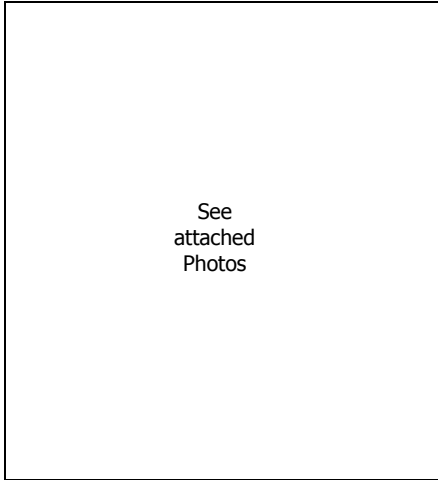


# GATEWAY IDENTIFICATION FORM

(Additional Pages May Be Attached If Needed)

**Sector:** NW  
(Please list as two digit abbreviation, e.g. RC = Regional Center)

**Proposal Number:** \_\_\_\_\_  
(Please use the naming convention –Sector identifier plus an ascending numeral.)



## Location Of The Proposed Gateway Project:

The location of the Cold Spring Gateway Project is an area bordered by I-65 on the north, Cold Spring Rd. on the west, the White River on the east and 16<sup>th</sup> St. on the south.

## Significance/Rationale For The Gateway (Why Is This A Good Location? What Is Important About This Location?)

The goal of the Gateway Project is to enhance Indianapolis' "front doors" by not only improving areas seen by a large number of people, but by doing so in a way that provides a unique identity and sense of place for each location and the City. Often referred to as the

"Amateur Sports Capital of the World," Indianapolis has quite a reputation to maintain. In addition to being home to the NCAA and the Amateur Athletic Union, the city boasts a far-reaching Parks and Recreation Department that serves as the point of entry for local youth to begin a lifelong journey of playing sports. The Cold Springs Gateway was chosen due to the diversity of recreational, environmental & educational opportunities.

On the north side of the Gateway is the Major Taylor Velodrome. Built in 1982, the Major Taylor Velodrome is one of only 18 Velodromes in the United States. The Velodrome has been host to many national and international competitions, including the 1987 Pan American Games.

Historically, the Major Taylor Velodrome offers a peek into Indiana's history and provides us with the story of a young black man, Marshall Taylor, who overcame racism to become one of the first great black athletes. Born in 1878 on the outskirts of Indianapolis, Marshall Taylor received a bicycle from a local businessman and soon developed a skill for performing tricks on the bike. A local bike shop owner was so impressed with this talent, he hired Marshall to perform his tricks in front of the shop to attract business. The shop owner provided Marshall with a military style uniform to perform in and soon people began to call him "Major".

One day there was a 10-mile bicycle road race in Indianapolis sponsored by Major Taylor's employer, Tom Hay. Tom Hay decided it would good publicity for the shop if the "Major" at least started the race. Ten miles later, much to his surprise, the fourteen-year-old Marshall "Major" Taylor won the bicycle race and his love affair with bicycle racing began. By the age of 16, Taylor was a world class sprinter, a professional at 18, world champion at 20, and U.S. professional by age 21. He won in the presence of dangers associated with racial hatred because he was an excellent athlete and relied on his knowledge and confidence in his ability. Marshall "Major" Taylor was a true sportsman who was passionate about his sport but never a participant in unfair racing tactics, making him an excellent role model for today's athletes.

Immediately to the southeast of the Velodrome is Lake Sullivan. Lake Sullivan is a 6.5-acre wetland located at the confluence of Crooked Creek and the White River. Riparian wetlands, such as Lake Sullivan, are a threatened landscape across the country, particularly in urban environments where rapid development has destroyed these aquatic ecosystems. Once recently have we begun to understand the environmental importance of wetlands and their effect on wildlife habitat, flood mitigation and pollution control. Many urban areas, which have eliminated wetlands almost entirely, are now in the process of "creating" wetlands using expensive and in some case unproven methods. The Lake Sullivan wetlands complex is in remarkably good condition and provides an ideal laboratory to study the continuing effects of urbanization and development on wetlands. As a collaborative effort between IUPUI, Indy Parks, the Department of Public Works, Marian College and others, plans are underway to develop the Lake Sullivan wetlands into an educational area and yet continue to maintain it as a wildlife habitat and functioning wetland. The construction of the wetland will occur in two phases and will feature numerous "cells", each with it's own visual and audible characteristics. Phase one will focus on wetland construction and the creation of one to two observation decks. Phase two will continue efforts by completing amenities such as a boardwalk that will meander throughout the entire wetland. This wonderful resource will serve as a destination for learning experiences as well as nature walks.

Moving south on Cold Springs Road is the Marian College EcoLab, offering a wonderful education about our natural environment. High quality green space and natural habitats are rare in Indianapolis. In addition, over 85% of wetlands in Indiana have been destroyed and the wetland habitat in major cities is almost non-existent. For this reason and others, the Ecolab is a true jewel. The mission of the EcoLab, developed and maintained in the tradition of Marian College's sponsorship value of responsible stewardship, provides hands-on, experiential environmental and historical learning opportunities for the students of Marian College and area schools as well as the local community. Conservation activities such as seed collection & planting, restoration projects and exotics species management are available to anyone willing to get their hands dirty and dig in. The really interesting thing about the EcoLab is that it is both an environmental laboratory with great natural resources and an area of great historical importance. In the early 1900s the property was owned by James Allison (one of the founders of the Indianapolis 500) and was landscaped by Jens Jensen in 1913. Jensen, who was famous for designing several parks in Chicago, used all native plants in his design of the area.

The next piece in the Cold Springs Gateway is Riverside Park, which offers a number of sporting activities such as softball, golf, basketball and swimming as well as the Riverside Golf Course. The diverse recreational opportunities of the park serve the needs of the Indianapolis area in many ways. Athletic leagues, community and civic meetings, swimming, fitness programs, playgrounds, and large special events are the primary focus. Riverside Park was founded in 1898. In 1927, Riverside was temporarily renamed Taggart Memorial Park, but was changed back to Riverside Park in 1930. For historical significance, visitors may like to know the reason behind the temporary name change. Thomas Taggart (1856-1929) came to Indianapolis in 1877 to run the restaurant at the Union Station. He immediately became involved in Democratic politics, and worked his way up through the party ranks. Taggart was Democratic State chairman from 1892 to 1894. He then served three terms (1895-1901) as mayor of Indianapolis. In this position he worked for street paving and railroad track elevation, and especially for city parks, buying the land for several parks, including Riverside Park which was temporarily renamed for him. In 1900 Taggart lost control of the city Democratic organization to southside "Potato King" James Keach. Instead he moved to the party's national level, serving on the Democratic National Committee from 1900 to 1916, and as national chairman during the 1904 presidential campaign between Theodore Roosevelt and Judge Alton B. Parker. He was given credit for getting Indiana's Thomas R. Marshall second place on the 1912 national Democratic ticket with Woodrow Wilson. In 1916 Taggart was appointed U. S. Senator to fill an unexpired term, but he

was defeated for reelection. Taggart was successful in many business ventures, the most ambitious of which was the resort hotel at French Lick Springs in southern Indiana. To this date, there remains a Taggart Memorial at Riverside Park in honor of Thomas Taggart and his efforts. The Memorial is a limestone structure that is two-stories high and features five open bays defined by arched, columnated supports. It was listed on the National Register of Historic Places in March 2003.

There have been conversations between Riverside Park, Taggart family members and Public Art Indianapolis regarding the stabilization and rehabilitation of the Taggart Memorial. The rehabilitation may occur in two phases, as early as January 2005 a scoping report may be conducted to understand what it will take to stabilize and conserve the structure of the memorial. The second phase may be a total rehabilitation of the site to its original historic landscape design. These talks are still in the initial stages and therefore additional detail is not known at this time.

The final piece of this Gateway is the White River. The White River flows through the heart of Indiana, creating the state's largest watershed and providing a vital natural and recreational resource. Sadly, the White River suffered a devastating blow in December 1999 when five million fish in this waterway were dead, all the way from Anderson to Indianapolis – as the result of a deadly chemical discharge. Restoration projects are underway, many of which will be funded by a \$6 million trust. Land acquisition, conservation easements and new recreational areas, including boat and canoe launching facilities, top the list. Also, fish have returned and they are naturally moving in from tributary streams, and restocking of sports species has been underway since the spring of 2000. Elected officials, the Indiana state government agencies for which they have responsibility, citizens and the news media are more aware than ever of how much people had come to value a waterway that is one of the state's premier natural resources.

These five pieces – the Major Taylor Velodrome, Lake Sullivan, the Marian College EcoLab, Riverside Park and the White River – all have the ability to come together to form a treasure chest of recreational, environmental and historical opportunities for local residents as well as visitors.

### **Critical Issues (Adverse Or Positive Impacts To Infrastructure, Commercial Businesses, Neighbors, Future Development, Etc.)**

This proposed gateway would not cause any adverse impacts to existing infrastructure, businesses or future development. In fact, we believe that this gateway would enhance these areas. Since the primary physical elements of the gateway are already in place and are currently in good condition (with the exception of the Taggart Memorial at Riverside Park) there would be no major changes to the surrounding areas. This gateway project would positively impact the infrastructure, businesses and neighborhoods in the area by tying them together and creating a "sense of place" within the gateway.

Another critical issue to consider is road construction & improvements along 38<sup>th</sup> St. There are currently plans to improve 38<sup>th</sup> St. from Martin Luther King Jr. St. west to I-465. 38<sup>th</sup> St., along with I-65, would serve as a "gateway entrance road" on the north side of the gateway. These improvements likely will offer an increased traffic capacity into the gateway on these roads which already have very high traffic counts. Another high traffic count street is 16<sup>th</sup> St., on the south side of the Cold Springs Gateway.

In addition, there have been major renovations made to the Indianapolis Museum of Art at 38<sup>th</sup> St. and Martin Luther King Jr. (Michigan) St. It is anticipated that this will result in an increase of art patrons to the museum, which in turn, would result in an increase of visitors to the general area, making the marketing of this gateway easier via signage or other visual references.

Finally, this area is fairly well saturated and "built out" and it is not expected that there would be any future large construction projects that would affect any of the gateway elements.

**Concept Or Theme Of The Proposed Gateway Project (Optional):**

This gateway would focus on a theme that emphasizes a healthy natural and physical environment as well as learning about Indiana's history.

**Current Site Ownership (Does Site Need To Be Acquired?):**

The sites within this gateway do not need to be acquired. The Major Taylor Velodrome and Riverside Park are both owned by Indy Parks, the EcoLab is a part of Marian College and the White River is part of Indiana's natural heritage and is monitored by both the Indiana Departments of Natural Resources and Environmental Management.

**Audience (To Whom Will The Gateway Appeal?):**

We believe that there is "something for everyone" within this gateway. By focusing on a healthy natural and physical environment, there are aspects of the Gateway that will appeal to people of all ages and all backgrounds.

**Please List Interested Groups/Agencies (Public And Private) And Describe Neighborhood Support/Buy-In:**

Marian College  
Indiana University-Purdue University Indianapolis  
Indiana Department of Natural Resources  
Indiana Department of Environmental Management  
IndyParks  
Riverside Civic League  
Friends of the White River  
Veolia/Indianapolis Water Company  
United Northwest Area Neighborhood  
Marion County Alliance of Neighborhood Associations  
Center and Wayne Township elected officials

At the initial stage in the process, contact has been made only with Marian College, IndyParks and IUPUI, all of which have agreed to lend their support and resources to the Cold Springs Gateway.

**Please Describe The Gateway's Relationship To Other Community Plans And Initiatives:**

The Indianapolis Historic Preservation Commission is involved in this area by preserving the character and fabric of historically significant areas and structures and within the gateway. Specifically, those historical sites include:

- (1) Thomas Taggart Memorial at Riverside Park
- (2) 29<sup>th</sup> St. Bridge
- (3) Naval Armory at 1802 W. 30<sup>th</sup> St.
- (4) Riverside Park United Methodist Church at 2440 N. Harding St.
- (5) A Library at 3101 N. Clifton St.
- (6) George W. Sloan IPS #41 at 1015 W. 31<sup>st</sup> St.

(7) Engine House No. 23 at 1002 W. Udell St.

(8) St. Paul Methodist Episcopal Church at 1001 W. Eugene St.

In addition, the City of Indianapolis is committed to the further development and upkeep of the IndyParks trails and greenways system to promote healthy lifestyles. The White River Greenway currently runs through this gateway. Also, there are a number of local golf courses (3) that are included within this area and would hopefully be willing to participate in gateway efforts.

**Please Outline An Implementation Strategy And Describe The Next Steps (What Needs To Occur In Order To Implement The Project?):**

The acceptance of this gateway by the Rotary Club and City of Indianapolis is the next step. Following that, affected and interested parties should be identified and contacted. In addition, there would need to be an education and orientation for community residents and property owners, with adequate opportunity for input opportunity. Concurrently, funding options should be identified and sought out.

**Likely Funding Sources And Other Items Not Covered Elsewhere:**

Possible financial, in-kind and informational resources:

- Marian College
- City of Indianapolis
- Donations/contributions
- IndyParks (grounds maintenance, sign/marker installation, etc.)
- Herron School of Art
- Indiana Department of Natural Resources
- Indiana Department of Environmental Management
- City of Indianapolis
- Central Indiana Bicycle Association
- IUPUI
- Riverside Civic League
- United Northwest Area Neighborhoods
- City of Indianapolis
- Area golf courses – Riverside, South Grove & Coffin