

West 30th Street Corridor Plan Summary of June 18, 2009 Meeting

Approximately 31 persons attended the meeting in the gymnasium of Cardinal Ritter High School at 3350 West 30th Street.

Senior Planner Dennis Slaughter welcomed the participants and referred to the meeting agenda. Mr. Slaughter encouraged the audience to visit the project website and to contact him with any questions they had on the project. He began a presentation that related to the meeting agenda.

Planning staff distributed a handout containing a revised draft of Critical Areas Two through Six. Mr. Slaughter explained that an earlier draft had been posted to the project website and sent by email. He asked participants to send him their comments of the draft text by September 4. He continued the meeting by explaining the study area boundaries and adopted city plans for the area. He explained how Critical Area text has been applied to other land use plan segments and showed a definition of critical areas.

Tom Glass asked if the city can give more attention to the redevelopment needs in the commercial area around Tibbs Avenue and Lafayette Road. Mr. Slaughter noted that section and other sections of Lafayette Road were of concern to residents in and near the West 30th Street corridor. Several questions were raised about traffic concerns within the study corridor. One resident was concerned with the routing of petroleum transport trucks on Tibbs Avenue and Kessler Boulevard. Another question was raised about the enforcement of traffic speeds on West 30th Street in light of the community's desire to add more walking and bicycling options to the corridor.

Mr. Slaughter directed the group to begin an initial review of Discussion Area #1 located at 2940 Cold Spring Road. He noted that this site was not discussed at the June 18 meeting. He explained the land use and zoning history of the site. He described some development potentials that could include religious uses, neighborhood retail and office uses by means of a "village mixed use" land use category. He noted that the site is located in a wellfield protection area and that it is served by mass transit.

Participants commented on environmental conditions on the site including wetland conditions and the need to reduce the amount of run-off from added paving. It was noted that fill materials brought to the site were not monitored for their suitability as building foundations. Mr. Slaughter explained that preliminary discussions had occurred with the property owner regarding their long range plans for the site. Several participants commented on the need to allocate land uses that could produce future property tax revenue for local governments. Another participant suggested that this site include retail uses that would serve the needs of the college community. Mr. Slaughter stated that draft critical area text will be prepared by staff based on the comments received in the meeting.

Mr. Slaughter continued with the presentation by listing recommended objectives for improving the image of the corridor.

- **IDENTITY:** to reinforce the qualities of the West 30th Street Corridor
- **CONTINUITY:** to establish a coherent experience from "river to railroad"
- **AMENITY:** to create an accessible, safe and pleasant environment

He shared several staff observations on the physical conditions in the corridor including the lack of pedestrian infrastructure, historical development patterns and the effect of local regulations on buildings and sites. He noted that the generally positive images of Cold Spring Road, Kessler Boulevard and White River Park are not strongly reflected at their intersections with West 30th Street. Mr. Slaughter explained that some positive changes are occurring but some may be gradual. He summarized the character of the corridor into three sections.

Aerial photographs were displayed within the presentation that pointed out key corridor features and potential image enhancements. The intersection of Cold Spring Road and West 30th Street was suggested as a potential “gateway” location. Mr. Slaughter explained a recent Indy Gateways project that offers a “gateway toolkit” for evaluating and planning gateway locations in the City of Indianapolis. The Cold Spring Road corridor was identified as a potential gateway in that process. He noted that staff will provide a link to the gateway toolkit website through the West 30th Street project website.

During the discussion a participant described sections of existing sidewalk that had seriously deteriorated. Another participant suggested that a “round-about” would be beneficial at Cold Spring Road and 30th Street. One participant asked about a plan to extend Holt Road from 10th Street to 30th Street. Mr. Slaughter responded that the street extension plan was generated from the Speedway redevelopment plan and is not contained in the regional transportation plan or Marion County thoroughfare plan. He noted that currently there is no construction funding and timetable for a Holt Road extension.

Mr. Slaughter referred to an image and visitor destinations map around the West 30th Street corridor. He asked the participants to suggest additions and offer comments on the visitor destinations shown on the map. He explained that wayfinding signage could help visitors to locate their desired destinations.

Peg Huffman explained that the soap box derby track offers five full weekend events a year with additional shorter events between April and October. She added that competitors attend from much of Indiana and parts of northern Kentucky and the Cincinnati area. She suggested that signage would help these visitors to find the track as they approached the area from out-of-town.

Mr. Slaughter presented several slides with a “streetscape” definition and different local examples of streetscape improvements. He pointed out cases where a street had major reconstruction and other cases with simpler improvements such as landscaping. A slide displayed the principles of planting the “right tree in the right place” to avoid conflicts with overhead utilities.

The meeting concluded at 9:15 PM