





THE VALLEY DATA

Population: 1,039

Households: 351

Median Household Income: \$25,840

Average Household Income: \$34,279

Total Housing Units: 554

Owner Occupied Housing Units: 134

Renter Occupied Units: 218

Vacant Units: 203

Study Area Size: 0.39 square miles, or 250 acres

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WELCOME



INTRODUCTION



The purpose of the Valley Vision Plan is to create a neighbor-driven development plan for the Valley neighborhood that complements the plan to redevelop the GM Stamping Plant site.

THE VALLEY VISION PLAN serves as a statement of neighborhood aspirations to guide future development in the area bounded by the CSX railroad, White River, I-70, and Harding Street. This plan includes potential residential and commercial development as well as infrastructure and green-space improvements. This plan supplements the West Indianapolis Quality of Life Plan.

Public Engagement Plan

The plan was created with public input generated at a series of four public meetings from June through September 2017. A Process Charter and Community Engagement Plan were created to help guide the process.

West Indianapolis Development Corporation was the convening partner for the planning process, which was held during monthly meetings of the Valley Neighborhood Association. A Steering Committee including engaged landowners, neighborhood businesses, the local public school community outreach manager, West Indianapolis Development Corporation, and neighborhood organization representatives guided the crafting of the Valley Vision Plan.

Outreach included mailings in English and Spanish to all property owners, residents, and business owners in the Valley. Neighborhood residents went door-to-door to invite people to the first meeting. In addition, the neighborhood organization distributed notices of public meetings through its email list. A Neighborhood Plan page of the West Indianapolis Development Corporation website provided updates.

Plan Process

The Steering Committee utilized the pilot Certified Plan process established by DMD in early 2017. The neighborhood's goal is to have the plan recognized by the City of Indianapolis as part of its "certification" of neighborhood plans that will allow DMD staff to rely on the plan while considering petitions for zoning and/or land use changes.

In addition, the plan aligns with DMD Planning Values. Thanks to the efforts of the Steering Committee, residents were consistently invited to participate throughout the six-month planning process. The result is a plan for all of the people in the community.

Objectives

Residents and property owners are aware of the significant changes to the neighborhood that are anticipated with redevelopment of the GM Stamping Plant site, and undertook this planning process so that they could plan for change. They sought to create a bold plan and harness the energy of the coming new development to facilitate significant improvements in existing residential parts of the neighborhood.

Additional input was sought from anchor institutions. Key anchor institutions include Eli Lilly, Ingredion, IPL, Edison School of the Arts, Mary Rigg Neighborhood Center, and the Ambrose Property Group (developers of the GM site.)

Breakout sessions from the first public meeting formed the basis for four standing committees: Greenspace, Housing, Infrastructure, and Commercial. A community member volunteered to lead each committee. Study assignments given to each committee at the first three public meetings were designed to gather valuable information. This information was an important component in creating the plan.

Assignments included fieldwork as well as research. For example, the Housing Committee relied on an inventory tool used by the Bates-Hendricks neighborhood and further refined by Southeast Neighborhood Development Inc. (SEND). According to SEND, "[T]he inventory collects data on vacant properties, properties owing back taxes, and properties that have Health and Hospital violation notices on file. The purpose is to give neighborhood leaders, institutions, funders, and City officials a better handle on the scope of the problem of abandoned properties."

Housing Committee members walked block by block in the weeks between public meetings to create an inventory for the Valley. They reported their findings to the assembled group for discussion and evaluation, and eventually created goals, strategies, and action steps that are now enshrined in the Vision Plan.



The Infrastructure Committee also benefited from another SEND tool created in collaboration with graduate students in a public affairs capstone course in the School of Public and Environmental Affairs (SPEA) at Indiana University Purdue University Indianapolis (IUPUI). This tool assesses and rates the condition of streets, curbs and sidewalks, and alleys in an area. The tool is in alignment with how the City of Indianapolis Department of Public Works makes its determinations on where to allocate limited financial resources for infrastructure repair and replacement.

Once again, committee members took to the streets of their neighborhood and used the tool to create the Top 10 lists of street and sidewalk improvements that are included in the plan.

Committee members have agreed to take responsibility for follow-through and ongoing engagement as required by the City's certification process.

RESEARCH & HISTORY



The historic character of the Valley dates back to the city's earliest days. Residents of the Valley have overcome obstacles through the years and have crafted a plan that points to a brighter future.

THE SANBORN FIRE INSURANCE MAPS were created by the Sanborn Company starting in 1867 specifically to assist insurance companies in determining fire risk and, thereby, premiums.

The 1916 map (**upper left**) was displayed at the initial planning session to show attendees that the Parry Manufacturing Company originally used the northeast section of the neighborhood for its buggy manufacturing plant. The site served most recently as the GM Stamping Plant until it closed in 2011. In June 2017, Ambrose Property Group acquired the site for redevelopment, which spurred the Vision Plan process for the Valley.

The 1916 map also shows train tracks through Riley Park, and McCarty Triangle Park (listed as McCarty Place on the 1909 George Kessler map of the city's Park and Boulevard System, **bottom**).

The 1941 map (**bottom left**) illustrates changes: the GM Stamping Plant has replaced Parry Buggy. Also, Riley Park is now established, with the earlier train tracks removed. There is little or no parking at the GM Plant and the buildings along Oliver Avenue show a mix of residential and commercial, including a residential portion of the neighborhood that was eventually removed to make way for parking lots and outdoor storage at the GM site.

Oliver Avenue is a historic transit corridor. A 1913 photo from the Bass photo collection (**opposite page**) shows trolley tracks in front of commercial and residential structures on Oliver Avenue that are now served by IndyGo buses. As development comes to the Valley, Oliver Avenue will remain an important part of the overall connectivity picture. There is an opportunity to explore Oliver Avenue



service improvements as part of forthcoming implementation of the Marion County Transit Plan.

The historic neighborhood form of the Valley includes narrow lots, alleys, and ample public right-of-way with streets, curbs, tree lawns, and sidewalks. With help from the neighborhood, the Valley Vision Plan identifies infrastructure needs and priorities.

The area appears stable, but during public meetings neighbors expressed concerns about abandoned houses and vacant parcels. The planning process presented residents with a series of infill options: single family, multifamily, doubles, triplexes, and small apartments.

Fieldwork in 1996 and 2014 examined the condition of structures in the neighborhood. Compared to 1996, the 2014 number of excellent structures greatly increased while the number of dilapidated diminished. The data indicates the Valley is in good shape and that property owners are taking care of their buildings.

A review of Multiple Ownerships data shows properties that are owned by people who own four or more properties in the neighborhood. This could indicate that someone is assembling properties for a large development or simply that there are landlords with many properties in their portfolio. Owner-occupied homes are scattered throughout the Valley.

An analysis of Residential Property Transfers from the years 2009–2015 suggests that there has been scattered home-buying activity in the area during the past six years.

Data from the Marion County Assessor's Office shows that the assessed valuation of properties ranges from \$0 (public lands like Triangle Park or Edison School) to \$12 per square foot.



Oliver Avenue street scene, circa 1927. A streetcar passes by while a man stands on the roof of the Valley Furniture and Transfer Company at 1117 Oliver Avenue in Indianapolis. The Valley company sold new and used furniture and provided overland trucking services. An advertisement for a Chevrolet dealership is painted on the side of the building. Photo © Indiana Historical Society, P0001. Used with permission.

REFERENCE PLANS

Existing plans were useful resources in creating the visioning process. It's worth noting that while the Valley has been an incidental part of multiple plans, the Valley Vision effort marks the first time the neighborhood has driven a planning process focused on its boundaries.



Indianapolis Regional Center Plan – 2004

The 13-year-old land use plan included in this document serves as the land use plan of record for the area and guides City of Indianapolis land use decisions.

Some land uses proposed in the plan, such as those for the Biltwell and GM Stamping Plant sites, are now or soon to be redeveloped as other uses.

The reason that the Valley is included in the Regional Center Plan dates from 1970, when the first Regional Center Plan was prepared. At the time, the inner-loop highway system of I-70 and I-65 was in the planning stages. It was anticipated that these two highways would provide the north, east, and south sections of a loop that would surround downtown with a connector roadway between I-70 and I-65 at approximately Harding Street on the west side. Even though the west side connector was never built, the boundaries of the Regional Center planning area were established with this west side boundary and used in all subsequent Regional Center plans. In addition, the Regional

Center overlay zoning ordinance was adopted in 1970 for the purpose of regulating development within the Regional Center boundaries.

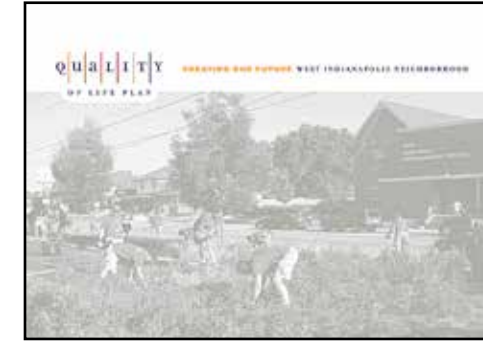


The Indianapolis Regional Center Design Guidelines – 2008

These guidelines provide a community standard for urban design and were developed to encourage creativity, interest, and variety and to build upon local heritage and character. They are intended to protect investments of stakeholders in the area.

The guidelines recognize that the Regional Center is made up of a number of different types of developments found in different portions of downtown. These different areas are identified as “typologies” in the document, with the guidelines organized by these typologies. The Valley is identified with three different typologies: **Industrial**, mainly in the northern part of the neighborhood from the GM Stamping Plant site and west to Harding, **Neighborhood Residential**, south of Oliver Avenue with an extension north to Henry Street, and **Village Mixed-Use** on the south side of Oliver Avenue from Division Street to White River Parkway West Drive. The Division of Planning is now in the process of revising these typologies county-wide. There will be changes to the typologies in the Valley, with major changes occurring for the GM Stamping Plant site. More about the guidelines and their impact on the Valley are presented later in this report.

West Indianapolis Quality of Life Plan – 2004



This quality of life plan is meant to capture the energy that the neighborhood has for making a better place to live, work, and play. It is a vision of all the things the

neighborhood sought to accomplish in the future, with specifics regarding the who, what, when, and where of these tasks.

West Indianapolis Development Corporation 2016–2021 Strategic Plan



The mission of the West Indianapolis Development Corporation is to stimulate housing opportunities and enrich the quality of life in West Indianapolis. Some of the objectives of the plan

are to:

- Increase neighborhood connectivity,
- Improve aesthetic appeal of the neighborhood,
- Improve housing quality and conditions,
- Market housing stock,
- Increase the homeownership rate, and
- Capitalize on existing development opportunities.

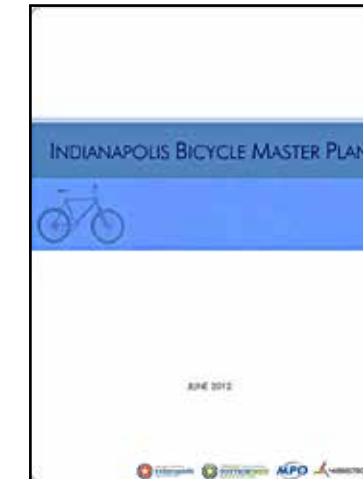
Redevelopment Strategies for the GM Stamping Plant Urban Land Institute – 2011



A group of national urban planning experts, led by former Indianapolis Mayor William Hudnut, submitted recommendations to the City to guide its reuse of the former industrial site. “The panel ... recommends that the new neighborhood be thought of as including all the adjacent neighborhoods within the study area. The panel is convinced that the best outcome for the city, for the existing neighborhood residents, and for the new neighborhood to be created will be achieved if the development on the site is part of the existing

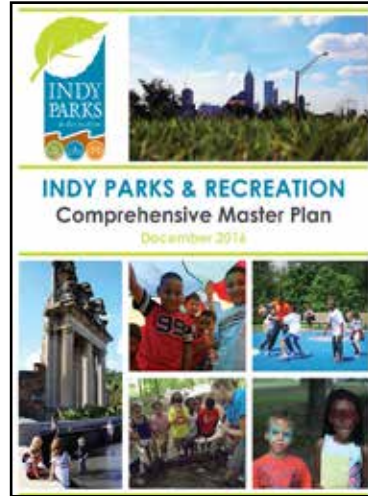
fabric of the city.” Also: “The new mixed-use development on the GM Stamping Plant site should be combined with a comprehensive program of neighborhood revitalization in the Valley neighborhood and other surrounding communities.”

Indianapolis Bicycle Master Plan – 2012



The master plan includes the vision statement: “Indianapolis is a bicycle-friendly city. Its bicycle network is a fundamental component of the transportation system, providing safe, convenient, and healthy opportunities for citizens to integrate bicycling into their daily lives.” This plan proposes the present White River Greenway Trail be extended further south from Raymond Street, eventually reaching the south county line.

REFERENCE PLANS



Indy Parks Comprehensive Master Plan – 2016

McCarty Triangle Park is classified in this report as a Mini Park. The master plan says “the character [of mini parks] may be one of intensive use or aesthetic enjoyment. Low maintenance of these facilities is essential. Area residents should be encouraged to assist in policing and the day-to-day maintenance of this type of park. The primary function of such a park is to provide passive recreation space to those areas of the county where population densities limit the available open space.”



Infill Housing Guidelines – 1993

Created in 1993 and adopted by the Metropolitan Development Commission, these guidelines were a response to some out-of-character houses that had been constructed in near-downtown neighborhoods. Compliance is mostly voluntary, although the guidelines have been used in neighborhoods that local government has had a role in developing, such as Fall Creek Place and Martindale on the Monon. These guidelines were discussed with the neighborhood and examples of houses developed using them were shown to Valley residents.



Plan 2020 – Bicentennial Agenda – 2016

This comprehensive vision for a more resilient, healthier, inclusive, and competitive city does not have specific plans for the Valley neighborhood, but the vision for the Valley neighborhood fits within the overall strategies aimed at improving the city. This document is the Vision Element of the Comprehensive Plan for Indianapolis.

Key strategies from this document that align particularly well with the Valley Vision Plan are:

- Build denser, mixed-use, mixed-income villages, and anchor low-density neighborhoods with smaller-scale neighborhood nodes.
- Protect and, where necessary, restore waterways while improving access to them.
- Complete our greenway trail network as the cultural organizing system of our city and connect more transportation systems and places to it.
- Demand a higher standard of excellence in design for the built environment.
- Focus on place-based economic development and revitalize entire neighborhoods.
- Diversify our regional transportation network by investing in infrastructure for people to walk, ride bicycles, and ride mass transit.
- Continue to offer more transit options to retain talent, revitalize neighborhoods, and improve access to jobs, education, and healthcare.

Indy Greenways Full Circle – 2014



The county-wide trail masterplan proposes the development of the B & O Trail at the north edge of the Valley neighborhood. The plan states that “[T]he B & O corridor presents the city with the opportunity to provide a key east-west connection to downtown, similar to the Monon Trail on the north side. This route has the potential to connect

communities, serve important linkages, provide regional connectivity to the surrounding counties to the west of Indianapolis, and provide another major commuter route to the downtown business district.”

Pedestrian Plan – 2016



The City’s first Pedestrian Plan prioritizes long-term buildout of a comprehensive, safe and convenient pedestrian network. Top priority pedestrian and intersection

projects include a portion of the GM Stamping Plant site and portions of Oliver Avenue, Harding Street, and White River Parkway West Drive. In addition, intersection projects are identified on Oliver Avenue at Harding Street and White River Parkway West Drive.

Marion County Thoroughfare Plan – 2016



This long-range plan identifies the locations, classifications, and different infrastructure elements of roadways within Marion County and sets priorities for improvements. The streets in the Valley that are classified in this report are Oliver Avenue, which is shown as a four-lane collector; White River Parkway West Drive, which is shown as a four-lane collector north of Oliver Avenue and a two-lane collector south of Oliver Avenue; and Harding Street north of Oliver Avenue,

which is shown as a two-lane collector. This report includes prototypical cross sections of these types of streets, showing them developed as complete streets. They include sidewalks, areas for parking and landscaping, and shared-use paths. No priority projects are listed in the Valley neighborhood.

Central Indiana Transit Plan – 2016



A comprehensive community-based and community-wide strategy to improve transit frequency, reliability, and utility by 2021. The number 24 bus line is shown continuing on Oliver Avenue. A bus rapid transit (BRT) corridor for the Blue Line is proposed on Washington Street, just north of the neighborhood. Proposed BRT stations will be located within a 5- to 10-minute walk from the Valley.

COMMERCIAL



Neighborhood-serving retail is an important community asset. The Valley currently lacks sufficient population to attract and support new businesses. How can residents improve this situation?

VALLEY RESIDENTS currently travel out of the area for most shopping and dining needs. The community expressed a desire for more shopping opportunities for groceries, apparel, restaurants, drugstores, and general retail services. There is a desire for a nice sit-down restaurant or a destination restaurant in the neighborhood. Other welcome services include a police station, a post office, hotels, and entertainment venues.

The greatest promise lies with the redevelopment of the GM Stamping Plant site, which will evolve over the next 15 years. A general discussion about economic development strategies included ideas such as encouraging investment in the area now rather than waiting.

It is anticipated that Oliver Avenue will change dramatically with redevelopment of the site. A preference was expressed for an urban mixed-use corridor to serve as a seam connecting the existing Valley neighborhood fabric with the anticipated compact urban form. The south side of Oliver Avenue could be redeveloped in the same manner. With the exception of Carniceria Guanajuato, the current conditions for Oliver Avenue include empty commercial buildings and some structures with auto repair or light industrial tenants but no neighborhood-serving retail.

The Indianapolis Regional Center Design Guidelines requirements in the Village Mixed-Use typology currently assigned to Oliver Avenue east of Division Street include minimizing the impacts of larger developments on surrounding low-density housing; protecting significant views; screening parking and loading areas; establishing minimum floor heights and building style; relating architectural treatment of façades, materials, colors, and window style and pattern to the surrounding context; and establishing pedestrian access to parking and buildings.

As development comes to the Valley, Oliver Avenue will continue serving its historic connectivity role. With implementation of the Marion County Transit Plan under way, there is an opportunity to lobby for Oliver Avenue service improvements.

It is important to increase the population in the area to attract more neighborhood-serving businesses. The Valley has a population of approximately 1,000 people. Data shows that the approximate population needed to attract new stores is 20,000 to 55,000 for apparel stores, 8,000 to 25,000 for fast-food restaurants, and 15,000 to 50,000 for drugstores. A new store locating in the area would expect to draw from an area larger than the Valley.



Goals

- *Attract commercial businesses to the neighborhood that provide the wide range of products and services necessary to support existing residents and attract new residents to the area.*

Strategies

1. Attract neighborhood-serving retail to the Valley, including grocery, restaurant, coffee shops, apparel, general retail, offices, professional services, medical practices, and drugstores.
2. Support an increase in the neighborhood residential population to help attract neighborhood retail to the area.
3. Locate these new businesses along Oliver Avenue and in the redevelopment of the GM Stamping Plant site.
4. Include new businesses in mixed-use developments with residential units to help increase the base of customers.
5. Encourage redevelopment on the eastern end of Oliver Avenue in an urban manner as shown in the report prepared for the City, *Former GM Stamping Plant: The Future* (2017).
6. Advocate for reuse of existing commercial and industrial buildings for new commercial uses where possible.

Action Steps

- Work with the Ambrose Property Group and West Indianapolis Development Corporation to bring the type of neighborhood-serving businesses to the area that will improve the quality of life in the neighborhood.

Partners: The Valley, WIDC, City of Indianapolis, and Ambrose Property Group.

GREENSPACE



A neighborhood excels when there is abundant, well-maintained greenspace. The Valley's proximity to White River is underutilized. A historic pocket park needs attention. What is the best way for the community to invest in these valuable assets?

THE VALLEY GREENSPACE includes the grounds of Edison School (formerly Riley Park) as well as the historic McCarty Triangle Park and the White River Greenway Trail. The land between the Edison School and Fire Station 19 currently contains a basketball court, a soccer field, a ball diamond, and a tennis court.

McCarty Triangle Park is a 1.4-acre park in the heart of the neighborhood, with a play structure, swings, and a basketball court. The White River Greenway Trail is a paved bicycle and pedestrian trail separated from the streets. In the Valley, the trail runs from Washington Street south to Raymond.

The Greenspace Committee considered concepts to improve bicycling and walking accessibility throughout the neighborhood and also to support more active recreation and better connectivity. All greenspace development should be designed for family-friendly activities.

The committee reviewed two locations that used what they consider excellent open space design. One is Woodside Urban Park Facility in Silver Springs, Maryland. The other is described in a Texas A&M paper about small urban spaces. The

Woodside plan showcases the Valley's goals of greenspace for urban connectivity, experiential complexity, environmental sustainability, economic efficiency, and cultural vibrancy. The Texas A&M paper is focused on the value of small urban parks, plazas, and other outdoor spaces. It describes seven important physical characteristics to consider when designing small park spaces: places to sit, safety issues, water, sun and wind, trees, surrounding streets, and special activities and features.

The Valley is part of the Regional Center. The Indy Parks Comprehensive Master Plan (2016) states:

"With the continued expansion of conventions, hotels, special events, and residential development swelling the capacity of the Regional Center Area along with normal day-to-day employment of the public and private sectors, it is apparent that more greenspace is needed. Therefore, staff recommends a study commissioned by Parks identifying the open space and recreational needs in Regional Center. The amount of open space recommended would be based on the actual residential units, hotel availability, employment numbers, special event estimates and other factors that increase the population in Regional Center."

Goals

- Improve open spaces and greenspaces in the neighborhood to provide more recreational opportunities for residents and workers in the area.
- Improve connectivity within the neighborhood and to surrounding areas.
- Provide environmental sustainability and create cultural vibrancy through greenspace development. It should be easy for people to walk, cycle, engage in active recreation, use public transportation, and interact with neighbors and their community.

Strategies

1. Create more bike paths to and through the Valley and beyond.
2. Connect to the Cultural Trail.
3. Improve connections to White River, especially using the riverbanks more.
4. Learn more about the proposed DPW-Parks Regional Center parks study mentioned in the Indy Parks Comprehensive Master Plan.
5. Investigate the possibility of establishing a "Friends of McCarty Triangle Park" group to help support maintenance and improvements.
6. Support the expansion of the White River Greenway Trail to the south as proposed in the Indianapolis Bicycle Master Plan (2012).

Action Steps

- Support implementation of the plan to redesign greenspace at the Edison School property with a meadow that includes a bioretention area, boardwalk, viewing platform, landscaping, and linkage to the White River Greenway Trail. This plan is being proposed as a joint project of the neighborhood, Lilly Day of Service, City of Indianapolis, and Reconnecting to Our Waterways.

Partners: WIDC, Lilly Day of Service, City of Indianapolis, the Valley, IPS/Edison School of the Arts, and Reconnecting to Our Waterways.

- Add the White River trailhead to the City of Indianapolis list for upcoming greenway improvements.

Partners: The Valley, WIDC, and City of Indianapolis.

- Make improvements to McCarty Triangle Park, including better lighting and restrooms, a spray pad, and a shelter similar to that recently added to Dan Wakefield Park at 61st and Broadway streets.

Partners: The Valley and City of Indianapolis.



2013 Preliminary Site Development Plan prepared for West Indianapolis Development Corporation by Remenschneider Associates, Inc., Landscape Architects and Planners, www.remenschneider.com

HOUSING



Charming residential neighborhoods near downtown are a valuable commodity prized for proximity to urban amenities. The Valley's historic residential character is largely intact and in good condition. As the area evolves, how can the neighborhood best encourage infill construction of single- and multifamily homes that add to the residential mix while preserving key elements of the historical character?

MOST HOUSES IN THE VALLEY are over 100 years old and relatively small. There are variations among them, but they have some common characteristics, including narrow lots with predominantly one-story houses.

Most houses have some form of gable roof, front or side porches, and lap siding made of wood, vinyl, or metal. Some houses have on-street parking. Most have access to parking or garages only from an alley.

The committee used a housing condition assessment tool developed by SEND to survey the majority of the neighborhood south of Oliver. Out of 351 houses surveyed, the committee found 50 vacant houses; 3 fire-damaged; 20 collapsing; 32 with broken or boarded windows; 130 with missing or damaged siding or gutters; 120 with weathered or damaged roofs; 3 with no window coverings; 24 with trash or debris; 78 with high grass or weeds; 114 with peeling paint; and 33 with cracked foundations. Based on the assessment, the committee felt that 48 houses need

immediate attention, 74 were deteriorating, and 97 were considered in the early warning stage.

A visual preference survey conducted during one public meeting contrasted photographs of 12 traditional homes that met the Infill Housing Guidelines with 12 contemporary homes that did not meet the guidelines. The goal was to determine what types of houses residents thought would fit well in the Valley neighborhood and what types would not fit well.

The traditional-looking homes received an 85% approval rating, while the more contemporary homes received 22% approval. Residents especially liked the front porches, muted colors, and gable roofs of the more traditional homes.

After further discussion, residents decided that to attract young professionals to the neighborhood, contemporary designs may need to be included. Preference was given for such designs on corner lots or areas where there are a number of contiguous vacant lots.

Goals

- Continue to improve conditions in the residential portions of the neighborhood so that the Valley remains a great place to live for the many long-time residents and at the same time is attractive to owners and renters new to the area.

Strategies

1. Support improvements to existing homes.
2. Support the demolition of unsafe houses.
3. Increase homeownership.
4. Attract young professionals from surrounding businesses and institutions to live in the area.
5. Renovate abandoned homes for resale.
6. Support construction of new single-family homes on vacant lots. In general, the Infill Housing Guidelines should be used to design houses on single lots between original houses. Houses with more contemporary designs may be developed on corner lots and in a large group of contiguous vacant lots. Four areas where this might occur are at Division and Ray streets, at Coffey and Ray streets, and along Oliver Avenue and McCarty Street.
7. Encourage the construction of small apartment buildings on vacant corner lots or where there are several contiguous vacant lots together to help increase the population in the area, which in turn helps to attract neighborhood-supporting businesses. Four areas where this might occur are at Division and Ray streets, at Coffey and Ray streets, and along Oliver Avenue and McCarty Street.
8. Seek a way to freeze property taxes so that elderly and low-income residents can stay in the neighborhood as new development begins to occur in the neighborhood at a pace that drives up property taxes and rents.
9. Provide housing for seniors in the neighborhood.
10. Work with the City of Indianapolis and business and property owners in the Valley to reduce industrial uses and properly classify residential properties that are currently zoned commercial.



Action Steps

- Utilize WIDC's home repair and rental rehab loan programs.

Partners: The Valley, WIDC, and City of Indianapolis

- Create a homeownership program.

Partners: The Valley, WIDC, City of Indianapolis, and Indianapolis Neighborhood Housing Partnership.

- Support efforts to insure that long-time existing property owners aren't financially penalized if new development drives up property taxes.

Partners: The Valley, WIDC, City-County Council, City of Indianapolis, and the Indiana General Assembly.

- Work with property owners to establish blanket rezonings in areas that are improperly zoned, especially in the case of residential properties that are zoned commercial or industrial.

Partners: The Valley, WIDC, City-County Council, and City of Indianapolis.

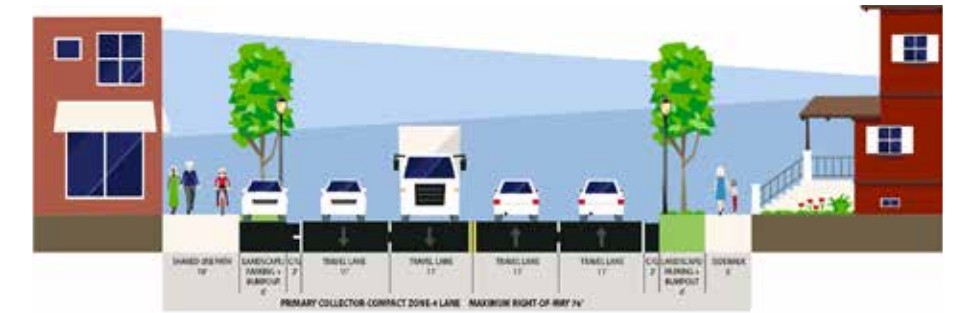
A photograph of a small, single-story house with a porch and a flagpole. A chain-link fence runs across the foreground, and a sidewalk leads to the porch. The house has a dark roof and a chimney.

THE HISTORIC NEIGHBORHOOD FORM of the Valley includes narrow lots, alleys, and ample public right-of-way with streets, curbs, tree lawns, and sidewalks. The City of Indianapolis has a \$1 billion infrastructure backlog for sidewalks, sewers, curbs, drainage, streets, and alleys. For this reason, the Valley neighborhood needs to prioritize street and sidewalk projects in the neighborhood. It has been shown that improving housing, sidewalks, and streets all at the same time dramatically improves an area. Currently the Bates-Hendricks neighborhood is a good example of this concept.

The Infrastructure Committee team took to the streets again in the summer of 2017 for another survey and found that significant progress has been made since 2009.

- *Ensure that streets and sidewalks in the neighborhood are continually improved as an essential component of the overall improvement of the neighborhood.*
- *Create safe and efficient means of circulating through the community by automobile, walking, transit, and bicycle.*

1. Identify the top 10 streets and sidewalk segments in need of improvements.
2. Encourage the Department of Public Works (DPW) to use the list when it makes street and sidewalk repairs in the neighborhood.
3. Support concepts to improve street connectivity within the neighborhood and to areas outside the neighborhood, such as those illustrated in *Former GM Stamping Plant: The Future* (2017). Make sure that streets have the capacity and connections to easily handle the increased automobile traffic that will come with the redevelopment of the GM Stamping Plant site.
4. Support the Complete Streets concept so that streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
5. Seek a traffic calming study of the neighborhood as new development comes to the GM site.
6. Support the development of the Blue Line bus rapid transit route on Washington Street.
7. Support the development of new street connections, like the Harding Street connection to Henry Street proposed in the report *Former GM Stamping Plant: The Future* (2017), to help deal with increased traffic and minimize the impact on neighborhood streets.

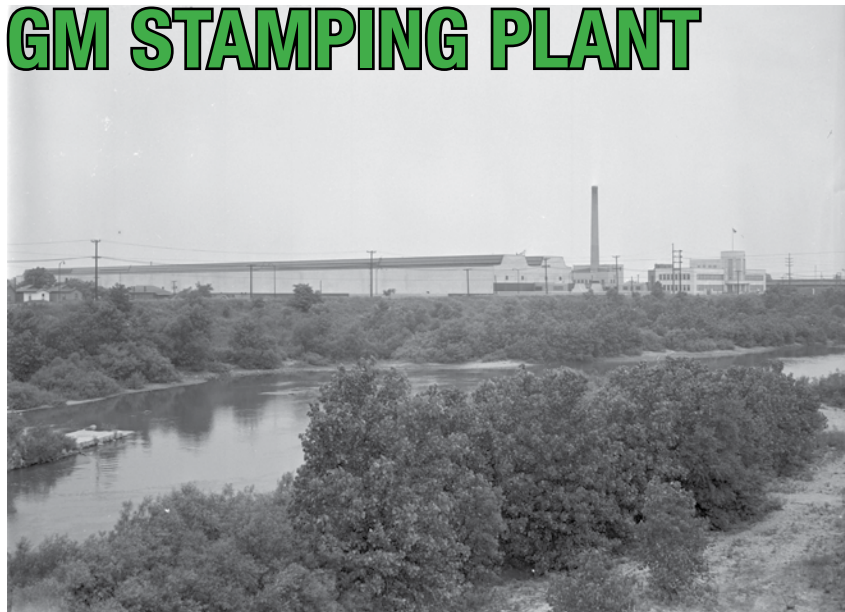


8. Support a weight limit study of the neighborhood, and use it to develop a plan to keep heavy trucks off neighborhood streets.
9. Support Oliver Avenue improvements similar to the four-lane collector cross-section in the *Official Thoroughfare Plan* (2016). (**above**)
10. Learn more about ways to improve Oliver Avenue intersections at both Harding and White River Parkway identified as “high priority areas” in the *Indianapolis/Marion County Pedestrian Plan* (2016).

- Submit the top 10 list of street and sidewalk improvements to DPW for budget consideration.

- Install a pedestrian-activated light at Ray Street and White River Parkway to provide better pedestrian access to the trailhead.

GM STAMPING PLANT



View of the Chevrolet Plant in 1948, Indiana Historical Society, P0569

The 103-acre site in the Valley’s northern half exerted a large influence on the area’s past. With redevelopment under way, the site will play an outsized role in the Valley’s future. How can the neighborhood ensure that this singular opportunity benefits the neighborhood south of the site?

IN JANUARY 2017, the Hogsett Administration and Racer Trust produced aspirations for sustainable redevelopment of the site, “which adds value to the surrounding neighborhoods, the city of Indianapolis, and the region.” The public presentation was released as: *Former GM Stamping Plant: The Future – Racer Trust – 2017.* <https://gmspindy.com/>

This report recommended a number of improvements to enhance the viability of the site. Proposed connectivity improvements include:

- Realignment of the Oliver Avenue, Kentucky Avenue, and McCarty Street intersection.
- A future north-south spine road to extend Division Street through the site and under the railroads to link with White River Parkway at Washington Street.
- A future east-west spine road linking the site to the I-70/Harding Street interchange on the west and to downtown Indianapolis via a new South Street extension on the east.

The report stresses the importance of linking to the future Blue Line bus rapid transit route on Washington Street and proposes a station that connects the site and the Indianapolis Zoo to the Julia M. Carson Transit Center downtown.

The report discusses the importance of White River and recommends a new downtown riverfront that:

- Leverages the \$4 billion investment in the Long-Term CSO Control Plan by enhancing public access to the White River.
- Creates opportunities along the White River to promote connectivity between the river and neighborhoods.
- Builds on the critical mass and success of White River State Park with a regional riverfront park and future connections to river-side neighborhoods.
- Increases the value of adjacent land and spurs private investment with water quality enhancements and habitat restoration.

The importance of the Valley neighborhood to the proposed development site is recognized in the report by:

- Enhancing Oliver Avenue west of the river to make it a multimodal corridor lined with low- and medium-density housing and neighborhood commercial services that integrate well with the Valley neighborhood.
- Creating a targeted infill housing strategy for the Valley neighborhood to provide diverse housing opportunities for families.
- Promoting Edison School of the Arts–School 47 as an important asset to attract families with school-age children to the neighborhood.

The report recommends the establishment of a street grid system throughout the GM Stamping Plant site to create:

- A civic riverfront promenade adjoining White River Parkway.
- A green boulevard to manage stormwater and serve as a buffer between medium- density and the adjacent low-density land uses.



GM Stamping Plant development concepts courtesy Ambrose Property Group and RATIO Architects.

On May 2, 2017, the Racer Trust selected a proposal by the Ambrose Property Group to purchase the site. Ambrose’s current plans call for more than 6 million square feet of development and a total investment in excess of \$1 billion over 15 years. Preliminary plans included 535,000 square feet of mixed-use construction in the first five years of the project, including 250 multifamily residential units.

In October 2016 the City added the site to the downtown Tax Increment Finance district—a move that provides a financial mechanism to enable the City to issue bonds to pay for infra-

structure improvements on the site and in the surrounding area.

Members of the Ambrose Property Group team attended Vision Plan sessions and have expressed the desire that their development complement the existing neighborhood, with Oliver Avenue serving as the “seam” that connects the two halves of the Valley. The community hopes that Ambrose and the City consider the recommendations herein and continue to collaborate with the neighborhood to make the best use of this once-in-a-lifetime investment for mutual benefit.

INFRASTRUCTURE PRIORITIES

These lists represent the neighborhood’s priorities for street, curb, and sidewalk repairs.

Valley residents generated the list by using a street and sidewalk condition assessment tool developed by Southeast Neighborhood Development Inc. (SEND) in conjunction with graduate students at the School of Public and Environmental Affairs (SPEA) at Indiana University Purdue University Indianapolis (IUPUI). The assessment tool aligns with the City of Indianapolis Department of Public Works (DPW) methodology for determining where to effectively allocate resources.



TOP VALLEY STREETS NEEDING CURB AND SIDEWALK IMPROVEMENTS

Street	From	To
Chase Street	Henry Street	Oliver Avenue
Coffey Street	Henry Street	Ray Street
Oliver Avenue	Harding Street	Coffey Street
Oliver Avenue	Arbor Avenue	Division Street
Ray Street	Division Street	Warren Avenue
Holly Avenue	Marion Avenue	Oliver Avenue
Birch Avenue	Marion Avenue	Oliver Avenue
River Avenue	Ray Street	McCarthy Street
Arbor Avenue	Oliver Avenue	Ray Street
Division Street	Oliver Avenue	Ray Street
Warren Avenue	Oliver Avenue	Ray Street
Marion Avenue	Oliver Avenue	Ray Street

TOP VALLEY STREETS NEEDING IMPROVEMENTS

Street	From	To
Division Street	McCarty Street	Ray Street
Henry Street	Harding Street	Chase Street
Ray Street	Warren Avenue	Marion Avenue
River Avenue	Ray Street	Drover Street
Harding Street	Railroad	McCarty Street
Coffey Street	Oliver Avenue	Ray Street
Arbor Avenue	Oliver Avenue	Ray Street
Division Street	Oliver Avenue	McCarty Street
White River Parkway	Oliver Avenue	Ray Street
Drover Street	Oliver Avenue	River Avenue

PUBLIC MEETINGS

JUNE 15, 2017

- Overview of the goals and objectives of the planning effort.
- Slide show and discussion of existing neighborhood conditions: land use, building conditions, owners of multiple properties, owner-occupied residential properties, residential property transfers 2009–2015, assessed valuation per square foot, Census data.
- Review of previous key planning efforts affecting the Valley.
- Creation of breakout groups as established by the Steering Committee: Commercial, Greenspace, Housing, Infrastructure.
- Whole-group discussions a set of topics and documented comments. Before adjourning, each committee reported its findings to the group.
- Further study assignments to each committee, with results to be presented at the next public meeting.

Credits

Vision Plan Consultants: Thomas P. Healy, Robert H. Wilch

Design: Apple Press Inc., October 2017

Image credit: (Back cover, upper left) Oliver Avenue, looking west, 1913, Bass Photo Co. Collection, Indiana Historical Society

JULY 27, 2017

- Discussion of community study reports from each committee.
- Neighborhood character presentation describing existing conditions: setbacks, infrastructure, streetscape elements, etc.
- Exercise: Visual preference survey of potential single- and multifamily housing types for neighborhood consideration.
- Whole group discussion of the exercise to document community preferences.

AUGUST 24, 2017

- Presentation by DMD long-range planners on the forthcoming Land Use Plan update.
- Review of Valley Vision plan elements based on initial findings.

SEPTEMBER 21, 2017

- The longest, most intensive, and most productive working session.
- Committees reviewed draft goals, strategies, and action steps. The critiques and suggestions generated during this breakout session were collected and reported by each committee chair to the entire group.
- Group read-through of each committee’s draft goals, strategies, and action steps.

OCTOBER 19, 2017

- Group review of the draft Vision Plan Executive Summary.
- Committee chairs spoke briefly about their approach to study assignments and verified that the information they gathered was reflected in the plan.
- By consensus, the attendees agreed that the Executive Summary aligned with its desires.



Volunteer Steering Committee

Steve Chin, landlord/property owner

Eric Fear, Round Town Brewery

Penny Guthrie, Edison School for the Arts

Lisa Laflin, WIDC

Rahnae and Jay Napoleon, residents, neighborhood association leaders

ex officio:
Thomas P. Healy and Robert H. Wilch, consultants



Valley
vision
2017

