poor street lighting
• Visual clutter including abandoned signs and unsightly overhead utilities
• Poor condition of side streets
• Lack of building and site maintenance
• Many sites need more parking but the site sizes are not large enough
• Illegal vendors display of merchandise along Washington Street (i.e. vehicles, rugs, food stands)
• Many existing commercial sites don’t meet current zoning development standards:
  • Required setbacks
  • Unpaved parking lots
  • Parking maneuvering in the ROW
  • Illegal signs
  • Unscreened dumpsters
  • Commercial auto repair in home garages
  • Selling vehicles from residential front yards or residential streets
  • Lack of park space west of Lynhurst Drive
• Christine Oakes Park needs maintenance and renovation of its play courts
• Christine Oakes Park is split by a street, which is a safety and functionality issue
• A portion of the playground equipment at Ridenour Park was removed
• Need health care
• Need dentist
• Need another grocery store
• Need a farmer’s market
• Need more restaurants
• Need an investment company
• Need reinforcement of existing small businesses
• Do not need more car lots
• Flooding and poor drainage
• Sanitary sewers are under-sized
• Absentee ownership of business properties
• Absentee ownership of houses
• Many houses need repair
• Area feels unsafe
• Drugs and prostitution
• Lack of job opportunities
• Lack of access to government services
• Lack of cultural events
• Lack of tourist attractions
• Down-zone C5 sites that cannot meet C5 standards to C3 or C4.
• Redevelopment of Tibbs Drive-in.
• Redevelopment of Central State.
• Eagle Creek Greenway trail linking into a White River trail and B&O Trail.
• Garden plots/community garden.
• Panels interpreting the historic National Road route
Appendix B: Land Use Category Definitions

Residential Development greater than 0.00 and equal to or less than 1.75 units per acre.
Color: Vanilla
Index Number: 1
This density is consistent with rural development patterns and could also limit the impact of development on property with extreme topography or other significant environmental considerations such as floodplains, wetlands and old-growth woodlands. Additionally, this density would be conducive to agricultural and estate development.

Residential Development greater than 1.75 and equal to or less than 3.50 units per acre.
Color: Light Yellow
Index Number: 2
This density is consistent with single-family residential development in transitional areas between rural and suburban development patterns and is the typical density for single-family residential development in suburban areas of the City. Development at this density should not take place in rural and suburban areas where surrounding development patterns exhibit characteristics suitable for higher densities (property on mass transit corridors, near concentrations of employment, or near major commercial centers, for example).

Residential Development greater than 3.50 and equal to or less than 5.00 units per acre.
Color: Bright Yellow
Index Number: 3
This density is consistent with single-family residential development in suburban areas of the City and in transitional areas between suburban and urban patterns of development. Development at this density should not take place on mass transit corridors. Multi-family residential development is acceptable, but is unlikely considering the density ranges recommended.

Residential Development greater than 5.00 and equal to or less than 8.00 units per acre.
Color: Orange
Index Number: 4
In suburban and rural areas this is a common multi-family density and typically the highest density single-family category in suburban areas. In urban areas, it is common for both single-family and multi-family development. Development at this
density is appropriate along bus corridors but should not take place in proximity to planned light rail transit stops.

**Residential Development greater than 8.00 and equal to or less than 15.00 units per acre.**
Color: Light Brown  
Index Number: 5  
This density is typically the highest density serviceable in suburban areas. In suburban areas it would typically be a multi-family (apartment or condominium) category. In urban areas, this is the highest density single-family residential category and a common multi-family category. Development at this density is appropriate for all types of mass transit corridors.

**Residential Development greater than 15.00 units per acre.**
Color: Dark Brown  
Index Number: 6  
This density is appropriate only within relatively intense urban areas where there is a full range of urban services and where those services have the capacity to accommodate the development. It may be appropriate in rare circumstances in suburban areas as assisted-living housing and as a buffer between major retail commercial uses and lower density residential uses. Development at this density is appropriate for all types of mass transit corridors.

**Village Mixed-Use**  
Color: Peach  
Index Number: 8  
This land use category consists of a development focused on a mixed-use core of small, neighborhood office/retail nodes, public and semi public uses, open space and light industrial development. Residential development densities vary from compact single-family residential development and small-scale multi-family residential development near the “Main Street” or “Village Center” and progress to lower densities outward from this core. Village mixed use areas are intended to strengthen existing, historically rural, small towns and cities within Indianapolis, which are intended to continue as neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi-public facilities. This category should be compatible in size and scale to existing villages in Marion County. It will allow development of residential and limited commercial uses on smaller lots than in other sections of rural and suburban Indianapolis.
Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented “village” or “small town” atmosphere, rather than focusing on residential density. Strip commercial development (integrated centers setback from rights-of-way by parking areas), large-scale freestanding retail uses and heavy industrial development are generally inappropriate within this land use category. The Plan anticipates that this category will typically be designated as a critical area.

**Office Commercial Uses**

Color: Pink  
Index Number: 13

This land use category is for low-intensity office uses, integrated office development and compatible office-type uses. Retail uses are not promoted in this category, unless those uses are significantly subordinate to the primary office use or the retail use exclusively serves an abundance of office uses in proximity to the retail use. Office Commercial Uses can exist either as buffers between higher intensity land uses and lower intensity land uses or as major employment centers. The following uses are representative of this land use category: medical and dental facilities, education services, insurance, real estate, financial institutions, design firms, legal services, day care centers, mortuaries, and communications studios.

**Community Commercial Uses**

Color: Red  
Index Number: 14

This land use category is for low-intensity retail commercial and office uses, which serve a predominantly residential market adjacent to or very near, the location of the use. The uses in this land use category are designed to fulfill a broad range of retail, personal, professional and business services and are either freestanding or part of a small integrated center typically anchored by a grocery store. These centers contain no, or extremely limited, outdoor display of merchandise. Generally, these uses are consistent with the following characteristics:

- Maximum Gross Floor Area: 125,000 square feet
- Maximum Acreage: 25 acres
- Service Area Radius: 2 miles
- Location: On an arterial or at the intersection of an arterial with a collector.
- Maximum out lots: 3
**Heavy Commercial Uses**
Color: Dark Red
Index Number: 15
This land use category is for general commercial and related office type uses. The uses in this land use category tend to exhibit characteristics that are not compatible with less intensive land uses and are predominantly devoted to exterior operations, sales and display of goods; such as automobile sales and heavy equipment sales.
Location: On a primary arterial.

**Regional Commercial Uses**
Color: Rust
Index Number: 16
This land use category is for general commercial and office type uses, which serve a market that encompasses several residential neighborhoods or communities. The uses in this land use category tend to benefit greatly from major business grouping and regional-sized shopping centers; therefore, this land use category may consist of a collection of relatively large freestanding commercial uses and integrated centers. These uses are generally characterized by indoor operations, but may have accessory outdoor operations limited to approximately 5 to 10 percent of a use’s gross floor area. Generally, these uses are consistent with the following characteristics:
- Maximum Gross Floor Area: 1,000,000 square feet
- Service Area Radius: 15 miles
Location: On a primary arterial near the intersection with a secondary or primary arterial.
Maximum out lots: As needed.

**Light Industrial**
Color: Light Purple
Index Number: 17
This land use category consists of industrial uses, which are conducted within enclosed structures and which may have no, or extremely limited outdoor storage requirements. Those industrial uses that require no outdoor storage can be considered appropriate buffers, provided the use does not exhibit characteristics incompatible with less intensive land uses. This category, regardless of the amount of outdoor storage, is considered an appropriate buffer between general industrial uses and less intensive land uses. Light industrial uses should create minimal impact on adjacent property.
General Industrial
Color: Dark Purple
Index Number: 18
This land use category consists of industrial uses, which are intensive and are characterized by outdoor operations, significant requirements for outdoor storage, and/or intense emissions of light, odor, noise and vibration. These uses may have significant impacts that are difficult, expensive or impossible to completely eliminate or buffer from adjacent properties.

Park
Color: Green
Index Number: 10
This land use category consists of public or private property designated for active and/or passive recreational amenities. It also includes publicly and privately held conservation and preservation areas.

Linear Park
Color: Green
Index Number: 11
This land use category consists of public or private property designated for active and/or passive recreational amenities and is primarily used for the passage of people or wildlife. Typical examples are greenways and parkways.

Research and Technology
Color: Cyan
Index Number: 20
This land use category consists of research and production of high technology or medical related goods in a campus-like setting. Uses typically will be thematically linked with a University or adjacent business. Examples are research and development facilities, testing and evaluation facilities, assembly of high technology products, and education and conference centers.

Special Use
Color: Grey
Index Number: 12
This land use category consists of a variety public, semi-public and private land uses that either serve a specific public purpose (such as schools, churches, libraries, neighborhood centers and public safety facilities) or are unique uses exhibiting
significant impacts on adjacent property (such as the Indianapolis International Airport, Indiana State Fair, and Indianapolis Motor Speedway).

**Floodway**

Color: Blue

This land use classification consists of areas within the floodway. These areas exhibit a great potential for property loss and damage or for water quality degradation and should not be developed. Nonconforming uses currently within a floodway should not be expanded.