Interview Summary

Based on individual and group interviews of:

- Kaitlyn Aiello, Fifth Third Bank
- Merri Anderson, Greater Garden City Neighborhood Association
- Stephanie Belch, MPO
- Ann Broadhacker, 40 West Business Association
- Frank Broadhacker, 40 West Business Association
- Don Colvin, Indy Parks
- Richard Crawford, DCE
- Annette Darrow, IndyGo
- Jackie Deppe, 40 West Business Association
- Hope Garrett, Restoring Lives West
- Mike Higbee, Strategic Capital Partners
- Dave Hirscle, Planning
- Dave Hittle, Planning
- Ryan Hunt, Planning
- Paul Lambie, Planning
- Andy Lutz, DPW
- Karlee Macer, 40 West Business Association
- John Maples, MSD of Wayne Township
- Carlos May, Mayor’s Neighborhood Liaison
- Janna Mayes, CED
- Mike McCormack, 40 West Business Association
- Mary McDermott-Lang, MSD of Wayne Township
- Jeremy Moore, MPO
- Melanie Mullens, Planning
- John Neal, Planning
- Mike Peoni, Planning
- Marilyn Pfisterer, City-County Council
- Tom Pronas, Fabric Care Center
- Meg Purnsley, IHPC
- Roy Reynolds, Reynolds Body Shop
- Maria Rusomaroff, Planning
- Nathan Sheets, DPW
- Dennis Tackitt, MSD of Wayne Township
- Toby Thompson, DCE
- Tammara Tracy, Planning
- Anna Tyszkiewicz, MPO
- Michele Winfield, CED
- Jeff York, Planning

Interviews conducted from December 1, 2009 to April 13, 2010 by Alice Gatewood, Keith Holdsworth and Robert Uhlenhake
Issues/Concerns

Streetscape

- Right-of-way of Washington Street is narrow
- Walking is difficult because of:
  - Lack of sidewalks along most of Washington Street
  - Lack of sidewalks along Lynhurst Drive
  - Lack of sidewalks on many of the side streets
  - Lack of sidewalks leading to Rhoades School
  - Existing sidewalks are in poor condition
  - Lack of crosswalks
  - Parking or display of cars next to the street
- Intersection of Washington and Morris Streets is difficult
- Angled intersections have problems with visibility of oncoming traffic
- Illegally posted signs
- Trash and debris
- Poor street lighting
- Visual clutter including abandoned signs and unsightly overhead utilities.
- Poor condition of side streets

Site development

- Lack of building and site maintenance
- Many sites need more parking but the site sizes are not large enough
- Illegal display of merchandise along Washington Street (vehicles, rugs, sport event merchandise, bar-be-que stands, taco vans)
- Many existing commercial sites don’t meet current zoning development standards:
  - Required setbacks
  - Unpaved parking lots
  - Parking maneuvering in the ROW
  - Illegal signs
  - Unscrened dumpsters
- Commercial auto repair in home garages
- Selling vehicles from residential front yards or residential streets

Parks and Open Space

- Lack of park space west of Lynhurst Drive
• Christine Oakes Park
  o Needs maintenance and renovation of its play courts
  o Split by a street, which is a safety and functionality issue.
• Ridenour Park
  o Some of its playground equipment was removed.

Retailing
• Needs:
  o Health Care
  o Dentist
  o Another grocery store
  o Farmers’ market
  o More restaurants
  o Investment company
  o Reinforcement of existing small businesses
• Don’t need:
  o More car lots

Other
• 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
Assets/Resources

Built Environment

- Washington Street has a long and important history.
- Washington Street is a vital retail corridor.
  - Few vacancies
  - Provides most needed services
  - Serves a large area west and southwest
  - Good amount of car traffic
  - Good amount of foot traffic
  - Good relations among businesses
- Zoning code violations
  - Few violations of any type are found on Holt, Lynhurst, and in the residential areas of the study area.
  - Few use violations are found on Washington Street.
- New construction is building to current standards with sidewalks and landscaping. For example: O-Reilly Auto Parts

Institutions and Programs

- Ben Davis Conservancy
- Lynhurst Community Center
- Seeds of Hope
- Restoring Lives West
- Indiana National Road Association (INRA)
- IndyGo Adopt-a-Stop program
- Safe Routes to School program

Organizations

- Greater Garden City Neighborhood Association (Has 501 c 3 status)
- 40 West Business Association
- WEST Committee (Wayne Economic Strategies for Tomorrow)
Visions

Transportation/Streetscape
- Washington Street as an alternate traffic and transit route to/from the airport.
- Improved pedestrian connections and amenities such as sidewalks, crosswalks and landscaping
- Improved 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
- Improved bicycle connections and amenities
- Better control/reduction of travel speeds.

Gateways
- More greenery along Washington Street
- Widening of Lynhurst Drive to a divided four-lane
- Widening of Rockville Road to a divided four-lane
- Widening of Washington Street west of Holt Road to a divided four-lane
- Widening of Washington Street between Holt Road and Tibbs Avenue to a divided six-lane

Commerce and Redevelopment
- Cluster the used car lots into one or two areas.
- Mixed residential/commercial uses for the corridor.
- Down-zoning of C5 sites that cannot meet C5 standards to C3 or C4.
- Redevelopment of:
  - Tibbs Drive-in.
  - Central State.

Open Space and Recreation
- Eagle Creek Greenway trail linking into a White River trail and B&O Trail.
- Garden plots/community garden.
- Reuse of Avanti site for recreation.
- Reuse of part of Central State as a large recreation facility with multiple playfields and indoor facilities. With pedestrian connection to the Eagle Creek Greenway and Avanti site.

Culture and Heritage
• Panels interpreting the historic National Road route
• Historic structures preserved and used. Example: historic fire station at Central State
• Expanded social services
Plan Elements

Design Solutions
The plan should offer consistent, model solutions for sites that need more parking but are not large enough.
The plan should include a cross section showing the ideal relationships among the street, sidewalks, ROW lines, etc. Possibly there are areas where on-street parking might be appropriate.
The existing multi-modal design guidelines should provide a good starting point.

Zoning guidance
It would be helpful if the plan proposed which development standards should or should not be allowed variances.
The plan should consider the need for commercial sites to expand.
The plan could advocate for specific locations for car lots based on certain criteria such as lot size.
The plan could contain a solution prototype.
The plan should contain a zoning plan helpful, although it doesn’t have to be site-specific.
Research for the plan should include zoning and variance commitments to see if they have been followed.
West Washington Street Corridor Plan
Community Leaders meeting
December 1, 2009, 2:00 p.m.
Fazzoli’s at 5202 West Washington Street
Meeting Summary

**Attendance**
Community Leaders:    Staff:
Merri Anderson    Alice Gatewood
Ann Broadhacker     Keith Holdsworth
Frank Broadhacker     Robert Uhlenhake
Jackie Deppe
Karlee Macer
Mike McCormack

Community leaders and staff reviewed a history of planning efforts in the area, reviewed the following hand-out, talked generally about the planning process and discussed issues, resources and persons to interview in preparation for the plan.

**Concerns:**
Lack of sidewalks.
Poor streetscape.
Waldemere and Morris intersection is a concern
Concerned about sightlines at intersections.
A lot of absentee ownership of business properties and residences.
There is a need for medical providers in the area.
Storm sewer projects along south side of Washington Street
Illegally posted signs
Drainage – maintenance of ditches and culverts (Vandalia)
  - 807 S. Mickley, retention pond at apartments
  - Vacant parcel behind XXX store
Trash
Vacant and Abandoned homes
Turn signals at Washington and Lynhurst. Back-ups cause congestion
Turn lanes and lights at Washington and South Tibbs are a problem.
Poor maintenance of the Holt Road median
No pedestrian crossing at lumber mill although there is a lot of pedestrians in this area
Sidewalks needed throughout, but especially near the Kroger and the nearby IndyGo stop
Junkyard off Morris Street has periodic auctions, cause a major parking problem in the neighborhood.
Eddie’s Auto on Lynhurst south of Washington is a brownfield, very contaminated. Too expensive to clean, has become a dumping spot and eyesore.
Parking
Prostitution
Frontage
Sidewalks

Resources:
“U.S. 40: A Roadscape of the American Experience” by Thomas J. Schlereth
Ben Davis Conservancy
WEST Committee (Wayne Economic Strategies for Tomorrow)
Garden City is a 501C(3).
The existing retailing on Washington Street provides most needed services
Very little problem with retail vacancies.
O-Reilly Auto Parts is under construction, includes sidewalk and landscaping; should take a look at site plan.

Planning Process:
The first stage of the process will be interviews with stakeholders. These will occur in January/February. After an initial public meeting, it is likely that committees will be formed around topical areas.

Suggestions for person to interview:
Cheri O’Day, Wayne Township Schools, Community Affairs person
John Maples, Wayne Township School
City-County Councillors Lutz, Pfisterer and Mahern
Dryers Motor Sports
Reynolds Auto Parts
Tom Peronsi, Fabric Care Center
Fifth/Third Bank
Wayne Township Trustee
Temple Rent
West Washington Street Corridor Plan
Mayor’s Neighborhood Liaison meeting
December 9, 2009
Meeting Summary

Attendance:
Carlos May, MNL for Wayne and Decatur Townships
Alice Gatewood
Keith Holdsworth
Robert Uhlenhake

Issues/Problems:
Drainage – maintenance of ditches and culverts (Vandalia)
   - 807 S. Mickley, retention pond at apartments
   - Vacant parcel behind XXX store
Trash
Vacant and Abandoned homes
Turn signals at Washington and Lynhurst. Back-ups cause congestion
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Parking
Prostitution
Frontage
Sidewalks

Resources/Opportunities
Greater Garden City Neighborhood Association
Gateway at fire station at Central State. Contact Patrice Duckett, GIUNI coordinator, works at the Hawthorne Center.
Lynhurst Community Center – Hope Garret, Restoring Lives West, conducts weekly garage sale
Seeds of Hope "halfway house" on Mickley, big expansion, traffic concerns.

? 5006/8? Dan Carrol
5408 0r 5406
Participants: Dave Hirscle, Dave Hittle, Keith Holdsworth, Ryan Hunt, Paul Lambie, Melanie Mullens, John Neal, Mike Peoni, Maria Rusomaroff, Tammara Tracy, Jeff York

The group was asked for observations, issues, and experiences relating to West Washington Street and about how to make corridor plans even more helpful to them.

PL: Observes that there is no delineation between the ROW and private property along much of Washington Street and that this area is used for parking. He is concerned about drivers performing parking maneuvers in the street. The lack of sidewalks allows this situation. Many existing commercial sites don’t meet current zoning development standards.

MM: Many sites need more parking but the site sizes are not large enough. She would like the plan to offer solutions to this situation that can be consistent among sites.

MR: Gets many calls about auto sales in the C5. Callers are confused that the zoning allows auto sales but the development standards preclude the site’s use for auto sales.

MM: Would find it helpful if the plan proposed which development standards should or should not be allowed variances.

RH: Would rather that the plan did not simply align recommended land uses with current zoning. There is a need for the commercial sites to expand. The expansion will most likely have to occur into residential areas.

LW: Would like to see C5 sites that cannot meet C5 standards be rezoned to C3 or C4.

PL: Is there enough buying power in the area to accommodate a massive switch from C5 uses to C3 or C4 uses along the corridor?

TT: The Highland Brookside Plan advocated specific locations for car lots. Perhaps this plan could do the same thing, based on certain criteria such as lot size. Plan could contain a solution prototype.
PL: Presumes that the plan will include a recommendation for sidewalks on both sides of the street. Thinks it would be helpful to include a cross section in the plan showing the ideal relationships among the street, sidewalks, ROW lines, etc. Possibly there are areas where on-street parking might be appropriate.

MR: Should give consideration to bike and pedestrian improvements.

JY: Should research possible transit link to airport.

MR: There is a disconnect in many callers’ minds about day care not being allowed in the C4 and C5 districts.

The planners were questioned about the inclusion of a zoning plan in the corridor plan.

PL: Finds a zoning plan helpful, particularly if the sub-area plan is not using the standard comprehensive plan land use categories.

LW: Likes having a zoning plan included

MM: Likes having a zoning plan, but thinks it doesn’t have to be so site-specific.

DH: Suggests that the plan could reconcile what should be on the corridor versus what is on the corridor. Suggests researching zoning and variance commitments to see if they have been followed.

TT: Recommends using the multi-modal design guidelines.

RH: Suggests that additional stoplights might help control speeds on Washington Street. There are currently several long stretches without stoplights. Suggests looking at mixed residential/commercial uses for the corridor. Mentions that he may have a plan of the proposed new I-465 interchange.
Meg is involved with the Indiana National Road Association (INRA). The group exists to promote the appreciation of the road’s historic qualities and to build the route capacity as a travel market.

Joe Jarzen is the executive director of INRA and either he or Meg would be available to talk to our planning participants.

INRA is working on a project that would place interpretive panels along the historic route, at least one per county.

INRA’s concerns are preservation of historic structures, increased pedestrian connectivity, reducing travel speeds, business viability, and visual clutter including extraneous and abandoned signs and overhead utilities.

Other resources:

Paul Diebold
Amy Bear, did thesis on interurban, may know of historic structures such as tollhouses that relate to the interurban within our study area.
CED does not have any current projects in the study area.

They generally work with Community Development Corporations; however most of the study area does not have a CDC.

They also meet with neighborhood associations and ask them to identify five abandoned properties whether clustered or spread out, preferably clustered, that the neighborhood considers important to address. CED has met with 40West, but not with any neighborhood organizations in the area. 40West did not supply a list of problem properties.

CED is currently doing a lot of work in the Neighborhood Stabilization Program areas. The study area is not in a NSP area but the neighborhood east of Tibbs around Central State is a NSP area. NSP money must go towards fixing up residences. It may not be used for streetscapes or infrastructure. CED has to spend $27 million by March 20th, 2013. The monies need to be obligated by September 2010.

CED can supply us with a list of Land Bank properties in the study area.

From treasurer office

Eligible for tax sale

The Land Bank works mainly with residential properties, but they do occasionally accept some commercial properties although those properties tend to be and brownfields.

Carrie oversees the Land Bank
Work with CDCs to acquire properties and tag them for the Tax Sale
C list
The land bank does not want to hold properties for more than three years
The Land Bank is responsible for maintaining, boarding up and securing the properties.
Sometimes CED will work with developers. What they purchase is for specific projects.

They have been brainstorming ways to market the properties to bring in buyers from outside of Marion County.

Inside Marion County the market is smaller

The Land Bank prefers to work in neighborhoods with nearby amenities such as groceries. They also prefer mixed-income areas. They prefer to take a clustered or “block” approach. They have found that putting money into scattered sites does not work as well.

Bob Glenn has a map of distressed properties.

A program that may work for the study area is Project 180. This was a program through Keep Indianapolis Beautiful that cleaned, fixed and beautified concentrated areas such as blocks. It was fairly economic because it focused on building exteriors and did not get into internal issues such as furnaces, plumbing, etc. This program is no longer in operation, but is an option if funding and a willing provider could be found.

Greater Garden City is the only 501c3 that we know of in the area.

40 West is trying to become a 501c3

My Neighborhood Initiative paints-up and fixes-up areas

Through the Unsafe Buildings Projects they have a goal of demolishing 600 buildings. They are behind on about 300 properties and about 50 are affirmed each month for demolition.
Participants: Annette Darrow, Alice Gatewood, Keith Holdsworth, Robert Uhlenhake

Route #8, the Washington Street route consistently is in the top two IndyGo routes for number of riders.

The current COA (Comprehensive Operations Analysis) recommended a westside cross-town route that would bisect the West Washington Street study area on Lynhurst Avenue. However this COA was based on the idea of growing the system, which has not come about due to lack of funding. A new COA has just been begun and will likely be completed in the fall. It is unknown if the Westside cross-town route will be in the updated COA.

IndyGo receives federal Transportation Enhancement funding each year. They are contemplating using some of that funding to build shelters and sidewalks in the vicinity of the intersection of West Washington Street and Lynhurst Avenue.

New (draft) ridership data is coming out based on IndyGo’s new counting system. It will show the number of riders getting on/getting off at each bus stop. Annette will forward the data to us.

Data from a new origin/destination survey should be available in about a month. A lot of the data will be sent to Andy Swenson in the MPO.

IndyGo has slowed down their shelter program because they do not have the staff funding to maintain the shelters. This consists largely of emptying the trash containers. They may start benches without shelters. They are also rolling out an Adopt-a-Stop program where people and organizations can get their name on the stop if they will keep the trash emptied at the stop.
West Washington Street (North Tibbs to I-465) Corridor Plan
Meeting with Indy Parks Deputy Director
February 4, 2010

Participants: Don Colvin, Keith Holdsworth

Christine Oakes Park: Indy Parks is pursuing a renewal of the lease on this park. The owner is the Metropolitan School District of Wayne Township. The park needs maintenance and renovation of its play courts. The playground is relatively new. Don is open to the idea of using the park as the location for a historic panel. The park is bisected by a street. It would make the park safer and more functional if the street was vacated.

Ridenour Park: This park has had some of its playground equipment removed. The park could use some upgrading.

Eagle Creek Greenway: Indy Parks is bidding a trail project on the White River south of downtown. The next logical extension of the greenway would either be to continue along the White River to the south or to turn and go upstream on Eagle Creek. Much of the Eagle Creek greenway is in public ownership, so this is a more easily accomplished task.

Central State. Parks has proposed reuse of this site as a large recreation facility with multiple playfields and indoor faculties. The nearby Avanti brownfield site could possible be folded into this proposal. Relocation of Tibbs Avenue and a connection to the Eagle Creek Greenway are also part of the proposal.
A zoning enforcement sweep of Washington Street in our study area was conducted in May 2007 after 60+/- complaints were called in. Most of the violations were for:

- Unpaved parking lots
- Parking maneuvering in the ROW
- Illegal signs
- Unscreensed dumpsters

Very few use violations were found. A number of variances and LCNU petitions were filed. Compliance with the ordinances did improve.

A second sweep was done under Scott Mason that found many sign violations including signs in the ROW. DCE has been told by Planning (Dave Hirscle) that LNCUs are issued for signs. Signs seem to be the “hot button” complaint in this area.

Few violations on Holt, Lynhurst, and in the residential areas of the study area. The most common violations in the residential areas are for commercial auto repair in home garages and “curbing” vehicles (selling vehicles from front yards or residential streets). Curbing vehicles is a violation of the prohibition on display of merchandise. Illegal display of merchandise also occurs along Washington Street and involves vehicles, rugs, sport event merchandise, bar-be-que stands and taco vans.

Lack of sidewalks, trash and debris are some of the major problems in the area.
We should use the two Spanish language newspapers to spread the word about our upcoming meetings, and add them to our mailing list. The Councilor would be willing to run a letter over her name. The newspapers are La Hola and La Voz.

La Hola:  La Voz
Beatriz Novarro (sp)  423-0957
822-0344  2905 W. Washington St
4670 W. Washington St

Issues:

- Street lighting
- Zoning – many car lots ignore required setbacks, in particular the one on the northeast corner of Washington and Wichser, (can't see traffic due to street angle)
- Lots of zoning violations – particularly Hispanic businesses. The Councilor regularly submits information to the Spanish language newspapers about the development standards in the zoning ordinances: what the standards are and why.
- Economic Development – particularly reinforcing the existing small businesses
- Drugs and prostitution – mostly south of Washington Street (IMPD can pinpoint)
- Flooding in the vicinity of Cole Street
- Need for another grocery store.
- Have enough car lots

Washington Street is historic; it can be a gateway from the airport. It deserves to have attention.

Tibbs Drive-in: an ideal re-use would be one that was well connected to other opportunities in the area such as the Central State redevelopment.

No updates on Central State for last 4-6 months. May include State Garage.

There is no farmers’ market.
There is a desire for garden plots. / community garden.
Need really good grocery store near Tibbs or farther east. (Marsh may close Michigan Street store and relocate there).

We should interview:
- Diane Arnold of the Hawthorne Center (637-4312 x 12)
- Don Thomas, pastor of the Fleming Garden Christian Church (244-8030)
- The pastor at the church across Taft Street from Fleming Garden (Apostolic Bible Church)
- Mike Higbee/Charlie Garcia

Public meeting:
- Best to stay away from Mondays and Wednesdays.
- Fleming Garden Christian Church would be a good location, is handicapped accessible, is a polling place, probably have higher participation in this location than at the Wayne Township Government Center.
West Washington Street Corridor Plan
Fifth/Third Bank Interview
March 22, 2010
Interview Summary

Attendance:
Kaitlyn (Katie) Aiello, 5/3 Bank, Keith Holdsworth

Q: The building is not up on the street. This would seem to be a disadvantage in terms of visibility, are there offsetting advantages?
A: It was a problem at first, but they are known now and it doesn’t seem to be a problem.

Q: How does the bank’s service area overlap with the study area?
A: They primarily serve the study area and north up into Speedway. They also have commuter customers driving from downtown plus some Chapel Hill and Avon customers.

Q: Are you satisfied with the infrastructure in the area? Drainage? Not a problem
Street/traffic?
Not a problem, traffic is not bad.

Sidewalks?
Sidewalks are rare and the ones that are there are not good.

Do they have pedestrians using their branch?
Yes, a number of their low to moderate income customers walk to the branch.

Do any of their employees walk to lunch / or for errands?
Only if they are going next door to the Wendy’s or stores in the Kroger Center, otherwise they drive.

Q: Satisfaction with the business community in the area? Synergy with other businesses?
A: Synergy with other businesses has been good. They do business with many of the area businesses.

Q: Are there unmet business needs in the area?
A: There is a need for more restaurants.

Q: General impression of the area; assets, needs and issues
A: The area is dingy and doesn't feel safe. Kroger parking lot feels dangerous because of people driving all over it.

Q: What specific beautification efforts would improve the area?
A: Would like to see more greenery, possibly shrubbery in a median. The buildings in the area are not very nice. They're old and not shiny and new. Few are brick.
Interview Summary

Attendance:
Hope Garrett, Keith Holdsworth and Alice Gatewood

The Restoring Lives West, Inc will be moving to a new facility at 1318 S. Lynhurst
The current facility houses other programs:
  - After school program for Rhoades Elementary School students
  - Bread give-away (five to six days a week)
  - Just Nuts Thrift store
  - Saturday yard sale (once a month)
  - Regional office for * Baptist churches, serves 32 churches
  - KBK Catering (for profit)

The other programs will remain at the current location.
Don Parrott (217-1409) is the Multi-service center director.

Restoring Lives West, Inc
A drop-in center that runs programs for the homeless youth aged 16 to 24
Usually is working with 15 to 25 kids
Ms. Garrett is a professional Social Worker

The program provides:
  - Hot meals
  - Food pantry
  - Clothing pantry
  - Showers and laundry
  - Case management
  - Transportation
  - Serves clients from Area west of Meridian Street
    - Washington High School
Ben Davis High School
Decatur Central High School
Speedway High School
Brownsburg High School
Avon High School
Plainfield High School
Pike High School

Ms. Garrett’s clients sometimes stay with friends, stay in cars or receive assistance to temporarily stay in the Sleep Inn on Rockville Road. There are no homeless shelters in the immediate area except for Holy Family church on Holmes. This is the only shelter on the entire west side.

After the move, she would like to add:

- Expanded food pantry
- Parenting classes (for both the clients who are parents and the parents of the clients)
- Access to computers
- Life skills classes

1257 Lynhurst Dr. (?)

Recommends talking to Ben Wakefield (241-2564), Pastor of Lynhurst Baptist Church

Ms. Garrett identified social services issues;

- Lack of public transportation: very little bus service on north and south streets throughout area. Would love to have a Lynhurst bus line.
- Community’s lack of knowledge of the services provided throughout the area
- Lack of jobs in the area (job opportunities have moved to Plainfield and Brownsburg area)
- Lack of access to government services;
  - Food stamps
  - Social Security Offices
  - Medicaid / Medicare Offices
  - Trustee Office
- Lack of job training in the area
- Training reimbursement programs
- Better access to IVY Tech
- Area feels unsafe.
- Crime and drug use at Christine Oaks Park

Ms. Garrett identified land use issues;
- Lack of sidewalks in the area
- Lack of amenities in the area
  - Cultural events
  - Tourist attractions
  - Greenspace (safe and attractive)
- Lack of Parks (with nice equipment)
- Lack of beautification efforts
- Poor property maintenance
- Flooding and drainage (a problem at her new location and at Lynhurst Baptist Church)
- Houses in the area are aging and need repair. Homeowners are either elderly or hard-working blue-collar folks attracted to the affordable houses. The rest are renters. Most renters and younger homeowners are just passing through and are not putting down roots.
- Few middle class residents
- Number of used car lots
- Lack of safe crossing areas...crossing places to enhance
  - Front of Kroger
  - Washington and Lynhurst
  - Washington and Roena (Christine Oaks Park)
Attendance:
Tom Prionas, Robert Uhlenhake and Alice Gatewood

Company building was built in 1965 and modified in 1991 or 1992.

INDOT improvements were planned for Mickley and Waldamere however the neighborhood objected and implementation ceased.

Mr. Prionas was asked if his facility had walk up customers. He replied that there are some walk-up customers for the cleaning side but laundry patrons drive up.

He was asked about the parking facilities at his business. He said that there is some in the front and back but that they rent a facility for employees across the street. The parking in front needs to access Morris Street to back out, and he did not want to lose that option.

Mr. Prionas suggested a parking solution: by closing off Morris St at Waldemere, it would consolidate business entrances, and allow for additional parking turn around in the Vacated? Morris Street. This would also provide additional room for a sidewalk in the ROW. As a result, Waldemere would need to be improved/resurfaced to handle the additional traffic. Mickley would need to be improved as well, including access to Washington Street.

When asked about drainage Mr. Prionas said that Morris Street tends to collect water. They are on a Utility sewer system. (Ben Davis Conservancy?)

Mr. Prionas asked why the preliminary maps of the proposed rail system showed the train coming down the CSO railroad tracks instead of continuing down Washington Street. Mr. Prionas’ preference is for the train to continue down Washington Street. A train going down Washington Street could bring in more customers. Robert Uhlenhake explained that the maps were done before any environmental impact studies had been done and that there is a chance that the proposed improvements will be made to Washington Street instead.
When asked about business relationships in the area Mr. Prionas stated that his relationships with other business persons in the area are good. He also said that he is a member of 40 West. He said that he is the Land Use person for 40 West.

When asked about the large number of auto related businesses on West Washington Street Mr. Prionas said that 40 West had an idea of “playing up” the car lots calling the area “West Washington Auto Mall” or something like that. Robert told Mr. Prionas about the idea of creating clusters of car lots and or designating lots specifically for car related uses. (If existing areas of C5 could be down zoned for the benefit of the corridor/neighborhood).

He did suggest that increased pedestrian activity would help businesses in the area.

Mr. Prionas mentioned that street lighting was an issue, mostly related to burned out bulbs in existing light poles. Not necessarily the need for new and additional poles.

Mr. Prionas added parking as an issue on the corridor.

When asked which types of businesses would enhance the corridor Mr. Prionas replied businesses with more activity. (He later remarked on the vibrancy the corridor had in the past.)

When asked about his overall impression of the neighborhood Mr. Prionas that it seems kind of forgotten. And that at least it was better off than 38th street where the “Big Box” retailers were gone and their buildings are empty.

He stated that different demographics have moved in; that’s not good or bad. That’s just the way it is. He specifically referred to the increase in Hispanic population, but also an increase in the east African demographic, due to the proximity of the airport and a majority are cab drivers. An existing East African grocery/market recently relocated next to his business from nearby.

In 1955, 61 his folks moved here.

When asked if he noticed an increase in customers that are of the 20 something crowd Mr. Prionas explained that their facility has a tanning bed so he does see a lot of people in that age range using that particular service.
When asked if improvements to infrastructure such as lighting needed to be made Mr. Prionas described some existing lighting that was out of service.

When given the example of the Speedway corridor improvements Mr. Prionas agreed that a downsized version of that would be good. He also suggested that gateway enhancements would work well at the intersecting streets of Morris and Washington. Also he is not opposed to trees in front of their facility unless they are too close to the building and interfere with parking.

He specifically suggested the triangle lots at the Southwest corner of Morris and Washington, might be excess from state purchase. Also the gas station property at the North east corner of Washington and Morris. Both of these sites might have sufficient ROW or excess land that gateway signage might work there, or reference to the Old National Road.

Turning east and west at Morris is a problem. Specifically the east bound traffic has a left turn arrow which clears the traffic, but west bound traffic has no turn arrow and a shorter timed light so traffic backs up. He suggested that the intersections/entrance/access to Morris be moved farther east along Washington Street. This was an option that INDOT considered as part of the I465 upgrade, but it was the most expensive, requiring land acquisition and road rebuilding. Thus it appears to be abandoned as an option.

Ace Rent a Car has requested a curb cut on their site on the south side of Washington Street; this may have been approved already. This would allow for them to sell off the NE corner lot for a convenience store which would take the existing access off Mickley?

Mr. Prionas lives downtown.

The 40 West organization is hoping to attract a “Big Box” retail store to build on the old Chrysler property south of the vacant drive-in site, to act as a regional draw for the corridor. The Chrysler site might have easy access. He proposed other locations such as the former car rental lots at the old Airport terminal along 465/Sam Jones for their visibility.

When asked if there are other people he thinks we should talk with Mr. Prionas suggested we speak with Charles Mullin at Ace Rent a Car and with the general or regional manager for the Walgreens on Washington Street.
Mr. Prionas credited the Lafayette Square Coalition with helping 40 West revitalize their organization.
(Mary Clarke, works at the National City Branch / PNC)
Attendance:
Roy Reynolds and Alice Gatewood

Mr. Ward at Levi’s
When asked about his customer base said that they have customers from all over the city mainly from the southwest. They get customers mostly through word of mouth. They don’t spend a lot of money on advertising. Surprisingly they do have some walk up customers.

When asked if He and his employees ever walk to the surrounding businesses Mr. Reynolds said that yes they do. Sidewalks are going to be very important to the area. Mr. Reynolds continually sees people walking in the area.

When asked about other elements of infrastructure such as street lighting Mr. Reynolds said that improvements to street lighting would be O.K. But first and foremost good maintenance is the most important missing element. It’s patchy (good maintenance practices). Mr. Reynolds thought that Washington Street’s pavement is in good shape however the side streets are in horrible condition. Mr. Reynolds said that drainage is pretty bad on the streets behind his establishment.

When asked if he has complaints for the city Mr. Reynolds said that he doesn’t because he just stays in is on little world.

When asked if he was involved with the 40 West group he said that he wasn’t however some of his neighboring business friends are.

When asked what is the best thing about being on the corridor Mr. Reynolds responded that the number of people that travel through the corridor.

The down side of being on Washington Street is its appearance. He would like Washington Street to be a lot cleaner. This would also be an improvement to the city. He is interested in obtaining grant money from a beautification project. He sees the problem as being mostly because of
maintenance. He sees some signs as cluttering however code enforcement is key. He said this can be expensive to keep everything up to code. This might be a hardship on other smaller businesses where entrepreneurs are just trying to take care of their families.

When asked if there are businesses that he would like to see on the corridor Mr. Reynolds said that he would like to see dentist offices, investment companies and that we’re missing nice sit-down restaurants. Mr. Reynolds thought that the idea of clustering car lots into one area was a good idea as long as you didn’t have too much of the same type of business.

Mr. Reynolds’s father started the business in 1984 and he purchased it from him about 15 years ago.

Mr. Reynolds would like to be kept informed about the planning meetings however wasn’t expecting to be able to attend many if any.
West Washington Street Corridor Plan
Former Township Administrator / Mayor’s Neighborhood Liaison meetings
January 22-26, 2010,

**Attendance:**
Dennis Pappenmier, former MNL for Wayne Township
Robert Uhlenhake

Not having a traffic signal on every street is a strong point; otherwise traffic is stopping every 10 seconds.

**Difficult areas:**
Number of auto lots without landscaping in too small lots
Zoning/code enforcement is needed
JD Byrider did landscape two lots, but now may be gone.

Prostitution might be on the very eastern edge around Belmont to Tibbs. Near Dancing club/strip club.

Most housing is 1930/40s style on small lots. Closer in to downtown the homes get bigger and are converting to businesses (mainly Hispanic businesses).

Had to convey development standards to immigrants who may not have lived up to our standards, when opening new businesses.

Lori Demaree/IMPD – Washington HS has a Latino gang problem, SUR 13, Latino Kings, mostly in IPS school district area, may not be in planning area.

Washington St. residential conversion to businesses is a zoning trend/issue.

Tibbs drive in would be hard to redevelop due to difficult access of Washington Street. The trend would lean more towards industrial than commercial. Limiting factors is access with underpass to the north and south.

The neighborhood asked for services like dry-cleaning,
Would green issues be embraced in this area?
More similar to Mars Hill than Fountain Square. It is a neighborhood in transition.

Traffic is not too much an issue outside rush hour surges.

Washington St may work with an alternating rush hour traffic lane, in order to allow narrowing of pavement for more ROW to put in sidewalks and curbs.

-fin-

January 26, 2010

Attendance:
Neva Hagedorn, former Township Administrator for Wayne Township
Robert Uhlenhake

What is your impression of the area?

It is a no-man’s land, a barren area. There is no destination, no jobs, not pedestrian friendly.

There is a good Goodwill store in the corridor.

The area population wants to be a stable middleclass community, follow the status quo.

A lot of properties have not turned to rentals, because they still have long time first generation homeowners I them.

This is not a highly rentable neighborhood because it is not walkable.

Assets/Strengths:
  - Tax base – working class neighborhood
  - Stable housing situation, few are dilapidated.
  - Good infrastructure – roads, medians, more traffic efficiency.

Problems with storm water and sewer systems. DPW solutions were promised under Goldsmith but were never delivered. (Water sits for days)
Mike Hill would have information?
John Oakley would know of female lead engineer that was involved, who would know more about the flooding/standing water issues.