

**Irvington Neighborhood Plan
Economic Development Committee
May 13, 2004**

Facilitator: JauNae Hanger

Attendance: Dawn Briggs, Pat Brown, Larry Buell, Kitty Fenstermaker, Craig Heindel, Philip Hooper, Jane Ann Hughes, Dean Hvidston, Doug Hvidston, Joyce Newland, Dene Dresch Nidiffer, Jeenifer Ruby, Jenny Skehan

Handouts at this Meeting:

April meeting notes
Conditions Sub Committee report
Building condition by land use information

Guest Speakers

1. Anita Hawkins Nowlen of Ammons Hawkins Nowlen Properties L.L.C.
 - The first steps in the renovation of the building on the southwest corner of 42nd and Boulevard were to get the bus stop moved and to have the vacant cars removed from the gas station site across the street.
 - Financing from banks was not available, so family money was used to renovate the building.
 - Tenants were told that they had to have professional looking signs.
 - The ground floor windows had been made smaller or blocked up. Large display windows were installed to attract customers.
 - Sometimes small business people don't have the financial reserves to hang on when times are tough.
 - It's still best to work with small businesses rather than national chain stores.
 - Graffiti needs to be dealt with immediately.
 - The neighborhood has a mixture of people, so it's appropriate to have a mixture of stores.
 - One of the original tenants was a dress shop that became successful and eventually moved to a larger store.
 - One tenant is a tropical market.
 - Ms. Hawkins Nowlen mentored with John Watson at VanRooy Properties.
 - Ms. Hawkins Nowlen's e-mail is ahnprop@aol.com.

2. Warner Anderson of the Department of Public Works
 - One of the difficulties with replacing limestone curbs with new limestone is that they cost three times what concrete curbs do.
 - Alleys are maintained by the DPW Maintenance Department.
 - If a neighborhood has a recently developed plan, DPW will consider it when deciding where new curbs and sidewalks are built.
 - DPW is hesitant to build new sidewalks where there were none before, because it is difficult for them to maintain their present inventory with present budget constraints.

Visit <http://www.historicirvington.org/> for more information regarding the plan.

- Neighbors can work together to determine what sidewalks need to be repaired. The sidewalks can be put on a list, that can be submitted to DPW.
 - It costs \$100 a lineal foot to build new sidewalks on both sides of a street.
 - Crosswalks can be added to streets, but they need to be at traffic lights.
 - Committee members pointed out that it would be good to have crosswalks with flashing yellow lights at the schools.
 - Nathan Sheets (327-8481) is the DPW person responsible for crosswalks. He is also the person to deal with signs for parking.
 - There is probably not enough excess right-of-way to add parking on the south side of Washington Street.
 - The place to start with any new parking concepts is with a plan, such as the neighborhood plan being prepared for Irvington.
3. Mike Dearing of the Metropolitan Planning Organization
- The MPO currently has a consultant preparing a pedestrian plan for Marion County.
 - Washington Street is a major arterial street and has been for many years. As such, it is an important link in the overall street network.
 - Any redirecting of traffic from Washington Street will have an impact on other east-west corridors in the area.
 - It is possible to install medians, but limited right-of-way may be a factor.
 - The Pennsy corridor is being looked at as a possible pedestrian/bicycle/transit corridor.
 - The concept may be an elevated guideway for transit with a pedestrian/bicycle trail below.
 - The transit could also be a bus rapid transit.
 - Before a fixed guideway system would be constructed, there would be much public discussion regarding the logical location of transit stops.
 - The potential route for transit passing through Irvington is to be "L" shaped and connect Cumberland to Greenwood.
 - The timing for possible construction of this link is 2015 or 2016.
 - The best way to slow traffic down on major thoroughfares, such as Washington Street, is the enforcement of speed limits.
 - In addition, interconnecting traffic signals can be helpful in controlling the speed of traffic.
 - Frequently stopping traffic will cause an increase in air pollution.

Discussion:

- A. The five subcommittees, Conditions, General Business, New Business Development, Promotion, and Revitalization and Restoration, briefly reported on their work.
- B. It was decided that the Economic Development Committee will meet on Thursday, June 10 at 7:00 p.m. at Irvington United Methodist Church (Fa-Ho-Lo Room.)
- C. Between now and June 10, all subcommittees need to complete their work and send an electronic version to Bob Wilch. He will assemble the information into a draft Economic Development Committee report to be reviewed for approval by the committee at the June meeting.

Visit <http://www.historicirvington.org/> for more information regarding the plan.

Next Economic Development Committee Meeting:

The next meeting of the Irvington Neighborhood Plan Economic Development Committee will be Thursday, June 10 at 7:00 p.m. at Irvington United Methodist Church. The Meeting will be in the Fa-Ho-Lo Room, downstairs.

Notes taken by Bob Wilch, Department of Metropolitan Development, City of Indianapolis