

EAST 38TH ST. Corridor Plan

City of Indianapolis

Department of Metropolitan
Development

Division of Planning

December 5, 2012
2012 - CPS - R - 004



East 38th Street Corridor Plan

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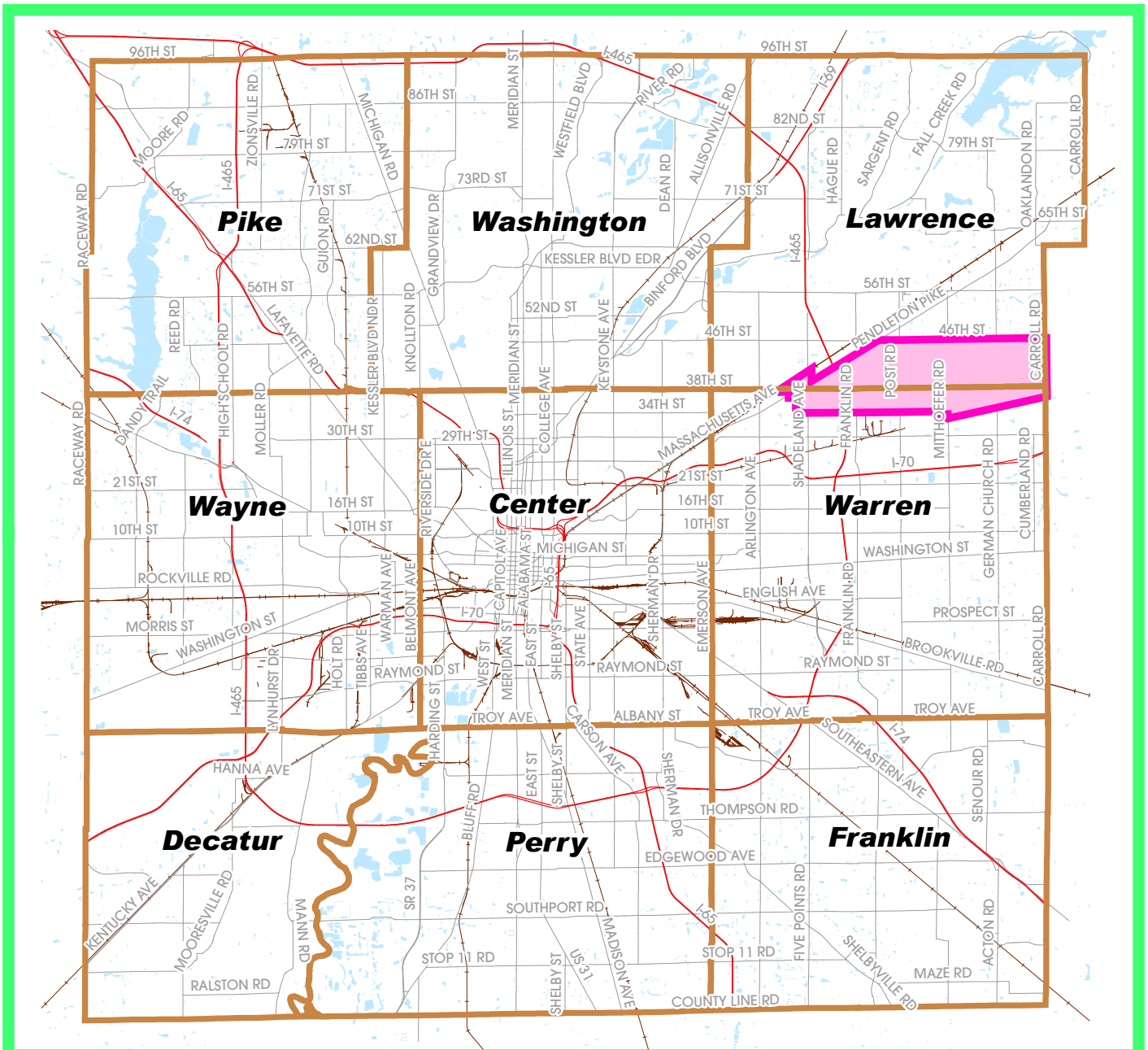
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Metropolitan Development Commission

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East 38th Street Corridor Plan

Location Map #1

Legend

- East 38th Street Boundary
- Township Boundary
- Interstate
- Major Streets
- Railroad
- Lakes

0 0.5 1 2 3 4 Miles



Introduction

Corridor Plan Area

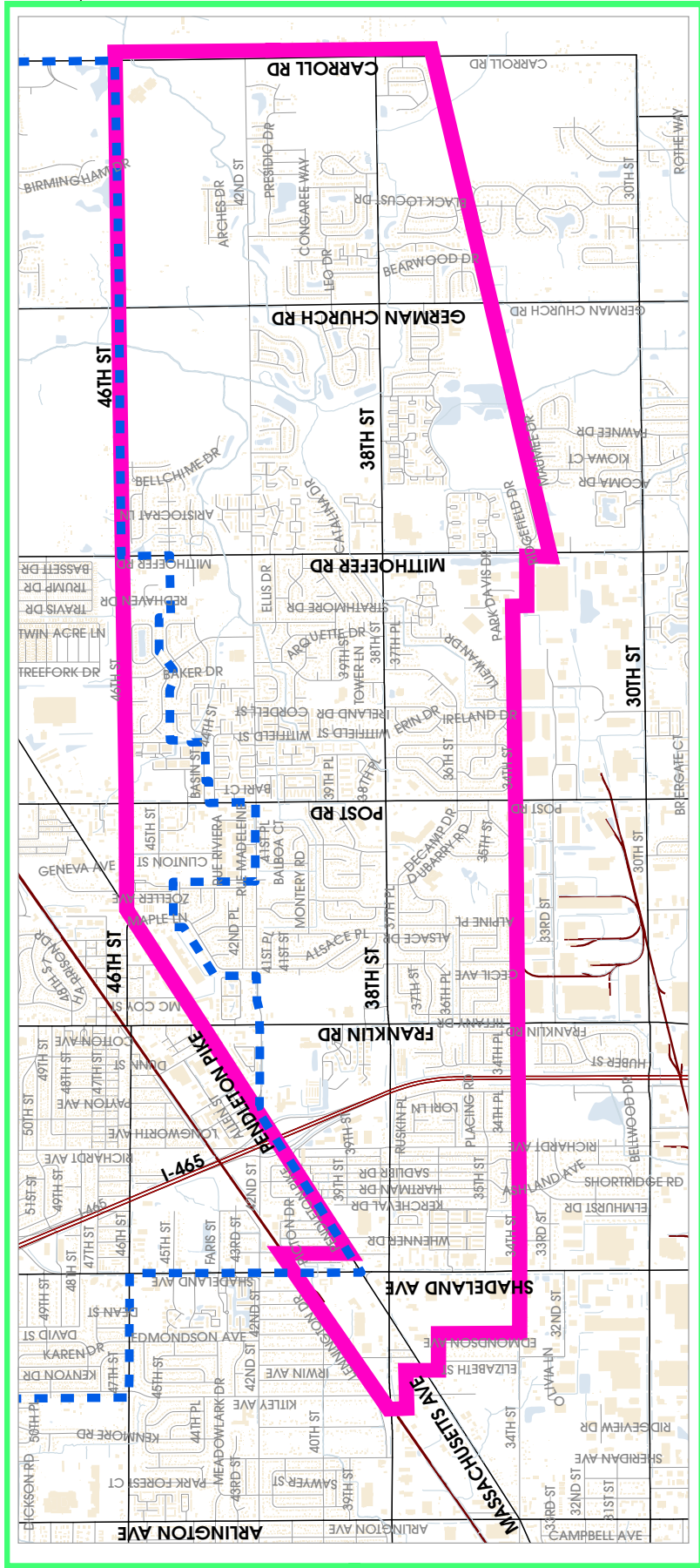
The focus of this plan is on a portion of southern Lawrence Township and northern Warren Township that relates closely to the people, homes, businesses, institutions and neighborhoods of East 38th Street. Portions of Shadeland Avenue, Pendleton Pike, Franklin Road, Mitthoefer Road, German Church Road and Carroll Road are also included in the study area as indicated on Map 1.

The study area is located on the far eastside area of Indianapolis and includes the southern border of the City of Lawrence as indicated on Map 2. An important and developing border of Marion County and Hancock County lies on the east edge of the corridor. The study area includes small sections that had been settled by the mid-nineteenth century while the largest portion of the study was developed between the 1960s and 1990s. The eastern part of the study area contains some land that remains in active agricultural use.

The Role of Corridor Plans

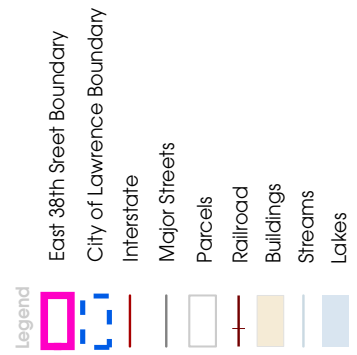
Corridors serve to move people and goods. They provide ways to reach destinations. Corridors also define the community's identity and help to shape the overall quality of life. Land use policies, transportation needs and market forces must work harmoniously together to ensure that land use and infrastructure meet the long-term needs of the community.

Corridor plans do not focus strictly on engineering plans for the purpose of added roadway capacity. This corridor plan attempts to provide a more comprehensive view of the principal roads and their context. While automobile travel dominated past plans, all travel modes must now be considered. It is essential to integrate transit, bicycle and pedestrian modes while maintaining automobile traffic capacity. The public investment in the road infrastructure and related utility infrastructure must be protected as a fully balanced multimodal approach becomes the standard. All these aspects of corridor planning were applied in the preparation of the East 38th Street Corridor Plan.



East 38th Street Corridor Plan

Project Area Boundary Map #2



38th Street Corridor Study Area



East 38th Street at Shadeland Avenue



I 465 and 38th Street



Post Road and 38th Street



38th Street and Shadeland



Franklin Road and 38th Street



Libra Lane and 38th Street



Pinehall Drive and 38th Street



42nd Street near Carroll Road



3844 Strathmore remodeled home by CAFE



Strip center near 38th and Elizabeth Street



Former Kroger Store



Pathway Resource Center, Inc



Former Country Squire Shopping Center



CVS on 38th Street



Cheryl's Discount Carpet



Rock of Faith Church



Turning Point Family Worship Center



Amber Woods Cooperative Apartments

Public Meetings



Planning Process

Planning Process and Public Participation

The Department of Metropolitan Development (DMD) determined that a corridor plan was warranted in order to help future growth and enhancement of the plan area. Public participation was carried out to include as many contributors as possible. All public meetings were held within the planning study area. A list of meeting dates and locations is found in the Appendix. Planning staff concurrently assisted with the preparation of the Far Eastside Quality of Life Plan, which was facilitated by the Community Alliance for the Far Eastside (CAFÉ). In addition to input gathered in public meetings, staff conducted interview surveys with residents, businesses and property owners. The 38th and Shadeland Community Improvement Association provided input to the plan for the Pendleton Pike and Shadeland Avenue sections of the study area.

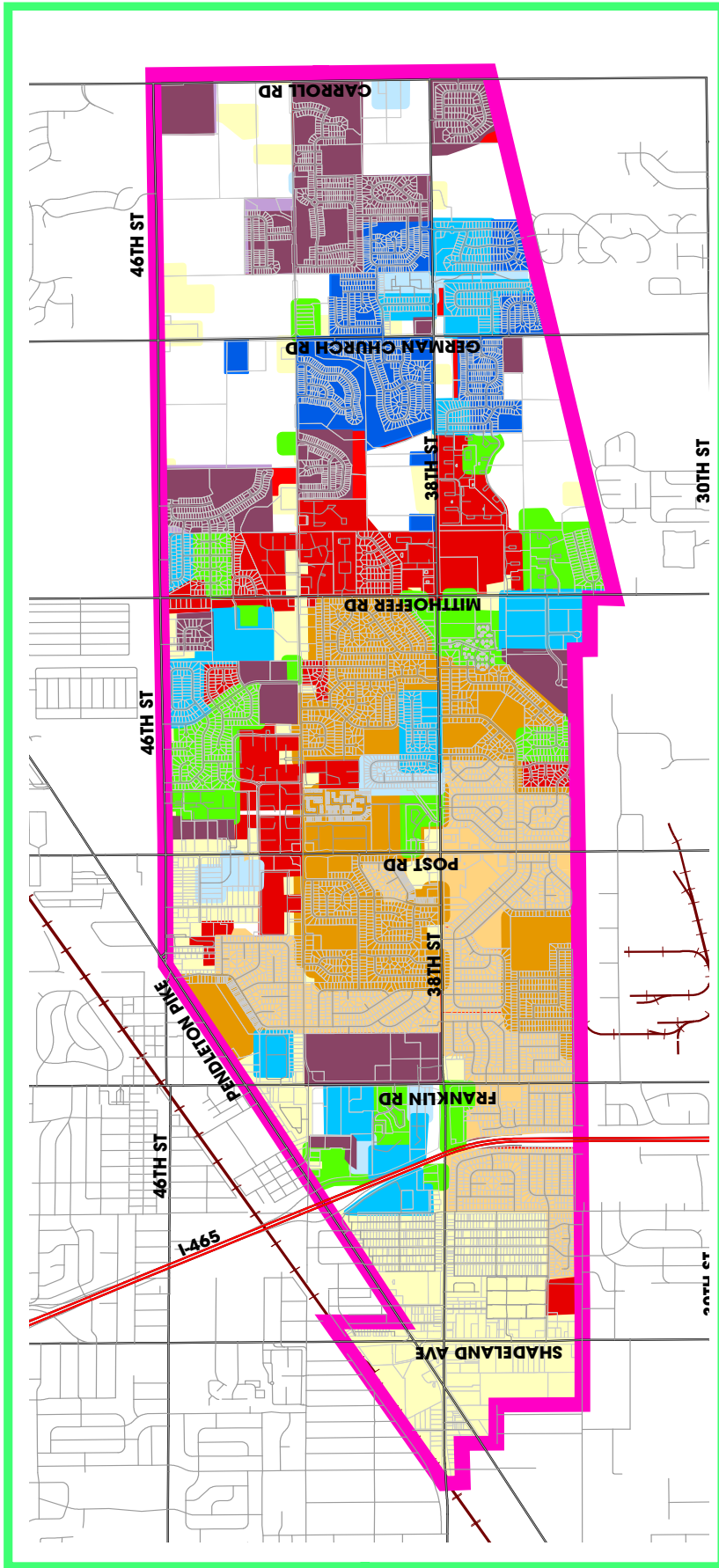
Communication Program

DMD's Planning Division staff maintained a large mailing list and an email list to invite residents and other stakeholders to public meetings. Media notices were sent before all public meetings. A website was maintained throughout the project which contained meeting notices, meeting summaries, copies of presentations, maps, and links to partnering organizations and related resources. Additional public outreach included planning staff's attendance at two Mayor's Night Out events, IPS School 103 Parent Open House, two CAFÉ Community Day events as well as meetings of apartment managers and business owners.

Data Collection and Analysis

Planning staff conducted multiple site visits to document and to understand the corridor's land uses, physical condition and infrastructure. Staff researched land use changes and development activity, code enforcement and trends in the corridor. Staff met with Mayor's Neighborhood Liaisons, current and long range planning staff and planning staff from the Department of Public Works, Department of Parks and Recreation, IndyGo, Lawrence Transit System, City of Lawrence and the Indianapolis Metropolitan Planning Organization. Input was gathered from the Hancock County Area Plan Commission in order to coordinate a mutually beneficial plan along the county boundary.

Through the use of geographic information systems, base maps were prepared for public meetings. Other adopted public planning documents were reviewed for their relevance to the plan area. These documents included plans for land use, parks, transportation, transit, and infrastructure and watershed management



East 38th Street Corridor Plan

Stages of Development #3

Legend

Development Visible in Aerial Photography

East 38th Street Boundary

Major Streets

Interstates

Parcels

Railroad

* Colors do not represent land use colors.

Development by 1956
Development by 1962
Development by 1966
Development by 1972
Development by 1978
Development by 1986

Development by 1995
Development by 2002
Development by 2008
Development by 2012
Undeveloped Land



0 0.125 0.25 0.5 0.75 1 Miles

History

Development History

While much of the area surrounding the intersections of 38th Street, Pendleton Pike and Shadeland Avenue was developed in the 1920s to 1930s as residential uses, the remainder of East 38th Street was still largely agricultural with only a scattering of houses and farm buildings. A large part of the East 38th Street corridor was sparsely settled well into the mid-1950s. The corridor retained a very rural character and lacked even small clusters of homes and businesses at the intersections of county roads. A few highway-related businesses were found along Pendleton Pike. Map 3 indicates the Stages of Development for the corridor study area, which proceeded generally from west to east over a sixty year period.

Dramatic changes came to the intersection of 38th Street and Post Road between the years 1956 and 1972, as evident in the two following aerial photographs. The north east corner contained the Indiana Gun Club, a skeet and trap shooting facility. Through most of the 1950s, the club was well situated in an area that was almost entirely farmland. By 1972 the abundant farm was converted into residential subdivisions, apartment complexes and shopping centers.



38th Street and Post Road - 1956



38th Street and Post Road 1972



Indiana Gun Club - July 1955

Residential Development

The availability of industrial jobs along Shade-land Avenue and military jobs at Fort Benjamin Harrison drew many new residents to Indianapolis's Far Eastside in the decades following World War Two. An ample supply of newly built houses greeted newcomers to the area in subdivisions known as Franklin Heights, Glick's East 38th, Grassy Creek Village, Homewood Park, North Eastwood and Vinton Woods. New apartments in a variety of styles and sizes dominated the changing land uses around Post Road and 42nd Street. Land east of Mitthoefer Road remained largely in agricultural usage until the 1990s. Several multi-family projects preceded the development of single family subdivisions. A large apartment complex now known as Spanish Oaks Apartments was constructed in the early 1970s under the name Governor's Square. Cedar Ridge Apartments and Willowood East Apartments were built east of German Church Road in the 1980s, well before single family residential projects appeared in the easternmost section of the 38th Street corridor.



Orchard Valley Farm German Church Road and Crabtree Court

Residential development in the east section of the corridor continued in the 1990s with the construction of Briarbrook Farms, Briarbrook Village, Hunters Crossing, Longwood Glen, Orchard Valley Farms, Pinecrest and Warren Woods. Another wave of residential subdivision development came in the 2000s with the construction of Carroll Farms, Deer Run, Lawrence Lakes and The Parks of Winding Ridge. The Farrell-Bell Senior Apartments and Heritage Place at Parkview apartments opened in 2010 and 2011 respectively. Both apartment projects serve older adults. The national economic downturn which began in 2008 impacted the market for existing houses, new residential lots and the building of new houses. The eastern section of the study area contained subdivisions with vacant lots and unfinished final sections. Tracts that had been rezoned in anticipation of residential development were again planted in crops.



The Parks of Winding Ridge
East 42nd Street and Benicia Lane



Farrell Bell Senior Apartments. 3935 N Franklin Road. Opened In 2010

The evolving character of residential development can be seen in the corridor. The subdivisions of the 1950s and 1960s typically contained houses that had a single story design with a single bay carport or garage.

These subdivisions had little common area. Lots were platted to the centerlines of the existing streams and ditches. Development regulations allowed houses to be built in the flood plain. Newer houses that contain two story plans and two car garages became more common in the 1990s. Newer subdivisions were required to keep houses out of the floodplain.

The result in many cases was the setting aside of flood plain areas as common areas. These common areas often included playgrounds and walking paths that were planned for the use of subdivision residents and were to be maintained by the homeowners associations.

Commercial and Industrial Development

Pendleton Pike and Shadeland Avenue were important highway corridors well before the advent of the national interstate highway system. During the 1950s and 1960s restaurants and lodging geared to the travelling public became more evident along these roads. Retail outlets that served area residents soon followed the construction of new homes and apartments.

Pendleton Pike became the area's leading retail business corridor even before the road was connected to the I-465 beltway. Shopping centers were established along Pendleton Pike, Franklin Road and at 38th Street and Post Road. Retail chains such as Ayr-Way, Kmart and Zayre built new stores in the highly traveled corridors. Smaller retail clusters emerged at 38th Street and Mitthoefer Road, 38th Street and Franklin Road, 42nd Street and Post Road and 42nd Street and Mitthoefer Road.



Ayr-Way Department Store 6800 Pendleton Pike (circa 1966)

Interstate highway interchanges at I-70 and I-465 gave the area added accessibility to jobs and job seekers in the entire metropolitan area. Beginning in the 1960s, a large industrial complex was built along 30th Street from Franklin Road to Mitthoefer Road.

Changes in Employment and Industry

Regional and global competition and industry-specific changes significantly impacted the Shadeland Avenue commercial and industrial corridor in the 1980s and 1990s. Mainstay industrial employers including Chrysler Corporation, RCA, Jenn-Air and Western Electric closed their facilities in the Shadeland Avenue corridor. Although new tenants occupied much of the vacated space, the wages paid to employees and the overall economic benefits to the community were reduced following the departure of the original industrial businesses. 600 jobs were lost with the 1996 closing of the Jenn-Air Plant at 3035 Shadeland Avenue. Maytag Corporation was then the owner. The 600,000 square foot plant and the company's sales, research and marketing offices as well as manufacturing space went empty. The building has since been filled by multiple tenants.



Shadeland Avenue North 34th Street



Jenn Air factory and offices 3035 N Shadeland Avenue (1995)

Lawrence Township Historical Perspective

Lawrence Township Historical Perspective

In establishing the first political subdivisions of Marion County in 1821, the County Commissioners constituted the northeast portion of the county as Lawrence Township. The War of 1812 still fresh in their minds, the commissioners named the Township for Captain James Lawrence, a hero of this war with Great Britain famous for his battle cry: "Don't give up the ship!" The area was virtually uninhabited, witnessing only occasional passage of Indian hunters who chose to remain after the Indian Evacuation Treaty of 1818. The township was blessed with "magnificent stands of hardwood" and, as recorded by another chronicler, at certain times of the year "much of the level land was covered with immense sheets of water, quagmires or ponds".

Overall, settlement of the township was slow – growth being largely concentrated in Indianapolis to the southwest. Settlements that did occur (such as Castleton, Lawrence, Germantown and Oaklandon) were small farming communities served by roads roughly hewn from the forest, a general store and a small church which served as both a place of worship and a site for community social functions. In retrospect, when the township grew, it tended to do so sporadically and generally in response to developments beyond its control. Not the least of these developments was the building of the "Bee Line" Railroad at the height of the railroad building boom of the 1840s and the 1850s. This line linked Indianapolis with Anderson, Muncie, Wabash and Fort Wayne, passing diagonally through the southern portion of Lawrence Township. The town of Lawrence was first platted north of this railroad line in February of 1849 and, four months later, Oaklandon was laid out five miles to the east parallel to its tracks.

Lawrence was originally platted by James White as the Town of Lanesville (Lane being a prominent resident and backer of the town's development). Perhaps indicating some political rivalry between Messrs. Lane and White, the town was also commonly referred to as Jamestown. Immediately south of the town, a post office had been established in 1846. Due to its location in Lawrence Township, it was simply known as the Lawrence Post Office. The three names proved to be a source of considerable confusion until the problem was resolved in 1866 when the Marion County Commissioners officially renamed the town "Lawrence".

*1988 Lawrence Township Comprehensive Planning Study
Department of Metropolitan Development, Division of Planning, Indianapolis-Marion County*

Dr. Joseph Warren

Warren Township was named after Joseph Warren, a Boston physician who, with Samuel Adams, was one of the primary forces behind the formation of the Radical Party after the Stamp Act crisis of 1767. He subsequently became the party's principal protagonist and policy planner, the leader of a colonial intelligence group called the Sons of Liberty. In 1774, Dr. Warren was elected president of the Massachusetts Provincial Congress, his first political office. At the outbreak of hostilities with the British he organized militia from Connecticut, Rhode Island and New Hampshire into the inexperienced rebel army that fought the first skirmishes of the War of Independence at Concord and Lexington. Three days after being named Major General by the Provincial Congress, he fought at Breed's Hill, the actual site of the Battle of Bunker Hill. The last to leave the rebels' redoubt there, Dr. Warren was killed by a British bullet.

Warren Township – Early History

Decades after the Battle of Bunker Hill, land referred to as Warren Township remained fully grown forest of oak, beech, maple, poplar, hickory, elm, sycamore, walnut, mulberry, and ironwood. The forest surrounded large tracts of swamp and floodplain and was blanketed by thick underbrush. It was just such an environment that met Harris Tyner as he cleared a trail through the eastern portion of Marion County in search of a homestead. After leaving Kentucky for Franklin County, Indiana in 1805, he moved to Warren Township and is generally regarded to be the first settler to take permanent residence in the township. Tyner lived at his homestead until his death in 1881. During his sixty-six year residency he served as a county commissioner for twelve years and was elected the first Coroner of Marion County.

1988 Warren Township Comprehensive Planning Study

Department of Metropolitan Development, Division of Planning, Indianapolis-Marion County

Education

The arrival of hundreds of new families created demands for new schools. The Indianapolis Public Schools (IPS). Corporation built six new schools within the study area during the 1960s. Two IPS elementary schools, Frances Bellamy #102 and T.C. Steele #98, were built on parcels that would later adjoin two new Indianapolis neighborhood parks, Bellamy Park and DuBarry Park respectively. IPS opened George Fisher Elementary School #93 in 1967 and opened the John Marshall High School in 1968. Students also filled new and growing schools nearby in the Warren Township and Lawrence Township school corporations' service areas. In 2004 the Metropolitan School District of Lawrence Township opened the Winding Ridge Elementary School at the southwest corner of 46th Street and Carroll Road.



George Fisher Elementary School 7151
E 35th Street



John Marshall Community High School
10101 E 38th Street



IPS 103 Francis Scott Key Elementary
School 3920 Baker Drive

Three charter schools also now exist in the study corridor. The Andrew J. Brown Academy was opened in 2003 at 3600 N. German Church Road. The Monument Lighthouse Charter School opened in 2007 at 4002 N. Franklin Road on a site that was previously a recreation center. IPS opened School #113 in 1973 at 4352 N. Mitthoefer Road. The building was later used as a church and then became the Imagine Indiana Life Science Academy East in 2008.

Changing enrollment patterns led the Indianapolis Public Schools to close the T.C. Steele Elementary School #98 and the Bellamy Elementary School #102. Both schools have been used to temporarily house students whose schools were undergoing remodeling. The Francis Scott Key Elementary School IPS#103 was extensively remodeled, expanded and reopened in the fall semester of 2011.



A. J. Brown Academy 3600 N German
Church Road Street Opened 2004



Winding Ridge Elementary School
11825 E 46th Street Opened 2004

Fort Benjamin Harrison

Although located outside the East 38th Street Corridor study area, Fort Benjamin Harrison had an economic impact well beyond the fort's boundaries.

In 92 years as a military post, Fort Benjamin Harrison's fate waxed and waned. Infantry regiments came and went. So did training camps, schools and even prisoners. It all started in 1903 when appropriations were authorized for the purchase of land to become a military reservation near Indianapolis, the hometown of the 23rd president of the United States. In 1906 the post was officially named Fort Benjamin Harrison in honor of the former president. The first soldiers arrived later that year, and between 1906 and 1910 the first flurry of development activity became the parade field known as Lawton Loop.

For a time in the 1930's, Fort Benjamin Harrison served as a Civilian Conservation Corps camp and during World War II, it housed, at various times, German and Italian prisoners of war. It also briefly served as an Army disciplinary barracks.



Fort Benjamin Harrison saw its highest level of activity during World Wars One and Two. During World War Two it became the largest reception center in the United States and literally thousands of young draftees earned their first taste of Army life at Fort Benjamin Harrison. For a short period, from 1948 to 1950, the facility functioned as Benjamin Harrison Air Force Base. The 1950's saw another flurry of construction activity when both the Finance Center and Gates Lord Hall were constructed.

Through its history, scores of young soldiers were trained at Fort Benjamin Harrison. Army schools that operated at the base include the finance school, adjutant general school, chaplains' school, defense information school, administrative school, recruiting and retention school, music school, community activities school, NCO Academy, computer science school, and physical fitness school.

The fortunes of Fort Benjamin Harrison were sealed in 1991 when the Base Closure and Realignment Commission identified it for closure. Thus began a new era as the planning for civilian reuse began. Enter the Fort Harrison Reuse Authority with a lot of help from the City of Lawrence, City of Indianapolis, and many political visionaries. Today, the military maintains a strong presence at the former base. The Department of Defense retains an Army Reserve Center at Fort Harrison and the Defense Finance and Accounting Service continues its superior work in the Major General Emmett Bean Center, dubbed the "Home of the Military Dollar."

The Fort Harrison Reuse Authority, in partnership with the Department of Defense, United States Army, Defense Commissary Agency, and the Army Air Force Exchange Service constructed a new state of the art, PX/Commissary in 2007. Over 35,000 families from across the State of Indiana travel to this PX/Commissary on an annual basis to shop at this store. In March 2011, the Indiana National Guard Lawrence Armory opened its Readiness Center which serves as the headquarters for four units of the 76th Infantry Brigade.

Source: Fort Harrison Reuse Authority

Historical Sites and Structures

The East 38th Street Corridor does not contain any locally or federally designated historic districts or properties. There are historic and architecturally significant buildings in the area as identified in the Indiana Historic Sites and Structures Inventory for Warren Township, Marion County Interim Report-1993 and the Pike and Lawrence Township Interim Report, Indiana Historic Sites and Structures Inventory-1994. Some structures listed in the inventory have been demolished. The structures which existed in 2012 are noted below with commentary.

Warren Township Structures

Farm, 11517 East 38th Street, c. 1930. The house and barns remained in 2012.
Springer House, 3650 N. Franklin Rd., T-plan, 1890. The house existed but the site had largely been converted to a business operation known as Plants Plus, Inc.
House, 7201 East 38th Street, c. 1927. This house remained in 2012.

House, 6747 East 38th Street, bungalow, c. 1927 This building existed in 2012 and was used as an office.

House, 6602 E. Massachusetts Ave., bungalow, c. 1927 This house existed in 2012.

Lawrence Township Structures

House, 7150 E. 38th Street, English cottage, c 1925. This house was still standing in 2012



Wesleyan Cemetery - 46th Street and North
German Church Road



6747 E 38th Street House, English cottage,
c. 1925 This house was still standing in 2012

Cemeteries

The Wesleyan Cemetery is also known as the Wesley Cemetery. The oldest interment dates to 1807 with at least 59 interments occurring in the 19th Century, according the Lawrence Township Trustee's office. Another early Lawrence Township cemetery is the Vine Cemetery. This small family cemetery is located behind 4315 DuBarry Road and near the northwest corner of Pinnacle Square apartments. There are no recorded cemeteries within the Warren Township portion of the study area.

Town of Lanesville

The earliest settlement within the study boundaries occurred around the intersection of Pendleton Pike and Franklin Road. The original plats of Lanesville - the first community of present-day Lawrence - centered on Pendleton State Road. Founder James White's plats, on the southwest corner of what is now Franklin Road and Pendleton Pike, were laid out Feb. 27, 1849. A second plat, North Lanesville, was laid out Dec. 27, 1850. Reuben Hunter formed a third early addition June 14, 1852. Samuel Records entered one addition on Nov. 5, 1856. Four more additions as well as William M. Voorhes addition north of the railroad followed on unspecified dates. Historian B.R. Sulgrove, author of the 1884 book "History of Indianapolis and Marion County," also describes an addition to Lanesville laid out by Robinson and Co. That addition was west of North Lanesville and contained 368 lots during a great real-estate boom, Sulgrove's history shows. The book also points out that the Robinson and Co. addition "never benefited the town." Source: Lawrence Chamber of Commerce <http://www.lawrencechamberofcommerce.org/images/pdf/History-TheVillage.pdf>

Tornados hit the area in 2002 and 2008

Severe weather had a great impact the Indianapolis Far Eastside during the 2000s. The area experienced damage from tornados on September 20, 2002 and May 30, 2008. The 2002 tornado destroyed many of the residential units in the Amber Woods Cooperative on Mitthoefer Road. A phased rebuilding and remodeling of all 350 apartment units was completed in 2011.



Tornado damage at the Falcon Point Apartments, located east of 38th St and Mitthoefer Rd Indianapolis Star

September usually brings tranquil weather to Indiana. Not so on September 20, 2002, when several tornadoes struck the state. The biggest tornado rampaged through rural and urban parts of Indiana for 112 miles, becoming the second longest tornado track in Indiana history after the Monticello tornado of April 3, 1974. The long track tornado reached F3 intensity in Ellettsville, Martinsville, and Greenwood, with winds of at least 160 mph. The tornado began in Ellettsville at 12:59 PM EST and roared northeast through Martinsville, the south and east sides of metropolitan Indianapolis, Anderson, and finally lifted near Hartford City, 2 hours and 21 minutes later at 3:20 PM EST. No deaths occurred, despite \$156 million in property damage, 45 schools being impacted, and 130 injuries. The tornado was enshrouded in rain for much of its life. Source: National Weather Service Forecast Office http://www.crh.noaa.gov/ind/?n=sept20_2002tor



Former County Squire Shopping Center (also known as Squire East) 3827 N Mitthoefer Road

A 2008 tornado again inflicted serious damage to the area near 38th Street and Mitthoefer Road. The Rock of Faith Missionary Baptist Church at 10302 E. 38th Street was almost completely destroyed in 2008. It soon was rebuilt at the site. The Falcon Point Apartment complex was extensively damaged and remained vacant in 2012. John Marshall High School sustained damage in 2008.

The former Country Squire Shopping Center at 3827 N. Mitthoefer Road was severely damaged in 2008 and remained unrepaired and unoccupied in 2012. Four buildings within the Oaktree Apartments at Post Road and 42nd Street (formerly known as Pinehurst Apartments) were demolished after they were damaged in 2008.

Roof damage from the 2008 storm was still visible in 2012. A few houses that suffered roof damage from hail and high winds still had tarpaulins over their roofs four years later. Individual single family houses also have been demolished following the 2008 tornado. Seven houses on Erickson Court and Baker Drive were demolished after receiving serious damage by the tornado. The lots remained vacant in 2012.



Tornado damage at Amber Woods Apartments 2008

Transportation History

Most of the arterial streets in the corridor clearly reflect the rectangular land divisions created by the United States Public Land Survey. The corridor study area lacked significant natural features, such as major rivers or steep hills that might have required any significant deviation from the dominant grid of township sections. The only variations to the grid were transportation corridors that served as spokes connecting downtown Indianapolis with points beyond Marion County. Pendleton Pike, two steam railroads and an interurban railroad, ran outward like spokes of a wheel from the center of Marion County toward points east and northeast such as Pendleton, Anderson and New Castle.

Pendleton Pike

Pendleton Pike is the oldest road within the East 38th Street Corridor study area. The pike has been numbered as at least three highways. For a time it was designated as State Road 37 from Indianapolis to Pendleton. The Pike is currently designated jointly as US36 and SR67 east of its intersection with I-465. The road's modern appearance gives little indication of the winding path that is described in the following accounts of roads in Lawrence Township.

The early roads of the township were almost impassable, and during the spring of the year many of the present ones are nearly so. The first road laid out in the township was what is now known as the old Pendleton State road, and which was at one time a noted Indian trail. This route was used before the settlement of the township by people traveling between Indianapolis and Anderson. It was "cut out" by the voters of the township during the winter of 1825-26. Before that time it was simply a track that wound around between the trees and brush.
History of Indianapolis and Marion County , B.R. Sulgrove ; PHILADELPHIA: I. H. EVERTS and CO. 1884, p. 561

Pendleton Pike - Originally a trail used by American Indians, Pendleton Pike was a path linking an area where the City of Anderson is now located with an area where the City of Indianapolis is now located. During the winter of 1825-26, the settlers cut Pendleton Pike out of the wilderness. By the 1880's Pendleton Pike was gravel with a few widely scattered farms and homes. Even as late as 1924, this still gravel road experienced very little development. Development which did exist in the 1920s was located at the intersection of Pendleton Pike and 42nd Street and the intersection of Pendleton Pike and Franklin Road.

Franklin Road in the 1920s became the primary southern entrance to the City of Lawrence. By 1930 Pendleton Pike was paved with concrete material. However Shadeland Avenue and Post Road were still composed of gravel material with an oil covering. The 1930s saw some development on the north side of Pendleton Pike between Shadeland Avenue and 42nd Street. The south side of Pendleton Pike gained a few scattered developments between Shadeland Avenue and Franklin Road.

While Shadeland Avenue and Post Road were gravel and oil and Pendleton Pike was concrete, Franklin Road was in much poorer condition being gravel at best. By the 1940s residential structures began to be developed on the south side of Pendleton Pike from Shadeland Avenue to Richardt Street. During the 1950s Pendleton Pike from Hull Street to Post Road was located within the City of Lawrence. By the 1960s Pendleton Pike from Shadeland to German Church Road was included in the Lawrence city limits. Today Lawrence includes Pendleton Pike from Shadeland Avenue to the county line.

City of Indianapolis, Department of Metropolitan Development - Pendleton Pike Corridor Plan, 1987, P. 2

Shadeland Avenue / State Road 100

Shadeland Avenue was known for a time as Indiana State Road 534. In 1949 the road was designated as Indiana State Road 100, a highway name still familiar to many. The state highway was planned to be extended to become a circumferential highway around Indianapolis. Beginning at US52/Brookville Road on the city's south east side, State Road 100's Shadeland Avenue segment continued northward to meet SR 37 in the Castleton area. Turning westward, the highway ran along 82nd and 86th Streets to connect again with US52/Lafayette Road in Pike Township on the northwest side of Marion County. An isolated short section of State Road 100 in Wayne Township was also designated for a connection from the Indianapolis Weir Cook Airport to US40/West Washington Street. Another shorter section of State Road 100 was designated along Troy Avenue between SR 37/Bluff Road and US31/Madison Avenue on the south side of Indianapolis.

No further highway extensions of State Road 100 were made from the east and south sides of the city. The purpose of a full circumferential highway was assumed by I-465. Individual sections of SR100 were later decommissioned by the State of Indiana. In 1999, the Road 100 designation was completely removed from the state highway system as the final section of decommissioning occurred from US40/Washington Street southward to I-465.

East 38th Street

38th Street had many personalities over the years. The legend of a 1917 Marion County map labels the road as "ordinary or mud road" while the roads known today at Massachusetts Avenue, 46th Street, Mitthoefer Road and German Church Road were labeled as "gravel or improved roads". West of Pendleton Pike 38th Street was designated as US36 and SR67 with improvements befitting its function as a highway route through the city. 38th Street east of Shadeland Avenue was improved to its current condition over several decades. Improvements were made around its major intersections and around the bridge over I-465. East of Mitthoefer Road to Carroll Road 38th Street still largely resembles a two lane road found in a more rural setting.

Railroad History

The East 38th Street Corridor was also shaped by two steam railroads and two electric traction (interurban) railroads. Only one railroad is still in operation and the others have long been abandoned. The active railroad is operated by CSX Transportation. It runs in a southwest to northeast direction, roughly parallel with Pendleton Pike/SR67. Originally established as The Bee Line Railroad, the railroad became part of the Cleveland Cincinnati Chicago and St. Louis Railroad (CCC and St.L. R.R.), a railroad also known as the Big Four Route. Later part of the New York Central system and Penn Central and Conrail, the double track line railroad continues to serve as an important interstate freight route carrying approximately 35 trains per day.



There currently is no passenger rail service in this corridor. There is little indication today of an interurban railroad that ran parallel to the New York Central route with stops at Lawrence and Fort Harrison.



A second rail corridor is long abandoned but its alignment is easily visible on the landscape. This railroad corridor forms one part of the southern border of the study corridor and is visible in the 3300 block of Mitthoefer Road, the 3400 block of German Church Road and the 3600 block of Carroll Road. Also a part of the Cleveland, Cincinnati, Chicago and St. Louis Railroad (CCC and St.L.) Railroad's Springfield Division, this railroad began its steam train operations in the 1880s. This line ran from Indianapolis's belt line railroad from near Sherman

Avenue eastward into Warren Township. The railroad continued east through Hancock County into Henry County at New Castle. A stop on this route known as Hunter's Station was located where the railroad intersected Post Road.

From Post Road westward, the railroad continues to be an active line operated by CSX Transportation. The railroad serves industrial customers located in the Shade-land Avenue and Franklin Road business corridors. The section east of Post Road to Wilkinson, Indiana was operated by the Penn Central Railroad until 1974 when it was formally abandoned. Most of the former rail corridor between Post Road and Mitthoefer Road has been redeveloped as part of several industrial and commercial properties. A linear park and greenway trail is planned for the abandoned rail corridor east of Mitthoefer Road.

Interurban Railroad

"During the first part of the 20th century, from roughly 1900 to 1940, the interurban industry was born, grew to nationwide stature, and died. Never before in history, nor since, has a major industry completed a life cycle in such a short period of time. During that short but violently active period, the state of Indiana, with lines serving the greater part of the state, became a major hub in the industry, and Indianapolis the universally recognized interurban capitol of the world". Indianapolis was "served directly during its life by 27 different interurban companies, and indirectly (via trackage rights) by eight more."

Marlette, Jerry. (1990) *Interstate - A History of Interstate Public Service Rail Operations*, p.7

Evidence of the existence of the electric interurban railroads era is often much harder to see in the modern landscape. An interurban railroad line ran generally parallel with the CCCandSt.L Springfield Division. Established in 1910, the electric interurban line connected Indianapolis with New Castle. This line was known at the Indianapolis-Richmond-Dayton Division of the Indiana Railroad.

The interurban timetables showed seven stops within Warren Township. Many marked interurban stops were actually “flag stops” where waiting passengers were required to signal the train in order for it to stop. Minimal physical facilities were associated with flag stops. Like the steam railroad, the interurban had a stop at the Hunter’s Station at Post Road. The last day of passenger service on the Indianapolis-New Castle line was May 8, 1937. Also Marlette

Early Bicycles Era

It is easy to think of bicycling as transportation made just now becoming a popular option for health and environmentally conscious travelers. This 1901 map of Marion County indicates that Pendleton Pike, German Church Road and the road that is now 30th Street were bicycle routes well before automobiles were widely available.



Mendenhall's Bicycle Road maps of Marion County 1901

Adopted Plans and Studies

The East 38th Street Corridor Plan is a segment of the overall Comprehensive Plan for Indianapolis and Marion County. The East 38th Street Corridor study area was previously contained within the study areas of a number of other important planning documents. The other adopted plans and studies that were prepared on larger planning areas were analyzed and their recommendations integrated within the corridor plan.

Indianapolis Insight Comprehensive Plan – Community Values Component

A process of broad-based and balanced citizen participation was employed in the preparation of the first phase of the Indianapolis Insight Comprehensive Plan. The Community Values Component (CVC) was adopted in 2002. Consistent with national trends in comprehensive planning, this plan improved upon previous plans by:

- Placing more emphasis on policies rooted in common community values,
- Focusing more attention on ways to positively position Indianapolis within the context of total metropolitan growth, and
- Tackling issues on a comprehensive, countywide basis.

In order to provide a philosophical structure to the plan, a series of value statements was adopted. The actions and policies recommended by this plan are expected to both reflect and respect these values. Of the nine value statements, one was specifically related to transportation:

We should continue to improve our transportation system so that it is well-connected, convenient, and safe. We should provide a variety of transportation choices so that all people regardless of age or ability can travel throughout the region. Both the transportation system and the infrastructure system should anticipate and guide growth of the metropolitan area.

The Community Values Component has guided changes in the City's development methods and regulations. The CVC also continues to guide segmental updates of the Indianapolis Marion County Comprehensive Plan. The CVC's following recommendations are especially pertinent to the preparation of a corridor plan.

- *Closely coordinate future land use planning with transportation systems plans. Work toward greater transportation options over time.*
- *Provide for connectivity between various modes of public transportation.*
- *Provide for sidewalk, multi-purpose paths and other pedestrian mobility infrastructure to improve access to all public transportation.*
- *Retrofit existing neighborhoods with sidewalks or multi-purpose paths where appropriate and wanted.*
- *Implement traffic calming standards for new neighborhoods and, where feasible, for existing neighborhoods.*

Indianapolis Insight Comprehensive Plan – Land Use Plans

Following the adoption of the Community Values Component, new land use plans were adopted for Lawrence and Warren Townships in 2005 within the study area of this plan. Only the areas east of German Church Road were updated at that time. Additional discussion of those recommendations is contained in the land use recommendations of East 38th Street Corridor Plan.

38th and Shadeland Area Plan – 1986

The 38th and Shadeland Area Plan covered 38th Street from Arlington Avenue to I-465 and Shadeland Avenue from 46th Street south to 30th Street. The purpose statement of the plan includes this description: “the area exhibits the problems and potentials of an area that has seen tremendous commercial growth and substantial residential growth since World War II.” At the time the plan was prepared there were notable concerns about the blighting influences of adult businesses and the need for policy direction on the use of the city’s commercial property tax abatement incentives for economic development. Among the plan’s goals are the following ones that address areas covered in the East 38th Street Corridor Plan.

Commercial Goals

- A. To increase the economic viability of commercial area by working to provide adequate incentives and guides for the maintenance and improvement of commercial establishments. These incentives would assist as a basis for capital investment by both the public and private sectors.
- B. To work toward providing more establishments oriented to area needs in those commercial areas which traditionally have served the role.

Residential Goal – To maintain and enhance the housing stock in the area; preventing further deterioration through conservation and rehabilitation activities.

Transportation Goal – To provide a coherent pedestrian and vehicular transportation system which services the entire area.

Appearance Goal – To increase the level of involvement of businesses and area residents in enhancing the physical aspects of the 38th and Shadeland Area.

Industrial Goal – To enhance the quality of acceptable light industrial uses which do not conflict with residential or commercial aspects of the area.

Zoning Goal – To provide a coherent development of the area which stresses proper zoning classifications to assist commercial growth, yet protect and maintain residential aspects of the area.

Two objectives under the Transportation Goal have been accomplished with a City of Indianapolis Department of Public Works (DPW) project that widened Shadeland Avenue north of Pendleton Pike and added sidewalks to both sides of the street. Drainage was also noted as a need in the area. DPW completed

the Upper Pogues Run Improvements project which addressed drainage problems in the area of Picton Drive and Elmhurst Drive north of Pendleton Pike and east of Shadeland Avenue within the City of Lawrence.

The 38th and Shadeland Area Plan also recommended the construction of streetscape improvements including landscaping, bus shelters, new sidewalks and curbing and the consolidation of access points. Neither the City of Indianapolis nor the City of Lawrence have undertaken street public improvements to the 38th Street, Shadeland Avenue corridor or the Pendleton Pike corridors west of I-465 that have included those additional elements and amenities. Individual business properties have added sidewalks and landscaping since 1986.

Land development consistent with the plan's recommendations has included the construction of multi-family units at the Sheffield Woods/Northampton Village apartments in the 7200 block of East 38th Street. A church was constructed across 38th Street and north of the apartments in a location that the plan recommended as high density residential. Another area recommended for high density residential and special use was developed as office, commercial and warehouse space within the Pendleton Trade Center. A 30 acre vacant tract north of 34th Street and west of Shadeland Avenue was recommended as high density residential but remains undeveloped in 2012. There have been no other significant land use changes since 1986.

Pendleton Pike Corridor Plan — 1987

Part of the area contained in the 1986 38th and Shadeland Area Plan was the following year included in the Pendleton Pike Corridor Plan. Parcels that had frontage on Pendleton Pike from Shadeland Avenue to Post Road largely comprised the boundaries of the study area. The Pendleton Pike Corridor Plan addressed the deterioration of the physical appearance by promoting investment by merchants in the study area.

Part of the plan's transportation recommendations were completed in 2009 with an Indiana Department of Transportation project that added travel lanes and sidewalks on both sides of Pendleton Pike from I-465 to Post Road. Intersections were expanded and modernized for improved traffic flow. The overall project extended eastward beyond the Marion County line to the west side of McCordsville. The plan's recommendations for sidewalks and street improvements have not been implemented between Shadeland Avenue and Pendleton Way, which is immediately west of the I-465 interchange.

The plan also included site specific recommendations for landscaping, screening, curb closures, removal of vending machines, fence repair and changes to parking lots. Several areas C-5 zoned sites were recommended to be down zoned to C-4.

Partial implementation of these site specific recommendations has been accomplished on incremental basis as individual sites have been redeveloped. An overall streetscape design and implementation program involving property owners, merchants and the City of Lawrence and City of Indianapolis has not occurred.

Far Eastside Neighborhood Plan – 1996

The comprehensive plan segment covering the largest area within the East 38th Street Corridor Plan study is the Far Eastside Neighborhood Plan. This 1996 plan's study area was bounded by Pendleton Pike, Shadeland Avenue, 30th Street and German Church Road. The area was chosen in October of 1994 as one of nine communities nationally for the Pew Charitable Trust Neighborhood Preservation Initiatives. The project also received support from the Indianapolis Foundation. The planning process was aimed at determining a means of stabilizing neighborhoods that remained strong but had shown signs of decay. The plan was prepared with extensive community involvement and also benefitted from research assistance of four universities.

Of the plan's recommendations the following projects received the highest rating:

- Developing a gathering place at a major intersection.
- Locating a branch library.
- Reducing crime, particularly gang and drug activity.
- Creating a sidewalk system that links major destinations with residential areas and connects to the Indianapolis Greenways.
- Developing standards dealing with the appearance and safety of the area's commercial and industrial facilities and methods of implementing them.
- Providing more police patrols.
- Developing a new community park.
- Constructing a new Greenleaf Community Center building.
- Building a new retail development in the area.

One of the more significant projects implemented from this plan was the establishment of the Community Alliance for the Far Eastside (CAFÉ). CAFE was incorporated in June of 1997 as the merger of the area's social service provider and the community development corporation. A former grocery store building at 8902 E. 38th Street was remodeled to serve as CAFÉ's offices and multi-service center. The plan included recommendations for land use and a zoning plan. A significant amount of land was recommended for park development as the primary land use with secondary land uses indexed to non-park uses. Much of the area surrounding Indian Creek has subsequently been developed as residential subdivisions containing common areas along Indian Creek and its tributaries. Many of the Far Eastside Neighborhood Plan's goals were later reaffirmed as community priorities in the 2012 Far Eastside Quality of Life Plan.

Indianapolis Regional Pedestrian Plan

The Indianapolis Metropolitan Planning Organization (IMPO) prepared the Indianapolis Regional Pedestrian Plan. The plan covers the Indianapolis metropolitan area and documents pedestrian demand for transportation and recreational purposes. The City of Indianapolis adopted the city's portion of the regional plan in May 2009. The IMPO's purpose in developing a regional plan for pedestrian connectivity is to meet its regional transportation goals, which include:

- Reducing reliance on the automobile;
- Developing a balanced and intermodal transportation system;
- Emphasizing accessible multi-modal opportunities; and
- Improving the quality of life for citizens in the region.

The regional pedestrian plan serves as a guide as local governments prepare comprehensive plan updates and neighborhood and corridor focused plans. A prioritization of pedestrian needs show a high ranking for most of the East 38th Street Corridor study area. Within the corridor plan area, the plan recommends 38th Street, Shadeland and Pendleton Pike as pedestrian corridors. The plan defines a pedestrian corridor as follows:

A pedestrian corridor is a street segment characterized by a linear distribution of dense mixed uses supported by adjacent residential land use and served by co-linear transit routes. It is a quarter-mile in width, or an eighth mile from the street center, and a five-minute walk from one side to the other.

The regional plan includes a list of recommended pedestrian crossing improvements. The recommendations for the East 38th Street Corridor may be found in the appendix of this document.

The regional pedestrian plan also defines six types of pedestrian districts.

The **Village Mixed-Use Pedestrian District** is defined in the plan as follows:

A village mixed use pedestrian district is an area characterized by a dense clustering of various types of destinations and activities. This pedestrian district is typically located along or bounded by a multi-modal corridor where building ground floor uses are primarily oriented to pedestrian interest, access, and services such as commercial, retail, entertainment, and hospitality. Contiguous or adjacent dense residential development is served by, and economically supports, the non-residential land uses. Its residential population proximity justifies optimization of pedestrian facilities, links to the regional alternative transportation network, and is supported by a larger demographic including the automobile user.

The East 38th Street Corridor Plan reaffirms the Village Mixed Use recommendation for much of the area east of German Church Road south of Indian Creek and north of 38th Street. The village mixed use district was first recommended in the 2005 Lawrence Township land use plan.

The regional plan also identifies locations for future multi-use paths within an off-street right-of-way. The paths are proposed in corridors that are not associated with an active vehicular thoroughfare. Frequently, these are located along natural features, active or unused rail lines, or utility corridors. A multi-use path within an off-street right-of-way contributes to the overall walkability of a community by adding to the pedestrian network in areas where vehicles do not have access and linking urbanized and rural areas.

Along much of the southern border of the East 38th Street Corridor Plan is the proposed Warren Rail Trail. The abandoned former Penn Central railroad corridor extends northeastward from Mitthoefer Road to Carroll Road. This former rail corridor extends out into Hancock County and Henry County.

Multi-Modal Corridor and Public Space Guidelines

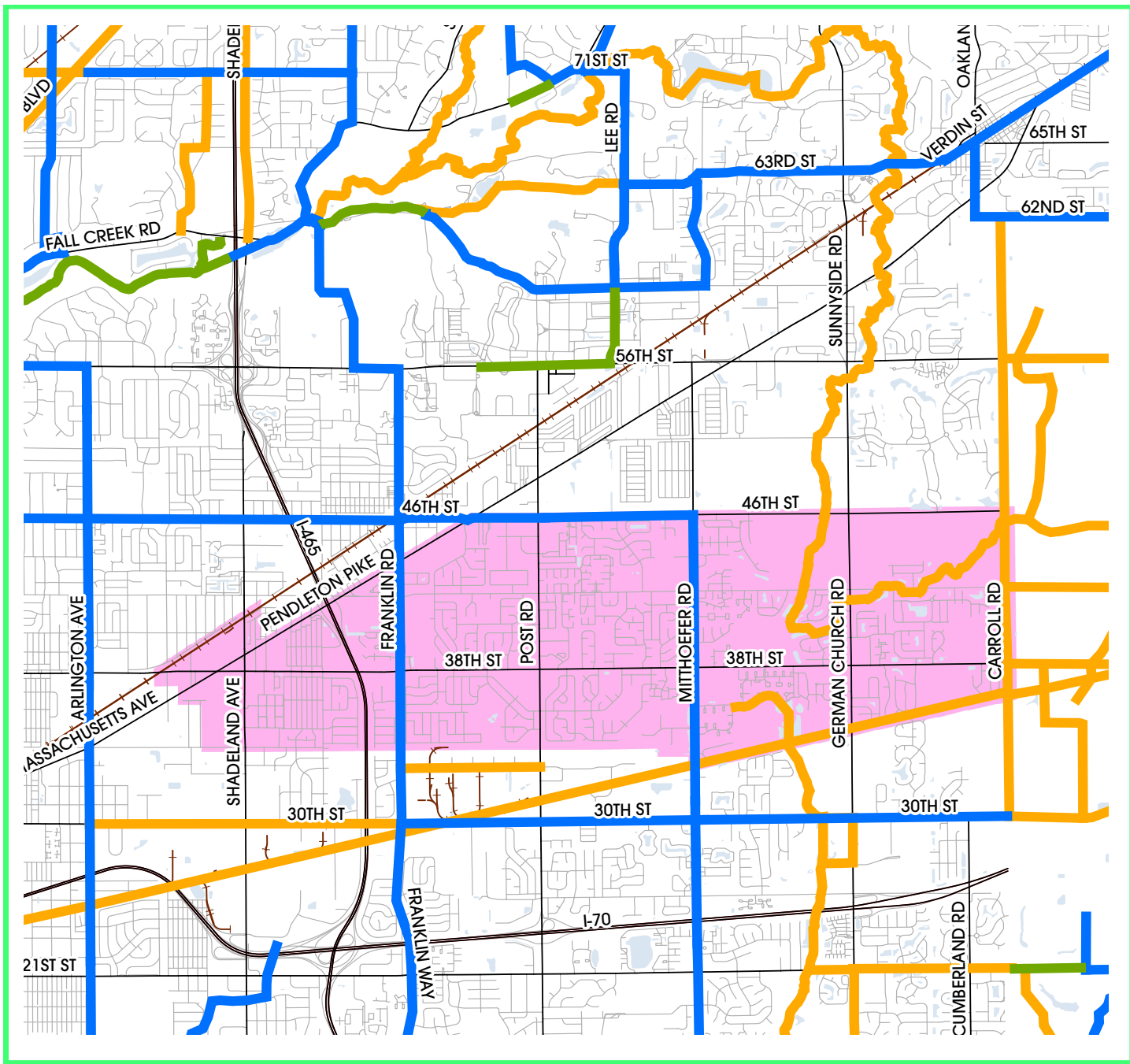
This document of the Indianapolis Metropolitan Planning Organization (IMPO) makes recommendations for the development of multi-modal facilities in order to realize the vision of a balanced transportation system. The guidelines were adopted by the City of Indianapolis in May 2009. A multi-modal transportation 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.

Central Indiana Regional Bikeways Plan

In February 2012 a new regional bicycle plan was adopted by the Indianapolis Metropolitan Planning Organization (IMPO). The Marion County segment of the plan recommends the following regionally significant bicycle routes with their recommended implementation periods:

- Franklin Road (2016-2025)
- 30th Street (beyond 2035)
- 46th Street (beyond 2035)
- Mitthoefer Road (beyond 2035)

All the projects noted above would be in the form of bike lanes added to existing streets. Map 4 shows Marion County's far eastside as an excerpt of the Central Indiana Regional Bikeways Plan.












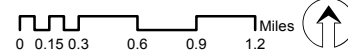
East 38th Street Corridor Plan

Central Indiana Regional Bikeways Plan

Indianapolis Metropolitan Planning Organization Map #4

Legend

- | | |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Project Boundary |  Lakes |
|  Interstate |  Existing Bikeways |
|  Major Streets |  Regional Bikeways Plan |
|  Railroad |  Infill and Fingers |
|  Streams | |



Indianapolis Bicycle Master Plan

The City of Indianapolis completed a master plan in June 2012 for developing the necessary infrastructure and policy in a community to create an environment where bicycling is a safe, practical, enjoyable, and viable transportation choice for citizens. The plan established goals, objectives, and benchmarks that pertained to improving safety, expanding mobility options, and increasing the number of trips taken by bicycle within Marion County through 2020. The plan's study area is the City of Indianapolis and Marion County's municipal boundaries. The Indianapolis Bicycle Master Plan is a document that is designed to help the City of Indianapolis in organizing and developing its bicycle network.

The plan recognizes bicycling as a legitimate form of transportation, strives to identify ways to improve safety, encourages use of bicycle facilities and participation in events, and provides opportunity for additional national recognition and funding for the City's continuous efforts to advance the bicycle network development within the community. Near term projects contained in the plan include a bikeway on 46th Street from Emerson Avenue east to Mitthoefer Road in the 2012-2015 timeframe. The segment from Pendleton Pike east to Mitthoefer Road runs along the north boundary of the East 38th Street Corridor Plan.

Grassy Creek Regional Park Master Plan – 2009

The Indianapolis Department of Parks and Recreation completed a master plan for property known as the Grassy Creek Regional Park. The 160 acre property surrounds the upper reaches of Grassy Creek north of 30th Street and south of 38th Street. The park's section formerly known as the 30th and German Church Park has been enhanced with additional active recreation facilities such as a spray ground, playground, walking paths and soccer fields. An existing lake will provide fishing opportunities. Wetlands, prairie and woodlands will provide settings for the enjoyment of nature and opportunities for environmental education. The park also serves as the northern end of the Grassy Creek Greenway, which runs through the east side of Warren Township to join with the Buck Creek Greenway near Brookville Road.

Marion County Thoroughfare Plan – 2002

The streets identified in the Marion County Thoroughfare Plan comprise an inter-connecting hierarchical system of roadways that include freeways, expressways, primary arterials and secondary arterials. This system is intended to channel traffic onto the thoroughfare system and off of local streets, as well as to provide continuity and connectivity across the system. The fact that a street is on the system indicates its importance to the overall transportation network. The functional hierarchy of the streets on the system is defined as follows:

1. Freeways: Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic, in particular long trips made within and through the study area. These roads are designed for relatively high-speed operation.
2. Expressways Access controlled routes with design and operational characteristics similar to freeways, with some intersections at grade. Access control is usually obtained by using medians, frontage roads, and by selectively locating intersections. These roads are designed for relatively high speed operation.
3. Primary Arterials: These routes have greater traffic-carrying capabilities and higher levels of service than other at-grade routes to channel major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving through traffic rather than serving abutting land use.
4. Secondary Arterials: These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity.
5. Collectors: Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land uses.
6. Local These routes include the remainder of the surface streets. Their streets' primary function is to service abutting land-uses.

The East 38th Street Corridor Plan study area contains the following highways and arterial streets. All other streets in the study area not listed below are classified as either collector or local streets. The county thoroughfare plan also identifies certain locations where new road segments are recommended. No new road segments are recommended within the East 38th Street Corridor study area.

Road Classification	Roads in East 38 th Street Corridor Study Area
Freeways	I-465
Expressways	(none)
Primary Arterials	30 th Street (Shadeland Ave. to Post Rd.) 38 th Street Franklin Road German Church Road Pendleton Pike Post Road Shadeland Avenue
Secondary Arterials	30 th Street (east of Post Rd.) 34 th Street 42 nd Street 46 th Street Carroll Road Massachusetts Avenue Mitthoefer Road

Mapping the Intersection of Physical Activity and the Built Environment: A Baseline Profile of Indianapolis – 2007

Recent years have seen increasing interest among the public health, planning, transportation and design professions to increase the physical activity of citizens through modifications to the built environment. In the Indianapolis area much of this effort has been guided by the Health by Design Coalition. The Marion County Health Department has been a leader within the coalition. In 2007 the Marion County Health Department prepared a research document: Mapping the Intersection of Physical Activity and the Built Environment: A Baseline Profile of Indianapolis. This document points to compelling evidence about public health trends related to inactivity of citizens and how physical barriers contribute to these problems.

The report included findings about the decline in walking and biking among school children and the decline in persons who walked to work. During the same reporting periods the number of obese and overweight adults increased. The report highlighted the importance of regular physical activity in reducing the risks for heart attack, colon cancer, diabetes, and high blood pressure and possibly lower risk for stroke. The report also pointed to a growing movement to reverse these trends by promoting active living, which is based on increased physical activity in the daily routines of persons in their communities.

The East 38th Street Corridor Plan contains recommendations about changes in the built environment that can encourage citizens to become more physically active. Indianapolis citizens can also enjoy greater well-being by taking advantage of various health education and promotion programs along with using the city's parks and recreation facilities. Eliminating gaps and deficiencies in pedestrian and bicycle infrastructure can provide improved access to parks and other places where residents can exercise regularly.

Far Eastside Quality of Life Plan

Eastside residents and other stakeholders gathered on May 14, 2011 at the Community Alliance for the Far Eastside (CAFÉ). The Visioning Summit was called to begin the preparation of the Far Eastside Quality of Life Plan. Topics and issues of concern to the community were identified. In addition to this discussion, participants identified assets and history of this community by completing asset mapping and a neighborhood timeline. Following the summit meeting a series of action team meetings were held on a monthly basis. Eight issue areas identified at the Visioning Summit were discussed and refined. Interviews also were conducted with residents and stakeholders in the community to get their feedback on the process.

On March 15, 2012 a Strategy Summit was held where residents and stakeholders and action teams came together to establish goals and strategies to implementing the Quality of Life Plan. The City of Indianapolis Department of Metropolitan Division of Planning staff participated in the summit meetings, action team meetings and reviewing the draft quality of life plan document as well as assisting with mapping, research and technical support. The Quality of Life Plan was completed after a year-long process and was presented to the community on June 9, 2012.



Vision Statement

The Vision of the Far Eastside Quality of Life Plan is that the Far Eastside of Indianapolis will:

- enhance the quality of life for our neighbors by empowering residents and encouraging involvement among community stakeholders
- embracing our diversity and celebrating our rich culture
- promoting the creation of redevelopment areas for economic growth
- facilitating the improvement of housing conditions while making neighborhoods more attractive, safe and affordable
- creating more educational and recreational opportunities for youth
- providing improved access to transportation, and improving access to health services.
- We achieve this vision by collaborating with residents and stakeholders of our neighborhoods as well as city and state wide organizations.

Action Areas of the Quality of Life Plan

The plan consists of eight action areas that encompass the vision for our neighborhood.

- 1. Aesthetics and Beautification** – Create an attractive community by keeping our neighborhoods clean and developing streetscapes, points of interest, and a brand for the community. A friendly environment will attract more business development and future residents, as well as maintaining current residents and businesses.
- 2. Crime and Safety** – Engage residents, stakeholders, businesses and IMPD in open communication and collaboration to ensure that our neighborhoods are safe.
- 3. Housing** – Facilitate a more stable community by increasing safe and affordable housing opportunities. Increase home ownership as well as increase occupancy of rental units. Decrease vacant and abandoned housing. Encourage rehab of current rundown apartment buildings to create better living conditions for our residents.
- 4. Economic Development**– Develop commercial corridors featuring businesses that provide opportunities for residents. Encourage new business in existing storefronts. Encourage development of infrastructure, pedestrian-friendly sidewalks and streetscapes along commercial corridors.
- 5. Health Initiatives** – Promote a healthier community by educating residents on healthy habits and healthy environments.
- 6. Resident Engagement**– Foster leadership and unity in our neighborhoods amongst residents and stakeholders drawing on assets and opportunities to reach the common goals.
- 7. Transportation** – Create better accessibility for our residents within our community as well as access to points of interest and employment opportunities throughout Indianapolis and surrounding counties.
- 8. Youth and Education** – Create educational and recreational opportunities for youth in a diverse learning environment.

The Quality of Life Plan's full work plan outlines strategies, timeframe, lead agencies, and partners for each action area. Action steps for the years 2012 to 2016 are listed in the implementation tables along with performance measures. The quality of life plan is intended to be a living document with an active website where updates and implementation progress will be shared with the community. Action teams were convened soon after the public release of the plan.

The Far Eastside Quality of Life Plan was developed concurrently with the East 38th Street Corridor Plan. The corridor plan reflects the knowledge gained and the community priorities recorded through the quality of life plan process. The boundaries for the Far Eastside Quality of Life Plan are Pendleton Pike to the north, Carroll Road to the east, 30th Street to the south and Shadeland Avenue to the west. The quality of life plan's study area coincides with a significant part of the East 38th Street Corridor study area.

<http://www.fareastsidequalityoflifeplan.com/>

Quality Life Visioning summit May 14, 2011



Quality of Life Pan Release June 9, 2012



Indianapolis Deputy Mayor Olgen Williams addressed participants at the Quality of Life Plan

Connectivity and Infrastructure

Introduction

The term “connectivity” is used in many contexts. When related to transportation, connectivity ideally means that multiple routes and multiple modes exist to reach the same destinations. Applied to a largely established corridor and its adjoining neighborhoods, a realistic connectivity goal is to increase the number and desirability of transportation options for all ages, incomes and mobility. Connectivity also means that convenience and safety should be central principles with an increasing response to energy and environmental considerations.

Existing streets will remain as the essential framework upon which a more balanced transportation network will be built. Each transportation mode must be thoughtfully integrated over coming years as public infrastructure improvement projects and private development and redevelopment projects occur. Other public and private infrastructure provides essential services such as drainage, water, sewer, energy and communications.

Complete Streets

In 2012 the City-County Council of Indianapolis and Marion County adopted a city code amendment to establish policies and standards for “complete streets”, which are defined as: streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.”

The policy statement in the ordinance reads as follows: “The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.”

These policies and standards apply to all city-owned transportation facilities in the public right of way including streets, bridges and all other connecting pathways so they shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

The policy also addresses partnerships with state government, neighboring governments, school districts and businesses to further complete streets policy and continue such infrastructure beyond the City’s borders.

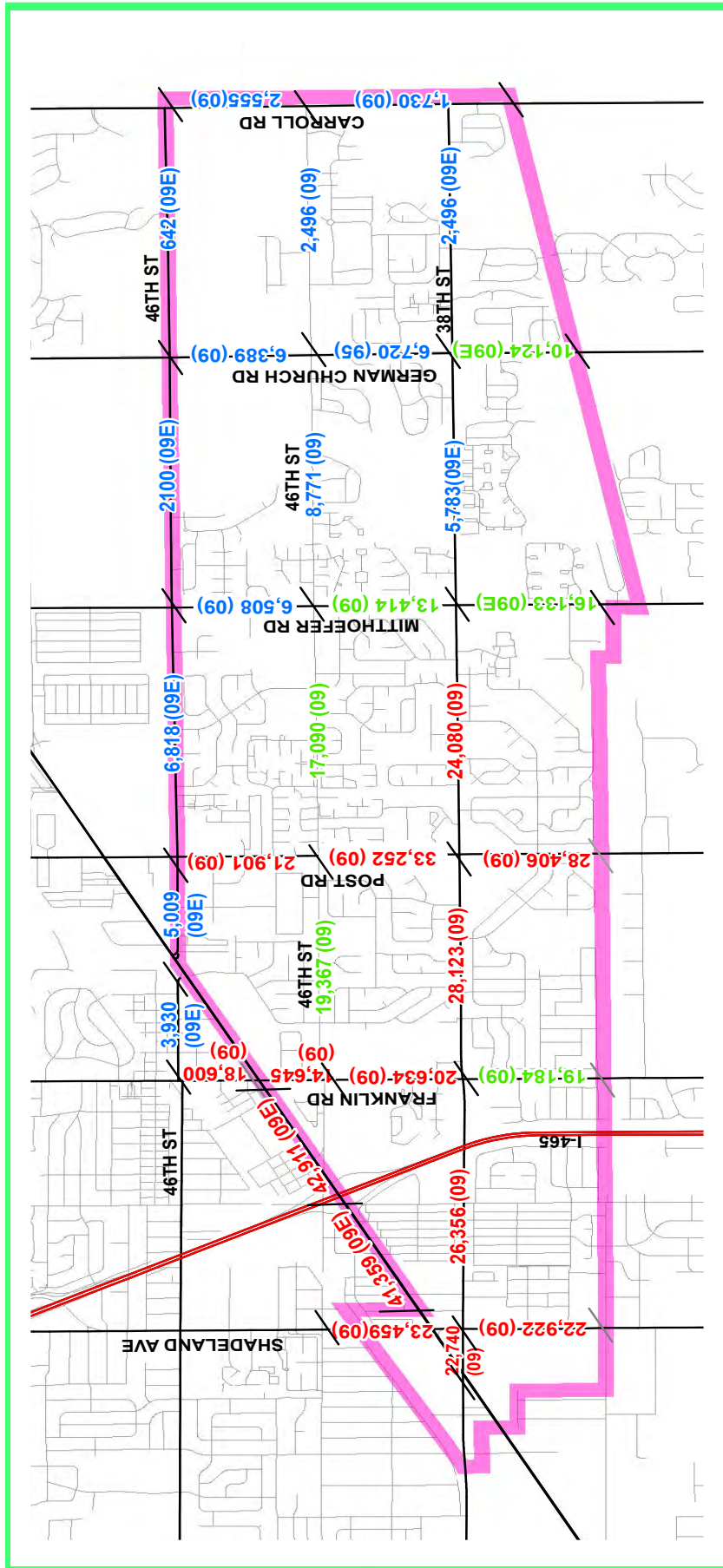
The East 38th Street Corridor Plan supports these complete streets principles and points out the community’s priorities for improvements in the transportation network.

Traffic Volumes

The Map 5 indicates average daily traffic for the major streets in the corridor plan area. As a primary arterial street and state highway, Pendleton Pike carries volumes in excess of 40,000 vehicles in average daily traffic (ADT). It is the only arterial street within the study area that is also designated as a state highway (SR 67 and US36) and that has an interchange on I-465.

38th Street is a primary arterial carrying between 24,000 to over 28,000 ADT between Shadeland and Mitthoefer Road. Traffic volumes on 38th Street decline significantly east of Mitthoefer Road. Post Road carries between 28,000 to 33,000 ADT. Post Road connects drivers with I-70, Washington Street/US40, Brookville Road/US52 and I-74 near Wanamaker.

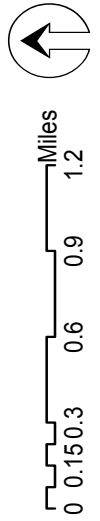
The area's diverse mix of commercial, industrial, warehousing, distribution and office jobs means that these heavily traveled arterial streets also carry a high volume of semi-trucks and delivery trucks. Residential land uses dominate the Post Road corridor from I-70 to Pendleton Pike with a large complex of industrial, commercial and warehouse uses along 30th Street. Since these land use patterns are largely in place and would not be expected to change, strategies are needed to adapt streets to better accommodate non-vehicular traffic into the corridor.



East 38th Street Corridor Plan

Traffic Counts # 5

- Legend
- East 38th Street Corridor Plan Boundary
 - Major Streets
 - Streets
 - 20,000 + Traffic Counts over 20,000
 - 10,000 + Traffic Counts over 10,000 and less than 20,000
 - 5,000 - Traffic Counts less than 10,000



Planned Street Improvements

The period from 2010 to 2012 saw a number of important street and sidewalk maintenance projects completed by the City of Indianapolis Department of Public Works, including the resurfacing of 38th Street east of Mitthoefer Road and Carroll Road. The 42nd Street Bridge over Steele Ditch was rehabilitated. Sidewalks and streets within several subdivisions were repaved. In 2012 engineering design work was underway a 38th Street improvement project from Post Road to Mitthoefer Road. Planned infrastructure improvements include street resurfacing, adding and repairing sidewalks and curbs, adding travel lanes and access ramps.

Two new roundabouts were also in design for German Church Road's intersections with 46th Street and 42nd Street. The roundabouts will result in numerous benefits, including increased safety, reduced traffic flow and fewer environmental impacts. Roundabouts also cost less to maintain than traditional intersections and result in lower long-term costs. An example of a roundabout intersection is shown in this aerial photograph of Raceway Road and Morris Street on the west side of Marion County.



Raceway Road and Morris Street

Access for Pedestrians, Bicyclists and Automobiles

As much of the study area was developed, residential subdivisions were required by local ordinance to include sidewalks in front of each new house lot. This resulted in an extensive network of sidewalks that parallel quiet residential streets within subdivisions. Walkability is very good inside these subdivisions.

Other land uses, such as apartments, churches, schools, shopping centers and industrial properties were not required to install sidewalks. Houses built on parcels not associated with residential subdivisions were also exempt from sidewalk construction. These dissimilar land development regulations left noticeable gaps in the city's sidewalk network. Pedestrians that walk outside their subdivisions encounter critical sidewalk gaps.

Evidence of frequent pedestrian traffic is often called a "desire line" or a "cow path." These well-worn paths at the edges of many streets indicate a strong need for a sidewalk. The visual evidence affirms that certain paths are heavily used by pedestrians even when supportive infrastructure is lacking. Within the East 38th Street Corridor study area these paths exist along 38th Street, 42nd Street, Franklin Road,

Post Road and other streets where residents frequently walk to schools, shopping, jobs and bus stops.

The area surrounding 42nd Street near Post Road typifies the problems of sidewalk gaps. Hundreds of apartments are located within a half mile of the intersection. The area has transit service by IndyGo and the Lawrence Transit System. There is a small retail area with stores that serve neighborhood shopping needs. While Post Road is a curbed street with sidewalks, 42nd Street is mostly uncurbed, with open ditches and significant sidewalk gaps. Bus stops exist very close to the edge of the traffic lanes and not along a fully accessible path. All the adjoining land has been developed and would not be subject to sidewalk installations unless the sites were significantly redeveloped.



42nd Street 9200 block near Brentwood Drive, IndyGo bus stop on right



38th Street 8200 Block near Harvest Avenue



Franklin Road 400 block near Crossbridge Drive



Post Road 3400 Block

Examples of other sidewalk gaps are shown in the photographs below. In each case the land uses adjoining the street were exempt from sidewalk installation before 2008.

An amendment to the Indianapolis city code in 2008 provided uniform standards so that all types of new development must include sidewalks along public streets. Those properties that were developed before the new standards went into effect are not required to retrofit their sites.

Several large sites within the study area will be required to install sidewalks along the frontages of existing streets as well as along any newly built streets. These parcels are most notable in the existing farm land and vacant tracts east of Mitthoefer Road along 46th Street, 42nd Street and 38th Street and along undeveloped sections of Carroll Road and German Church Road.

Walking and Bicycling to School

Walking or bicycling to school should be safe travel options for most children. Long range land use and transportation planning should support this principle even if it is difficult to apply in the near term to the East 38th Street Corridor area. The study area is served by three public school districts whose service areas are intermingled. Another complication is the frequent redistricting of school attendance zones and the enrollment options available to families.

In 2012 the Indianapolis Public Schools had three elementary schools and one community high school in the study area. The two elementary school attendance districts require students to cross 38th Street, 42nd Street or Post Road.

The Metropolitan School District of Lawrence Township has one elementary school within the study area. Winding Ridge Elementary School at 11825 E. 46th Street is currently isolated from land developed as residential additions. An opportunity exists on the north side of 46th Street to extend sidewalks from the end of the existing sidewalks at Birmingham Drive eastward to a location north of the Winding Ridge School for a crosswalk and sidewalk entrance to the school property. Sidewalks do not exist on the north side of 46th Street outside of the Fairways East at Winding Ridge subdivision. Sidewalks aligning Birmingham Drive provide pedestrian access northward into other sections of the large Winding Ridge residential community.

As farmland to the west and south of the Winding Ridge Elementary school may be developed in the future, it is imperative that new internal streets and upgrades to 46th Street and Carroll Road include pedestrian supportive infrastructure. In addition to sidewalks and crosswalks, a network of walking paths along Indian Creek established with the Parks of Winding Ridge subdivision should be expanded as adjoining land is developed.

A small part of the study area located east of German Church Road and south of 38th Street is served by the Metropolitan School District of Warren Township. There are no Warren Township schools within the study area or within reasonable walking distance of children in the study area.

Two elementary schools owned by the Indianapolis Public Schools Corporation are currently closed. Both Frances Bellamy #102 and T.C. Steele #98 are centrally located within their neighborhoods and well served by existing sidewalks. Both school sites adjoin neighborhood parks operated by the Indianapolis Parks and Recreation Department. New long term uses have not been determined for these school sites.

Three charter schools and a church-based school with the study area may draw students from the immediate neighborhoods as well as from homes outside the area.

Even if schools do not serve all the students within walking distance, these facilities should still be rated as very important pedestrian destinations. School buildings and grounds are also venues for many community events and activities.

Safe Routes to School Program

The Indiana Department of Transportation administers a state-wide program based on a federal program designed to make walking and bicycling to school safe and routine. Walking and bicycling are viable transportation alternatives for travel to and from school with significant potential benefits, among them reductions in motor vehicle traffic, associated fuel consumption for school trips and improved air quality.

Purpose of Safe Routes to School Program

To enable and encourage children, including those with disabilities, to walk and bicycle to school;

1. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
2. To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of primary and middle schools (Grades K-8).

Potential Benefits:

- Increased pedestrian and bicycle safety
- More children walking and biking to schools
- Improved children's focus at school
- Reduced vehicle congestion around schools
- Improved air quality and reduced fuel use
- Vital physical activity and improved health for children
- Enhanced accessibility within the community
- Improved community partnerships
- Socialization benefits for children and parents

In 2012 none of the schools serving kindergarten through eighth grade within the study area were participating in the Safe Routes to School program. The Indianapolis Public Schools, Metropolitan School District of Lawrence Township and individual private schools in Marion County have participated in the program in other locations. Past projects in Indiana have included non-infrastructure projects such as education, training, outreach and equipment as well as infrastructure projects such as sidewalks, curb ramps and bicycle parking.

Mass Transit Services

A corridor plan update should draw upon many resources in order to highlight the community's needs for transportation and related infrastructure. The existing IndyGo bus routes are shown on Map 6. The IndyGo On-Board Transit Survey was completed in 2010 for its entire service area including all the routes that serve the East 38th Street Corridor study area. A profile of the typical IndyGo rider is provided here.

IndyGo's typical weekday passenger is a Black/African American female, age 35 to 49 who uses the bus 3 to 5 days a per week to get to and from home and work. She is likely to be employed full-time or part time, but earns less than \$ 15,000 per year. She is transit dependent - meaning that there are no working vehicles in her household. Access to a vehicle through a friend or relative is also limited. If bus service was unavailable, she would either ride with a friend or not make the trip. The average rider has to make at least one transfer before he/she can complete a one-way trip. Most riders access the bus by walking one to two blocks to get to the nearest bus stop. The same travel patterns hold true for riders to arrive at their destination. Most will walk one to two blocks to arrive at their final destination. Most IndyGo riders feel that service hours should be extended and that service frequency should be increased. Source: 2010 IndyGo On-Board Transit Survey

Transit and Pedestrian Infrastructure

It is notable that 52% of IndyGo riders are transit dependent (lacking a vehicle in their households) and that 65% of riders are employed. Currently IndyGo's typical customers do not have many options when they need to connect their homes and their work places.

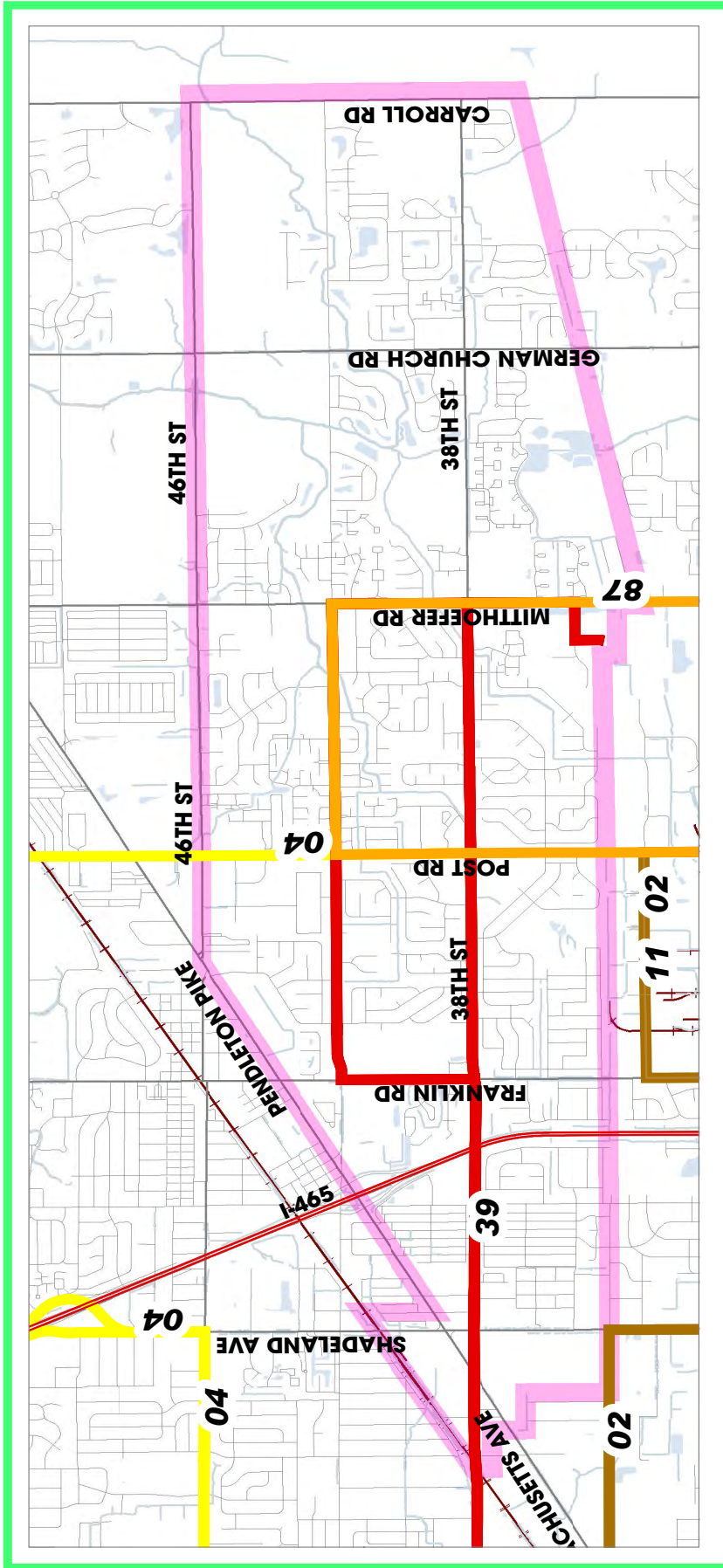
Walking trips accompany a very high percentage of bus trips. Adequate pedestrian infrastructure matters a great deal even if the transit related walk is only a few blocks in length. Pedestrians in the East 38th Street corridor seeking to walk from residential areas to transit stops currently must cope with considerable gaps in public sidewalk networks. Such sidewalk gaps also act as barriers for residents who want to walk to many other destinations within their neighborhoods including retail stores, churches and schools.

The photograph below illustrates one of the challenges faced by bus riders on 38th Street just west of Mitthoefer Road. This marked bus stop is located in a small shopping district. The bus stop lacks a sidewalk and shelter. Transit riders currently have to stand on a sloping edge between a ditch and the street pavement. Such conditions are not unique within the study corridor. New transit shelters cannot be placed in locations that are not fully compliant with accessibility standards which include sidewalks. This site will be upgraded with a planned 38th Street improvement project.

The priorities of publicly installed sidewalks should be reevaluated in concert with planned improvements in transit services. Even as sites are developed and redeveloped with new sidewalks, critical gaps may remain nearby. Filling such gaps in a timely manner complements the private investment in buildings, site improvements and new sidewalks. Similarly, as sites are developed or redeveloped, they should consider transit users in the layout of pedestrian paths, parking lots, landscaping and lighting.

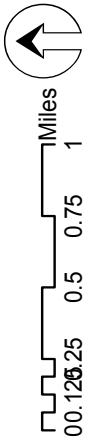


Bus Stop at 38th and Mitthoefer



East 38th Street Corridor Plan

Indy Go Bus Route Map #6



Sidewalk Priorities

Community input was gathered to determine which missing sidewalk segments had the highest priority. It is desirable to eliminate all gaps in the sidewalk network of the East 38th Street Corridor. Resources to build new sidewalks are limited. The following table lists highly rated segments and notable pedestrian destinations in the area. Segment numbering is provided for reference and not ranking within the list. Generally excluded from the list are street segments where future development or redevelopment of the adjoining land would trigger the installation of sidewalks along the existing public streets. Proposed sidewalks are shown on Maps 7 and 8.

Map location	Street segment	Segment and approximate length	Pedestrian destinations in the area	Comments
1	38 th St. and Massachusetts Ave. south side	West of Shadeland to Elizabeth Street – 0.30 mile	Transit, bank, grocery store, drug store, bowling alley and restaurants	Comments were also received about the need for improving street drainage on 38 th Street between Massachusetts Ave. and Shadeland Avenue.
7	38 th St. north side	West of Harvest Drive – 0.13 mile	Grocery store, apartments, transit, Franklin Gables Shopping Center and school	Adjoins park land and site proposed for church, school and housing.
9	38 th St. south side	West of Post Road – 0.13 mile	North Eastwood Shopping Center, transit, other retail.	Future transit enhancements planned.
12	38 th St. both sides	Post Road to Mitthoefer Rd. – 1+ mile	Transit, community health center, park, retail, churches	A Department of Public Works project is scheduled for 2013 to improve the street with new sidewalks and added travel lanes.
14	38 th St. north side	Mitthoefer Rd. to 10302 E. 38 th . – 0.32 mile	School, retail, apartments, transit and churches	Limited existing sidewalk. Potential redevelopment of some sections may mandate sidewalks. Large tract to the east must install sidewalks with development.

15	38 th St. south side	Long Wharf Drive to German Church Road – 0.36 mile	Apartments, houses and retail. Future park access to Grassy Creek Park to the south.	Some or all of this section would be subject to sidewalk construction with eventual neighborhood retail and office development. Sidewalks were rated highly by community due to current pedestrian use.
16	38 th north side	East edge Briarbrook Farm to west edge of Lawrence Lakes -0.36 mile	Retail, residential and apartments. School south on German Church Rd. Additional retail planned.	Only a small part of this section would be subject to sidewalk construction with land development. Rated highly by community due to current use and potential for additional pedestrian destinations.
11	42 nd St. both sides	Post Rd. to Wittfield St. - 0.26 mile	Transit, bus shelters, high number of apartments, houses, retail, churches and schools.	Limited existing sidewalks.
8	42 nd St. both sides	Post Rd. to end of existing sidewalks near Routiers Dr. - 0.36 mile Also gap at 8425 E. 42 nd .	Transit, apartments, houses, retail, churches and schools	Limited existing sidewalks. The north side of the street is in the City of Lawrence.
13	42 nd St. south side	Downes Drive to Mitthoefer - 0.22 mile	Transit, apartments, churches, retail and school.	The south side is sparsely developed and not likely to be redeveloped. The north side of this section is nature preserve and private recreation, churches and convenience store. The north side is rated only slightly lower than the south side.

6	Franklin Rd. West side	Monument Lighthouse school to 38 th Street – 0.24 mile	Transit, apartments, retail and school. Planned school and church on the east side.	Developable tracts will contribute both to the sidewalk network and increase pedestrian traffic.
5	Pendleton Pike south side	Kmart east drive to Pendleton Way – 0.19	Convenience store, restaurants, job sites and residential in Hiawatha Gardens addition.	Speedway convenience store is only property with existing sidewalk. New sidewalks exist on south side of Pendleton Pike from Pendleton Way eastward to Deer Walk Drive (3 miles). Drainage problems from Pendleton Pike to properties on the south reported in this section.
4	Pendleton Pike south side	Kmart east drive to Shadeland 0.30 mile	Neighborhood retail, transit at Shadeland and 38 th Street,	Sites in this section may be subject to sidewalk installation requirements if they are redeveloped.
10	Post Rd. west side	Frontenac Dr, to 30 th Street - 0.60 mile	Transit, industrial park, retail, school, churches and community health center.	
2	Shadeland Avenue east side	Pendleton Pike to 38 th Street	Neighborhood retail, transit at Shadeland and 38 th Street.	Sites in this section may be subject to sidewalk installation requirements with redevelopment.
3	Shadeland Avenue east side	38 th Street to Kensington Drive	Apartments, motels, restaurants and school	Strong evidence of pedestrians on the east side of Shadeland. The west side is auto-related. This section also has reported road side ditch problems.

Indianapolis Regional Pedestrian Plan

Proposed crossing improvements in the East 38th Street Corridor Plan study area 38th Street and Pendleton Pike are recommended Pedestrian Corridors throughout the corridor study area. All

other arterial streets are recommended with "Collector Sidewalks".

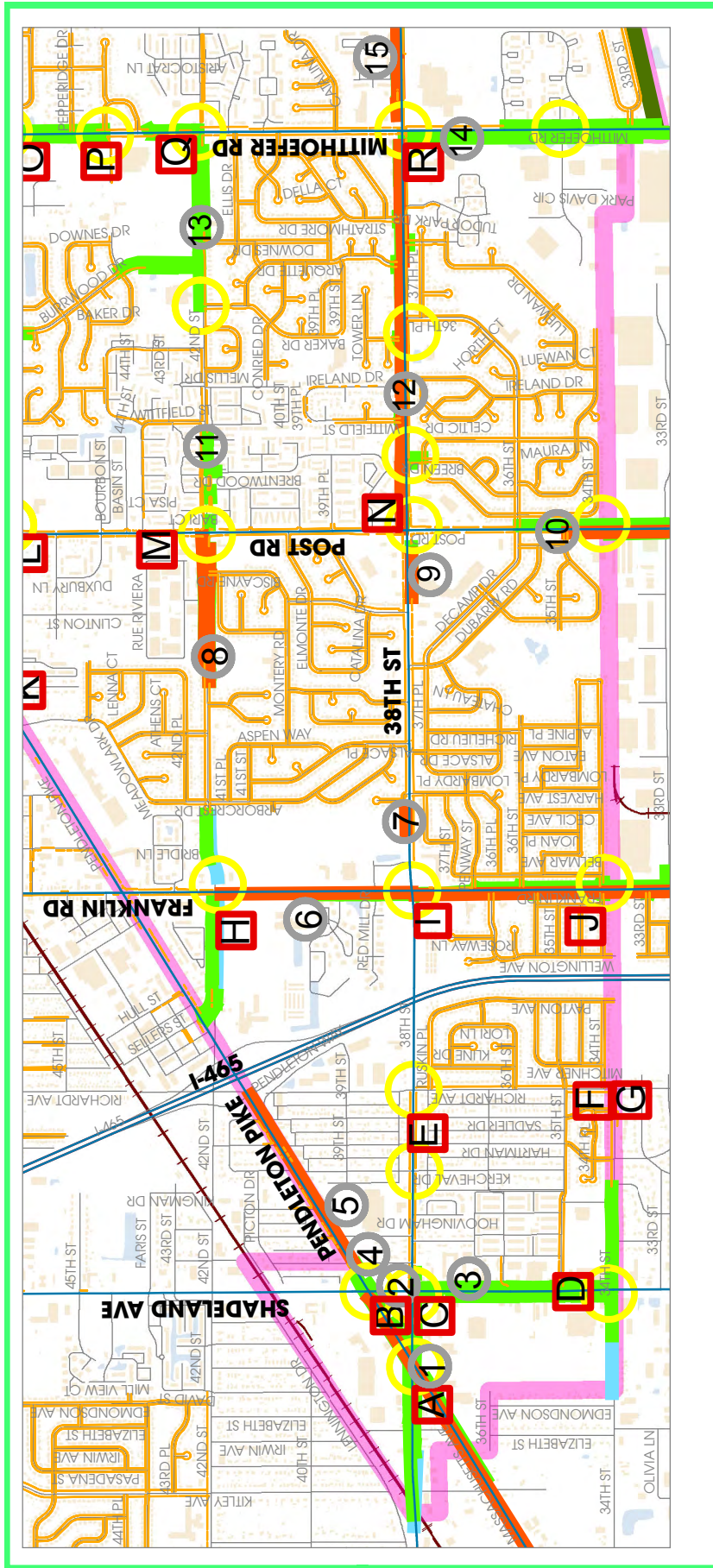
* Additional pedestrian crossings not in regional plan.

** Intersections noted in table below.

	Intersection	Area pedestrian destinations	Comments
	HIGHEST PRIORITY		
C	38 th and Shadeland	Apartments, motels, transit, bank, grocery store, drug store, restaurants and churches	Sidewalks needed north and south of 38 th on both sides. East side of Shadeland has greater need.
A	38 th and Pendleton Pike/ Massachusetts Avenue	Transit, bank, grocery store, drug store, bowling alley and restaurants	Comments were also received about the need for improving street drainage on 38 th Street between Massachusetts Ave. and Shadeland Avenue.
B	Shadeland and Pendleton Pike	Transit, bank, grocery store, drug store, bowling alley and restaurants	
N	38 th and Post	Transit, community health center, park, retail, churches	38 th Street DPW project does not upgrade this intersection. The project starts just east of this location.
M	42 nd and Post	Transit, bus shelters, high number of apartments, houses, retail, churches and schools.	Sidewalks on 42 nd Street are high priority
R	38 th and Mitthoefer	School, retail, apartments, transit and churches	Some improvements occurring with 38 th Street improvement project
Q	42 nd and Mitthoefer	Transit, apartments, retail and schools and churches	
Y	*German Church and Wismar	A.J. Brown Academy, residential neighborhoods	Crosswalk is marked on street with passing blister but no signal.
X	38 th and German Church	Retail, residential and apartments. School south on German Church Rd. Additional retail planned.	Partial sidewalks, NE corner and NW corner predate sidewalk requirements, pedestrians regularly evident.
P	Mitthoefer and Meadowlark Drive	School, Little League, retail, transit	Meadowlark gives access to Glick's Addition, Bells Run, Indian Creek and Farmington subdivisions.

K	38 th and Long Wharf	Apartments, retail, churches, Grassy Creek	O'Brien Ditch is located immediately east of Long Wharf. It would have to be spanned. Connecting sidewalks from this point eastward to German Church is a high priority. A street crossing at Long Wharf would provide a connection between the Indian Creek Greenway to the north and the Grassy Creek Greenway to south.
	MEDIUM PRIORITY		If significant changes in surrounding land use and density or upgrades in transit occur, these intersections may become higher priorities.
S	38 th and Wingate	Mid-block pedestrian crossing may be beneficial once sidewalks are completed along north side of 38 th Street. An alternate crossing is at 38 th and Long Wharf Drive.	Rezoning 2005 ZON162 for land north of this site required the development of a neighborhood park. A perimeter path was shown connecting to park space. The undeveloped site to the north is subject to public sidewalks on 38 th Street frontage. Pedestrian access should be provided to the Indian Creek greenway.
I	38 th and Franklin	Grocery store, school, neighborhood shopping, apartments	This intersection was improved with the widening of Franklin Road from 38 th to 42 nd Street.
J	34 th and Franklin	Residential subdivisions, jobs nearby, transit on 30 th Street. An off street path is planned south of Franklin Hts. Subdivision and north of industrial park.	Currently there are no sidewalks on Franklin Road. Street widening from 2 lanes to 4 lanes is not scheduled in 2015 to 2035 Long Range Transportation Plan.
E	38 th and Richardt		Signalized with ADA Ramps and pedestrian signals are existing.
L	46 th and Post		46 th Street is planned for widening from 2 lane to 4 lane 2026-35 (Pendleton Pike to Mitthoefer)
F	34 th and Richardt	IPS school to the west	Offset intersection, sidewalks missing south of 34 th St. Improve intersection if sidewalks are built to the south.
D	34 th and Shadeland	IPS school to the east. A collector sidewalk is recommended on 34 th Street.	No existing sidewalks in the area despite school and apartments nearby. Not priorities until sidewalks are added to each side of Shadeland.

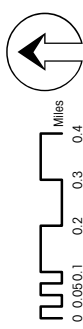
G	35 th and Richardt	IPS school to the west	Sidewalks missing on south side of 35 th west of Richardt. Improve intersection if sidewalks are built.
H	42 nd and Franklin	Schools, shopping and transit	Intersection was improved with street widening and sidewalks.
W	42 nd and German Church	Shopping to the south	Roundabout planned for 2013 will not initially include sidewalks due to the lack of other sidewalks in the area.
V	46 th and German Church	No pedestrian destinations currently	Roundabout planned for 2013 will not initially include sidewalks due to the lack of other sidewalks in the area.
	LOWEST PRIORITY	Other street infrastructure improvements must be completed before pedestrian crossings become feasible.	Indications of pedestrian crossings at these locations should alert planners to pedestrian and bicycle connectivity as future streets are planned.
O	46 th and Mitthoefer		Additional sidewalks on 46 th Street east of Post were rated low priority. Chime Run ditch runs through intersection, making street widening and other improvements more difficult. Bike lanes are planned in this area.
K	46 th and Pendleton Pike		There is no east-west travel on 46 th Street through Pendleton Pike with 46 th ending in a cul de sac west of Pendleton Pike.
AA	42 nd and Carroll	No destinations currently	Future development on the northwest corner must provide sidewalks along 42 nd and Carroll.
BB	38 th and Carroll	No destinations currently	Future development on the northwest corner must provide sidewalks. Carroll Farms subdivisions built its sidewalks on the southwest corner. The two corners in Hancock County are not likely to be redeveloped in the near future. Both are planned and zoned "Industrial/Business Park".
Z	46 th and Carroll	The Winding Ridge School is not currently connected to developed sites.	This is a T-intersection with no new street planned in Hancock county at this time.
U	Planned Warren Rail Trail intersections with German Church Road and Mitthoefer Roads	Grassy Creek Regional Park could be accessed from a trail.	This trail has not been developed. Any intersection improvements would be planned with an overall trail design.

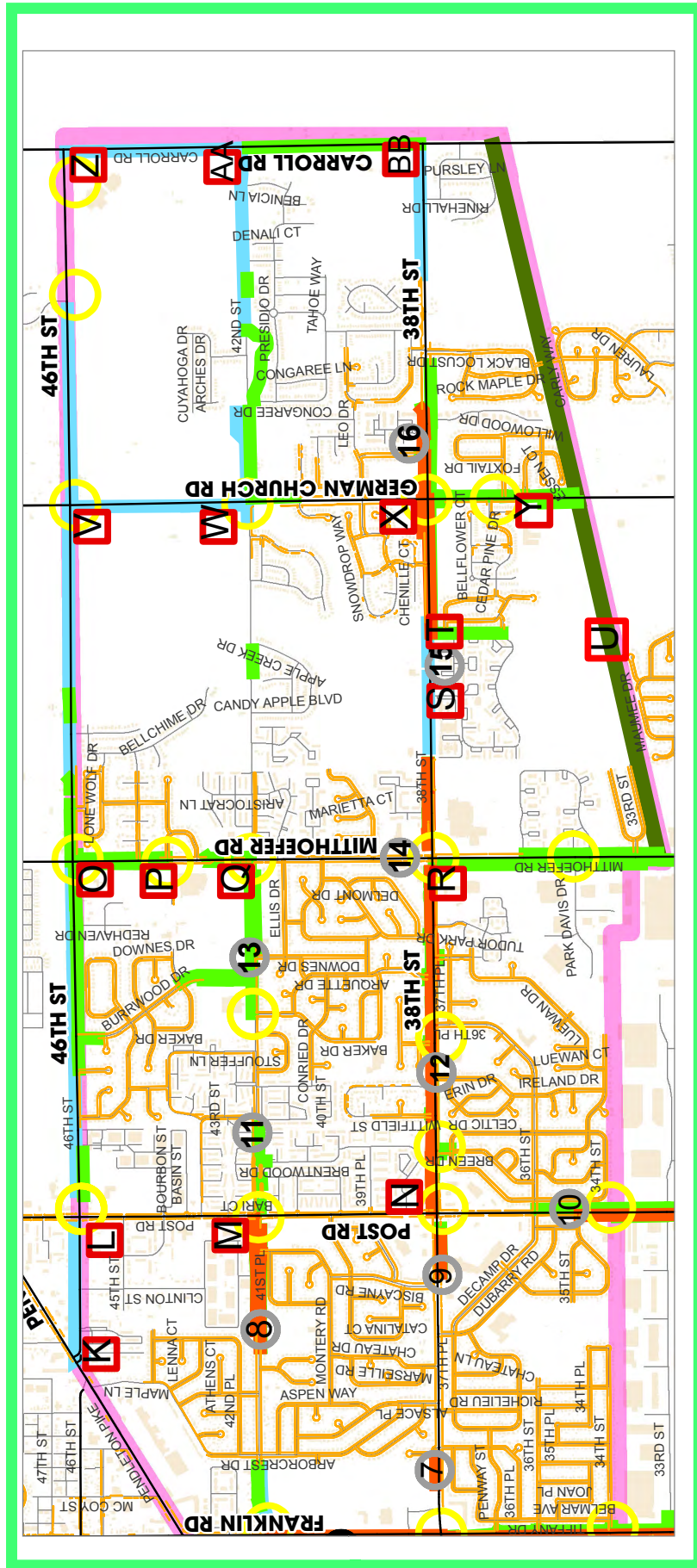


East 38th Street Corridor Plan

Proposed Sidewalks Map #7

- Legend**
- East 38th Street Boundary
 - Proposed Crosswalks
 - Proposed
 - Pedestrian Plan Improvements
 - Indianapolis Regional Pedestrian Plan
 - Interstates
 - Major Streets
 - 1st Priority Sidewalks
 - Proposed Sidewalks
 - Existing Sidewalks
 - Sidewalks will be Built as Development Occurs
 - Proposed Greenways



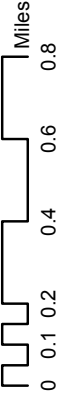


East 38th Street Corridor Plan

Proposed Sidewalks #8

Legend

- Buildings
- East 38th Street Boundary
- Proposed Crosswalks
- Priority Sidewalks
- Pedestrian Plan Improvements
- Indianapolis Regional Pedestrian Plan
- Interstates
- Major Streets
- 1st Priority Sidewalks
- Proposed Sidewalks
- Existing Sidewalks
- Sidewalks will be Built as Development Occurs
- Proposed Greenways



Related Pedestrian Issues

Maintenance

All sidewalks and paths require maintenance. The lack of maintenance is safety concern for all users, especially those with mobility impairments. The lack of maintenance also contributes to a negative image of the community. Participants in planning meetings pointed out their concerns for routine maintenance of sidewalks including grass in cracks and expansion joints and high grass and weeds adjoining sidewalks. In several locations in the corridor woody vegetation has grown into the right of way restricting the space available for pedestrians. Generally property owners along neighborhood streets are responsible for this type of maintenance.

Repairs to sidewalks and curbs are the responsibility of the City's Department of Public Works, which should be notified of such needs through the Mayor's Action Center 327-4622

Currently there is no comprehensive effort in the corridor to conduct community clean-ups that would deal with trash, over grown grass, trees and shrubs or to educate property owners on their maintenance responsibilities. Likewise there is no comprehensive effort underway to encourage neighborhoods to report needed repairs of streets, curbs and sidewalks and to report trash and weed violations to local government. A community education and action initiative could make significant improvements for safer and more enjoyable use of the sidewalk network.



New 42nd Street sidewalk built by the City of Lawrence

Connectivity and Crime

A high level of connectivity would offer multiple routes for pedestrians or motorists to reach their desired destinations. In the East 38th Street Corridor routes that were formerly open to pedestrians and motorists have been restricted between apartment communities and from sidewalks and driveways to public streets. These access restrictions have likely been a response by the managers of apartment communities to criminals that have taken advantage of alternate escape routes on foot or in automobiles.

Restricting access may prove helpful as a deterrent to crime but it poses other tradeoffs by reducing convenient options to reach neighborhood, schools, parks and transit destinations and increasing the travel distance. The result is that law-abiding citizens have less direct routes for walks to shopping, schools and other personal needs.

The following list offers examples of internal restrictions:
Hearts Landing Apartments

- Meadowlark Drive at Cherry Valley Drive (street is barricaded, pedestrian access severely restricted)
- Meadowlark Drive at Wittfield Street. An 8' fence blocks both street and sidewalk. Other sidewalks and drives leading into Three Fountains East Apartments are blocked by similar fence
- Towne and Terrance Townhomes and Lexington Park Apartments
- Breen Drive is fenced at Brentwood Drive
- Breen Drive's sidewalks leading into Arborstone Apartments are blocked by a fence.
- Postbrook East Apartments
- Cordell Drive and Conried Drive. A fence blocks both the street and pedestrian access. IPS 103 is nearby on Baker Drive.

A long term goal for the corridor is to restore many of these pedestrian paths for convenient and safe access for apartment residents. Achieving this goal can be advanced by the completion of a process known as Crime Prevention through Environmental Design (CPTED). The Indianapolis Metropolitan Police Department offers assistance in this and other crime prevention programs.

CPTED (pronounced "sep-ted"), is based upon the belief that: "... the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life." Crime Prevention is the anticipation, recognition, and appraisal of a crime risk and the initiation of some action to remove or reduce it. CPTED takes crime prevention a step further by studying the design of a site and attempting to create safer designs in new and existing developments. Five interrelated principles make up the CPTED concepts and strategies: Natural Surveillance, Natural Access Control, Territoriality, Activity, and Maintenance. The application of CPTED concepts and strategies is site specific. City of Indianapolis, Department of Metropolitan Development, Division of Planning

A built environment that encourages more people to use sidewalks, parks and shopping areas also discourages criminal activity. Many of the apartment projects have elements that can be refined to prevent crime. New projects can incorporate from their inception all of these crime prevention concepts and strategies. Crime prevention, beyond its relationship to connectivity, is a worthwhile goal in itself and contributes to the overall quality of life of all parts of the corridor

Connectivity in Development and Redevelopment

The street hierarchy works fairly well within the East 38th Street Corridor. Local streets, for example, carry the traffic of residents and visitors to their homes. There are no locations where a residential street's through-traffic volume or speed is serving as an arterial street. The typical gridded spacing of one mile between arterial streets allows motorists to move through the area without overburdening local streets.

As sites are developed or redeveloped for shopping and community gathering places, it is especially important that they become more "pedestrian friendly". Business areas do not convey that pedestrians or bicyclists are welcome. Street access points, sidewalks and crosswalks can be designed to make pedestrians and bicyclists feel safe even if the overall site continues to accommodate customers and visitors that use automobiles. Similarly, sites could encourage customers to enjoy outdoor seating and shopping through many months a year by creating areas that are well landscaped and set apart from parking areas. Pedestrian friendly designs will encourage customers to stroll between businesses and improve sales for an entire shopping complex.

Land Use and Revitalization

Four comprehensive plan segments provide the base for land use recommendations in the corridor study area. An analysis of the adopted 1986, 1987, 1996 and 2005 land use plans was performed to determine:

- Sites that were developed differently than recommended in past plans.
- Sites that remain undeveloped and their sizes and configurations.
- Sites had been cleared and how the vacant sites might be reused.
- Edges between dissimilar land uses that are unstable or potentially changeable.

The existing land use is shown on Map 9. Additionally analysis was undertaken of variances, zoning changes and code enforcement activity. Stakeholder input also helped to identify locations where future land development might better serve the community's needs. This analysis suggested sites where new land use recommendations are warranted.

Development Patterns

With the exception of land between Mitthoefer Road and Carroll Road, the majority the land within the study area had been developed by the mid-1970s. Established land use patterns have generally remained stable since their original development.

A land use problem often found in many corridors is an erosion of stable edges between residential uses and non-residential uses. When residential uses are steadily converted to business and commercial uses it is often characterized as "commercial creep". The gradual encroachment of commercial uses into what was previously a solid residential district can reduce the desirability of the remaining houses. The resulting commercial sites are often inadequate for traffic circulation and parking. While most of the study area has stable edges, two residential sections deserve attention for their vulnerability to the potential for creeping land use changes.

38th Street between Englewood Avenue and Richardt Avenue – This 0.40 mile section has more than 30 houses fronting on 38th Street. The majority of the houses have driveway accesses on 38th Street. More intensive development is to be discouraged on these small lots.

Post Road between 42nd Street and 46th Street – This section has a mixture of apartments, single family residential, churches and a small retail section. More intensive development is to be discouraged on the lots on the west side of Post Road to provide stability to the largely residential areas along 45th Street and 46th Street.

Sites developed differently than the primary land use recommendations of the applicable land use plan are discussed below:

38th and Shadeland Area Plan – 1986

A 30 acre tract with addresses of 6900 E. 34th Street and 3502 N. Shadeland Ave. was recommended as Medium Density Residential with zoning recommendation of D-7 zoning (12 to 15 residential units per acre). The northern 20 acres of the site was rezoned to Light Industrial and later to Commercial Service but no development occurred under either zoning classification. The southern 10 acres remains in D-3 Residential zoning and is used for a horse pasture.

Far Eastside Neighborhood Plan – 1996

A 3.7 acre tract recommended for Low Density Residential at 7206 E. 38th Street was developed as a church.

Approximately 160 acres along Indian Creek south of 42nd Street, north of 38th Street and west of German Church Road was recommended as Regional Park and indexed to low density or medium density residential. The land was built as residential subdivisions with private green space along the creeks. A small commercial cluster was established at the northwest corner of German Church Road and 38th Street with two stores and additional development sites.

A 56 acre tract on the east side of Franklin Rd. (42nd to 38th) was recommended as Community Park and indexed to Office Buffer Commercial. Part of the southern end of this site was built with a grocery store and apartments serving senior residents. A wooded area on the south end was reserved for park use. A gas station and convenience store was built on the south east corner of 42nd Street and Franklin Road. The balance of the site was rezoned for office commercial and church uses.

A 21 acre tract located on the west side of Franklin Road in the 4000 block was recommended as Private Park and indexed to Medium Density Residential. The Monument Lighthouse Charter School was established on this site and it occupies all the land was once used as a private sports complex.

Indianapolis Insight Land Use Plan – 2005

This plan recommends Critical Area #35 for the area bounded by German Church Road, 46th Street, Carroll Road and 38th Street. The critical area describes land use and development recommendations in greater detail than in other areas of the comprehensive plan. A key feature of the critical area is a recommendation for Village Mixed Use. The plan promotes the creation of a small town character, traditional development patterns and a walkable mixed-use neighborhoods. Since the plan was adopted, several land use recommendations have started to take shape. Along Indian Creek and its tributaries newer subdivisions were built with common areas and walking paths. Subdivisions streets and sidewalks are interconnected.

A small neighborhood shopping area has started at German Church Road and 38th Street. While several elements promoted in a mixed use village have been established, the national downturn in homebuilding has left incomplete residential subdivision sections in this area. No developments have commenced that would implement the other village mixed use recommendations.

The area has only seen approvals for single family residential housing. The Cedar Ridge Apartments is the only multi-family housing in the village area. It was built in the 1980s. The Winding Ridge Elementary School has been opened at the south-west corner of 46th Street and Carroll Road and is the only non-residential construction that has occurred since 2005.

Hancock County Land Use Plan

The eastern edge of the corridor study area adjoins Hancock County at Carroll Road (Hancock County Road 800 West). The Hancock County Comprehensive Plan recommends Business Park for most of the land on the east side of the county line road between 46th Street and south of 38th Street (Hancock County 300 North) to 30th Street (Hancock County 200 North). Most of this land is currently used for residential and agricultural purposes.

BUSINESS PARK

The Business Park designation is intended to provide areas for new employment generating businesses to locate. Businesses typical of this category of development would include life sciences, biotechnology, research and development, corporate headquarters, and other similar uses. These areas are designed to take advantage of emerging trends in technology and economic development, and to capture these new market opportunities for Hancock County.

RELATIONSHIPS

Like Industrial development, Business Parks should generally be located within or adjacent to established cities and towns. Business Park development can be compatible with a number of other land use categories. The Business Parks themselves should be well-designed centers that contain multiple businesses on a planned campus. This would allow the various businesses to take advantage of proximity to one another as well as to reduce infrastructure costs by concentrating users. Small-scale commercial uses that serve employees of the Business Parks are appropriate within the development or directly adjacent to it.

Business Park land uses include many of the commercial, light industrial, office and warehousing facilities that have been built nearby on Mount Comfort Road (600 West). Hancock County has zoned land south of 42nd Street (Hancock County Road 350 North) to 0.25 mile south of 38th Street as Industrial – Business Park. Land north of 350 North is zoned Residential 2.5. Hancock County's plan also recommends Regional Commercial for the area around the I-70 and Mount Comfort Road interchange.

The Hancock County Comprehensive Plan also recommends a Conservation / Stream Corridor for Indian Creek east of Carroll Road.

CONSERVATION

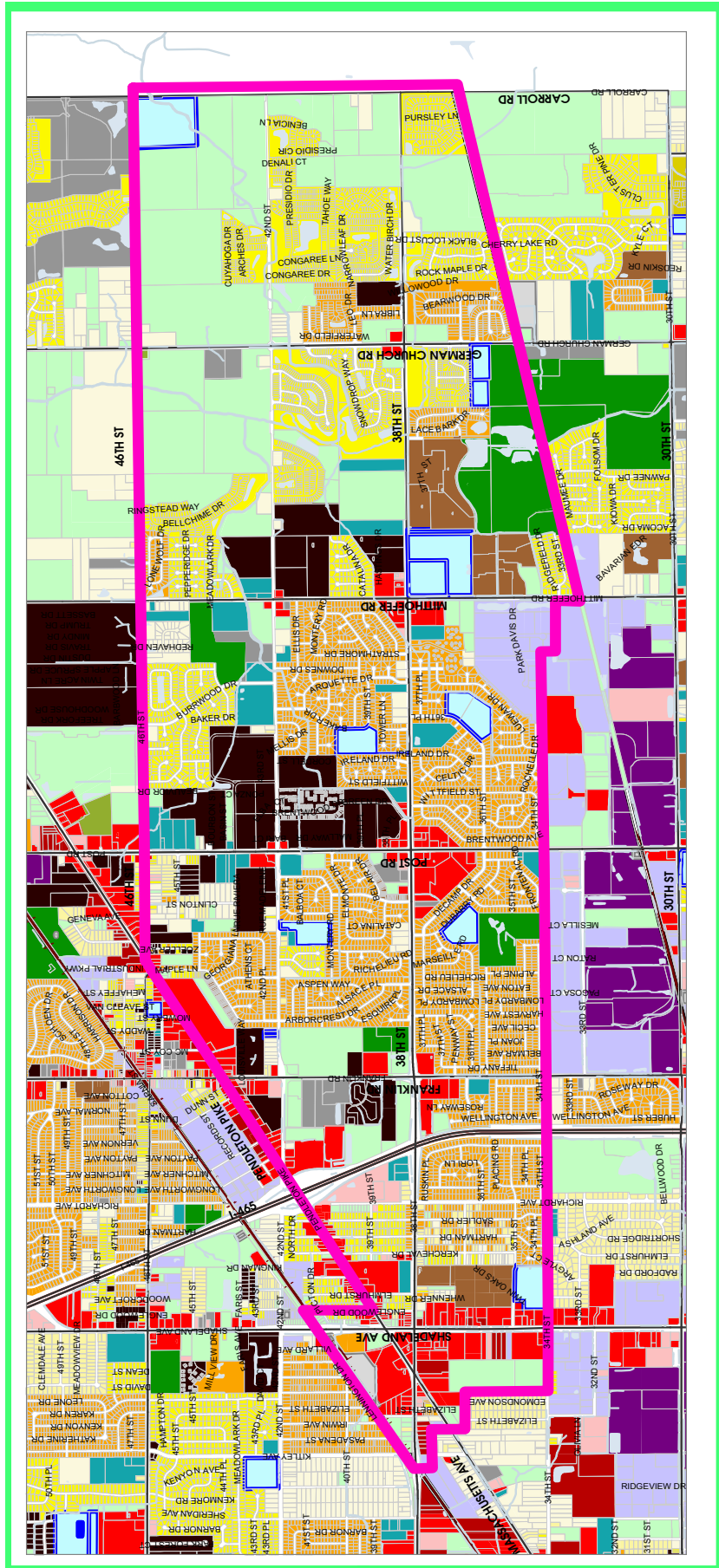
Hancock County possesses significant natural and environmental features that deserve some level of protection from development. Stream corridors, floodplain areas, wooded lots, wetlands, and other sensitive environmental features not only provide habitats for wildlife and attractive landscapes for viewing, they serve important functions for drainage purposes. It is crucial, then, that these natural features be preserved and managed appropriately.

RELATIONSHIPS

In most cases, environmental features such as those listed previously are included in the Conservation designation to limit development within or around them. Many of these areas can also serve a dual purpose as recreational opportunities, possibly becoming parks, hunting grounds, or routes for biking and hiking trails. Efforts should be made to incorporate Conservation areas into new developments as assets that also maintain the integrity of the natural features.

Land Use Recommendations

The majority of the East 38th Street Corridor Plan study area has stable land uses and well-defined borders between dissimilar land uses. The existing land use is shown on Map 9. Recommended land uses are shown on Map 10 with primary land use recommendations indicated by the colors shown in the legend. Selected sites are also assigned an “index” number that denotes a secondary land use recommendation. The index number appears next to each land use classification.



East 38th Street Corridor Plan

Existing Land Use Map #9

Neighborhood Plans

RESIDENTIAL	Abbr./No.
Very Low Density (0-2 Units/A)	VD/1
Low Density (2-5 Units/A)	LD/2
Mobile Dwelling (6 Units/A)	MH/3
Medium Density (5-15 Units/A)	M/D4
COMMERCIAL	
Office Buffer	OB/5
Office Center	OC/5
Commercial Cluster	OC/6
Neighborhood Shopping Center	NSC/8
Community Shopping Center	CSC/9
Heavy Commercial	HC/10
Special Uses	SU

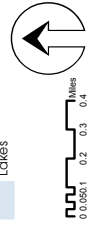
RESIDENTIAL	Abbr./No.
Existing	PS
Proposed	C
Park Classifications:	UC
Sub-Neighborhood Park	
Neighborhood Park	
Community Park	
Regional Park	
Linear Park	
Private Park	
INDUSTRIAL	
Light	
Heavy	

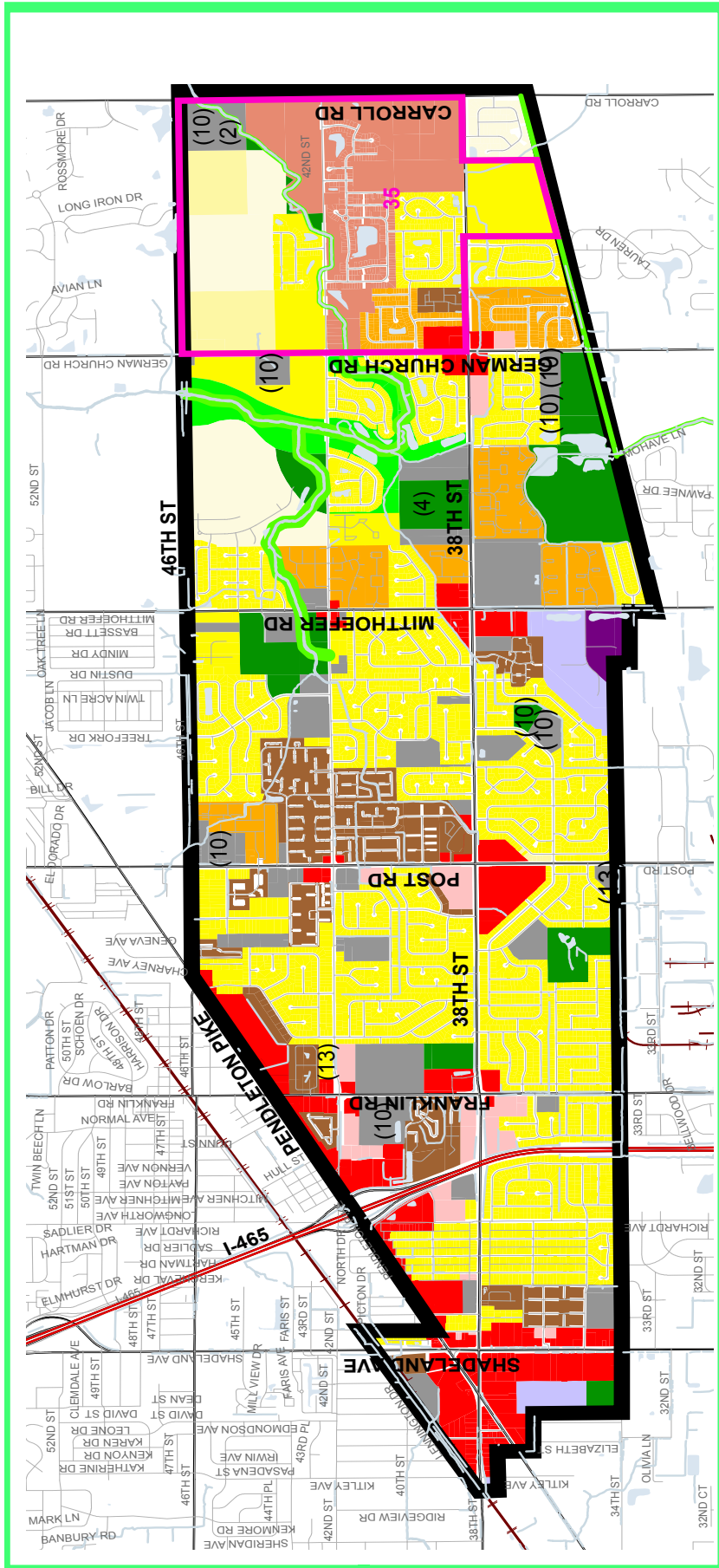
Township Plans

Abbr./No.	Township Plans
E	0 - 1.75 Units
P	1.75 - 3.5 Units
SP	3.5 - 5 Units
NP	5 - 8 Units
CP	8 - 15 Units
RP	Over 15 Units
LP	Commercial - Office
PP	Commercial - Retail
CSC/9	Heavy Commercial
LI/11	Undeveloped Areas
LI/11	Light Industrial
LI/11	General Industrial

Abbr./No.	Township Plans
Hospital	
Schools	
Cemeteries	
Churches	
Utility	
Special Use	
Railroad Row	
ROW	
Park	
Major Bodies of Water	
Developing	

Abbr./No.	Township Plans
East 38th Street Boundary	
City of Lawrence Boundary	
Interstate	
Major Streets	
Street	
Railroad	
Buildings	
Streams	
Lakes	





East 38th Street Corridor Plan

Land Use Map #10

Legend

- East 38th Street Corridor Plan
- Critical Areas
- Interstate
- Major Streets
- Streets
- Railroad
- Parcels
- Lakes
- Streams

- (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
- Floodway
- Bodies of Water



0 0.2 0.4 0.6 0.8 Miles

Housing

The 38th Street Corridor study area contains a variety of residential building types and densities. High housing density was recorded as a community concern in the 1996 Far Eastside Neighborhood Plan. This sentiment was again expressed in the preparation of the 38th Street Corridor Plan. Concerns were also heard about the physical condition of many existing apartment complexes. With a large number of apartments being well over 40 years old, wear and tear has occurred over the years. Another concern expressed regarded frequent turnover in apartment ownership and management in some complexes.

The community's consensus was that additional multi-family units were not needed and that a reduction of apartment density was desirable. The need for a long term strategy was urged for the reduction of overall residential density of the multi-family complexes in the area, especially east of Post Road between 42nd Street and 38th Street.

Three residential complexes in this area (Arborstone Apartments, Oak Tree Apartments and Towne and Terrace Townhomes) were noted for the high level of vacancies and poor physical condition. The Oak Tree Apartment complex had four buildings demolished following their being damaged by the 2008 tornado. The Towne and Terrace Townhome complex was also damaged by the tornado and sustained fire damage that prompted the demolition of 14 townhomes. The townhome development contains individually owned units and common areas and private streets.

The national economic recession and related real estate decline affected both multi-family and single family housing stock with the study area. Only a few vacant and abandoned properties had been cleared at this plan was prepared. These units were widely scattered and did not suggest that their neighborhood settings were themselves a dominant factor for housing abandonment. Continued economic problems might compound the impacts that scattered vacant and abandoned houses would have on their neighborhoods.

Much of the existing single family housing stock can be suitable for residents as they age. One story house plans are common with bedrooms, bathrooms and kitchens on one floor. Minor adaptations to the houses can help residents to remain independent within their own units.

Changing Business Conditions and Shopping Districts

The loss of two large retail stores on 38th Street and Pendleton Pike was a strong concern of many residents. There has been a long standing community concern about the loss of a Kroger grocery store in the North Eastwood Shopping Center and other vacancies in that center. The more recent closing of the Kmart department store on Pendleton Pike further reduced shopping options.

Residents with access to an automobile might shop at more than a dozen grocery stores within a five mile area around 38th Street and Post Road. Other discount department stores are also within reasonable driving distances. Residents without automobiles have significant challenges in obtaining a variety of food and other grocery items. Convenience stores or drug stores exist at most of the intersections of arterial streets, but with limited selections of food.

The closing of two large retailers impacts more than just their regular customers. The image of the community is diminished and jobs within walking distance of many residents are lost. Other stores in the area may suffer because the overall business district is less attractive to customers.

Additional market studies are warranted to more clearly define how these retail segments could be supported in the corridor. Successful strategies for reinvestment in retail corridors depend upon strengthening existing stores and attracting new stores. Retailers individually and in association have special challenges in older corridors where measures of buying power based on average household income or the property values of owner occupied housing are less attractive than in newer retail corridors .

Revitalization Areas

Three areas are identified for additional attention and are classified as "Revitalization Areas" and their locations are shown on Map 11 and explained below.

38th Street, Shadeland Avenue and Pendleton Pike

38th Street and Post Road

Post Road, 42nd Street to 46th Street

Each of the three areas is intended to focus on the need for revitalization and refinement to their existing land use arrangements. The three revitalization areas have the following common characteristics:

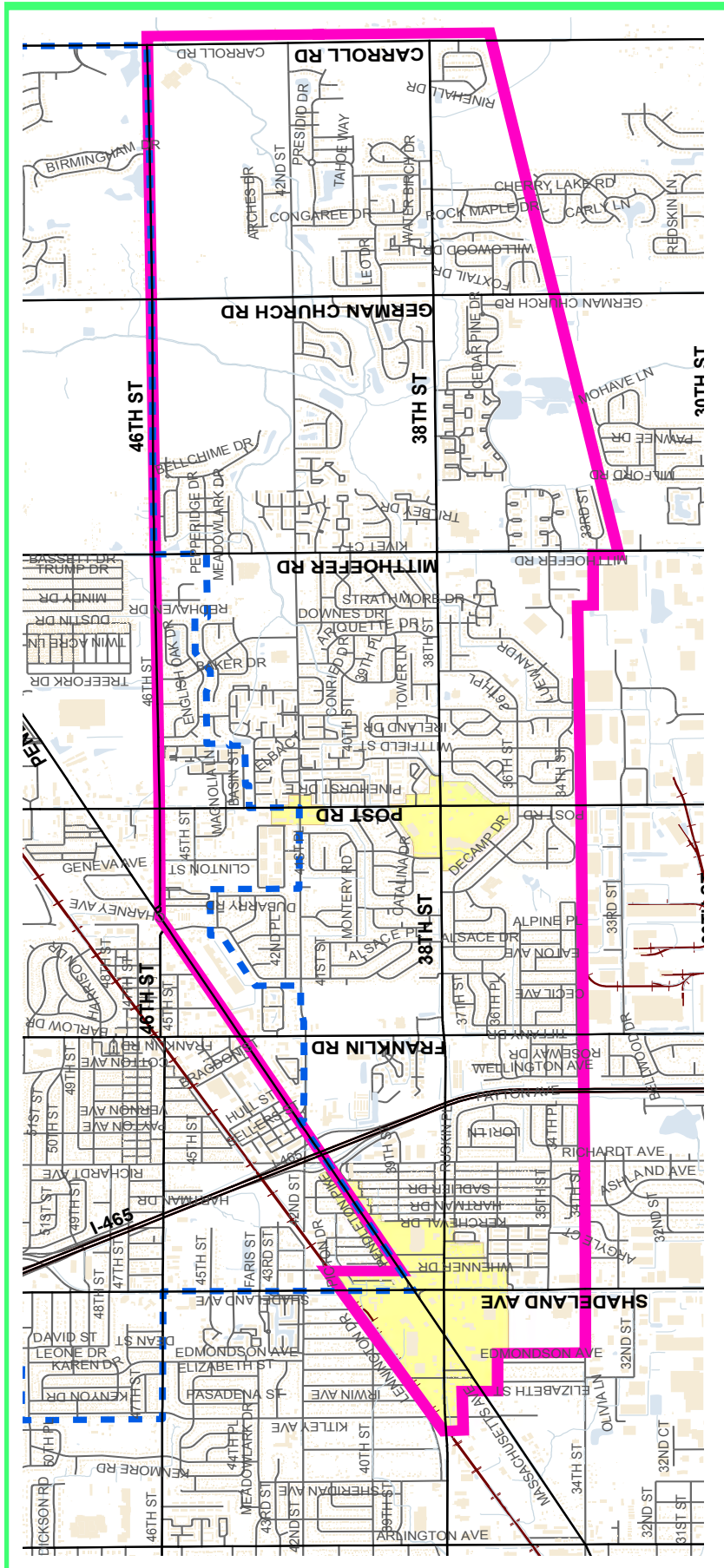
- Areas include an amount of vacant land that is suitable for development
- Commercial and retail buildings and sites that have vacancies. Successful merchants that are committed to their locations have to contend with empty store spaces nearby.
- A mixture of well maintained buildings exists along with sites that show disinvestment. Stores associated with national chains tend to project a stronger, more cohesive image to customers with attractive landscaping and parking lots in better condition than other stores.
- A less than positive image is projected to visitors and shoppers. Given the number of food and beverage outlets in the commercial areas, windblown trash is apparent in many locations. This detracts from the overall image of the corridor.
- Sites are not pedestrian-friendly. These areas were built in the 1950s to 1970s with little regard for pedestrians, transit riders and bicyclists. Gaps remain within the sidewalk network.

Bicycle infrastructure is lacking despite observations that residents are using bicycles for personal transportation, including making use of bike racks on IndyGo buses.

- Mass transit service is provided to these sites and better transit is planned. All three sites could be adapted with transit supportive land uses and densities.
- Sites are visible and accessible to motorists on streets with high traffic counts. These characteristics can be valuable to recruiting new retail businesses. The corridor's accessibility to I-70, I-465 and SR67 also makes it attractive to businesses that serve customers in the metropolitan area.
- Surveys of business and property owners highlighted concerns about crime. The surveys also noted that there was little participation with the crime watch programs of the Indianapolis Metropolitan Police Department and City of Lawrence Police Department.

The following are objectives for the revitalization of all three areas:

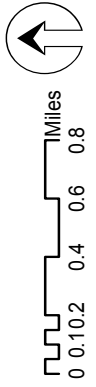
- Improve pedestrian and bicycle infrastructure and improve internal circulation between destinations.
- Include new housing as a component in the revitalization of each area. These areas would be well suited to provide housing options not currently supplied in the East 38th Street Corridor, such as supportive housing for elderly and other persons with additional service needs. Housing options such as "live-work" designs should be explored in revitalization planning.
- Include transit supportive site design that better serves existing bus riders and anticipates improved bus services on 38th Street and Post Road. Improved bus services, such as bus rapid transit, would be complemented by having higher density housing within close proximity to bus stops.
- Include public gathering areas that can accommodate farmer's markets, community festivals and special events. Large parking lots can be used for seasonal events and activities in the short term to re-connect residents and visitors to the area.
- Redevelopment of these areas should accommodate more sustainable designs, with reduced overall pavement and less impact on water and energy use.
- Establish and maintain a regular trash mitigation and community cleanup program.
- Redevelopment planning for these areas should engage developers, property owners, merchants, community stakeholders and city agencies. The Far Eastside Quality of Life Plan supports revitalization of commercial districts and attracting new businesses to the area. The



East 38th Street Corridor Plan

Revitalization Areas Map # 11

- Legend
- East 38th Street Boundary
 - Revitalization Areas
 - City of Lawrence Boundary
 - Major Streets
 - Interstate
 - Lakes
 - Streams
 - Buildings
 - Railroad



- Quality of Life Plan also reaffirms the community's interest in improving the aesthetics and appearance of the Far Eastside area.
- Businesses and property owners should take advantage of the crime watch and crime prevention programs of the Indianapolis Metropolitan Police Department and City of Lawrence Police Department.
- Businesses and property owners should become more engaged with area residents, community organizations and other businesses to address problems in the corridor. Both long time businesses and residents need to reach out to newer businesses and residents to gain from the growing diversity of the area.

The specific conditions and recommendations for each area are discussed below.

38th Street, Shadeland Avenue and Pendleton Pike

- The recently vacated K-mart site is large space retail space (136,000 square feet). It may be unlikely to attract another single retail tenant. The site and building could support office, light industrial, education and possibly multiple businesses with flexible space arrangements. The street frontage and parking lot could support a resized retail cluster that could take advantage of the high traffic volumes on Pendleton Pike. Much of the current store façade is more than 600' from the edge of Pendleton Pike and is not easily seen from the street.
- The northwest and southeast corners of Pendleton Pike and Shadeland should be redeveloped into new integrated retail clusters to complement the newer stores in the area.
- The area between Englewood Drive and Elmhurst Drive should remain primarily residential but be allowed to transition to higher density uses that could include office, medical and supportive services. A unified development plan is preferable to scattered changes.
- Attract new retail uses to 7101 and 7141 Pendleton Pike sites. The former Denny's restaurant and the cleared gas station site are large enough to be redeveloped individually or under a combined concept.
- Create a stronger visual image of the 38th and Shadeland and the Shadeland and Pendleton Pike intersections with overall streetscape plan. Improvements at these intersections would have a high impact on visitors to the area.
- Coordinate redevelopment and business attraction efforts with the City of Lawrence along Pendleton Pike

38th Street and Post Road

- The North Eastwood Shopping Center should continue to be a community shopping center but some alternative land use mixes may be necessary for its long term success. The revitalized center should include increased food and grocery options for residents and motorists. Improving the variety and selection food and grocery offerings is desired by the community even if the return of a large full service grocery is not likely. The center is large enough to allow resizing to allow continued retail while also supporting office, education and possibly business incubators with flexible space arrangements. Some additional outlots could be added. This center needs a compatible mix of walking and driving customers. Pedestrian shoppers would benefit from an improved and well-lit access from Biscayne Road.
- Create a stronger visual image of the 38th Street and Post Road intersection with overall streetscape plan. The impact of streetscape improvements at such intersections is magnified as both motorists and pedestrians stop for changes at the traffic light. This is an important location for wayfinding signage for destinations in all directions from this point. This section of 38th Street and Post Road also has potential improving its image through creation of "corridor gateways", described elsewhere in the corridor plan.

Post Road from 42nd Street to 46th Street

- Maintain land uses as primarily residential, institutional and special uses. Discourage land use changes on parcels that front on 45th St. and 46th Street.
- Discourage expansion of the overall size of the Post and 42nd neighborhood retail cluster. Promote more intensive development of the existing retail areas on Pendleton Pike and Post Road and 38th Street and Post Road.
- Merchants, property owners, residents and city and county agencies should collaborate on the reported concerns of trash, loitering and other nuisance problems in this small business district. Convenience shopping, a liquor store and food outlets can be particularly prone to trash problems.
- Plan for bicycle lanes on 46th Street and add pedestrian crossings at 46th Street
- Coordinate with City of Lawrence on redevelopment and infrastructure improvements to the area, especially to complete the sidewalk network.

Image and Appearance

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 curbs, ditches, sidewalks, lighting, and utilities in the public right of way. In some cases, publicly installed and maintained landscaping in street right of way also contributes to a corridor's image.

The 38th Street Corridor area conveys a very suburban feel to its visitors. The image is very similar to other areas of Marion County developed during the same era. Residential and commercial sections had multiple developers using common elements but not a unified design theme. The area's buildings are generally no taller than two and one half stories.

Arterial streets and business districts

Long, straight stretches of arterial streets allow travelers to drive at 50 MPH or higher through both residential and commercial sections. Buildings tend to be set back from the street. Large parking lots reflect that this corridor was developed not for pedestrians but almost exclusively for customers, employees and congregants who drive or ride to their destinations.

A few of the commercial buildings maintain all of their original exterior appearance. More often the evolution of corporate images and business styles has periodically altered building facades and signage. Pendleton Pike and Shadeland Avenue contain only a few buildings that reveal their earlier days when drive-in restaurants and motels began serving the motoring public in the post World War Two era.

Much of the corridor was cleared of trees for fields and pastures in an even earlier age. An exception was the area platted as Hiawatha Gardens on the north and south sides of 38th Street near Richardt Avenue. This amount of tree canopy is rare in the 38th Street study area.

Residential Districts



Post Road near Frontenac Drive



Entering residential neighborhoods travelers drive on quiet streets that often shaded by a mature tree canopy. Lots are arranged in straight and curvilinear blocks and some culs de sac. Sidewalks are common along both sides of streets within subdivisions. Houses built in the 1960s with single story plans and single carports and garages are dominant but it is not uncommon to find houses with two stories or split-level designs in a few subdivisions. The houses have varied facades of brick and aluminum siding. Houses also typically have rear yards large enough to easily accommodate a family's recreation, landscaping and gardening needs.



38th Street east of Richardt Avenue

Many homes retain their original facades. Families that needed extra space often found it easiest to convert their one car garages into a den or multi-purpose room. Storage space has been supplemented with mini-barns and sheds. Lots that could accommodate a driveway in the side yard also attracted detached garages.

Rear yards on arterial streets

Although the arterial streets typically have businesses at their intersections, long stretches of land adjoining these streets are devoted to single family residential subdivisions. Along more than five miles of 38th Street, 46th Street, 42nd Street, Carroll Road, Franklin Road, German Church Road and Post Road the back yards of houses adjoin the arterial streets. Vegetation often has grown up at the edge of private property and street right of way for more than two and one half miles where the older subdivisions line the arterials.



German Church Road Briarbrook Village

The image projected to visitors in these locations may less than positive. Overgrowth can also narrow the sidewalk space available to pedestrians. Trash readily collects in such locations and in road side ditches. Another image concern in older subdivisions is the tendency to have inconsistent fence materials and fence heights. Owner attention to maintenance is also quite variable along the arterial streets. It is also doubtful that the older subdivisions have active homeowners associations that serve to maintain common areas or

to administer property covenants. If the older subdivisions had distinctive entrance signs or landscaped entry areas, there is no evidence of them today.

In contrast, newer subdivisions typically have a uniform perimeter with a landscaped edge containing fences or earth berms within a common area. The common areas are maintained by the homeowners associations. The example is Briarbrook Village on German Church Road is typical of newer subdivisions.

Sidewalks built along existing public streets tend to be set farther away from the current vehicular travel lanes in anticipation of future street widening. Newer subdivisions also have distinctive and attractive signs where their principle streets meet the existing arterial streets.

While older subdivisions have an added challenge where there is no active homeowners association, there also are lessons to be learned from evaluating newer subdivisions. Restoring a consistently positive image enhances both neighborhood pride and property values. Image improvements such as trimming back overgrown shrubs and removing invasive plants are relatively easy tasks that can usually be accomplished by residents. Longer term objectives can include adoption of sections of the adjoining street medians for routine trash collection. Another long term objective could be to develop a plan for installation and maintenance of a uniform perimeter fence.

Public Concerns for Image

Public input from the corridor planning process stressed the community's desires for improving the image of the area. The concerns were varied and not focused on a single location:

- Maintenance of apartments, street medians and commercial sites
- Vacant and abandoned houses and buildings needing repairs
- Sidewalk gaps
- Vacant stores

Remedies suggested included:

- neighborhood cleanups
- adopt a block
- adopt a median
- park maintenance
- code enforcement
- community gardens
- adding signs and gateways
- developing and implementing a community brand

Maintenance and Code Enforcement

Some of the identified problems and remedies are directly related to individuals and neighborhoods taking initiatives through established programs, such as those offered by Keep Indianapolis Beautiful. The "Adopt-A-Block" program empowers neighbors to bring beautification and neighborhood revitalization down to the smallest unit, the block. Neighbors keep their block clean of litter on an on-going basis.

Other image problems can be addressed, in part, by citizens requesting code enforcement responses by the City of Indianapolis and Marion County Public Health Department. Service requests to the Mayor's Action Center are referred to the appropriate agency.

Just as structures require periodic maintenance, the natural landscape also requires maintenance. Trees and shrubs planted when houses were new require trimming or replacement as they reach 40 years or more in age. Weather extremes, air pollution and neglect take their toll on this vegetation. Ash trees in Marion County are experiencing the devastation from infestations by the emerald ash borer. This species has been valued in urban landscapes but will be seriously depleted by this infestation. The image of all sections in the corridor will be enhanced by proper tree maintenance and replacement of trees lost to weather damage, disease and neglect.

Other image problems are associated with investments in public and private infrastructure. The comprehensive plan can help to guide and coordinate long term investments for both functionality and appearance. Given the scope of the 38th Street corridor study area, public investments occurring over a long time can enhance the communi-

ty's image with projects such as upgrades to streets, sidewalks, bicycle lanes, transit infrastructure, public signs and landscaping within public property.



38th Street near Harvest Avenue

The conditions in the East 38th Street Corridor study area suggested that further investigation was warranted into the potentials for installation of "gateways". The Far Eastside Quality of Life plan also contains recommendations for the area's aesthetics and beautification. Developing gateways, signage and public art are among the quality of life plan's objectives.

Gateways

In 2004, the City of Indianapolis and Indianapolis Rotary Club released the Gateways Report and Development Toolbox for Indianapolis-Marion County, Indiana. The report defined a gateway as a landmark, streetscape or other area that a visitor or resident first sees when entering the city, a neighborhood, a cultural district, downtown or other attractions or destinations.

Three distinct types of gateways were defined in the report: Landmark Gateway, Multiple Landmark Gateway and Corridor Gateway. All three types of gateways can incorporate a variety of elements such as interpretive signage, street trees, road/bridge/streetscape improvements, benches and planters, fountains, flags, banners, information kiosks, landscape and site improvements, pedestrian walk area improvements, public art, statuary, and building and architectural enhancements. Adapting these elements to the desired location, with the appropriate theme, scale, and materials are where the art of developing a gateway comes into play. The landmark and corridor gateway typologies have the strongest potentials within the East 38th Street Corridor study area



42nd Street at Orchard Valley Boulevard

Landmark Gateway. This type of gateway is developed at a single location. It creates a sense of place or marker that can be used to identify a neighborhood, district or entire community and helps orient visitors to that area. Typically, landmarks signify an entrance or other important intersection or location. A landmark gateway is:

- readily identifiable and recognizable
- in a permanent location
- of significant scale and importance
- coordinated and considerate of the immediate area environment

Corridor Gateway. This type of gateway is developed as a continuous system along a highway, street, or greenway. It may include landscaping, unique signage, banners, lighting, and other streetscape elements in addition to landmark elements. All elements of the corridor are considered and coordinated.

38th Street and Carroll Road — Landmark Gateway

The East 38th Street Corridor Plan included a public discussion of the potential for a gateway and welcome sign at 38th Street and Carroll Road. There is a public sign welcoming visitors and commuters from Hancock County, but there is no information about the history of Michael A. Carroll, in whose memory the east Marion County line road was renamed. Mr. Carroll served as a deputy mayor of the City of Indianapolis and served on the staffs of Senator Richard Lugar and Senator Dan Quayle as well as serving as an official of Lilly Endowment. In his memory The Indianapolis Business Journal grants the Michael A. Carroll Award to honor a man or woman who has demonstrated Mr. Carroll's qualities of determination, humility and devotion to the Indianapolis community. A landmark gateway to welcome visitors and properly honor Michael A. Carroll is recommended near the intersection of Carroll Road and 38th Street.



Example of way finding signs in downtown Indianapolis.

38th Street and Post Road – Corridor Gateways

The Far Eastside Quality of Life plan contains a recommendation to “implement and develop signs and gateways into the community”. A related quality of life plan objective is to “create community corridors along 38th Street and Post Road”.

The East 38th Street Corridor Plan recommends further investigation of the potential for a corridor gateway on 38th Street and Post Road. The intersection of these two arterial streets and its surrounding business district are very important to the creation of a positive image for the entire East 38th Street Corridor.

The Gateway Development Toolkit recommends a detailed process to successfully implement a gateway project beginning with the identification of potential locations. The two potential gateway concepts should be taken beyond the initial identification step into the next steps in the process highlighted below:

1. Development Concepts
2. Establish Scale and Scope
 - a. Project Vision
 - b. Conceptual Design
 - c. Project Scoping
 - d. Project Design Obtain Community Support
3. Secure Funding
4. Secure Administrative Approvals
5. Implementation

Wayfinding Signage

A system of directional wayfinding signs is recommended at appropriate locations in the corridor. Typically this type of signage is intended to aid travelers and visitors that are unfamiliar with an area's significant attractions and destinations. Certain intersections with high pedestrian and bicycle traffic might include a map that indicates the site and the area's sidewalks, trails and supportive services and amenities. A system of wayfinding signage should facilitate access and complement the overall image that the community wants to project.

The far eastside community identified the following destinations for travelers coming into the corridor that would benefit from strategically placed wayfinding signs.

Defense Finance and Accounting Service

- DuBarry Park
- Fort Harrison State Park
- Reuben F. Glick Little League Central Region Headquarters
- Grassy Creek Park
- Indianapolis Regional Airport
- John Marshall High School
- Lawrence Community Park and Soccer Complex



Wayfinding sign for pedestrians at sidewalk level

Suggestions were also received about publicly placed signs to direct motorists destined to the interstate interchanges at I-70 and Post Road, I-70 and Hancock County 600 West (Mt. Comfort Road) and I-465 and Pendleton Pike.

Parks, Open Space and Environment

The corridor's natural systems and amenities serve interrelated functions of drainage, open space, recreation, wildlife habitat and preservation of wetlands and woods. Map 12 indicates the Environmentally Sensitive Areas of the study area.

Parks and Recreation

Parks and open space have long been deemed to be very important to the far eastside neighborhood. The Far Eastside Neighborhood Plan compared the supply of park land and facilities with national standards and determined that there was a deficiency in small parks (sub-neighborhood), neighborhood and community park acres. Potential park sites were also evaluated. The plan contains detailed recommendations for the development of additional park and recreation resources, programs and activities.

The plan supported the concept of a community park with a variety of recreation and open space amenities. Many of those objectives are being realized with the expansion of the 30th and German Church Park into the much larger Grassy Creek Park, which will serve as a regional park upon completion. The Far Eastside Quality of Life Plan contains recommendations to complete walking and biking trails in the regional park to connect 30th Street and 38th Street and to create a "Friends of Grassy Creek Regional Park" group.

The Far Eastside Neighborhood Plan recommended additional specific public and private recreation facilities that have been not been built in the sixteen years since the plan was adopted. These recommendations included a new Boys and Girls Club or YMCA, an Indianapolis Department of Parks and Recreation Family Center, an indoor pool at John Marshall High School and an outdoor pool in the neighborhood.

During the preparation of the East 38th Street Corridor Plan, the community stressed the need for a park in the 42nd Street corridor, preferably near Post Road. The nearest existing City of Indianapolis parks are located south of 38th Street and more than two miles away from many of the area's subdivisions and large apartment complexes. The nearest City of Lawrence park is more than a mile to the north and necessitates crossing Pendleton Pike.



Photographs Courtesy of Reuben F. Glick Little League Central Region Headquarters



Many of the Lawrence Community Park's facilities are located even farther away on the Franklin Road side of the property.

In 2011 the Trust for Public Land (TPL) analyzed the need for parks in Marion County. The needs analysis included data on low income households, population density and residents 19 years of age and younger. The TPL Park Score analysis found that much of the area north of 38th Street, south of 46th Street, east of Franklin Road and west of Mitthoefer Road had a "high need" for parks. A "very high need" for parks was indicated in the area near Post Road and 42nd Street, coinciding with a high population density.

Community comments gathered during the preparation of the East 38th Street Corridor plan suggested that a park site could be assembled from the clearance of dilapidated apartments or from the vacant land. Such a site could serve as interim or permanent uses as a neighborhood park, community gardens or green space. Placing a park near 42nd Street and Post Road would ensure that a facility offering active outdoor recreation would be within easy walking distance of a large number of children and families.

Some of the recreation activities desired by the community may occur at local churches and schools simply as extensions of existing programs. Partnerships at church and school sites may offer recreation programs ranging from supervised after school activities to evening and weekend sports programs, youth and adult exercise and health education. Underused church and school sites have potential to be adapted to open space areas offering community gardens in conjunction with natural resources education. All these options appear to be possible close to Post Road and 42nd Street at one or more sites.

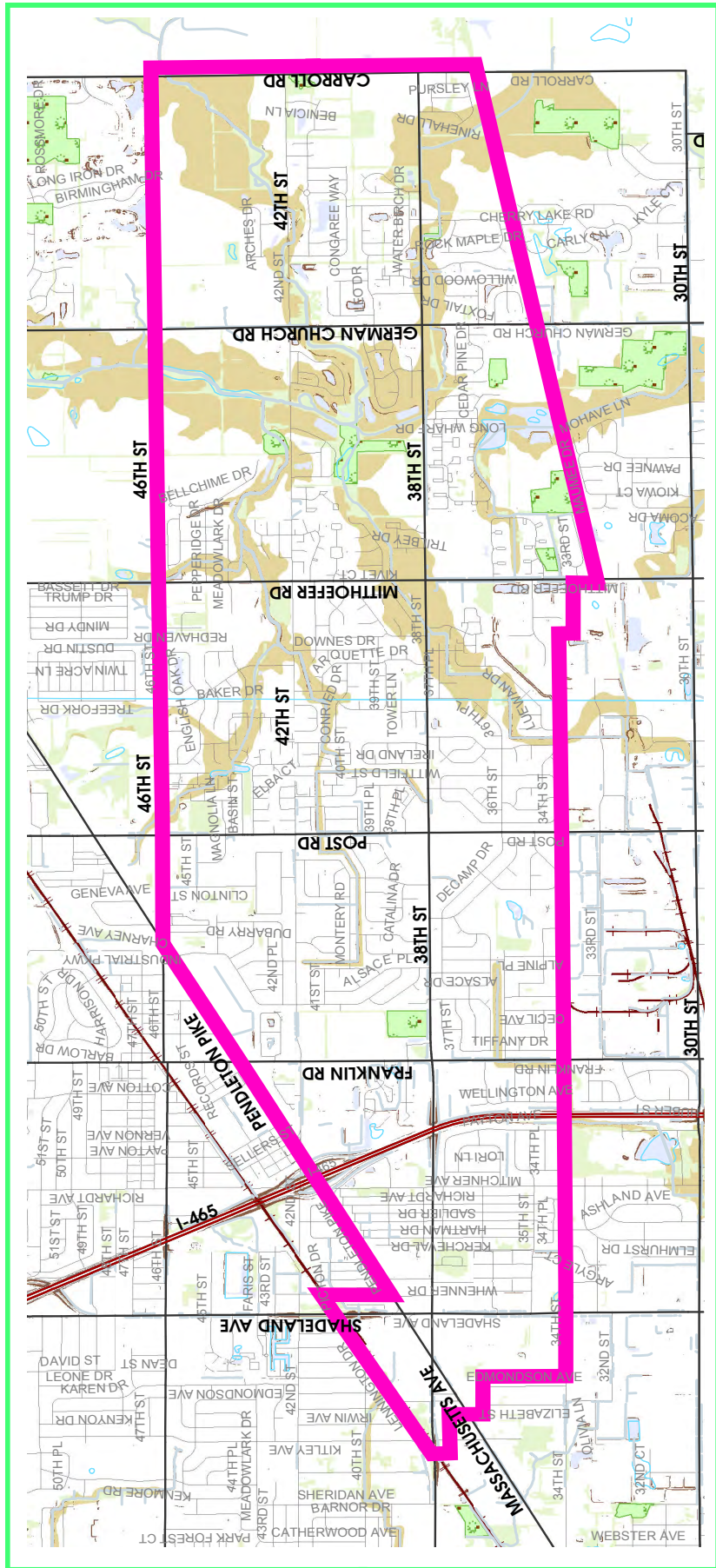


Indian Creek at 42nd Street

The rest of the 38th Street corridor also has a variety of churches and schools well distributed throughout the area that are within easy walking distance of many residents. The Far Eastside Quality of Life Plan's action teams will pursue objectives for improved recreation, health and education for neighborhood residents.

Natural Areas and Watersheds

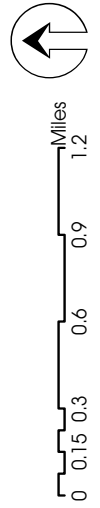
The 1996 Far Eastside Neighborhood Plan also includes recommendations for maintaining natural areas such as wooded areas, wetlands and streams in new development. The goal of the ecology section was to "preserve and use in a positive way, where possible, existing ecological resources in the Far Eastside."



East 38th Street Corridor Plan

Environmentally Sensitive Map #12

- Legend
- East 38th Street Boundary
 - Interstate
 - Major Streets
 - Railroad
 - Streams
 - Lakes
 - Wetlands
 - Wellfield
 - Slopes Greater Than 10%
 - High Quality Woodland
 - Natural Woodland
 - Flood Plain



Greening the Crossroads

More recently, the Greening the Crossroads: A Green Infrastructure Vision for Central Indiana plan was completed for nine central Indiana counties including Marion County and Hancock County. The Central Indiana Land Trust undertook a broad-based collaborative planning process to reverse the decline in quality as well as quantity of natural assets and improve the public perception of central Indiana as a desirable place to live and work.

The plan contains this definition of "green infrastructure".

A green infrastructure network is an interconnected system of natural areas and open space that conserves ecosystem values, helps sustain clean air and water and provides benefits to people and wildlife. Once designed, a green infrastructure network provides a framework that can be used to guide future growth and land conservation decisions to accommodate population growth while preserving community assets and natural resources. Benedict, Mark A. and E.T. McMahon. Green Infrastructure: Linking Landscapes and Communities. Washington D.C.: Island Press. 2006.

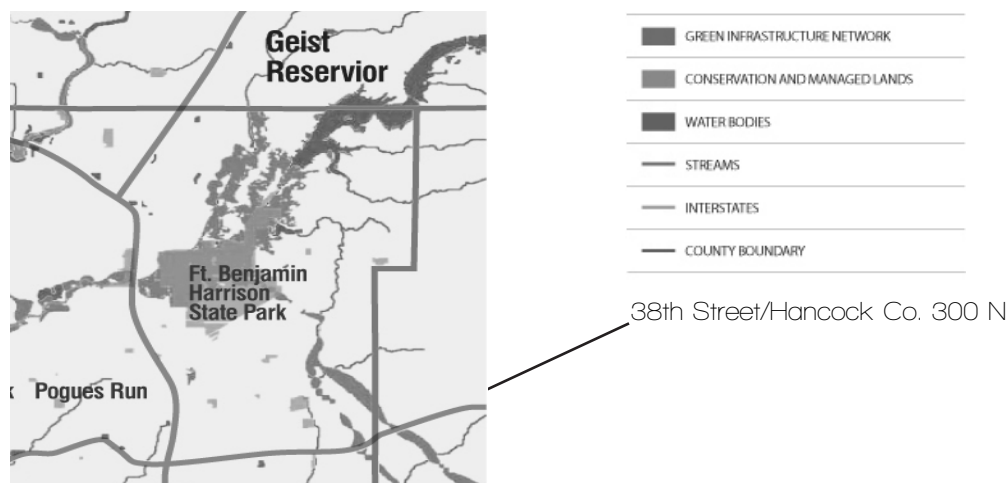
Communities are also sustained by "gray infrastructure".

Gray infrastructure refers to traditional man-made structures, such as roads, railways, airports and sewers that bind a community together and help improve the efficiency of our economy. This infrastructure is planned, maintained and is considered to be a basic necessity and an investment in our future. We believe that green infrastructure provides equal value to communities and requires the same level of attention, care and concern. Greening the Crossroads: A Green Infrastructure Vision for Central Indiana.

The green infrastructure plan is not a regulatory program. A green infrastructure network can provide information to communities and decision makers about their region. At the local level, a green infrastructure plan can help planners and residents update or prepare local and regional open space and comprehensive plans.

Green infrastructure highlights critical areas for conservation, providing information to help coordinate zoning and regulatory policies and relating local natural resources to surrounding communities via corridors. Local capital improvement plans can be enhanced with the use of green infrastructure networks that reflect the needs of different municipal departments (public works, schools, and parks). Green infrastructure promotes the wise use of public funds to provide public services by using natural systems in addition to or instead of man-made systems.

The Greening the Crossroads plan identifies as a priority the protection of more forest along Fall Creek upstream and downstream of Fort Harrison State Park. A portion of Indian Creek within the study area of the East 38th Street Corridor Plan is also shown as part of the Green Infrastructure Network that would span the Marion County-Hancock County Line from Indian Creek near 46th Street southeast wardly into Hancock County. The excerpt of the Marion County plan segment below includes an added line approximately at the location of East 38th Street and Hancock County Road 300N. The Marion-Hancock County line is indicated in orange.



This corridor would link the Indian Creek/Fall Creek corridor with the Buck Creek and Sugar Creek corridors. This type of network does not directly correspond to a single stream valley, existing preservation area or linear park. In this case it is intended to provide a corridor that would provide connectors in landscape and provide for animal movement, seed and pollen dispersal, plant migration and may provide for recreation opportunities. Often these corridors can be used for passive recreation such as hiking, biking, or, with water corridors, canoeing, rafting, and fishing.

Watersheds and Streams

Much of the land in the East 38th Street Corridor was developed without consideration for stream protection and water quality and was built before current regulations of drainage, storm water and flood protection. The area contains no natural lakes and only the land developed after the 1980s contains storm water detention ponds.

Before settlement in the early 19th century, Marion County was covered with dense forests and its streams flowed through heavy tree canopy. Many areas in the county were swampy and rich with flora, fauna, fish and wildlife. Stream valleys are rich natural and community resources when allowed room to flow and meander. As the land was cleared of its trees and farms were established, the meandering streams were often straightened to conform to rectangular parcels and to facilitate easier plowing and planting. In some cases ditches were shaped again to gain additional lots in new subdivisions.

Areas were not reserved around streams to allow them to move and naturally regulate themselves. Urbanized streams are now contained within residential lots and commercial, industrial, institutional and multi-family parcels. Urbanized streams are typically warmer and less supportive of aquatic life.

A watershed is an area of land that collects and drains water to a specific point. Similar to water poured into a bowl, a portion of the precipitation that falls on a watershed will move through the landscape, collecting and concentrating in low areas, creeks, and streams, until it exits through an outlet point. A watershed is a measurable and practical landscape feature that is based on how water moves, interacts with, and behaves on the landscape. Watershed planning is especially important to preserve watershed functions, help prevent future water resource problems and ensure future economic, political, and environmental health.

Watershed Management Plans

The flat land forms of the East 38th Street Corridor Plan do not reveal that the study area lies in three sub-watersheds of the Upper White River watershed:

- o Lower Fall Creek which includes Indian Creek and Steele Ditch
- o Pleasant Run
- o Pagues Run

These receiving streams join the West Fork of White River in Marion County. Before they reach White River, each stream has public parks along them with existing or planned greenways.

The fourth watershed in the study area is Grassy Creek. With its headwaters beginning just south of 38th Street, Grassy Creek flows southward and joins Buck Creek in southeastern Marion County. The Buck Creek/Grassy Creek watershed is part of the Sugar Creek and Driftwood River watersheds which contribute to the East Fork of the White River.

Watershed management plans have been adopted for both the Lower Fall Creek and Pleasant Run watersheds and approved by the Indiana Department of Environmental Management. Neither stream contains outfalls from the city's old combined sewer system located within the East 38th Street Corridor study area.



Wetlands in Grassy Creek Park

The **Fall Creek Watershed Management Plan** was prepared for the Marion County Soil and Water Conservation District and the Lower Fall Creek Watershed Alliance. The plan outlines specific management actions and recommendations for preserving and improving water quality in the Lower Fall Creek Watershed. The following recommendations are especially relevant for the East 38th Street Corridor's section of the watershed:

- Stabilization of stream banks within the watershed.
- Reduction of soil erosion and stormwater runoff from construction sites.
- Integration of Low Impact Development techniques in new or re-development projects.
- Establishment of riparian buffers.
- Support for the Septic Tank Elimination Program within Marion County.
- Creation of demonstration projects to illustrate good urban development or redevelopment.
- Utilize results of the Social Indicator Survey to develop future education and outreach efforts.
- Host annual "Watershed Awareness" or "Celebrate Fall Creek" day.

The Pleasant Run Watershed Management Plan was prepared by the Friends of Pleasant Run. The plan examines water quality issues in the watershed and identifies sustainable, local solutions. The Pleasant Run Creek watershed's headwaters coincide with the East 38th Street Corridor generally north of 34th Street to 38th Street and ¾ mile east and west of Franklin Road. The watershed has no discernable stream corridor in this area. Water flows to the southwest through road side ditches and storm sewers. The watershed management plan contains analyses of existing conditions. Five critical areas within the watershed were selected which would have the greatest impact on water quality.

Watershed Critical Areas	Reason Area is Critical
Poorly buffered streams and tributaries	Improve Benthic Macro* habitat and reduce storm water, nutrients and E. coli
Residential areas, schools, parks and golf courses and churches	Reduce storm water and infiltrate it into the ground reduce fertilizer use.
Storm water ponds	Reduce bacteria, nutrients, and storm water
Greenspace overlapping with hydric soils	Protect and/or restore wetland functions
Areas not contributing to the CSOs	E. coli and improve Benthic Macro habitat
*Benthic Macroinvertebrates live their entire life in the streams. Their presence gives an idea of how good a habitat the stream provides.	

Mapped critical areas in the East 38th Street Corridor include parks and schools sites and poorly buffered ditches. Tree planting is a recommended best management practice on school, parks and church sites and along poorly buffered streams and tributaries. Other recommended practices include creating vegetative filter strips along swales and ditches, establishment of buffers with wildlife friendly species, installation of pervious pavement and diverting rain water into cisterns and rain barrels.

Septic Tank Elimination

The East 38th Street Corridor is generally well served with public sewers for existing homes and businesses. Public water and sewer services can accommodate new development that will occur on the remaining farmland in the eastern section of the corridor. The few remaining private septic system are located in the eastern section of the corridor in areas with developable land nearby. As development extends public sewer lines, the transition from private septic systems to sewers will become more feasible.

Wellfield Protection Areas

There are no designated wellfield protection areas within the East 38th Street Corridor Area.

Goals and Recommendations

Land Use Goal:

Ensure the long term stability and viability of the residential neighborhoods and business districts within the corridor through:

- Discouraging conversions of residential uses to non-residential uses as defined within revitalization areas.
- Maintaining a mix of retail, office and service facilities that are convenient to neighborhood residents.
- Adherence to the standards and commitments of original approvals in partially completed subdivisions in the eastern section of the corridor.
- Greater community representation in land use and development policy formulation.

<u>Land Use Objectives</u>	<u>Implementation Schedule</u> Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	<u>Implementation responsible parties and partners</u>	<u>Comments</u>
Maintain the well-defined edges and boundaries of residential neighborhoods. Discourage encroachment of non-residential land uses into neighborhoods.	Ongoing	DMD, Community organizations	46 th Street between Pendleton Pike and Post Road may be subject to pressures to convert houses and residential lots into more non-residential uses.
Maintain a mix of retail, office and service facilities that are convenient to neighborhood residents. Ensure that basic needs can be met, where possible, within walking distance of corridor residents.	Ongoing	DMD, Community organizations	Businesses clustered at the intersections of arterial streets should continue to offer shopping and services geared to neighborhood residents as well as to commuters.

Maintain the standards of subdivisions in partially completed subdivisions in the eastern section of the corridor. New projects should include common areas, green space and tree preservation and linkages along streams and utility corridors.	Ongoing	DMD - Planning	Despite the current lull in home building, land in the eastern section will eventually become attractive again for new residential construction. This area needs continued build-out of a network of paths and trails that connect to the existing and planned greenways.
Encourage all neighborhood-based organizations in the corridor to enroll in City of Indianapolis's registry of community organizations.	Ongoing	Neighborhood-based organizations, MNLs	This service assures neighborhood based organizations of notification in development and licensing hearings and other public participation opportunities. The registry aids communications between neighborhood organizations and affected citizens.
Monitor development of business parks in the Mount Comfort Road area and the Indianapolis Regional Airport in Hancock County.	Ongoing	DMD Planning	The west edge of the commercial and industrial park is currently within one to two miles of the Marion County line. Continued development of this complex and the airport will impact the East 38 th Street Corridor.

Housing Goal:

Promote well maintained and affordable housing throughout the corridor through:

- Maintenance of the housing stock and residential neighborhoods
- Construction of new houses on cleared residential lots
- Additional housing options for seniors and other residents needing supportive housing.

<u>Objectives</u>	<u>Implementation Schedule</u> Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	<u>Implementation responsible parties and partners</u>	<u>Comments</u>
Maintain the existing stock of single family houses.	Ongoing	DMD Planning, Property owners Community organizations DCE MCPHD	Strategies should include greater reporting of code enforcement problems, neighborhood initiatives for maintenance and assisting owners with home repairs. A strong base of owner-occupied housing is essential for community stability and growth.
Encourage infill construction of new single family houses where vacant lots were created after the removal of tornado damaged houses and abandoned houses.	Short term -interim uses for lots until new houses can be built Medium to long term	CAFÉ City Land Bank Housing sponsors and collaborators	Most cleared lots are suitable for new houses. In some cases vacant lots may be sold to adjoining homeowners for enlarged yards.
Assist older residents that choose to stay in their own homes as they age. Draw upon the principles of "aging in place" and a Naturally Occurring Retirement Community (NORC)	Ongoing	CAFÉ CICOA and other agencies that provide in home assistance to elderly persons.	Much of the existing housing stock can serve older adults' needs but houses may need adaptations for accessibility, convenience and safety. CICOA's "Safe at Home" program can help with adaptations to homes for elderly and disabled residents.
Encourage a variety of new housing facilities that can meet the needs of persons with disabilities and others that need additional support services.	Ongoing	CAFÉ CICOA Agencies provide assistance and referrals to elderly and disabled persons.	A full range of housing options and prices is desirable in the community. A balance of single family and multi-family housing options should remain but not to result in housing densities that exceed current levels.

Economic Development Goal:

Revitalize physically deteriorated, functionally obsolete and under used sites in the corridor by:

- Encouraging the redevelopment of outdated and under used sites and facilities with uses that better serve current and future market demands.
- Targeting commercial districts for mixed use and transit supportive densities along the current and future public transit corridors, especially on Post Road and 38th Street.
- Prioritizing infrastructure investments that allow business districts to remain competitive in the local and regional market.
- Implementing strategies to offer more jobs near to neighborhood residents.

<u>Objectives</u>	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Target blighted sites with private and public reinvestment efforts.	Ongoing	DMD Develop Indy Business owners and associations	Coordinate revitalization efforts with environmental remediation. Blighted sites discourage new business investments in the area.
Encourage the modernization of existing businesses to allow them to remain competitive in their markets	Ongoing	DMD Develop Indy	Retail businesses along arterials may need to accommodate drive-through customer service and new building footprints.

Connectivity and Infrastructure Goal: Achieve and maintain a network of public and private infrastructure that:

- Provides safe, convenient connectivity between all parts of the corridor
- Encourages greater use of transit, bicycle and pedestrian travel options and improved connections between these modes
- Extends new common areas and paths to ensure connections to the Indian Creek Greenway and Grassy Creek Regional Park
- Continues to convert septic systems to sewer as the eastern section builds out.
- Anticipates growing traffic on arterial streets and coordinates planning with Hancock County
- Protects the watersheds from adverse development.

<u>Objectives</u>	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
<p>Increase bicycling within the corridor and through the Corridor.</p> <ul style="list-style-type: none"> • Bike safety seminars • Add bike racks to community gathering places, stores, churches and schools • Involvement of business community, community organizations and residents with education and encouragement programs. 	Short-term to Ongoing	Indianapolis Office of Sustainability, IndyGo DPW, IMPO, Bicycle Indiana and bicycle vendors CIBA	The 2012 Indianapolis Bicycle Master Plan contains, goals, objectives and tools for education and encouragement that can increase bicycle ridership and a safe environment for bicyclists.
Investigate the "Safe Routes to School" program for at least one elementary school in the corridor.	Mid-term	School(s) with support from DPW and MPO	Schools with a large number of their students within walking distance may be candidates for this program.

Restore pedestrian accesses of internal drives and sidewalks between public streets and between apartment communities that have been fenced or blocked.	Mid-term to long term	Apartment communities and adjoining neighborhoods working with Indianapolis Metropolitan Police Dept. on a demonstration project.	Fencing of drives and sidewalks has been done as a crime deterrent. Removal of fencing should be preceded by a "Crime Prevention Through Environmental Design"(CPTED) effort to maximize personal safety deal while restoring connectivity to public sidewalk networks and to transit stops.
Complete planned "roundabouts" at German Church Road and 46 th Street and 42 nd St. Connect new sidewalks within these improved intersections as adjoining land is developed.	Near-term to Long Term	DPW	The community ranked highly the need to make safety improvements at these intersections. The adjoining land is currently undeveloped or sparsely developed and lacks sidewalks.
Evaluate school and park sites where pedestrian and bicycle accesses could be improved.		DPR DPW School(s)	Several schools and parks have secondary accesses that lack improved pathways. Appropriately located and well maintained paths make walking and biking to school more feasible.
Address drainage problems along German Church Road between 42 nd St. and 46 th Street and Carroll Road between 38 th Street and 42 nd Street.	Short term	DPW Hancock County Surveyor	These sparsely developed street sections are on parcels have not have drainage plans. German Church Road divides higher ground on the east with lower ground on the west toward Indian Creek. Land adjoining Carroll Road is very flat with poorly defined road ditches and drainage outlets.
Coordinate the addition of transit supportive infrastructure with overall connectivity plans and site plans.	Ongoing	IndyGo, Lawrence Transit, DPW, DMD	Integrating transit supportive infrastructure should be a priority in all development and redevelopment plans.

Healthy Community

Goal: Achieve a healthier community through:

- Greater physical activity of residents through increased walking and biking.
- Addressing concerns about food access and the supply of healthy food
- Extensive community participation in health education

Objectives	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Support education on healthy lifestyles for all ages and families	Ongoing	Neighborhood based organizations, community health centers and Marion Co. Public Health Dept. (MCPHD)	Ensure that programs are accessible to all residents within this diverse community.
Begin fitness promotions using walking as a central theme.	Short-term and ongoing	Neighborhood action, churches and schools with assistance from Indy In Motion -Marion County Public Health (MCPHD) Dept. and FIT CITY Indianapolis and Indy Parks (DPR)	Walking can regularly be a healthful and enjoyable activity for all generations. 38th Street between Post Road and Mitthoefer Road will be a more walkable and attractive corridor with planned improvements. Regular physical activity is important to reducing the risks for heart attack, colon cancer, diabetes, and high blood pressure.
Investigate physical barriers or related access problems to existing food outlets for residents that lack personal transportation. Include food access as a priority when filling gaps in the sidewalk network.	Short term	Neighborhood associations, CAFÉ, MCPHD, Purdue Extension Marion County/ Purdue Master Gardener Program	In the areas of 38 th St. and Post Road, 42 nd Street and Post Road and 42 nd Street and Mitthoefer Road, residents without an automobile clearly have fewer options for acquiring affordable, healthy food. Sidewalk gaps also exist in these areas.

Investigate physical barriers or related access problems to existing food outlets for residents that lack personal transportation. Include food access as a priority when filling gaps in the sidewalk network.	Short term	Neighborhood associations, CAFÉ, MCPHD, Purdue Extension Marion County/ Purdue Master Gardener Program	In the areas of 38 th St. and Post Road, 42 nd Street and Post Road and 42 nd Street and Mitthoefer Road, residents without an automobile clearly have fewer options for acquiring affordable, healthy food. Sidewalk gaps also exist in these areas.
Create additional local food supply including community food gardening programs and backyard gardens.	Ongoing	Neighborhood associations, CAFÉ, MCPHD, Purdue Extension Marion County/ Purdue Master Gardener Program	Residential yards, churches and schools can accommodate productive food gardens. Vacant land is also available throughout the corridor that could be suitable for community food gardens.
Investigate additional food suppliers including community food gardening programs, food co-ops, seasonal stands and mobile food vendors.		CAFÉ Marion County Public Health Department, local food advocates, Purdue Extension Marion County	Existing shopping centers can accommodate new food outlets within stores and seasonal and temporary stands. The emerging local food supply network is not yet strongly represented in the far eastside area.

Image Goal: Increase the visual quality of the corridor and boost economic development through:

- a stronger sense of place throughout the corridor
- incorporating local heritage, history and public art in public infrastructure and privately developed sites.
- consideration of short-term and long-term maintenance costs and responsibilities when planning physical improvements in the corridor.

Objectives	Implementation Schedule	Implementation responsible parties and partners	Comments
	Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years		
Develop wayfinding signage program for the corridor and its component destinations to welcome visitors to the corridor as well as to provide directions to destinations beyond the corridor.	Short term initial project and ongoing maintenance of signs	DPW, DPR, DMD, and community	This is a project that should involve the responsible parties from destinations within the corridor and beyond the area. Some destinations within the corridor have regional appeal.
Develop and implement a corridor beautification plan first emphasizing projects of private property owners.	Beginning in short term then continues as on-going maintenance.	Community stakeholders and other neighborhood organizations Keep Indianapolis Beautiful, Inc.	Tree planting, replacing damaged or overgrown landscaping. Add landscaping to commercial properties where missing.
Repair fences and remove overgrowth extending into the right of way. Mow the rear lot lines and pick up trash	Near to mid term		Fence repair and maintenance along Post and 38 th is a special problem.
Develop an overall corridor beautification plan that will include improvements within the public right-of way and in properties that have frontage on the street.	Medium to long term	Community stakeholders and other neighborhood organizations with city agencies and utilities.	Develop a streetscape plan in coordination with planning improvements in street conditions, new sidewalks and bicycle infrastructure.

Complete further investigation of a "gateway" at Carroll Road Combining welcome to Indianapolis and tribute to Michael A Carroll. Refine concepts, build community support and seek funding.	Short term to Medium term	Community-based implementation entities along with DPW and DMD	Utilize the process recommended by the Indianapolis Gateways Toolkit.
Adopt IndyGo transit stops			This objective also supports increased transit utilization in the corridor.

CAFÉ- Community Alliance for the Far Eastside

CIBA - Central Indiana Bicycling Association

CICOA - Central Indiana Council on Aging and In-Home Solutions

CILTI - Central Indiana Land Trust Inc.

DCE - Department of Code Enforcements

DMD - Department of Metropolitan Development

DPW - Department of Public Works

DPR - Department of Parks and Recreation

IMPD - Indianapolis Metropolitan Police Department

IMPO - Indianapolis Metropolitan Planning Organization

IPL - Indianapolis Power and Light Company

IndyGo - Indianapolis Public Transportation Corporation dba IndyGo

Lawrence Transit - Lawrence Transit System

MCPHD - Marion County Public Health Department

MCSWCD - Marion County Soil and Water Conservation District

MNL- Mayor's Neighborhood Liaisons

Appendix

Maps

1. East 38th Street Corridor Study Area on Marion County Base
2. East 38th Street Corridor
3. Stages of Development
4. Central Indiana Regional Bikeways Plan (detail of northeast Marion County) – Indianapolis Metropolitan Planning Organization
5. Traffic Counts
6. IndyGo Bus Routes
7. Proposed Sidewalks West
8. Proposed Sidewalks East
9. Existing Land Use
10. Land Use Plan
11. Revitalization Areas
12. Environmentally Sensitive Areas

List of public meetings

3. October 12, 2010
Calvary Baptist Church, 3255 N. German Church
4. November 10, 2010
Calvary Baptist Church
5. December 1, 2010
Calvary Baptist Church
6. February 17, 2011
Calvary Baptist Church
7. March 24, 2011
Calvary Baptist Church
8. June 28, 2011
Knights of Columbus St. Joseph Council, 4332 N. German Church Rd.
9. August 9, 2011
Knights of Columbus
10. November 28, 2011
Mount Carmel Baptist Church, 9610 E. 42nd Street
11. January 18, 2012
Mount Carmel Baptist Church
12. February 27, 2012
Mount Carmel Baptist Church
13. March 19, 2012

- Mount Carmel Baptist Church
 14. April 23, 2012
 Eastlawn Wesleyan Church, 3400 N. Post Road
 15. May 21, 2012
 Rock of Faith Church Missionary Baptist Church, 10302 E. 38th Street
 16. June 25, 2012
 Shadeland Baptist Church, 7425 E. 34th Street
 17. July 23, 2012
 Turning Point Family Worship Center, 4501 N. Post Road
 November 1, 2012 Turning Point Family Worship Center

Other public meetings and events for the East 38th Street Corridor Plan

1. May 19, 2010
 Warren Township Development Association Land Use Committee
2. July 1, 2010
3. Warren Township Development Association Board Meeting
4. May 11, 2011
 Eastside Business Association
5. July 28, 2011
 CAFÉ Community Day (resident opinion surveys conducted)
6. August 4, 2011
 Francis Scott Key Elementary School #103 Open House
7. August 17, 2011
 Mayor's Night Out for Far Eastside, Indiana Life Sciences Academy East
8. July 26, 2012
 CAFÉ Community Day
 August 9, 2012
9. Mayor's Night Out for Warren Township, Old Bethel United Methodist Church

List of photographs

Indiana Gun Club July 1955 – Mark Burgess
 Ayr-Way Store from circa 1966 (internet)
 Fort Harrison – Fort Harrison Reuse Authority
 Big Four RR and New York Central logos (internet)
 Mendenhall's Bicycle Road Map of Marion County - 1901
 Falcon Point Apartments Tornado 2008- Indianapolis Star
 Far Eastside Quality of Life wristband – Community Alliance for the Far
 CAFE' Eastside Grassy Creek Park wetlands - Indianapolis Department
 of Parks (DPR) and Recreation Reuben Glick Central Region Little League
 Center All other photographs by staff of the Division of Planning – Department of Metropolitan Development and City of Indianapolis geographic information systems.

Reference documents

Adopted city plans through www.indy.gov/dmdplan/
 Lower Fall Creek Watershed Management Plan www.lowerfallcreek.org
 Pleasant Run Watershed Management Plan <http://www.in.gov/idem/nps/3875.htm> Friends of Pleasant Run

Indianapolis Regional Pedestrian Plan

Proposed crossing improvements in the East 38th Street Corridor Plan study area

<i>34th and Shadeland</i>	<i>38th and German Church</i>
<i>34th and Richardt</i>	<i>38th and Carroll</i>
<i>35th and Richardt</i>	<i>42nd and Mitthoefer</i>
<i>38th and Shadeland</i>	<i>46th and Pendleton Pike</i>
<i>38th and Pendleton Pike</i>	<i>46th and Post</i>
<i>Shadeland and Pendleton Pike</i>	<i>42th and Mitthoefer</i>
<i>38th and Richardt</i>	<i>46th and Pendleton Pike</i>
<i>38th and I-465</i>	<i>46th and Post</i>
<i>38th and Franklin</i>	<i>46th and Mitthoefer</i>
<i>38th and Post</i>	<i>46th and German church</i>
<i>38th and Mitthoefer</i>	<i>46th and Carroll</i>
<i>38th and Wingate</i>	<i>German Church and Warren Rail Trail</i>
<i>38th and Long Wharf</i>	<i>Mitthoefer and Warren Rail Trail</i>

Pedestrian Crossings – Lawrence Township

Most intersections need minor improvements to achieve pedestrian safety and connectivity. Some crossings at interstates, major streets, waterways, diagonal streets or railroads may be more difficult, yet they are critical to achieving overall pedestrian connectivity. Crossing I-465, I-69, Binford Boulevard, Shadeland Avenue, Pendleton Pike, 38th Street and 56th Street will be critical in maintaining connectivity.

Pedestrian Crossings – Warren Township

Most intersections need minor improvements to achieve pedestrian safety and connectivity. Some crossings at interstates, major streets, waterways, diagonal streets or railroads may be more difficult, yet they are critical to achieving overall pedestrian connectivity. Crossing I-465, I-70, Shadeland Avenue, Pendleton Pike, I-74 and 38th Street will be critical in maintaining connectivity.

Description of Recommended Land Use Categories

(Colors refer to proposed land use map)

Residential Development greater than 0.00 and equal to or less than 1.75 units per acre.

Color: Light Yellow

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: Dark 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: Dark 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. The Plan also anticipates that development of property with this recommendation would result from a public input process.

Office Commercial Uses

Color: Pink

Index Number: 9

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: 10

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

Regional Commercial Uses

Color: Red

Index Number: 11

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 Outlots: As needed.

Heavy Commercial Uses**Color: Red**

Index Number: 12

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: 13

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: 14

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.

Special Use**Color: Grey**

Index Number: 17

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).

Park Color: Green

Index Number: 15

This land use category consists of public or private property designated for active and/or passive recreational amenities.

Credits

City of Indianapolis

Gregory A. Ballard, Mayor

City County Councilors

Steve Talley, District 11

Michael J. McQuillen, District 12

Mary Moriarty Adams, District 17

Vernon Brown, District 18

Zach Adamson – At Large

John Barth – At Large

Pamela Hickman – At Large

Leroy Robinson – At Large

Metropolitan Development Commission

J. Cornelius Brown

Lena Hackett

Diana Hamilton

Dorothy Jones

Jesse Lynch

Edmund Mahern

Timothy M. Ping

Bruce Schumacher

William Selm

Department of Metropolitan Development

Adam Thies AICP, Director

Maury Plambeck, AICP, Past Director

Division of Planning

Michael Peoni, AICP, Administrator

Keith Holdsworth, Principal Planner II

Dennis Slaughter, AICP, Senior Planner

Gina Bush Hayes, Planner

Robin Grams – Intern

Chase Nicholas – Intern

Division of Community Economic Development

Richard May, Assistant Administrator

Ryan J. Hunt, Senior Project Manager

Division of Neighborhood Services

Dennis Papenmeier, Administrator

Charles Ingram, Mayor's Neighborhood Liaison

Noelle Malatestinic, Mayor's Neighborhood Liaison

Ruthann Walker, Mayor's Neighborhood Liaison

Department of Public Works

Lori Miser, Director

John Oakley, Assistant Administrator, Engineering Division

Nathan Sheets, Assistant Administrator

Andy Lutz PE, Chief Engineer

Indianapolis Metropolitan Planning Organization

Anna Tyszkiewicz, Executive Director
Sean Northup, Assistant Director
Steve Cunningham, Principal Planner
Jeremy Moore, Senior Planner
Kevin Mayfield, Senior Planner

Indianapolis Public Transportation Corporation/Indy-Go

Michael Terry, President and CEO
Samantha Cross, Vice President of Business Development
Annette Darrow, Manager of Planning and Scheduling

Indianapolis Parks and Recreation Department

Andre Denman, Principal Park Planner
Benjamin Jackson, Senior Park Planner

City of Lawrence

Dean Jessup, Mayor
Timothy Joyce, Economic Development Director
Keith Johnson, Deputy Chief of Staff and Public Relations Director
Tom Crouch, Economic Development Director (2011)

Community Partners

Community Alliance for the Far Eastside (CAFÉ)

CAFÉ Board:

Kevin Robinson – President
Beverly Brown – Vice President
Alice McCray – Secretary
Michael Halstead – Treasurer
Phyllis Price
Christine Green-Hayes
Pastor James Jackson
Rob Riewoldt
Judy Ferguson
Maria Rusomaroff

CAFÉ Staff:

Melissa Drew, Executive Director
Becky Young, Operations Director
Sheryl Twitty, Intake Coordinator
Carla Sutton, Case Manager
Lisa Curran, Youth and Senior Program Coordinator
Yvonne Smith-Hendricks, Community and Program Coordinator
Betty Robinson, Neighborhood Specialist
Jasmine Clark – Public Ally Intern (2011-2012)

Pathway Resource Center

La Keisha Jackson, Executive Director

Lawrence Community Development Corporation

Christopher Barnett, Executive Director
Kelly Wood, Past Executive Director

METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
RESOLUTION NO. 2012-CPS-R-004


RESOLUTION 2012-CPS-R-004, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, East 38th Street Corridor 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 East 38th Street Corridor Plan, which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

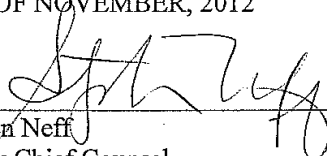
Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 2012-CPS-R-004 amending the Comprehensive or Master Plan of Marion County, Indiana, East 38th Street Corridor Plan.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 2012-CPS-R-004, 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. 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.

Dated: 12/5/12


Edmund Mahern, President
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 29th
DAY OF NOVEMBER, 2012


Stephen Neff
Deputy Chief Counsel