

# GATEWAY IDENTIFICATION FORM

(Additional Pages May Be Attached If Needed)

**Sector:** \_\_\_\_\_

(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:**

Rockville Road/US 36 and Washington St./US

40 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

The combination of several initiatives at or near to this intersection makes this site a natural choice. The current condition of the intersection is an embarrassment to the city and the way this section of the historic National Road has been constructed is an additional shameful lesson in how not to plan and execute an entryway or even exit from the city to what is now the 'old' suburbs.

The fact that the road descends down under an ugly and aging railroad underpass which regularly floods vehicles in deep water after even a short rainfall and that the road continues west, now angling southward losing it's distinction as the dividing line between north and south, and then is the ONLY major roadway to go UNDER the outer loop of Interstate 465 is further evidence of the distain with which the corridor has been treated. However, the nearby redevelopment of Central State Hosp, the trailhead of the Big Eagle and Little Eagle Creek Greenways (and now, perhaps the newly designated Vandalia-National Historic Road Trail just south of the site), the Rapid Transit routing to this location, reconfiguration of service industries at the airport accessed from US 40 on the completion of the midfield terminal, in the Bridgeport area, the current LISC Retail Corridor study and a new neighborhood plan for West Indps Dev. Corp area from this intersection on the south side of the street west to Holt Road, and finally a local initiative by the area's neighborhood associaition partnering with the local business organization makes focusing on this particular gateway a perfect choice.

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

\_The existence of the neglected CSX railroad underpass which dates to 1937 will be a hurdle to

overcome given the poor response the RR has had to previous requests for not only improvement and upkeep, but simply allowing others to attempt to clean the area up with volunteer efforts. A "right of entry" has not been forthcoming and given the example of the same entity's handling of another underpass nearer to downtown (just west of the Indpls. Zoo) which while 'improved' some years ago, remains unattended by the simplest maintenance such as cutting weeds along the tracks or painting or cleaning overgrowth and trash from beneath it.

In addition, adjacent businesses also have practiced at least benign neglect as well, often in violation of zoning codes. The Eagle Creek bridge also confounds the intersection and possible issues of ownership of some of the abutting structures and property might arise. This intersection is the confluence of two State Highways (now the responsibility of the City of Indianapolis) and two waterways also the responsibility of the City (DPW) with major floodway structure on the larger of the two.

**Concept Or Theme Of The Proposed Gateway Project (Optional):** \_Historic National Road, gateway to the west entry to the 'bridging' garden communities of Central Wayne Township between the 'old city limits' and the jurisdictions created by Unigov and the 'outer' ring of the township beyond the interstate loop. Where redevelopment at nearby Central State and along the commercial corridor east of the site is planned and access to the industrial corridor of South Tibbs begins leading to Rolls Royce, Daimler Chrysler, Olin Brass and Reilly Chemical have long been located.

A transportation mecca; Rapid Transit route, traditional route to the airport, two recreational pathways converging on railroad rights of way (the northernmost being connected via the planned Eagle Creek greenway trail) and of course the historic National Road which lead to the country's desire to achieve Manifest Destiny to explore and settle the west.

**Type Or Scale Of The Proposed Gateway Project (Optional):**

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

Access to parts belonging to CSX may be necessary, but acquisition is not anticipated. Planned RTS service may require ROW acquisition at some point in the future regardless of the gateway's creation.

**Audience (To Whom Will The Gateway Appeal?):** To the community which has suffered the decline of both the commercial corridor as a vital marketplace who will see it as a rededication to the values that built their neighborhoods with services and goods necessary to community health in the days when the area was being created. To those entering the city, particularly the downtown area and new culturally diverse ethnic areas between the gateway and the inner city

and the planned attractions and developments of Central State especially from the west. Hendricks County and airport commuters who chose not to follow the interstate entry into the city or who desire a more pleasing landscape coming or going to jobs and who wish to frequent amenities possible to be created if one or more planned initiatives occur west of the gateway site, as anticipated.

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

Greater Garden City Civic Assn.; Inc., 40 West Business assn.; Wayne Twp. elected officials, area state legislators Bardion, Hinkle, Young, Clark; industrial corporations; WTMSD, WIDC, WCDC, Southwest Multi Service Center/Hawthorne Social Service Assn., We Care Neighborhood Assn., Hawthorne N. A., Marion County Alliance of Neighborhood Assns., Inc. Central State Reuse Advisory Commission, industries on south Tibbs

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

See narrative in question #1, The 40 West Revitalization Project, under development for 2 years by the GGCCA, Inc. and 40 West Business Club is targetting this intersection plus 2 blocks east to connect with Central State Hosp. plans and up to 3 miles west to improve, beautify the streetscape with selected nodes, park/recreational amenities enhanced, sidewalks connected and created, street amenities and reinvestment of and by neighborhood friendly retail and service locations, will complement and benefit from the selection of this site as a gateway priority. Funding can be leveraged by the selection as a gateway and economic development regenerated in this area which has experienced great neglect.

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

Acceptance of placement on gateway priority list. Adoption by Rotary and City. Awareness of supporting groups of need. Education of community residents and property owners, with adequate input opportunity. Seeking funding options to allow gateway creation.

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

Area industries. Possible inclusion in local area TE 21 grant process already being planned. Portions of planned greenways grant could include elements of the gateway. RTS route could be directed down this corridor to reach airport and related services at Bridgeport Road connector and tap other transportation funds. National Road scenic byway funding also can be tapped.