



Rhodius Park Playground

West Indianapolis

Neighborhood Land Use Plan

City of Indianapolis
Department of Metropolitan Development
Division of Planning

West Indianapolis Neighborhood Land Use Plan

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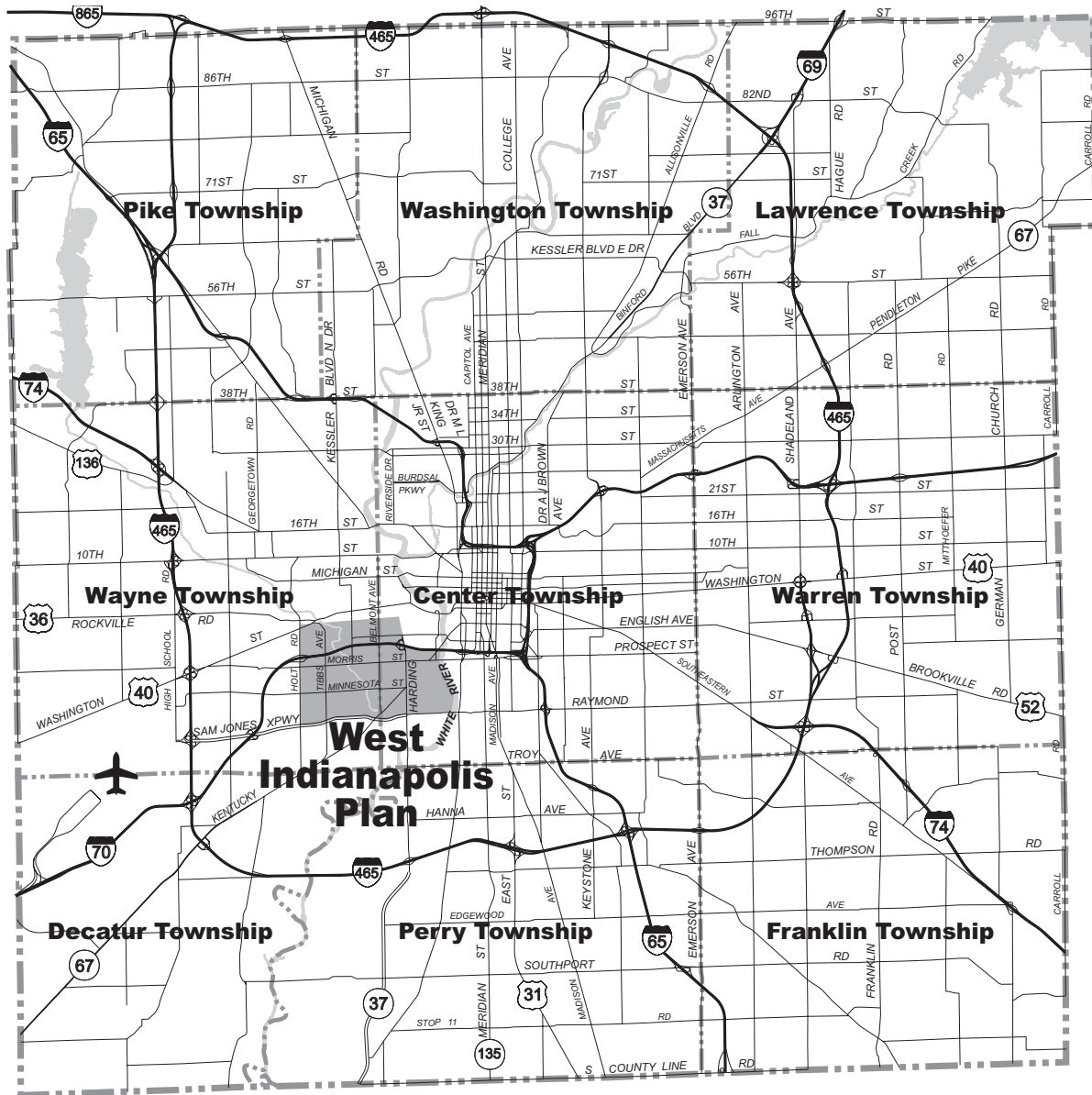
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**MAP 1 - VICINITY MAP - MARION COUNTY -
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN**

Introduction

The West Indianapolis Neighborhood Land Use Plan is an instrument that will help implement the West Indianapolis Quality of Life and will further its goals of “becoming a more attractive, pedestrian-friendly, mixed-use neighborhood with connections to greenways and improved gateways.”

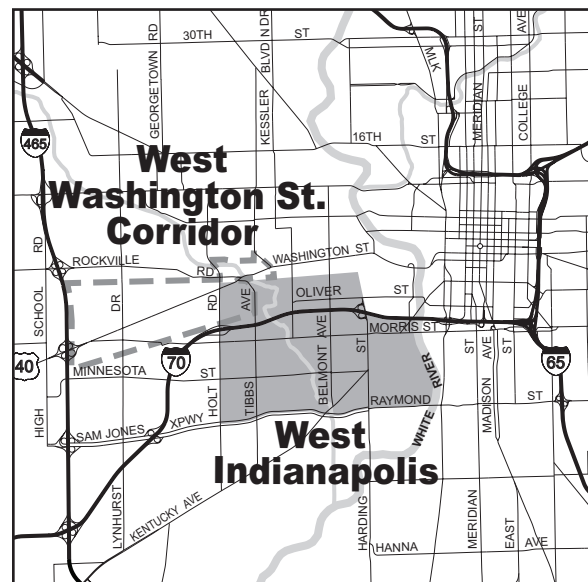
This plan also is an update of, and replacement to, the West Indianapolis Neighborhood Plan adopted by the Metropolitan Development Commission as a Comprehensive Plan segment in October of 1996 (96-CPS-R-5).

A comprehensive plan is required by state statute (Indiana Code 36-7-4-501 through 512) as a basis for zoning and must include objectives and policies for future land use development and development of public ways, places, land, structures, and utilities.

This plan is a guide for anyone making a decision about the use of a property. It is useful for property owners, developers, neighbors and neighborhood organizations, City staff, and City boards and commissions. This plan will be used to evaluate rezoning applications, project future population and employment concentrations, and prioritize capital improvements.

The study area for this plan generally corresponds to the service area of the West Indianapolis Development Corporation (WIDC), a not-for-profit company that serves the neighborhood by providing programs that improve housing, business, the environment, and quality of life. It is located southwest of downtown Indianapolis on the west bank of the White River.

West Indianapolis was incorporated as a town in 1882 and then as a city in 1894. It was annexed into the City of Indianapolis in 1897. It has long been an industrial area, and some of its businesses are among the City’s oldest.



MAP 2 - AREA PLANS

Related Planning Documents

This West Indianapolis Neighborhood Land Use Plan is one of approximately 80 planning documents that make up the Comprehensive Plan for Indianapolis/Marion County. Of particular relevance to the area are the West Indianapolis Neighborhood Quality of Life Plan and the West Washington Street Corridor Plan. Summaries of other pertinent comprehensive plan segments can be found in Appendix A.

West Indianapolis Neighborhood Quality of Life Plan

The Quality of Life Plan was adopted by the Metropolitan Development Commission in 2008 after a multi-year planning process that involved over 200 persons. Part of the vision statement for the plan expresses the aspiration that West Indianapolis become

a more attractive, pedestrian-friendly, mixed-use neighborhood with connections to greenways and improved gateways. . . a village-like town center extending westward from (the intersection of) Morris and Belmont, a new regional park created through the relocation of businesses to the edges of the neighborhood, gateway identity features, and connections to the Eagle Creek Greenway and White River Wapahani Greenway.

Among the goals of the Quality of Life Plan are to:

- Attract new businesses to West Indianapolis.
- Capitalize on redevelopment site opportunities and promote available tools.
- Provide a high-quality, high-amenity public environment.
- Improve housing conditions.
- Plan for long-term development opportunities resulting from downtown activity, industry vacancies, and other projects.

The Quality of Life Plan notes several generalized areas of redevelopment potential. A vision for consolidation of land uses was proposed that would allow for housing stabilization, greenway connections, truck traffic diversion, and improved buffering and blending of residential and commercial/industrial land uses.

West Washington Street Corridor Plan

The West Washington Street Corridor Plan was developed concurrently with the West Indianapolis Neighborhood Land Use Plan. The West Washington Street Corridor Plan makes land use and development recommendations for the portion of West Washington Street between North Tibbs Avenue and Interstate 465, as well as the adjacent neighborhoods. The two plans overlap in the area west of Eagle Creek and north of the CSX mainline railroad tracks. The land use and zoning recommendations of the two plans are identical.

Planning Process

The process that resulted in this plan was a collaboration of the City of Indianapolis and the West Indianapolis Development Corporation. Three public meetings were held between June 2008 and May 2009 with a total attendance of 61.

At the first meeting, the 1996 plan was analyzed; then teams developed recommendations for the entire neighborhood. At the second meeting, teams focused on four study areas: the Chrysler/Green Lake area, the Kentucky Triangle, the Valley, and the Morris Street corridor. The third meeting was a presentation and review of a draft of the plan.

Land Use Plan

This plan is a guide for anyone making a decision about the use of a property within the study area. The plan's recommendation for any particular site is a combination of the information provided on the Environmentally Sensitive Areas map, the recommendations of the Land Use Plan, and, if the site is located in a Critical Area, the Critical Area text.

Existing Land use

From its earliest days West Indianapolis has been an area of industry and of neighborhoods supplying workers to industry. Historically, and yet today, excellent railroad and highway access makes the area attractive for industry.

Residential areas range in size from small pockets of homes surrounded by industrial sites to larger, more fully-functioning neighborhoods with retail services, parks, and institutions.

Residential and industrial uses can be uncomfortable neighbors. Traffic, large trucks, noise, and smells are potential areas of conflict.

Historic Structures

The Indiana Division of Historic Preservation and Archaeology developed an inventory of historic sites and structures for Center Township in 1991 and for Wayne Township in 1993. These inventories list sites and districts of historic significance and rate them, in descending order of significance, as outstanding, notable, or contributing. Six structures were found in the study area that are potentially eligible for listing in the National Register of Historic Places.

Outstanding Structures:

- Link Belt Chain, 220 S. Belmont Ave.
- Shinola Shoewax Factory, 1437 W. Morris St.

Notable Structures:

- Assumption Catholic Church and Assumption School, 1105 and 1117 S. Blaine Ave.
- F & AM Lodge No. 669, 1522 W. Morris St.
- Pennsylvania Railroad Bridge, intersection of Kentucky Ave. and Belmont Ave.
- Substation Building, 2605 W. Morris St.



Southwest Health Center (incorporating the former F & AM Lodge No. 669 building)

Plan Themes

The West Indianapolis Neighborhood Land Use Plan recommends several major shifts in the general land use of the area. These shifts primarily fall into two themes: separation of industrial and residential uses, and development of significant park space along Eagle Creek.

This plan recommends the conversion of residential properties in the area west of Eagle Creek and south of Interstate 70 to industrial uses. The conversion of industrial properties along the east side of Eagle Creek to residential uses is another major shift in land use patterns recommended by this plan.

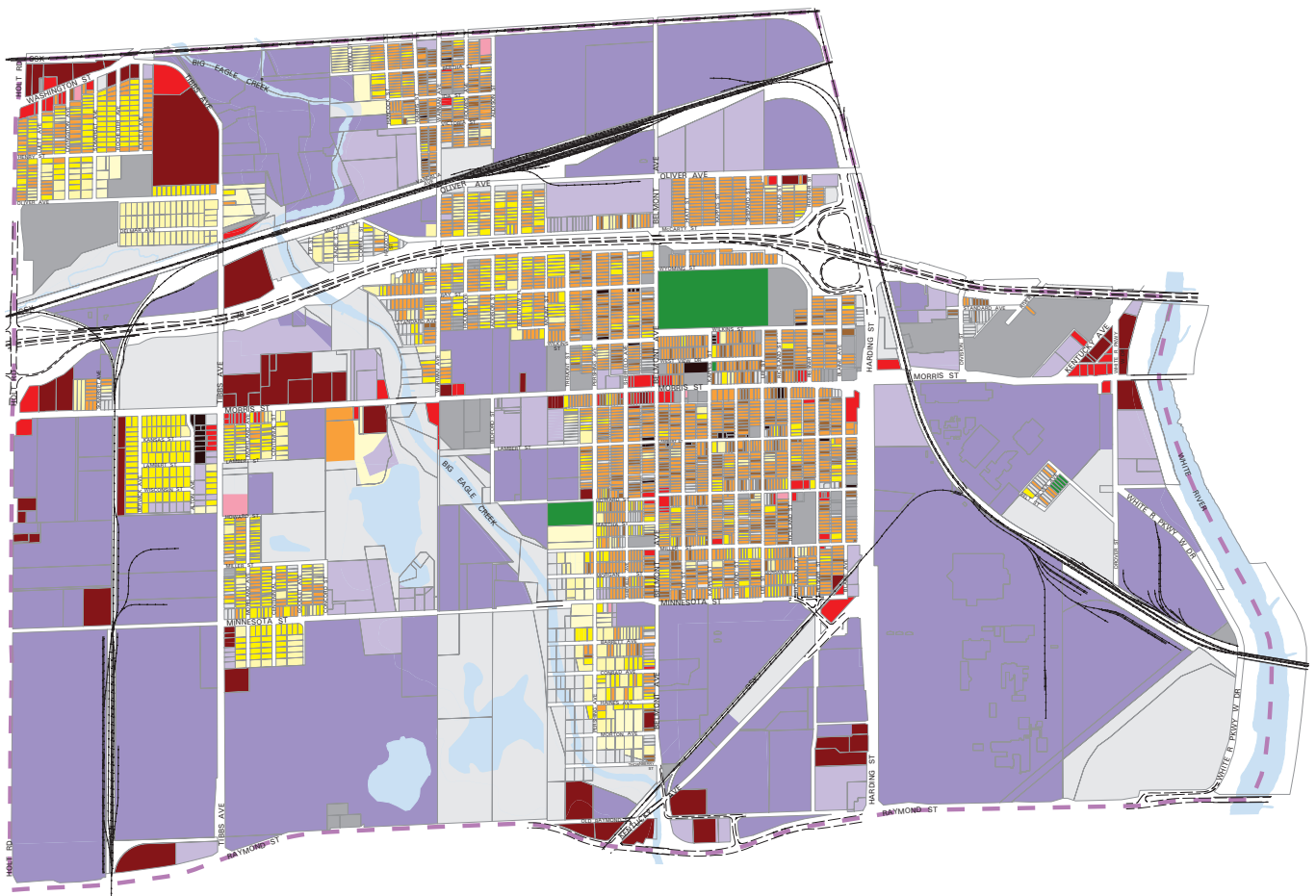
Eagle Creek becomes the dividing line between industry and residences. The plan reinforces the recommendations of previous plans to create a greenway along Eagle Creek and expands on them by recommending the conversion of flood-prone and brownfield areas along the creek into parkspace.



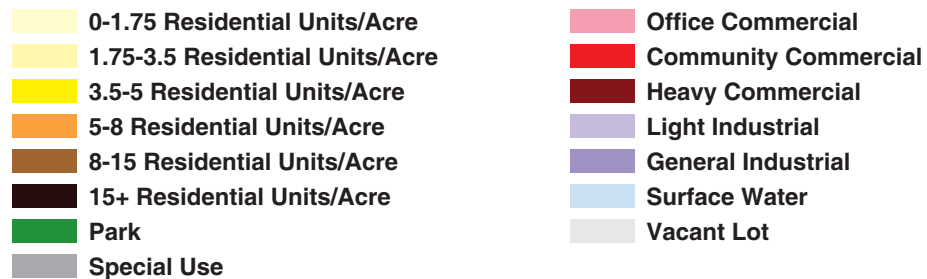
WIDC double on Morris St.



Rolls-Royce on Tibbs Ave. north of Raymond St.



MAP 3 - EXISTING LAND USE
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN



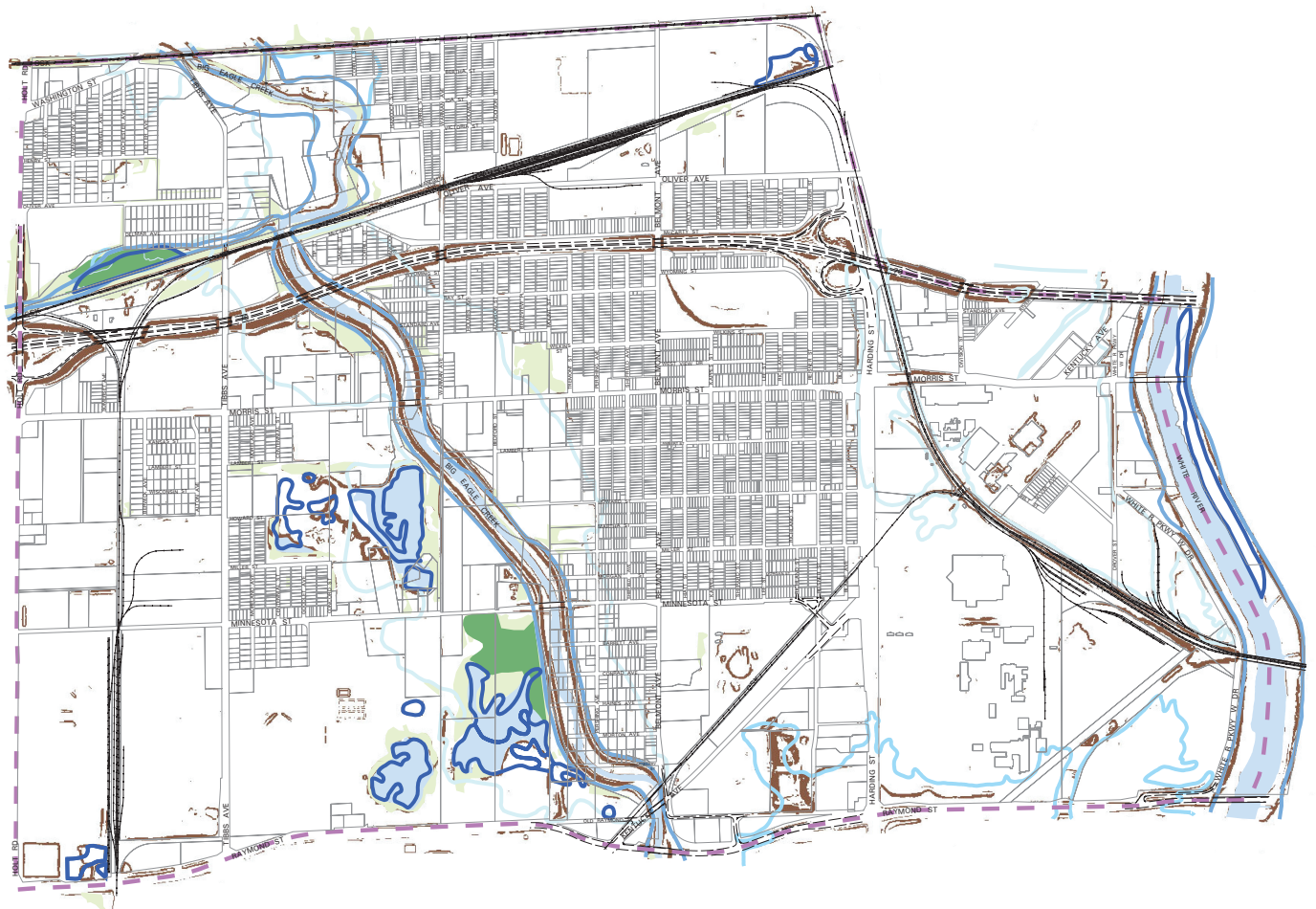
Environmentally Sensitive Areas

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.



Wooded portion of Eagle Creek - includes portion of proposed greenway and parkland



MAP 4 - ENVIRONMENTALLY SENSITIVE AREAS
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN

Natural Woodlands
 High Quality Woodlands
 Wetlands

Steep Slopes - Slopes
 of 10% or more

Surface Water
 Floodway
 100 Year Floodplain
 500 Year Floodplain



Land Use Categories

The Land Use Plan 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:**
 - 1.75 - 3.50 units per acre
 - 3.50 - 5.00 units per acre
 - 5.00 - 8.00 units per acre
 - 8.00 - 15.00 units per acre
- **Mixed Uses:**
 - Village Mixed-Use
- **Commercial:**
 - Community Commercial Uses
 - Heavy Commercial Uses
- **Industrial:**
 - Light Industrial
 - General Industrial
- **Other Land Uses:**
 - Park
 - Linear Park (Greenway)
 - Research and Technology
 - Special Use
 - Floodway

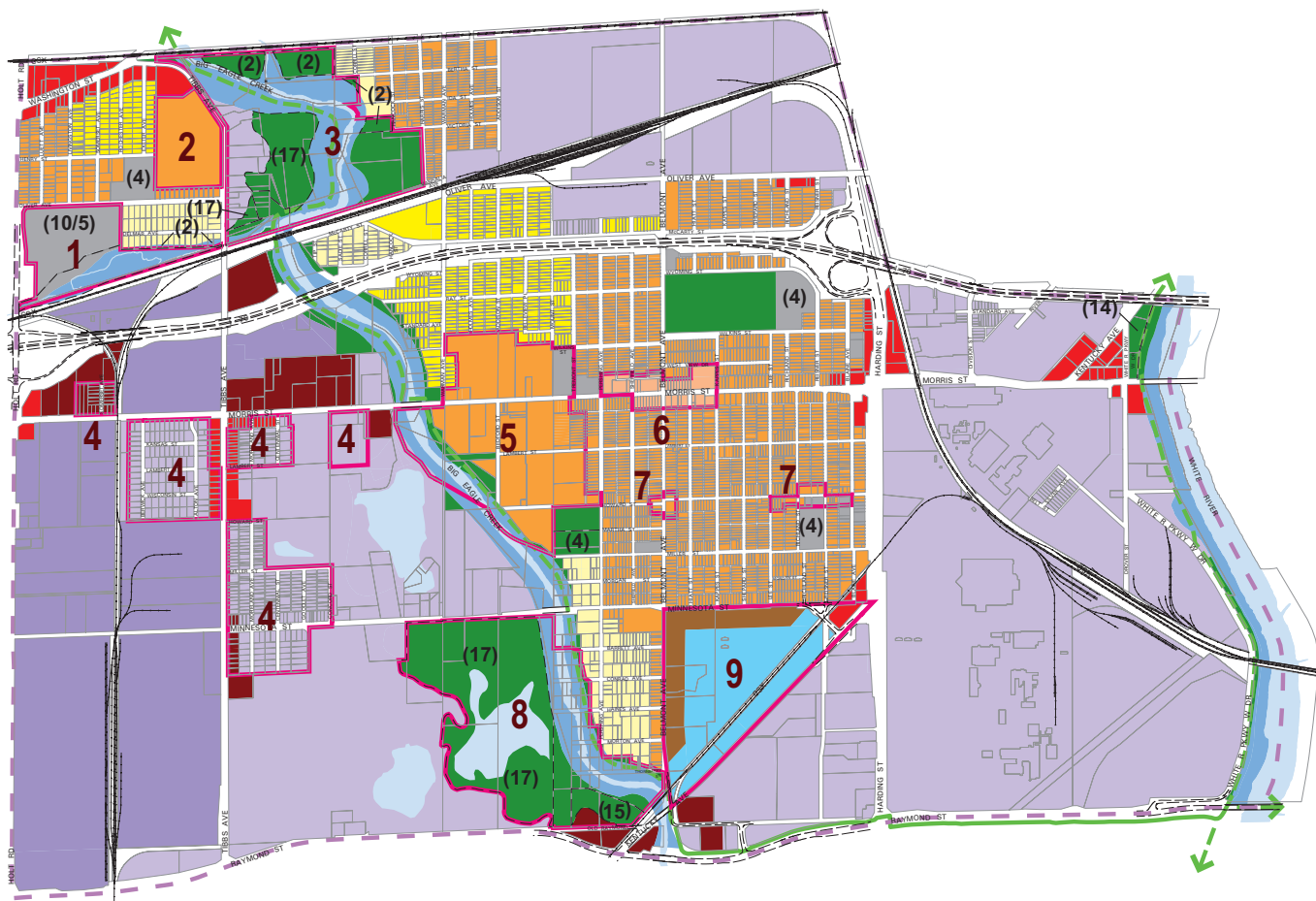
These categories are described in more detail in Appendix B.



Houses and lot size typical to 5-8 residential units per acre



Heavy commercial



MAP 5 - LAND USE PLAN
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN

- | | |
|-------------------------------------|--|
| 1.75-3.5 Residential Units/Acre (2) | Light Industrial (17) |
| 3.5-5 Residential Units/Acre (3) | General Industrial (18) |
| 5-8 Residential Units/Acre (4) | Research and Technology (20) |
| 8-15 Residential Units/Acre (5) | Floodway |
| Village Mixed-Use (8) | Surface Water |
| Park (10) | Existing Greenway |
| Special Use (12) | Proposed Greenway |
| Community Commercial (14) | |
| Heavy Commercial (15) | # Critical Area (and Reference Number) see text |

Note: Alternate land use recommendations for areas are specified in parenthesis by abbreviation of the proposed land uses as listed above.

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 Plan 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.



2010 bird's eye looking north to a portion of Critical Area 1 showing the American Legion property and part of wooded area and wetlands with I-70/Holt intersection and rail line in foreground

Recommendations:

- The American Legion site east of Holt Road has an index land use of Park. According to the standards set in Indy Parks's *Indianapolis-Marion County 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 the 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 zoning 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: Eagle Creek between the CSX rail lines

Why Critical: Eagle Creek throughout the West Indianapolis neighborhood is part of the Indianapolis Greenways system and is proposed for a pedestrian and bicycle trail. Between the two CSX rail lines the greenway is proposed to widen out into a park. The western boundary of the proposed park is the extent of the floodway and the 500-year floodplain.

The eastern boundary of the proposed park stair steps along the edge of the established residential development and includes the former Avanti site (see Appendix C). Much of this area is currently used as automobile salvage yards, including areas within the floodplain and floodway. It is critical that flooding hazard be minimized.

The area along South Tibbs Avenue is recommended in this plan to be converted from heavy commercial and residential uses to light industrial uses. It is critical that the transition be orderly and that new development be respectful of the residences until a full transition occurs.



2010 bird's eye looking north to a part of Eagle Creek between the CSX lines with parts of the auto salvage yards on the west side of the creek and the Avanti site (with remediation underway) on the east

Recommendations:

- Install a greenway trail along Eagle Creek.
- No development other than passive recreational development should occur within the floodway.
- Any development in the floodplain should be of a type that would be minimally affected should flooding occur. Development should also be of a type that, if flooded, would not contaminate the floodwaters or cause downstream damage.
- Redevelopment of the Avanti site into a recreation area should cap the site with hard surface play courts.
- Redevelopment along South Tibbs Avenue should be limited in the amount of outdoor storage and display (no more than 25%). Outdoor storage and display should be fully screened from the street.
- During the period of transition to industrial uses, care should be taken to provide buffers between residential and industrial uses, separate industrial and neighborhood traffic, and not hamper the conversion of surrounding parcels.

Critical Area 4

Location: Morris Heights, Morris Park, Oakpark, Hohlt's Homeplace, and I-70 Mobile Home Park

Why Critical: These areas are currently residential, but are proposed in this plan to be converted to industrial uses. It is critical that the transition be orderly and that new development be respectful of the residences until a full transition occurs.

Recommendations:

- Conversion of the residential parcels to industrial uses should not be done in a piecemeal manner, but in large groupings of contiguous parcels. The purposes of this are that reasonably-sized parcels are created to accommodate the needs of modern industry and that homes are not “stranded” with industries on three or four sides of them.
- During the period of transition from residential to industrial uses, care should be taken to provide buffers between residential and industrial uses, separate industrial and neighborhood traffic, and not hamper the conversion of surrounding parcels.

Critical Area 5

Location: Industrial area in proximity to the intersection of Morris and Bedford streets

Why Critical: This area is currently industrial, but is proposed in this plan to be converted to residential uses. It is critical that the transition be orderly and that the interface of residential and industrial uses accommodates the needs of both land uses.

Recommendations:

- To blend with the existing neighborhood, new residential development should be similar to the development patterns of the residential neighborhoods to east in terms of block sizes and grid, lot sizes, and provision of sidewalks and alleys.
- Existing buildings provide an opportunity for creative adaption to residential use.
- Conversion of the Critical Area to residential parcels should not be done in a piecemeal manner, but in groupings of contiguous housing units so that a lone residential structure is not “stranded” with industries on three or four sides of it nor does that individual home interfere with industrial usage.
- During the period of transition from industrial to residential uses, care should be taken to provide buffers between residential and industrial uses, separate industrial and neighborhood traffic, and not hamper the conversion of surrounding parcels.
- Multiple, convenient access points to the Eagle Creek Greenway should be provided throughout the Critical Area.

Critical Area 6

Location: West Indianapolis Town Center

Why Critical: This part of the West Indianapolis neighborhood serves as a focus of the community's identity and offers an opportunity for a mixed-use district. This area has served as a commercial and institutional hub for at least a century. To maintain the area's identity as a distinct place, this plan recommends the "Village Mixed-Use" land use category for the Town Center. It is critical to maintain the current development patterns (mix of land uses; size, shape, and locations of buildings on their sites.)



Morris Street commercial

Recommendations:

- Development in the Town Center should continue to be a mix of retail, office, institutional, and residential uses.
- Encroachment of commercial uses into the solidly residential areas surrounding the town center should be restricted.
- Future development within the Critical Area should reflect the existing development pattern in terms of building setbacks, building heights, transparency of street facades, and location of parking to the side rather than the front of buildings.



Mary Rigg Neighborhood Center

Critical Area 7

Location: Howard Street

Why Critical: Howard Street was once the route of a streetcar. Like many streetcar routes it developed with a mixture of residential and retail uses, with the retail uses typically clustered at the streetcar stops. With the demise of the streetcars and the rise of Morris Street as the primary east-west arterial street, Howard Street's viability as a retail strip has waned.

Despite this, much of the street is still zoned for office and retail uses. This plan recommends that Howard Street

continue its transition from retailing to residential. It is critical that land uses along the street not intensify and that the transition from commercial use to residential use be orderly.



Habitat for Humanity houses on Howard Street

Recommendations:

- Redevelop vacant lots along Howard Street to single family or double-family residential uses.
- Adapt or redevelop existing commercial uses to residential uses.

Critical Area 8

Location: Eagle Creek between Minnesota Street and Old Raymond Street

Why Critical: Eagle Creek throughout the West Indianapolis neighborhood is part of the Indianapolis Greenways system and is proposed for a pedestrian and bicycle trail. Between Minnesota Street and Old Raymond Street the greenway is proposed to widen out into a park. The area of the proposed park is the area within the 500-year floodplain. Most of this area is undeveloped and contains a pond, multiple wetlands, and a natural forest remnant. Because of its floodplain location and natural aspects, park development on this parcel would likely be low-intensity and geared to passive recreation. It is critical that any development on this site is respectful of the area's natural qualities.

Recommendations:

- Install a greenway trail along Eagle Creek.
- Any development in the Critical Area should be of a type that would be minimally affected should flooding occur. Development should also be of a type that, if flooded, would not contaminate the floodwaters or cause downstream damage.
- Any development in the Critical Area should preserve the natural forest remnant and take the presence of the site's younger woodlands into consideration.

Critical Area 9

Location: The Kentucky Triangle

Why Critical: This area is currently a mix of industrial and heavy commercial uses. The plan recommends conversion of the majority of this area to a research and technology park fronting on Kentucky Avenue. The Belmont Avenue and Minnesota Street frontages are recommended for residential development of at least eight units per acre. These residential areas will function as a transition to the residential areas to the west and north of the triangle. It is critical that the transition to the new land uses be orderly and that the interface of residential, research, and industrial uses accommodates the needs of each land use.



Lilly Technology Center

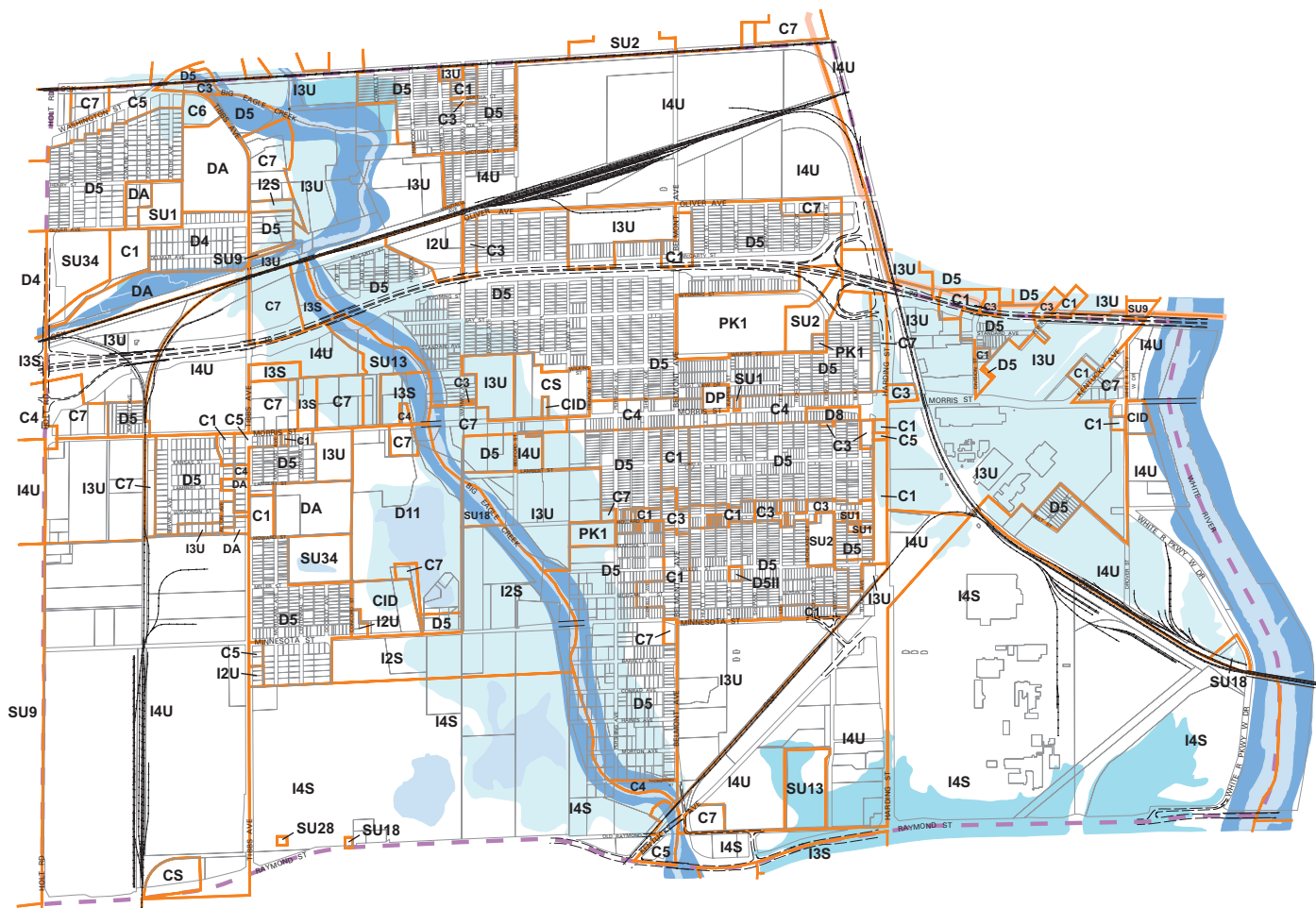
Recommendations:

- Redevelopment of the area is expected to have a campus-like character with integrated access, a pedestrian orientation, and provision of outdoor social spaces.
- Research and technology campuses are typically linked to a university or adjacent business, in this case Eli Lilly and Company, so pharmaceutical, medical, and chemical uses are preferred although uses are not limited to these sectors.

Zoning Plan

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

Typically implementation of a zoning plan is incremental over time as property owners wish to develop or redevelop their properties. However the Metropolitan Development Commission has the authority to rezone multiple parcels at one time. This is usually done through a partnership with a community in an effort to implement a neighborhood or corridor plan.



MAP 6 - EXISTING ZONING
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN

SPECIAL USE DISTRICTS

- SU1 Church
- SU2 School
- SU9 Government
- SU13 Sanitary Landfill
- SU18 Light & Power Substation
- SU28 Petroleum Refinery
- SU34 Club, Fraternity, or Lodge

COMMERCIAL DISTRICTS

- C1 Office Buffer
- C3 Neighborhood
- C4 Community-Regional
- C5 General
- C6 Thoroughfare
- C7 High Intensity
- CS Special
- CID Commercial Industrial

DWELLING DISTRICTS

- DA Dwelling Agriculture
- D4 Min. 7,200 Sq. Ft. Lot Single Family
- D5 Min. 5,000 Sq. Ft. Lot Single Family
- D5II Small Lot Single & Two Family
- D8 Urban Single to Multi-Family
- D11 Mobile Dwelling
- DP Planned Unit Development

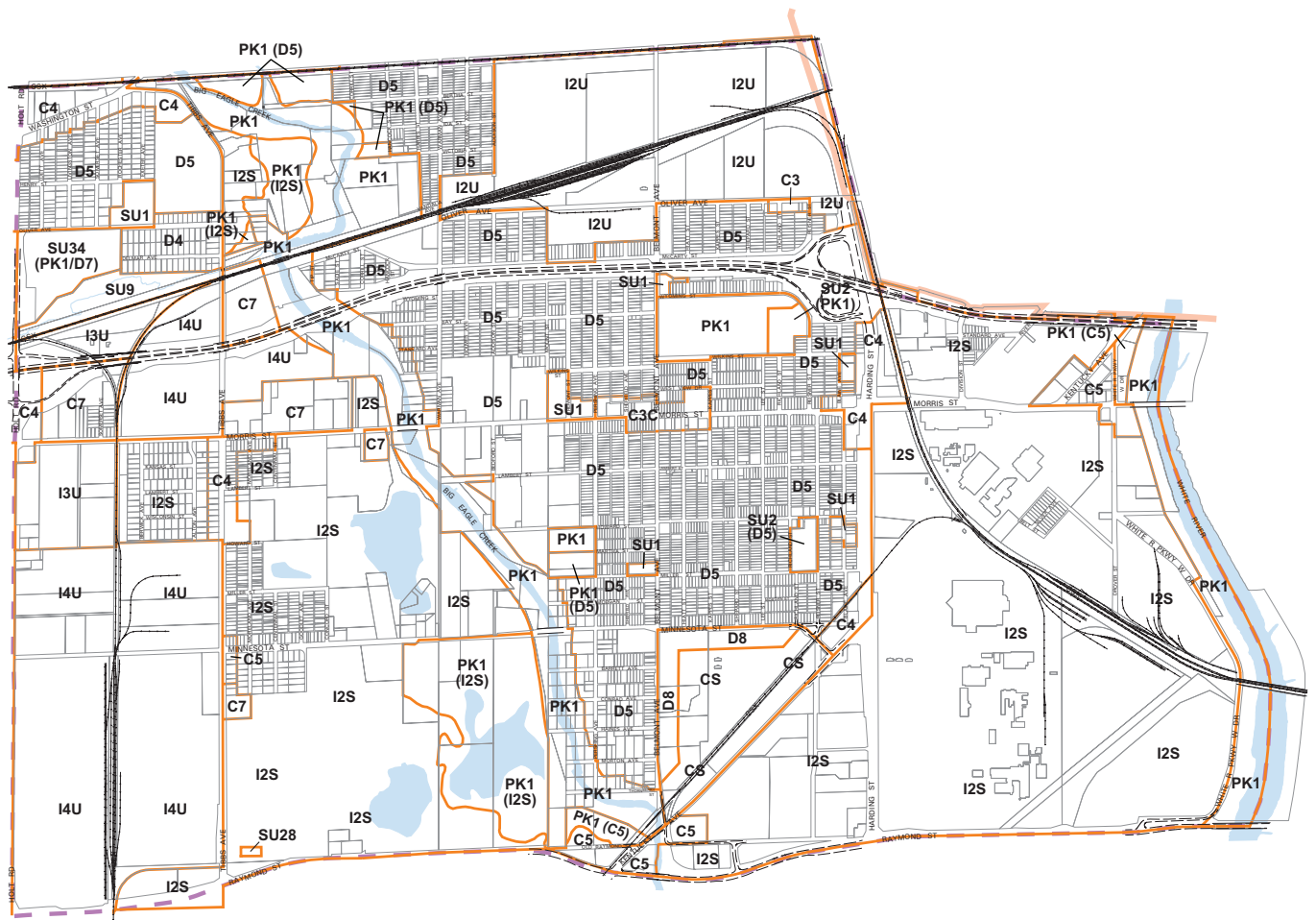
PK1 Park

INDUSTRIAL DISTRICTS

- I2U Light Urban
- I3U Medium Urban
- I4U Heavy Urban
- I2S Light Suburban
- I3S Medium Suburban
- I4S Heavy Suburban

- Floodway
- 100 Year Floodplain
- 500 Year Floodplain
- Regional Center Secondary

Department of Metropolitan Development
Division of Planning
December, 2012



MAP 7 - ZONING PLAN
WEST INDIANAPOLIS NEIGHBORHOOD LAND USE PLAN

SPECIAL USE DISTRICTS

SU1 Church
 SU2 School
 SU9 Government
 SU28 Petroleum Refinery
 SU34 Club, Fraternity, or Lodge

PK1 Park

COMMERCIAL DISTRICTS

C3 Neighborhood
 C3C Corridor Commercial
 C4 Community-Regional
 C5 General
 C7 High Intensity
 CS Special

INDUSTRIAL DISTRICTS

I2S Light Suburban
 I2U Light Urban
 I3U Medium Urban
 I4U Heavy Urban

DWELLING DISTRICTS

D4 Min. 7,200 Sq. Ft. Lot Single Family
 D5 Min. 5,000 Sq. Ft. Lot Single Family
 D7 Medium Intensity Multi-Family
 D8 Urban Single to Multi-Family

 Regional Center Secondary

Note: Alternate zoning recommendations for areas are specified in parenthesis by abbreviation of the proposed zoning as listed above.

Department of Metropolitan Development
 Division of Planning
 December, 2012 

Appendix A: Summaries of Related Comprehensive Plan Segments

Indianapolis Insight: the Comprehensive Plan for Marion County, Indiana

Indianapolis Insight is the most recent county-wide update of the Comprehensive Plan. It is a guide for development that contains statements of community values concerning development of the city and the resulting goals, objectives, and policies. It also makes land use recommendations for all parcels of land in Indianapolis outside the boundaries of sub-area plans such as the 1996 West Indianapolis Neighborhood Plan.

The 1996 West Indianapolis Neighborhood Plan had South Tibbs Avenue as its western boundary, whereas this plan extends to Holt Road. The area between Tibbs Avenue and Holt Road was studied by Indianapolis Insight. The land use recommendations contained in Indianapolis Insight for the area between Tibbs Avenue and Holt Road and south of I-70 are primarily General Industrial with a commercial node at the I-70/Holt Road interchange and a residential recommendation for the Morris Park neighborhood. Adoption of this plan replaces the land use recommendations of Indianapolis Insight for parcels in the area between Tibbs Avenue and Holt Road.

Official Thoroughfare Plan for Marion County, Indiana

The Thoroughfare Plan identifies an interconnecting system of major roadways (freeways, expressways, primary arterials, and secondary arterials) that are important to the overall transportation network in Marion County. The plan also identifies major street improvements and forecasts when these improvements may occur.

The Thoroughfare Plan recommends the widening of I-70 to four lanes in each direction between the years 2021 and 2025. The Plan also recommends adding lanes to:

- Morris Street (between Holt Road and Warman Avenue),
- Washington Street (between Holt Road and Rockville Road),
- Tibbs Avenue (between Washington Street and Sam Jones Expressway), and
- Holt Road (from Morris Street to Sam Jones Expressway).

The plan recommends widening the lanes on Minnesota Street from Holt Road to Kentucky Avenue. The timeframe for these lane additions and lane widening is after 2025.

Indianapolis Greenways Master Plan

A master plan for Indianapolis Greenways was first adopted in 1994. The plan was updated in 1999 and 2002. The Indianapolis Greenways Master Plan 2002 perpetuates the dream of park-lined rivers and streams envisioned by landscape architect George Kessler in the early part of the 20th century.

This plan recommends a public trail running alongside Eagle Creek from the Eagle Creek reservoir dam downstream to Raymond Street. A trail along Raymond Street would connect the Eagle Creek Trail to the Wapahani Trail along White River. Within the study area the trail is envisioned to be on the west side of the creek from Washington Street to Minnesota Street, where it would cross and run down the east side of the creek to Raymond Street.

An evaluation of the Eagle Creek Greenway done in 2010 indicates that the 3.45 mile section of the trail from Washington Street to Raymond Street would cost approximately \$4,115,000. This figure includes acquisition of 21 acres of land.

Appendix B: Land Use Categories

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 and service commercial and office uses, which serve a predominantly residential market adjacent to, or very near, the location of the uses. The uses in this land use category are designed to fulfill a broad range of retail and 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 Outlots: 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

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.

Appendix C: Avanti Corporation Superfund Site

The Avanti site at 502 to 566 South Harris Avenue is being handled by the Federal Superfund Program. The site is approximately 17 acres and is bounded on the north by Victoria Street, on the east by Harris Street, on the south by railroad tracks, and on the west by Eagle Creek.

According to a 2007 report from the Indiana Department of Environmental Management (IDEM):

Past industrial operations included a battery recycling operation, a lead smelter, and a lead oxide facility. The site was heavily contaminated with lead and battery casings.

Several investigations at the Avanti property and in the off site residential areas have shown the presence of high levels of lead and other metals in the soil. A removal action was conducted on more than 287 residential properties. All impacted soil was removed and properly disposed. In addition, removal actions were also conducted on the Avanti property.

Currently, Avanti is in the Operation and Maintenance phase of its plan. The plan includes a 30-year schedule for quarterly site inspections, maintenance for all covered areas, cutting of grassed areas, and potential corrective actions to address erosional problems or disturbed areas.

IDEM collected samples from the remaining four monitoring wells quarterly from May 2001 to February 2002, and the wells were abandoned in March 2004. In May 2002, CSX Transportation Inc. (CSXT) contractors conducted a voluntary remediation of lead impacted soils along an undeveloped footpath located between a section of railroad tracks and the south property boundary of the Avanti site.

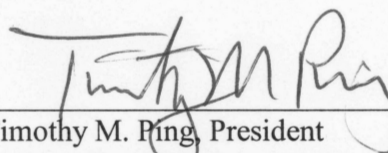
METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
RESOLUTION NO. 2011-CPS-R-002

RESOLUTION 2011-CPS-R-002, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, West Indianapolis Neighborhood Land Use Plan.

Be it resolved that, pursuant to I.C. 36-7-4, the Metropolitan Development Commission of Marion County, Indiana, hereby amends the Comprehensive or Master Plan for Marion County, Indiana, by the adoption of the West Indianapolis Neighborhood Land Use Plan, which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

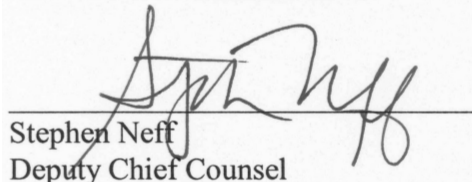
Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 2011-CPS-R-002, amending the Comprehensive or Master Plan of Marion County, Indiana, West Indianapolis Neighborhood Land Use Plan.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 2011-CPS-R-002, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, and the Board of Commissioners of Marion County, Indiana and to the legislative authorities of the incorporated cities and towns of Marion County, Indiana that are directly affected by this plan: City of Lawrence. The Director shall also file one (1) copy of the Resolution and one (1) summary of the plan in the office of the Recorder of Marion County.



Timothy M. Ping, President
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 8
DAY OF DECEMBER 2011.



Stephen Neff
Deputy Chief Counsel

