



WEST SIDE STRATEGIC REVITALIZATION & AIRPORT TIF IMPLEMENTATION PLAN

August 23, 2018

Acknowledgments

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In Partnership With



INDY GATEWAY
IMPROVING COMMUNITY THROUGH ECONOMIC DEVELOPMENT



Final Plan: August 23, 2018

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The background of the entire page is an aerial photograph of a landscape, likely a coastal or riverine area, showing fields, roads, and water bodies. This image is overlaid with a semi-transparent blue filter. Centered on this background is the text 'EXECUTIVE SUMMARY' in a large, white, bold, sans-serif font. Below the text, a solid blue horizontal line spans the width of the text block.

EXECUTIVE SUMMARY

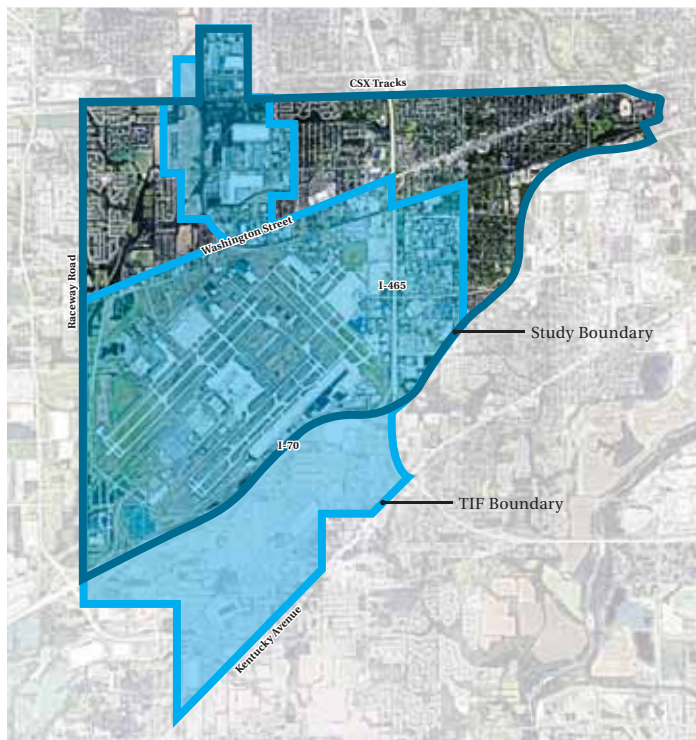
Introduction

The City of Indianapolis Department of Metropolitan (DMD) commissioned this planning study to provide a basis for future project planning and implementation to support the redevelopment and revitalization of the City's West Side.

The planning process included three phases/tasks completed in eight months: 1) Task One - Introduction and Learning, 2) Task Two – Strategies and Recommendations, and 3) Task Three – Documentation and Delivery.

The Executive Summary presented here is part of a larger strategy that provides both a comprehensive vision for the revitalization of the West Side of Indianapolis as well as a strategic investment framework for the Airport Allocation Area Tax Increment Financing District (Airport TIF district).

The scope of this study includes recommendations for: infrastructure and connectivity improvements; renewed neighborhood and commercial centers; leveraging the Indianapolis International Airport as a major economic development driver; identifying redevelopment strategies near planned transportation improvements on Washington Street; using targeted investments as a catalyst for neighborhood revitalization; defining overall form and character of new development; emphasizing quality of life and open space; and providing a strategy for investment and enhanced job creation on the West Side.



Airport TIF District Boundary and Study Area Boundary

As part of the Stakeholder Committee and public processes, a vision statement and goals have been developed to guide this project.

Vision

The neighborhoods of Indianapolis' West Side will together create a vibrant, accessible community where residents can live, work, and play. Economic development, revitalization, and infrastructure and transit investment will improve quality of life and support and empowered workforce with new job opportunities.

Major Project Goals Include:

- Create a strategic implementation plan for revitalization and redevelopment of the study area.
- Mesh community desires and an open process with previous studies and identified conclusions.
- Understand the long-term viability of the use of Airport TIF district dollars for infrastructure, workforce, open space, and economic development in the public interest.
- Establish a strategy that catalyzes infrastructure investments to redevelop specific areas, transforms neighborhoods, builds employment, and enhances quality of life.
- Address workforce development needs in consideration of job losses and manufacturing decline.
- Provide an investment strategy and schedule for the Airport TIF district so that projects can be implemented responsibly, emphasizing positive outcomes for the community.

The study suggested the focus area has several challenges, including: the need for targeted investment from the Airport TIF district, a lack of basic neighborhood services, healthcare, family-oriented destinations, new families moving into the area, equitable transportation choices to jobs, schools and businesses, and the necessity of aiding the Indianapolis International Airport, Ameriplex, and other major employment centers within this region to achieve their full growth potential.

Airport TIF Allocation Area History

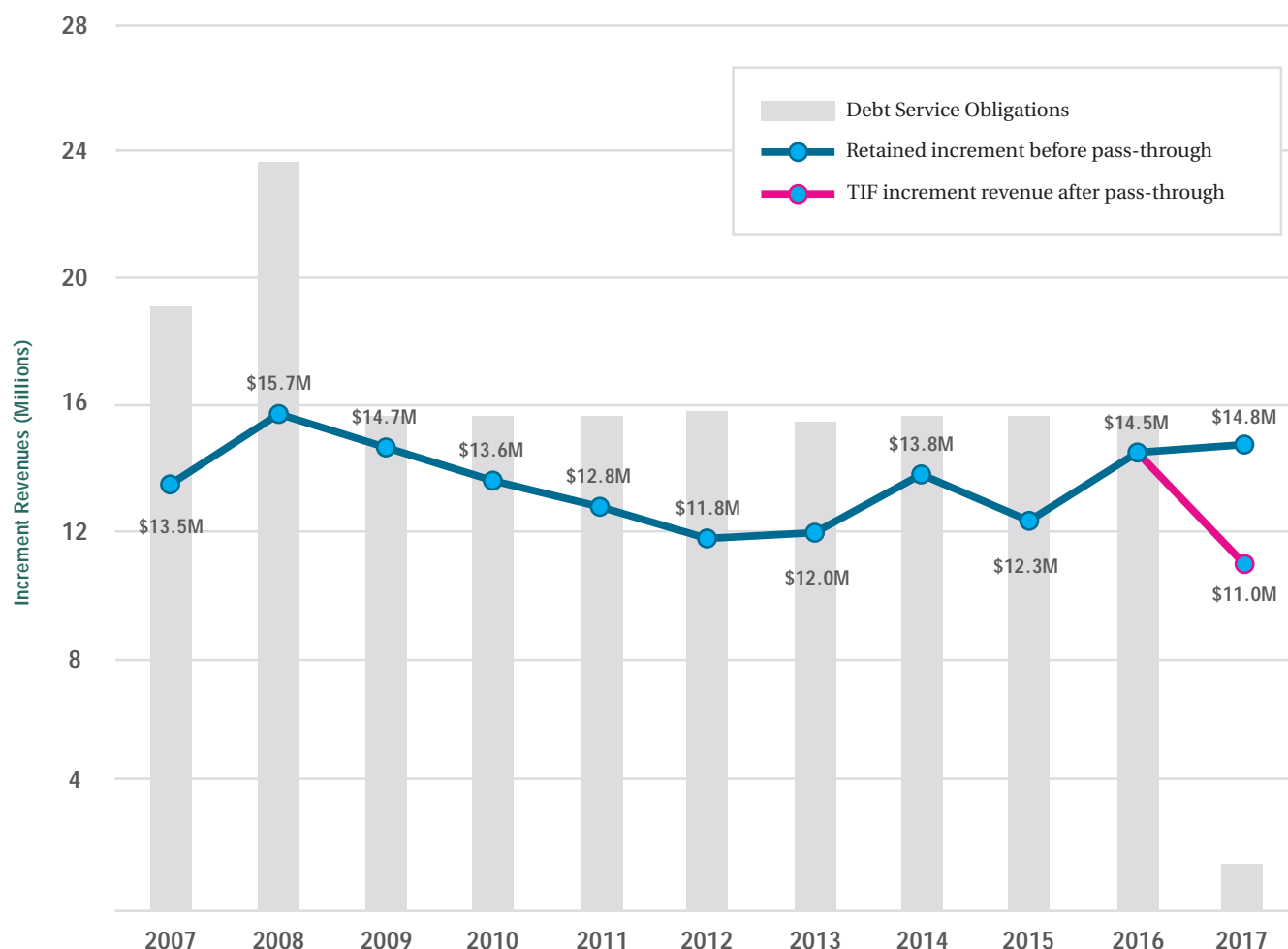
The Airport TIF district comprises a total of \$520 million in increment assessed value (2017 tax year). Approximately 70% of the taxable land within the allocation area is classified as industrial. The largest taxpayers within the Airport TIF district include an Amazon fulfillment center, a PepsiCo bottling facility, and a Newegg distribution center. The Airport TIF district is a consolidated allocation area comprised of a portion of Wayne and Decatur Township, and the former Naval Air Warfare Center TIF district in Warren Township.

Between 2007 and 2017, the Airport TIF district generated between \$11.8 million and \$15.7 million in annual revenues. Before 2017, revenues were wholly committed to servicing outstanding debt related to bond issues for the former United

Airlines Maintenance Facility at the Airport (which were financed by a redevelopment debt property tax levy) and the Ameriplex development in Decatur Township. The final payments for the Maintenance Facility bonds were made in 2016, leaving only the \$1.5 million annual debt service payment for the Ameriplex bonds.

The defeasement of the United debt provides a significant level of financial flexibility for the TIF district. In 2017, the City through the Metropolitan Development Commission released approximately 25% of available increment revenues back to the local taxing units.

Airport Allocation Area Revenue History: 2007 to 2017



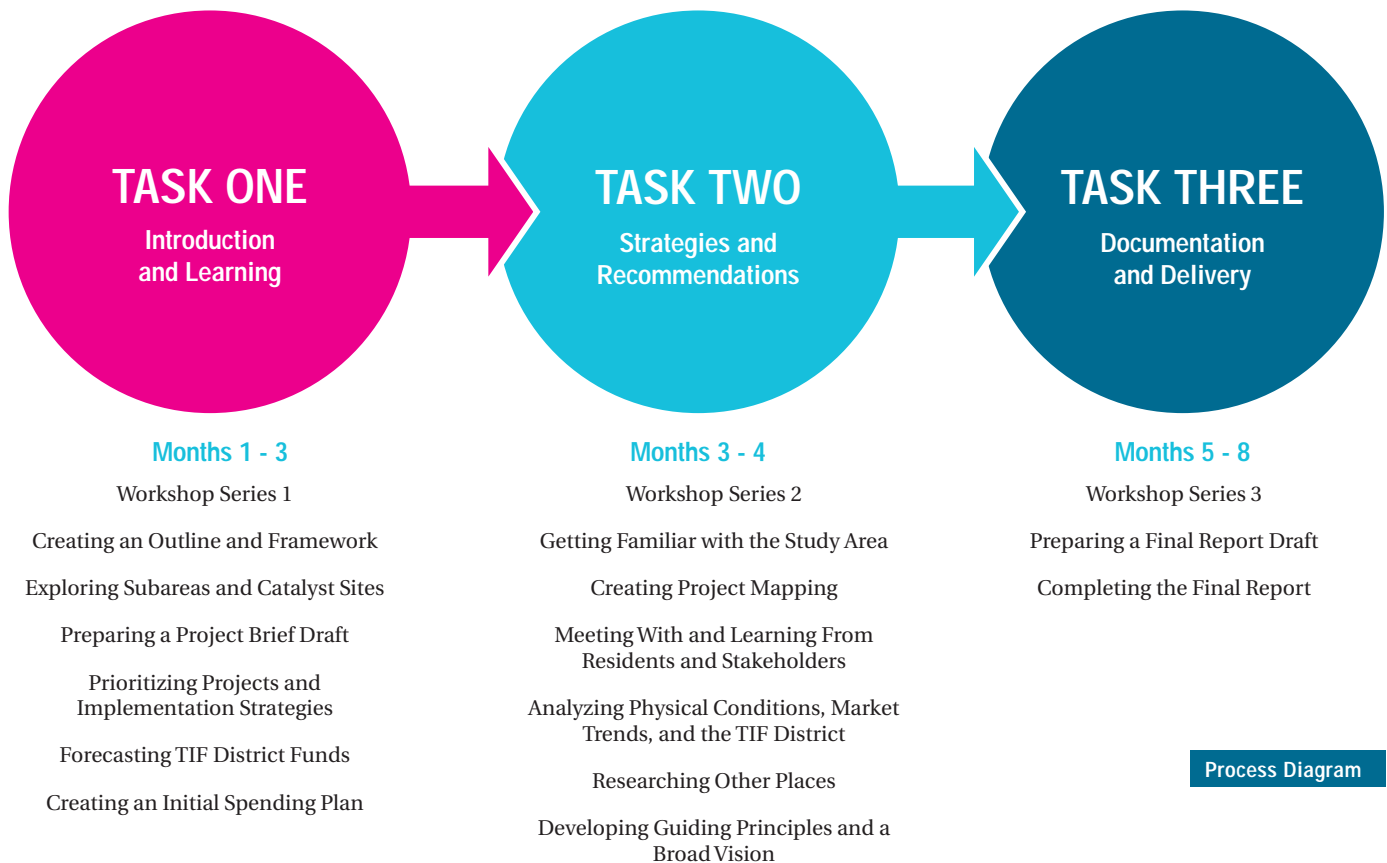
The Airport Allocation Area generated between \$11.8 million and \$15.7 million annually between 2007 and 2017. Bonds related to the former United Maintenance Facility were paid off in 2016, allowing the Airport TIF district increased capacity to fund redevelopment projects going forward.

Community Process

A transparent and community-driven process was facilitated in the preparation of this plan. This process included three series (a total of six) of public meetings, seven stakeholder committee meetings, and meetings with 37 individuals in small group and individual settings. In total, outreach involved an estimated 250 individuals. A variety of public meetings, stakeholder committee meetings, and external stakeholder meetings (group, individual, and phone) were supplemented by a project website, social media outreach, email blasts, press releases, newspaper articles, and flyers. The public process can be broken down into three categories: public meetings, stakeholder committee meetings and engagement with external stakeholders.



Meeting at Bridgeport Elementary, December 12th, 2017



Process Diagram

Needs Uncovered Through This Study

Critical infrastructure improvements, open space and neighborhood parks improvements, and workforce development and job training needs were identified through this process. These findings were rooted in the research of previous plans and information obtained by engaging the public and stakeholders. Needs were refined into recommendations for projects included in this summary.

Infrastructure Improvements

1 Holt Road

Issues: high-speed traffic, no sidewalks, wide intersection, poor drainage, and poor street-lighting. **Improvements:** multi-modal integration, pedestrian path, streetlights, drainage and safety improvements.

2 Lynhurst Drive

Issues: no sidewalks, no formalized parking, steep railroad crossing, poor drainage, poor street-lighting. **Improvements:** parking and multi-modal integration, sidewalks, streetlights, drainage and safety improvements.

3 Key Neighborhood Streets

Issues: no sidewalks, poor drainage, no formalized parking, poor street-lighting. **Improvements:** pedestrian and parking integration, sidewalks, streetlights, drainage and safety.

4 Washington Street, east of I-465

Issues: Encroachments into the public way result in incomplete sidewalk network, unsafe for pedestrians and cyclists, primarily fronted by parking lots, high-speed traffic, poor drainage, and poor street-lighting. **Improvements:** business and redevelopment, parking and multi-modal integration, drainage and safety, streetlights and transit-ready.

5

High School Road

Issues: incomplete sidewalk network, no connection to destinations, poor drainage, poor street-lighting. **Improvements:** economic development assistance, multi-modal integration, drainage, streetlights, pedestrian path and safety improvements.

6

Girls School Road

Issues: no sidewalks connecting to major employers, poor drainage, poor street-lighting. **Improvements:** multi-modal integration, drainage, pedestrian path and safety improvements.

7

Hoffman Road

Issues: no western connection to airport from Hendricks County. **Improvements:** extension to Perimeter Road to spur economic activity.

8

Bridgeport Boulevard

Issues: current road does not connect to network. **Improvements:** extension to Washington Street to support

Parks and Open Space

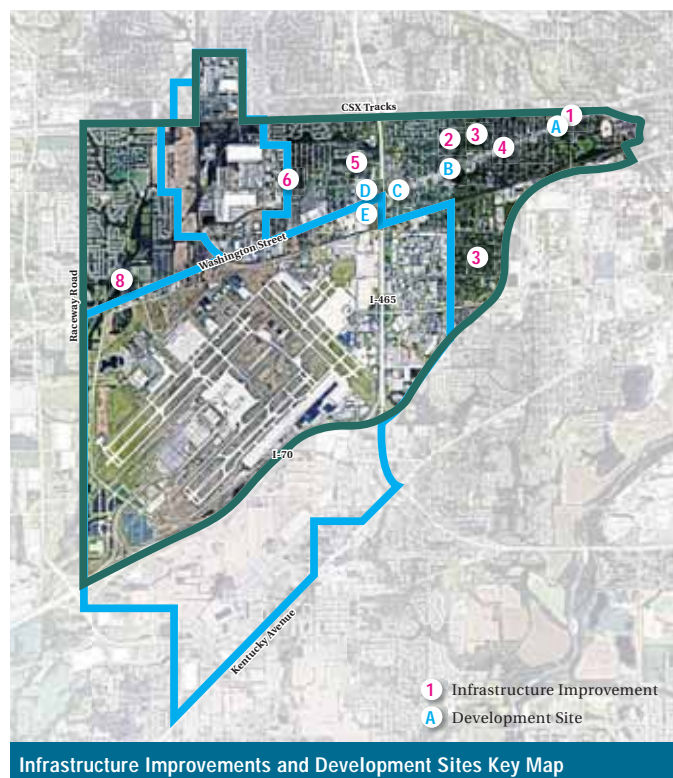
economic activity.

The neighborhoods east of I-465 are devoid of parks and open space. Krannert Park, located west of I-465 is the only community-scale open space within the study area. Three potential neighborhood-scale open space locations have been identified within the study area. Also, a potential community-scale open space has been identified within the study area near Tibbs Avenue at the location of a current automotive salvage yard along Eagle Creek. New open spaces would provide much-

Workforce Development

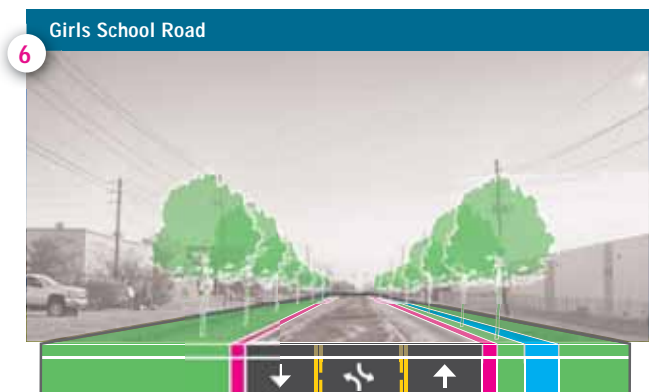
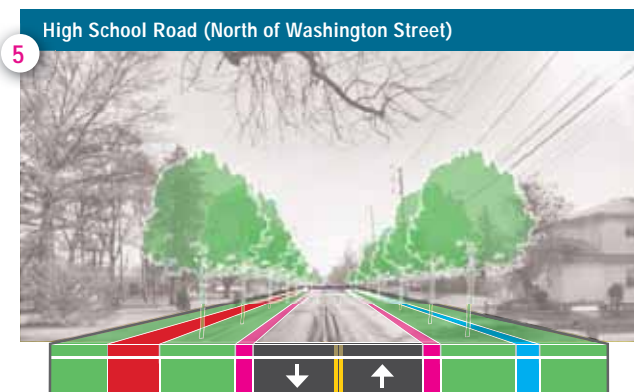
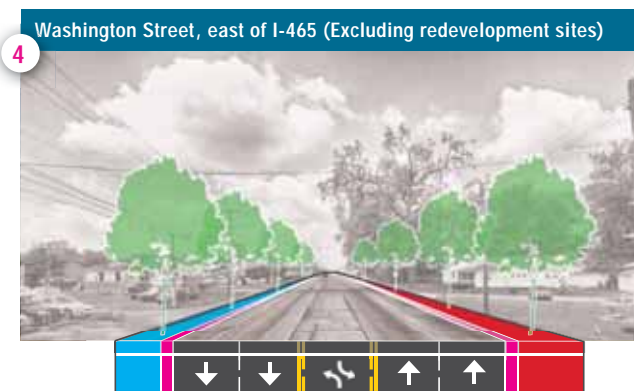
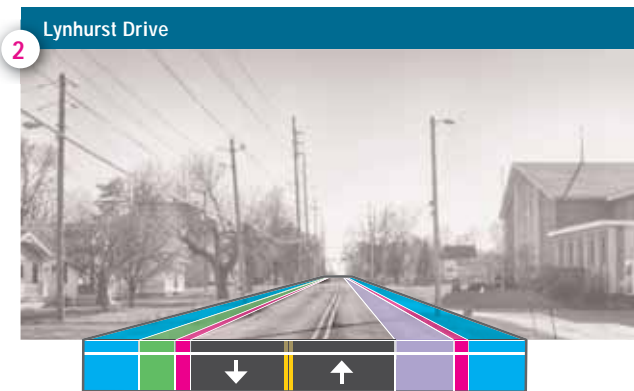
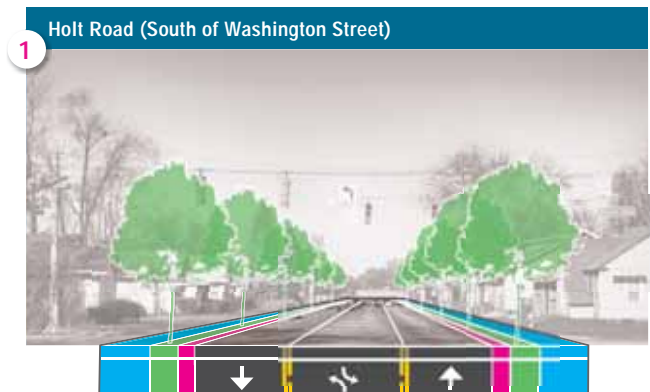
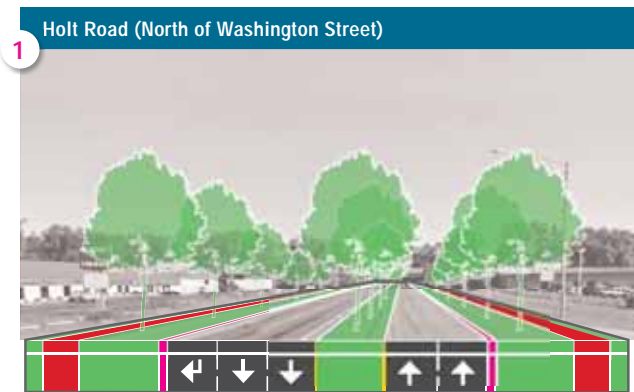
needed places for residents, including children, to gather and play within walking distances to their homes

Workforce needs are pressing for both local households and employers. Workforce development and job training strategies were developed as part of this study. Recommendations for workforce development enhancements funded by the TIF district include transportation enhancements to improve job access, targeted workforce training and dual credit programs, internships for young adults, high school equivalency (GED) programs, employment and wraparound services and development of a workforce development coalition.



Proposed Infrastructure Improvements *

*Hoffman Road and Bridgeport Boulevard Improvements Not Pictured



■ Lawn/Swale
 ■ Curb/Shoulder
 ■ Sidewalk

■ Trail/Bike Path
 ■ On-Street Parking
 ■ Travel Lane

Needs Uncovered Through Previous Studies

This study also incorporates needs that were uncovered through our inventory and review of previous studies. Many of those needs were further supported by the analysis and findings of the team.

West Washington Street, east of I-465

Issues: heavily used bus route on a road that is not transit-friendly, a need for expanded commercial offerings, lack of identity, and usable outdoor spaces, high-speed traffic, lack of walkable/bike-able connections, aging infrastructure. **Improvements:** an opportunity for transit-oriented development, and direct connections to downtown.

Ameriplex Parkway

Issues: currently ends at Kentucky Avenue, an extension to the southeast would provide opportunity for industrial development, three alternate routes proposed, large right-of-

way. (130 feet) required, existing neighborhood sits between Kentucky Avenue and Mann Road. **Improvements:** economic development and broader regional transportation opportunity.

Drainage improvements (Drexel Gardens, Fleming Gardens, Garden City and Bridgeport)

Issues: neighborhoods constructed before the creation of drainage standards resulting in poorly managed stormwater, standing water after rainfall. **Improvements:** drainage and safety improvements, improved on-street parking.

Sidewalk Scoping Study

Issues: lack of sidewalk connectivity.

Improvements: sidewalks proposed on South High School Road, South Girls School Road, and South Lynhurst Drive – these recommendations are reflected in proposed street sections.

Opportunities

Workplace Attraction

The creation of new industrial, office, research, and advanced manufacturing centers will strengthen the West Side's workforce by expanding the number of job offerings. Supporting higher wage jobs will increase the quality of life of those who already live and work in the area, and will also attract new workers to the area. As the airport expands, underutilized and vacant properties surrounding the Airport are well-suited for the development of new airport infrastructure and airport supportive businesses. There are many who currently work in the area but live elsewhere. By creating a strong sense of community, workers can be attracted to not only work on the West Side but to live here too.

Revitalization

Residents of the West Side's neighborhoods will be able to have more of their daily needs met - from a run to the grocery store to a doctor's visit to a nice sit-down dinner – without having to drive to another area. Safety and neighborhood stabilization on the West Side could be improved through home repair programs, infill housing, well-designed streets and sidewalks, and development at key intersections. Fostering community pride will also help to create stronger, safer neighborhoods. Transforming existing streets into safe, multi-modal connections will allow all community members to access the places they want and need to get to, whether they drive, bike, walk, or use transit. By remediating blighted

houses, implementing home ownership repair programs, and developing new community amenities, property values of homes on the West Side will increase.

Redevelopment and quality of life improvements can only be achieved as part of a comprehensive strategy focused on catalyzing investment in key locations throughout the study area that will act as neighborhood activity centers. As part of this study, the team reviewed 22 sites that could be redeveloped or revitalized to better contribute to the quality of life within the community.

Redevelopment/Quality of Life

A Holt/Washington: Proposed development at the intersection of Holt Road and Washington Street includes new commercial, mixed-use, and multi-family residential uses. The retail options that would fill the commercial and mixed-use buildings would be aimed at fulfilling everyday needs of the surrounding neighborhoods' residents. Shelton Heights Park (being developed in partnership with Keep Indianapolis Beautiful and Indy Gateway) is also within this area.

B Lynhurst/Washington: Similar to the node at Holt Road, the proposed development at Lynhurst Road and Washington Street consists of new commercial, mixed-use, and multi-family residential properties. These buildings have slightly larger footprints and cater to both pedestrian traffic with

street-facing storefronts and auto traffic with ample parking. A healthcare facility would be desirable in this redevelopment area.

C Morris/Washington: This target area spans 0.3 miles of Washington Street and includes proposals for new mixed-use and townhome development. The townhomes will blend into the surrounding Mickleyville neighborhood, and supported by transit and new retail offerings. A key element of this development plan is the gateway feature located closest to I-465.

D I-465/Washington: This redevelopment opportunity is located directly to the west of I-465 and potentiality includes restaurants, multi-family residential, and a hotel. The restaurants, located along High School Road, would provide an opportunity for sit-down family restaurants, something that the West Side greatly lacks. A new hotel in this area would be convenient for both highway and airport travelers.

E Bridgeport Boulevard: The Bridgeport development site provides the opportunity to create multiple housing types – townhomes, single family, and senior housing – in one cohesive neighborhood. The existing Bridgeport Boulevard would be realigned to provide access and connectivity to the new development and to Washington Street. Neighborhood-supportive commercial buildings are proposed along Washington Street to serve the existing Bridgeport community and the residents of this new housing stock.



Development at Holt Road and Washington Street



Development at Lynhurst Drive and Washington Street



Development at Washington Street



Development at High School Road and Washington Street



Development at Bridgeport

Airport TIF Revenue Projection

Per state statute, the Airport TIF is scheduled to expire in calendar year 2025. After that point, no incremental tax revenue will be generated, and all captured incremental assessed value will revert to the local taxing units. A TIF revenue projection was developed to estimate the total revenue capacity of the TIF between the 2019 calendar year and the expiration of the TIF. The projection assumes that captured increment assessed value will increase at a rate of 1% annually, but does not include assumptions related to specific capital projects. The projection also includes an allowance for unpaid taxes and refunds of 6% annually. Revenues are shown net of the circuit breaker credit and do not account for any TIF pass-through.

This revenue projection includes only the Airport TIF

(located in Wayne and Decatur Townships), and not the Naval Air Warfare Center located in Warren Township. Between 2019 and 2025, the Airport TIF is projected to generate between \$13.7 and \$14.6 million in annual TIF revenues for a cumulative total of \$99.1 million. After accounting for \$4.0 million in scheduled Ameriplex debt service payments, a cumulative \$95.2 million remains for economic development and redevelopment projects.

Airport TIF Revenue Projection

Tax Year	Projected Increment Revenue
2019	\$13,722,716
2020	\$13,867,696
2021	\$14,012,142
2022	\$14,163,114
2023	\$14,315,237
2024	\$14,458,106
2025	\$14,602,403
Cumulative TIF Revenues	\$99,41,415
Less: Ameriplex Debt Obligations	(\$4,032,216)
Revenues Net of Debt Service	\$95,197,202

Projections are based on Pay 2018 preliminary assessed values, which are assumed to increase at 1% annually. The shown revenue estimates include a discounting of 6% to account for unpaid taxes and refunds. Revenue estimates are calculated net of circuit breaker credits and include only the Wayne Township and Decatur Township portions of the Airport TIF District.

Identified Project Costs

Recommended community economic development and redevelopment projects have been identified through site surveys, stakeholder interviews, and public participation, as previously described. These projects include the construction and/or reconstruction of major thoroughfares, arterial roads and neighborhood streets, and were selected because of their potential to support or spur economic development. Parks and open space have also been identified for their role in enhancing quality of life and attracting residential investment.

In addition to infrastructure improvements, the input process identified the need for more skilled workers to fill industrial jobs within the Airport TIF district. A workforce training initiative has therefore been included as a possible program that could be funded with TIF investments.

The table below includes several recommendations for projects that are located outside the geographic boundaries of the TIF district, but are still expected to benefit the overall connectivity and attractiveness of the area. While part of the overall strategic plan, these projects may require alternative funding sources, if they are determined to be ineligible for TIF funding

Identified Project Cost Matrix

Expenditure	Limits	Length (mi.)	Within or Connected to TIF?	Estimated Cost
Arterials *				
Ameriplex Parkway Extension	Kentucky Road to Mann Road	3.1	Yes	\$33,100,000
Girls School Road Improvements	Perimeter Road to Rockville Road	1.9	Yes	\$7,351,000
Holt Road Improvements	Washington Street to Rockville Road	0.2	No	\$1,346,900
Holt Road Improvements	I-70 to Washington Street	0.6	No	\$3,272,400
Lynhurst Drive Improvements	I-70 to Jackson Street	2.5	Yes	\$8,501,100
West Washington Street Reconstruction	Tibbs Avenue to I-465	2.5	Yes	\$27,550,000
Subtotal				\$81,122,000
Collectors *				
Bridgeport/Winstead Road Improvements		0.6	Yes	\$3,450,000
High School Road Improvements	Rockville Road to Morris Street	1.2	Yes	\$3,629,800
High School Road Improvements	Morris Street to Sam Jones Expressway	1.2	Yes	\$7,308,100
Morris Street Realignment (contingent on redevelopment)			Yes	\$3,000,000
Hoffman Road Extension (contingent on airport development)		0.12	Yes	\$1,670,000
Subtotal				\$19,057,000
Neighborhood Streets		4.3	No	\$8,686,000
Parks and Open Space				
Drexel Gardens			No	\$250,000
Fleming Gardens			No	\$250,000
Shelton Heights			No	\$250,000
Signature Park (Tibbs Avenue/Eagle Creek)			No	\$10,000,000
Subtotal				\$10,750,000
Workforce Training			Yes	\$4,500,000
Redevelopment/ Neighborhood Stabilization **			N/A	N/A
Environmental Remediation (contingent on redevelopment)			Yes	\$656,000
Total Expenses				\$124,771,900
Projects within or connected to TIF				\$98,372,600

Next Steps

This plan will act as a guidance document that will be used by the Metropolitan Development Commission and City staff to direct project implementation both inside and outside the Airport TIF district and outside of the Airport TIF district. This document will also be used to assist with grant applications and build capacity for non-profits on the West Side such as Indy Gateway. As shown in the Identified Project Cost Matrix, this plan includes some projects which may not be able to be funded by the Airport TIF. If the City decides to explore value capture options as next step to maximize the resources available for redevelopment outside of identified projects, it has three broad policy options at its disposal as next steps:

Independent Single Site TIF Districts

Single site TIF districts would allow the City to capture revenues from investments in areas that are geographically disassociated with the Airport TIF. In this option, an area where public investment is likely to incentivize redevelopment is designated as a new TIF allocation area. The geographic area of TIF district capture is limited, and TIF decisions can be made on the merits of individual projects. Each single site TIF district would expire 25 years after its first debt service payment.

Expansion of the Airport TIF

The City has the option to expand the boundaries of the Airport TIF Allocation Area to capture increment revenue in redevelopment areas not currently within the TIF district. Expanding the Airport TIF district does not change the expiration date of the current Allocation Area. However, the new TIF district expansions would have a different expiration date than the current Airport TIF district, and would expire 25-years after the initial debt service payment.

Reestablish Base AV of Undeveloped Parcels

If investment were to take place on currently undeveloped parcels in the Airport TIF district, increment revenues would only be captured until the TIF district expires in 2025. Pending bondholder restrictions, the potential period of TIF capture for these parcels could be extended by removing them from the current Airport TIF district and designating them in a new TIF allocation area. The increment assessed value of a parcel would be zero when it is reallocated in a new allocation area. However, it would extend the period for potential TIF district capture by 25 years for parcels where no significant development has taken place.



Meeting at MSD Wayne Township, December 12th, 2017



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01

INTRODUCTION

Why Plan? Why Now?

The City of Indianapolis Department of Metropolitan Development (DMD) partnered with the West Side elected officials, Indianapolis Airport Authority, Indy Gateway, and area residents to develop a vision for the redevelopment and revitalization of the City's West Side.

West Side community leaders worked collaboratively with DMD to identify the study area, define a scope for this study, and emphasize the importance of providing a funding and spending strategy for the Airport TIF district. This project was conceived in the public interest to aid in the revitalization of the West Side. A 2017 Urban Land Institute (ULI) Technical Assistance Study (West Washington Street Corridor Revitalization Strategies) directly preceded this planning process and identified many of the critical needs and opportunities that further cemented the importance of this planning process. This plan is found in the Appendix.

The West Side Strategic Revitalization and Airport TIF Implementation Strategy provides both a comprehensive vision for the revitalization of the West Side of Indianapolis as well as a strategic investment framework for the Airport Economic Development Area Tax Increment Financing District (Airport TIF).

This study provides a responsive and community-guided road-map to fund projects which will greatly impact the quality of life, job access, and the tax base of the West Side of Indianapolis. This study was undertaken in response to needs identified through previous studies, active discussions with constituents, and in response to concerns about the long-term decline of infrastructure, businesses and residential properties on the West Side.

The scope of this project includes recommendations for: streetscape and connectivity improvements, renewed neighborhood and commercial centers, leveraging the Indianapolis International Airport as a major economic development driver, identifying redevelopment strategies near planned transportation improvements on Washington Street and leveraging those improvements as a catalyst for neighborhood revitalization. This project also defines the overall form and character of new development, emphasizing quality of life and open space, and provides recommendations for enhanced workforce development on the West Side.

How Did We Plan?

The West Side Strategic Revitalization Plan and Airport TIF Implementation Plan was an eight-month process comprised of three phases that are detailed in the following section. The planning process included robust engagement with the Stakeholder Committee and a series of three public workshops (six total), held at two locations each day.

Phase 1: Learning, Analysis, Opportunities

During the Learning, Analysis and Opportunities phase, the team developed an understanding of the study area from a community, physical, demographic and economic, and TIF perspective. The information gathered in this phase was synthesized and shared with the public at the first series of workshops.

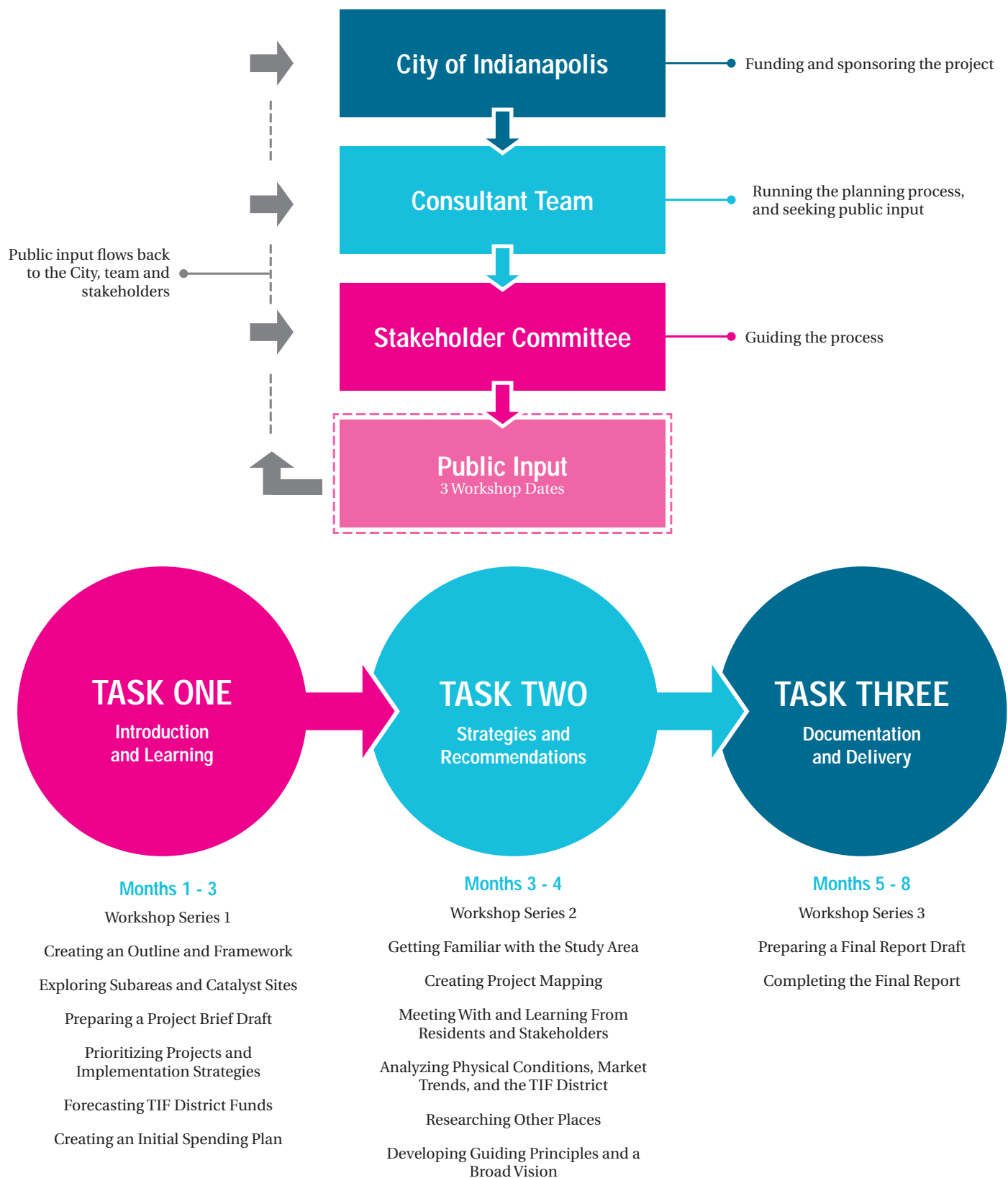
Phase 2: Strategies and Recommendations

During the Strategies and Recommendations phase, the team utilized community input from Phase 1 to develop a robust vision for the study area and formed actionable recommendations and strategies. As part of this phase, a Project Brief was produced to educate elected officials about this process, its initial findings of need, and recommendations for TIF eligible and ineligible projects within this study area. The Project Brief included recommendations for infrastructure, workforce development, redevelopment and quality of life improvements within the study area, needs, and obstacles for implementation; types of investments required; and eligibility for TIF support; forecast TIF revenues and expenses and developed priorities criteria for the use of TIF investment. Within the plan, the Project Brief has been amended and included in the Executive Summary. The information produced during this phase was synthesized into an opportunities presentation which was shared with the public at the second series of workshops.

Phase 3: Documentation

During the Documentation phase, the project team focused on blending feedback from workshops and stakeholder meetings into a set of recommended projects and criteria to score projects for implementation. This information was further tested in the third set of workshops. Also, this process developed an annual TIF investment plan, a proforma for the catalyst sites and Subareas, and implementation steps and partnership strategies for projects not eligible for TIF funding. All this information was synthesized into a final plan which was reviewed by the City and stakeholders and adopted by the City of Indianapolis Metropolitan Development Commission and utilized by the Department of Metropolitan Development and partners to inform projects within the study area.

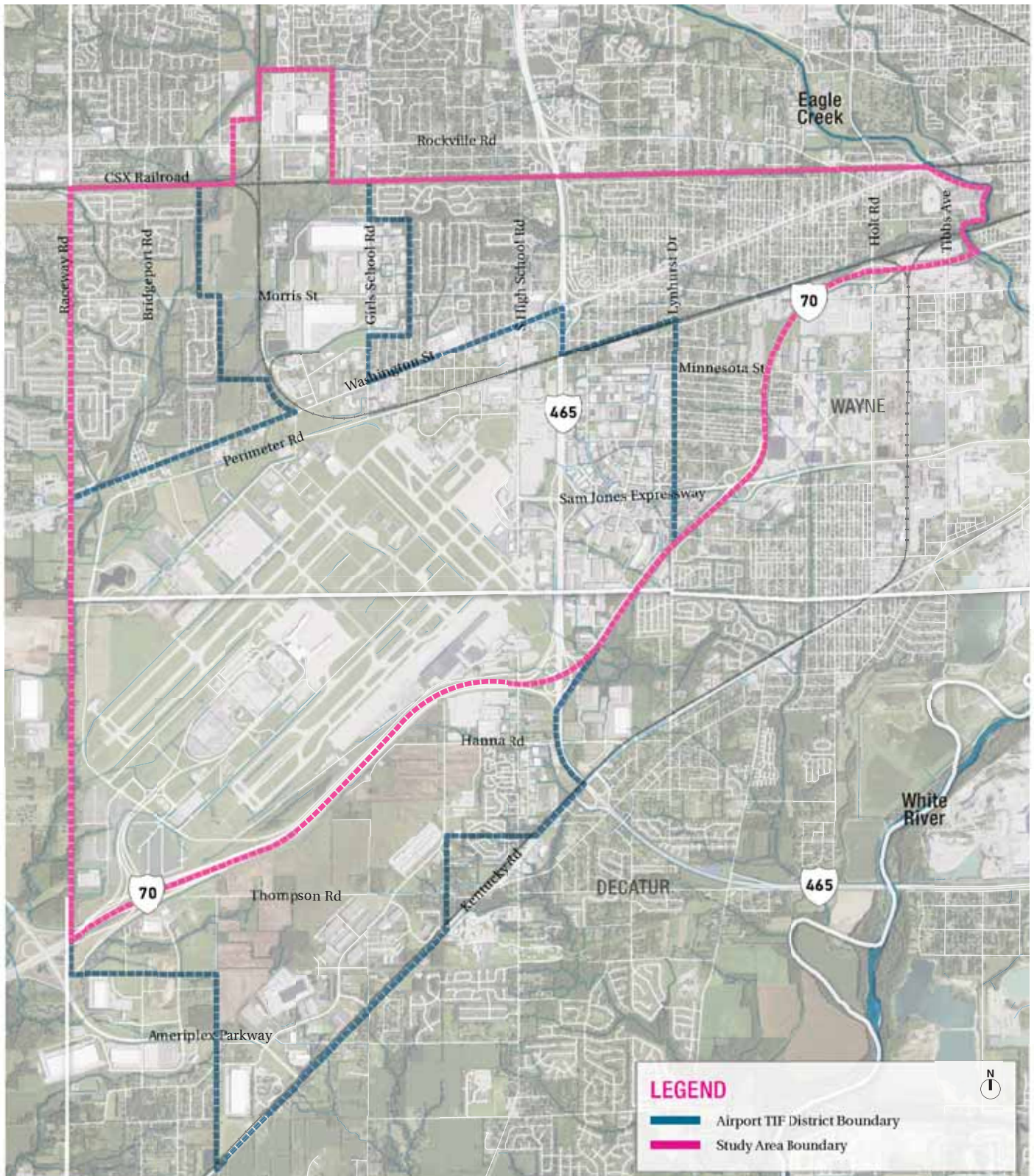
Planning Process Summarized



Study Area and TIF District Boundaries

The project study area is approximately 20-square miles (12,800 acres) and is roughly bounded by the CSX tracks south of Rockville Road on the north, Eagle Creek on the east, I - 70 on the south, and Raceway Road on the west. The historical evolution of Washington Street has strongly influenced the development of this part of Indianapolis. Washington Street, historically known as U.S. 40 or the National Road, was the first major improved highway in the United States built by the federal government. The pattern of development follows the right-of-way of Washington Street and includes residential, commercial, and industrial structures that largely front Washington Street. The highest density in this area exists along Washington Street, then decreases north and south. Washington Street is urban in character east of High School Road and becomes much more suburban, then rural west of High School Road to the county line. This development pattern is typical of areas along state and federal highways in urban areas and includes issues such as right-of-way encroachment and state vs. local jurisdiction. This large study area has several distinct Subareas which are further described on page 82.

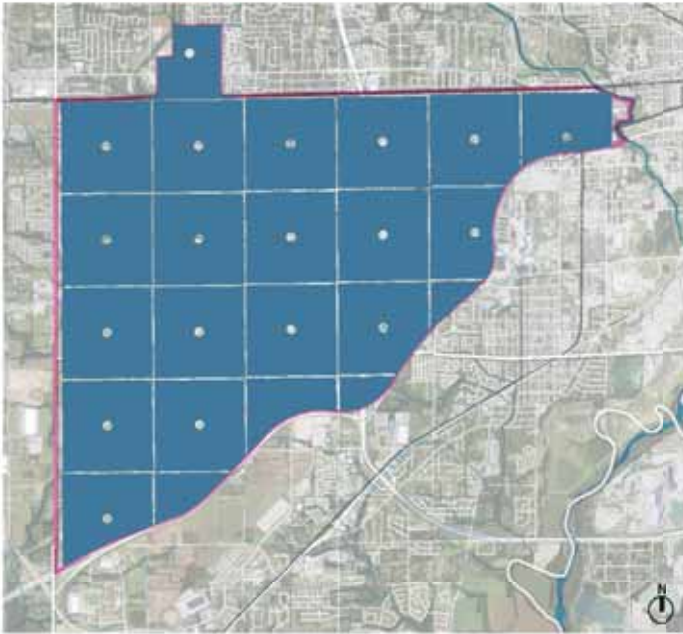
The Airport TIF district allocation area boundary is approximately 16-square miles (10,333 acres) in area and encompasses much of the project study area. The Airport TIF district allocation area is described in more detail on page 52.



Airport TIF District Boundary and Study Area Boundary

Scale Comparison

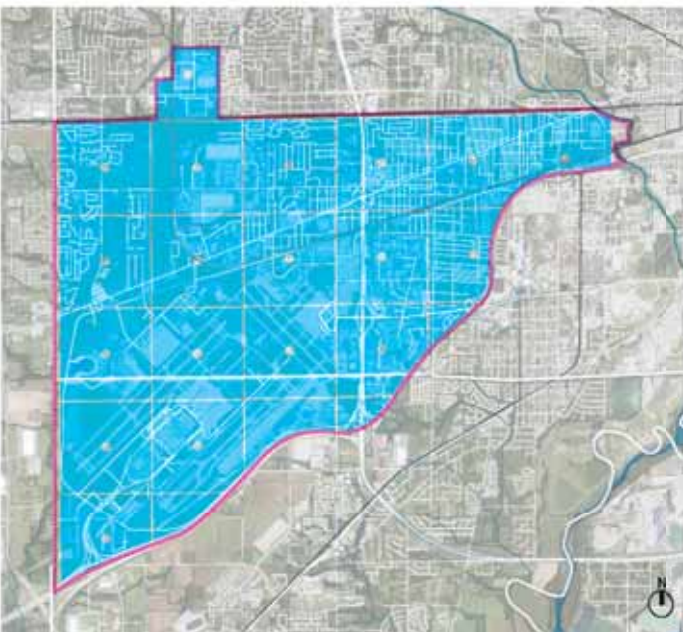
The following drawings compare the 20-square mile West Side study area to familiar Indianapolis landmarks such as the Indianapolis Mile Square, and Lucas Oil Stadium. Within this study area, one could locate 646 Lucas Oil Stadiums, or 20 Indianapolis Mile Squares demonstrating the size of the area being impacted by this study.



This Study Area Is 30 Mile Squares



The Mile Square - Indianapolis, IN



This Study Area is 646 Lucas Oil Stadiums



Lucas Oil Stadium - Indianapolis, IN

What is a TIF District?

Introduction to TIF

Tax Increment Financing (TIF) is a way to finance public improvements and private redevelopment projects in a defined geographic area. There are, however, limitations on the use of TIF, such as a finite time-line to capture revenue, types of eligible projects and geographic benefit requirements.

What is a TIF?

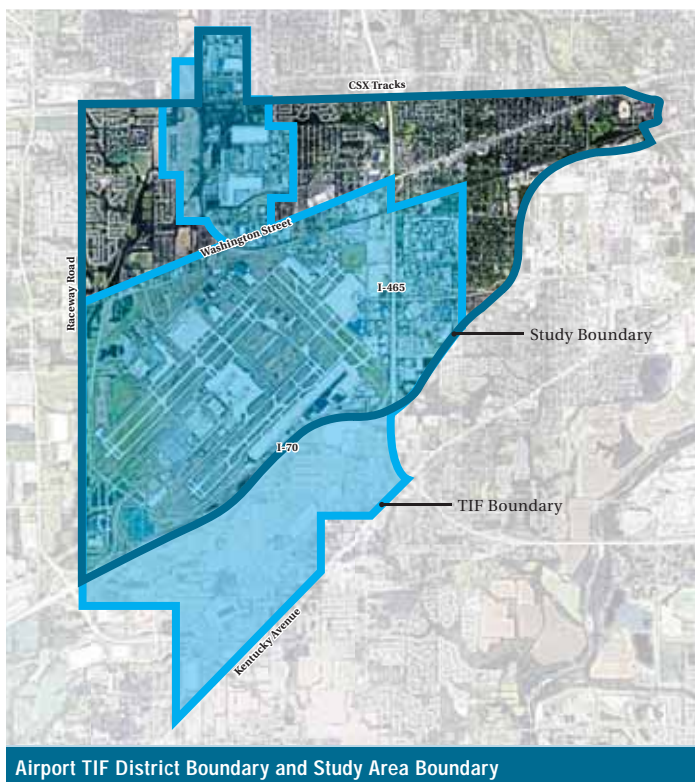
- Property tax revenue produced by new investment is placed into a special fund to finance infrastructure and development
- When a TIF district is established, the current assessed value is designated as the “base”
- The assessed value from new investment is allocated to the “increment”
- The resulting property tax revenue is used to fund development-related projects
- At the end of the TIF’s lifespan, all assessed value is reverted to the base, increasing the tax base for local taxing units

What Can TIF Revenue Be Used For? (according to Indiana Law)

- Acquire land and right-of-way
- Pay principal and interest on bonds
- Fund infrastructure improvements that benefit the TIF, which are often either physically within or physically connected to the allocation area.
- Fund certain workforce training expenses
- Cannot fund operating activities

TIF District Limitations

- Redevelopment commissions must release revenues in excess of 200% of planned expenses and debt service
- Can not capture revenue from single-family residential properties (under most conditions)
- Cannot fund investments outside of/disconnected from allocation area
- Expires 25 years after first debt payment is made (Airport TIF expires in 2025)



Public Process

Engagement Approach

An expansive, transparent and community-involved process was facilitated in the preparation of this plan. This process included three series (a total of six) public workshops, seven stakeholder committee meetings, and meetings with 37 individuals in the group and individual settings. In total, outreach has involved an estimated 250 individuals. A variety of public meetings, stakeholder committee meetings, and external stakeholder meetings (group, individual, and phone) were supplemented by a project website, social media outreach, email blasts, press releases, newspaper articles, and flyers. The public process can be broken down into three categories: public meetings, stakeholder committee meetings

Public Workshops

Workshop Series 1: November 16th, 2017 - Approximately eighty people attended the first set of workshops. The project team gave a presentation to the public introducing the study area and TIF district, sharing demographics and market analysis and helping attendees understand existing conditions and the team's initial observations. The attendees were then invited to circulate the room to engage in conversation with the City and consultants at four different stations, each of which posed a question about the study area. These workshops helped inform the team's impressions about the needs and opportunities existing within the study area and TIF district. The project team's conversation with the public during this workshop aided in the translation of inventory of daily life, connectivity, identity and land use into opportunities to improve the future of West Washington Street and other major corridors within the study area. Common themes included desires for enhanced connectivity, strategies to increase workforce access, economic, strategies, enhanced identity, revitalization and redevelopment opportunities. Themes were explored as part of identifying areas for further study to prepare an implementation plan.

Workshop Series 2: December 12th, 2017 - Approximately forty-five people attended the second set of workshops. During this pair of workshops, the City and project team gave a presentation to the public testing the draft vision, explaining the sub-areas, and introducing potential projects within each area. Potential projects included road infrastructure improvements, priority development sites, longer-term development sites, neighborhood stabilization areas, potential open space, proposed trails, and existing trails. The feedback received at the workshop confirmed that the Subareas and their respective projects were responsive to the needs of the community identified in the first series of workshops. The public emphasized the importance of improving streets and sidewalks, creating



Workshop Series 1



Workshop Series 2



Workshop Series 3

better access to community services and employment areas, and the need for the development of more community-serving businesses and attractions. The projects identified within this plan were tested at this series of workshops with the public.

Workshop Series 3: January 16th, 2018 - Approximately seventy-five persons attended the final set of public workshops. This series of workshops gave the public, Stakeholder Committee members, and other community stakeholders the opportunity to respond to proposed infrastructure projects, parks and open space projects, workforce development projects, redevelopment scenarios and neighborhood stabilization strategies. Furthermore, project scoring methodology was tested with the intent to further prioritize projects for TIF district spending as well as other funding sources not tied to the TIF district. The public emphasized the importance of tackling projects that would have the widest impact first such as the reconstruction of West Washington Street. Furthermore, the public indicated that infrastructure issues such as localized flooding in neighborhoods, and along major corridors should be considered as part of construction projects. The public was excited about the prospects of neighborhood stabilization through redevelopment at key intersections and workforce development initiatives.

Stakeholder Committee Meetings

The Stakeholder Committee consisted of fifteen elected officials, community leaders, and business leaders as well as the City and consultant team.

Meeting #1, October 3rd, 2017 - The first meeting of the Stakeholder Committee introduced the process, schedule, and impetus for conducting this study. The consultant team led the Committee through collected findings on the study area and TIF district, reviewed needs, and opportunities identified through previous studies, and held a round-table discussion to gain a better understanding of needs and opportunities within the study area and to develop the broad goals of the project.

Meeting #2, October 31st, 2017 - The second meeting of the Stakeholder Committee was conducted to prepare for the first set of workshops and to discuss preliminary lenses of study, which included: neighborhoods and identity, community, connectivity and transportation, demographics, hazardous sites, policy/TIF district, economic development analysis, and development analysis. The analysis was conducted through these lenses, and confirmed the need to improve major street infrastructure throughout the study area and TIF district. Projects recommended by the Stakeholder Committee promote economic and workforce development, neighborhood

and corridor revitalization, job creation, safer multi-modal transportation access to businesses, civic spaces, and jobs.

Meeting #3, November 21st, 2017 - The third meeting of the Stakeholder Committee recapped the first set of workshops and preparation for the second set of workshops, exploring our approach towards identifying infrastructure and development opportunities, and vetting preliminary prioritization criteria for each type of opportunity within the study area. The Stakeholder Committee reviewed ten potential infrastructure improvements, including proposals for pedestrian, vehicular, and drainage improvements. Also reviewed were 22 sites recommended for redevelopment or revitalization as part of this study in order to further contribute to the tax base, boost employment numbers, and provide high-quality housing.

Meeting #4, December 14th, 2017 - The fourth meeting of the Stakeholder Committee recapped the second set of workshops and reviewed proposed projects in each Subarea, with graphic interpretations of proposed infrastructure improvements and development scenarios for the priority sites. Also, the Stakeholder Committee reviewed the outline for the Project Brief. Following this meeting, the Project Brief was completed and reviewed by City leaders and elected officials.

Meeting #5, January 18th, 2018 - The fifth meeting of the Stakeholder Committee recapped input on criteria for scoring projects, synthesized public input and revisited potential infrastructure, redevelopment and workforce projects. The list of projects was narrowed to reflect public and stakeholder feedback.

Meeting #6, February 13th, 2018 - The sixth and final meeting of the Stakeholder Committee recapped the public process, external stakeholder process and discussed elements that were ultimately included in the West Side Strategic Revitalization Plan and Airport TIF Implementation plan. The time-line for producing the draft and an additional opportunity for the Stakeholder Committee to engage with the City and project team was reviewed and discussed. Furthermore, revised scoring criteria, an annotated outline of the draft West Side Strategic Revitalization Plan and Airport TIF Implementation plan, discussion on prioritization of projects and next steps were determined. Lastly, the inclusion of the precursor to a “bond package” was discussed that identifies a roadmap to implement projects funded by the Airport Tif district.

External Stakeholder Engagement

This process included an engagement component for communicating with key stakeholders, individually and in a group setting, on an ongoing basis. The list of stakeholder groups is shown below. Thirty-seven people were engaged as part of the stakeholder engagement process. Engagement included regularly scheduled organization meetings, group meetings, individual meetings and conference calls. This engagement process was ongoing and communicated with important stakeholders on multiple occasions. Many of these stakeholders helped uncover the needs found throughout our study and provided valuable input on infrastructure, redevelopment, and workforce development projects. Stakeholder input is integrated throughout this planning document.

External Stakeholder Groups:

- Aero Vision
- Area Employers and Business Owners
- Blue Line Task Group
- CIRT
- Develop Indy
- Employ Indy
- Faith-Based Organizations
- Hearts and Hands Indy
- Indiana Housing and Community Development
- Indianapolis Airport Authority
- Indianapolis Department of Public Works
- Indianapolis Neighborhood Resource Center
- Indy Ace Academy
- Indy Gateway
- Indy Parks
- IndyGo
- Indy Chamber
- Jameson Camp
- Merchants West Association
- Neighborhood Groups -
 - Avon Creek Estates
 - Ben Davis
 - Bridgeport, Shelton Heights Crime Watch
 - Drexel Gardens Crime Watch
 - Greater Garden City Civic Association
 - Heatherwood
 - Mickleyville Crime Watch
- Quality Connection
- Real Estate/Developer Groups
- Vincennes University
- Wayne Township Trustee
- Wayne Township Schools
- West Indy Development Corporation
- West Side Crime Watch
- Westside Chamber of Commerce

200

community members

6

public meetings

6

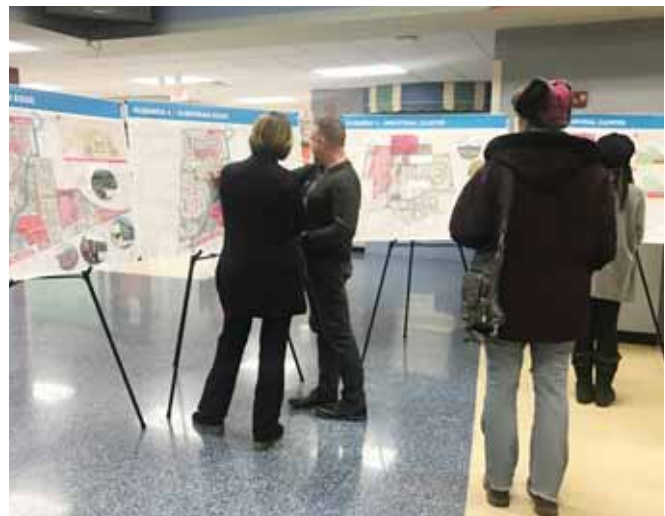
stakeholder committee meetings

37

external stakeholders

250+

estimated engagement to date



Robust Public and Stakeholder Input

Vision and Goals

A guiding vision and several tangeable goals have been developed to guide this implementation plan. Throughout the planning process, this vision and these major project goals were referenced to ensure consistency between physical site planning, economic development planning, and the aspiration to create a more vibrant West Side. The vision and major project goals are detailed below.

The Vision

The neighborhoods making up Indianapolis' West Side will together create a vibrant, accessible community where residents can live, work, and play. Redevelopment, revitalization, and infrastructure and transit investment will improve quality of life and support an empowered workforce with new job opportunities.

Major Project Goals

Create a strategic implementation plan for revitalization and redevelopment of the study area.

Mesh community input and realistic expectations together through an engagement process to deliver a plan that is easily understood and followed by the community.

Understand the long-term viability of the use of Airport TIF district dollars for infrastructure, workforce, open space, and redevelopment projects in the public interest.

Establish a plan that translates infrastructure investments into catalysts to redevelop specific areas that can transform neighborhoods, build employment, and enhance quality of life.

Address workforce development needs in consideration of job loss and manufacturing decline.

Provide a funding and spending strategy for the Airport TIF district so that projects can be implemented responsibly, with a time-frame attached, and outcomes to the community considered.



An aerial photograph of a landscape, possibly a wetland or agricultural area, with a blue overlay. The image shows a network of roads, fields, and water bodies. The blue overlay is semi-transparent, allowing the underlying map details to be visible.

02

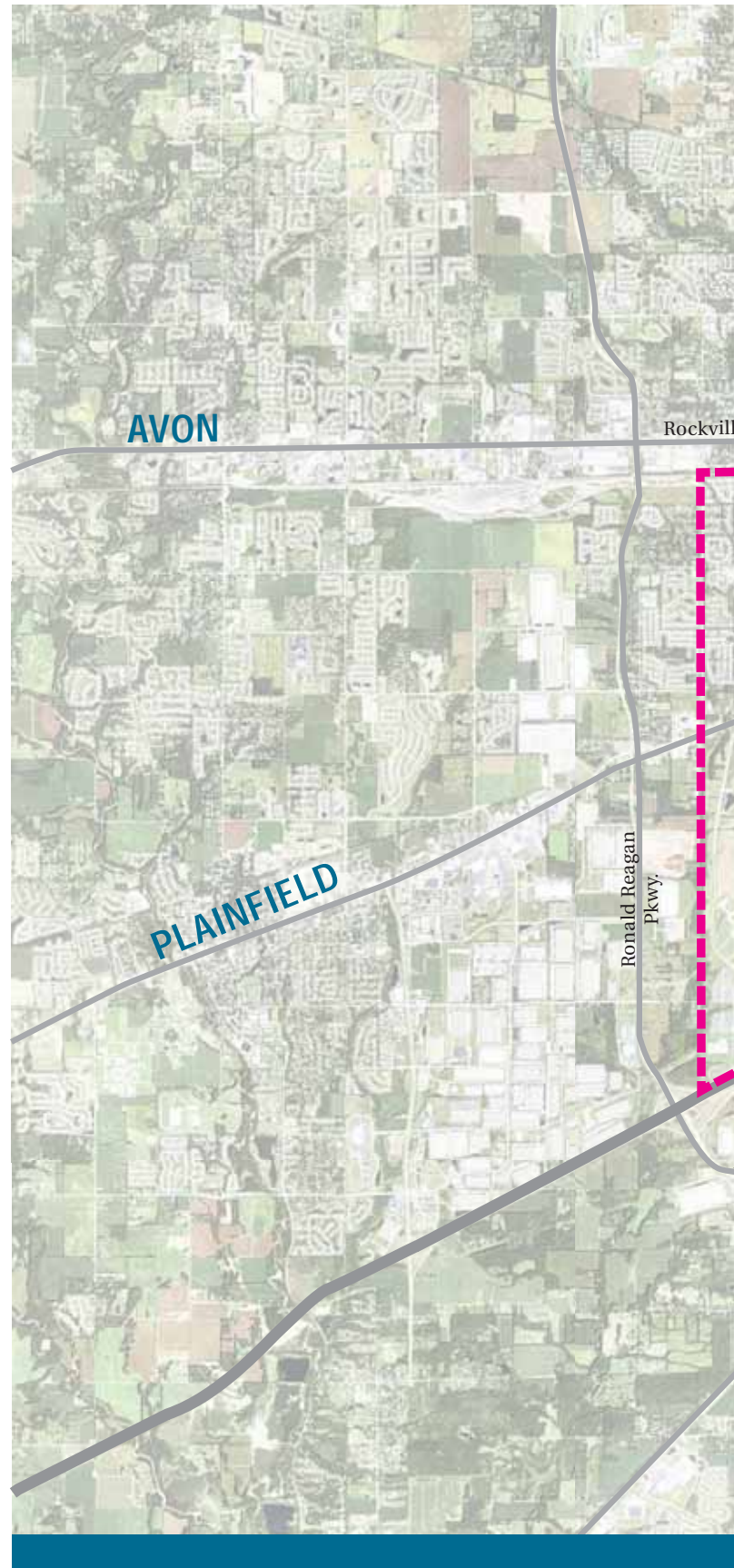
BASELINE ANALYSIS

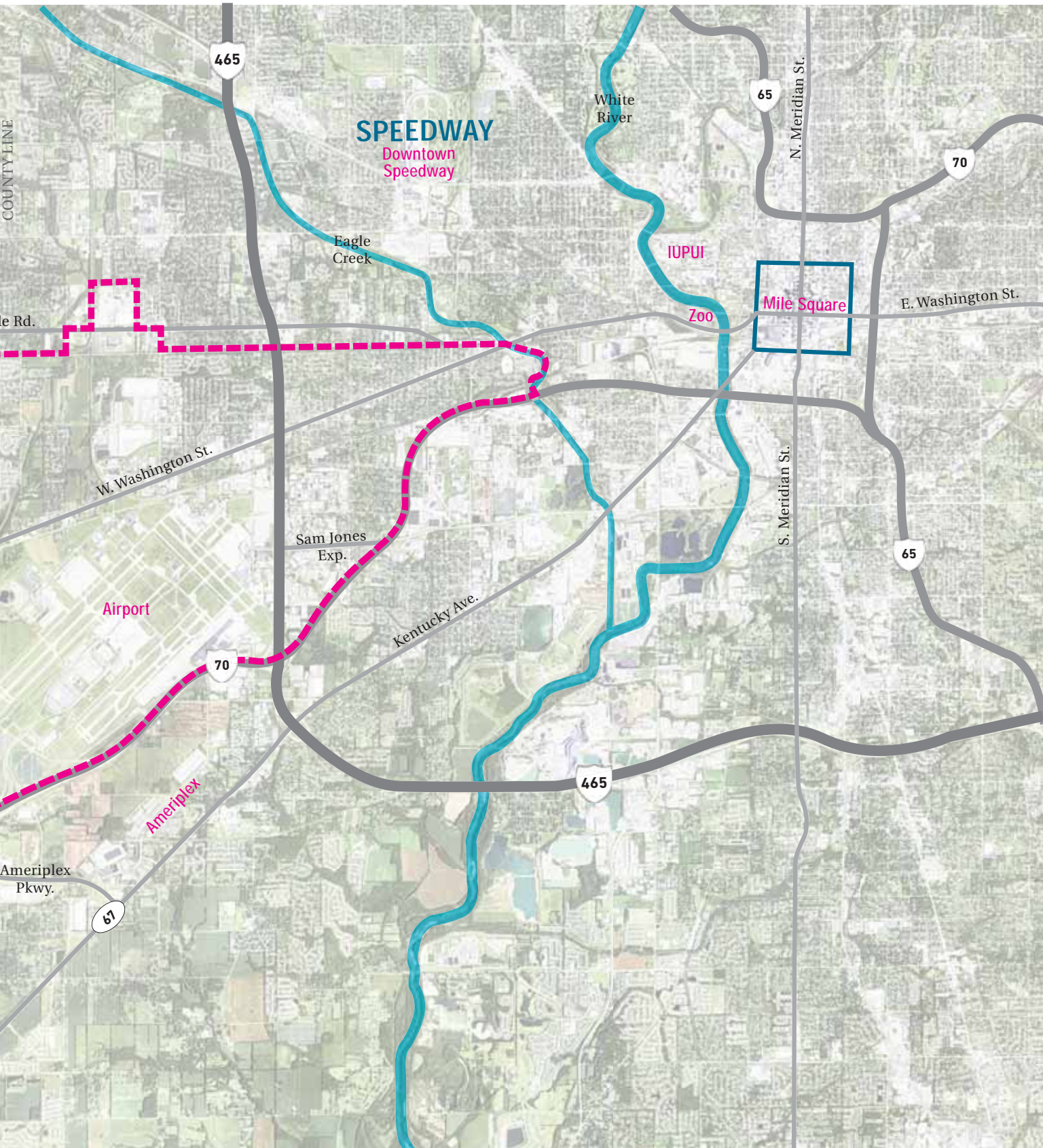
Introduction

The Baseline Analysis was multi-dimensional and focused on understanding needs uncovered through previous studies, through stakeholder meetings and public engagement as synthesized through the professional lens of the project team. As part of this process, many previous plans were reviewed in detail to learn what important details could be gleaned from past planning work (see review of previous plans on page 34). Information gathered during the robust physical, demographic, market analysis, and financial analysis of the Airport TIF district was tested with external stakeholders and the public and documented within this chapter.

Regional Context

The project area is located on the West Side of Indianapolis. The West Side is an important place from a transportation, logistics, and geographic perspective. The West Side of Indianapolis is defined by the Indianapolis International Airport which is a major transportation hub, employment centers and surrounded by a broad and diverse community of neighborhoods. Washington Street is the central organizing factor on the West Side, but following the development of this primary transportation corridor, the development of I-70 and I-465 further augmented the landscape of this area. While the West Side has ample vehicular transportation connectivity, much of the community is isolated from the rest of Indianapolis by natural, demographic, and cultural barriers. The study area is situated in a densely populated area located geographically two and a half miles from downtown Indianapolis, four miles from the Town of Speedway and four miles from downtown Plainfield in Hendricks County. Opportunities to harness the economic development potential of the West Side center on crucial infrastructure investments and redevelopment at major intersections.





Review of Previous Plans

Through an audit of the following studies and documents, many needs and opportunities were identified. The needs and opportunities contained within these previous studies/ongoing studies and documents were synthesized along with physical analysis to determine the list of needs, opportunities and ultimately projects recommended by this plan.

- Ameriplex Extension Overview (2017)
- Blue Line Alternatives Analysis Report (2013)
- Blue Line Plan (2016)
- Central Indiana Transit Plan (2016)
- Comprehensive Economic Development Strategy (2016)
- DPW drainage and roadway studies (ongoing)
- Economic Contribution of the Indianapolis International Airport (2016)
- Economic Development Plan for the West Washington Street Corridor (2011)
- Indianapolis and Marion County Thoroughfare Plan (2016)
- Indianapolis Bicycle Master Plan (2012)
- Indianapolis Insight - Decatur Township (2006)
- Indianapolis Insight - Wayne Township (2006)
- Indianapolis Pedestrian Plan (2016)
- Indy Fast Track (2014)
- Indy Greenways Full Circle Master Plan (2016)
- Indy Parks & Recreation Comprehensive Master Plan (2016)
- Kentucky Avenue Corridor Plan (2010)
- Near West Neighborhood Land Use Plan (2014)
- Neighborhood Investment Strategy (2017)
- Sidewalk Scoping Study (2017)
- West Indianapolis Neighborhood Land Use Plan (2011)
- West Washington Corridor Revitalization Strategies – ULI (2017)
- Preliminary Engineering/Scoping Report for West Washington Street (2018)
- West Washington Street Corridor Plan (2012)
- 2045 Indianapolis Long Range Transportation Plan (2017)

Needs & Recommendations Uncovered

Needs and recommendations contained within previous studies/ongoing studies and documents reviewed are summarized by topic.

Transportation

Thoroughfare Planning

Arterial and collector streets within the study area are challenged from a functional and safety perspective. These streets have a large number of curb cuts, right-of-way encroachment, parking conflicts, drainage issues, bus, and pedestrian accessibility issues, lack of sidewalks/complete streets, lack of bicycle infrastructure, and capacity issues.

The Thoroughfare Plan identifies the need for additional capacity on several roadways within the study area, including:

- Raceway Road – expand to four lanes north of Washington Street
- Girls School Road – expand to four lanes north of Morris Street
- Morris Street – expand to four lanes east of Washington Street and west of High School Road
- High School Road – expand to four lanes through the study area
- Lynhurst Drive – expand to four lanes north of Sam Jones Expressway

West Washington Street

West Washington Street includes a variety of auto-oriented commercial and industrial land uses that are not conducive to transit-supportive development. However, West Washington Street currently is and will continue to be a heavily used vehicular and IndyGo bus corridor. This corridor needs expanded commercial offerings, but at the same time has not successfully attracted needed private investment because it suffers from identity issues, few usable outdoor spaces, high-speed traffic, poor walkable/bikeable connections, and has functionally obsolete utility infrastructure which is in poor condition. These issues notwithstanding, West Washington Street is well positioned to attract investment due to its direct connection to Downtown and the Airport, and opportunity for transportation oriented development.

Existing Conditions:

- Bike routes are not proposed for Washington Street in general because of heavy traffic
- Recommended Washington Street as a pedestrian corridor, and a greenway along CSX railroad
- Some feel that public transit is too limited to suit their needs, so they drive
- The current Washington Street bus route, Route 8,

serves the highest existing ridership on the IndyGo system. More than 1,200 people use bus services within the project area daily in an area with deficient transit and pedestrian infrastructure

- The area seems to have a single-destination commercial structure
- Highest rated planning priorities include flooding/poor drainage, lack of sidewalks, lack of maintenance, and the need for expanded commercial offerings.

Applicable Study Findings: The City of Indianapolis Department of Public Works has prepared a preliminary engineering and scoping study for West Washington Street between I-465 and White River Parkway North Drive. The purpose of the study is to evaluate existing stormwater drainage patterns and identify the need for additional right-of-way necessary to enable construction of pedestrian facilities on both sides of Washington Street within the project limits. The study considers future development of the “Blue Line” Bus Rapid Transit (BRT) service along this corridor while acknowledging that the corridor footprint could change significantly as the BRT corridor planning progresses. The study identifies the need for full reconstruction of Washington Street within the study area. The initial redesign provided for two lanes of travel in each direction, with lane widths varying between 10 and 11 feet as well as a 10-11-foot center lane along most of the corridor to accommodate left turn lanes. However, after consulting with IndyGo, the project team learned that this project should include an assumption of a 12-foot wide center lane to accommodate the Blue Line BRT center load station format. On-street parking is recommended at select locations, and pedestrian facilities should be provided on both sides of the street: a sidewalk with tree lawn on one side and a shared-use path on the other side. An upgraded storm sewer system is recommended for the entire length of the corridor as well. Preliminary engineering was not completed as part of this study.

Ameriplex Parkway

Ameriplex Parkway currently ends at Kentucky Avenue, but an extension to the southeast has long been planned. Three alternate routes have been considered, each of which is challenged by the large right-of-way (130 feet) required and potential impacts to existing neighborhoods between Kentucky Avenue and Mann Road. The roadway extension would spur economic development and improve regional transportation.

An alternatives analysis was completed in 2017 by the Department of Public Works (DPW) in cooperation with the Department of Metropolitan Development (DMD). This analysis identified a preferred alignment and conceptual design for the extension of Ameriplex Parkway from its current terminus at Kentucky Avenue (SR 67) to the intersection of Southport Road at Mann Road. Three alternatives were developed, and costs, operational and engineering considerations, and environmental impacts of each were evaluated. Stakeholder input on the three alternatives was solicited at a public meeting in May 2017. A study of the economic development potential of the alternatives is currently underway to further inform selection of the preferred alignment. The economic impact study being conducted by the City of Indianapolis and the Indiana University Public Policy Institute has identified an initial preferred alternative with a cost of \$33.1 million.

Regional Transit Planning

The Central Indiana Transit Plan was developed through a partnership of public agencies, business, and government leaders to provide a vision and plan for regional transit. The plan recommends four regional goals for transit network design:

- Improve and increase local transit services in Marion County
- Provide new local transit services in Hamilton County
- Provide new rapid transit services that connect the region
- Continue to plan for transit improvements in other Central Indiana counties

The Marion County Transit Plan, which includes recommendations for the Blue Line BRT service and other improvements to IndyGo’s network, is a part of the overall Central Indiana Transit Plan. The Marion County Transit Plan recommends higher frequency local service, three rapid transit lines, 365-day service, longer hours, and easier transfers. Implementation of the plan is well underway, with construction beginning on the first BRT Line, the Red Line, in 2018 and design of the Blue and Purple BRT Lines in progress as of the publication of this document. Improvements to local service will be phased, with initial increases in service and frequency implemented in February 2018.

Blue Line Analysis Report

In 2013, an Alternatives Analysis was completed by the Indianapolis Metropolitan Planning Organization (MPO), in cooperation with IndyGo and the Central Indiana Regional Transportation Authority (CIRTA) in 2013 for improved east-west transit service through the Central Business District of Indianapolis. The analysis considered multiple BRT system concepts, route alignments, and station locations to serve IndyGo customers between Cumberland and Plainfield, Indiana. Extensive public outreach and quantitative analysis of evaluation criteria led to a preferred alternative being adopted by the Indianapolis Regional Transportation Council (IRTC) in December 2013. The preferred alternative recommends Bus Rapid Transit (BRT) along Washington Street. The recommended eastern terminus is an existing Meijer store in Cumberland Indiana. The analysis considers a phased approach to BRT service on the western portion of the line. In the first phase, Blue Line service would extend west to Holt Road, with local service (IndyGo Route 8) continuing west of that to the Airport. Alternating service would provide express bus trips between Holt Road and Bridgeport Road. Later phases would extend BRT service west to Bridgeport Road and into the Airport terminal from the north.

Sidewalk Scoping Study

The Sidewalk Scoping study identifies a lack of sidewalk connectivity on major thoroughfares throughout the study area. This study also recommends sidewalks/multi-use path improvements to South High School Road, South Girls School Road, and South Lynhurst Drive. This study also indicated that sidewalk connectivity along Washington Street should be improved, gaps should be filled, and accessibility requirements should be included in future projects.

Quality of Life

Drainage Improvements

Drainage improvements are recommended for Drexel Gardens, Fleming Gardens, Garden City and Bridgeport. Neighborhoods constructed before the creation of drainage standards resulting in poorly managed stormwater, standing water after rainfall. Drainage, pedestrian and vehicular safety, and on-street parking enhancements are also recommended. The Indianapolis Department of Public Works (DPW) is currently undertaking drainage studies within several neighborhoods in the study area.

Parks and Greenways

The Indy Parks and Recreation Comprehensive Master Plan indicates the West Side is lacking amenities such as walking trails/running tracks, indoor fitness and exercise facilities, picnic shelters, and natural areas.

There is currently only one community-scale greenspace on the West Side (Krannert Park) and a lack of neighborhood-scale parks. Availability of park space in the study area is considered deficient by the Indy Parks and Recreation Comprehensive Master Plan. Wayne and Decatur townships both have an identified need for community greenways. The portions of the Eagle Creek Trail and the Big Eagle Trail in Wayne Township are the only constructed greenways in the vicinity. However these completed greenway components are not in the study area.

The 2013 Indianapolis Greenway Plan supports the phased construction of the Eagle Creek Trail (several components are completed) as a top priority followed by the White Lick Creek Trail and Vandalia Trail. The plan indicates that the West Side is deficient in trail amenities and connectivity. Trails pose an opportunity to connect neighborhoods, parks and also serve as a multi-modal connection to planned transportation improvements within the Central Indiana Transit Plan.

The West Side has a high proportion of people with disabilities which further demonstrates the need for accessible parks and trails.

Krannert Park weaknesses: poor connection, maintenance, aging amenities; strategies: add trails to connect to the neighborhood, incorporate outdoor activities, enhance community gardens, add dog park and sports fields.

Economic and Workforce Development

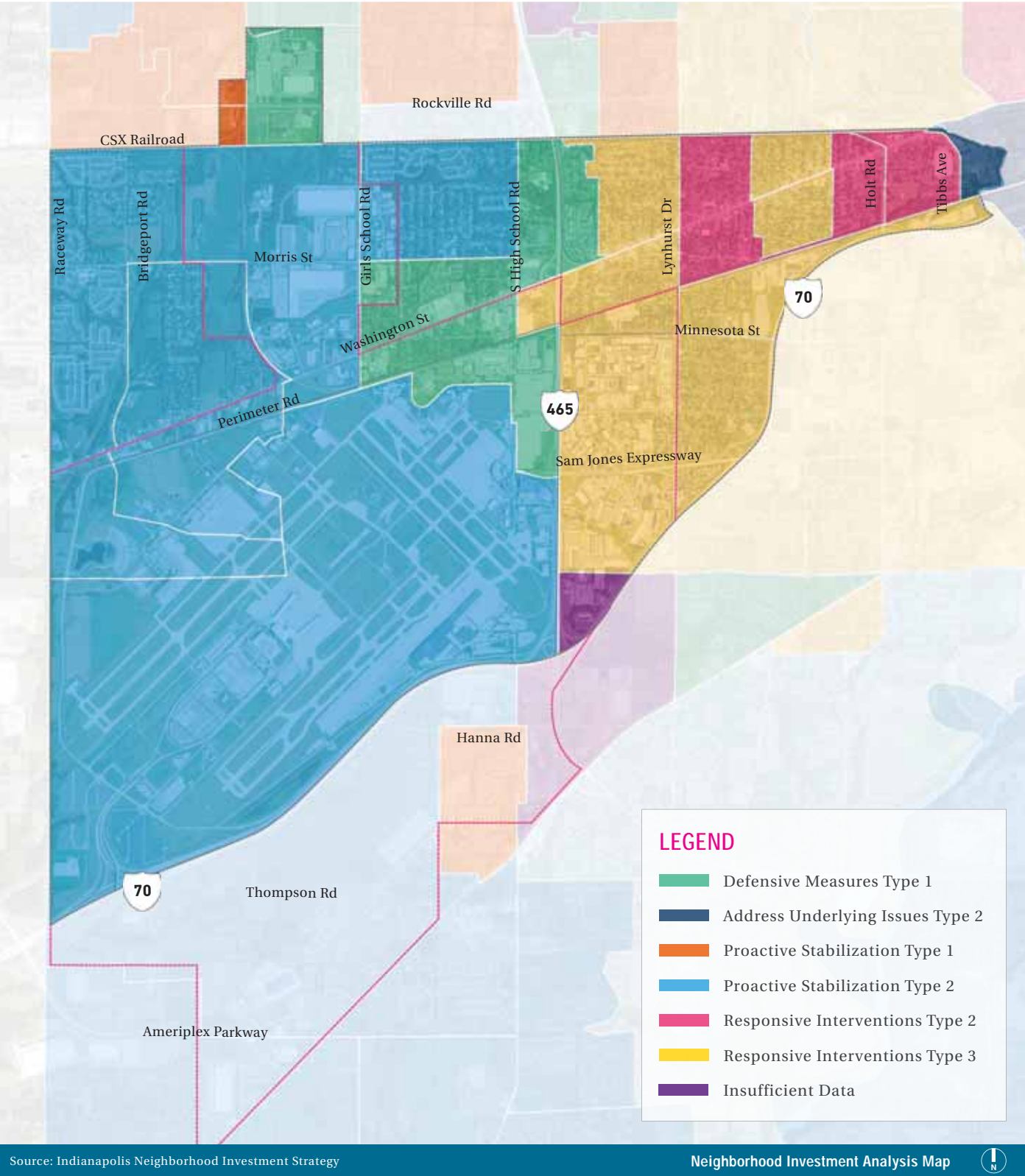
Corridor and Economic Development Studies

Several plans referenced on page 34 suggest that the West Side needs to strengthen economic development efforts around business attraction and retention.

Local employment opportunities need to connect with the labor force through improved transportation options.

Legacy industrial buildings will need extra attention to avoid becoming blighted. Creative partnerships and focused business attraction and retention strategies are needed to revitalize these properties for reuse for advanced manufacturing and other new industries.

The physical infrastructure of West Washington Street is in poor shape and does not serve the basic needs of many users. Missing sidewalks throughout the West Side add another hurdle to daily life for those living on the West Side. There is an opportunity to prioritize for redevelopment at proposed BRT stations as a shorter-term reinvestment strategy, with the hopes that larger parcels will become more marketable as accessibility improves along the corridor. Diversifying the area's economic drivers will better insulate the West Side from sudden job loss if a major industry is hit exceptionally hard by a recession or other event. Strengthen bonds between existing employment anchors (FedEx, Amazon, Kroger) and community.



Market Studies

Lower incomes and educational attainment and recent blue-collar job loss exist in the study area. Washington Street is the primary commercial corridor, however land uses are largely auto-oriented, serving mostly those who can afford a car and those passing through the neighborhood. Building walkable commercial nodes that function as neighborhood centers will require a reorientation of land development patterns and significant infrastructure improvement.

Neighborhood Stabilization

Neighborhood Investment Strategy

The following relevant recommendations relate to portions of the West Side TIF study area and came from the City of Indianapolis Neighborhood Investment Strategy. These correspond to the map on the following page.

Defensive Measures 1: Suburban Centers

These neighborhood clusters should focus on improving existing housing stock and understanding the potential for redevelopment within their commercial cores. This redevelopment is likely to accomplish two objectives – diversify the housing stock and create new amenities that will attract attention from a broader market. Many of the existing commercial centers are outdated and in need of investment/redevelopment to attract new businesses.

These areas are home to a diverse population and would benefit from multi-cultural services and programming. Next, these areas have a significant percentage of renters and high housing cost burdens. To help renters move to homeownership, which can often have smaller monthly housing payments than rent, homebuyer education and counseling services should be prioritized. Finally, educational attainment is lower than many other areas of the county while workforce participation is similar to the county average, indicated an opportunity to provide job skills training and Employ-Up programs to improve incomes.

Action Tools:

- Homebuyer education and counseling services,
- Language and multi-cultural services
- Small business attraction and support
- Job skills training/employ-up programs
- Support for small landlords
- Strip mall/commercial center redevelopment

Proactive Stabilization 2: Outer Ring Suburbs

These neighborhood clusters should focus on augmenting transportation, diversifying housing, developing centers of activity, and increasing density as a means to “future-proof” there currently strong neighborhoods. Housing diversification, similar to diversifying a financial portfolio, helps to minimize risk by offering a wider mix of residential product types. Increased density would more efficiently allocate municipal services, improve affordability by increasing the supply of units, support additional retail, and increase the county’s tax revenue per acre. To address the bank owned properties issue and prevent future blighting influences, foreclosure prevention should be prioritized in these areas. Finally, with low job access and little pedestrian infrastructure, ride shares and car share programs could address this areas transportation issues along with trail connectivity. To improve quality of life and create additional exercise and transit opportunities, these areas should attempt to connect existing trails throughout Marion County.

Action Tools:

- Rides hare or car share
- Foreclosure prevention
- Strategic placemaking and township nodes
- Increase density through redevelopment
- Trail connectivity
- Diversification of housing product

Responsive Interventions 2: Old Town Centers

These neighborhoods should focus on reducing crime, improving housing and neighborhood conditions, and creating opportunities for residents to increase their educational attainment. Low employment rates among residents in this type suggest a need for workforce programs, which would help residents obtain better jobs with higher wages, thereby increasing incomes and reducing poverty. This type also has a high share of older properties, many of which may be worthy of rehabilitation while others may need to be demolished and redeveloped. These areas have a higher percentage of homeowners compared to other similar typologies and a higher percentage of stressed properties compared to the County, indicating that these areas would benefit from homeowner repair programs. Finally, many of these neighborhoods have older commercial areas. Updating these spaces and bringing in desirable businesses could create jobs and housing demand. To support these commercial areas, as well as improve pedestrian infrastructure for residents, these areas would likely benefit from street and sidewalk repair.

Action Tools:

- GED/HSE programs and job training
- Street and sidewalk repair
- Business attraction
- Homeowner repair
- Neighborhood crime watch
- Redevelopment of unmarketable housing product

Responsive Interventions 3: Inner Ring Suburbs

These neighborhoods should focus on working with existing social and human service providers to understand how services and programming can be remotely provided. By increasing educational attainment, job readiness skills, and improving access to childcare, residents will have more success obtaining a living wage job and moving out of poverty. These areas have a high share of uninsured people and a high percentage of residents in poverty, indicating that these areas would benefit from low cost medical/mental health care. Furthermore, this typology has a high share of stressed properties. Removing blight could help make these areas more desirable places.

Finally, these areas already have a large share of subsidized housing, concentrated poverty, and in many cases, are distant from job centers, amenities, and services. Therefore, the concentration of affordable units should be limited in these areas unless as part of a comprehensive revitalization strategy.

Action Tools:

- Remote social service programming
- Childcare and early educational facilities
- Blight elimination
- Low cost medical and mental health care
- GED/HSE programs and job training
- Limit the concentration of affordable units

Address Underlying Issues 2:

Legacy Industrial Clusters - these neighborhoods should focus on addressing key people-based issues such as adult education and job readiness, youth education, and increasing access to quality childcare options. By increasing educational attainment, job readiness skills, and improving access to childcare, residents will have more success obtaining a living wage job and moving out of poverty. Due to the limited incomes and market realities of grocery store attraction and development, mobile markets will be a more tactical and feasible tool to address the limited supermarket access issues in these areas. Although half of the households in this type of neighborhoods are housing cost burdened, the concentration of affordable units in these areas should be limited unless located near market momentum or as part of a comprehensive

revitalization strategy. These areas already have a large share of subsidized housing, and many of these neighborhoods areas fall within HUD designated Racially/Ethnically Concentrated Areas of Poverty. Finally, capacity building for community-based organizations has been prioritized because local organizations in areas with multiple challenges are often best positioned to understand those challenges and direct efforts to solve residents' most pressing problems.

Action tools:

- General Equivalency Diploma/High School Equivalency programs
- job readiness and training
- childcare and early childhood educational facilities
- mobile markets
- limit the concentration of affordable units
- GED/HSE programs

Lenses of Study

As the analysis of the study area commenced, several lenses of the study were defined to organize analysis information topically. Topics defined during this process are **Daily Life Today**, **Connectivity Today**, **Area Identity Today**, **Land Use Today** and **Environment/Brownfields Today**. Together these perspectives were synthesized into an analysis that identified and prioritized several opportunities for investment within the study area that would positively impact the West Side of Indianapolis. Topical information is mapped and described with summary text in the following pages.

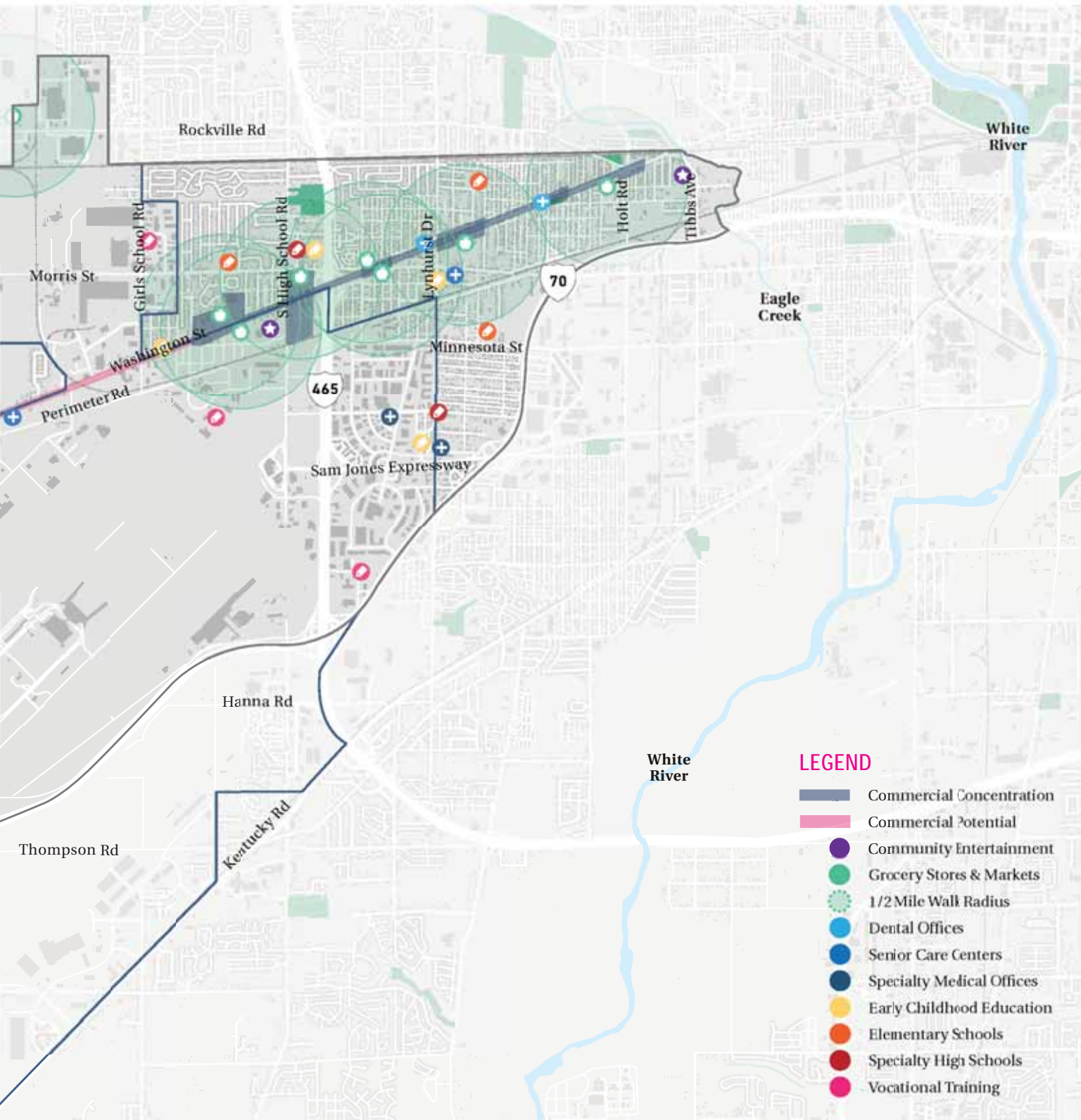
Daily Life Today

Daily Life Today is a snapshot of the West Side through the lens of people who live, work and travel through the study area. Public and stakeholder feedback supplemented the physical analysis. Through the lens of Daily Life Today, areas with community-serving commercial land use, and areas that have the potential for enhanced commercial land use were examined. Once these general areas were identified, individual assets such as entertainment options, grocery stores and markets, medical and dental offices, senior care centers, and educational resources were identified. Several issues emerged during the study, including the lack of basic neighborhood services and destinations that result in a less desirable area to live and work and ultimately contribute to a loss of investment on the West Side of Indianapolis.

Issues Summary

- There is an unequal distribution of neighborhood staples such as grocery stores and neighborhood-serving retail.
- Many residents within the study boundary are transit dependent and lack access to all types of medical care, from general physician care to emergency services.
- Several portions of the study area lack healthy food options such as a grocery store and are classified as “food deserts.”
- Struggling retail centers paired with a lack of restaurants and entertainment options leave the area without appealing destinations.
- Krannert Park is the only community-scale park but has no connectivity for pedestrians or bicycles.
- There are strong opportunities for workforce and vocational training in the area, given the job market and infrastructure.





Connectivity Today

Connectivity of the study area is heavily impacted by its physical barriers, including interstates I-70 and I-465, multiple active railroads, and the secured areas of the Indianapolis International Airport. I-465 bisects the study area, restricting east-west movement. Only Washington Street, Minnesota Street, I-70 and Sam Jones Parkway penetrate this barrier. Several railroads internal to the study area impose additional limits on cross-study-area (north/south) travel and impact crossing widths and the potential for roadway widening.

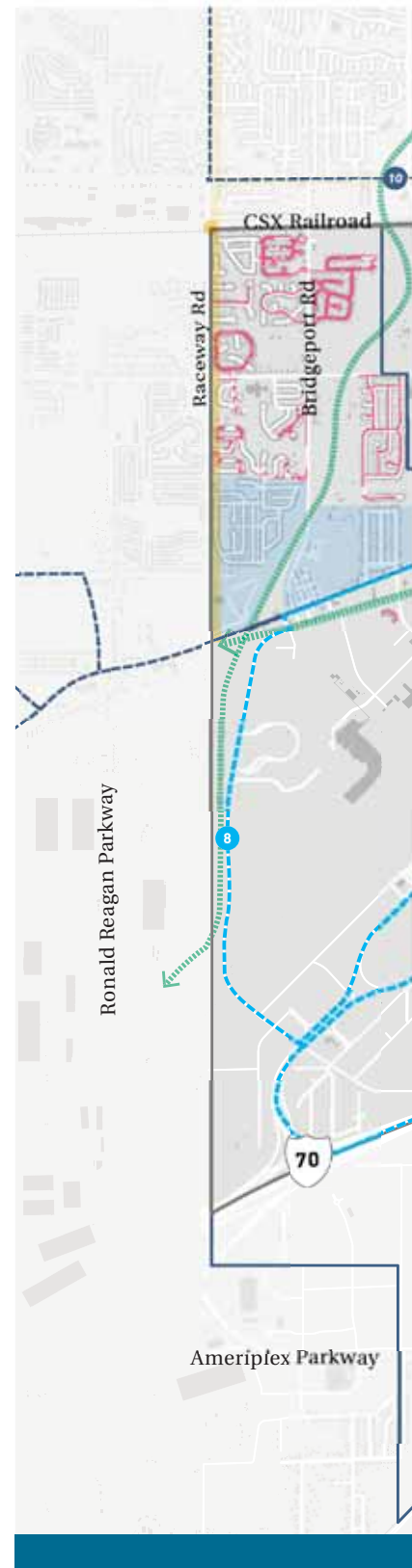
Because of these barriers, Washington Street has become critical for vehicular, transit and pedestrian travel both within and through the study area. Washington Street currently carries between 16,000 and 30,000 vehicles per day. Except for the interstates, all other roadways within the study area carry fewer than 12,000 vehicles per day on average.

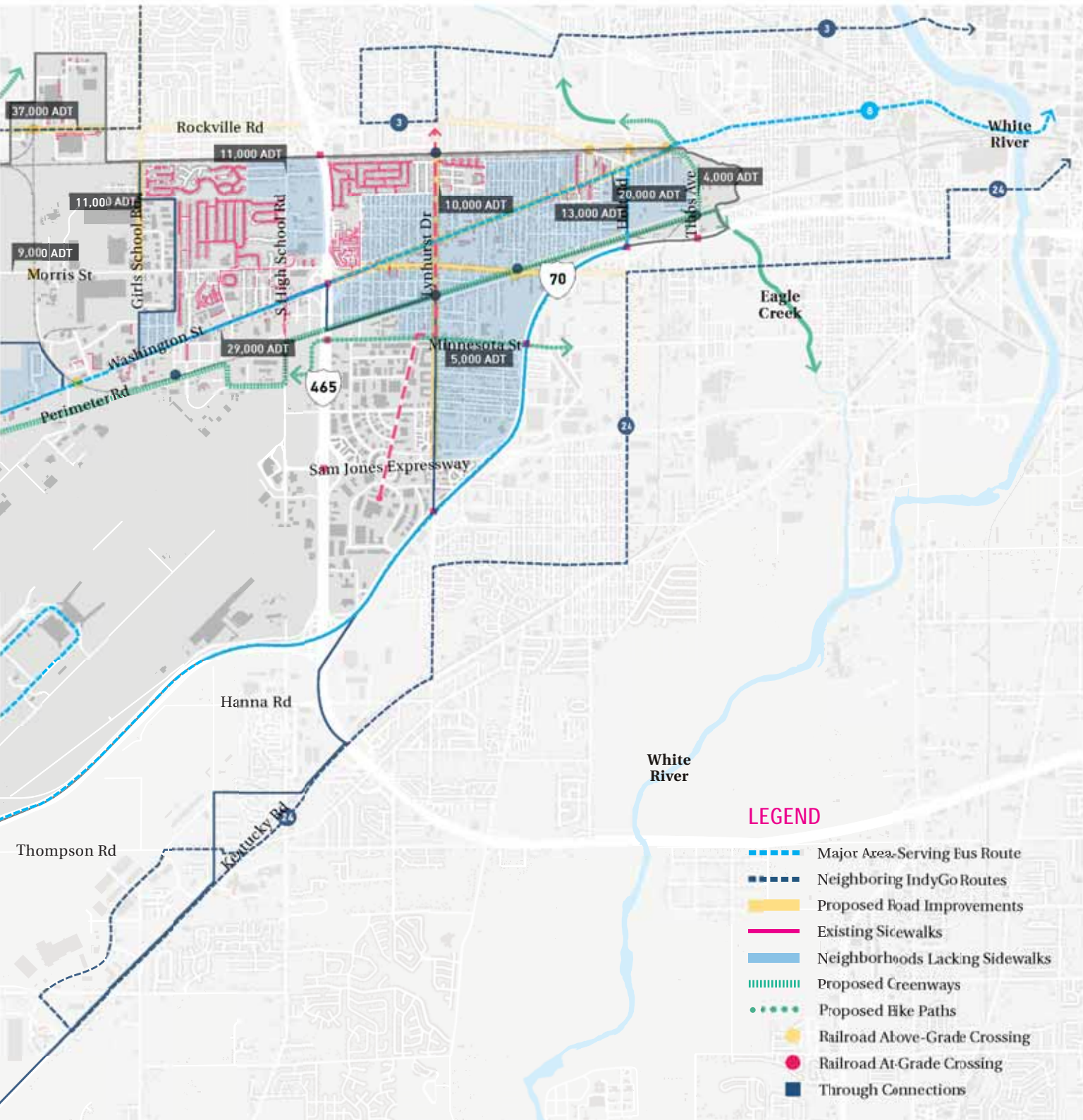
Transit currently serves the study area along Washington Street (Route 8) and a small portion of Rockville Road (Route 10). Route 8 provides service every 30 minutes on this portion of the route. The Route 10 service operates every 30 or 40 minutes, depending on the time of day. Both routes run east-west, terminating at the downtown transit center.

Sidewalks, when provided, are frequently disconnected, except in specific neighborhood areas as shown on the map. Much of Washington Street completely lacks pedestrian facilities. Where provided, the sidewalks on Washington Street are frequently in poor condition and inaccessible to people with disabilities.

Issues Summary

- Washington Street infrastructure and sidewalk conditions are poor.
- Neighborhood streets lack identity and character.
- Interconnectivity from neighborhoods to schools, jobs, and major streets is poor.
- One bus route exists on Washington Street and east-west pedestrian connections to it are poor.



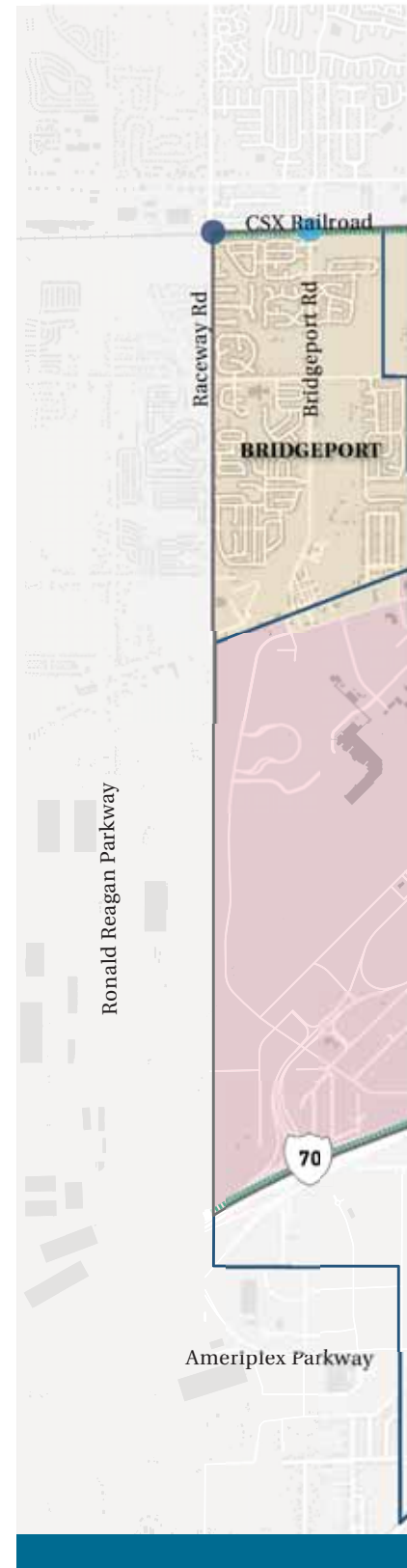


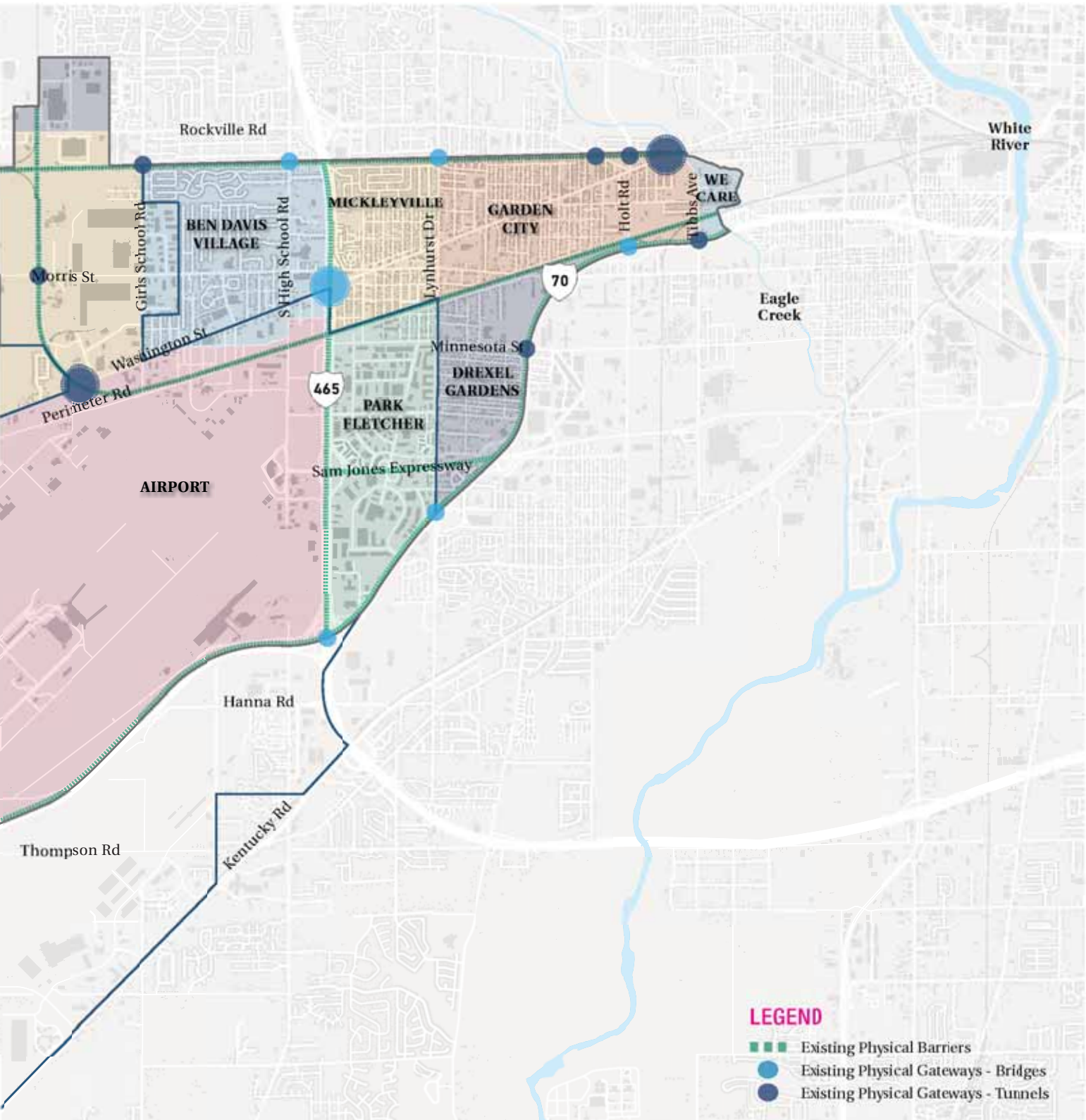
Area Identity Today

Area Identity Today is a snapshot of the study area through the lens of community, neighborhood, and corridor scale identity. Through the lens of identity, neighborhood names and boundaries were confirmed with stakeholders, barriers between neighborhoods and through neighborhoods were identified, and gateways into neighborhoods were understood. Ultimately, the analysis confirmed that the West Side of Indianapolis has strong pockets of identity from a community-scale, informed by the Indianapolis International Airport and neighborhood anchors such as Ben Davis University High School. Aside from the community-scale identity, neighborhoods lack strong identities, defining edges and destinations. A negative identity characterizes corridors such as Washington Street due to the poor condition of the road and collection of auto-oriented uses along the corridor that are not conducive to a positive image and sense of place.

Issues Summary

- Neighborhoods bleed into one another and lack strong organizing boundaries & identity.
- The Washington Street corridor lacks destinations that can help create a sense of place and pride.
- Historic neighborhood commercial areas exist along Washington Street but need improvements to create energy.
- Two levels of gateways define identity. The primary level gateway is located near transit stops and neighborhood nodes; secondary level gateways includes connections of neighborhood streets with a focus on interconnectivity.



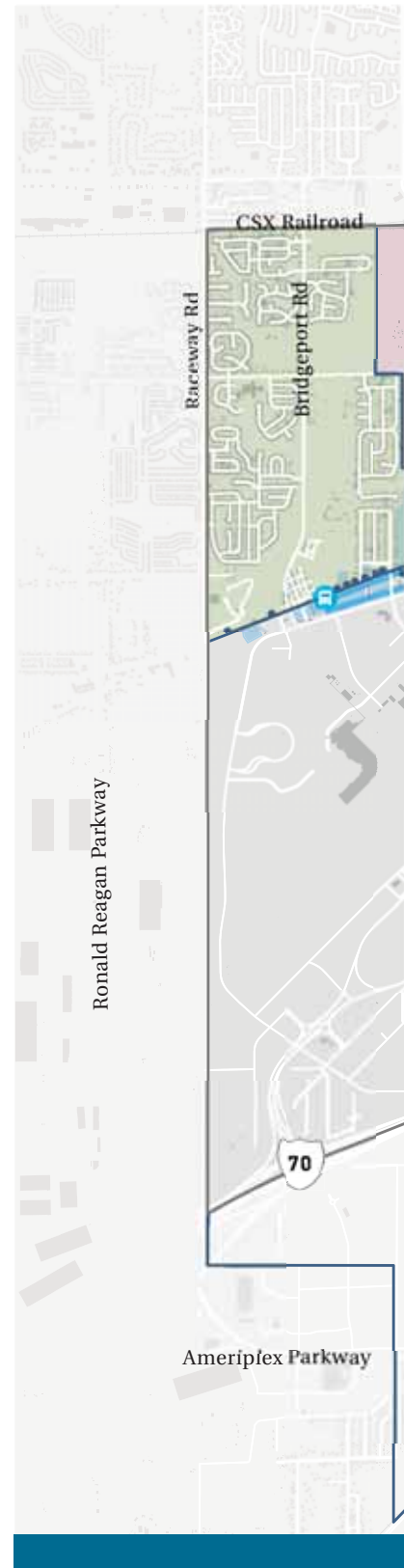


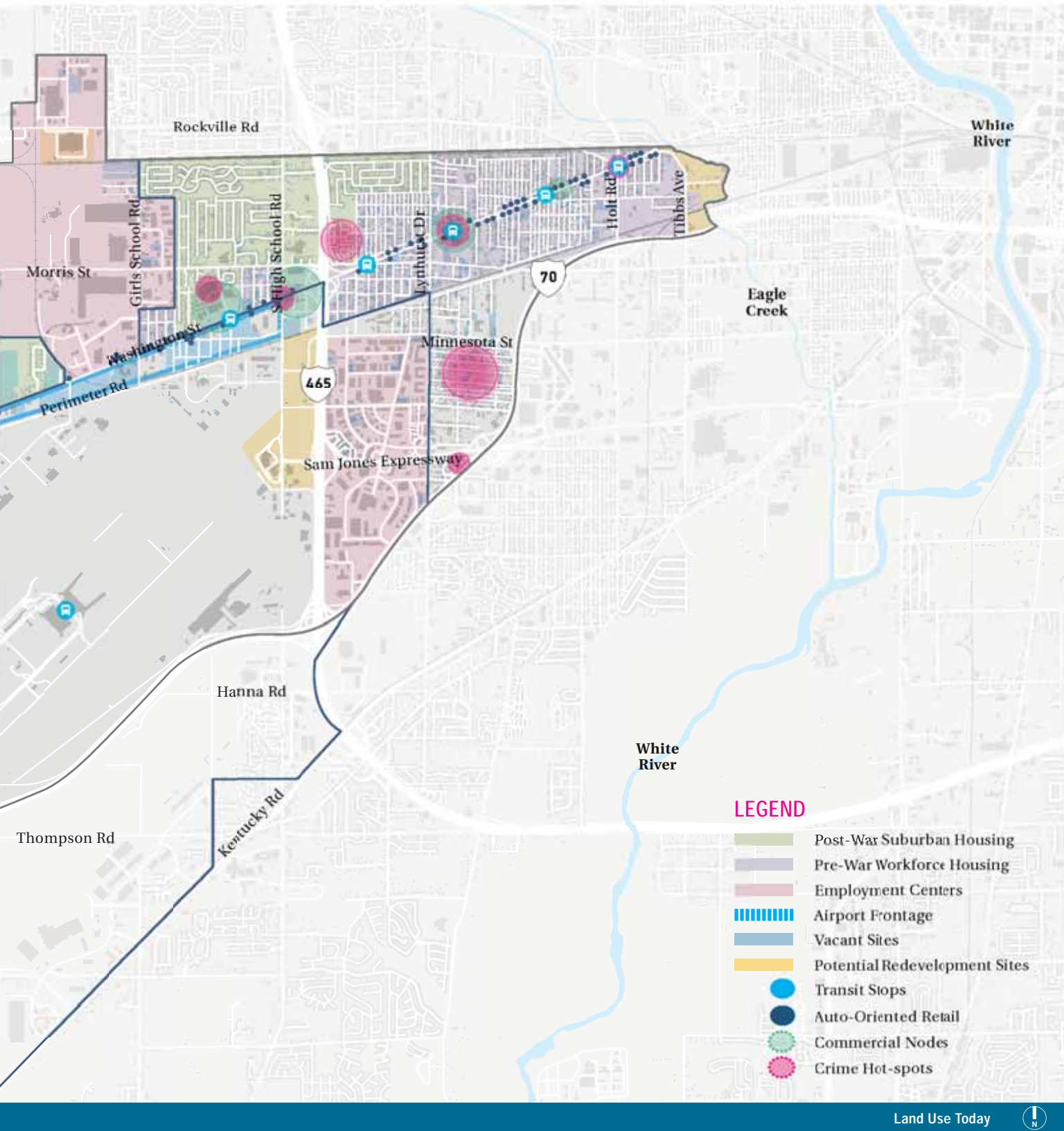
Land Use Today

Land Use Today is a snapshot of the study area through the lens of various land uses that exist. Current zoning and land use maps were reviewed as part of this process. Within this study area, land use is simplified into several categories. Housing was organized into two categories including pre-war workforce housing east of I-465 and post-war suburban housing mostly west of I-465. Within these two categories, there are numerous sub-categories of housing. Neighborhoods east of I-465 have been identified by physical analysis and the City of Indianapolis Neighborhood Investment Strategies report as vulnerable and in need of investment strategies, redevelopment and ultimately stabilization. The public and stakeholders confirmed vulnerable areas, and issues ranged from disinvestment, disconnection, crime, poor stormwater, and infrastructure conditions. The most vulnerable areas corresponded with hot-spots for crime identified by IMPD. Housing west of I-465 is much more suburban in scale, larger in square footage, newer and generally in better condition than in neighborhoods to the east of I-465. In addition to neighborhood areas, employment centers and property with airport frontage were identified along with vacant and potential redevelopment sites to support enhanced employment and neighborhood services along key corridors. Lastly, proposed transit service enhancements, potential redevelopment of auto-oriented retail establishments and commercial nodes were studied to further emphasize potential developability of vacant and redevelopment properties along major corridors. .

Issues Summary

- Declining commercial centers along Washington Street contribute to a struggling image, lack of services, and jobs.
- Large tracts of property are currently underutilized and not contributing significantly to the tax base, neighborhoods, or employment.
- Older, pre-war neighborhoods are vulnerable and in need of strategies to stabilize existing housing stock and infrastructure.
- Pockets of crime exist (per IMPD data), and could be opportunities for neighborhood stabilization strategies.





Environment/Brownfields Today

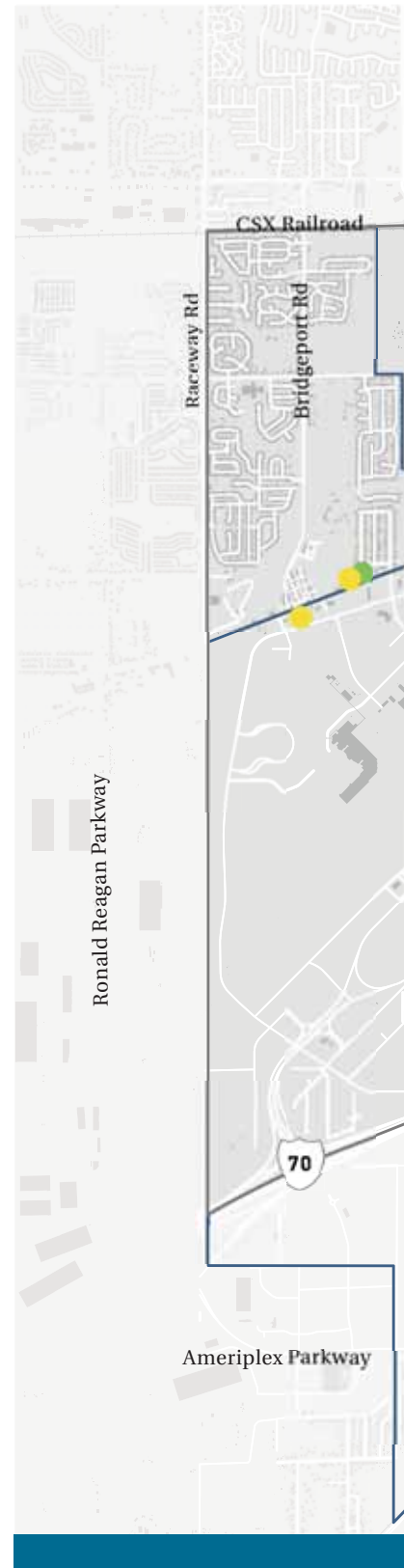
Review of properties within the study area shows numerous sites with environmental concerns within the northern and eastern portions of the TIF boundary. Some sites within the study area will require further investigation and assessment prior to development. This study identified potential presumptive remedial actions along with recommended further study for these sites. More detailed study of areas with environmental or brownfield hazards is within Subarea studies starting on page 82 in Chapter 3 and the Appendix.

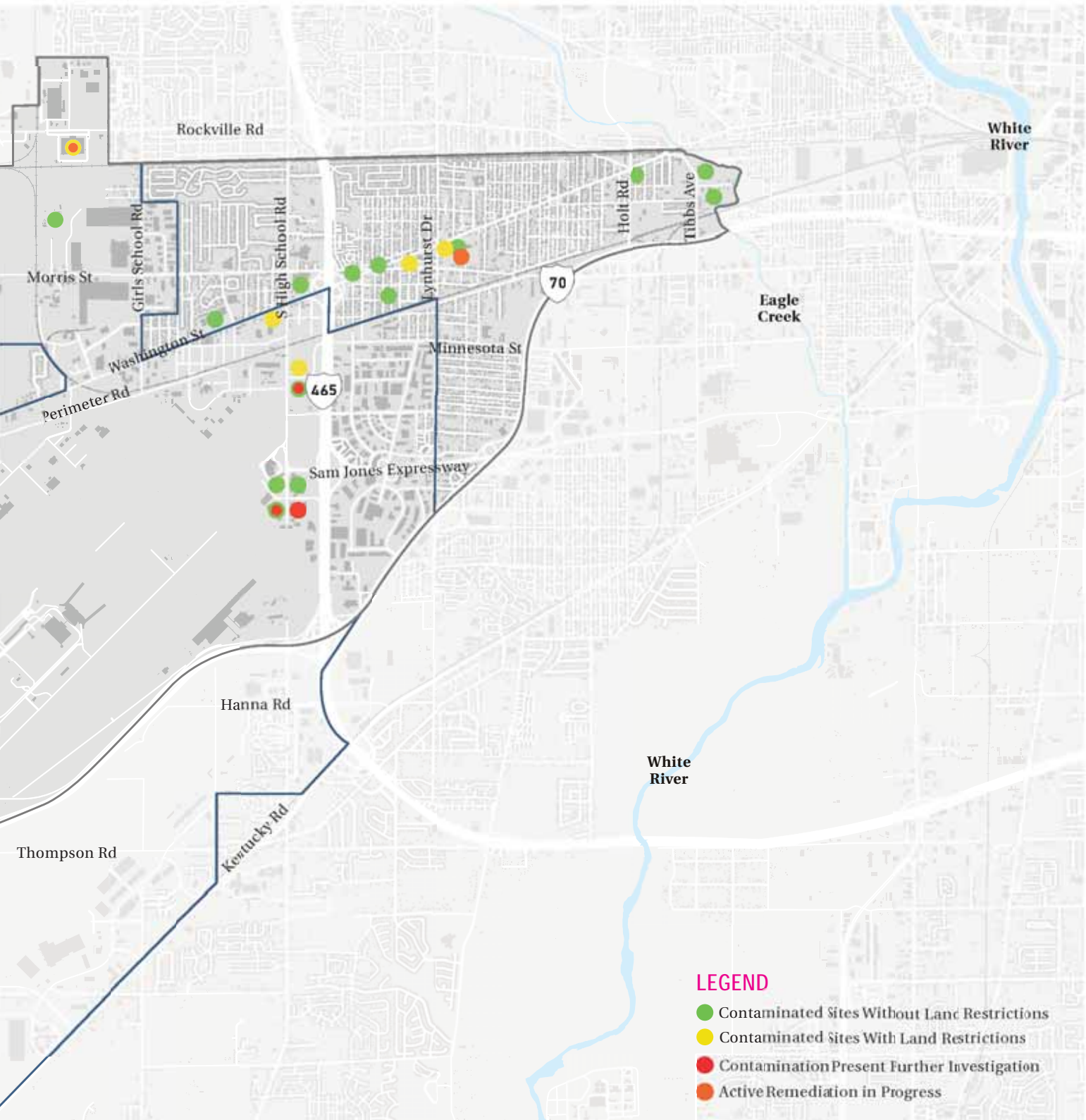
Potential hazard sites are designated as the following:

- **Contaminated Sites Without Land Restrictions**
- **Contaminated Sites With Land Restrictions**
- **Contamination Present Further Investigation**
- **Active Remediation in Progress**

Issues Summary

- Resource Recovery and Conservation Acts (RCRA) Generator Facilities - Majority of the sites on the map, typically do not pose a concern
- National Pollutant Discharge Elimination System (NPDES) Facilities - Large number of facilities shown, typically do not pose a concern
- Underground Storage Tank/Leaking Underground Storage Tank (UST/LUST) - There are numerous LUST facilities that pose an environmental concern. Further research is required to determine the nature and extent of potential impacts. In many cases, these sites may have been granted No Further Action (NFA) and are no longer a concern.
- Cleanup sites - There are a number of facilities that have achieved NFA but maintain restrictive covenant's (ERC) for residential development. Further research will be required. These ERC's would not restrict commercial/industrial development although some mitigation may be necessary.
- Other sites - A small number of Treatment and Disposal Facilities (TSD) and corrective action sites are shown. TSD facilities could consist of transfer stations, which do not pose a concern; however, based on the preliminary research, some consist of full onsite treatment facilities, including a lead and smelting operation. These types of sites could pose an environmental concern. Further research is required.





Demographics Analysis

The following demographic analysis describes the people living on the West Side. Regardless of overall population growth or decline, household characteristics can change significantly year-to-year, as householders age, move in or move out. Economic characteristics such as income and educational attainment will help define the labor force, buying power for new homes or daily goods and services. Prior to making recommendations for the improvement of this area, it is essential to understand these factors, since these households experience these issues daily.

Population and Household Income

- Despite a modest growth, the study area is falling behind the metro region in terms of both population and incomes.

Educational Attainment

- The education rate reflects the mostly blue-collar workforce of the West Side. New and transferable skills will be important for the workforce to adjust to a shifting economy.

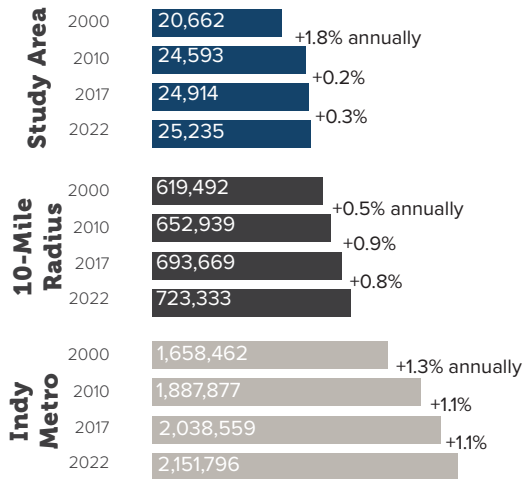
Household Size

- Since 2000, the study area's average household size has risen from 2.58, expected to reach 2.82 by 2022. This is significantly higher than the metro average of 2.55.

Share of Family Households

- The higher household size is at least partly described by a higher share of families living in the study area than the metro.

Population Change, 2000 - 2022



source: Esri, Bureau of Labor Statistics
 note: All incomes expressed in current dollars.
 *Unadjusted from this analysis

Median Household Income, 2017 - 2022

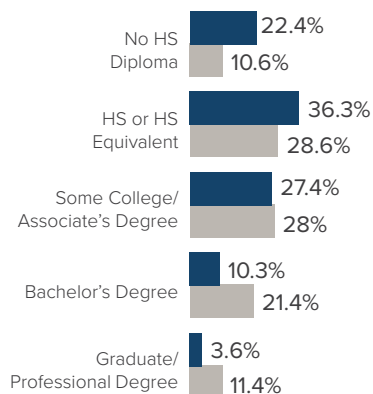
\$43,449	\$55,500
2017 Study Area	2017 Indy Metro
\$45,501	\$61,787
2022 Study Area	2022 Indy Metro

0.9% annual growth in Study Area incomes, US
 average CPI increase (2016) was 2.2%

Population and Household Income

Educational Attainment, 2017

Study Area Indy Metro



source: Esri

DEMOGRAPHIC TRENDS

Average Household Size

2.80	2.55
2017 Study Area	2017 Indy Metro

Since 2000, the Study Area's average household size has risen from 2.58, expected to reach 2.82 by 2022.

Families as a Share of Households

85.6%	81.7%
2017 Study Area	2017 Indy Metro

Education and Demographic Trends

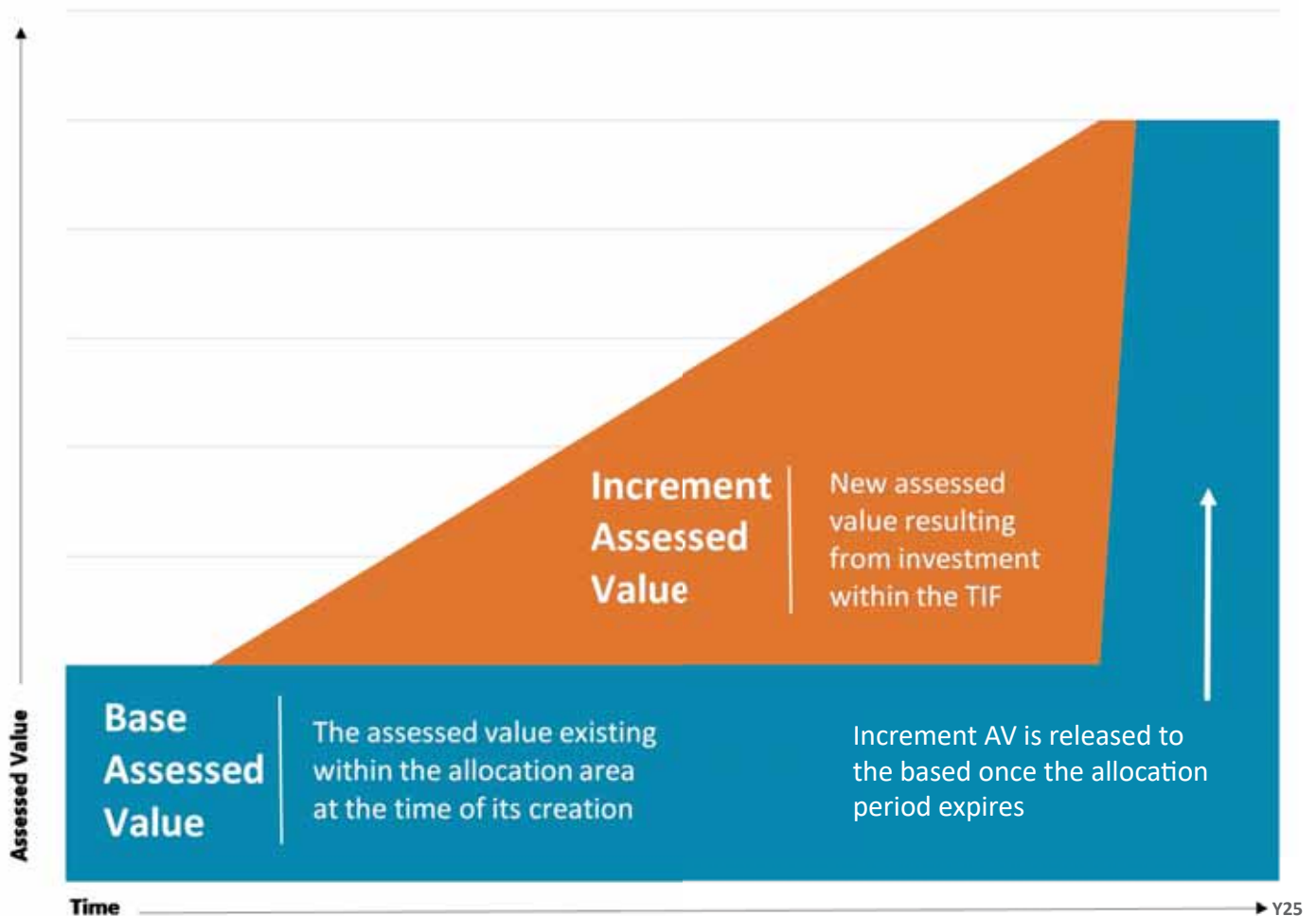
Airport TIF District Analysis

What is a TIF District?

Tax increment financing (TIF) is an economic development and redevelopment tool available to local municipalities. TIF operates by “capturing” the property tax revenues produced by new private sector investment within a defined geographic area called a TIF district. Those captured revenues are then spent on economic development and redevelopment initiatives that directly benefit the area. TIF revenues are commonly used to secure debt financing (usually bonds) to improve the physical infrastructure within and surrounding the TIF district or to support private development. New TIF districts have a duration of 25 years from the date of an initial bond payment. The policies and regulations governing TIF in Marion County are found in State Statute at IC 36-7-15.1.

TIF District Lifecycle

- When a TIF district is established, the current assessed value is designated as the “base.”
- The assessed value from new investment is allocated to the “increment.” The property tax revenue resulting from this increment is used to fund development-related projects.
- At the end of the TIF district’s lifespan, all assessed value is reverted to the base, adding to the tax income of local taxing units.



TIF District Uses and Limitations

What Can TIF Revenue Be Used For?

The use of TIF dollars is limited by state statute to economic and redevelopment related expenditures that serve or benefit the allocation area.

Allowable uses include:

- Acquisition of land and right-of-way
- Payment of principal and interest on bonds related to economic development or redevelopment purposes
- Funding of infrastructure improvements that benefit the allocation area
- Funding of certain workforce training expenses

What Are The Limitations to TIF Spending?

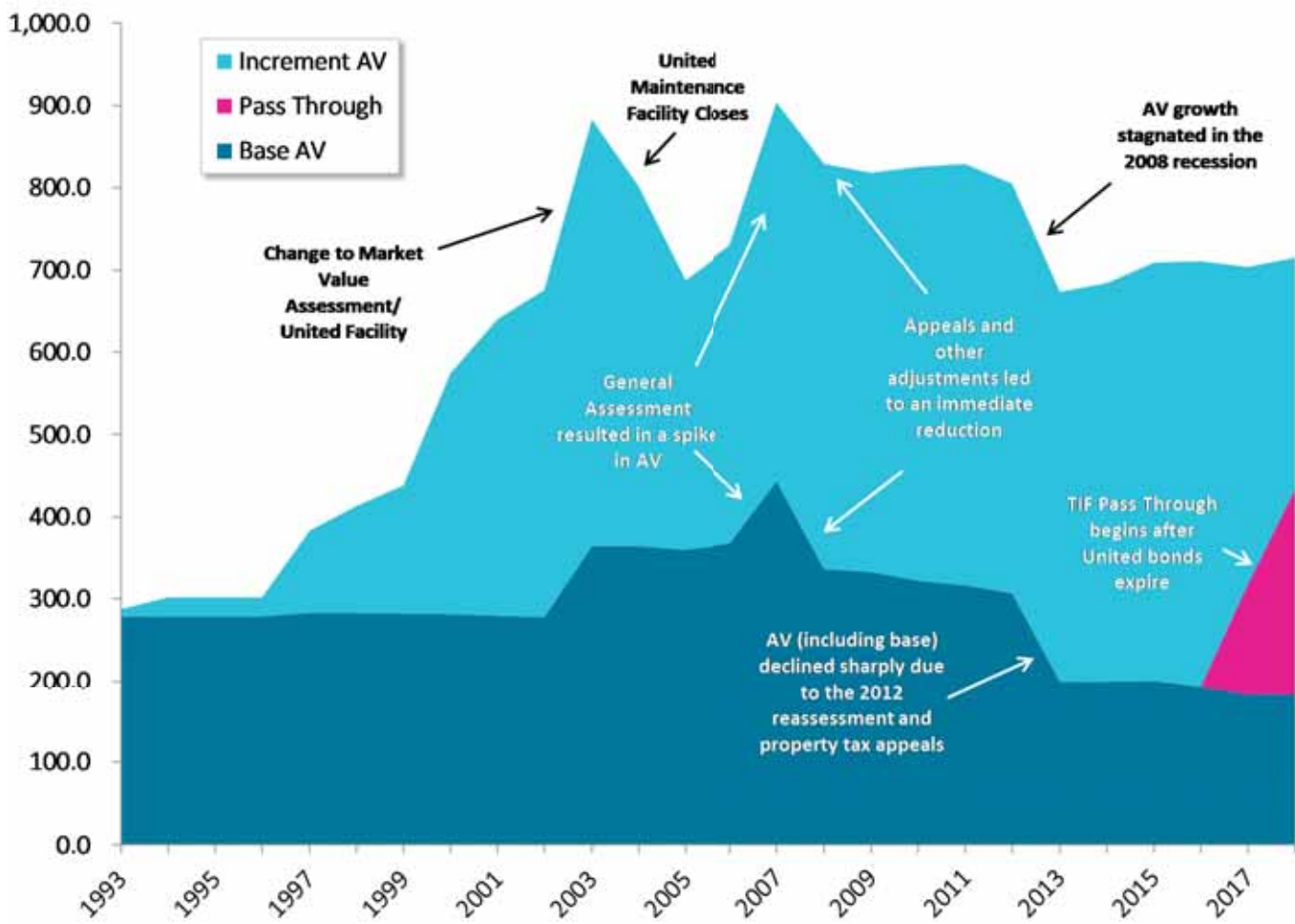
- TIF funds cannot be used for the operating (salaries, marketing, etc.) expenses of the City or the Metropolitan Development Commission (MDC)
- The MDC must release assessed value back to taxing units that would produce revenues in excess of 200% of planned expenditures and debt service
- In most cases, only incremental revenues produced by commercial, industrial and multi-family property is allowed to be captured. Any increase in assessed value from single-family residential property accrues to the tax base of local taxing units
- TIF funds cannot be spent on projects that are not associated with or directly beneficial to the redevelopment area
- New TIF districts expire 25 years after the first debt payment is made. The Airport TIF district expires in 2025

Assessed Value History

The Airport TIF district was established in the early 1990's. The increment assessed value climbed as airport adjacent property developed, peaking in the early 2000's with the opening of the United Airlines Maintenance facility. The aftermath of the events of 9/11 on the airline industry, coupled with a national recession resulted in the closure of the maintenance facility soon after, and with it, a substantial reduction in increment assessed value.

The Airport TIF district was also affected significantly by the 2008 national recession – especially in the assessment of its industrial properties. The Airport TIF district revenue has stabilized since 2013, capturing \$520 million in the 2017 tax year.

The bonds related to the United Maintenance facility were defeased (paid-off) in 2016, resulting in revenues significantly in excess of remaining debt service. The City began releasing tax increment back to taxing units in the 2017 and 2018 tax years. This level of “pass-through” is determined annually and is subject to change as redevelopment projects are identified.

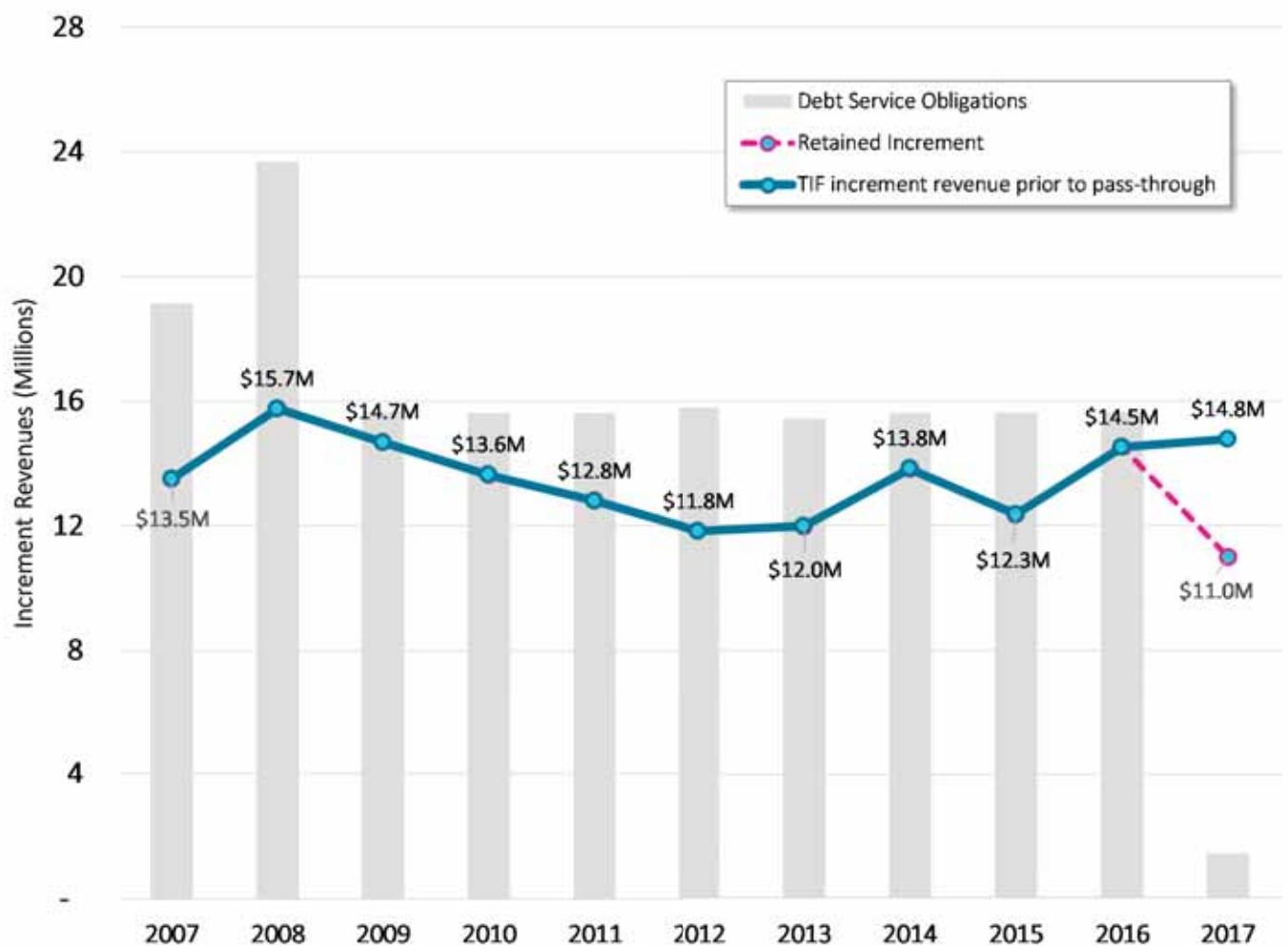


Assessed Value History

TIF Revenue History and Organization

Between 2007 and 2017, the Airport TIF district has generated between \$11.8 million and \$15.7 million annually in TIF revenues. TIF revenues declined on an annual basis for most years between 2008 and 2013 before recovering. Prior to 2017, revenues were wholly committed to servicing outstanding debt related to the former United Airlines Maintenance Facility at the Airport (in addition to a redevelopment debt property tax levy) and the Ameriplex development in Decatur Township.

The final payments for the Maintenance Facility bonds were made in 2016, leaving only the \$1.5 million annual debt service payment for the Ameriplex bonds. The Ameriplex bonds will be fully paid by 2021, leaving four remaining years without debt service obligations before the expiration of the TIF district.

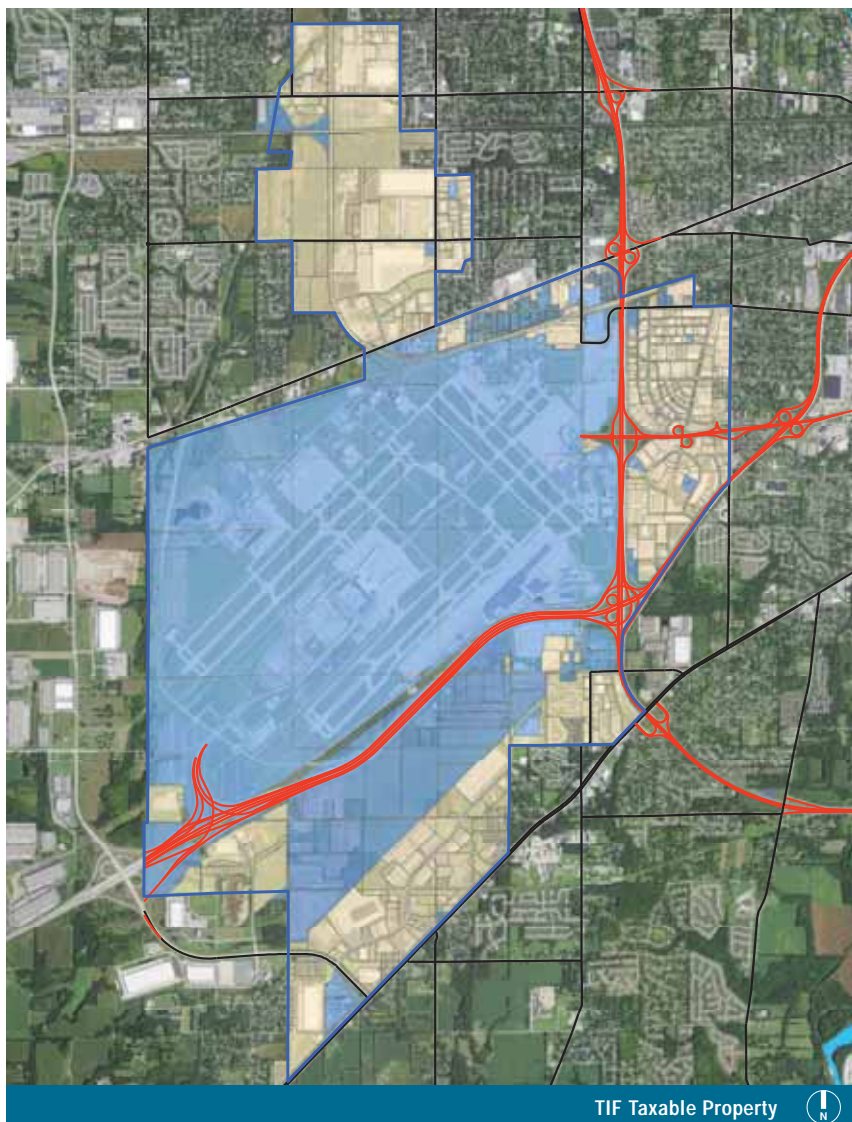


TIF Revenue History

Exempt VS. Non-Exempt Property

The Airport TIF district is comprised of the land surrounding the Indianapolis International Airport property. It extends north into industrial developments along Morris Street and Rockville Road, as well as south to the Ameriplex development adjacent to Kentucky Avenue. Approximately 47% of the Airport TIF district area is located in Wayne Township, and 53% of the total area is located in Decatur Township (excluding the Warren Township portion of the Airport TIF district).

The airport property occupies a major portion of the total land area. Tax-exempt property, including the airport, comprises 66% of the total area of the TIF district.



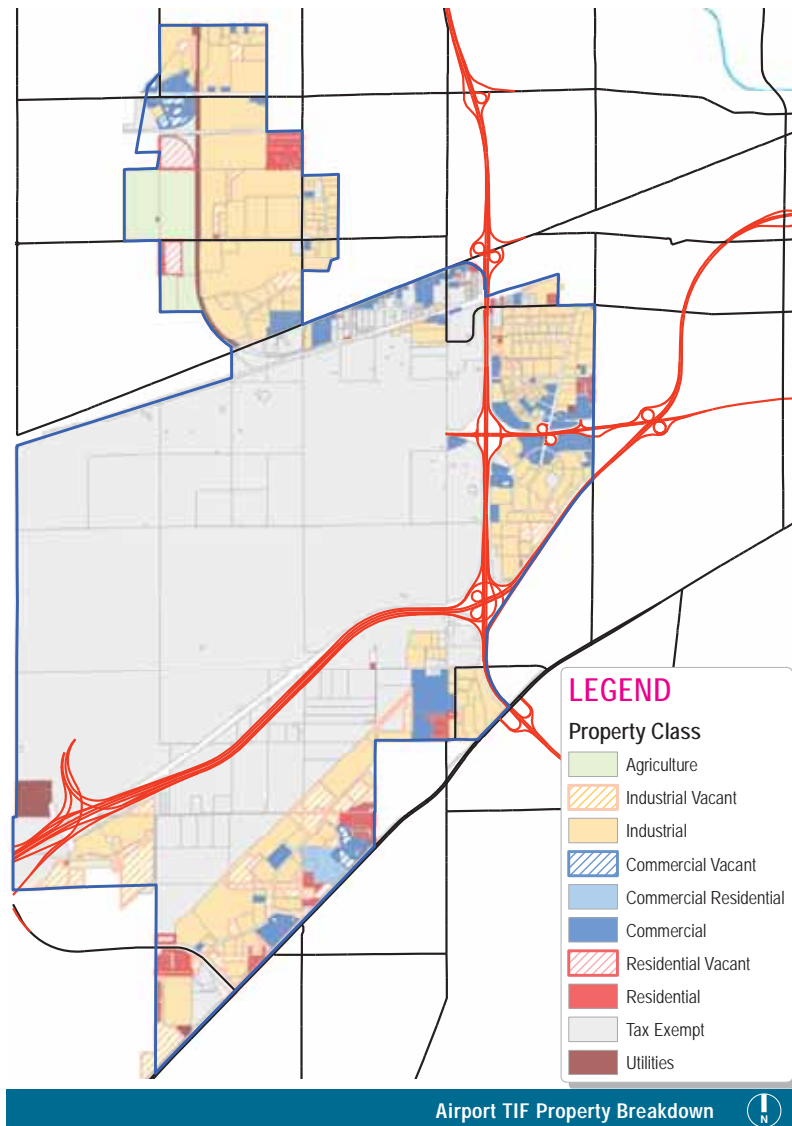
LEGEND

- Tax-Exempt Property
- Taxable Non-Residential Property

Current Land Use

The Airport TIF district is predominately industrial in character. Of the taxable land (excluding single-family uses), 70% of the total land area is industrial as classified by the Marion County Assessor. Commercial uses comprise 14% area and are clustered around Sam Jones Expressway, Washington Street, Rockville Road and Kentucky Avenue.

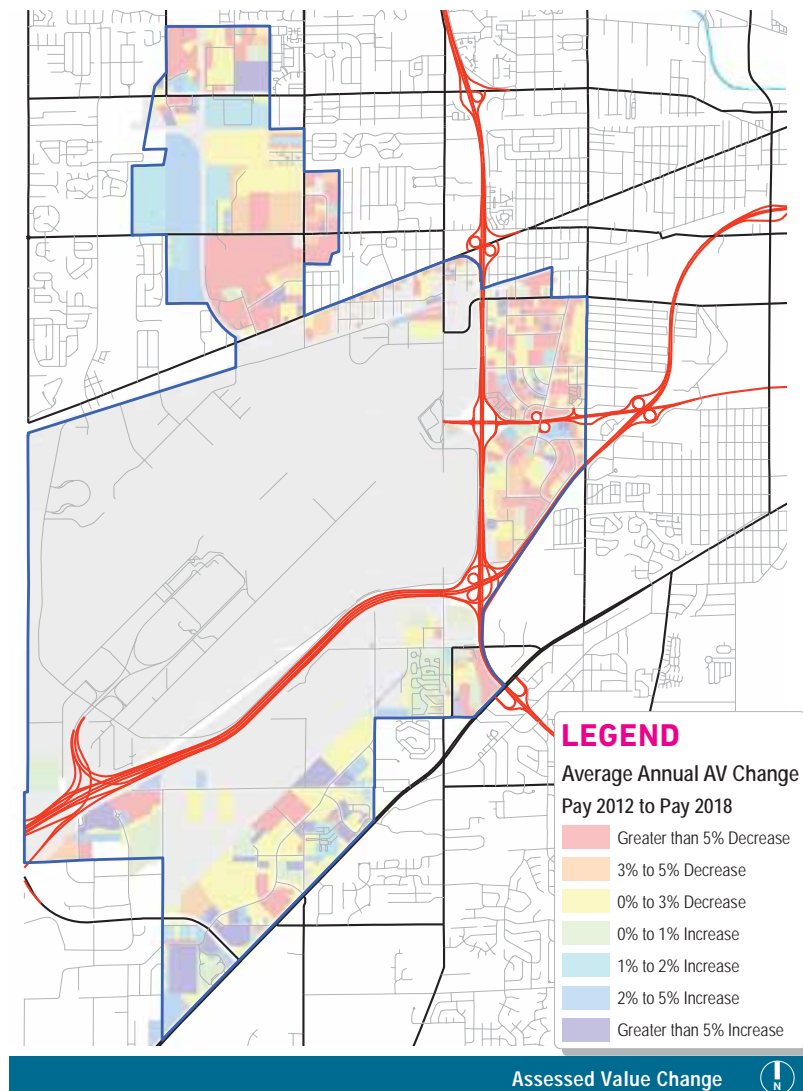
Residential, utility, and agriculture uses comprise 16% of the total taxable area within the Airport TIF district.



Assessed Value Growth

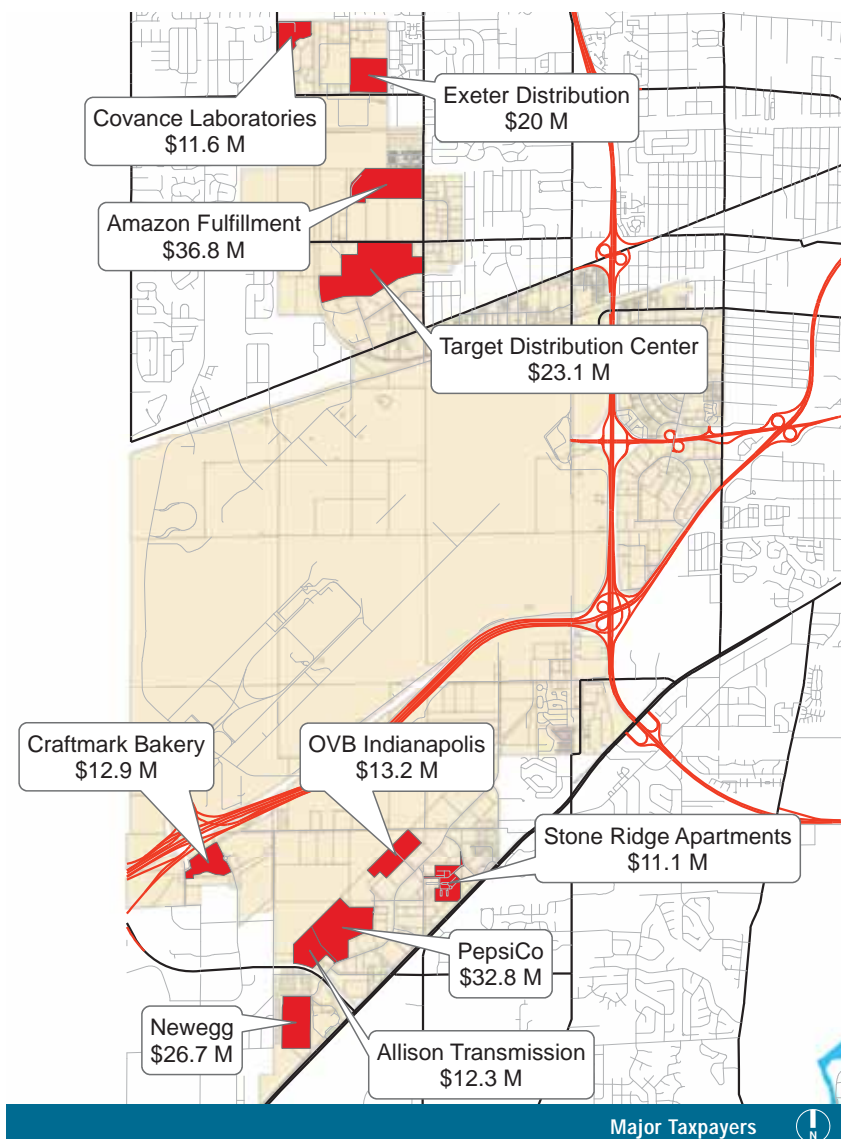
While there are pockets of new investment and assessed value appreciation within the Airport TIF district, significant portions of the TIF district have experienced net decreases to assessed value. In total, the TIF district experienced a 3% decrease in gross assessed valuation (market value of the property) between the Pay 2012 and Pay 2018 tax years. Over this time period, assessed value decreased by \$57 million in the Wayne Township portion of the TIF district but increased by \$34 million in the Decatur Township portion due to growth in the Ameriplex region.

The TIF district contains several parcels, including Airport Authority Owned property and the Carrier and Rexnord manufacturing facilities that are subject to uncertainty regarding their future use.



Major Taxpayers

The top taxpayers in the Airport TIF district include firms in the transportation, distribution, and logistics (TDL) sector and other industrial sectors. The map below shows the gross assessed value for major investments, but some properties are abated, meaning the taxable assessed value is less than the market value of the property. Only real estate property is captured in the TIF district. Aviation-related businesses pay substantial property taxes on depreciable personal property, which is not captured in the TIF district.



Market Analysis

Residential Market

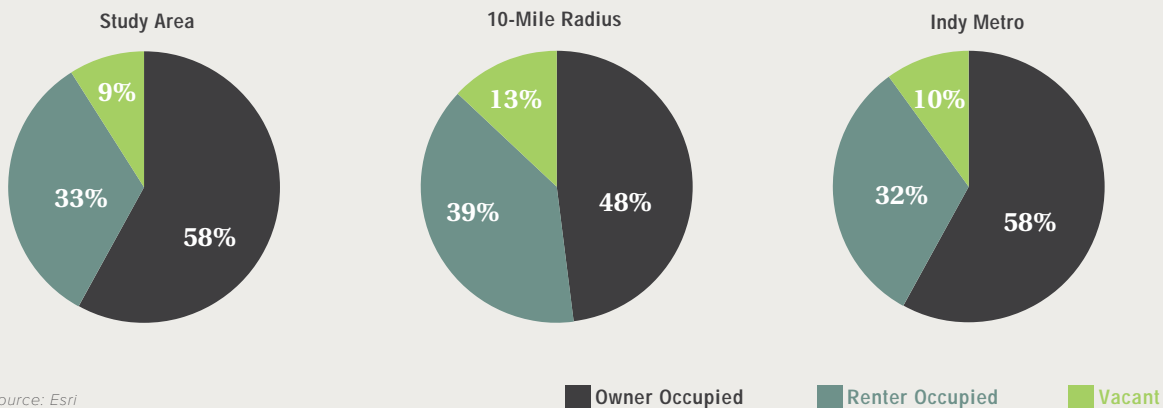
Market analysis establishes a baseline of development potential and involves evaluating demographic trends, patterns in real estate supply, and factors impacting future demand. For this analysis, the project team examined the residential market, retail market, office market, hospitality market, industrial market, X-Factors, and an analysis of the workforce. This foundation serves as a basis towards answering higher-order questions in the plan, such as how these market opportunities can best be leveraged to create a significant improvement on the West Side and a vision for the future. The market analysis here represents a baseline analysis of what is achievable, but various factors could speed up or slow down the trajectory of change in the area.

Household Change - Over the next five years, the make-up of the study area's households will change significantly as very young families move in, middle-aged households move out, and households over the age of 65 grow significantly.

Housing Tenure - Compared to nearby areas, the study area has a relatively stable housing market.

Residential Trends - The Western Indianapolis sub-market has significantly less construction than the metro, but its lower rents have kept occupancy high.

HOUSING UNITS BY TENURE, 2017

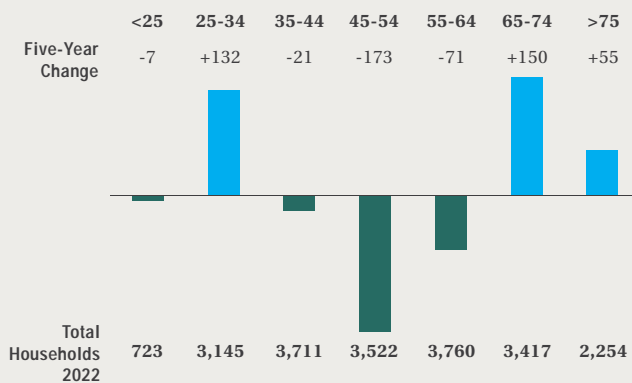


Housing Units

Retail Market

Retail Trends - The Indianapolis retail market continues a slow improvement with rising incomes and low unemployment. When compared to stronger sub-markets, the Western Indianapolis sub-market experienced lackluster demand and lower rents.

CHANGE IN HOUSEHOLDER AGE, 2017-2022



Household Age

2016 RESIDENTIAL TRENDS

	Average Rents	Occupancy Rate
Indianapolis	\$798	93.1%
Downtown	\$1,098	94.7%
West Sub-market	\$718	93.3%



6,800
new multifamily
units delivered
in Indy
2016-2017

Paralleling national trends, the Indianapolis residential market has been improving in recent years, with rental occupancies at the highest rate since 1997. Downtown has the strongest rental market in the Indianapolis metro region

source: Tikijan Associates: Indiana Apartment Market, 2016

Residential Trends

Q3 2017 RETAIL TRENDS

	Indianapolis	Western Sub-market
Retail Rents (per sq. ft.)	\$19.82	\$18.85
Vacancy Rate	9.9%	9.7%
Net Absorption (sq.ft.)	-164,000	-54,913
Ongoing Construction (sq.ft.)	458,000	0



15
new breweries,
wineries, or tap
rooms opened
their doors in 2016

Negative net absorptions were primarily driven by a negative net absorption in shopping centers, which also contributed to higher vacancy rates. The 17% vacancy in shopping centers was offset by a low general retail vacancy rate of 4%.

source: JLL: Indianapolis Retail Outlook, Q3 2017

When compared to stronger Indianapolis markets, the Western sub-market experienced lackluster demand and lower rents.

Retail Trends

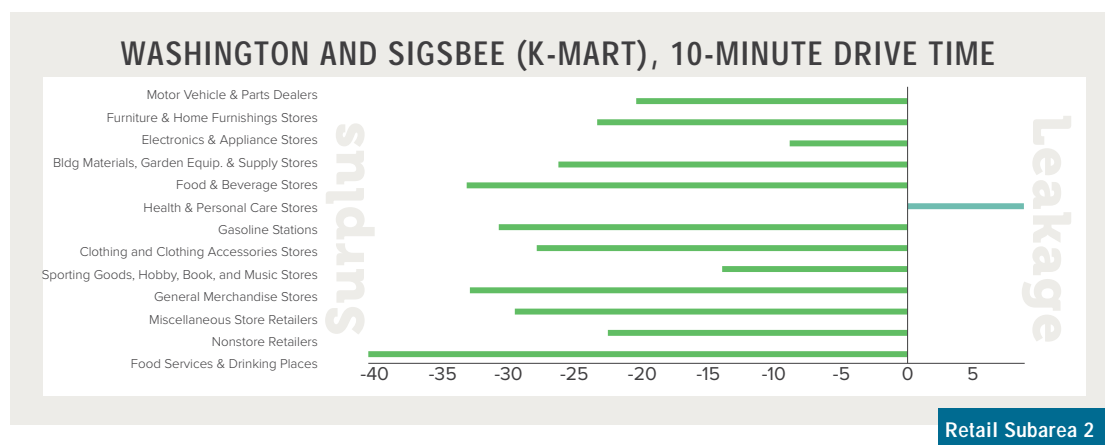
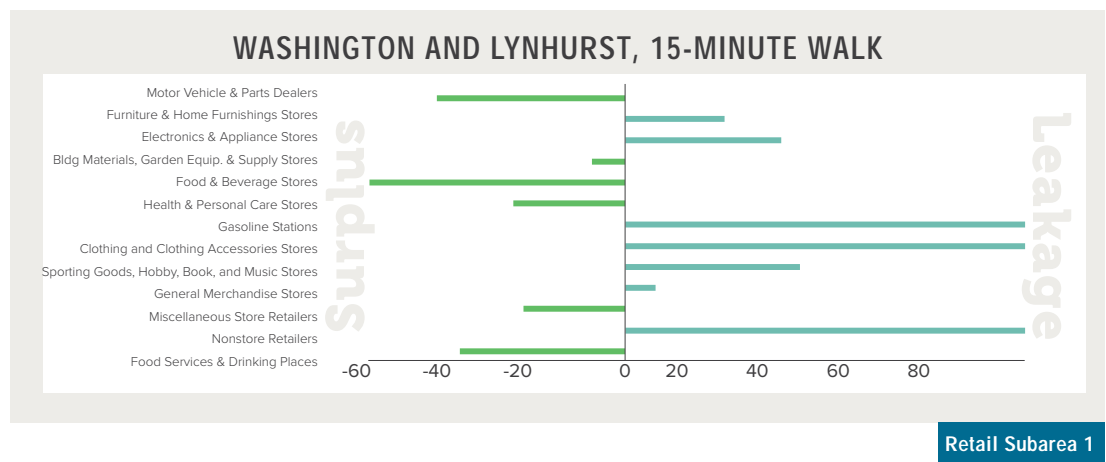
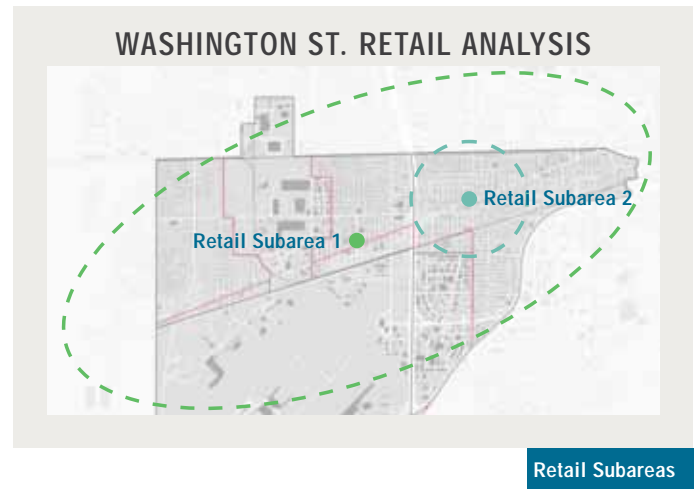
Retail Subareas - This retail analysis will consider two separate focus areas along Washington Street: the auto-oriented stretch west of I-465, and the more urban eastern stretch.

Near Lynhurst and Washington Streets, only a few retail categories dominate

- Motor Vehicle & Parts Dealers, Food & Beverage Stores, Restaurants, and Miscellaneous

Within a quick drive of Washington and Sigsbee Streets, many more retail options are available, making it harder for current commercial strip centers to compete

Surplus and Leakage - Surplus and leakage is a measure of the relationship between supply and demand that ranges from +100 (Total Leakage) to -100 (Total Surplus).



Office Market

Southwest Submarket - Compared to the strong office market growth throughout Indianapolis, the Southwest submarket lagged throughout 2017. At only 1.2 million square feet, office space demand is not a significant real estate driver.

Commuting - Home to the airport and its adjacent supportive uses, the study area is an employment hub. An estimated 32,800 employees commute in, with about 34,000 total employees in the area.

Q3 2017 OFFICE TRENDS

	Indianapolis	Southwest Submarket
Average Rents (per sq.ft)	\$19.00	\$15.48
Vacancy Rate	16.8%	27.0%
Net Absorption (sq.ft)	121,000	-33,000
Inventory (sq.ft)	32 million	1.2 million
Ongoing Construction (sq.ft)	517,616	0

source: JLL: Indianapolis Office Outlook, Q2 2017;
CBRE: Indianapolis Office Market View, Q3 2017

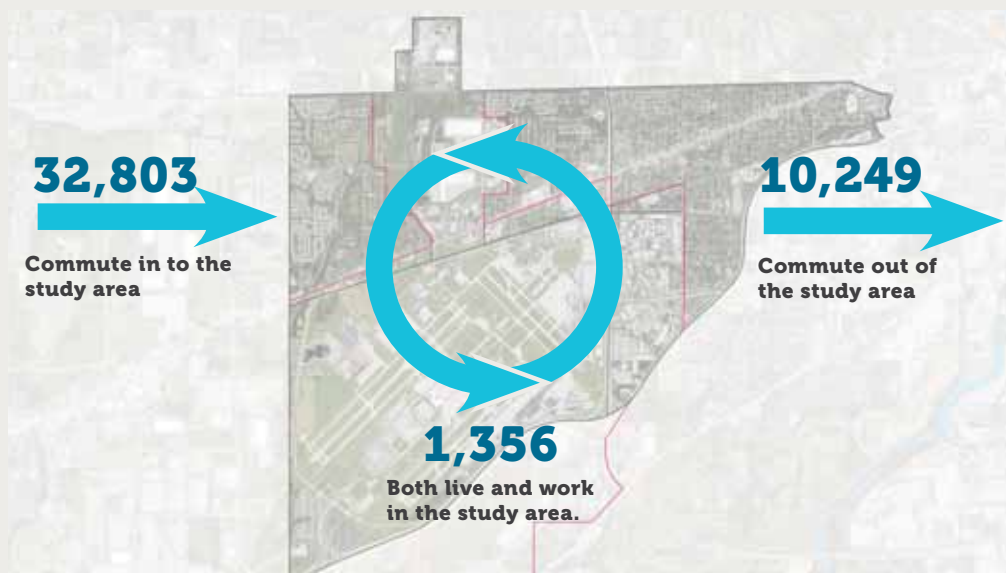


19%
lower rents in the Southwest sub-market than the Indy average

The Indianapolis office market continued its strong performance, which has been driven by record high employment rates and one of the lowest rates of unemployment the City has ever seen, both exceeding the national average.

However, the Southwest Sub-market has not kept pace with the overall Indianapolis market. As office tenants are drawn to more competitive sub-markets, the vacancy rate will remain well above both the market and the CBD average.

STUDY AREA COMMUTING TRENDS



Hospitality Market

There are approximately 280 hotels and over 30,000 rooms in the metro area, while Indianapolis as a whole offers approximately 175 hotels totaling more than 23,000 rooms.

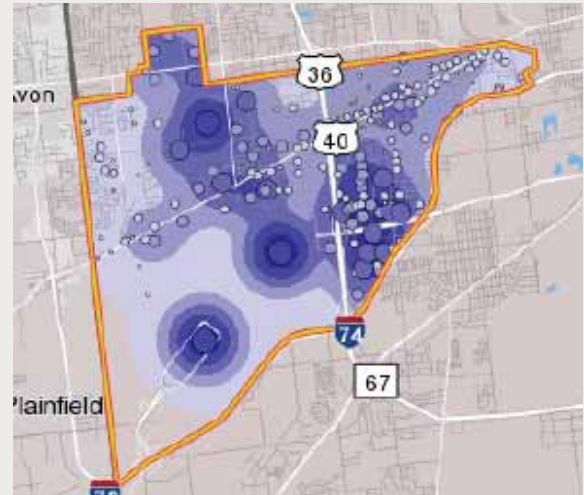
In the southwest market, new hotel development has been limited to a recent Holiday Inn near Ameriplex Parkway and a new Embassy Suites currently under construction in Plainfield near I-70 and IN 267. With an estimated 1,000 new hotel rooms opening in the metro area in 2017, occupancy rates are expected to lessen a bit with so much new supply coming online.

Industrial Market

The Southwest Sub-market is the largest of the nine industrial sub-markets in Indianapolis in terms of industrial square footage. The Southwest sub-market accounts for approximately 27% of the industrial space in the Indianapolis region. The area has the largest net absorption rate, but higher vacancies and lower average asking rates compared to other sub-markets. Still, new demand for industrial uses is a strong consideration for the study area, especially on airport property. Keeping older manufacturing facilities filled will be important to stabilize the market, including facilities such as Rexnord and Carrier.

The study area has high employment in Transportation, Administrative Support, and Manufacturing. These high demand industries provide an opportunity to employ and upskill the local workforce.

DENSITY OF EMPLOYMENT, 2016



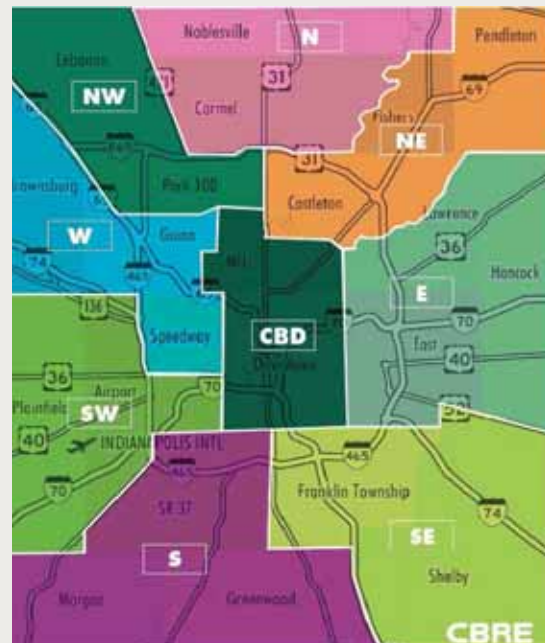
source: Census on the Map, Esri

29%
Transportation &
Warehousing

14%
Administrative
Support & Waste
Management

13%
Manufacturing

SOUTHWEST SUB-MARKET



source: CBRE Indianapolis Industrial, Q3 2017;
Cushman & Wakefield Marketbeat Indianapolis Industrial Q3 2017



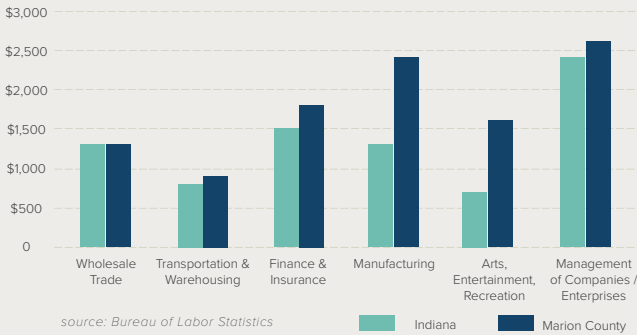
72,710,567
square feet of existing
inventory in the
Southwest sub-market.

Q3 2017 INDUSTRIAL TRENDS

	Indianapolis	Southwest Sub-market
Industrial Rents (per sq.ft)	\$4.13	\$3.69
Vacancy Rate	4.9%	6.2%
Net Absorption (sq.ft)	1.9 million	1.2 million
Leasing / Sales Activity (sq.ft)	6.1 million	1.5 million
Ongoing Construction (sq.ft)	2.7 million	1.6 million

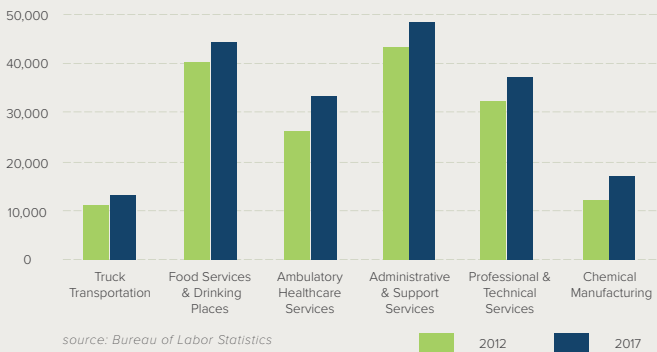
source: CBRE Indianapolis Industrial, Q3 2017;
Cushman & Wakefield Marketbeat Indianapolis Industrial Q3 2017

AVERAGE WEEKLY WAGES BY INDUSTRY, 2017



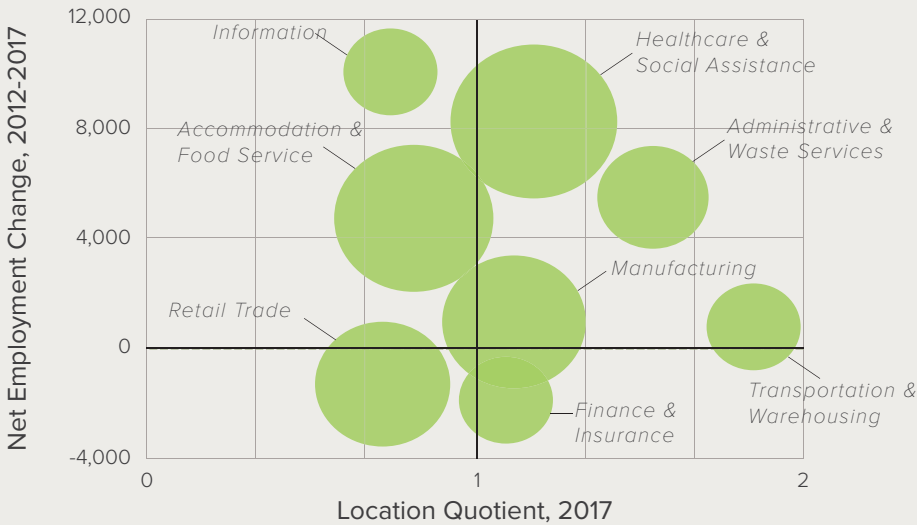
The highest average weekly wages went to employees in business management occupations (\$2,595) and manufacturing occupations (\$2,348).

MARION COUNTY TOP EMPLOYMENT GROWTH



The largest employment growth occurred in Ambulatory Health Care Services, Administrative & Support Services, Professional & Technical services, and Chemical Manufacturing.

SUMMARY OF TOP INDUSTRIES IN MARION COUNTY



Compared to the national industry base, Marion County displays strong performance and specialization in Healthcare & Social Assistance, Transportation & Warehousing, Administrative Support & Waste Management, and Manufacturing.



X-Factors

The following X-Factors have the ability to change the West Side's trajectory. Those listed here are not comprehensive, but represent some of the largest identified within the study area.

Indianapolis International Airport (IND) – The Airport is the dominant land-use and economic driver in the study area. As an international airport with a relatively new, award-winning terminal and room for a third major runway expansion, the Airport is well positioned. As the Airport continues to market its underutilized land to new industrial and commercial users, success here can mean success for not just the study area, but the entire region. Fed-Ex has recently announced a significant expansion, which is expected to result in significant new investment in the area and the creation of a number of new jobs.

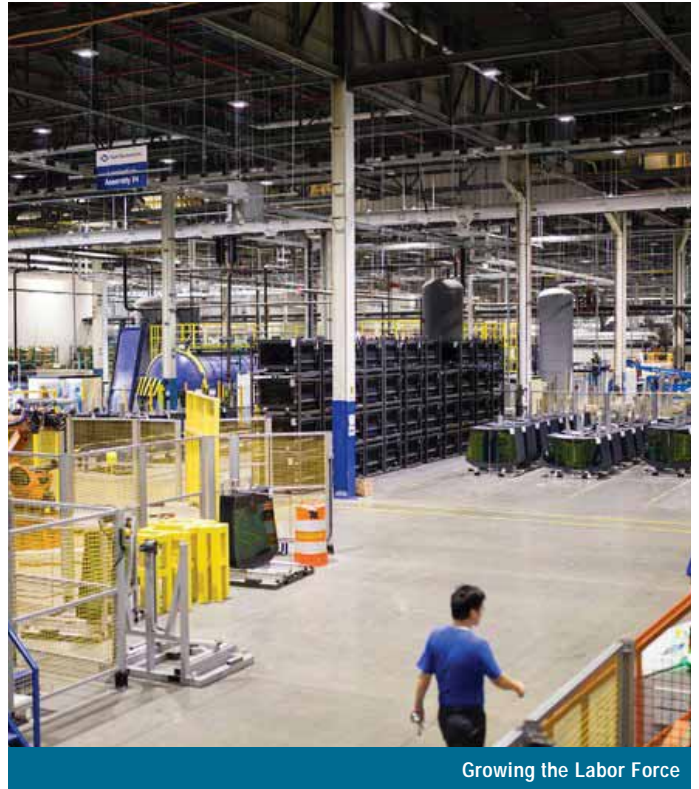
Washington Street – Reconstruction of Washington Street (between I-465 and Tibbs Avenue) is sorely needed and could be a boon to local businesses, residents, and commuters. With often disparate land uses in a post-World War II development pattern, connecting residential areas to daily services and jobs is important for economic mobility. Road users, including transit riders, pedestrians, and bicyclists will need Washington Street and connecting roads to be safe and accessible for inclusive economic growth to be possible. Otherwise, far-flung training or job opportunities will only be available to those who can already afford a car, which could further divide the economic destinies of West Side residents.

Legacy Industrial Centers – Older manufacturing and industrial facilities such as Rexnord and Carrier have been the backbone of local employment, drawing from the local labor force. Local neighborhoods' economic wellbeing has been closely tied to these jobs for a long time, and keeping the facilities functional, with decent wages, will be important to maintain stability in the residential market. Economic development efforts continue to focus on filling these legacy industrial sites, which will remain critical to the future viability of the West Side.

Growing the Labor Force – With the loss of many blue-collar jobs in the last decade or two, unemployment, and the number who have left the workforce altogether, has increased. Keeping these workers healthy, engaged, and trained for new economy jobs will be important for new household creation, retail spending, and the general welfare of the West Side. Whether or not these residents can access important training, reentry and other social services will be necessary to inclusive economic growth. It will also help stabilize families as the retired and elderly often depend on working-age family members for support.



Indianapolis International Airport



Growing the Labor Force



Legacy Industrial Centers



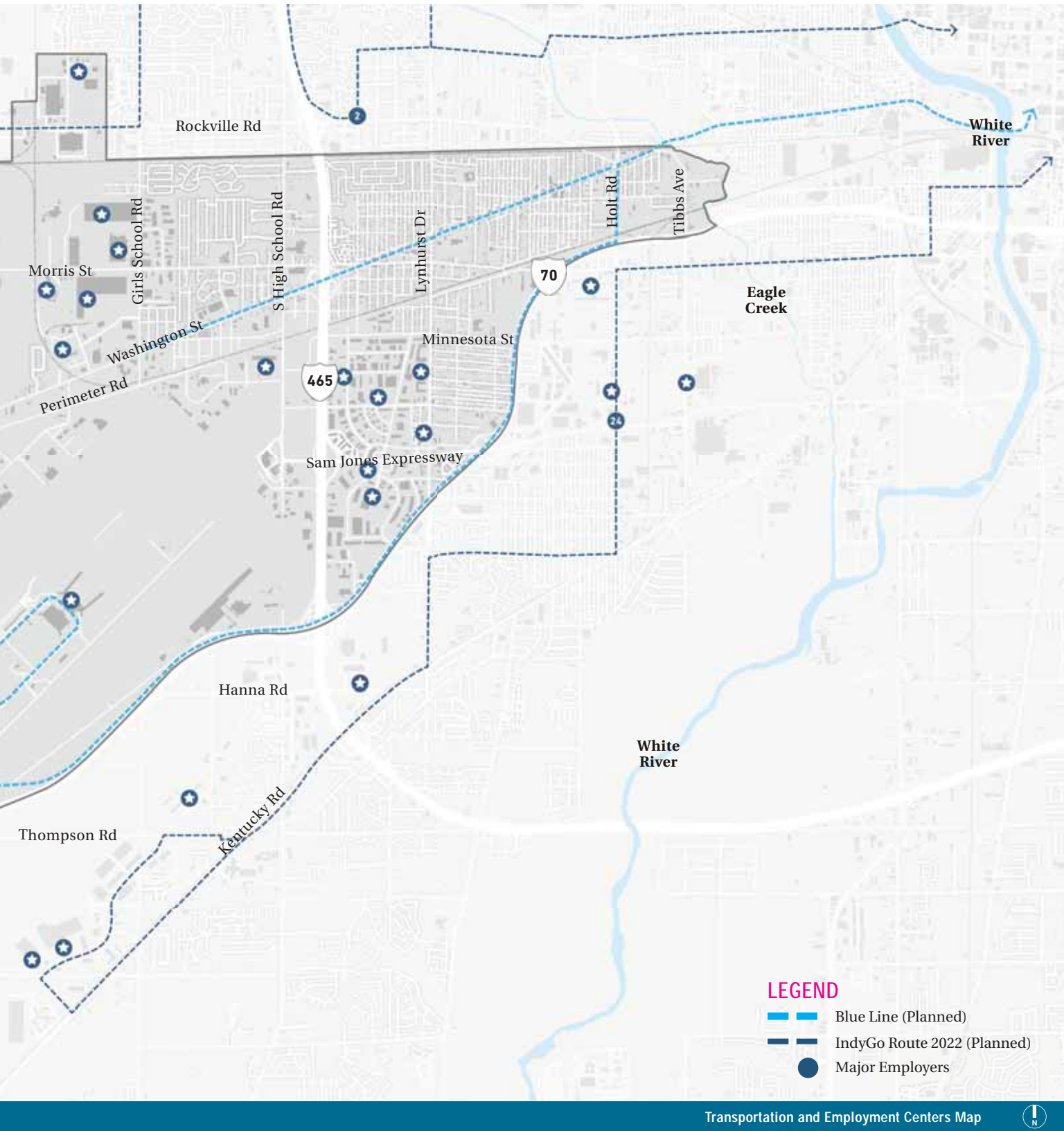
West Washington Street

Access Analysis

Access analysis describes the current major employers, public transportation options, and various workforce training assets available to the West Side. Significant employment centers are often located far from the few IndyGo routes expected to remain in the future, underlining the importance for other mobility options. Such options include: accessible, safe and continuous sidewalks; enhanced bicycle infrastructure along major corridors forming a complete multi-modal system; private shuttles linking major transit stops to employment centers; bike and car sharing; and ride-sharing. Various training and educational programs are available across the study area, but these could be expanded.

Issues - Both major and small employers face labor access issues due to a disconnect with the public transportation system. Many of the remaining blue collar jobs pay lower wages than historically adjusted averages, and more of the workforce relies on public transportation. Despite this reliance on transit, there are often a lack of safe, well-lit sidewalks connecting the disparate employers to the nearest bus routes. Various transportation improvements can help alleviate the issue but disconnected land uses are a significant limiting factor. Historically, the noxious nature of legacy industrial uses on these sites necessitated separation from residential areas. The changing nature of industry, means that new development patterns can be explored which keep intensive uses separated from residential areas, while integrating less intensive industrial uses into commercial and mixed-use areas.





Workforce Analysis

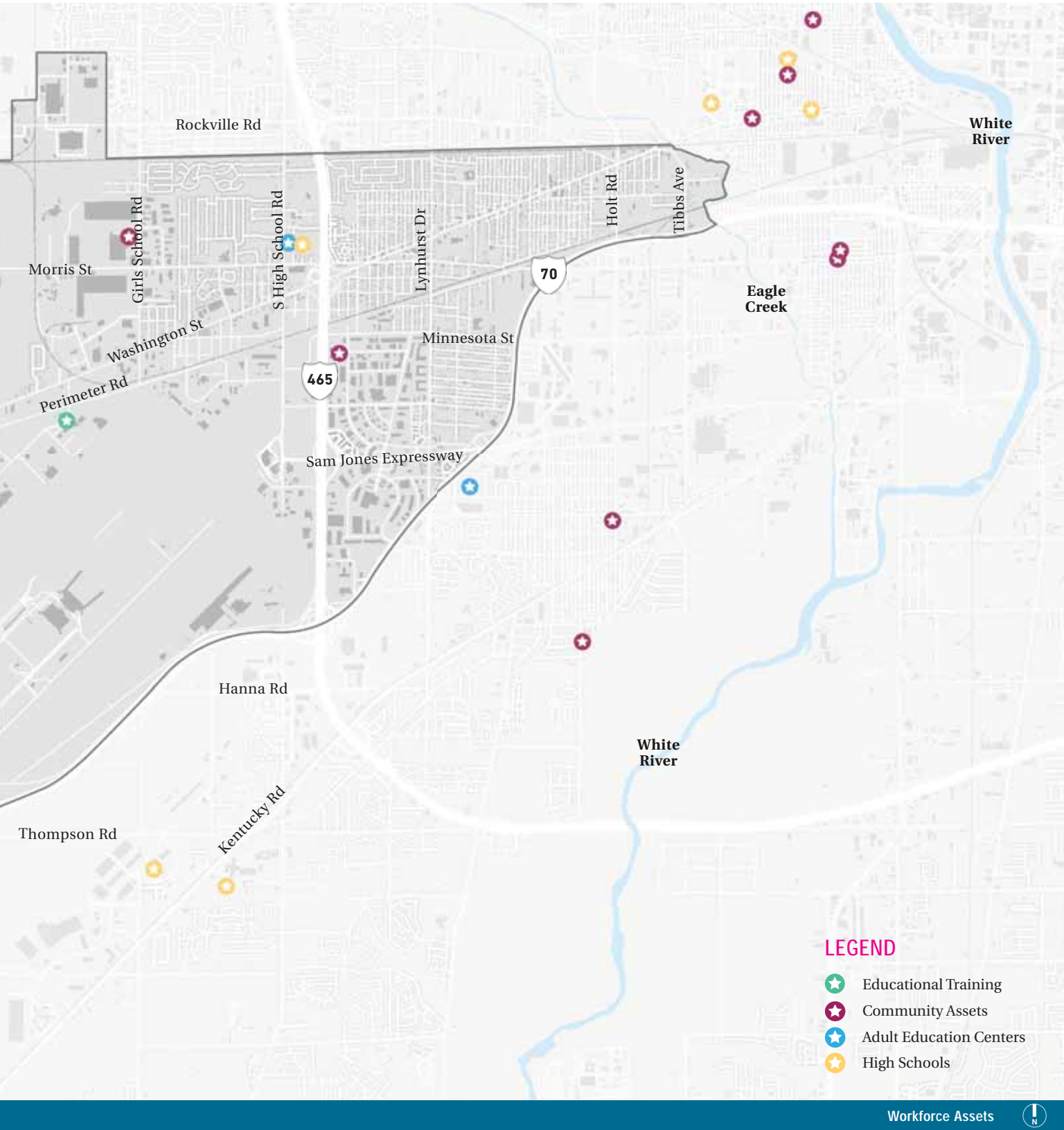
Issues - The West Side area has fewer supportive resources for workforce development compared to other parts of Indianapolis. These can include training/education centers, community colleges and community centers. More detail on specific recommendations can be found in the on page 116.

Educational Training - Organizations that offer high school students and adults (over 18 years old) educational programs which may include project based-learning, dual credit high school classes, vocational certificates or other college-credit classes.

High School - Public and Private High Schools. Adult Education: Organizations that offer adults (over 18 years old) High School Equivalency (HSE) preparation, English classes, dual credit classes, or other educational workshops.

Community Asset - Organizations that offer supportive services for families, such as food pantries, financial education and coaching, employment assistance, adult education (HSE preparation), emergency income support, wellness programs, or before/after school programs.





Emerging Project Opportunities

Emerging Project Opportunities were defined by synthesizing results of inventory and analysis of previous plans, stakeholder and public input, demographic conditions, the Airport TIF district, the market, workforce, and X-Factors. Emerging projects are organized by typology and include opportunities to enhance Connectedness, Sense of Place, Workforce Attraction, and Neighborhood Stabilization. These opportunities help inform projects that shape the planning framework detailed in Chapter 3 on page 82.

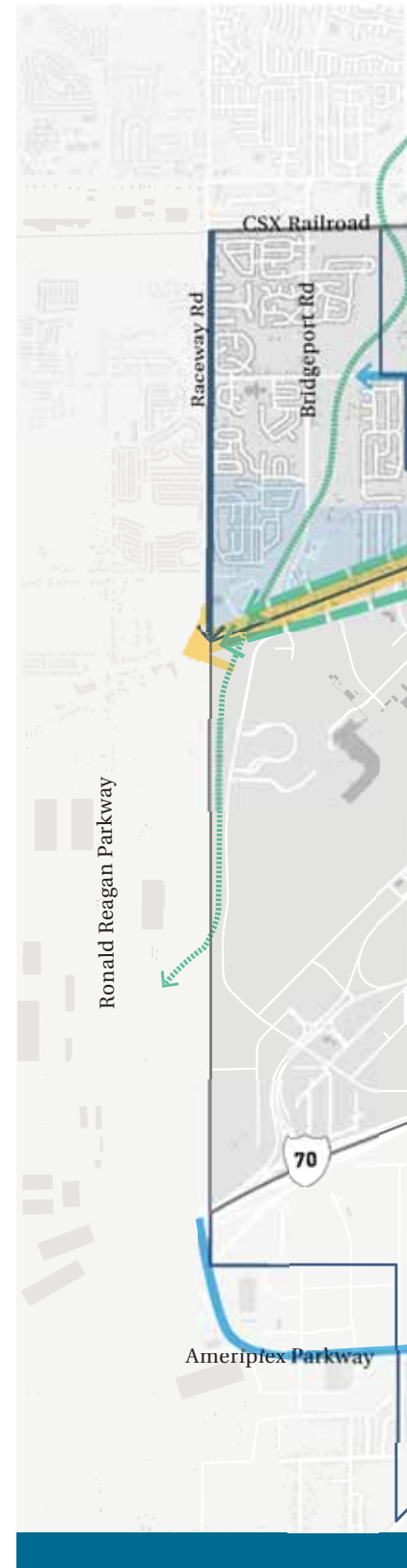
Connectedness

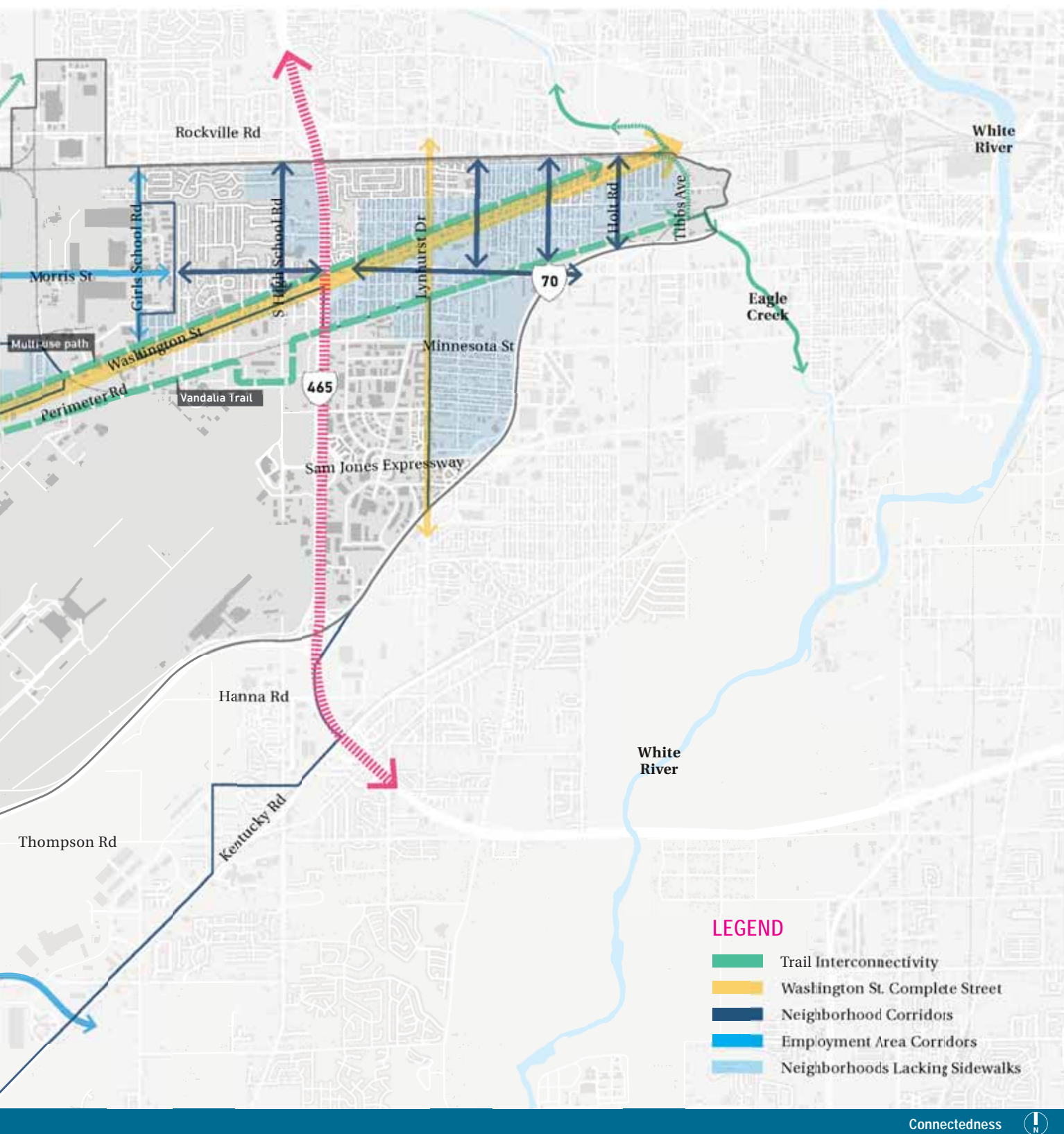
Given the physical barriers to connectivity in the study area, Washington Street will, by necessity, remain a significant vehicular connector. As the only east-west spine, it is critically important to the future of the area that it becomes a multi-modal supporting “Complete Street.” Sidewalks should be provided along the full extent of Washington Street. To the extent possible, multi-use paths or trails should be constructed to further improve added measure of multi-modal connectivity. A focus on connecting existing pedestrian infrastructure is also important, especially in locations where local bus service is provided and on roadways that connect to transit stops and stations.

Morris Street provides an opportunity to improve east/west connections in the Study Area. Industrial development along Morris Street would benefit from a roadway that is better designed to handle heavy truck traffic and peak hour loads. Widening of the railroad bridge over Morris Street between Bridgeport Road and Girls School Road would be required to increase vehicular capacity on Morris Street and accommodate pedestrian facilities. Various north-south roadways have been identified on the map which provide opportunities for improving roadway conditions and connections to the Washington Street corridor.

At the southeast edge of the study area, an extension of Ameriplex Parkway would provide economic development opportunities and would connect the study area more directly to the future I-69 at its interchange with Southport Road. This extension is identified in the Indianapolis Thoroughfare Plan, as a future four-lane primary arterial.

The Marion County Transit Plan identifies key local bus and rapid transit improvements to serve the study area. Local service is planned for Lynhurst Drive, providing north-south connectivity from south of Sam Jones Expressway through the study area and continuing north to 46th Street via a combination of Lynhurst Drive and High School Road. Route 10 local service will remain along the current Rockville Road route.





The most impactful transportation proposal impacting the area is the plan to provide Bus Rapid Transit (BRT) service along Washington Street from the eastern edge of Marion County, through downtown Indianapolis to the Indianapolis International Airport. Blue Line BRT service will run 20 hours a day, seven days a week and will provide 15-minute frequencies during the peak hours. The plan indicates local service (Route 8) extending west of Holt Road along Washington Street and alternating with an express bus along I-70 to the Airport terminal. These improvements will be funded through a combination of Federal and local funds. Improvements to pedestrian facilities will be included as part of the Blue Line project to ensure accessibility of the service.

Additional off-street pedestrian facilities have been envisioned south of and parallel to Washington Street, along with Eagle Creek, and along East Fork White Lick Creek in the form of trails or multi-use paths.

Opportunities Summarized

- Improving Washington Street as the spine of the West Side connecting to jobs and neighborhoods
- Infrastructure improvements to roads within the study area would enhance neighborhood interconnectedness and access to public transit jobs and services
- Planned public transit improvements on Washington Street and Lynhurst Drive may hold the key to better connectivity
- Better pedestrian connectivity, including sidewalks and multi-use paths/trail
- Transit improvements could also catalyze redevelopment and revitalization





2013 Blue Line Alternatives Analysis - Routing Diagram



LEGEND

- ① Capitol Avenue Station (initial phase)
- ② West Street Station (initial phase)
- ③ Harding Street Station (initial phase)
- ④ Belmont Avenue Station (initial phase)
- ⑤ North Tibbs Avenue Station (initial phase)
- ⑥ Holt Road Station (future phase)
- ⑦ Fleming Street Station (future phase)
- ⑧ Lynhurst Street / Westgate Station (future phase)
- ⑨ Morris Street Station (future phase)
- ⑩ High School Road/Sigsbee Street Station (future phase)
- ⑪ Bridgeport Road Station (future phase)
- ⑫ Indianapolis Airport Station (future phase)

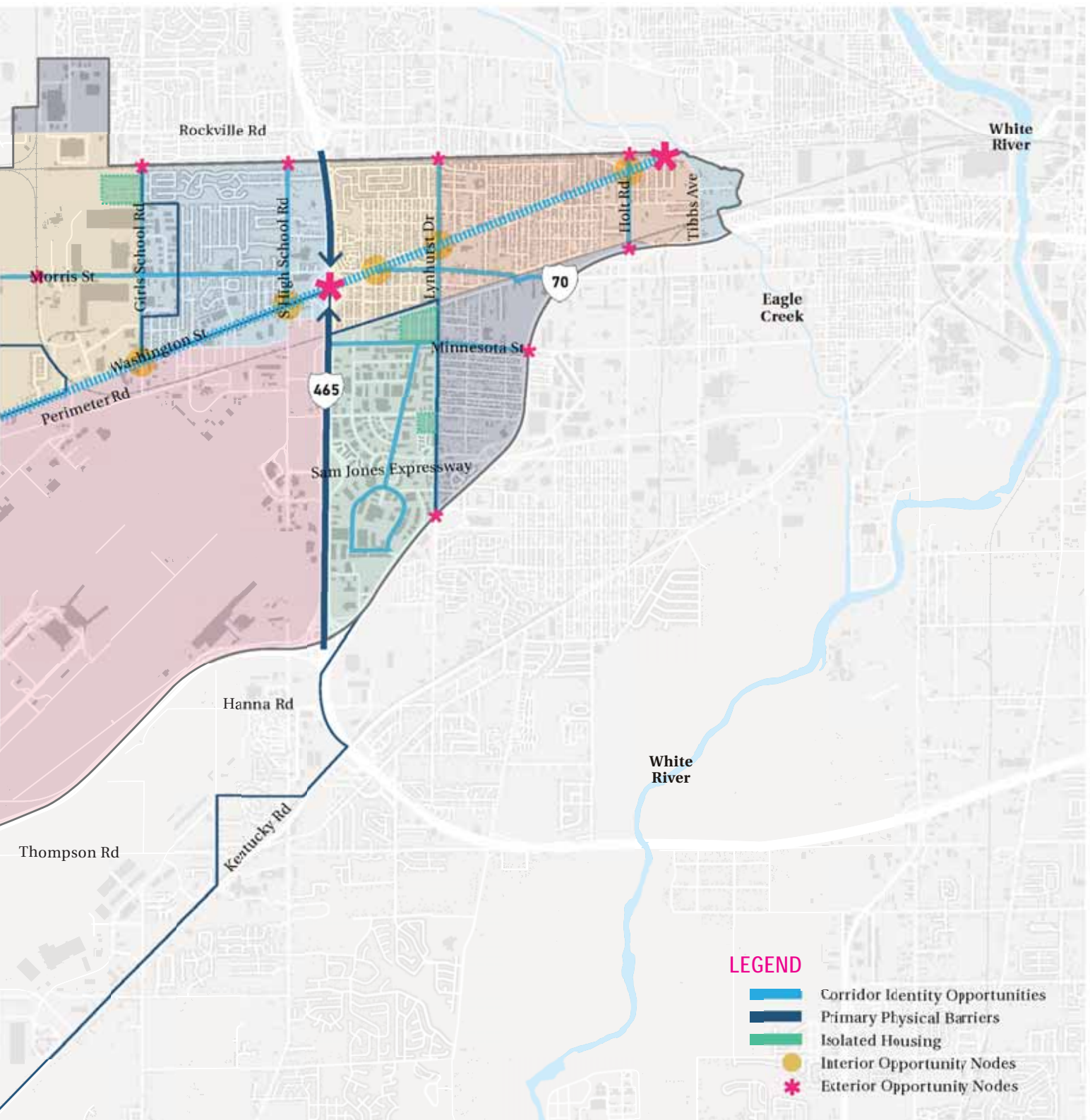
Sense of Place Opportunities

Sense of Place is a measurement of the relative strength of meaningful places rooted in existing neighborhoods and their unique past and present identities. At edges of the study area and along major corridors are areas characterized as exterior gateways. In addition, interior gateways can create entrances into neighborhoods. Exterior and interior gateways represent opportunities for investment in streetscape improvements, signage and redevelopment to re-shape the image of the study area. While certain corridors present opportunities within the study area, other major transportation corridors such as the CSX Rail, I-465, and I-70 create barriers which isolate neighborhoods from each other. At these places, many neighborhood collector streets and local streets are disconnected which contributes to forgotten corners of neighborhoods that as a result experience naturally occurring disinvestment. There is an opportunity within these areas to optimize existing connections by enhancing streetscape, wayfinding, and pedestrian amenities which should entice future investment and stabilize isolated housing areas as well as larger vulnerable neighborhoods. Strategic investments to invest in these corridors will help stabilize commercial areas and neighborhoods that are linked to the success of the corridors that serve as gateways to neighborhoods. The neighborhoods east of I-465 are devoid of parks and open space. Krannert Park, located west of I-465 is the only community-scale open space within the study area. Three potential neighborhood-scale open space locations have been identified within the study area. Also, a potential community-scale open space has been identified within the study area on Tibbs Avenue at the current location of automotive salvage yards along Eagle Creek. New open spaces would provide much-needed places for residents, including children, to gather and play within walking distances of their homes.

Opportunities Summarized

- The history of Washington Street can be leveraged to create a distinct identity along the major corridor
- Transit stops and the I-465/Washington Street interchange have an opportunity to become important neighborhood amenity and employment areas
- Revitalization strategies for the areas east of I-465 and west of I-465 require different approaches
- Barriers between neighborhoods can be transformed into gateways





Revitalization Opportunities

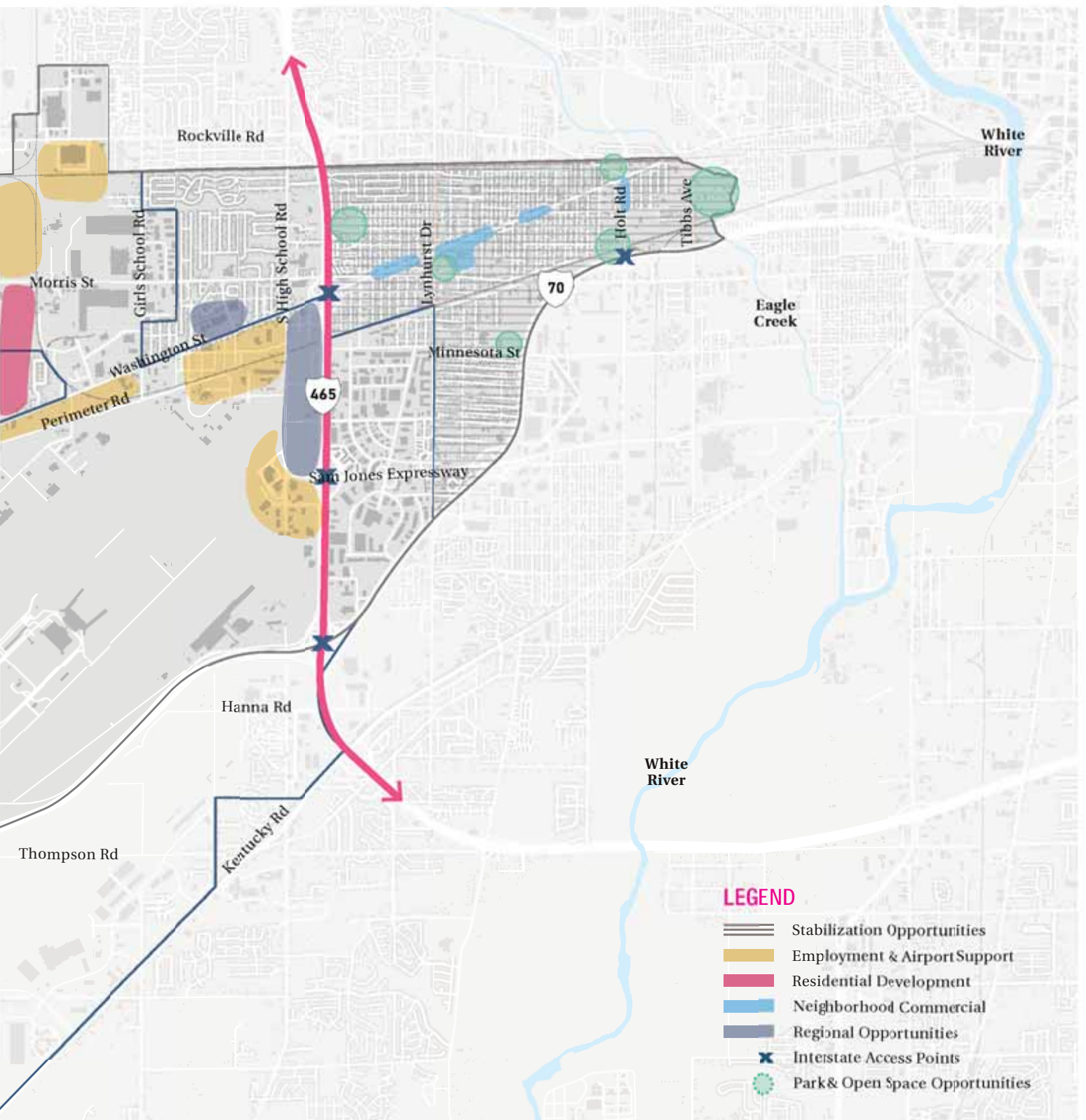
Revitalization Opportunities identified multiple sites where the team provided site-specific redevelopment recommendations. Over 22 sites were initially identified as part of this process. Opportunities to revitalize residential areas within this study area range in scope and scale. These residential opportunities include neighborhood-scale stabilization projects that might include programs targeting key intersections for investment at neighborhood gateways, infill opportunities at vacant or under performing sites, and efforts to stabilize residential areas from within with innovative programs and partnerships explored on page 116. Aside from residential revitalization, opportunities for new residential development were identified in the western portion of the study area.

Sites proposed for housing development are characterized as large tracts of vacant property near other suburban residential areas. These areas could be developed as part of a strategy to improve the variety of housing in this area to support large employers such as the Indianapolis International Airport. Along with neighborhood revitalization and new residential development comes the need to explore neighborhood commercial redevelopment opportunities. Catalytic opportunities are identified at critical intersections and in densely populated areas with existing or planned IndyGo stops in the vicinity. Thoughtful development of these sites would support community placemaking goals and address the need for basic community services in the area (stores, medical care, entertainment). Furthermore, several regional commercial and employment opportunities have been identified in areas with interstate access and in proximity to the Indianapolis International Airport. Regional employment opportunities can bring high-paying jobs as well as airport associated commerce to the study area. Lastly, the study area lacks parks and open spaces. As referenced when identifying Sense of Place opportunities on page 76; community and neighborhood-scale open spaces have been identified as part of a revitalization strategy.

Opportunities Summarized

- There are vulnerable properties along Washington Street, including vacancies, auto-oriented retail, and legacy industrial sites, that must be addressed to create a more functional and appealing community.
- Vacant sites, underutilized sites, and sites near transit could support redevelopment neighborhood-serving retail and park/open space.
- Employment centers and airport-supporting development can reinforce the continued growth of industrial, logistics, advanced manufacturing and aerospace-related technology.
- Regional opportunities include interstate-proximate types of development such as larger format retail, restaurants, lodging and medical services.







An aerial photograph of a landscape, possibly a wetland or coastal area, with various patches of land and water. The entire image is overlaid with a semi-transparent blue filter. The text '03' is centered in the upper half of the image.

03

PLANNING FRAMEWORK

Planning Framework

Physical Planning Recommendations

The Planning Framework combines public input with blended physical analysis, market, TIF district, and workforce analysis into a set of recommendations for projects that can address needs related to infrastructure, workforce development, neighborhood stabilization, redevelopment, and parks and open space deficiencies. The result of these recommendations is a set of projects which can be partially funded by the Airport TIF district and implemented in a way to revitalize the West Side of Indianapolis.

Subareas

Due to the size and diversity of the study area, five distinct Subareas were created and include:

- **Subarea 1: Inner Urban Core**
- **Subarea 2: Outer Urban Core**
- **Subarea 3: Industrial Cluster**
- **Subarea 4: Suburban Edge**
- **Subarea 5: Airport and Support**

Project Types

The following physical planning recommendations highlight unique infrastructure, redevelopment and parks and open space projects within each Subarea. Workforce development and neighborhood stabilization recommendations are more programmatic and less dependent on specific Subareas. Workforce development and neighborhood stabilization recommendations are grouped at the end of this chapter and supplemented by case studies.

Infrastructure Projects

- Arterial Streets
- Collector Streets
- Neighborhood/Local Streets

Parks and Open Space

- Signature Park
- Neighborhood Parks
- Trails






Workforce Development

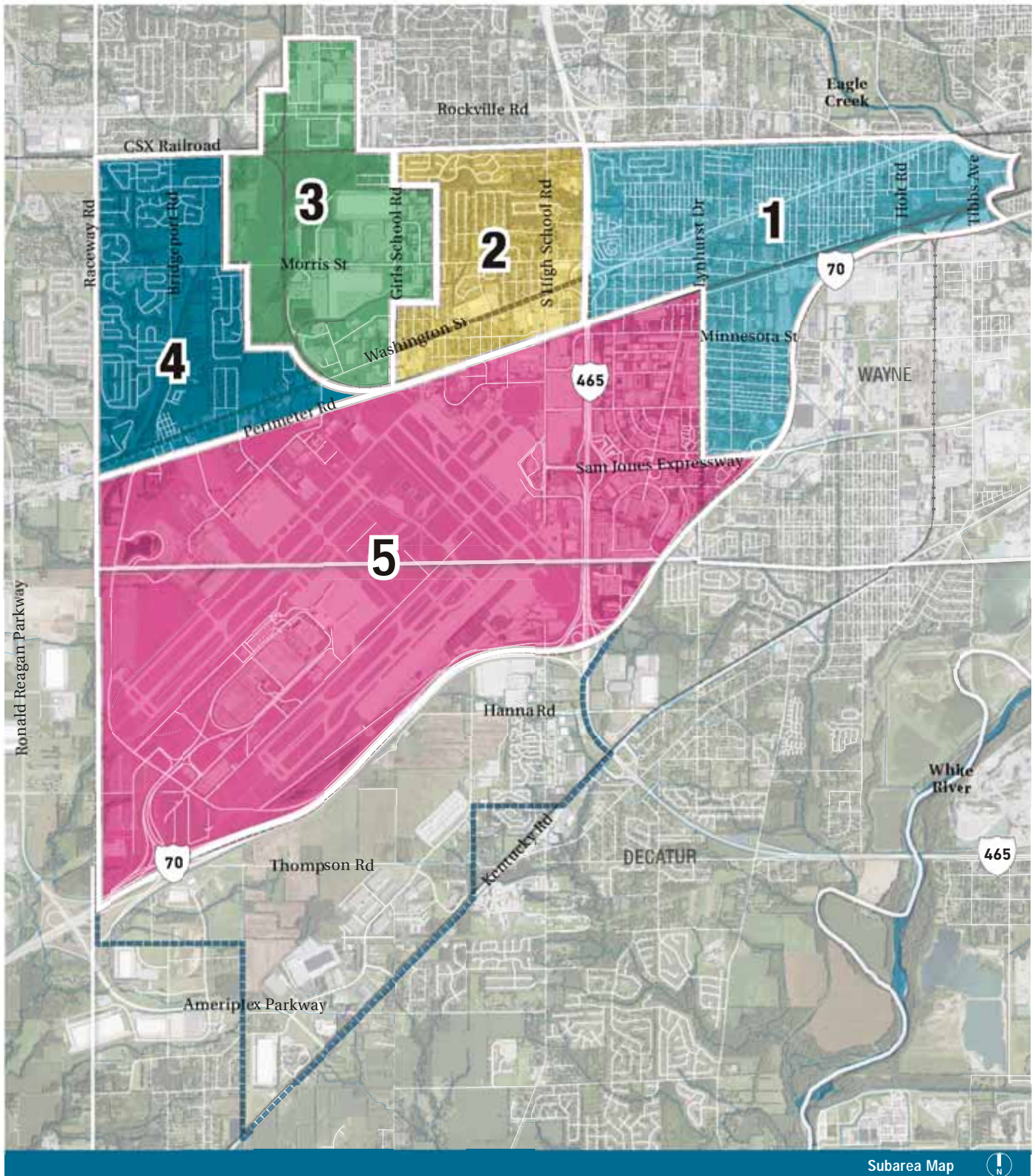
- Community Center/Hard Costs
- Workforce Training
- Anchor Housing Program

Neighborhood Stabilization

- Transportation Ready Redevelopment
- Neighborhood Infill Development
- Owner Occupied Rehabilitation

LEGEND

-  Subarea 1: Inner Urban Core
-  Subarea 2: Outer Urban Core
-  Subarea 3: Industrial Cluster
-  Subarea 4: Suburban Edge
-  Subarea 5: Airport and Support



Subarea 1: Inner Urban Core

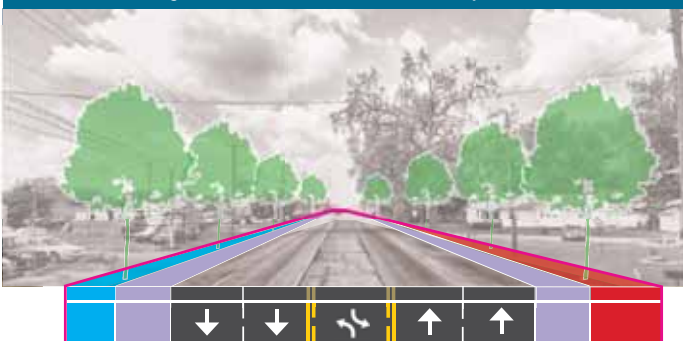
Subarea 1: Includes neighborhood and highway commercial land use along Washington Street, and dense pre-war single- and multi-family housing within neighborhoods. This area is densely populated but includes vulnerable neighborhoods in need of stabilization. This area serves as a gateway to downtown Indianapolis from I-465.

Infrastructure Recommendations

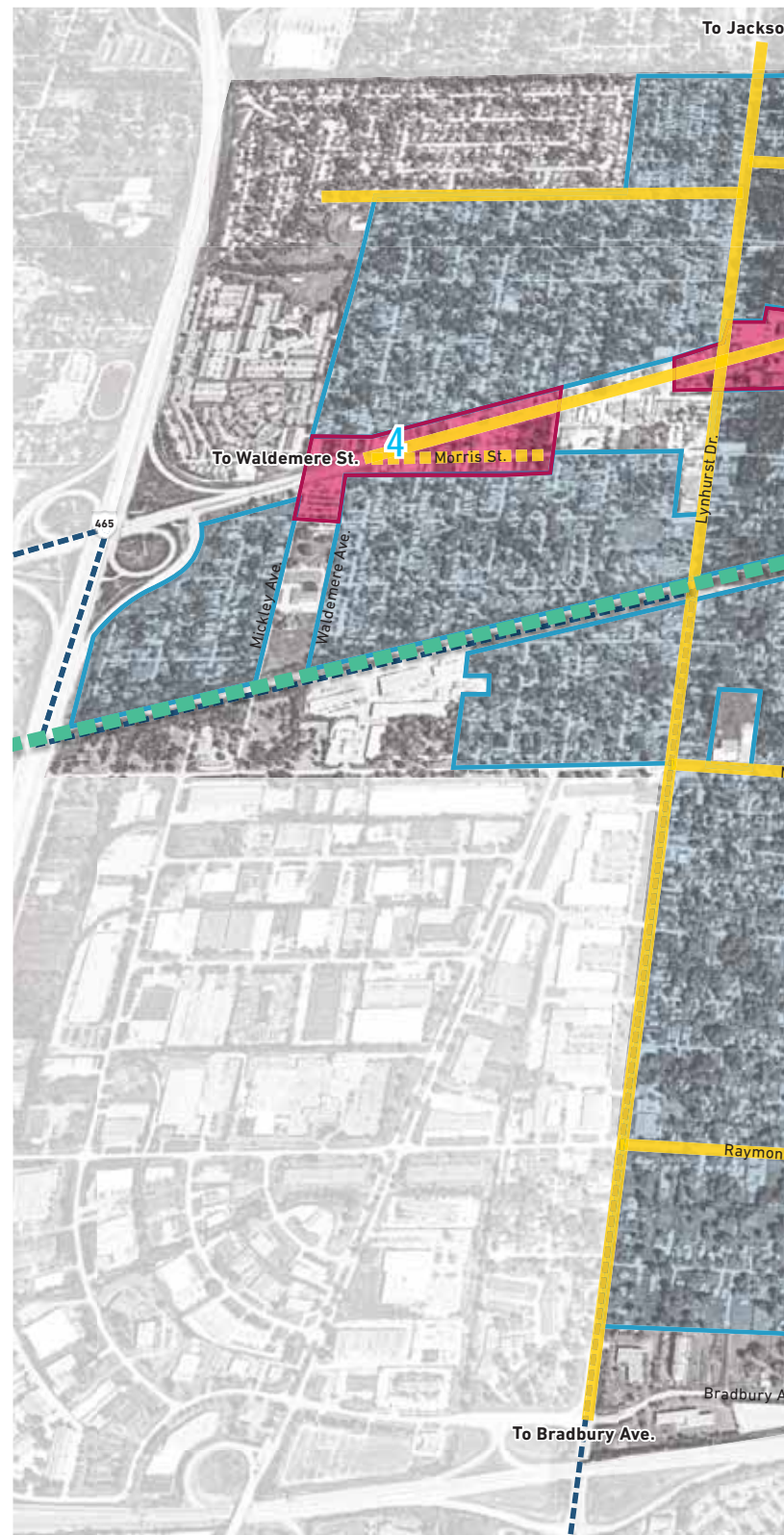
Washington St., east of I-465 (Excluding redevelopment sites)



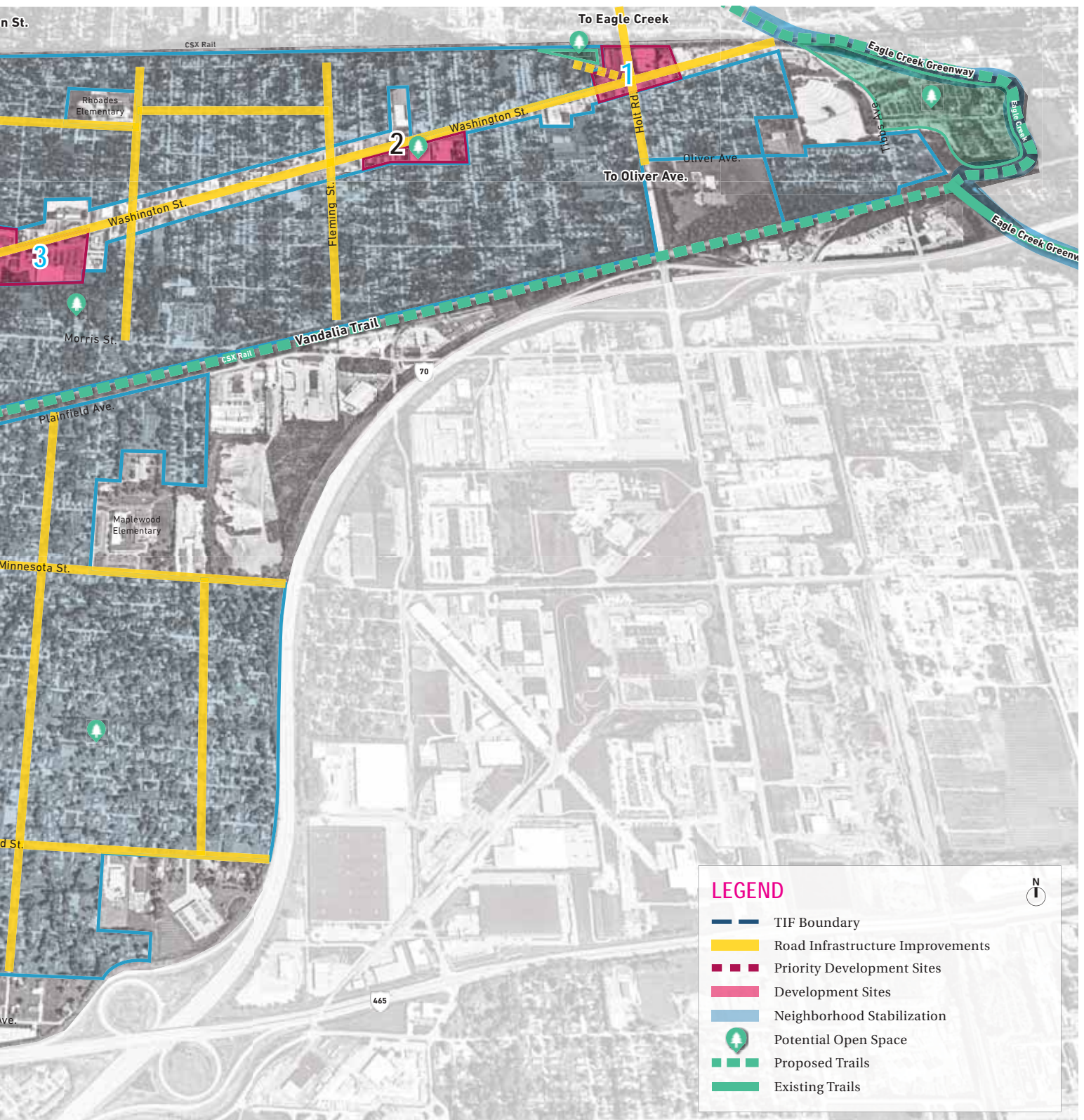
Washington St., east of I-465 (At redevelopment sites)

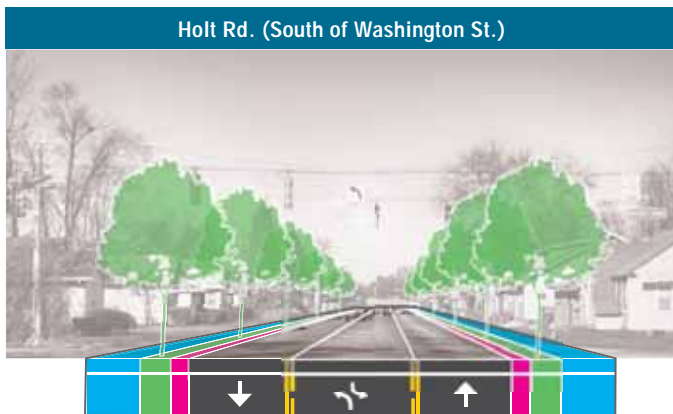
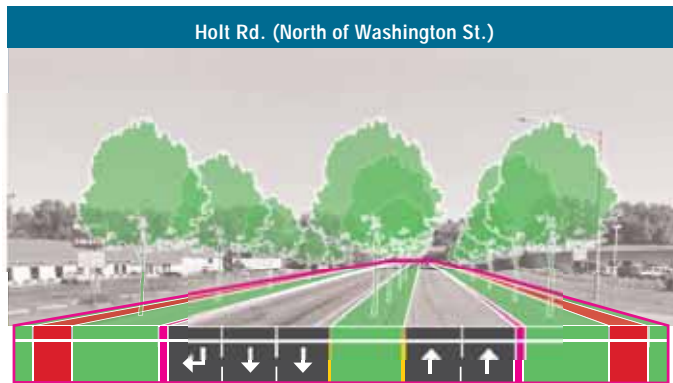


Washington Street –Within Subarea 1, Washington Street is recommended for reconstruction with two travel lanes in each direction and a center turn lane or median. On-street parking could be provided on one side of the roadway in key redevelopment areas. The existing right-of-way would accommodate a sidewalk on one side and cycle track plus sidewalk, or shared-use path, on the other side. A 12-foot median will support future center-running BRT development in the corridor. If the Blue Line BRT concept were to use curb-side service, 12-foot lanes could shift to the outside lanes. In this configuration, pedestrian facilities may need to be modified from the cross-section shown here. In special circumstances where existing parking backs out into Washington Street, the cross-section may need to be modified, or the City will need to work with property owners to accommodate safe and maneuverable on-street parking that does not endanger pedestrians or motorists.



Lawn/Swale
 Curb/Shoulder
 Sidewalk
 Trail/Bike Path
 On-Street Parking
 Travel Lane

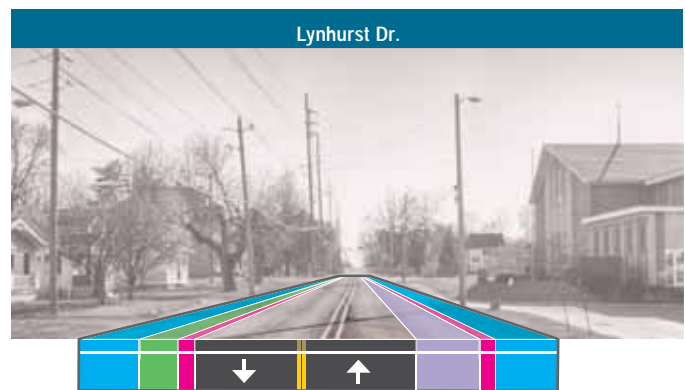




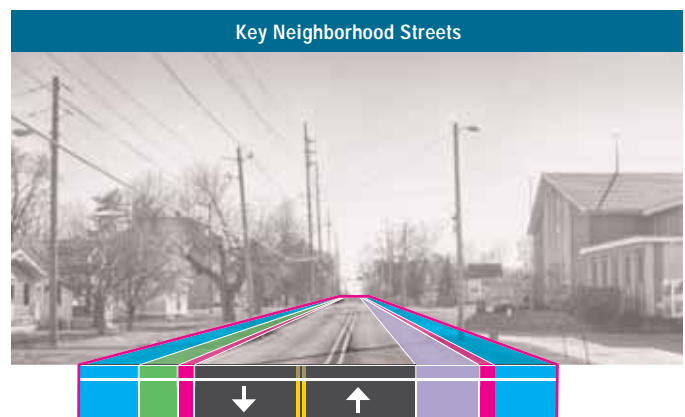
Holt Road (north and south of Oliver Street) – Holt Road is one of the higher capacity roadways in the study area. Given the right-of-way available, it is recommended that substantial tree lawns and landscaped medians be provided as an enhancement to this four-lane roadway (two lanes in each direction). The green spaces outside of the roadway could accommodate a hybrid ditch or other stormwater management solution. The right-of-way can additionally accommodate turn lanes at key intersections and 10-foot multi-use paths on both sides.

South of Washington Street, Holt Road narrows considerably. Its cross-section would provide for a two-lane roadway with center turn lanes, and sidewalk and a small tree lawn on each side.

Morris Street - Morris Street currently connects to Washington Street at a slightly offset, 6-leg intersection with Waldemere Drive. It is recommended that Morris Street be realigned both east and west of the intersection. To the east of Washington, Morris Street would curve north to connect at a new intersection with Ingomar Street to the north. West of Washington Street Morris Street would be realigned north of its current location to tie into Waldemere Drive in a T-intersection.



Lynhurst Drive - Lynhurst Drive remains a two-lane roadway in this plan, with on-street parking (on one side) and sidewalks (both sides). A tree lawn can be provided on one side of the roadway to provide an added pedestrian buffer.



Neighborhood Streets - Neighborhood streets in Subarea 1 are envisioned with two travel lanes, one in each direction, with on-street parking, a narrow grass tree lawn, and sidewalks on each side.

Open Space and Trails Recommendations

Within Subarea 1, there are opportunities for enhanced open space and trail amenities. As tax exempt uses, TIF is ill-suited to fund open space and trails projects, but these projects could be developed through other means as part of long-range planning for a revitalized Inner Urban Core. The Indy Parks and Recreation Comprehensive Master Plan identifies this Subarea as deficient in neighborhood and community-scale parks. Today, Christina Oaks Park, located on the south side of Washington Street between Taft Avenue and Roena Street, is the only neighborhood-scale park within the Inner Urban Core. There are no community-scale parks or trails within this Subarea.

■ Lawn/Swale
 ■ Curb/Shoulder
 ■ Sidewalk
 ■ Trail/Bike Path
 ■ On-Street Parking
 ■ Travel Lane

The Indianapolis Greenways Plan indicates that Wayne Township as a whole is under-served by trails and greenways, which results in a lack of critical pedestrian connectivity.

Neighborhood Open Spaces - Three opportunities to provide enhanced open spaces have been identified throughout the Subarea. Locations for these open spaces have been selected based on needs identified in the Indy Parks and Recreation Master Plan, proximity to schools and availability of tax delinquent, or vacant property. New open spaces should be developed as land and financing can be secured. Neighborhood-scale open spaces could be formed as partnerships between neighborhoods, community organizations, non-profits, and Indy Parks. Shelton Heights Open Space is an example of successful collaboration in the sub area.

Shelton Heights Open Space - An ongoing early implementation step is the development of the Shelton Heights Park located north of Rockville Ave and south of the CSX tracks near Holt Road. Indy Gateway worked with the City of Indianapolis to acquire this property as part of a blight elimination program. This project is a partnership between the City of Indianapolis, Indy Gateway, and Keep Indianapolis Beautiful. Once completed, this 3.5-acre community open space will serve the nearby Shelton Heights neighborhood, emphasizes nature play and provide community gathering facilities, an informal stage and shelter.

Community Open Space - A community-scale open space is recommended within the Inner Urban Core. A potential 45-acre community-scale open space has been identified along Eagle Creek between the creek and Tibbs Avenue, south of the CSX tracks. While this recommendation would be an expensive, and long-term undertaking, this could provide an opportunity to redevelop property along Eagle Creek which is currently being utilized as multiple automotive salvage yards while addressing potential environmental issues on the property. Due to the location on Eagle Creek, and that this site could also include the extension of the Eagle Creek Greenway, this could be a signature park for the West Side of Indianapolis. In addition to the park, this community anchor space could be the catalyst for a revitalized Washington Street and Tibbs Avenue intersection.

Eagle Creek Greenway - The Eagle Creek Greenway is the linchpin to a West Side multi-modal network that will link neighborhoods, schools, parks, commercial areas and industrial districts. Its path stretches from Eagle Creek Park and reservoir to the White River. Currently, there are two sections of the Eagle Creek Greenway that have been

completed: 2 miles on the south end and 1.8 miles on the north end. Once completed, the trail will be approximately 21 miles in length and have major access points connecting Eagle Creek Park, Thatcher Park, Ridenour Park, Ross-Claypool Park and the B&O Trail. The continuation of the Eagle Creek Trail along the West Side of Eagle Creek within the inner urban core is recommended to address a lack of pedestrian connectivity identified by the Indianapolis Greenways Plan. Within the study area, the greenway is approximately .75 mile in length and would likely be constructed on top of the levee along Eagle Creek.

Vandalia Trail - The Vandalia Trail is planned to begin near the Hendricks County line and Bridgeport and extend east where it intersects with the Eagle Creek Greenway. The western reach of this route falls within lands controlled by the Indianapolis International Airport and follows Perimeter Road. near South Girls School Road, an active rail line joins the corridor, and much of the remaining route parallels the active line. The route passes under I-465 by sharing the Minnesota Street underpass and then continues east along the rail line. It follows the rail line on the south side of the tracks to an underpass near West Morris Street/Vandalia Street at Plainfield Avenue. At this point, the route would cross to the north side of the railroad tracks using a new underpass or pedestrian tunnel under the rail line. From this point, the route would follow the north side of the rail line the remaining 1.5 miles to where it converges with the Eagle Creek Greenway. Once completed, this planned trail will connect to the Eagle Creek Trail on the East, and into a 17-mile trail network in Hendricks and Putnam County. The City of Indianapolis Greenways Plan recommends this trail as a long-term connection to the Eagle Creek Greenway. This plan recommends the trail be evaluated as a pedestrian amenity on the West Side if rail right-of-way becomes available, or CSX Rail shows an interest in the project.

Redevelopment Area Recommendations

Redevelopment improvements will be achieved as part of a structured program focused on reconnecting the transportation grid, and filling in gaps near existing suburban housing development. Within the Inner Urban Core Subarea, eight sites were identified as potential redevelopment sites. Development potential was evaluated for all eight sites and includes a site breakdown including a statement of future land use, determination of access, vacancy/ownership status, known environmental issues, proximity to planned multi-modal transportation infrastructure, and TIF district eligibility. The Indianapolis Plan 2020 Pattern Book informs the land use recommendations.

Site 1 – Holt Road and Washington Street (20 Acres)

- **Vacancy/Ownership** – There are 21 owners within this redevelopment area. Several vacant sites east of Holt Road. The property is primarily under commercial ownership with residential property ownership off local streets within the neighborhood west of Holt Road and north of Washington Street.
- **Environmental Issues and Remediation** - Site one includes several potential environmental issues that need to be evaluated further, and if necessary, remediated before redevelopment could occur. There are a concentration of environmental concerns located at the southeast corner of Washington Street and Holt Road (currently a gas station). The area in question is located within the redevelopment area, but not within Development Scenario 1. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Holt Road is designated as a stop on the BRT Blue Line in preliminary planning completed as part of the Marion County Transit Plan. Holt Road is shown as the westernmost terminus of the Blue Line BRT in this report.
- **Access** – Future development has access primarily off Washington Street, although this may be impacted by future Blue Line BRT station siting, limited access from Holt Road and/or McClure Street.
- **Future Land Use** – Village Mixed Use, Transit-Oriented Development Overlay.
- **TIF Eligibility** – Washington Street improvements, Holt Road, property acquisition, site scale redevelopment may require a new “project” TIF.
- **Contingencies** – The Blue Line BRT stop at Holt and Washington and reconstruction of Washington Street would help to catalyze redevelopment. Redevelopment is contingent upon Blue Line BRT service and stops at Holt Road and Lynhurst Drive, reconstruction of Washington Street, partial or complete assembly of property in this area, and securing financing/developer incentives.

Site 2 – Christina Oaks Park and Washington Street (10 Acres)

- **Vacancy/Ownership** – Two owners within this redevelopment area. Magnode property east of Christina Oaks Park is vacant and for sale. Wayne Township Schools owns Christina Oaks Park and leases to Indy Parks.
- **Environmental Issues and Remediation** - Site two includes potential environmental issues that need to be evaluated and/or remediated before redevelopment could occur. The concentration of environmental issues exists at the former Magnode site. Soils in 2014 and 2015 contained volatile organic compounds below IDEM RCG residential screening levels. Current extent of soil impacts

(if present) are unknown. A detailed report is located in the Appendix.

- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street just west of this site. It is anticipated that the IndyGo #8 service, as it currently exists will be discontinued once the Blue Line BRT becomes operational. Local service is still planned to extend west of Holt Road along Washington Street, but specific stop locations are yet to be determined.
- **Access** – Future development has access primarily from Washington Street, Oliver Avenue, Taft Avenue, Roena Street, and Rybolt Avenue.
- **Future Land Use** – Village Mixed Use with a potential Transit-Oriented Development Overlay (if Blue Line BRT is extended over time).
- **TIF eligibility** – Washington Street improvements, property acquisition, site scale redevelopment may require a new “project” TIF.
- **Contingencies** – Redevelopment contingent upon reconstruction of Washington Street, assembly of property, coordination with Wayne Township Schools and Indy-Parks to secure alternative neighborhood-scale open space, and future Blue Line BRT connection.

Site 3 – Lynhurst Drive and Washington Street (23 Acres)

- **Vacancy/Ownership** – There are 12 owners within this redevelopment area. Several vacant lots exist within this redevelopment area. Also, commercial parking lots are expansive and have an opportunity for outlot development.
- **Environmental Issues and Remediation** - Site three includes several environmental issues that need to be evaluated further and potentially remediated before any excavation or development could occur. The concentration of environmental issues is spread throughout this site and affects development proposed within Development Scenario 2. The current U-Haul site is associated with a NFA restricting residential use. White Castle has an environmental restrictive covenant restricting residential development because of previous soil impacts present at the site. Residential restrictions exist on portions of this site today. As a result, significant study and mitigation may be required. This site currently is associated with soil contamination. The current extent of groundwater impacts (if present) are unknown. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT stop, but an IndyGo #8 stop exists along Washington Street within walking distance. Also, a new planned IndyGo route for Lynhurst Drive will service this redevelopment site allowing for enhanced north/south

bus service and transfers.

- **Access** – Future development has access primarily from Washington Street, Oliver Avenue, Taft Avenue, Roena Street, and Rybolt Avenue.
- **Future Land Use** – Village Mixed Use with a potential Transit-Oriented Development Overlay (if Blue Line BRT is extended over time).
- **TIF Eligibility** – Washington Street improvements, property acquisition, site scale redevelopment may require a new “project” TIF.
- **Contingencies** – Redevelopment contingent upon reconstruction of Washington Street, future Blue Line BRT connection, and assembly of property.

Site 4 - Morris Street and Washington Street (22 acres)

- **Vacancy/Ownership** – There are 22 owners within this redevelopment area. Several vacant lots exist within this redevelopment area. In addition, Morris Street re-alignment will create several easily-developed parcels.
- **Environmental Issues and Remediation** - Site four includes several environmental issues that need to be evaluated further and remediated before any excavation or development could occur. The concentration of environmental issues is spread throughout this redevelopment area. The portion of the site east of the current Morris Street and Washington Street alignment, south of Washington Street, have environmental covenants restricting development because of known unremediated environmental issues. Residential restrictions exist on portions of this site as it exists today. As a result, significant study and mitigation may be required. This site currently has groundwater and soil contamination. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** - Not currently designated as a Blue Line BRT stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access primarily from Washington Street, Morris Street, Mickley Avenue, Waldemere Avenue, Whitcomb Avenue, and Ingomar Street.
- **Future Land Use** – Village Mixed Use with a potential Transit-Oriented Development Overlay (if Blue Line BRT is extended over time).
- **TIF Eligibility** – Washington Street, property acquisition, site scale redevelopment may require a new “project” TIF.
- **Contingencies** – Redevelopment contingent upon reconstruction of Washington Street, re-alignment of Morris Street, future Blue Line BRT connection, and the creation of more regularly shaped development parcels and assembly of property.



Neighborhood-Scale Open Spaces



Small Format Multi-Family



Mixed-Use Development



Neighborhood Commercial



Townhome Development

Site Development Scenarios

Three of the four proposed redevelopment sites within the Inner Urban Core Subarea could be catalyzed by infrastructure improvements to Washington Street and projected market demand over the next eight years. Conceptual development modeling was conducted for each site. Development planning is tied to properties most likely to redevelop in the near-term. As market forces and infrastructure change over time affected by various X-Factors, the scale of redevelopment could change.

Site 1 – Holt Road and Washington Street

The recommended development at the intersection of Holt Road and Washington Street includes new commercial, mixed-use, and multi-family residential uses. Neighborhood scale retail fill the commercial and mixed-use buildings and to fulfill everyday needs of the surrounding neighborhoods' residents. Shelton Heights Park (being developed in partnership with Keep Indianapolis Beautiful and Indy Gateway) is also within this study area.





Site 1 - Existing Conditions



Site 1 – Washington Street and Lynhurst Drive

Site 3 – Washington Street and Lynhurst Drive

Similar to the node at Holt Road, the recommended development at Lynhurst Drive and Washington Street consists of new commercial, mixed-use, and multi-family residential properties. These buildings have slightly larger footprints and cater to both pedestrian traffic with street-facing storefronts and auto traffic with ample parking. A potential healthcare facility could be located in this redevelopment area.





Site 3 - Existing Conditions



Proposed Square Footage
Multi-Family Residential: 30,000
Commercial: 18,000
Mixed-Use: 65,800

Site 3 – Holt Road and Washington Street

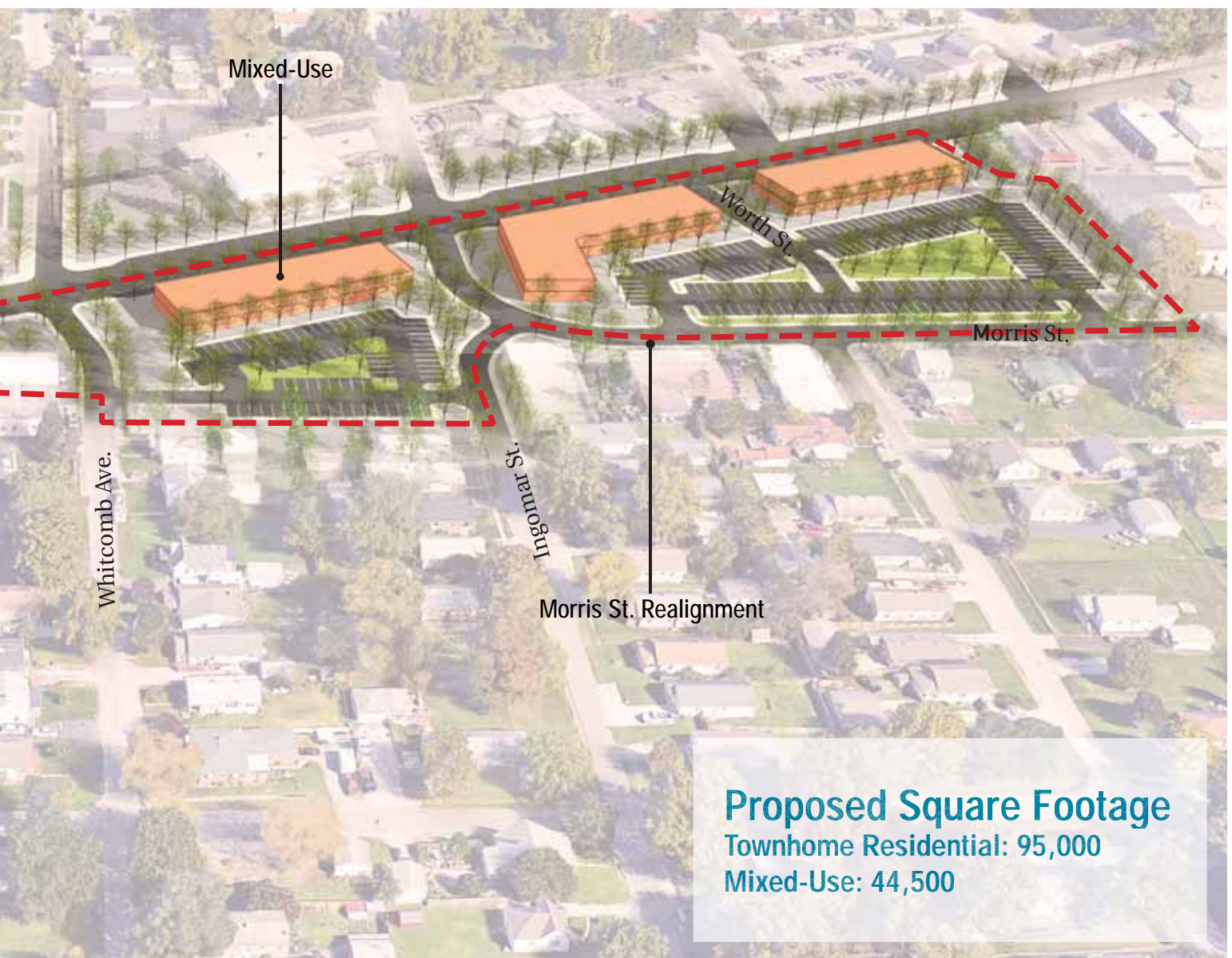
Site 4 – Washington Street and Morris Street

This development cluster spans along 0.3 miles of Washington Street and includes mixed-use buildings and townhomes. The townhomes will blend into the surrounding Mickleyville neighborhood and will be serviced by the new retail offerings. A key element of this development plan is the gateway feature located closest to I-465.





Site 4 - Existing Conditions



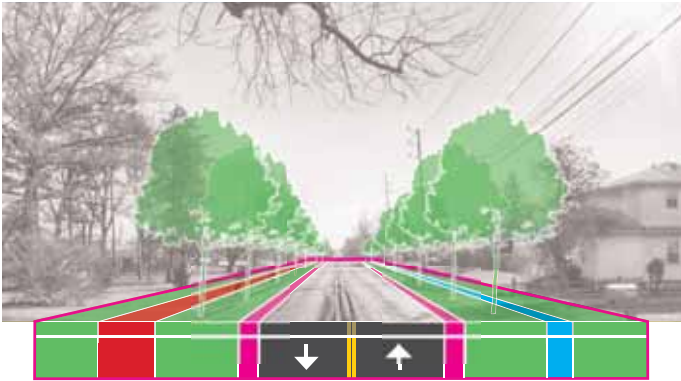
Proposed Square Footage
 Townhome Residential: 95,000
 Mixed-Use: 44,500

Site 4 – Washington Street and Morris Street

Subarea 2: Outer Urban Core

The portion of the study area known as the Outer Urban Core is west of I-465 and includes post-war suburban development and a blend of neighborhood and highway commercial retail development. This area is a primarily residential area with a brand associated with the Ben Davis University High School.

Infrastructure Recommendations



High School Road (North of Morris Street) – North of Morris Street, the cross-section of High School Road would remain two-lane (one lane of travel in each direction). A multi-use trail on one side and sidewalk on the other would provide improved pedestrian connectivity. Landscaped tree lawns could double as hybrid ditches or otherwise aid in enhancing area stormwater drainage.

Open Space and Trails Recommendations

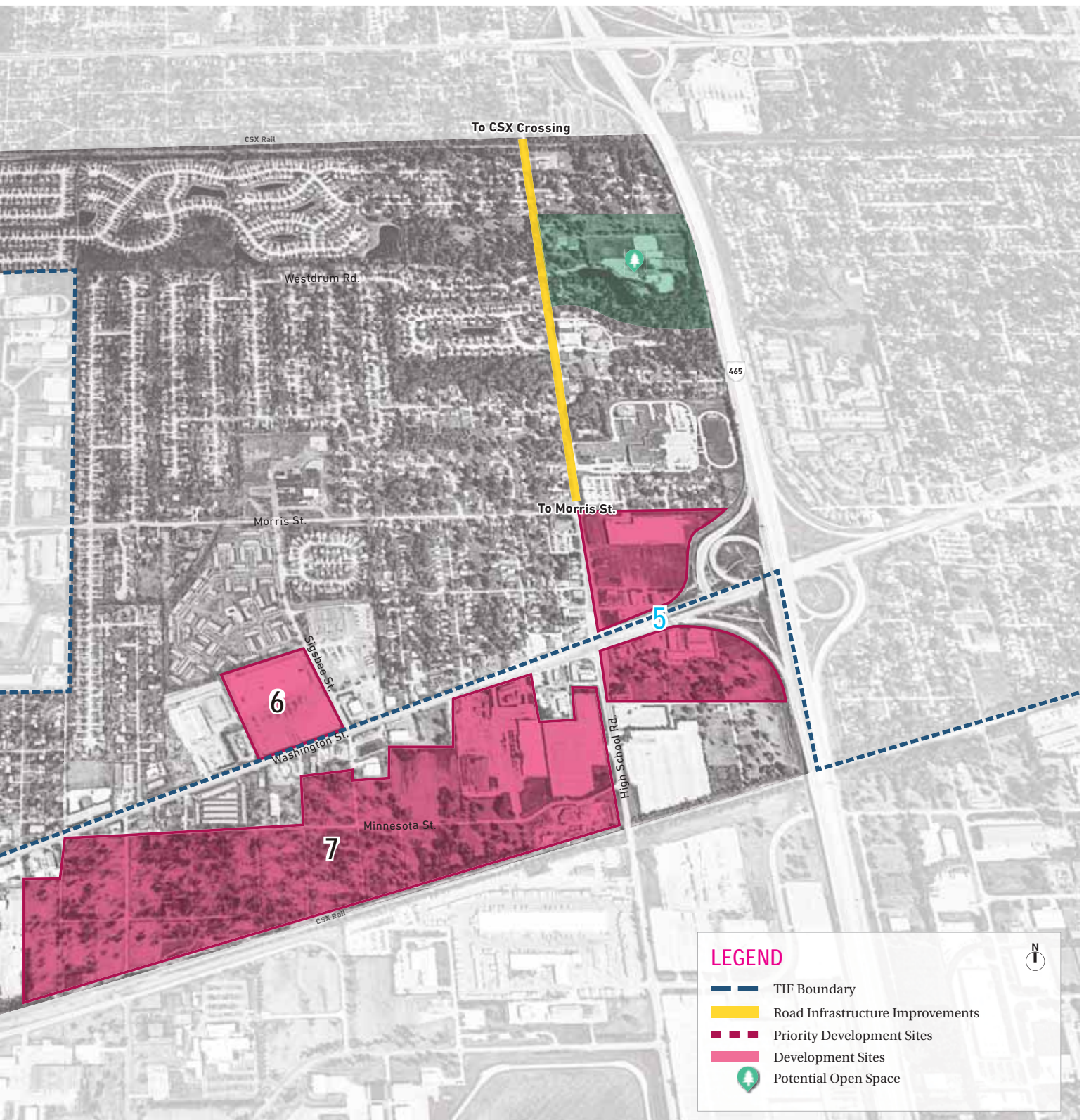
Krannert Park – The Indianapolis Parks and Recreation Master Plan, stakeholders, and the public all recommended improvements to Krannert Park which include a multi-use path on High School Road and updates to the Family Center. The multi-use path on High School Road is currently under design and is planned to be completed as an early implementation step. Updates to the Krannert Park Family Center may include a building renovation, and additional programming for children, families, and seniors. Improvements to the existing Krannert Park Family Center are recommended to support quality of life on the West Side.

Redevelopment Area Recommendations

Within the Outer Urban Core Subarea, several redevelopment sites were initially examined and subsequently removed. After speaking with property owners and obtaining feedback from stakeholders and the public, it was determined that areas that are currently vacant are intended to be buffers



■ Lawn/Swale
 ■ Curb/Shoulder
 ■ Sidewalk
 ■ Trail/Bike Path
 ■ Travel Lane



between intensive industrial uses and suburban residential land use within Subarea 4. Development potential was evaluated for the former Rexnord Corporation site and includes a site breakdown including a statement of future land use, determination of access, vacancy/ownership status, known environmental issues, proximity to planned multi-modal transportation infrastructure, and TIF district eligibility. The Indianapolis Plan 2020 Pattern Book informs the land use recommendations.

Site 5 – High School Road and Washington Street (37 Acres)

- **Vacancy/Ownership** – There are nine owners within this redevelopment area. A large number of vacant sites are owned by the Indianapolis Airport Authority and Mount Olive Church south of Washington Street. North of Washington Street, much of the development site is underutilized.
- **Environmental Issues and Remediation** - Site five includes several areas that may have environmental issues, but this site includes no restrictions affecting development. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off High School road exclusively.
- **Future Land Use** – Regional Commercial, Airport Vicinity Overlay.
- **TIF Eligibility** – High School Road improvements, property acquisition, site scale redevelopment.
- **Contingencies** – Redevelopment contingent upon assembly of property. A Blue Line BRT stop within walking distance would further catalyze development on this site as would development on south High School road adjacent to the Indianapolis International Airport and on other airport ground east of High School road near this site.

Site 6 – Washington Street and Sigsbee Street (11 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area.
- **Environmental Issues and Remediation** - Site six includes one environmental issue that needs to be evaluated further and potentially remediated before any development could occur. Groundwater monitoring ongoing at the Phillips 66 site 2-6b, located at 6455 West Washington Street, currently in operation as a gasoline service station. Soil and groundwater impacts are present at this site. A detailed report is located in the Appendix

- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington and Sigsbee Streets.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Vicinity Overlay.
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon retail store closing. Blue Line BRT stop within walking distance would further catalyze development on this site.

Site 7 – North of CSX Rail, south of Washington Street (110 Acres, 70 acres owned by the Airport Authority)

- **Vacancy/Ownership** – There are six owners within this redevelopment area. Indianapolis Airport Authority controls vacant ground in this area and is actively marketing it for redevelopment.
- **Environmental Issues and Remediation** - Site seven includes one environmental issue that will need to be evaluated further and potentially remediated before any development occurs, soils previously impacted with unregulated TPH, groundwater impacts (if present) are unknown. The Site was issued a NFA. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street and Minnesota Street. Reconfiguration of the circulation system may support enhanced developability of this area.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Vicinity Overlay
- **TIF Eligibility** – Property acquisition, infrastructure improvements and redevelopment are TIF eligible
- **Contingencies** – Redevelopment contingent upon subdividing site for a master development and securing investors to develop this site. Blue Line BRT stop within walking distance would further catalyze development on this site.

Site 8 – South of Washington Street, West of Girls School Road (13 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area. Indianapolis Airport Authority controls ground and is actively marketing this site for redevelopment.

- **Environmental Issues and Remediation** - Site eight includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street and Girls School Road.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Vicinity Overlay.
- **TIF Eligibility** – Property acquisition, infrastructure improvements and redevelopment is TIF eligible
- **Contingencies** – Redevelopment contingent upon securing investors to develop this site.



Gateway



Healthcare Facility



Gathering Spaces



Neighborhood Commercial and Sit Down Restaurants



Multi-family Development



Hotel

Development Scenarios

Site 5 – Washington Street and High School Road(both sides of the road)

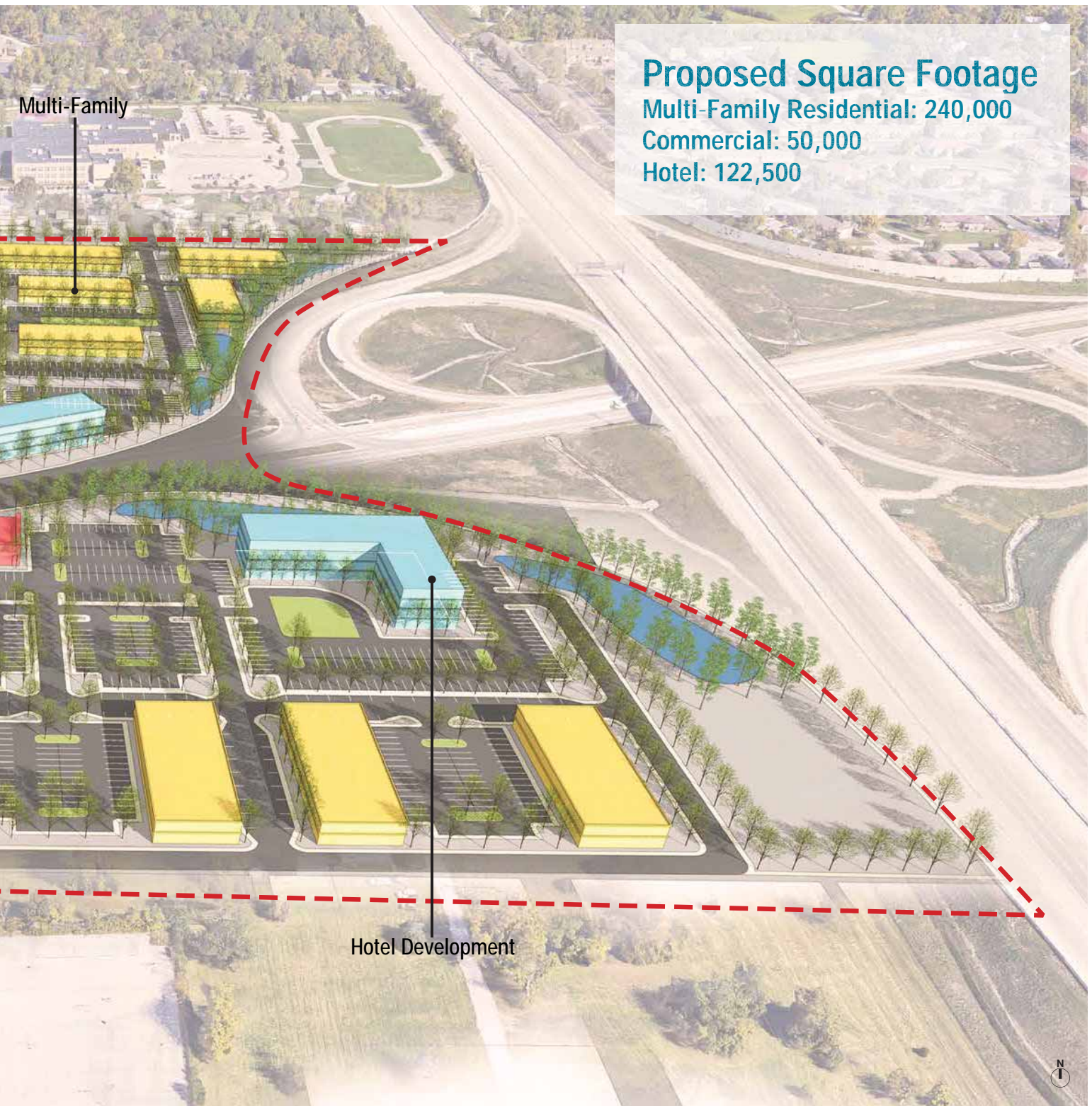
One site, located at the intersection of Washington Street and High School Road, near I-465 was identified within the Outer Urban Core Subarea as a development area that could be catalyzed by infrastructure improvements to Washington Street and projected market demand over the next eight years. Conceptual development modeling prepared for this site demonstrates potential build-out based on market demand numbers. X-Factors change market forces and attractiveness of development sites. The scale and type of development may evolve as conditions change.

The development located directly to the west of I-465 will include restaurants, multi-family residential, and two hotels. The restaurants, located along High School Road, would ideally be sit-down family restaurants, something that the West Side lacks. A new hotel located close to both the highway and the airport would be convenient and accessible.



Site 5 - Existing Conditions



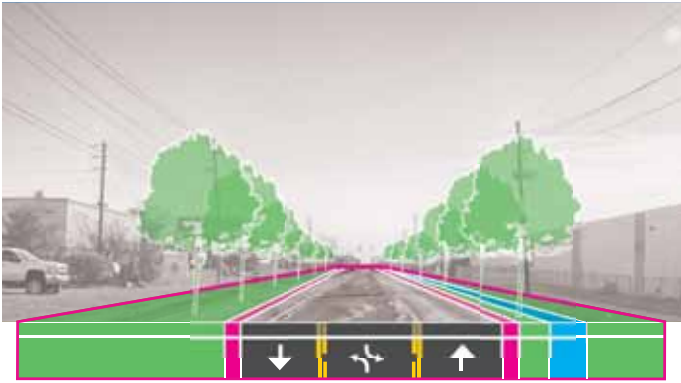


Site 5 – Washington Street and High School Road

Subarea 3: Industrial Cluster

The Industrial Cluster subarea is located north of Washington Street and includes the Girls School road corridor. This portion of the study area is primarily comprised of industrial and warehouse/flex uses. This area is a significant employment center and includes several sites such as the Rexnord Corporation site that could benefit from adaptive reuse to enhance job creation on the West Side. This area serves as a gateway to future airport-related and regional commercial development sites from I-465.

Infrastructure Recommendations

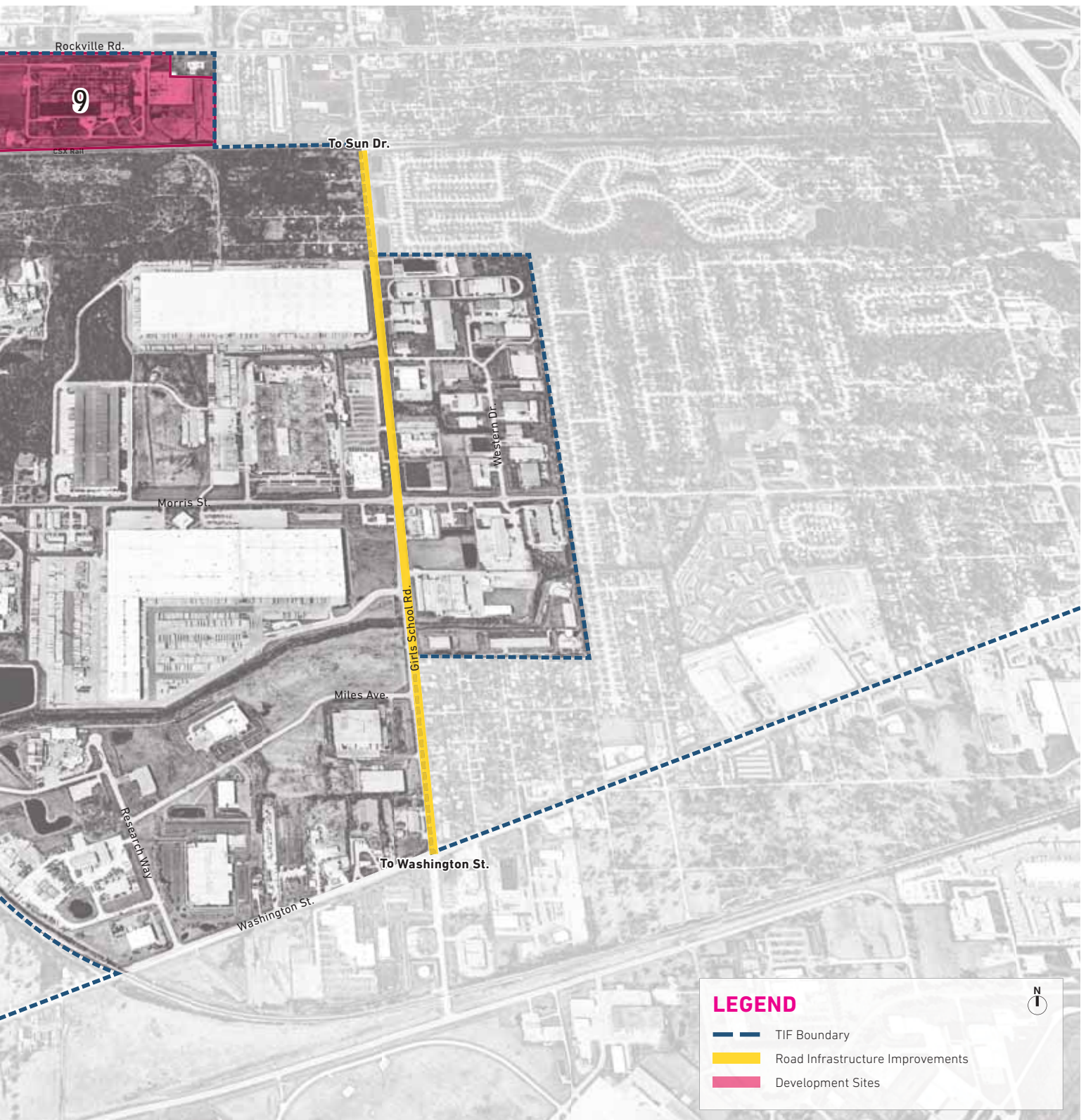


Girls School Road – In Subarea 3, Girls School Road provides north-south connectivity. Its proposed cross-section accommodates one lane of traffic in each direction, center turn lanes, a multi-use path on one side, and landscaped setbacks and tree lawns that could support improved stormwater drainage. This section may be widened to four lanes over time as part of the Indy Moves long-range transportation plan

Redevelopment Area Recommendations

Redevelopment will be achieved as part of a structured program focused on catalyzing the former Rexnord Corporation site. Within the Industrial Cluster Subarea, several redevelopment sites were initially examined and subsequently removed. After speaking with property owners and obtaining feedback from stakeholders and the public, it was determined that areas of the sub-area that are currently vacant are intended to be buffers between intensive industrial uses and suburban residential land use within Subarea 4. Development potential was examined and a site breakdown was developed for the former Rexnord Corporation site. The development breakdown includes a statement of future land use, determination of access, vacancy/ownership status, known environmental issues, proximity to planned multi-modal transportation infrastructure, and TIF district eligibility. The Indianapolis Plan 2020 Pattern Book informs the land use recommendations.





Site 9 – Former Rexnord Corporation Site (71 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area. This site is currently for sale.
- **Environmental Issues and Remediation** - Site nine includes environmental issues that may need to be remediated before any excavation or development could occur. As a result, the site has environmentally restrictive covenants requiring the use and maintenance of an onsite soil vapor mitigation system. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** - Planned sidewalk improvements to Girls School Road will enhance access to public transportation on Washington Street and Rockville Road.
- **Access** – Future development has access off Rockville Road.
- **Future Land Use** – Heavy Industrial, Industrial Reserve Overlay.
- **TIF Eligibility** – Property acquisition, infrastructure improvements and redevelopment.
- **Contingencies** – Redevelopment contingent upon securing investors to adaptively re-use, or redevelop this site. Financial incentives may catalyze development.

Quemetco Owned Properties

- **Environmental Issues and Remediation** - While this is not identified as a redevelopment site, an analysis of properties owned by Quemetco and its IDEM permitted operation as a lead battery recycler concluded that this is a permitted hazardous waste use. The site is also associated with USTs previously removed in 1992 where confirmatory sample results were not encountered. Further study is required to determine any needed remedial actions and restrictive covenants for any use other than this heavy industrial user. Adjacent, undeveloped properties are currently being held by Quemetco as an environmental buffer. Several properties have groundwater monitoring wells permitted and monitored by IDEM.



Industrial Park



Employment Center



Manufacturing

Subarea 4: Suburban Edge

The portion of the study area known as the Suburban Edge is a strong suburban residential area with a brand associated with Bridgeport Village which was a small residential area now partially occupied by the Indianapolis International Airport. This area serves as a gateway to the City of Indianapolis/Marion County from the Town of Plainfield/Hendricks County along Washington Street.

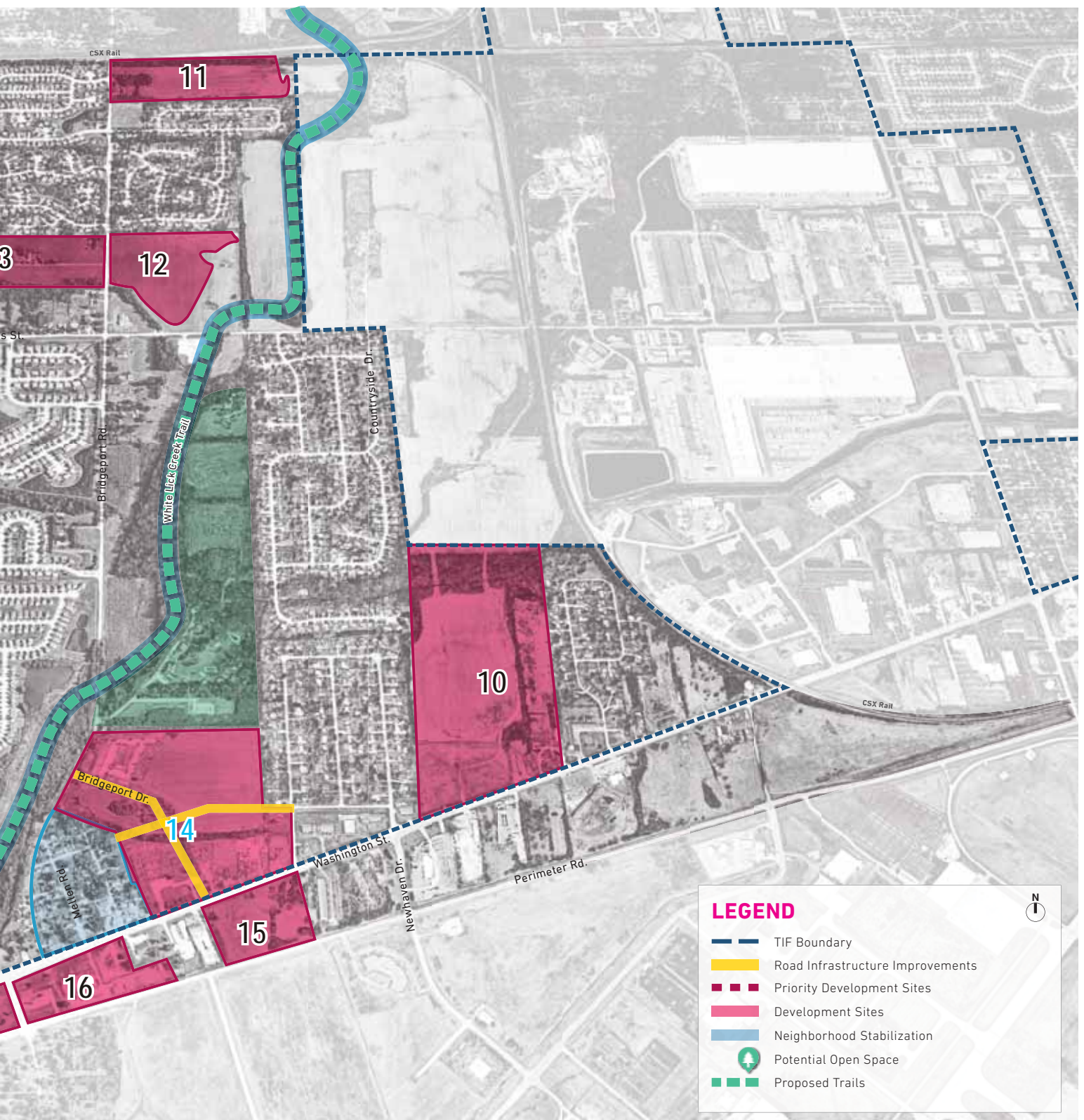
Infrastructure Recommendations

Bridgeport Drive Extension – Infrastructure improvements in Subarea 4 aim to catalyze redevelopment around Bridgeport Road and Washington Street. The rendering illustrates how a more connected roadway network could spur redevelopment.

Within the Suburban Edge Subarea, there are attractive sites for open space and trail amenities. Within this Subarea, open space and trails projects are not eligible to be funded by the Airport TIF district but could be developed through other means. The Indy Parks and Recreation Comprehensive Master Plan identifies this Subarea as deficient in community-scale parks and trails/greenways. There are no community-scale parks or trails within this Subarea.

White Lick Creek Trail – It is recommended that the White Lick Greenway be completed through the Suburban Edge Subarea. The trail would be part of a longer greenway identified in the Indy Greenways Plan as 15.2 miles long and connecting the far southwestern corner of the City with the Eagle Creek Greenway and Eagle Creek Park on the northwest Side. This greenway would also connect to the planned Southwest Trail. The section of the White Lick Greenway within the Suburban Edge Subarea would utilize the existing shared use path along the Ronald Reagan Parkway up to Washington Street. The greenway would then follow the Washington Street alignment up to White Lick Creek and the utility easement along the Creek. The portion of the White Lick Greenway within the Suburban Edge Subarea is approximately 2.6 miles in length.





Redevelopment Area Recommendations

Redevelopment of these sites would be facilitated by a structured program focused on reconnecting the grid, and filling in gaps near existing suburban housing development. Within the Suburban Edge Subarea, eight sites were identified as potential redevelopment sites. Development potential was evaluated for all eight sites including a statement of future land use, determination of access, vacancy/ownership status, known environmental issues, proximity to planned multi-modal transportation infrastructure, and TIF district eligibility. The Indianapolis Plan 2020 Pattern Book informs the land use recommendations.

Site 10 – Washington Street (east side of Subarea) (66 Acres)

- **Vacancy/Ownership** – There are two owners within this redevelopment area. Site consists of vacant land, a self-storage facility, and a motel.
- **Environmental Issues and Remediation** - Site ten includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street.
- **Future Land Use** – Suburban Neighborhood
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon land acquisition.

Site 11 – Bridgeport Road and CSX Railroad (66 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area. Site consists of vacant land.
- **Environmental Issues and Remediation** - Site eleven includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Bridgeport Road
- **Future Land Use** – Suburban Neighborhood
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon land acquisition for suburban residential purposes.

Site 12 – Bridgeport Road, north east of Morris Street (31 Acres)

- **Vacancy/Ownership** – There was one owner within this redevelopment area. The site consists of vacant land and significant floodplain.

- **Environmental Issues and Remediation** - Site twelve includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Bridgeport Road
- **Future Land Use** – Suburban Neighborhood
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon land acquisition for suburban residential purposes and floodplain mitigation.

Site 13 – Bridgeport Road, north west of Morris Street (21 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area.
- **Environmental Issues and Remediation** - Site thirteen includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Bridgeport Road
- **Future Land Use** – Suburban Neighborhood
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon land acquisition for suburban residential purposes.

Site 14 – Bridgeport Development (47 Acres)

- **Vacancy/Ownership** – There are two owners within this redevelopment area: Jameson Camp and Wayne Township Schools.
- **Environmental Issues and Remediation** - Site fourteen includes one environmental issue that needs further evaluation and potential remediation before any development could occur, but this site currently includes no restrictive covenants affecting development. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street. The street grid should be re-connected as part of a redevelopment of this area.
- **Future Land Use** – Village Mixed Use, potential Transit Oriented Development Overlay
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Redevelopment contingent upon land acquisition and developer interest.

Site 15 – Bridgeport Development South of Washington Street (8.5 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Site fifteen includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Developer interest and approval by the Indianapolis Airport Authority. Residential development is not recommended, due to airport height and noise mitigation areas.

Site 16 – Bridgeport Development South of Washington Street (9.5 Acres)

- **Vacancy/Ownership** – There are three owners within this redevelopment area. Owners include the Indianapolis Airport Authority, a church, and the Ferguson family.
- **Environmental Issues and Remediation** - Site sixteen includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Developer interest and approval by the Indianapolis Airport Authority. Residential development is not recommended due to airport height and noise mitigation areas.

Site 17 – Bridgeport Development South of Washington Street (8.5 Acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area. The owner include the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Site eighteen includes environmental issues associated with a former

gas station site that needs to be remediated before any excavation or development could occur. This site has environmental covenants restricting development because of known unremediated environmental issues. Previous groundwater samples collected contained concentrations of chemicals of concern below IDEM RCG screening levels. Current groundwater impacts (if present) are unknown. This site currently has groundwater and soil contamination. A detailed report is located in the Appendix.

- **Proximity to Planned Transit** – Not currently designated as a Blue Line BRT Stop, but an IndyGo #8 stop exists along Washington Street within walking distance.
- **Access** – Future development has access off Washington Street.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay.
- **TIF Eligibility** – Site scale redevelopment may require a new project TIF.
- **Contingencies** – Developer interest and approval by the Indianapolis Airport Authority. Residential development is not recommended due to airport height and noise mitigation areas.



Clustered Senior, Single- and Multi-Family Development



Gateway



Signature Trail

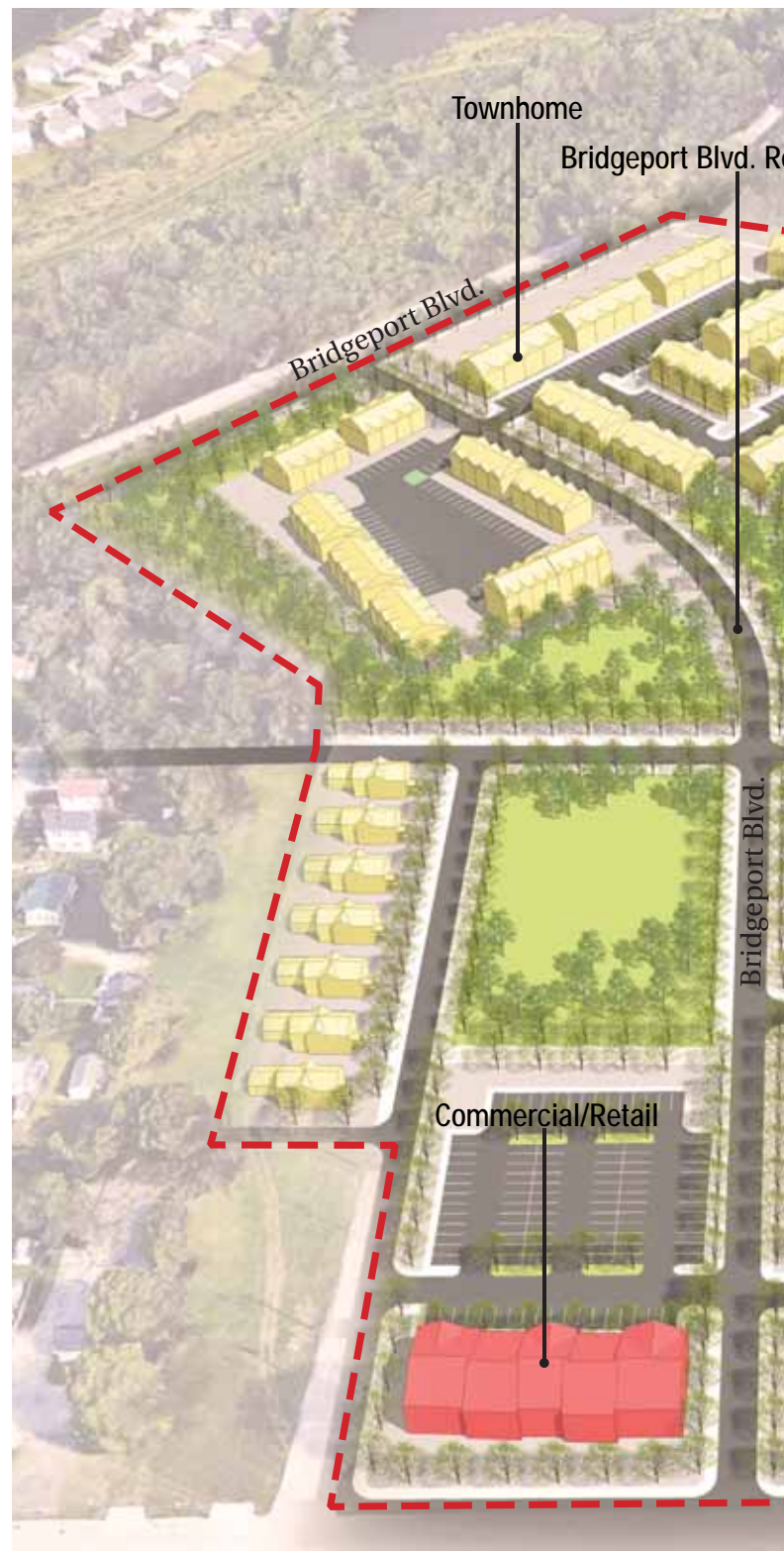
Development Scenarios

Site 14 – Bridgeport Development Area

The Bridgeport redevelopment would allow for create multiple housing types – townhomes, single family, and senior housing – in one cohesive neighborhood. The existing Bridgeport Boulevard would be realigned to travel through the new development, connecting to Washington Street. Supplemental commercial buildings would be placed along Washington Street to serve the existing Bridgeport community along with the new residents.



Site 14 - Existing Conditions

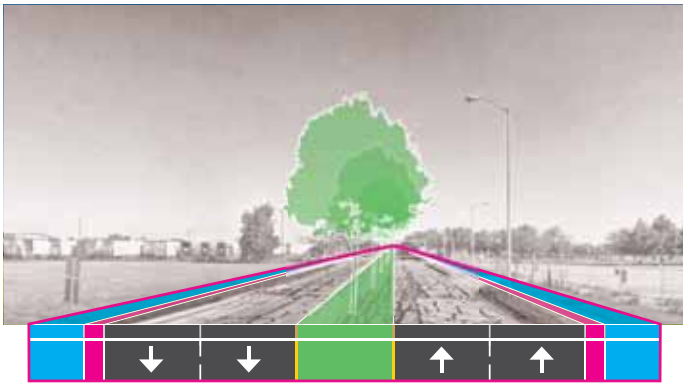




Subarea 5: Airport and Support

The portion of the study area known as Airport and Support includes the Indianapolis International Airport, sites controlled by the Indianapolis Airport Authority (IAA) and the Park Fletcher commercial office/industrial park. Activity in this area revolves around regional transportation and employment. Redevelopment within this area is largely controlled by the IAA with an emphasis on complementary uses to the airport, such as logistics and advanced manufacturing.

Infrastructure Recommendations



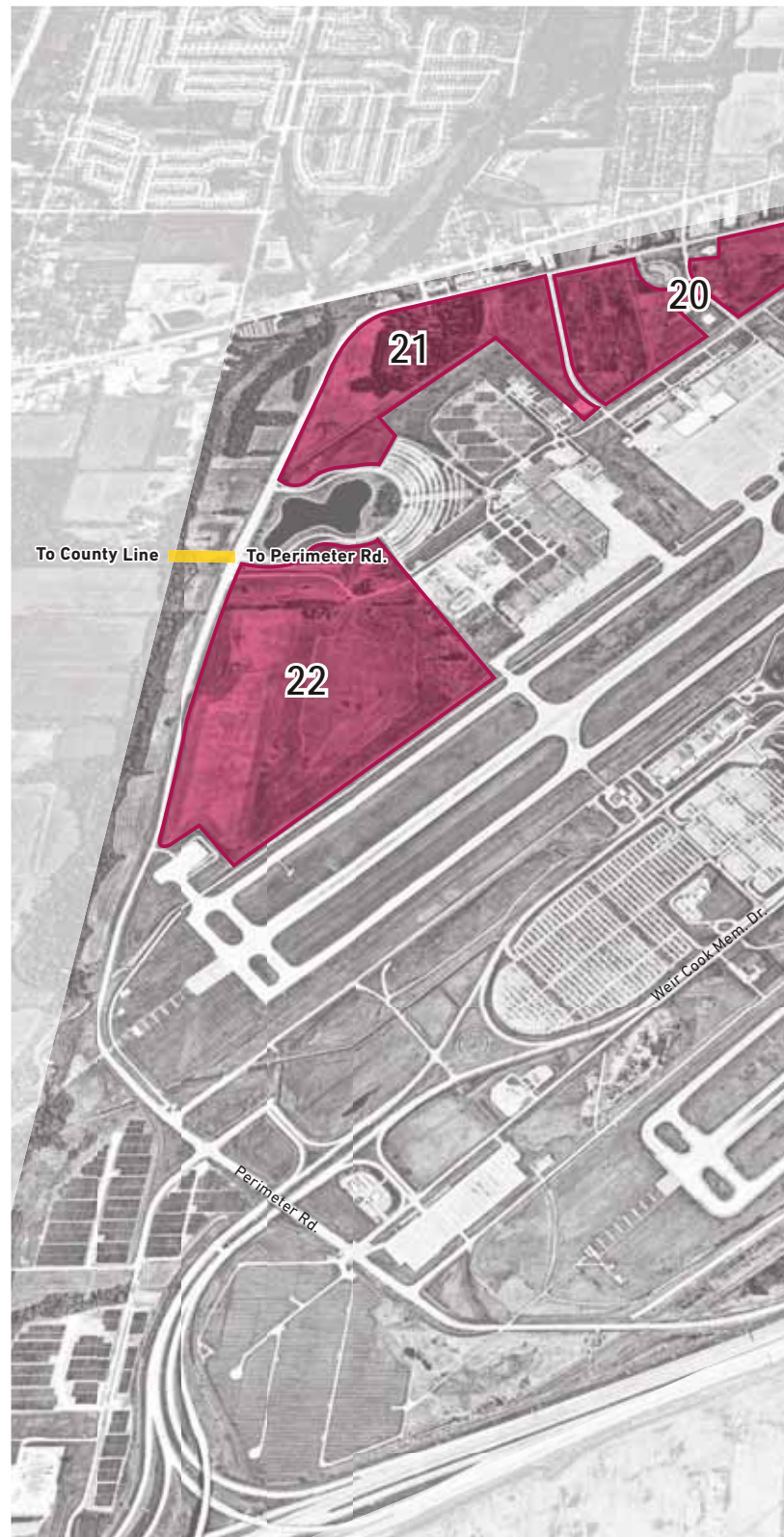
High School Road (South of Morris Street) – South of Morris Street, the High School Road cross-section would provide for four lanes of travel (two in each direction) with a landscaped median and sidewalks on both sides.

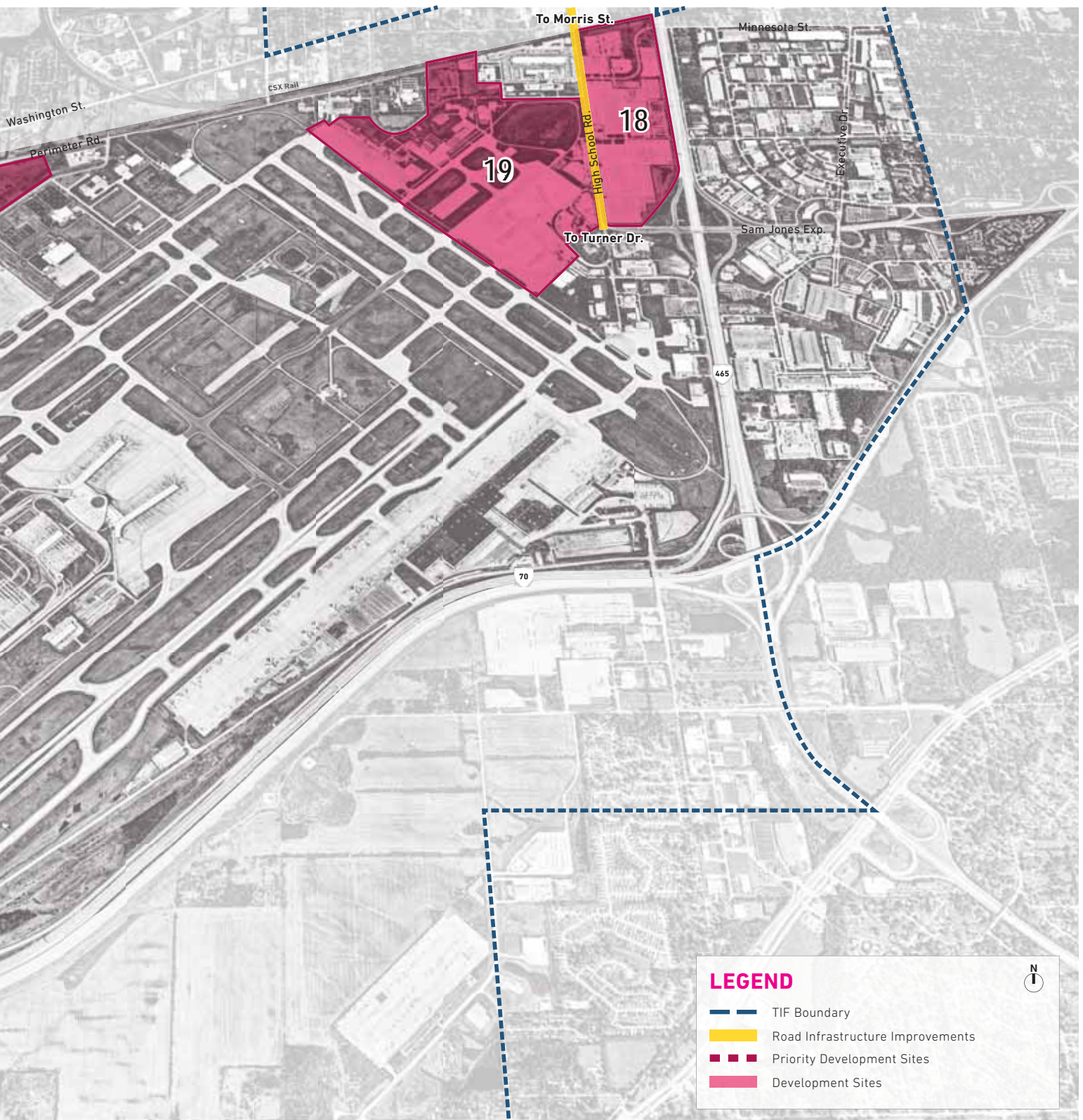
Redevelopment Area Recommendations

The Indianapolis Airport Authority currently is marketing sites within this Subarea as part of its **WORLD CONNECT @ IND** marketing campaign. This business park offers incredible access to the airport, interstate highway network and the existing business community.

This redevelopment area is unique in that it contains several of the most significant airport-adjacent, shovel-ready sites in the country. The fact that IAA is consistently ranked as one of the top airports in North America further boosts the attractiveness of these sites.

Five sites are included within this study area totaling 758 acres of developable property. In all, IAA is marketing 980 acres of aviation and non-aviation land for lease or purchase. Once developed, this area has the potential to continue to grow as an employment and economic driver for the city and region. IAA envisions supportive development such as aviation-related development, advanced manufacturing, aerospace, logistics, and hospitality to be in this critical area.





Site 18 – Airport Development Site (128 acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Airport -owned properties within the airport campus are prime sites for redevelopment. Future land use for these sites is anticipated to be non-residential and support the airport and employment goals. Site eighteen includes environmental issues, including one site at the northern portion of this site (Budget Rent-A-Car) with active remediation in progress and environmental covenants restricting development. Additional environmental issues (BP facility, National Rent-A-Car, Hertz Rent-A-Car, Holiday Inn, Combs Gate Facility, AMR Combs facility) require further investigation and potential remedial action. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off of High School Road. Road realignments may be necessary to facilitate this redevelopment.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay, Critical Area Overlay.
- **TIF Eligibility** – Development and redevelopment.
- **Contingencies** – Development approval by the Indianapolis Airport Authority and consideration of ongoing development.

Site 19 – Airport Development Site (306 acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Site nineteen includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off High School Road and Perimeter Road. Road realignments may be necessary to facilitate this redevelopment. This site has airport runway access.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay, Critical Area Overlay. This may also be classified as a Regional Special Use.
- **TIF Eligibility** – Development and redevelopment.
- **Contingencies** – Development approval by the Indianapolis Airport Authority.

Site 20 – Airport Development Site (92 acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.

- **Environmental Issues and Remediation** - Site twenty includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Perimeter Road. Road vacations, or relocations may be part of this redevelopment. This site has airport runway access.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay, Critical Area Overlay. This may also be classified as a Regional Special Use.
- **TIF Eligibility** – Development and redevelopment.
- **Contingencies** – Development approval by the Indianapolis Airport Authority.

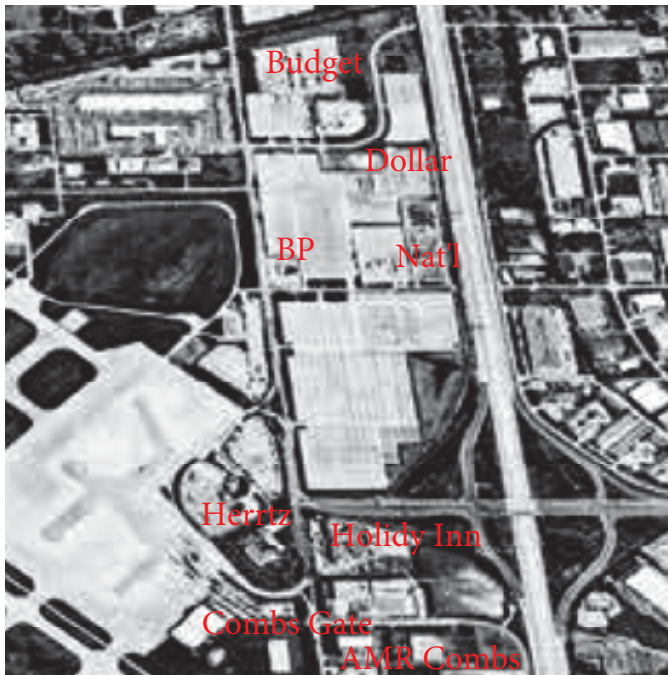
Site 21 – Airport Development Site (75 acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Site twenty one includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Perimeter Road. Road realignments may be necessary to facilitate redevelopment. This site would have enhanced access after planned connections are made to Ronald Reagan Parkway.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay, Critical Area Overlay. This may also be classified as a Regional Special Use.
- **TIF Eligibility** – Development and redevelopment.
- **Contingencies** – Development approval by the Indianapolis Airport Authority.

Site 22 – Airport Development Site (157 acres)

- **Vacancy/Ownership** – There is one owner within this redevelopment area which is the Indianapolis Airport Authority.
- **Environmental Issues and Remediation** - Site twenty two includes no known environmental issues. A detailed report is located in the Appendix.
- **Proximity to Planned Transit** – N/A
- **Access** – Future development has access off Perimeter Road. Road realignments may be necessary to facilitate redevelopment. This site would have enhanced access after planned connections are made to Ronald Reagan Parkway. This site has airport runway access.
- **Future Land Use** – Office/Industrial Mixed-Use, Airport Overlay, Critical Area Overlay. This may also be classified as a Regional Special Use.

- **TIF Eligibility** – Development and redevelopment
- **Contingencies** – Development approval by the Indianapolis Airport Authority.



Airport Related Environmental Issues and Remediation Sites



Gateway



Hotel and Conference Center



Signature Approach



Airport-Supportive Development



Airport-Supportive Development

Programmatic Recommendations

In addition to physical redevelopment projects, a series of programmatic recommendations were developed based on initiatives described in the Indianapolis Neighborhood Investment Strategy, stakeholder input, and feedback during public meetings. These recommendations are organized categorically and address workforce and economic development, and neighborhood stabilization needs.

Workforce and Economic Development

Through various stakeholder interviews and focus groups, key workforce development resources and gaps were identified. A series of potential strategies to strengthen workforce development of the West Side was then developed. Utilizing TIF funding for implementation is subject to approval of the Metropolitan Development Commission (See Indiana Code 36-7-25-7). The following does not constitute legal advice, but general recommendations for workforce initiatives.



Transportation for Jobs

The lack of safe, lit sidewalks from the bus stop to large employment centers is a major barrier that West Side employees face. By establishing a public-private partnership to bridge the gap through a Lyft/Uber transportation option, employees can experience a safer and shorter commute to work. See the Go Centennial case study for more information on page 120.

Career Exploration & Dual Credit

Area 31 Career Training Center has partnered with local high schools to offer programs targeted at training high school juniors and seniors. Programs focus on workplace skills and personal and leadership development. Students earn dual credits in topics including advanced manufacturing, business, technology, community, construction and manufacturing, health sciences, human services, public safety, and transportation. The Area 31 Career Training Center space capacity is limited, and they are unable to accept all applicants that are eligible for their programs.

Supporting the expansion of these programs and identifying community partners who can provide physical space for these activities would extend this opportunity to other students who may be unable to participate due to capacity limits, lack of transportation or family support.



Internships for Young Adults

Internships are an effective means of informing young adults of career pathways and employment opportunities, while also providing them with valuable experience and skill development. Within Indiana, Conexus has successfully developed a paid internship program for high school students who are interested in exploring manufacturing and logistics careers. This type of internship could be expanded to include other top industries on the West Side and bring awareness to high-wage jobs that are in demand. Other resources include Indiana INTERN.net, Build Your Future (BYF), and Conexus. Organizations should expand paid internship opportunities to connect West Side young people with opportunities at local businesses.



HSE Preparation Partnerships

Approximately 22% of study area residents (3,400 individuals) have not obtained a high school diploma. Lack

of a high school diploma can be a significant barrier to qualifying for any training programs or living-wage jobs. Expansion of the Wayne Township Education Center's HSE (High School Equivalency Diploma) preparation at common gathering spaces, such as a local library, church or community center, will make this educational resource accessible to the neighborhoods that need it the most. It is recommended that the Wayne Township Education center expand its programming to prepare 1,000 area residents for High School Equivalency Diplomas annually.



Employment & Wrap-Around Services

Employment and Wrap-Services are designed to support families in developing, growing and protecting their assets to reach economic stability. It is critical to provide services not only targeted at acquiring employment, but also obtaining soft skills, educational training, social services, and childcare support. Approximately 36% of West Side study area residents have a high school diploma, while an additional 27% have either some college credits or an associate's degree. Services such as life coaching, job retention and placement assistance, financial literacy, technical training and before/after school programs can enable families to overcome barriers to viable employment and economic growth. This type of programming could be offered at Ben Davis University High School and other central gathering spaces.

Workforce Development Coalition

A monthly roundtable should be established for West Side workforce development stakeholders including top employers, schools, community centers, the West Side Chamber of Commerce, EmployIndy, and key public officials to assist with condensing services and meeting the gaps in resources. The Merchants West group could potentially host this coalition.

Neighborhood Stabilization

Through the review of the Indianapolis Neighborhood Investment Strategy, stakeholder interviews, and public meetings, key neighborhood issues including the need to stabilize vulnerable portions of the study area were identified. This plan recommends a series of programs and strategies that could be taken by a variety of area non-profits, such as Indy Gateway, could utilize to help stabilize portions of the study area. Some of the recommendations complement existing programs, while others are new to the West Side.



Anchor & Workforce Housing Program

To build the relationship between local employers and the nearby neighborhoods, Indy Gateway could administer an anchor housing program. Funded by local employers with possibly a philanthropic match, employees would be incentivized to either buy or rent a home close to where they work or repair their home if they already do live nearby. As a not-for-profit, Indy Gateway would need to hire staff to administer the program and receive funding, help connect employees or potential employees with appropriate housing information, and report back to the employers involved.



Large Scale Housing Development

Area non-profits, such as Indy Gateway, should investigate attracting potential partnerships with for-profit developers. Partnerships should prioritize opportunities to develop mixed-use, multi-family, and senior housing, as well as neighborhood-serving and transit-served retail at intersections along Washington Street that can help spur market-rate development. These developments should include a mixed-income approach per the City of Indianapolis Fair Housing Policy. It is likely that such development would occur after infrastructure and transit investments are made on major corridors. Large scale housing development could complement small scale partnerships between Indy Gateway and Area 31 Schools Trades Program, who are currently building infill single-family housing in the area.

Home Repair & Rehabilitation



Partnerships could be formed between Indy Gateway and area non-profits such as Indianapolis Neighborhood Housing Partnership (INHP), area banks and large employers to provide grants and loans to help homeowners or landlords repair and improve their properties. Vulnerable areas, as defined by the Indianapolis Neighborhood Investment Strategy, such as neighborhoods within the Inner Urban Core, need assistance to prevent the proliferation of distressed properties. This program can be used in conjunction with targeted code enforcement to encourage problem property owners to address issues while providing the financial means to help homeowners to reinvest.



Demolition & Vacant Lot Remediation

Indy Gateway should continue to work with the City to convert vacant buildings and vacant lots into green space by clearing, cleaning, and securing the land. In some cases, especially around areas with planned transit investment, green space can transition over time to new, infill housing, or prime redevelopment areas. Also, properties affected by repeat flooding may be eligible for FEMA mitigation dollars to clear affected structures within the 100-year floodplain.

Foreclosure Prevention



Indy Gateway and INHP should partner to prevent curable foreclosures through programs targeted at housing counseling, bridge loans, and mediation. Foreclosure prevention programs have the most significant impact on neighborhoods that are showing signs of distress, but have a moderate number of foreclosures, such as neighborhoods within the study area. Preventing neighborhoods from crossing the tipping point of three to five foreclosures per block can prevent existing foreclosures from negatively harming the value of other homes in the surrounding area. In areas where a large number of foreclosures are already present, interventions may still stem the decline, but a market boost is less likely.



Code Enforcement

Neighborhood groups and Indy Gateways should work with the City of Indianapolis, Department of Business and Neighborhood Services to encourage landlords and homeowners to repair and maintain their properties through code enforcement. When property owners repair their properties, they increase the value of their own properties and other homes in the community. Code enforcement is a powerful incentive where owners have the financial capacity to make repairs and they can expect to recover the costs of improvements through increased sales prices or rents. When homeowners do not have that capacity, public resources should be combined with strategic enforcement to help owners remediate citations.



Crime Prevention

Strong partnerships between IMPD, Wayne Township Schools, Indy Gateway and neighborhood groups can act together to reduce crime and improve perceptions of public safety in targeted areas, especially around transit investments, parks, schools, churches and residential areas. Public safety is a critical part of building healthy, sustainable communities. Research consistently shows that the presence of crime makes a neighborhood a less desirable place to live and lowers property

values. Although public safety is vital in every community, practitioners we spoke with target additional crime prevention resources to their most distressed communities as an approach to help lay the groundwork for future development and investments.

Capacity Building

Indy Gateway and neighborhood groups should partner with the City, anchor institutions, and major employers to support training and leadership development within area non-profits. Strong community organizations are critical partners for neighborhood stabilization and redevelopment activities. These activities complement physical infrastructure improvements and lay the groundwork for future growth, development, and investments. As Indy Gateway continues to increase its capacity as a community development corporation it has the opportunity to become the primary capacity building organization on the West Side.



Case Studies

30th Street Corridor - Milwaukee, WI

Overview

An Economic Development Master Plan's physical conditions analysis and market analysis informed the selection of multiple catalyst projects along the 30th Street Corridor. An implementation plan was included to augment the plan. The industrial market analysis found the sub-sectors with expected growth, including Food Manufacturing, Machinery Manufacturing, Fabricated Metal Product Manufacturing, and others. Local competitiveness and workforce analysis and recommendations integrated into the plan.

Lessons Learned and Impact

Intelligent infrastructure investment and strategic positioning of resources will leverage private investment. Various projects along this corridor have had a positive impact on the surrounding communities through a comprehensive and coordinated approach.

- Century City is a new, modern business park with a realigned access road and greenspace, with residential uses at the periphery. A detailed marketing strategy for Century City was developed compared with other business parks in Milwaukee.
- Bishop's Creek, a former tannery that now houses 55 apartments and on-site family and children services.
- Over 50 brownfield sites have been assessed (Phase I and Type II) with \$800,000 in EPA grants.

West Side Application

Road improvements are important for balancing the edges of residential and industrial areas and can provide benefits to both users. To keep Rexnord, Carrier, or other sites in productive use, the marketing effort for the area will need to keep up with competitive industrial business parks.

Go Centennial - Denver, CO

Overview

Go Centennial was a public-private partnership established to address the first and last mile issues around the City of Centennial, a Denver suburb. The pilot program utilized a mobile platform that connected riders from the station to a poorly connected employment center with the goal of reducing single-occupancy vehicular trips. The on-demand Go Denver application allowed users to book a ride free of charge, if ordered within or to the specific geography.

Lessons Learned and Impact

While ridership did not meet expectations, the pilot program did develop a model that was more cost-effective, efficient, and responsive than the competing call-n-ride service currently available.

- Over the course of the six-month program, 1,302 trips were taken; average users used the program 10.3 times, and 69 percent of users used the program multiple times.
- The average subsidy needed for each trip was \$4.70 and ranged from \$2.56 to \$16.24 per trip.
- Surveys and user input found that the service hours and days did not meet the needs of the current users. Additionally, a larger service area was desired by many users.

West Side Application

Transportation continues to be a serious challenge for West Side residents, employers, and institutions. With limited IndyGo reach outside of Washington Street, it may be worth considering subsidizing the cost of last mile trips via rideshare to help students and employees reach their destinations.



30th Street Corridor



Go Centennial

Dart GoPass App - Dallas, TX

Overview

With nearly 25% of all jobs located more than one-quarter mile away from a DART station, the transit provider wanted to improve service and connectivity for their customers. DART applied for and was awarded a \$1 million federal grant, with a 20% local match, to fully integrate ride-sharing services into their mobile ticketing application, in order to improve choices for first and last mile options. The improved application allows riders to choose options based on price, travel time, and wait time. Options go beyond the traditional offerings of DART to include taxis, bike share, car share, van and carpool options.

Lessons Learned and Impact

The improved application led to the following:

- Centralized scheduling and billing within an easy to use mobile platform enhances user experience and can increase ridership.
- Integrating ride-sharing options into traditional public transit options can expand to a more diverse audience.
- On-demand transit can replace ineffective and costly fixed route transit in low density areas and it can be a lower cost, lower risk way to expand transit in low density areas.

West Side Application

For many users, an improved mobile application may help them connect disparate mobility services on their own. This can significantly lower barriers for those trying to move up the economic ladder or maintain resiliency by increasing transportation options.

Trinity Groves - Dallas, TX

Overview

Prior to redevelopment, the area now known as Trinity Groves was primarily a variety of older industrial and commercial buildings. Going against convention, the developers led with a restaurant incubator prior to planned residential development. The restaurants attracted users and helped to establish much needed sense of place. This approach was a relatively low cost and low risk approach to re-purpose an old commercial building.

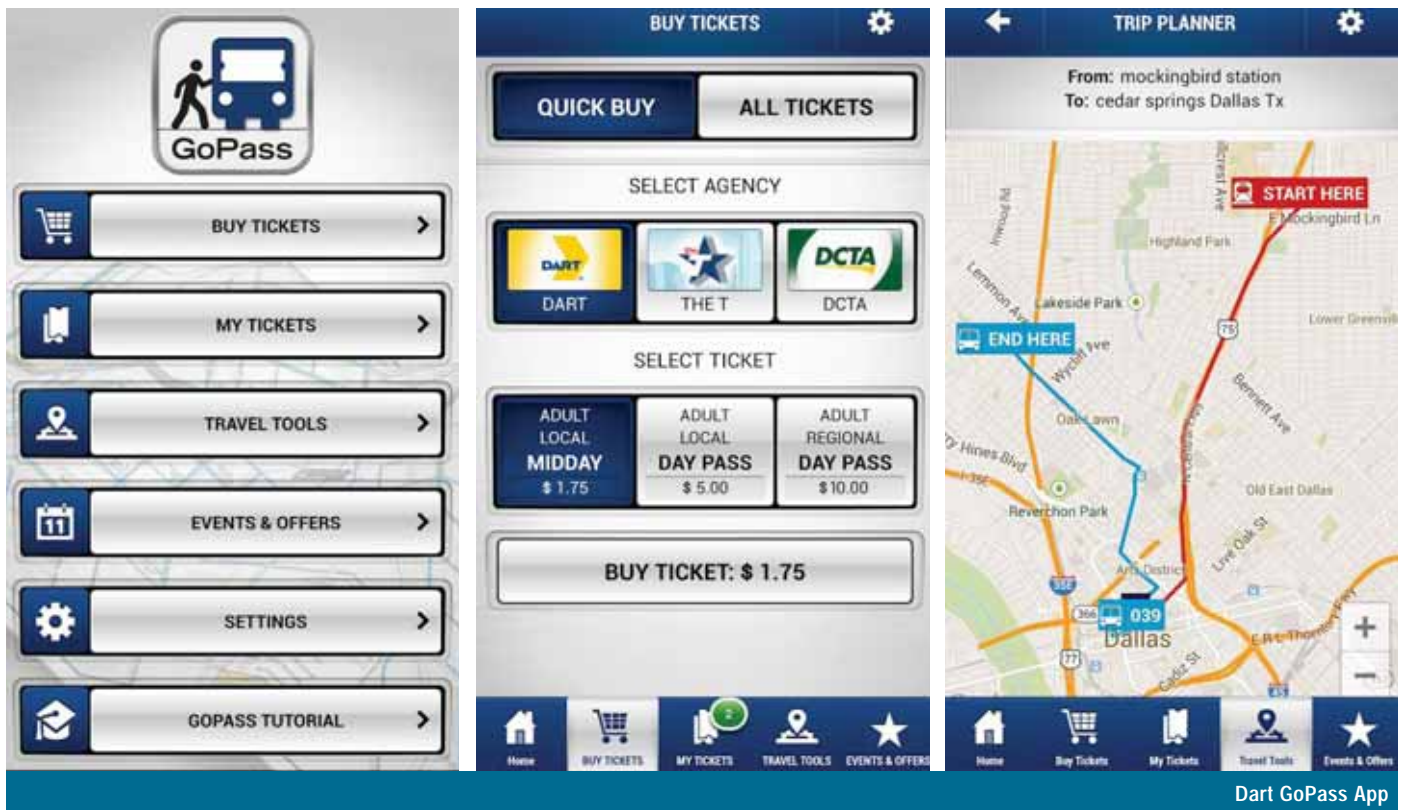
Lessons Learned and Impact

While restaurants in old warehouse buildings may not be the highest and best use in the future, their location attracted and changed market perception of the area, leading to greater development potential down the road.

- Successful restaurant clusters can be primary drivers in redevelopment areas and can be effectively used to re-brand an area.
- The restaurant incubator idea can work successfully if handled well by experienced restaurant professionals and developers.
- Less is sometimes more, and too much polish can be counterproductive. The gritty urban quality of the initial restaurant cluster design, adapting warehouse buildings into restaurants, is a major draw for restaurant patrons, especially young people.

West Side Application

Fast and cheap image change up front can lead to significant real estate improvement in the long run. Generating activity while cultivating the local food scene not only can celebrate local culture but attract new visitors and investment to the West Side.



Anchoring Revitalization, Indianapolis, IN

Overview

In response to anchor institution support for strategies to specifically address housing and neighborhood revitalization issues, the Indy Chamber, with assistance from Indianapolis Neighborhood Housing Partnership (INHP), developed an Anchor Institution Housing Program. This program benefits employees of participating non-profit anchor institutions and also helps focus revitalization efforts in the neighborhoods around the anchor institutions. Anchor Institution Housing Programs benefit the City of Indianapolis through stabilized property values and helps the institutions with lower turnover and absenteeism. The objective of the Anchor Institution Housing Program is to attract and retain talent, with incentives to encourage individuals and families to live close to where they work, while further stabilizing or revitalizing surrounding neighborhoods.

Lessons Learned and Impact

The program's initial round raised about \$1 million from anchor institutions and their partners, with INHP and the Indy Chamber matching with about \$750,000.

Through the program, INHP has not only provided homeowner education and advising support, but mortgage placement and origination support as well. The institutions have offered homeowner repair and down payment assistance to their employees, with a matching amount provided by INHP if the household makes less than 120% of Area Median Income (AMI).

West Side Application

The West Side would likely be eligible to participate in a similar effort with partnerships between anchor institutions, such as employers INHP and the Indy Chamber.

Englewood Village - Indianapolis, IN

Overview

Working from two strategic plans - ReEnergize East Washington Street and Great Places 2020: Englewood Village, Englewood CDC has successfully stabilized the market on the near Eastside. Several affordable multi-family developments compliment new restaurants, recreational activities, and employment opportunities. These developments now dot a formerly underutilized stretch of this historic road. Englewood CDC's organization and leadership have attracted both public and private investment.

Lessons Learned and Impact

Even with large-scale redevelopment plans in place, patience and interim uses are often needed to jump start under-performing markets. High capacity leadership from a local CDC has allowed this area to capture investment that would have likely gone elsewhere.

- Affordable housing can lead redevelopment in markets where private investment is lacking.
- Alternative uses can be found for dated and abandoned commercial buildings that can bring new jobs and investment to the neighborhood.

West Side Application

Englewood CDC's role on East Washington Street is an excellent model for the West Side to consider. Providing a range of housing options, especially for seniors, families, and public sector workers help to support key constituents. On the West Side, improvements could occur by filling commercial space with higher-traffic, community-centric tenants to help preestablish walkable nodes where the automobile dominates and current space is underutilized. This is supported by reconstruction of West Washington Street to improve safety and access and the development of the Blue Line BRT.



Englewood Village



Englewood Village



The background of the slide is an aerial photograph of a landscape, possibly a wetland or agricultural area, with various fields, roads, and water bodies. The entire image is covered with a semi-transparent blue overlay. The text '04' is centered in the upper half of the slide.

04

IMPLEMENTATION

Implementation Tools

The Implementation chapter provides evaluation tools to score projects and recommendations contained within the Planning Framework chapter, as well as project needs likely to emerge as opportunities evolve. This chapter includes a project matrix which provides project scoring criteria designed to assist in the selection process for project implementation. Also contained within this chapter is a capacity analysis

which establishes an Airport TIF district financial outlook, cost/revenue analysis, limitations of the TIF, and future value capture scenarios. The chapter culminates with a chart listing projects and pairing projects with implementation tools, which include TIF district funding where applicable, and other potential funding sources or partnerships where TIF is not an option.

Project Scoring Criteria

1. Needs Eligibility

- a. Is TIF-eligible? If yes, proceed to Question #1b.
- b. Is within or connected to the TIF district? If yes, proceed to Question #2.

2. How Needs Address Health, Safety, and Welfare

- a. **INF** – Directly improves vehicular/pedestrian/bicycle safety or poorly functioning drainage?
- b. **ED** – Directly improves identified perceived and/or actual public safety through stabilization (including reducing recidivism)?
- c. **WT** – Directly improves health outcomes through establishing a more productive workforce?

3. How Needs Address Equity and Quality of Life

- a. **INF** – Directly improves access to open space or connectivity from residential areas to employment, schools, shopping, or transit?
- b. **ED** – Directly results in additional neighborhood services (e.g., medical, shopping, dining) in areas where gaps in those services have been identified?
- c. **WT** – Directly improves job prospects for residents in areas where wages are disproportionately low and/or unemployment is disproportionately high?

4. How Needs Effect Revitalization/Redevelopment

- a. **INF** – Directly improves transportation access/utility services to and/or marketability of (re)developable land?
- b. **ED** – Directly catalyzes (re)development/stabilization?
- c. **WT** – Directly positively affects consumer spending and/or market conditions by increasing incomes?

5. How Needs Address Job Creation

- a. **INF** – Directly leads to more shovel-ready land?
- b. **ED** – Directly secures higher-wage jobs/enables access to jobs?
- c. **WT** – Directly fills unmet demand for a skilled labor force?

6. How Needs Address Resiliency

- a. **INF** – Directly lessens the impact of wet-weather (flood hazard) events or increases access to multiple transportation options?
- b. **ED** – Directly creates a more diverse, interlinked, and stable local or regional economy?
- c. **WT** – Directly diversifies labor pool and training for a spectrum of jobs and wages?

7. How Needs are Strengthened by Other Priorities, Initiatives, or Leveraged by Funding Sources

- a. **INF** – Has been identified in a current capital program, or recently identified for investment in a preceding study, and/or can leverage other investment and/or funding sources (e.g., transit, brownfields, flood control, drainage)?
- b. **ED** – Has been recently identified for investment in a preceding study, and/or can leverage other investment and/or funding sources? Do we build off existing local resources?
- c. **WT** – Has been recently identified for investment in a preceding study, and/or can leverage other investment and/or funding sources?

The following abbreviations apply:

INF = Infrastructure improvements
ED = Economic development incentives
WT = Workforce training programs

Answer as follows:

3 = High probability
2 = Some probability
1 = Low probability

Project Matrix

Projects	Limits	Length(mi.) Area (ac.)	Within or Connected to TIF?
Infrastructure - Arterials			
Ameriplex Parkway Extension	Kentucky Road to Mann Road	3.1 mi.	Yes
Girls School Road Improvements	Perimeter Road to Rockville Road	1.9 mi.	Yes
Holt Road Improvements	Washington Street to Rockville Road	0.2 mi.	No
Holt Road Improvements	I-70 to Washington Street	0.6 mi.	No
Lynhurst Road Improvements	I-70 to Jackson Street	2.5 mi.	Yes
West Washington Street Reconstruction	Tibbs Avenue to I-465	2.5 mi.	Yes
Infrastructure - Collectors and Local Streets			
Bridgeport/Winstead Road Improvements (contingent on redevelopment)	TBD	0.6 mi.	Yes
High School Road Improvements	Rockville Road to Morris Street	1.2 mi.	Yes
High School Road Improvements	Morris Street to Sam Jones Expressway	1.2 mi.	Yes
Morris and Washington Realignment (contingent on redevelopment)	TBD	0.6 mi.	Yes
Hoffman Road Extension (contingent on airport development)	TBD	0.12 mi.	No
Neighborhood Streets	Throughout Subarea 1	1.2 mi.	No
Parks and Open Space			
Drexel Gardens	TBD	TBD	No
Fleming Gardens	TBD	TBD	No
Shelton Heights	TBD	TBD	No
Signature Park (Tibbs Avenue/Eagle Creek)	TBD	45 ac.	No
Workforce Development			
Training, Education, and Job Access	N/A	N/A	Yes
Redevelopment/ Neighborhood Stabilization			
Anchor/Workforce Housing Program	N/A	N/A	No
Holt/Washington Street Redevelopment	TBD	20 ac.	No
Lynhurst/Washington Street Redevelopment	TBD	23 ac.	No
Morris/Washington Street Redevelopment	TBD	22 ac.	No
High School/Washington Street Redevelopment	TBD	37 ac.	Yes
Bridgeport/Washington Street Redevelopment	TBD	47 ac.	Yes
Environmental Remediation			
Site Scale Remediation (contingent on redevelopment)	N/A	N / A	Yes

Airport TIF District Financial Outlook

The Airport TIF district provides Indianapolis with a potential funding source for redevelopment projects on the City's West Side. A financial feasibility analysis was conducted to evaluate the sufficiency of projected Airport TIF district revenues to fund identified projects.

Project Revenues

Per state statute, the Airport TIF district is scheduled to expire in the calendar year 2025. After that point, no increment revenue will be generated, and all captured increment assessed value will revert to the property tax base of the local taxing units. A TIF revenue projection was developed to estimate the total revenue capacity of the TIF between the 2019 calendar year and the expiration of the TIF. The forecast assumes that captured increment assessed value will increase at a rate of 1% annually, but does not include assumptions related to specific capital projects. The projection also includes an allowance for unpaid taxes and refunds of 6% annually. Revenues are shown net of the circuit breaker credit and do not account for any TIF pass-through.

This revenue projection includes only the Airport TIF (located in Wayne and Decatur Townships), and not the Naval Air Warfare Center TIF located in Warren Township. Between 2019 and 2025, the Airport TIF is projected to generate between \$13.7 and \$14.6 million in annual TIF revenues for a cumulative total of \$99.2 million. After accounting for \$4.0 million in scheduled Ameriplex debt service payments, an aggregate \$95.2 million remains for economic development and redevelopment projects.

Airport TIF District Revenue Projection

Tax Year	Projected Increment Revenue
2019	\$13,722,716
2020	\$13,867,696
2021	\$14,012,142
2022	\$14,163,114
2023	\$14,315,237
2024	\$14,458,106
2025	\$14,602,403
Cumulative TIF Revenues	\$99,141,415
Less: Ameriplex Debt Obligations	(4,032,216)
Revenues Net of Debt Service	\$95,197,202

Based on Existing Levels of Development (current dollars)

Identified Project Costs

Recommended projects have been identified through site surveys, stakeholder interviews, and public participation, as previously described. These projects include the construction and/or reconstruction of major thoroughfares, arterial roads and neighborhood streets, and were selected because of their potential to support or spur economic development. Parks and open space have also been identified for their role in enhancing the area's quality of life and attracting residential investment. A signature park, to be located near Tibbs Avenue and Eagle Creek, is a featured recommendation of this plan.

In addition to infrastructure improvements, the input process identified the need for more skilled workers to fill industrial jobs within the Airport TIF district. A workforce training initiative has therefore been included as a possible funding opportunity from the TIF district.

The table on the following page includes several recommendations for projects that are located outside the geographic boundaries of the TIF district but are still expected to benefit the overall connectivity and attractiveness of the area. While part of the overall strategic plan, these projects may require alternative funding sources.

Identified Project Cost Matrix

Expenditure	Limits	Length (mi.)	Within or Connected to TIF?	Estimated Cost
Arterials *				
Ameriplex Parkway Extension	Kentucky Road to Mann Road	3.1 mi.	Yes	\$33,100,000
Girls School Road Improvements	Perimeter Road to Rockville Road	1.9 mi.	Yes	\$7,351,600
Holt Road Improvements	Washington Street to Rockville Road	0.2 mi.	No	\$1,346,900
Holt Road Improvements	I-70 to Washington Street	0.6 mi.	No	\$3,272,400
Lynhurst Drive Improvements	I-70 to Jackson Street	2.5 mi.	Yes	\$8,501,100
West Washington Street Reconstruction	Tibbs Avenue to I-465	2.5 mi.	Yes	\$27,550,000
Subtotal				\$81,122,000
Collectors *				
Bridgeport/Winstead Road Improvements	(contingent on redevelopment)	0.6 mi.	Yes	\$3,450,000
High School Road Improvements	Rockville Road to Morris Street	1.2 mi.	Yes	\$3,629,800
High School Road Improvements	Morris Street to Sam Jones Expressway	1.2 mi.	Yes	\$7,308,100
Morris Street Realignment	(contingent on redevelopment)	0.6 mi.	Yes	\$3,000,000
Hoffman Road Extension	(contingent on airport development)	.012 mi.	Yes	\$1,670,000
Subtotal				\$19,057,900
Neighborhood Streets		4.3	No	\$8,686,000
Parks and Open Space				
Drexel Gardens		TBD	No	\$250,000
Fleming Gardens		TBD	No	\$250,000
Shelton Heights		TBD	No	\$250,000
Signature Park	(Tibbs Avenue/Eagle Creek)	45 ac.	No	\$10,000,000
Subtotal				\$10,750,000
Workforce Training			Yes	\$4,500,000
Redevelopment/ Neighborhood Stabilization **			N/A	N/A
Environmental Remediation	(contingent on redevelopment)		Yes	\$656,000
Total Expenses				\$124,771,900
Projects within or connected to TIF				\$99,046,600

*Projects ordered by expenditure type, alphabetically

**All projects not estimated by cost

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Feasibility Analysis

A discounted cash flows analysis was developed to gauge the sufficiency of TIF district revenues to satisfy potential project costs. This methodology allows the “present value” of the TIF’s future revenue streams from 2019 to the expiration of the TIF district in 2025 to be compared to estimated costs of identified projects. A discount rate of 3% is used for the analysis, which approximates the City’s cost of funds.

Projected expenditures between 2019 and 2025 include the existing Ameriplex debt service, identified project costs, and workforce training expenses. The remaining debt service payments on the Ameriplex bonds represent approximately \$4.0 million (\$3.8 million in present value terms). Total identified infrastructure costs are estimated at \$98 million. In addition to project costs, an allowance for a \$4.5 million workforce development program was assumed.

A number of the identified projects are geographically disconnected from the TIF district, do not directly benefit the allocation area, are not TIF expenditures allowed by statute. Other projects may arise in the future, but have not been yet identified. These projects include the Holt Road construction, Morris Street realignment, neighborhood stabilization, redevelopment projects and investments in residential neighborhood streets and parks/ open spaces. These projects have therefore been excluded from the feasibility scenario.

Net Present Analysis

Current Airport TIF Area; no expansion or extension

Description	Present Value
Present value of projected Airport TIF revenues through 2025	\$88,131,473
Less Total (Cumulative) Expenditures (PV):	
Current Ameriplex Debt	(\$3,797,714)
Arterial Streets	(\$76,502,700)
Collector Streets	(\$17,387,900)
Environmental Rehabilitation	(\$656,000)
Workforce Training	(\$4,500,000)
Present Value of TIF Eligible Costs	(\$102,844,314)
Net Present Value	(\$14,712,841)

This table compares the present value of projected Airport TIF revenues from 2019 to the TIF’s expiration in 2025 to the present value of identified expenditures.

TIF Limitations

The Airport TIF in its current form is limited in its ability to comprehensively address all West Side development needs for the following reasons:

- The feasibility analysis shows that the revenues generated by the Airport TIF district will be insufficient to fund all identified projects. Unless additional resources are provided, TIF funding for projects will need to be prioritized. As a result, some identified project would need to be funded by alternative revenue sources.
- Projects that are not located within or connected to the Airport TIF district are not eligible for TIF funding. While these projects may be highly prioritized for redevelopment, alternative resources will be required.
- The goal of the identified infrastructure projects is to catalyze development on the West Side. Traditionally, the role of TIF districts is to leverage investment in redevelopment projects to fund required infrastructure. The option to use revenues from investments that occur outside of the current TIF district boundaries does not currently exist.

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Future Value Capture Scenario Analysis

TIF Implementation Options: Future Value Capture

An option for maximizing redevelopment revenue is to selectively implement new TIF districts in a way that revenue directly resulting from area infrastructure reinvestment, but outside of the current TIF boundaries, can be captured. To exercise this option, the City could establish small “project-based” TIF districts around selected nodes and then use the generated TIF dollars to support identified infrastructure improvements.

Using value capture strategies in areas that respond to infrastructure redevelopment is different from extending the current Airport TIF district. The TIF district, which captures increment assessed value generated since the early 1990’s, will expire in 2025, at which point all captured assessed value will revert to the base. There is no local option to extend or alter this “sunset” date in the current statute. Instead of extending the capture of existing increment assessed value, this project-based option would capture new investment that occurs as a result of the West Side redevelopment projects.

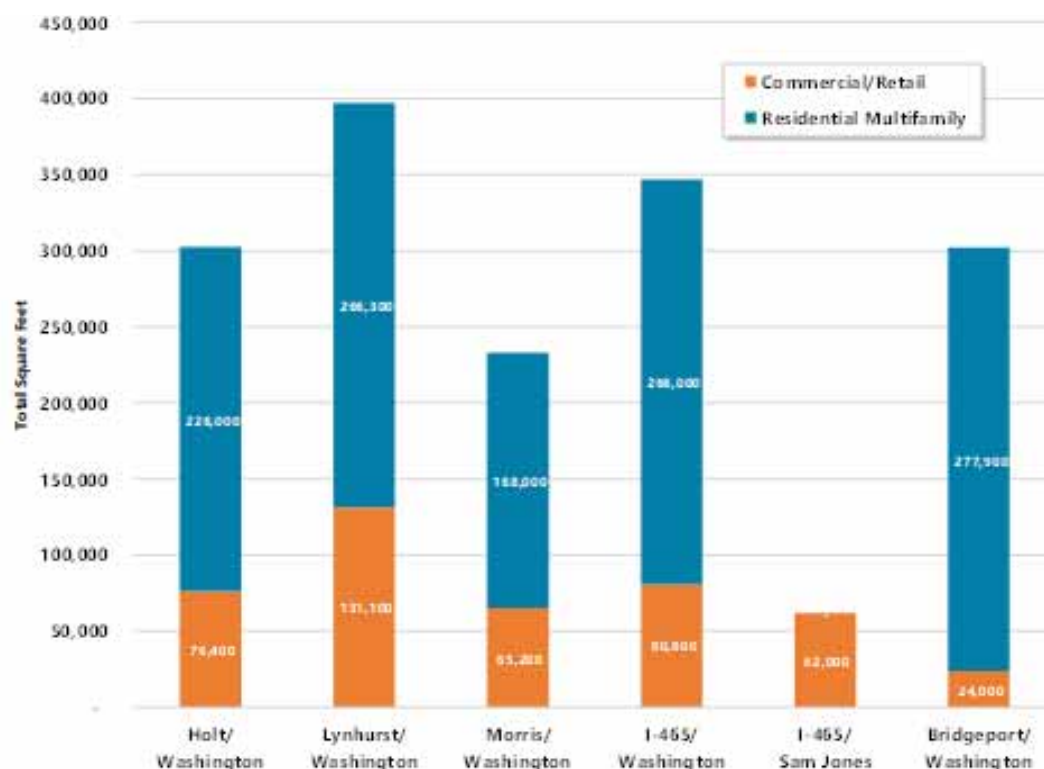
Development Scenarios

A feasibility analysis based on future development assumptions was conducted to evaluate the revenue potential of a future value capture scenario.

Illustrative development scenarios were developed for the six focus areas described previously in the report. These scenarios are designed to model the likely size and scale of development that could be supported as improvements in infrastructure, accessibility and amenities attract capital to the West Side region. The development scenarios are not a representation of any known or expected investment decisions, and are not intended to reflect the City’s future zoning, land acquisition or policy objectives. Actual investment patterns will differ from these theoretical scenarios.

Likewise, the accompanying revenue projections should be viewed as a “capacity analysis” of the scale of TIF revenues that could be produced if the target areas develop at anticipated intensities. The actual scale and pace of capital investment are contingent on a number of local economic factors, and cannot be forecasted at any level of certainty.

The development scenarios include more than two million square feet of private commercial and residential development over the forecast period.



Illustrative Commercial and Residential Build-out for Targeting Investment Sites

TIF Revenue Projections

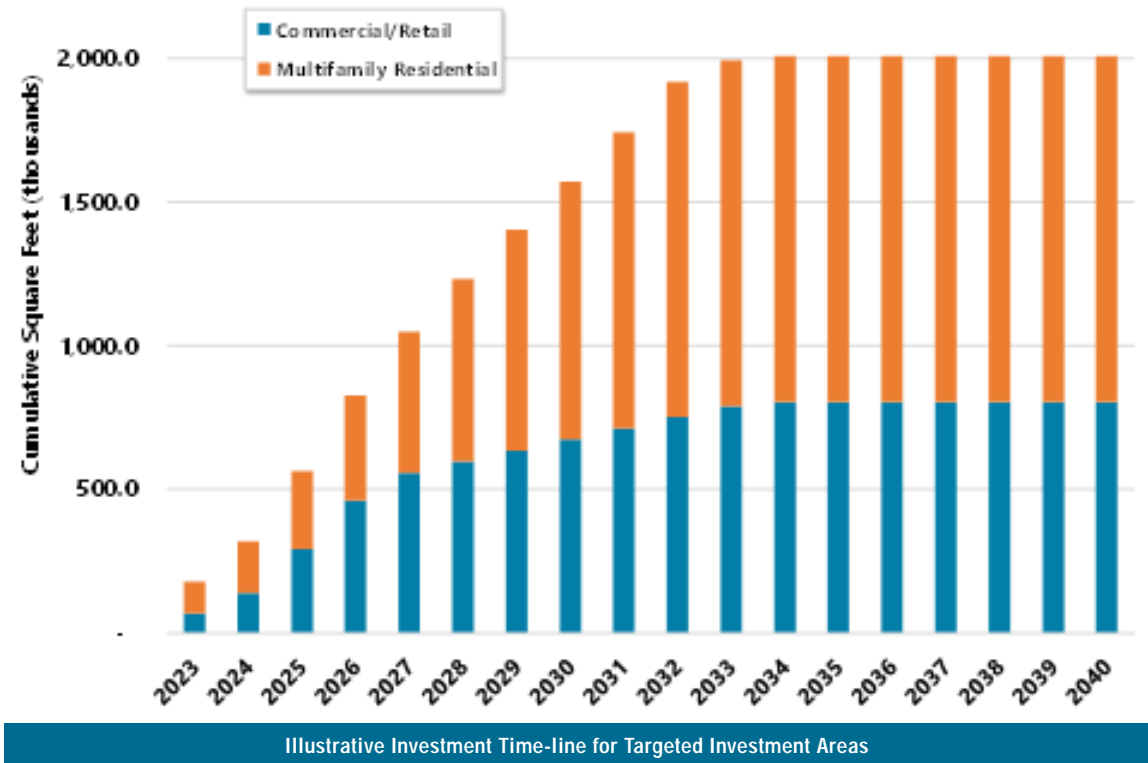
A four-step methodology was used to derive long-range revenue projections for each of the targeted investment areas. Because the details of future development are not known, the TIF revenue projections are illustrative and are intended to serve as the framework for evaluating the long-term revenue potential, rather than present a detailed forecast of private sector investment. The components of the methodology are as follows:

- **Development Timelines** - Assumptions about the timing of private investment within the targeted sites were developed to construct a long-range forecast of potential TIF revenues. These phasing assumptions were based on estimates of demand absorption generated by the project team. The analysis assumes that the redevelopment of the project sites is contingent on significant investments in public infrastructure on the West Side. The build-out estimates are intended to serve as a framework for evaluating long-term revenue potential, rather than a detailed forecast of private sector investment. The absorption curve postulates a build-out horizon of 10 to 15 years within the targeted investment areas.
- **Construction Cost Estimates** - Construction cost and

private investment projections were developed as part of this planning process. These assumptions were based on local market data for comparable regional projects.

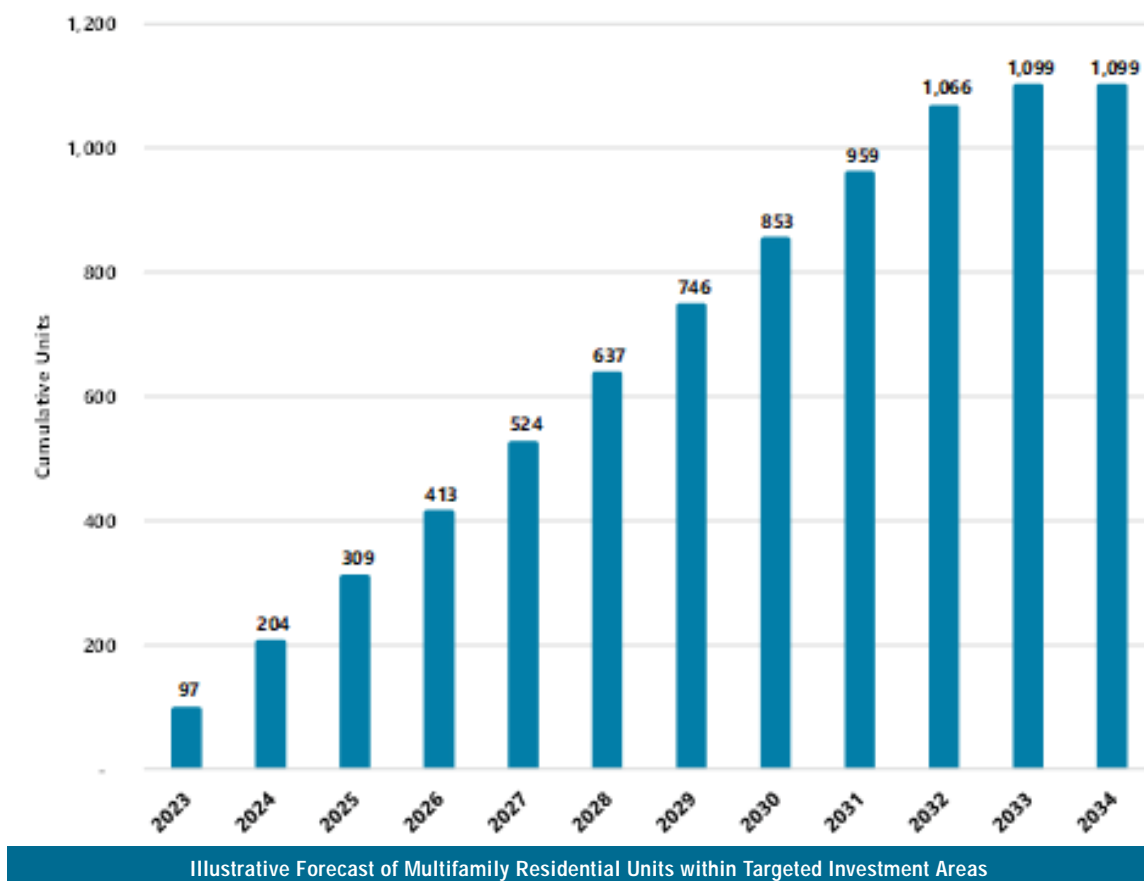
- **Gross Assessed Value** - The investment cost of a project is not equal to its market value assessment under Indiana property tax assessment practices. Assumptions based on local investment data were developed to forecast gross assessed value. In this capacity analysis, increases in assessed value are assumed to be captured within a designated TIF district, forming the TIF increment.
- **TIF Revenue Projection** - TIF revenues were estimated for each targeted investment area, utilizing the gross assessed value projections. Increment revenue estimates were calculated under current law, net of Indiana's constitutional property tax rate caps (Circuit Breaker Credits).

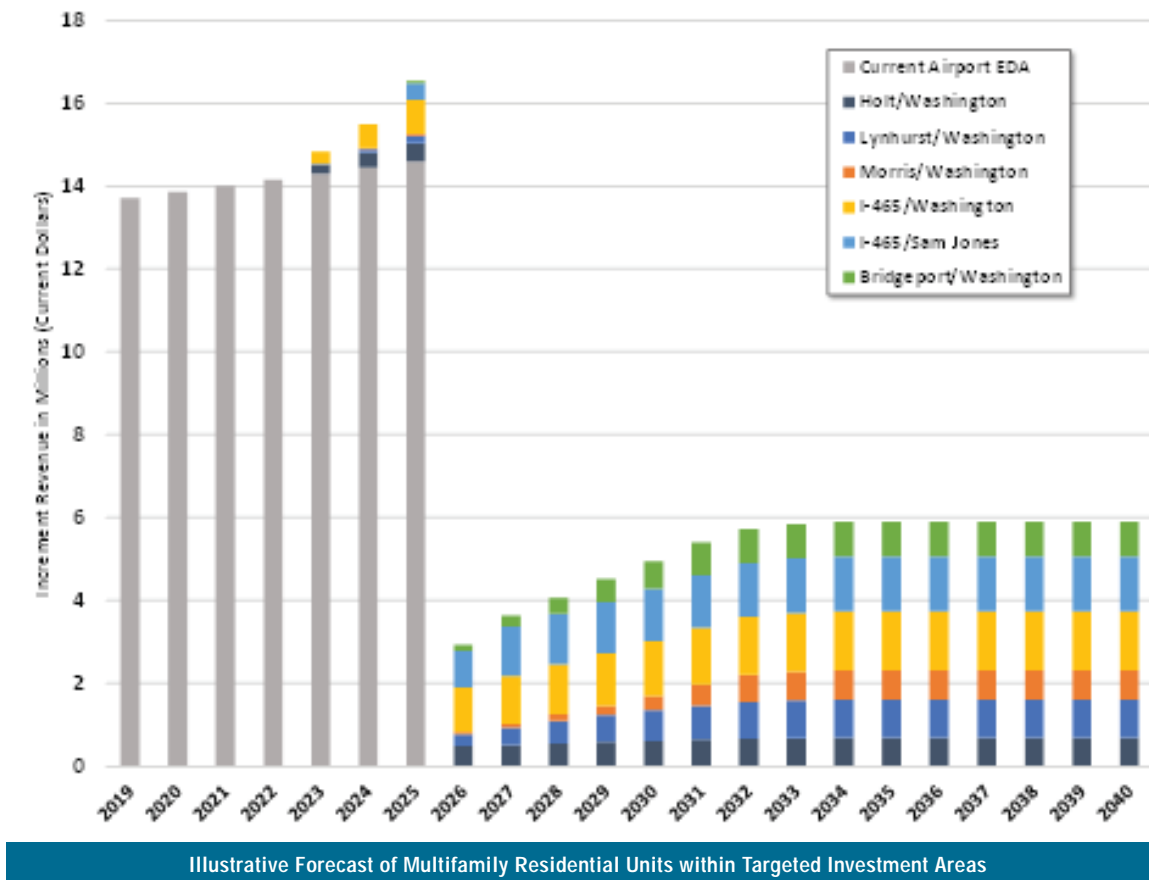
Net Present Value Analysis



Choosing to implement targeted TIF allocation areas in locations where redevelopment is proposed and infrastructure investment is necessary could extend the availability of revenues beyond the scheduled sunset date of the current Airport TIF district. In the early years of the forecast, the targeted investment areas could generate \$1 to \$2 million in annual revenues for redevelopment purposes. By the end of the forecast period, the target areas could generate approximately \$6.0 million annually. The use of targeted TIF allocation areas could allow for TIF funding for projects identified within this plan that are geographically removed from the current Airport TIF district.

On a discounted basis, the redevelopment of the Study's 20 identified sites are projected to generate \$52.5 million in increment (PV) between 2019 and 2040. When added to the \$88 million projected for the current TIF, approximately \$140.7 million could be available to fund economic development, redevelopment, and workforce development initiatives. Total costs for identified projects include \$126.9 million, leaving a projected margin of \$16.8 million. This analysis shows the targeted investment areas, if developed as planned, would generate revenues, that, combined with the revenues from the existing Airport TIF, exceed identified project costs. However, it is possible that some economic development projects may require additional financial support, in the form of land acquisition costs, developer incentives, or property tax incentives, which would reduce the available revenues. Additionally, potential construction cost overruns or downturns in the economy create further uncertainty in the feasibility analysis. These factors could offset some or all of the potential revenue surplus.





Airport TIF District Net Present Value Feasibility Analysis (With Future Value Capture Included)

The feasibility analysis shows that supplemental revenue sources will most likely be required to fund all identified projects. While no sources of supplemental revenues have been positively identified, supplemental options include the following:

- City stormwater revenues for drainage and curb related projects
- City road and street capital improvement funds
- Federal and State grant funding
- Economic improvement districts or other special assessment structures
- Private capital investment through Community Development Corporations
- Collaborative partnerships with other governmental entities.
- Federal Tax Credit Programs, such as New Market Tax Credits, Section 42 Housing Tax Credits or the new Opportunity Zone program

Several undeveloped parcels within the Indianapolis International Airport campus offer the potential for regionally transformative economic development investments. These potential projects were not included in the feasibility analysis because of the uncertainty surrounding such investments. However, the development of Airport property has the potential to generate tax-increment revenues in excess of that projected in the feasibility analysis.

Net Present Value Analysis (With Future Value Capture Included)

Current Airport TIF Area; with future value capture in redevelopment areas	
Description	Present Value
Present value of projected Airport TIF Revenues	\$88,131,473
Plus: Potential Value Capture from Target Areas	
Holt/Washington	\$6,904,270
Lynhurst/Washington	\$7,580,180
Morris/Washington	\$4,791,863
I-465/Washington	\$14,291,817
I-465/Sam Jones	\$12,496,310
Bridgeport/Washington	\$6,453,985
Total	\$52,518,425
Total Present Value of Revenues	\$140,649,898
Less Total (Cumulative) Expenditures (PV):	
Current Ameriplex Debt	(\$3,797,714)
Arterial Streets	(\$81,122,000)
Collector Streets	(\$19,057,900)
Neighborhood Streets	(\$8,686,000)
Neighborhood Open Space	(\$10,750,000)
Environmental Remediation	(\$656,000)
Workforce Training	(\$4,500,000)
Present Value of TIF Eligible Costs	(\$128,569,614)
Net Present Value	\$12,080,283

This table illustrates the financial outcomes of the policy option to extend the use of TIF to the targeted redevelopment sites. It compares the present value of total potential revenues if sites develop as proposed, with the present value cost of identified expenditures.

This table illustrates the financial outcomes of the policy option to extend the use of the TIF to the targeted redevelopment sites. It compares the present value of total potential revenues if sites develop as proposed, with the present value cost of identified expenditures.

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Policy Considerations

Airport TIF District Net Present Value Feasibility Analysis (With Future Value Capture Included)

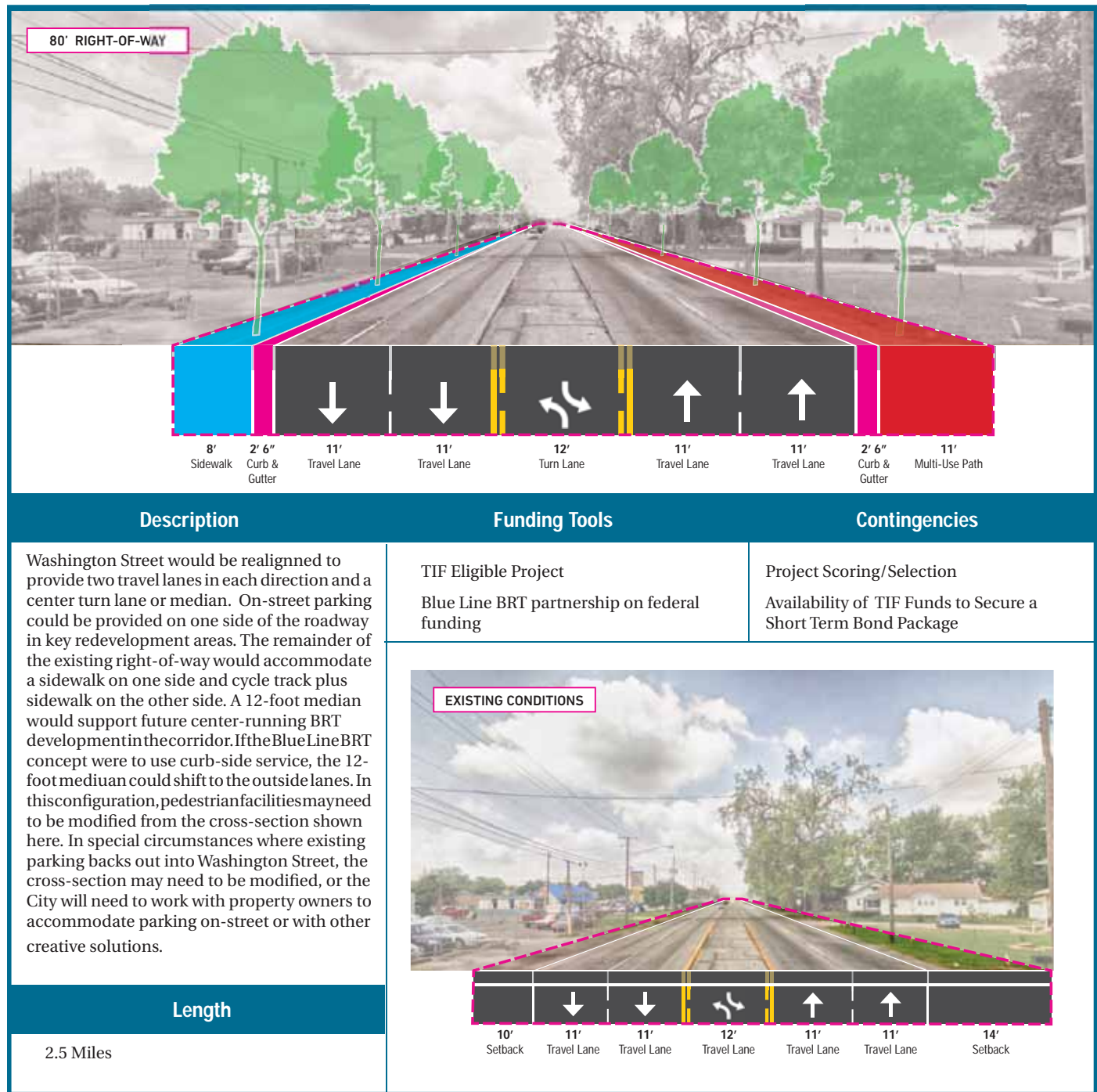
If the City decides to explore value capture options to maximize the resources available for redevelopment, it would have three broad policy options at its disposal:

- **Independent Single Site TIF Districts** - Single-site TIF districts would allow the City to capture revenues from investments in areas that are geographically disassociated from the Airport TIF. In this option, an area where public investment is likely to incentivize redevelopment is designated as a (new) TIF allocation area. The geographic area of TIF capture is limited, and TIF decisions can be made on the merits of individual projects. Each single site TIF would expire 25 years after its first debt service payment.
- **Expansion of the Airport TIF** - The City has the option to expand the boundaries of the Airport TIF district to capture increment revenue for redevelopment sites not currently within the TIF. Expanding the Airport TIF district does not change the expiration date of the current Allocation Area. However, the new TIF expansions would have a different sunset than the existing Airport TIF district, expiring 25-years after the initial debt service payment.
- **Reestablish Base AV of Undeveloped Parcels**
 - If investment were to take place on currently undeveloped parcels in the Airport TIF district, increment revenues would only be captured until the TIF expires in 2025. Pending bondholder restrictions, the potential period of TIF capture for these parcels could be extended by removing them from the current Airport TIF district and designating them in a new TIF allocation area. The increment assessed value of a parcel would be zero when it is designated as in a new allocation area, so this option offers no benefit for developed parcels. However, it would extend the period for potential TIF revenue capture by 25 years for parcels where no significant development has taken place.

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Transformational Infrastructure Project Descriptions

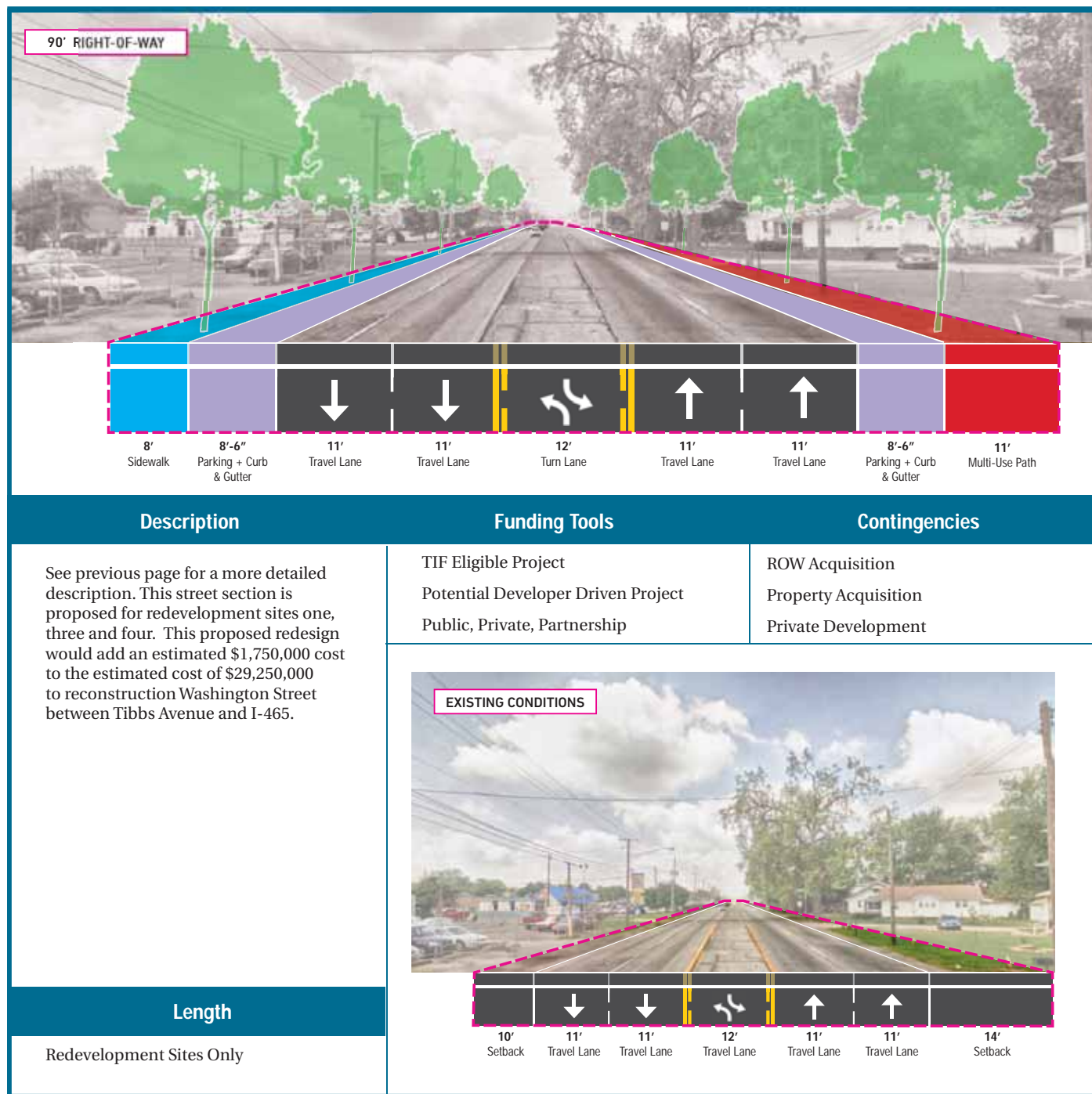
Proposed Washington Street - Tibbs Avenue to I-465



Estimated Project Cost: \$27,500,000

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

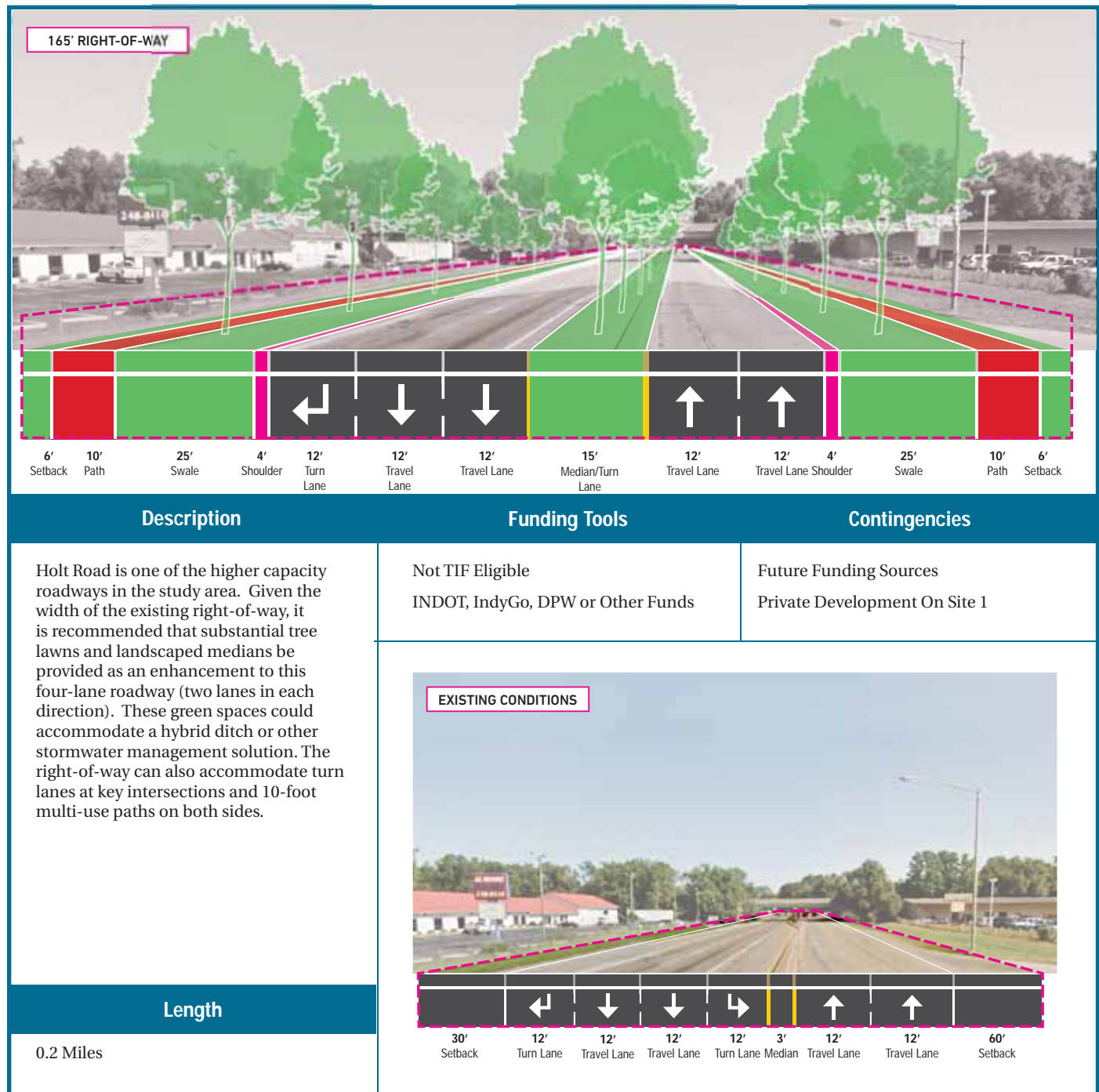
Proposed Washington Street - Redevelopment Sites 1, 3 and 4



Estimated Project Cost: Upgrade Cost Add \$1,750,000

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

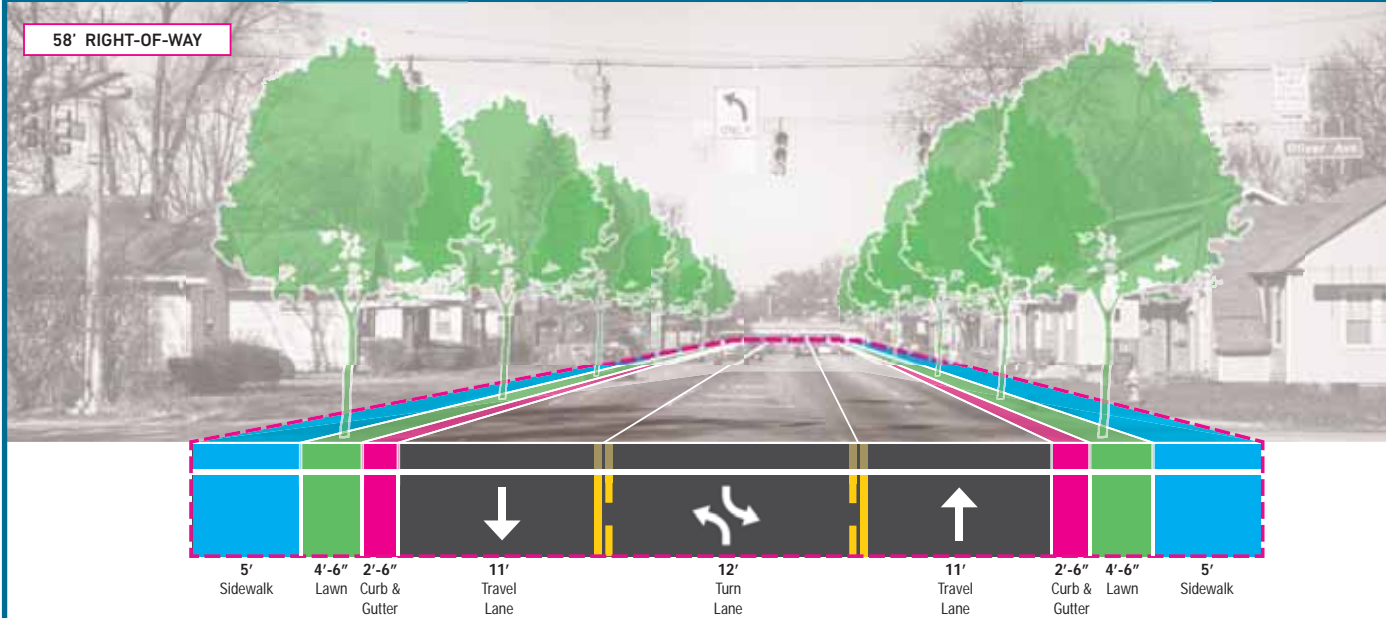
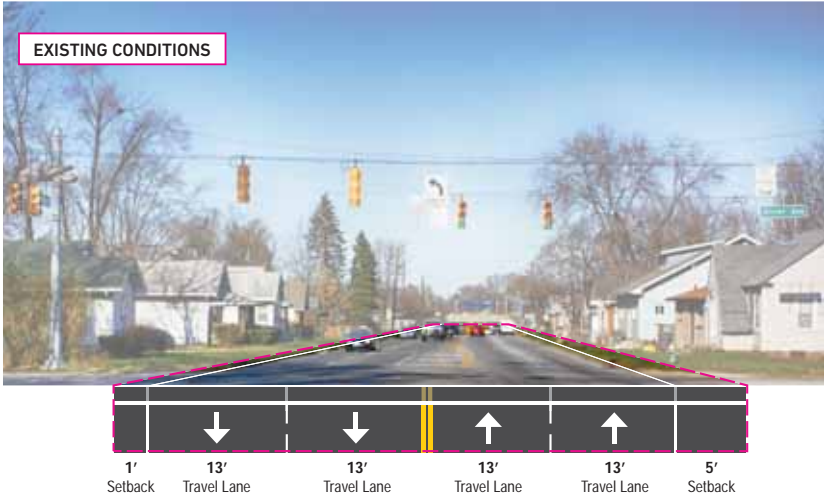
Proposed Holt Road - Washington Street to Rockville Road



Estimated Project Cost: \$1,346,900

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

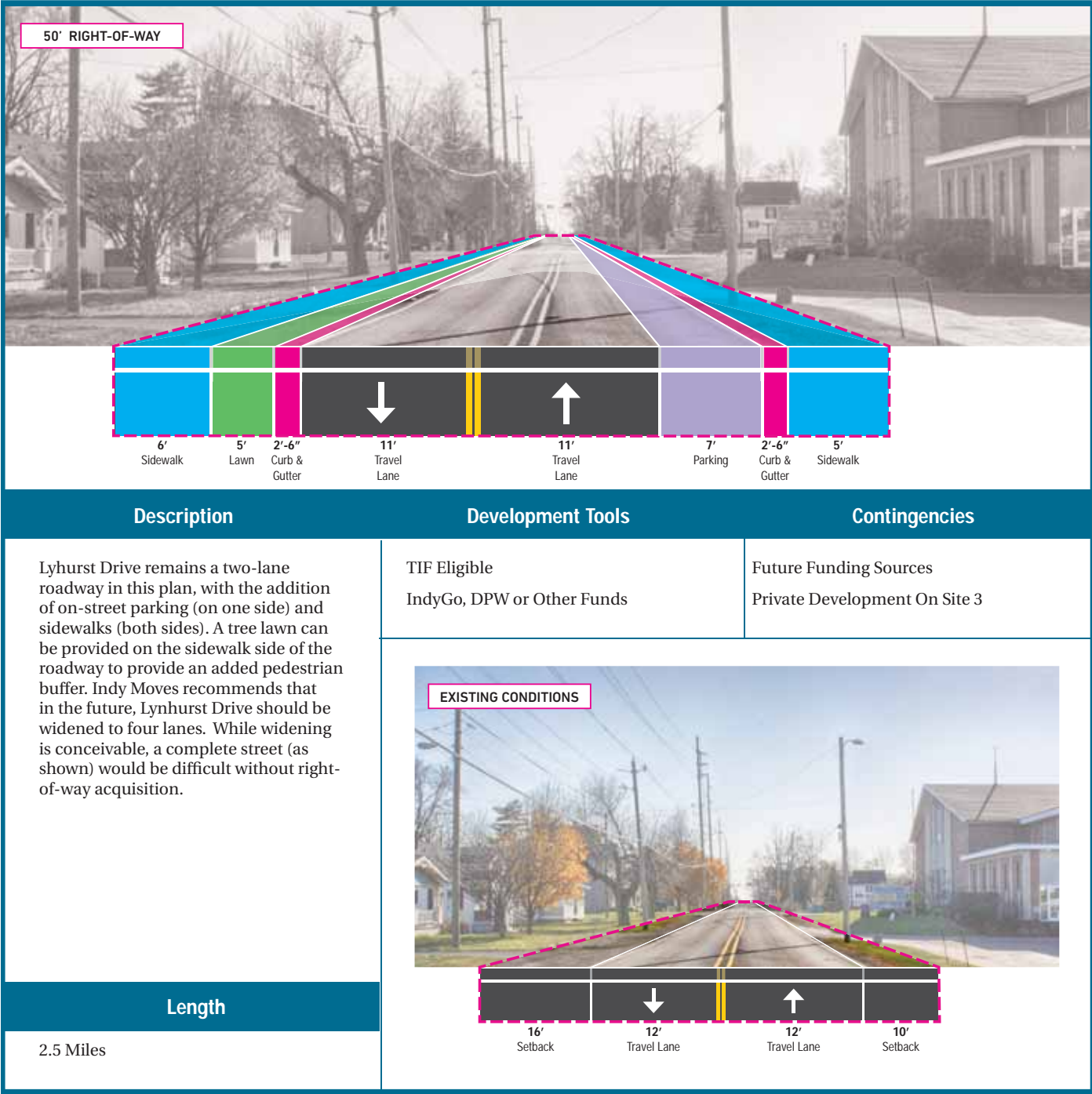
Proposed Holt Road - I-70 to Washington Street

 <p>58' RIGHT-OF-WAY</p> <p>5' Sidewalk, 4'-6" Lawn, 2'-6" Curb & Gutter, 11' Travel Lane, 12' Turn Lane, 11' Travel Lane, 2'-6" Curb & Gutter, 4'-6" Lawn, 5' Sidewalk</p>		
Description	Funding Tools	Contingencies
<p>South of Washington Street, Holt Road narrows considerably. Its proposed cross-section would provide for a two-lane roadway with center turn lanes, and sidewalk and small tree lawn on each side. Indy Moves planning suggests that in the future, Holt Road should remain four lanes. A complete street (as shown) would be difficult without right-of-way acquisition. Indy Moves also suggests tree lawns should be a minimum of five feet in width. However, due to the amount of traffic on this section of Holt Road, that modification would be difficult without reducing the width of the turn lane, or drive lanes within the current right-of-way.</p>	<p>Not TIF Eligible INDOT, DPW or Other Funds</p>	<p>Future Funding Sources</p>
<p>Length</p> <p>0.6 Miles</p>	 <p>EXISTING CONDITIONS</p> <p>1' Setback, 13' Travel Lane, 13' Travel Lane, 13' Travel Lane, 13' Travel Lane, 5' Setback</p>	

Estimated Project Cost: \$3,272,400



Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Proposed Lynhurst Drive - I-70 to Jackson Street



Estimated Project Cost: \$8,501,100

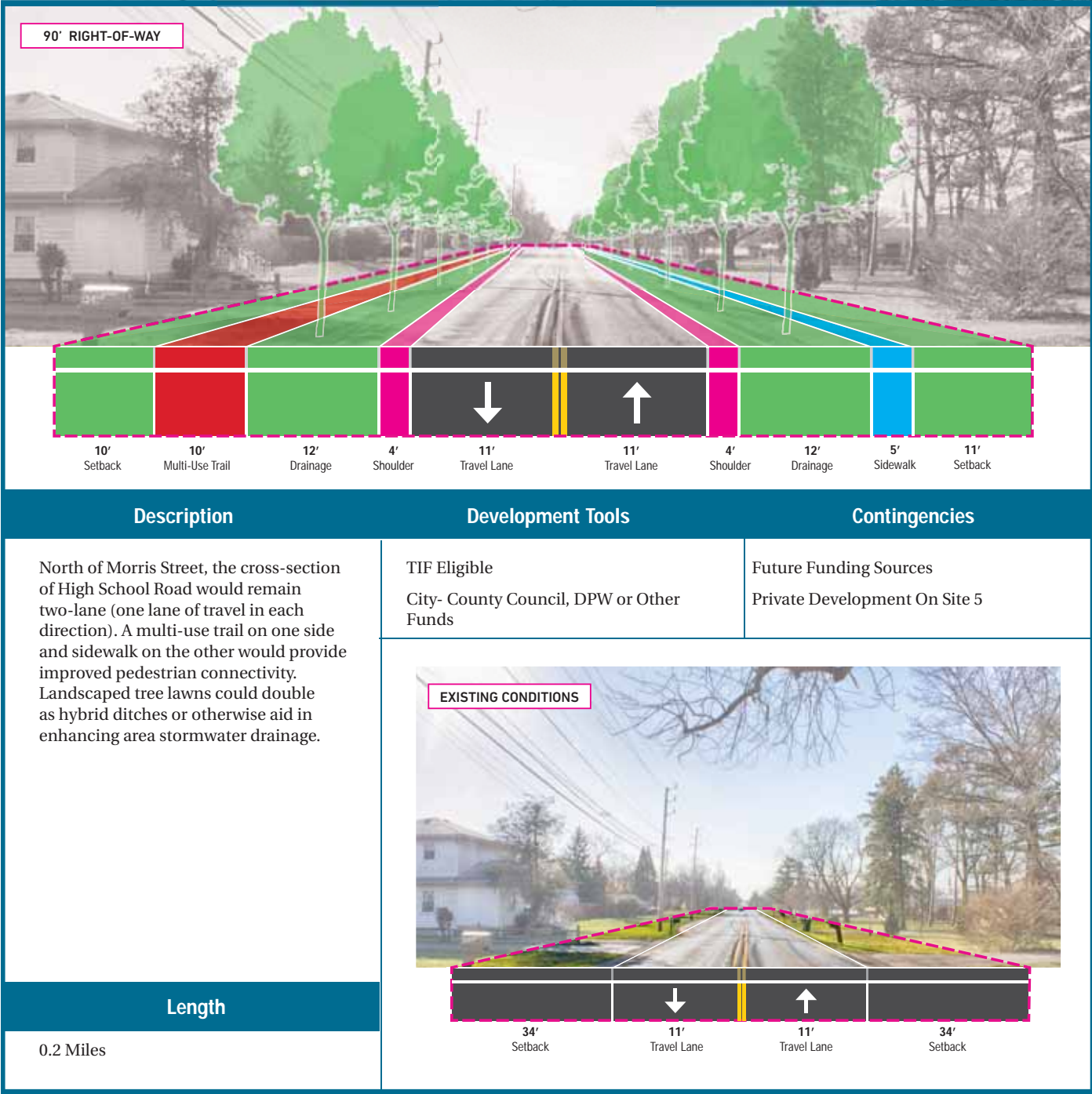
Proposed Neighborhood Streets

 <p>50' RIGHT-OF-WAY</p> <p>5' Sidewalk, 2' Shoulder, 8' Permeable Parking & Flush Curb, 10' Travel Lane, 10' Travel Lane, 8' Permeable Parking & Flush Curb, 2' Shoulder, 5' Sidewalk</p>		
Description	Development Tools	Contingencies
Neighborhood streets in Subarea 1 are envisioned with two travel lanes, with on-street parking, a narrow grass tree lawn, and sidewalks on each side.	Not TIF Eligible DPW or Other Funds	Current DPW Drainage Funding Future Funding Sources
Length	 <p>EXISTING CONDITIONS</p> <p>15' Setback, 10' Travel Lane, 10' Travel Lane, 15' Setback</p>	
4.3 Miles		

Estimated Project Cost: \$8,656,000

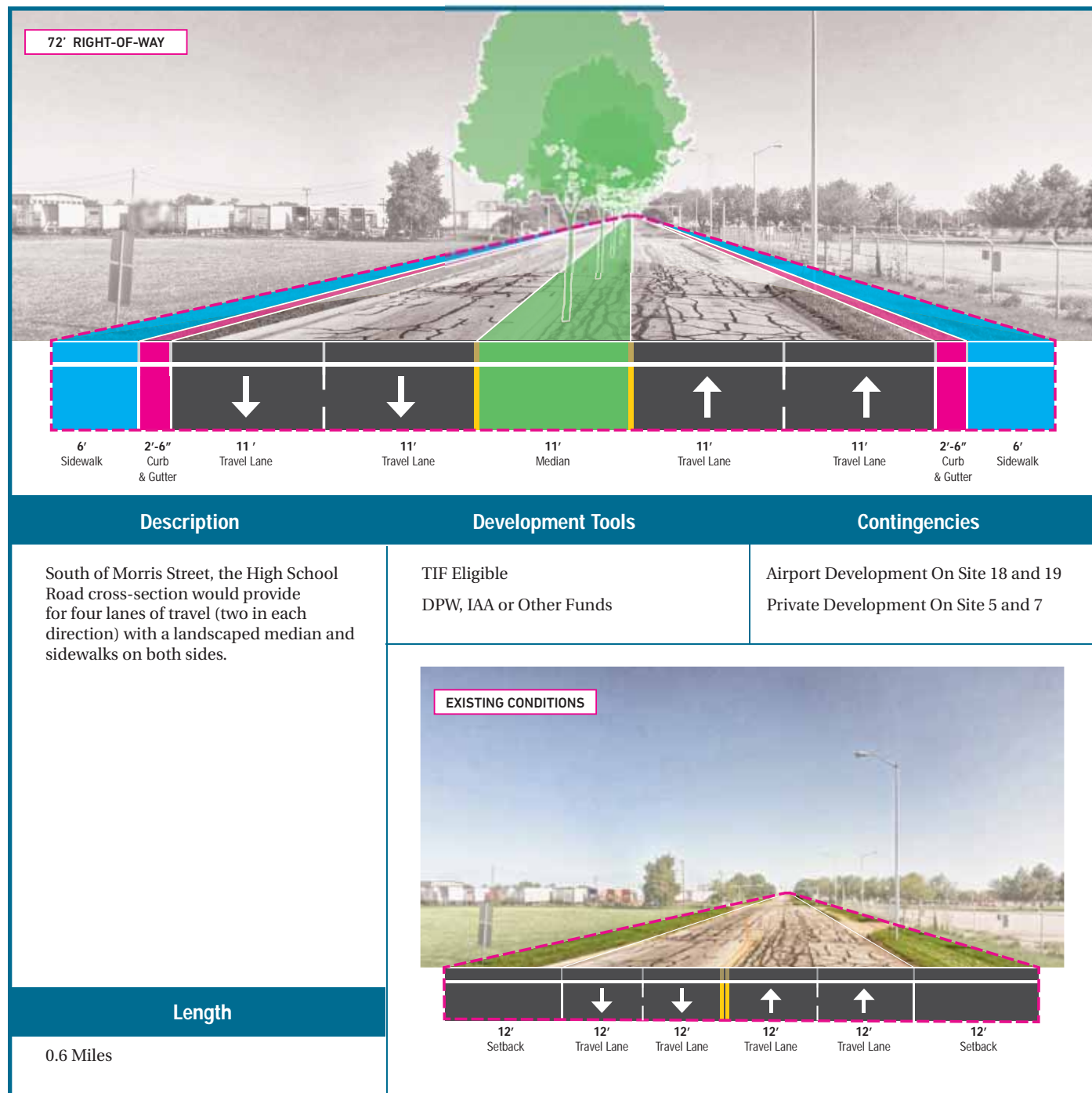
Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Proposed High School Road - Rockville Road to Morris Street



Estimated Project Cost: \$3,629,800

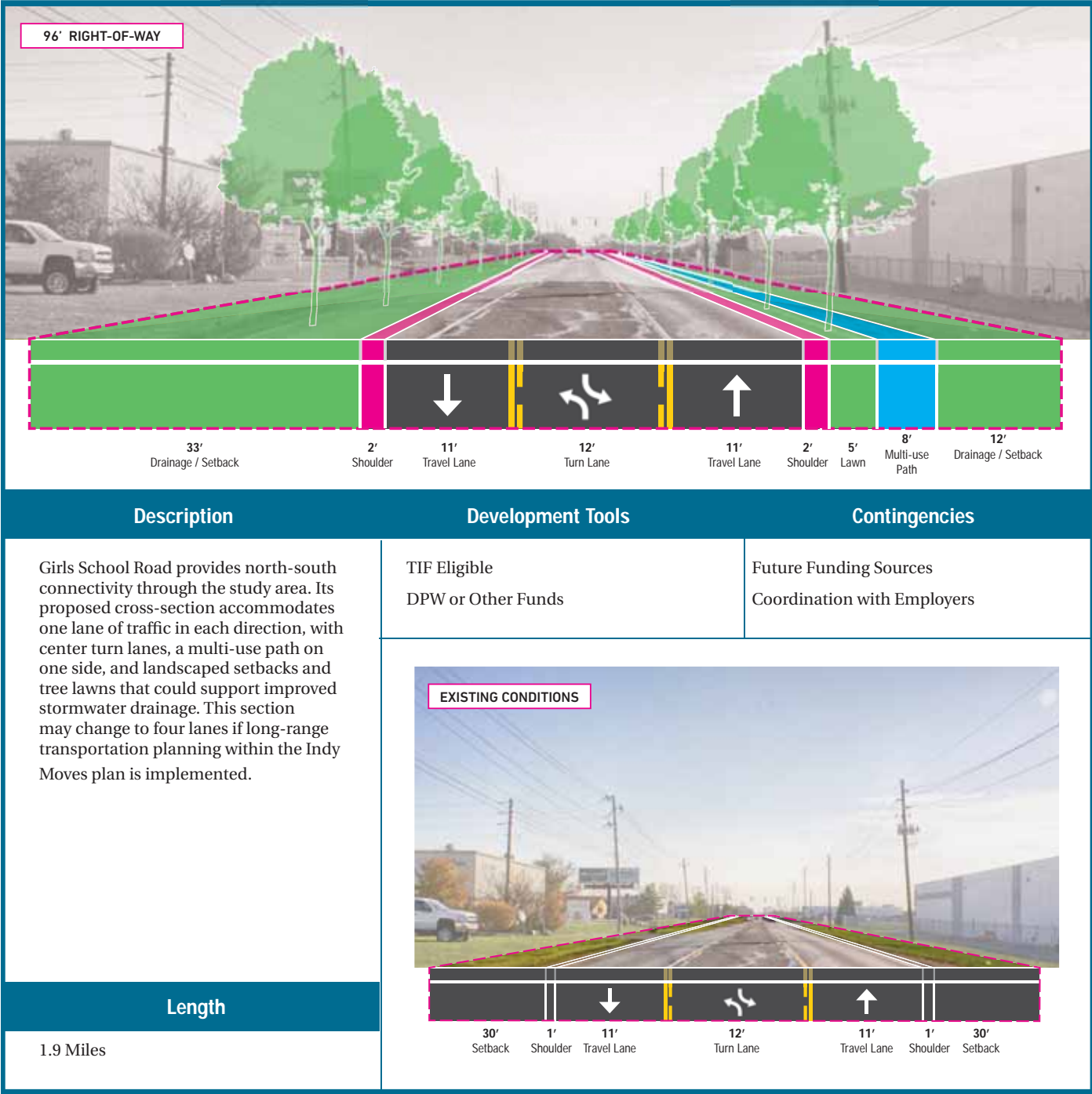
Proposed High School Road - Morris Street to Sam Jones Expressway



Estimated Project Cost: \$7,308,100

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

Proposed Girls School Road- Perimeter Road to Rockville Road



Estimated Project Cost: \$7,351,600

Note: Cost estimates are rounded to the nearest \$100 and carry hard and soft costs. Soft costs include a 10% design contingency and 12% construction engineering contingency.

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Development Incentives

Tool	Explanation	Type	Source
Historic Rehabilitation Tax Credits	Taxpayers may claim up to 20 percent of the total qualified rehabilitation or preservation cost of project. Buildings must be rehabilitated for non-residential use.	Funding	Federal
New Markets Tax Credits (NMTC)	The goal of NMTC is to spur revitalization efforts of low-income and impoverished communities. The program provides tax credit incentives to investors for equity investments in certified CDEs which invest in low-income communities.	Funding	Federal
Section 108 Loans	Flexible federal funding source that provides local municipalities with a source of financing for economic development, housing rehab, public facilities, and other development projects.	Funding	Federal
Community Development Block Grants	CDBG entitlement program allocates annual grants to cities and counties to develop safe housing and expand economic opportunities for low- and moderate-income persons. Activities must address one of the national priorities.	Funding	Federal, Local
HOME Investment Partnerships Program	HOME provides grants to states and local municipalities to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for both rent and homeownership.	Funding	Federal, Local
Economic Improvement District (EID)	Areas in which an additional assessment is levied on properties. EID board votes on what investments to be made, no "City" match required or pledged. EIDs require a majority of local property and business owners to support the tax used to fund projects.	Funding	Local
Tax Increment Financing (TIF)	Tax increment financing raises revenue for capital or operating costs by diverting new property tax revenue generated by private investments which increase increasing existing property values.	Funding	Local
User Fees	These fees are assessed on property based on estimated transportation demands generated by the property use and are often used for roadway improvements, but can be used as a dedicated source for transit.	Funding	Local
Federal Home Loan Bank Affordable Housing Program/ Community Investment Program	Composed of 12 independent banks, FHLB is the largest source of residential mortgage and community development credit in the nation. They set aside 10 percent of its assets for grants and low-interest loans.	Funding	Other
Public Land Dedications or Write Downs	Publicly owned land can be made available for reduced rates to affordable housing developers with conditions that the land be used to support desired development.	Funding	Local, Other

Application	Lead Organizations	Case Studies	Authorization	Potential Use
Construction	Private Sector and/or Not-for-Profits		Internal Revenue Code Section 47	Select Historic Buildings in Subarea 1
Construction	Private Sector			Census Tracts 18097342500, 18097342200, 18097342101
Construction	Private Sector, Public Sector, and/or Not-for-Profits	Burlington, VT		Redevelopment Sites
Construction	Not-for-Profits		Title I of the Housing and Community Development Act, 1974	Redevelopment Sites Neighborhood Areas
Preservation, Construction	Not-for-Profits	1 733 Meridian Apartments	Title II of the Cranston-Gonzalez National Affordable Housing Act, 1990	Redevelopment Sites Neighborhood Areas
Construction, Other	Public Sector	Flint, MD	Indiana Code 36-7-22	TBD
Construction	Public Sector	Dallas, TX DART stations	IN Code 36-7-14 and 36-7-25	Airport TIF district
Construction, Other	Public Sector	Corvallis, OR sustainability fee		Redevelopment Sites
Preservation, Construction	Not-for-Profits	AS220 Dreyfus Hotel		Neighborhood Areas
Construction	Public Sector			Public Properties

Tool	Explanation	Type	Source
Mission Oriented REITs	Real estate investment trust (REIT) are an investment vehicle that provides means for small-scale investors to invest in income-producing real estate. Several mission-oriented REITs exist that invest specifically in affordable housing.	Funding	Other
Low Income Housing Tax Credits (LIHTC) Also known as Section 42 Credits	LIHTC are a dominant federal funding source for affordable housing, but are administered at the state level. There are two programs within LIHTC, 4% and 9%.	Funding	State
State Housing Programs	Can offer powerful tools to promote affordable housing development. The Indiana Housing and Community Development Authority issues the state's allocation of LIHTC as well as the state's development fund.	Funding	State
State Infrastructure Banks	SIBs allow states to maximize use of transportation funds, allowing for them to be used as collateral or to establish a guaranteed reserve fund. Federal and state matching funds are typically used to capitalize SIBs.	Funding	State
Anchor Institutions	Anchor institutions can facilitate development by providing upfront funding for planning and design, convening leadership around common goals, and catalyzing economic reinvestment that could enhance the tax base.	Policy	Local
Community and Public Facilities Location	Making public and community facilities investments near redevelopment areas may serve to catalyze future investments in the area. Parks and schools, in particular, may help to improve market conditions, establishing greater near-term market potential.	Policy	Local
Development Agreements	Agreements between a developer and local government that guarantees long-term planning approval for a specific project in exchange for the developer's commitment to providing a certain level of community benefit	Policy	Local
Expedited Permitting	Local municipalities can reduce development cost by offering expedited permitting that removes wait times for developers, lowering holding cost and removing uncertainty.	Policy	Local
Incentive-based Zoning	Developers are rewarded for inclusion of uses that advance specific community objectives, like affordable housing or public spaces.	Policy	Local
Linkage Fees	Fees charged to developers, typically on a square foot basis, that can be used to support additional development and / or public improvements such as infrastructure and parks	Policy	Local

Application	Lead Organizations	Case Studies	Authorization	Potential Use
Preservation, Construction	Private Sector	Community Development Trust		Redevelopment Areas
Construction	Private Sector and/or Not-for-Profits		Tax Reform Act of 1986	Redevelopment Areas
Construction	Private Sector and/or Not-for-Profits			Redevelopment Areas
Construction	Public Sector		2005 federal highway authorization bill, SAFETEA-LU	TBD
Planning, Construction, Other	Private Sector and/or Not-for-Profits			Redevelopment Areas Neighborhood Areas
Other	Private Sector and/or Not-for-Profits	Oakland CA Fruitvale Transit Village		Public Properties
Construction	Private Sector and Public Sector	Portland OR		Redevelopment Areas
Construction	Public Sector	Austin, TX SMART Program		Redevelopment Areas
Construction	Public Sector			Redevelopment Areas
Construction	Public Sector	Chicago IL		Redevelopment Areas

Tool	Explanation	Type	Source
Parking Regulations	Cities can help to lower the cost by adopting parking standards that reflect the likelihood that residents in compact walkable neighborhoods may use alternative forms of transportation. Another option is to lower parking minimums to developers.	Policy	Local
Reduced Fees or Fee Deferrals	Cost of development in untested markets or targeted areas can be decreased by local governments when impact fees are waived, reduced, or deferred.	Policy	Local
Regulatory Accommodations for Small Infill Sites	Small sites are often difficult to develop given that fixed cost must be spread across relatively few units. In targeted redevelopment areas, regulations such as parking requirements, height, FAR, and impact fees can be modified or reduced.	Policy	Local
Tax Forgiveness	To encourage renovation or redevelopment of vacant or underutilized sites, local municipalities can forgive tax liens. In return the developer will agree to build or include affordable housing as part of the project.	Policy	Local
Community or Affordable Housing Land Trust	Land trust purchase and long term ownership of land to ensure its use for community purposes, such as affordable housing or open space. These trust permanently remove the price of land from the home's cost, reducing the impact of rising prices.	Policy	Local, Other
Support Non-Profit Developers	Non-profit developers are more likely to have similar objectives to the community. Efforts to support these groups, either through funding or capacity building, may increase the pool of potential affordable housing developers in a community.	Policy	Local, Other
Joint Development	A partnership between a public sector entity and private sector developers that facilitates the desired development on publicly owned land.	Policy	Local, State
Land Banking	Created to acquire, hold, and facilitate development on vacant, abandoned, or tax-delinquent properties. Land banks require enabling legislation, tax forgiveness, remediation of contaminated properties, and property aggregation strategy.	Policy	Local, State
Opportunity Zones	Capital gains tax deferral (and in after 10 years, exemption) program. Adds private capital to stack by providing tax benefits to the investor (similar to NMTC)	Policy	Federal

Application	Lead Organizations	Case Studies	Authorization	Potential Use
Planning, Construction	Public Sector	St. Louis, MO developer		Redevelopment Areas Major Corridors
Construction	Public Sector	Freemont, CA impact fees		Redevelopment Areas
Planning	Public Sector	Tacoma, WA		Redevelopment Areas
Construction	Public Sector			Redevelopment Areas Neighborhood Areas
Preservation	Not-for-Profit	Seattle, WA Homestead Community Land Trust		Redevelopment Areas Neighborhood Areas
Planning, Preservation, Construction	Public Sector and/or Not-for-Profit			Redevelopment Areas Neighborhood Areas
Construction	Public Sector and Private Sector	New Jersey Transit		Public Property
Construction	Public Sector	Genesee County, Michigan		Redevelopment Areas Neighborhood Areas
Planning, Preservation, Construction	Public Sector	Indianapolis, IN Near East Side		Redevelopment Areas Neighborhood Areas

Programmatic Workplan

The following programs and partners are designed to help with the phased implementation of programmatic recommendations by key partners such as Indy Gateway. This information, along with section XX, is designed to assist with the long-term strategic planning of organizations on the West Side to build capacity, assist in fundraising/grant applications, and ensure positive momentum on the West Side continues outside of the larger infrastructure and redevelopment projects.

PROGRAMS	PARTNERS	TIME-FRAME		
		SHORT (1-3 Years)	MEDIUM (3-5 Years)	LONG (5-10 Years)
Workforce and Economic Development				
Transportation for Jobs	Indy Gateway, IndyGO, CIRT, Ride Shares, Anchor Employers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Career Exploration & Dual Credit	Area 31 Schools, Vincennes University, Trades, Indianapolis International Airport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Internships for Young Adults	Area 31 Schools, Vincennes University, Trades, Indianapolis International Airport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
HSE Preparation Partnerships	Area 31 Schools, Vincennes University, Trades, Indianapolis International Airport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Employment & Wrap-Around Services	Area 31 Schools, Vincennes University, Trades, Indianapolis International Airport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Workforce Development Coalition	Indy Gateway, Merchants West, Employ Indy, Area 31 Schools, Anchor Employers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

PROGRAMS	PARTNERS	TIME FRAME		
		SHORT (1-3 Years)	MEDIUM (3-5 Years)	LONG (5-10 Years)
Neighborhood Stabilization				
Anchor & Workforce Housing Program	Indy Gateway, Area Developers, Anchor Employers, Area Lenders, Area 31 Schools, Indianapolis Neighborhood Housing Partnership		<input checked="" type="checkbox"/>	
Large and Small Scale Housing Development	Indy Gateway, Area Developers, Anchor Employers, Area 31 Schools, Habitat for Humanity, Faith Based Organizations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Home Repair & Rehabilitation	Indy Gateway, West Indy Development Corporation, Area 31 Schools, Habitat for Humanity, Faith Based Organizations, Department of Metropolitan Development, Anchor Employers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Demolition & Vacant Lot Remediation	Indy Gateway, Department of Business and Neighborhood Services Renew Indianapolis, West Indy Development Corporation, Neighborhood Groups, Department of Metropolitan Development, FEMA	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>
Foreclosure Prevention	Indy Gateway, Indianapolis Neighborhood Housing Partnership, West Indy Development Corporation, Merchants West, Area Lenders, MIBOR Realtor Association , Center for Working Families	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>
Code Enforcement	Indy Gateway, Department of Business and Neighborhood Services, City- County Council, Neighborhood Organizations	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>
Crime Prevention	Indy Gateway, IMPD, Indianapolis Airport Police, Department of Business and Neighborhood Services, City-County Council, Neighborhood Organizations, Crime Watch Organizations	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>
Capacity Building	Indy Gateway, Anchor Employers, City-County Council, Merchants West	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>

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HNTB

METRIC
ENVIRONMENTAL

ENGAGING SOLUTIONS



WEST SIDE STRATEGIC REINVESTMENT & AIRPORT TIF IMPLEMENTATION PLAN

APPENDIX

August 23, 2018

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The background of the entire page is a dark, monochromatic aerial photograph of a landscape. It shows a complex network of roads, fields, and some larger structures, possibly a farm or a small town. The image is grainy and has a high-contrast, almost abstract quality due to the dark tones.

A APPENDIX

Baseline ProForma Net Present Value Analysis - No TIF Extension

Description	Connected?	2019	2020	2021	2022	2023	2024	2025
REVENUES (Current Dollars)								
Current Airport EDA		\$13,722,716	\$13,867,696	\$14,012,142	\$14,163,114	\$14,315,237	\$14,458,106	\$14,602,403
Total Revenues		\$13,722,716	\$13,867,696	\$14,012,142	\$14,163,114	\$14,315,237	\$14,458,106	\$14,602,403
CAPITAL EXPENDITURES (Current Dollars)								
Current Ameriplex Debt		(1,470,233)	(1,468,054)	(547,000)	(546,930)	-	-	-
Arterials								
Ameriplex Parkway Extension	Yes	(33,100,000)						
West Washington Street Reconstruction	Yes	(27,500,000)						
Holt Road Improvement	No							
Holt Road Improvement	No							
Girls School Road Improvement	Yes	(7,351,602)						
Lynhurst Road Improvement	Yes	(8,501,126)						
Subtotal		(76,502,728)						
Collectors								
High School Road Improvements	Yes	(3,629,870)						
High School Road Improvements	Yes	(7,308,141)						
Morris Street Realignment	Yes	(3,000,000)						
Hoffman Road Extension	Yes	(1,670,000)						
Bridgeport/Winstead Improvements	Yes	(3,450,000)						
Subtotal		(19,058,011)						
Parks and Open Space								
Environmental Remediation	Yes	(655,950)						
Signature Park(Tibbs Ave./Eagle Creek)	No							
Shelton Heights	No							
Drexel Gardens	No							
Fleming Gardens	No							
Subtotal		(655,950)						
Neighborhood Street	No							
Workforce Training	Yes	(4,500,000)						
Total Expenses		(102,186,922)	(1,468,054)	(547,000)	(546,930)	-	-	-
Annual Surplus (Deficit)		(\$88,464,205)	\$12,399,642	\$13,465,142	\$13,616,184	\$14,315,237	\$14,458,106	\$14,602,403
Present Value of Revenues (3%)		\$88,131,473						
Present Value of Expenditures (3%)		(\$104,514,403)						
Net Present Value		(\$16,382,930)						

Notes: Capital expenditures are denominated in 2019 dollars, and are reflected in 2019 for illustrative purposes. The actual timing of the projects will not change the overall net present value. Revenues are discounted at 3% annually in the present value calculations.

Future Value Capture Scenario

Description	TIF?	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
REVENUES (Current Dollars)																	
Current Airport EDA		\$13.72	\$13.87	\$14.01	\$14.16	\$14.32	\$14.46	\$14.60	-	-	-	-	-	-	-	-	-
Holt/Washington		-	-	-	-	0.19	0.36	0.43	0.48	0.52	0.56	0.59	0.62	0.64	0.66	0.68	0.68
Lynhurst/Washington		-	-	-	-	0.03	0.08	0.18	0.29	0.41	0.53	0.64	0.74	0.82	0.88	0.91	0.93
Morris/Washington		-	-	-	-	-	0.02	0.04	0.07	0.09	0.15	0.23	0.35	0.51	0.67	0.70	0.71
I-465/Washington		-	-	-	-	0.30	0.56	0.81	1.06	1.15	1.21	1.27	1.32	1.36	1.39	1.41	1.42
I-465/Sam Jones		-	-	-	-	-	-	0.40	0.89	1.20	1.22	1.24	1.26	1.28	1.30	1.31	1.32
Bridgeport/Washington		-	-	-	-	-	-	0.06	0.15	0.26	0.39	0.55	0.67	0.78	0.82	0.83	0.83
Total Revenues		13.72	13.87	14.01	14.16	14.83	15.49	16.54	2.93	3.63	4.06	4.51	4.95	5.39	5.72	5.85	5.90
CAPITAL EXPENDITURES (Current Dollars)																	
Current Ameriplex Debt		(1.47)	(1.47)	(0.55)	(0.55)	-	-	-									
Arterials																	
Ameriplex Parkway Extension	Yes	(33.10)															
West Washington Street Reconstruction	Yes	(27.55)															
Holt Road Improvement	No	(1.35)															
Holt Road Improvement	No	(3.27)															
Girls School Road Improvement	Yes	(7.35)															
Lynhurst Road Improvement	Yes	(8.50)															
Subtotal		(81.12)															
Collectors																	
High School Road Improvements	Yes	(3.63)															
High School Road Improvements	Yes	(7.31)															
Morris Street Realignment	Yes	(3.00)															
Hoffman Road Extension	Yes	(1.67)															
Bridgeport/Winstead Improvements	Yes	(3.45)															
Subtotal		(19.06)															
Parks and Open Space																	
Environmental Remediation	Yes	(0.66)															
Signature Park(Tibbs Ave./Eagle Creek)	No	(10.00)															
Shelton Heights	No	(0.25)															
Drexel Gardens	No	(0.25)															
Fleming Gardens	No	(0.25)															
Subtotal		(11.41)															
Neighborhood Street	No	(8.69)															
Workforce Training	Yes	(4.50)															
Total Expenses		(126.24)	(1.47)	(0.55)	(0.55)	-	-	-									
Annual Surplus (Deficit)		(\$112.52)	\$12.40	\$13.47	\$13.62	\$14.83	\$15.49	\$16.54	\$2.93	\$3.63	\$4.06	\$4.51	\$4.95	\$5.39	\$5.72	\$5.85	\$5.90
Present Value Calculations (3% Discount Rate)																	
Present Value of Revenues (3%)		\$140,649,898															
Present Value of Expenditures (3%)		(\$128,569,681)															
Net Present Value		(\$12,080,216)															

Notes: Capital expenditures are denominated in 2019 dollars, and are reflected in 2019 for illustrative purposes. The actual timing of the projects will not change the overall net present value. Revenues are discounted at 3% annually in the present value calculations.

Branding and Marketing Strategies

Promoting the West Side

Branding and Marketing Approach

During the public process, participants stated: “the West Side is the Best Side”; often branding highlights places which are different, unique and authentic. A strong brand also allows for marketing of neighborhoods around identity and investments. From the early stages of the planning process, stakeholders and the public expressed that while the West Side had strong name recognition, neighborhoods within the study area are not emphasized or marketed.

The following neighborhoods were documented as part of this study (geographic locations are depicted on page 44):

- Indianapolis International Airport - The Airport is not a neighborhood in a traditional sense, but it is a national and regional transportation hub, economic development engine and critical component of the West Side. The Indianapolis International Airport has already started the process of branding its developable property as WORLD CONNECT @IND (more detail is located on page 112)
- Ben Davis Village - Ben Davis Village has a strong brand today associated with Ben Davis High School (located outside of the study area) and Ben Davis University.
- Bridgeport - Bridgeport was once a village in Marion County which had prominence as an early African-American community.
- Drexel Gardens - Drexel Gardens is residential in character and properties within this area have unusually deep lots, which originally included small farming plots.
- Garden City- Garden City is characterized by access to Washington Street and primarily residential housing stock.
- Mickleyville - Mickleyville was originally oriented around a railroad depot, but today is characterized by residential housing stock and commercial businesses off of Washington Street.
- Park Fletcher - Park Fletcher is not a neighborhood in a traditional sense, but is a major employment center and business park with direct access to Sam Jones Expressway and I-465.
- We Care - We Care is a neighborhood which was created out of a mission support creative community revitalization on the West Side. Only a small portion of this neighborhood exists within the study area.

Neighborhoods with strong brands usually have the most active economic opportunities over time, safety, security, and residential tenure. Early in the process historical neighborhood identities were examined. As improvements are made to the West Side which can be marketed, these improvements should be branded and marketed intentionally to reflect and strengthen existing neighborhood identities. The main goal of branding neighborhoods is to reimage a district built on place-based identity and local culture.

The West Side branding strategy includes the following:

- Generating an image. Components may include logos, slogans and websites.
- Branding projects. Components may include signature architecture, public spaces, parks, landmarks and streetscape amenities.
- Branding quality of life. Components may include events, culture and activities

Each individual neighborhood could develop logos, perhaps in partnership with Wayne Township schools, neighborhood associations and area non-profits. Those logos can be used in developing awareness around place, defining geographies with distinct boundaries, and supporting neighborhood marketing. Strong branding through logo's could further translate to signage, materials, and public art further defining place.



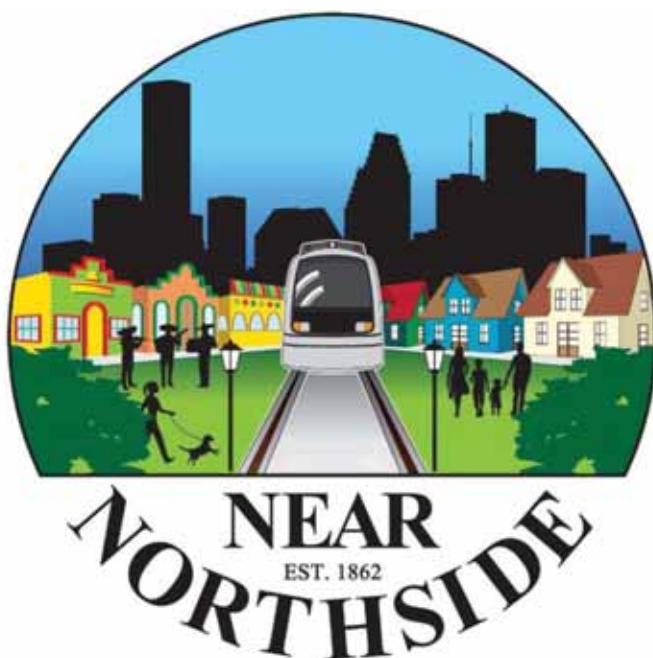
Integrate Branding Rooted in Culture into Infrastructure

Attraction to the West Side - What to Market?

Messages that express neighborhood brand and identity to specific target markets are critical to the success in developing place.

The following strategies are designed to capitalize on existing and planned momentum on the West Side coupled with a strong branding approach:

- Market improved safety and convenience of walking and bicycling because of transportation improvements to major corridors.
- Market ongoing improvements to neighborhood appearance, housing quality and quietness.
- Market improved transit reliability, frequency and access and connectivity to the Airport and Downtown.
- Enhanced branding and wayfinding of neighborhoods suggests a greater sense of place, community pride, and space for investment.
- Work with Wayne Township schools to market improved school quality and access.
- Market development opportunities around major intersections and on-street parking improvements included within this plan to entice non-residential development.



Allow Branding to be Complemented by Transit Improvements

How to Get There? - Continue to Cultivate Great Champions?

The planning process underscored the fact that the West Side has a diverse group of people who are championing the revitalization of this area from residential, public, non-profit, and private business perspectives. As projects and investment occur, champions need to continue to be identified. .

The following strategies are designed to identify champions to support branding and marketing initiatives on the West Side:

- A diverse group of champions are critical to the success of an initiative. An individual champion can be a resident, a business or community group leader, an elected official such as a mayor or councilperson, a property owner, a retailer, or a city staff person.
- Champions should include a core group of involved stakeholders to form a public/private partnership entity to guide the branding and marketing effort.
- The stakeholders are the people and groups who will be directly affected by the public and private investment and redevelopment.
- Ideally, champions will transcend political turnover because the redevelopment effort will last through several election cycles.

TOP 10 ATTRIBUTES OF DESIRABLE NEIGHBORHOODS

1. Safe to walk around at night
2. Safe and convenient to walk and bike for errands
3. Clean neighborhood
4. Short commute to work
5. Neighborhood where there are places to spend time
6. Need only one or fewer parking spots
7. Plenty of indoor space
8. Parks nearby
9. Outdoor recreation opportunities nearby
10. Quiet street

source: ULI - Building Successful Neighborhoods, 2012

Debt Service Capacity

Estimated Debt Service Capacity of Current Airport EDA Revenues
Dollars in Millions

		<i>Interest Rate Assumption</i>				
Available Payment		-50 bp	-25 bp	3.50%	+25 bp	+50 bp
	-20%	\$47.4	\$46.9	\$46.5	\$46.0	\$45.6
	-10%	\$53.3	\$52.8	\$52.3	\$51.8	\$51.3
	\$9.5M	\$59.2	\$58.6	\$58.1	\$57.6	\$57.0
	+10%	\$65.1	\$64.5	\$63.9	\$63.3	\$62.7
	+20%	\$71.0	\$70.4	\$69.7	\$69.1	\$68.4

Assumptions

1. Debt service capacity estimates are based on pay 2019 revenue projections for the Wayne/Decatur Twp. portion of the Airport EDA. Inclusion of the Warren Twp. portion would produce additional
2. Net of Ameriplex debt requirements. The Ameriplex debt will be defeased by 2024, allowing some additional debt service capacity, which is not included in the above estimates.
3. Assumes a 125% coverage ratio on all debt service.
4. Assumes projects are funded by a 7 year bond beginning in 2018.

Retail Demand Study

Westside TIF Market Analysis Summary

Prepared by Greenstreet Ltd.

DRAFT 11/21/2017



COMMERCIAL OFFICE	Annual Absorption		
	low	medium	high
<i>Supportable Office (square feet)</i>	<i>19,052</i>	<i>22,693</i>	<i>31,753</i>

RETAIL	Annual Absorption		
	low	medium	high
<i>Supportable Retail (Washington & Lynhurst) (square feet)</i>	<i>6,703</i>	<i>13,407</i>	<i>20,110</i>
<i>Supportable Retail (Washington & Sigsbee) (square feet)</i>	<i>12,800</i>	<i>15,770</i>	<i>18,740</i>

RESIDENTIAL	Annual Absorption		
	low	medium	high
<i>Supportable Residential (units)</i>	<i>115</i>	<i>153</i>	<i>191</i>

INDUSTRIAL	Annual Absorption		
	low	medium	high
<i>Projected Demand* (square feet)</i>	<i>50,000</i>	<i>100,000</i>	<i>150,000</i>

Market Analysis



market Analysis
Supply, Demand, Trends

West Side Strategic Revitalization Plan
and Airport TIF Implementation Plan
October, 2017

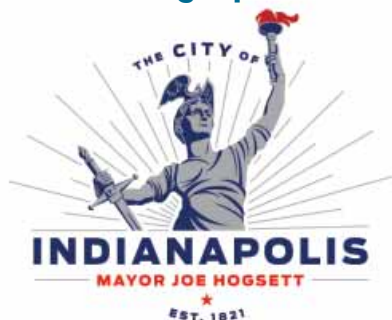
greenstreet
development • brokerage • consulting
Prepared by Greenstreet Ltd.
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Market Analysis
Supply, Demand, Trends

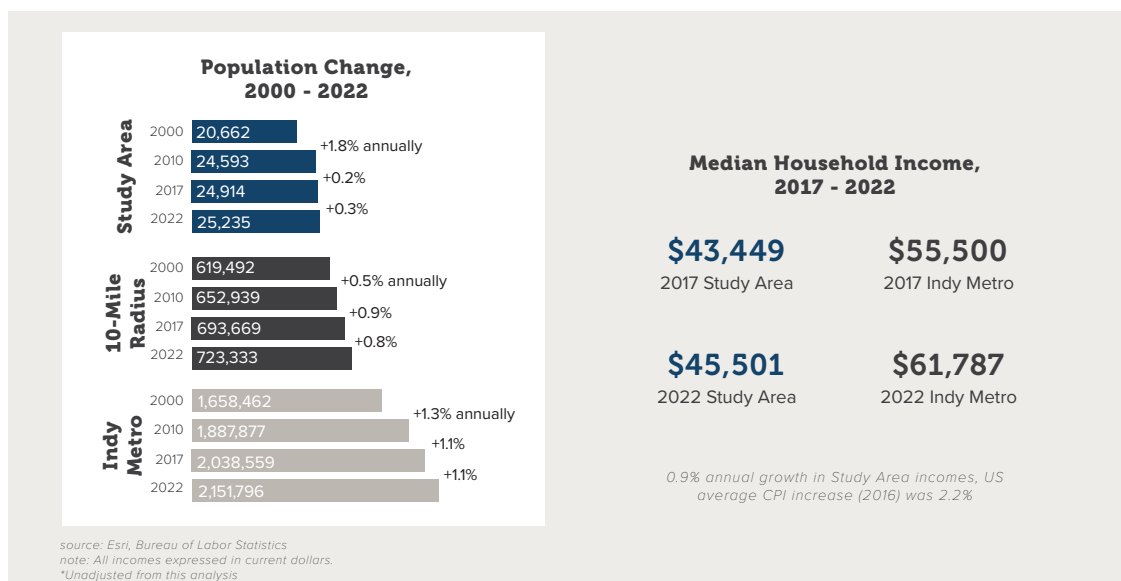
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Industrial	17

Baseline and Demographics Analysis

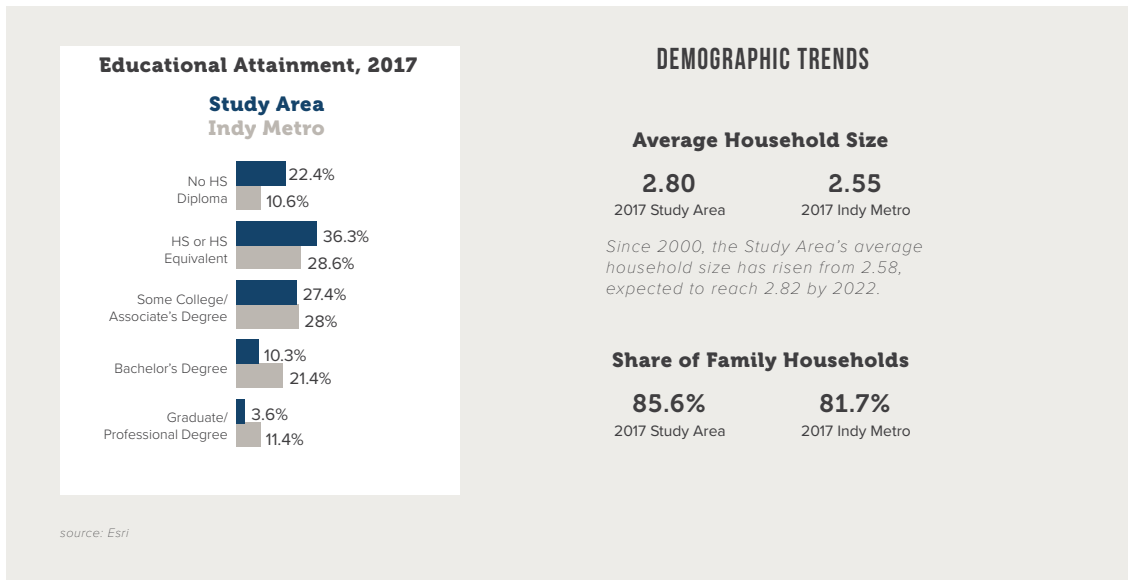


Baseline & Demographics Trends

The West Washington Street Corridor is falling behind the metro in terms of both population and incomes.



The education rate reflects the mostly blue-collar workforce of the Westside. New and transferable skills will be important for the workforce to adjust to a shifting economy.



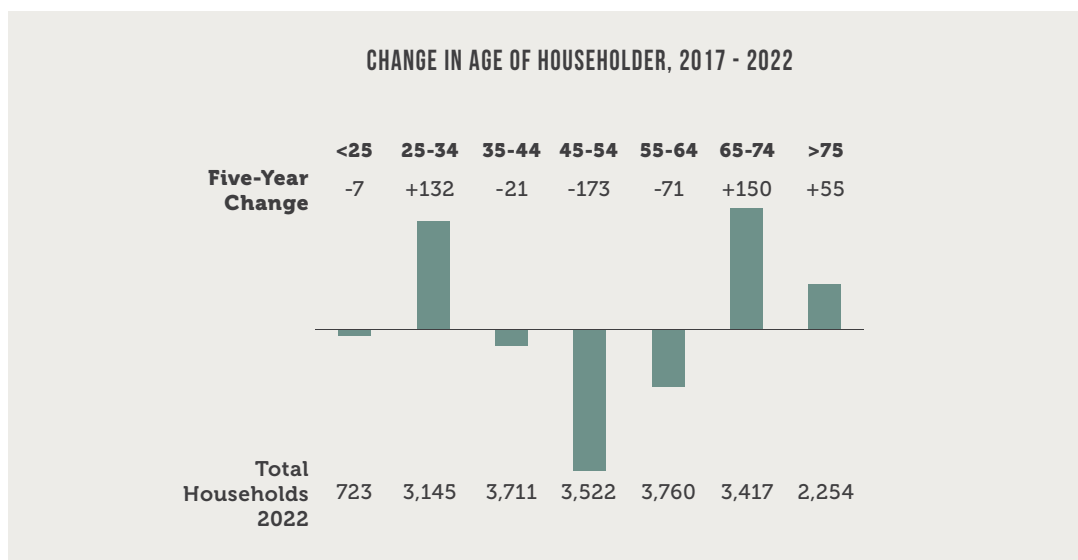
Residential Analysis



Residential

Trends, Supply, Demand

Over the next five years, the make-up of the Study Area's households will change significantly as very young families move in, middle-aged households move out, and households over the age of 65 grow significantly.



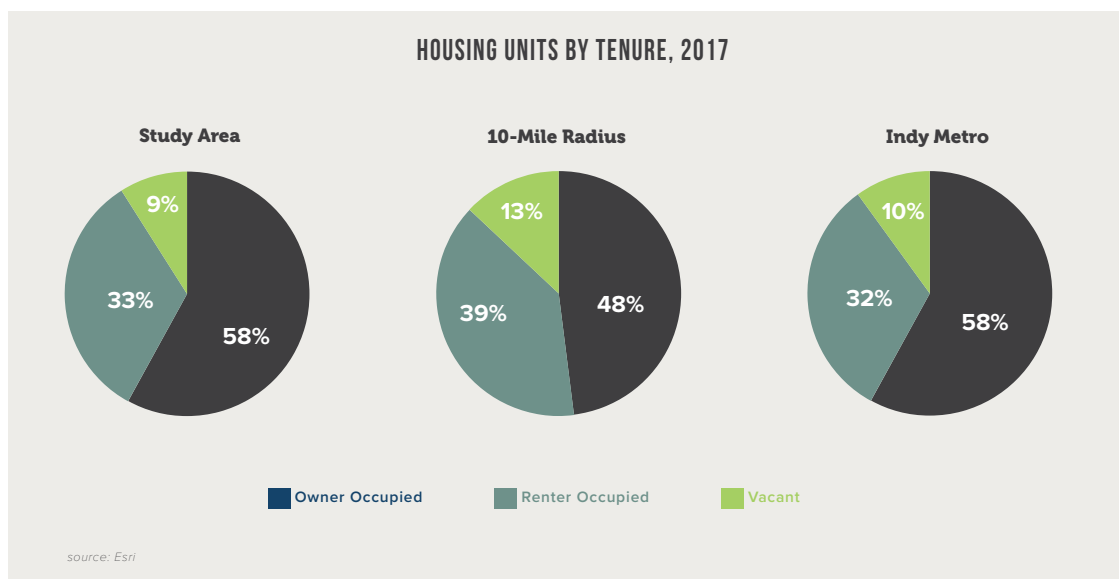
MARKET ANALYSIS



Residential

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Compared to nearby areas, the West Washington Corridor has a relatively stable housing market.



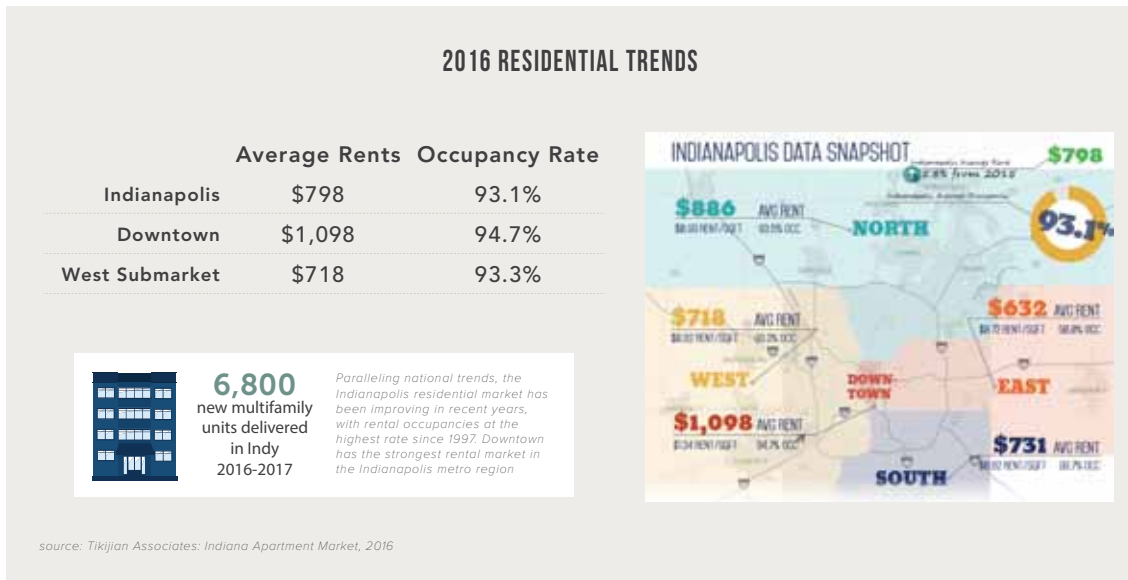
MARKET ANALYSIS



Residential

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The Western submarket has significantly less construction than Indy overall. But its lower rents and have kept occupancy high.



MARKET ANALYSIS

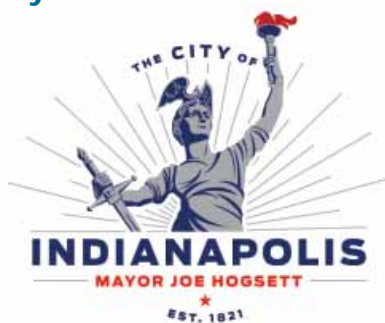


Residential

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7

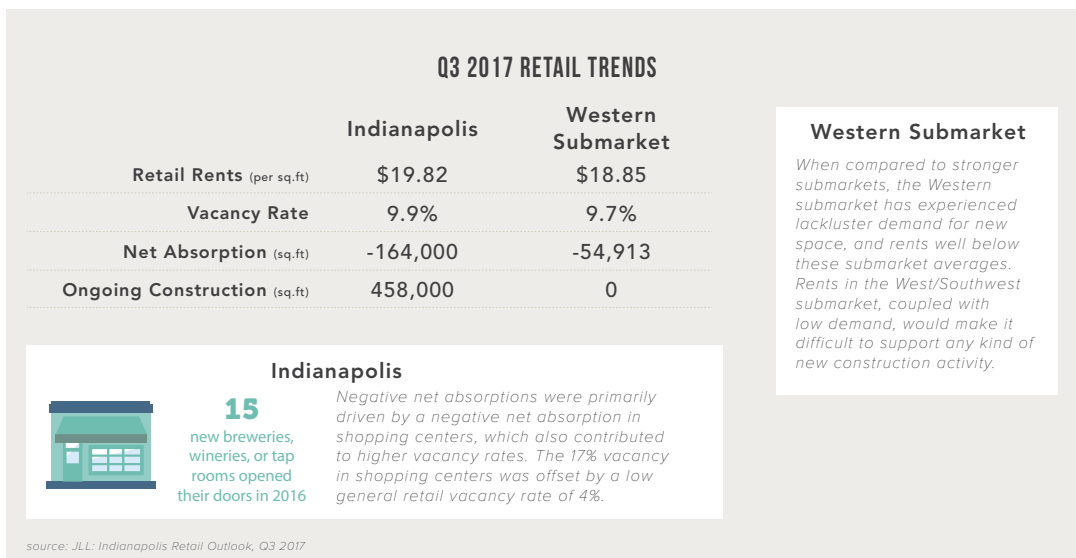
Retail Analysis



Retail

Trends, Surplus and Leakage

The Indianapolis retail market continues a slow improvement with raising incomes and low unemployment. When compared to stronger submarkets, the Western submarket experienced lackluster demand and lower rents.



MARKET ANALYSIS

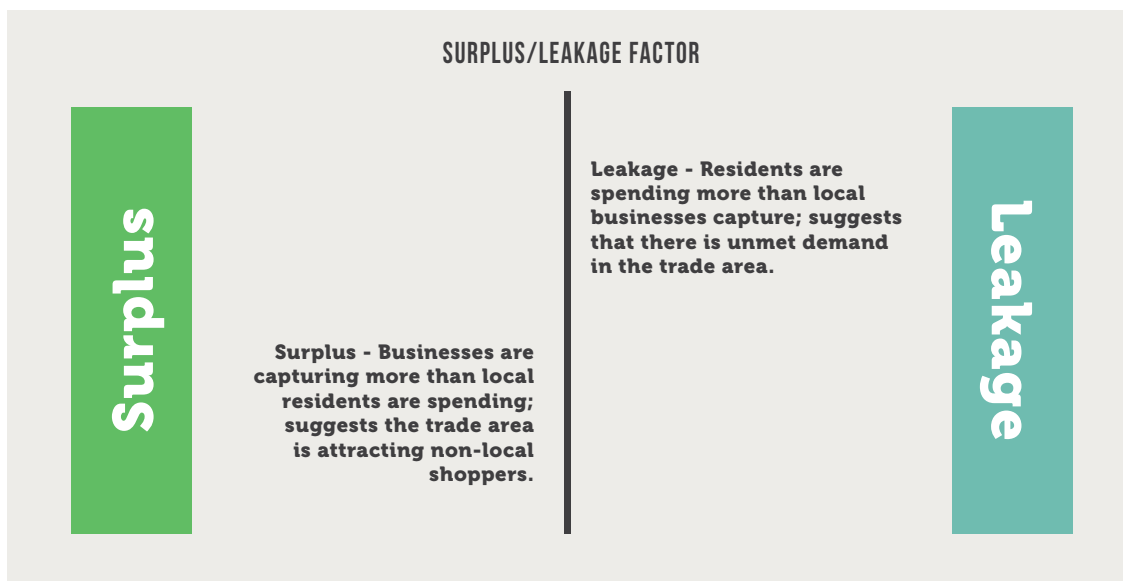


Retail

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Surplus and leakage is a measure of the relationship between supply and demand that ranges from +100 (Total Leakage) to -100 (Total Surplus).



MARKET ANALYSIS

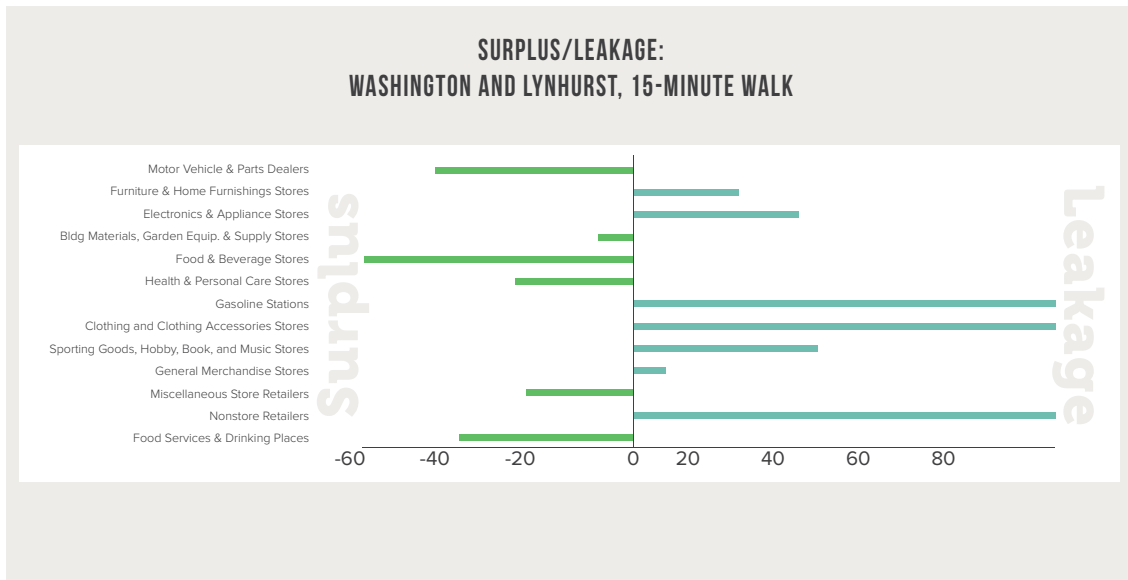


Retail

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11

**Near Lynhurst and Washington, only a few retail categories dominate:
Motor Vehicle & Parts Dealers, Food & Beverage Stores, Restaurants, and
Miscellaneous**



MARKET ANALYSIS

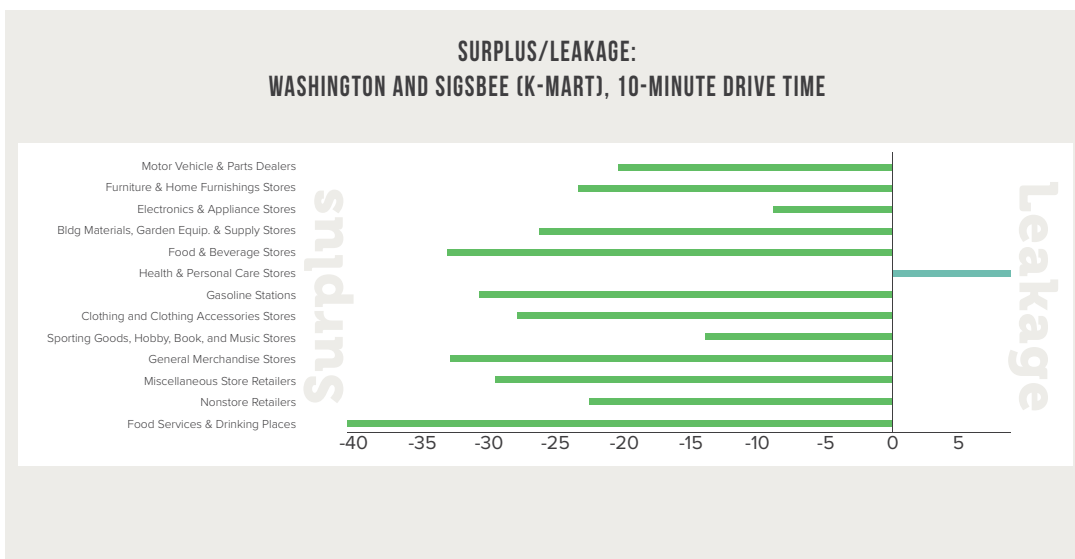


Retail

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12

**Within a quick drive of Washington and Sigsbee, many more retail options are
available, making it harder for current commercial strip centers to compete.**



MARKET ANALYSIS



Retail

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Office Analysis



Office

Trends and Supply

Compared to the strong office market growth throughout Indianapolis, the Southwest submarket has lagged throughout 2017.

Q3 2017 OFFICE TRENDS

	Indianapolis	Southwest Submarket
Average Rents (per sq.ft)	\$19.00	\$15.48
Vacancy Rate	16.8%	27.0%
Net Absorption (sq.ft)	121,000	-33,000
Inventory (sq.ft)	32 million	1.2 million
Ongoing Construction (sq.ft)	517,616	0



19%
lower rents in
the Southwest
submarket than the
Indy average

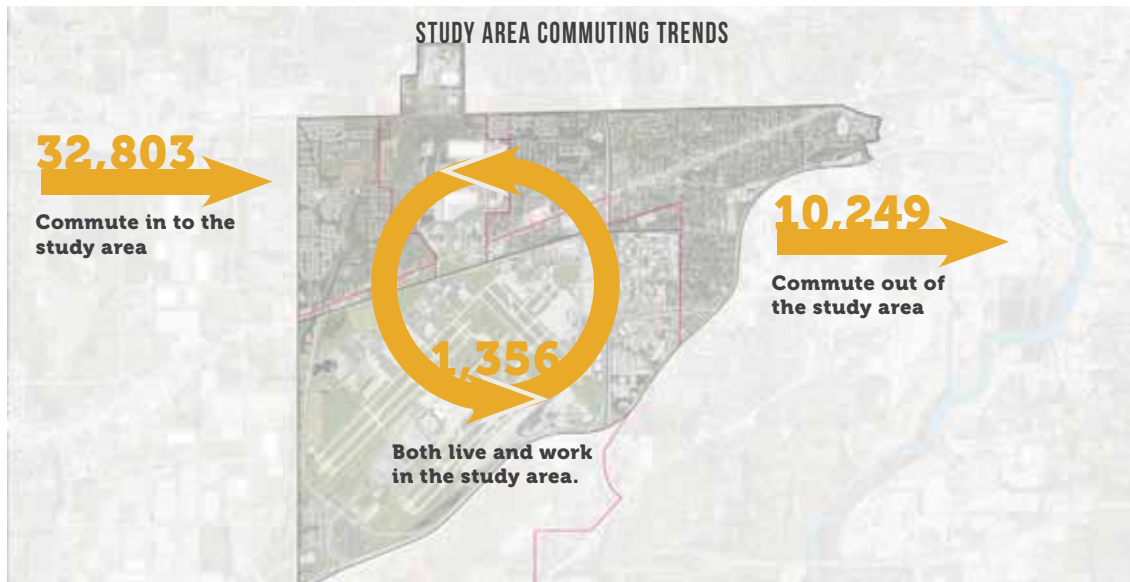
The Indianapolis office market continued its strong performance, which has been driven by record high employment rates and one of the lowest rates of unemployment the city has ever seen, both exceeding the national average.

However, the Southwest Submarket has not kept pace with the overall Indianapolis market. As office tenants are drawn to more competitive submarkets, the vacancy rate will remain well above both the market and the CBD average.

source: JLL: Indianapolis Office Outlook, Q2 2017;
CBRE: Indianapolis Office Market View, Q3 2017



Home to the airport and its adjacent supportive uses, the study area is an employment hub. An estimated* 32,800 employees commute in, with about 34,000 total employees in the area.



Industrial Analysis



Industrial

Trends and Supply

The Southwest Submarket is the largest of the industrial submarkets in Indianapolis. The area has the largest net absorption rate, but higher vacancies and lower average asking rates compared to other submarkets.

Q3 2017 INDUSTRIAL TRENDS

	Indianapolis	Southwest Submarket
Industrial Rents (per sq.ft)	\$4.13	\$3.69
Vacancy Rate	4.9%	6.2%
Net Absorption (sq.ft)	1.9 million	1.2 million
Leasing / Sales Activity (sq.ft)	6.1 million	1.5 million
Ongoing Construction (sq.ft)	2.7 million	1.6 million

72,710,567

square feet of existing inventory in the Southwest submarket.



source: CBRE Indianapolis Industrial, Q3 2017;
Cushman & Wakefield Marketbeat Indianapolis Industrial Q3 2017

MARKET ANALYSIS



Industrial

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The Southwest Submarket accounts for approximately 27% of the industrial space in the Indianapolis region. Of the nine submarkets, the Southwest is the largest in terms of existing square footage.

SOUTHWEST SUBMARKET



source: CBRE Indianapolis Industrial, Q3 2017;
Cushman & Wakefield Marketbeat Indianapolis Industrial Q3 2017

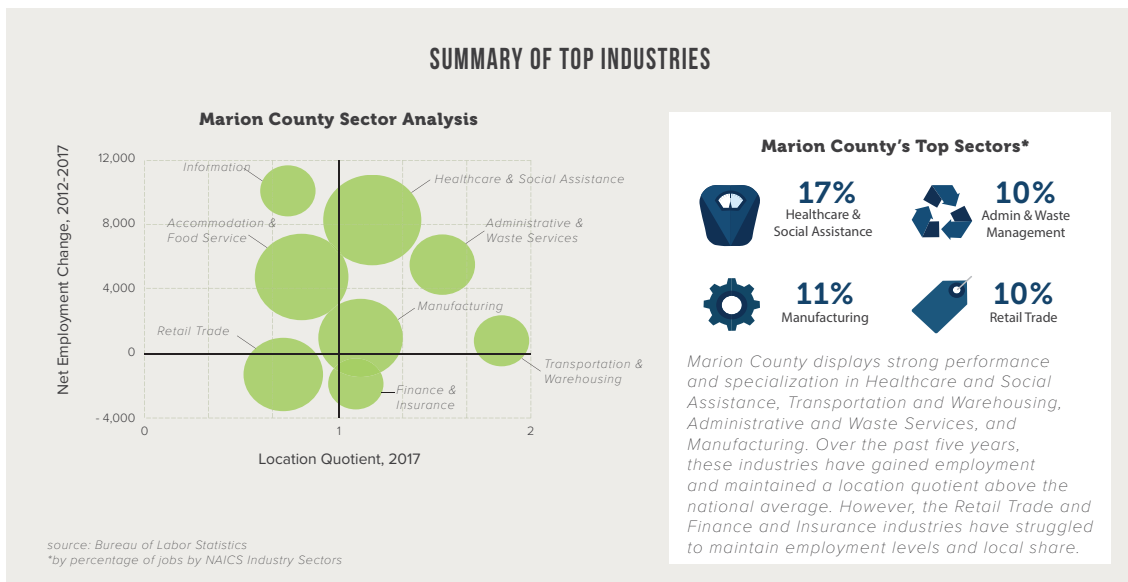
MARKET ANALYSIS



Industrial

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Compared to the national industry base, Marion County displays strong performance and specialization in Healthcare & Social Assistance, Transportation & Warehousing, Administrative Support & Waste Management, and Manufacturing.



MARKET ANALYSIS



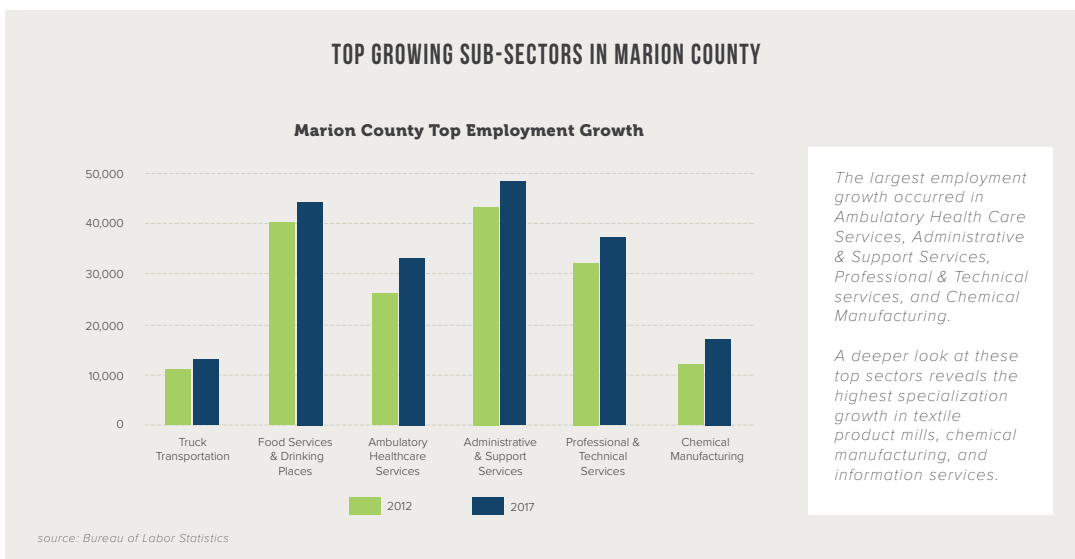
Industrial

Wholesale Trade

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The largest employment growth occurred in Ambulatory Health Care Services, Administrative & Support Services, Professional & Technical services, and Chemical Manufacturing.



MARKET ANALYSIS

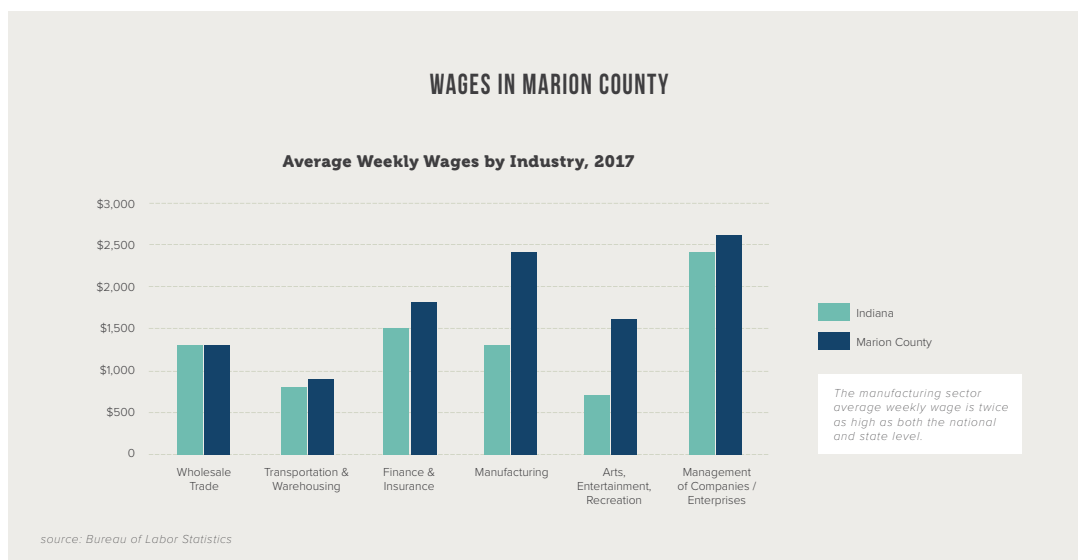


Industrial

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21

The highest average weekly wages went to employees in business management occupations (\$2,595) and manufacturing occupations (\$2,348).



MARKET ANALYSIS

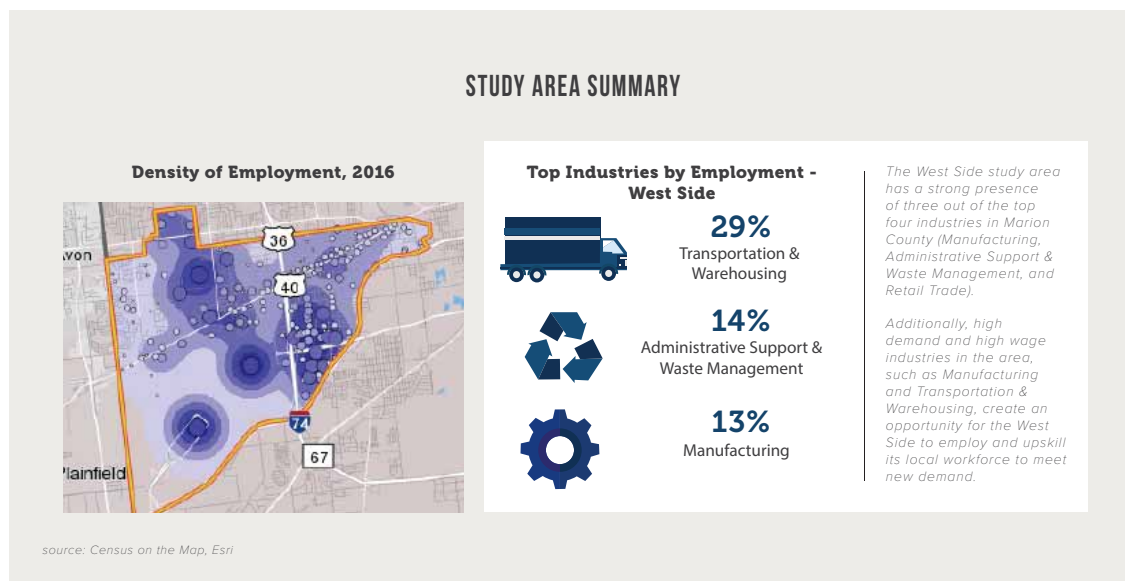


Industrial

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22

The West Side study area has a high employment in Transportation, Administrative Support, and Manufacturing. These high demand industries provide an opportunity to employ and upskill the local workforce.



MARKET ANALYSIS



Industrial

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23

The combination of advanced manufacturing and information technology have radically changed the industry. The Internet of Things (IoT), automation, and other technologies have created new opportunities for manufacturing.

FUTURE TRENDS



As technology continues to develop, the economy has shifted toward an information-based economy. The combination of advanced manufacturing techniques and information technology have opened what could become another industrial revolution. The Internet of Things (IoT), data analytics, additive manufacturing, automated machines and other technologies have created a whole new potential for the manufacturing industry.

Additionally, artificial Intelligence (AI) and robotics are rapidly integrating in various service and production industries and impacting the traditional business model. These innovations have the potential to accelerate industry growth and open new jobs opportunities.

source: Deloitte; strategyand.pwc.com/trend/2017-industrial-manufacturing-trends

MARKET ANALYSIS



Industrial

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Preliminary Catalytic Development Sites and Program

INDIANAPOLIS WEST SIDE REVITALIZATION & AIRPORT TIF IMPLEMENTATION PLAN

Preliminary Catalytic Development Sites and Program

MKSK 12/11/2017

1. Holt/Washington: TOD, modest mixed use

- a. Northeast Block
 - i. Wedge building at Holt/Washington corner:
 - 1. 7,500 sf commercial/retail on one floor
 - ii. Mixed-use building along Washington:
 - 1. 19,600 sf retail/commercial on 1st floor
 - 2. 39,200 sf residential on 2nd and 3rd floors (approximately 36 units)
 - iii. Building along Holt:
 - 1. 39,200 sf residential on 1st and 2nd floors (approximately 36 units)
 - iv. Building north of mixed-use building:
 - 1. 18,200 sf residential on 1st and 2nd floors (approximately 16 units)
- b. Northwest Block
 - i. Wedge building at Holt/Washington corner:
 - 1. 6,000 sf commercial/retail on one floor
 - ii. Mixed-use building along Washington:
 - 1. 13,300 sf retail/commercial on 1st floor
 - 2. 26,600 sf residential on 2nd and 3rd floors (approximately 24 units)
 - iii. Building along Holt:
 - 1. 28,000 sf residential on 1st and 2nd floors (approximately 26 units)
 - iv. Building A along Shelton Park:
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)
 - v. Building B along Shelton Park:
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)
- c. Southeast Block
 - i. Mixed-use building
 - 1. 15,000 sf retail/commercial on 1st floor
 - 2. 15,000 sf residential on 2nd floor (approximately 14 units)
- d. Southwest Block
 - i. Mixed-use building
 - 1. 15,000 sf retail/commercial on 1st floor
 - 2. 15,000 sf residential on 2nd floor (approximately 14 units)

2. Lynhurst/Washington: TOD, modest mixed use

- a. Northeast Block
 - i. Mixed-use building at Lynhurst/Washington corner:
 - 1. 35,000 sf retail/commercial on 1st floor (28,000 relocated CVS)
 - 2. 20,300 sf residential on 2nd floor (approximately 19 units)
 - ii. Wedge building along Washington:
 - 1. 7,500 sf commercial/retail on one floor
 - iii. Building along Gerard:
 - 1. 18,200 sf residential on 1st and 2nd floors (approximately 16 units)
- b. Southeast Block
 - i. Mixed use building at Lynhurst/Washington corner:
 - 1. 8,400 sf retail/commercial on 1st floor
 - 2. 16,800 sf residential on 2nd and 3rd floors (approximately 14 units)
 - ii. Wedge building along Washington:
 - 1. 6,000 sf commercial/retail on one floor

- iii. Mixed-use building A along Washington:
 - 1. 11,200 sf retail/commercial on 1st floor
 - 2. 22,400 sf residential on 2nd and 3rd floors (approximately 20 units)
 - iv. Mixed-use building B along Washington:
 - 1. 11,200 sf retail/commercial on 1st floor
 - 2. 22,400 sf residential on 2nd and 3rd floors (approximately 20 units)
 - v. Building C behind mixed-use building A
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)
 - vi. Building D behind mixed-use building B
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)
 - c. Northwest Block
 - i. Mixed-use building
 - 1. 15,000 sf retail/commercial on 1st floor
 - 2. 15,000 sf residential on 2nd floor (approximately 14 units)
 - d. Southwest Block
 - i. Mixed use building at Lynhurst/Washington corner:
 - 1. 8,400 sf retail/commercial on 1st floor
 - 2. 16,800 sf residential on 2nd and 3rd floors (approximately 14 units)
 - ii. Wedge building along Washington:
 - 1. 6,000 sf commercial/retail on one floor
 - iii. Mixed-use building A along Washington:
 - 1. 11,200 sf retail/commercial on 1st floor
 - 2. 22,400 sf residential on 2nd and 3rd floors (approximately 20 units)
 - iv. Mixed-use building B along Washington:
 - 1. 11,200 sf retail/commercial on 1st floor
 - 2. 22,400 sf residential on 2nd and 3rd floors (approximately 20 units)
 - v. Building C behind mixed-use building A
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)
 - vi. Building D behind mixed-use building B
 - 1. 22,400 sf residential on 1st and 2nd floors (approximately 20 units)

3. Morris/Washington: TOD, modest mixed use

- a. Waldemere/Mickley Block, south of Washington
 - i. 26 townhomes (approximately 1,800 sf each on three floors)
 - ii. 4,000 sf clubhouse/amenity center
- b. Ingomar/Whitcomb Block, south of Washington
 - i. Mixed-use building
 - 1. 15,000 sf retail/commercial on 1st floor
 - 2. 15,000 sf residential on 2nd floor (approximately 14 units)
- c. Worth/Ingomar Block, south of Washington
 - i. Mixed-use building A
 - 1. 16,800 sf retail/commercial on 1st floor
 - 2. 16,800 sf residential on 2nd floor (approximately 14 units)
 - ii. Mixed-use building B
 - 1. 12,600 sf retail/commercial on 1st floor
 - 2. 12,600 sf residential on 2nd floor (approximately 10 units)
- d. Waldemere/Mickley Block, north of Washington
 - i. Residential building
 - 1. 30,000 sf residential on 1st and 2nd floors (approximately 28 units)
- e. Whitcomb/Waldemere Block, north of Washington
 - i. Residential building
 - 1. 30,000 sf residential on 1st and 2nd floors (approximately 28 units)
- f. Ingomar/Whitcomb Block, north of Washington

- i. Mixed-use building
 - 1. 16,800 sf retail/commercial on 1st floor
 - 2. 33,600 sf residential on 2nd and 3rd floors (approximately 30 units)
 - g. Worth/Ingomar Block, north of Washington
 - i. Residential building
 - 1. 30,000 sf residential on 1st and 2nd floor (approximately 28 units)
- 4. **1-465/Washington, horizontal mixed use, auto-oriented**
 - a. North side of Washington, west side of interchange
 - i. Sit-down restaurants
 - 1. Building A
 - a. 6,400 sf restaurant
 - 2. Building B
 - a. 6,400 sf restaurant
 - 3. Building C
 - a. 6,400 sf restaurant
 - 4. Building D
 - a. 6,400 sf restaurant
 - 5. Building E
 - a. 6,400 sf restaurant
 - ii. Multi-family
 - 1. Building A
 - a. 32,200 sf residential on 1st and 2nd floors (approximately 30 units)
 - 2. Building B
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 3. Building C
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 4. Building D
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 5. Building E
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - iii. Hotel
 - 1. 72,000 sf on four floors (approximately 100 rooms)
 - b. South side of Washington, west side of interchange
 - i. Sit-down restaurants
 - 1. Building A
 - a. 6,400 sf restaurant
 - 2. Building B
 - a. 6,400 sf restaurant
 - ii. Commercial/retail and family entertainment center
 - 1. 36,000 sf residential on one floor
 - iii. Multi-family
 - 1. Building A
 - a. 32,200 sf residential on 1st and 2nd floors (approximately 30 units)
 - 2. Building B
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 3. Building C
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 4. Building D
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - 5. Building E
 - a. 25,200 sf residential on 1st and 2nd floors (approximately 24 units)
 - iv. Hotel

1. 54,000 sf on three floors (approximately 75 rooms)

5. Bridgeport Boulevard/Washington, high-quality housing and community gateway

- a. Multi-family residential along Washington
 - i. Building A
 1. 33,600 sf residential on two floors (approximately 32 units)
 - ii. Building B
 1. 30,800 sf residential on two floors (approximately 28 units)
 - iii. Building C
 1. 21,000 sf residential on two floors (approximately 18 units)
 - iv. Building D
 1. 37,800 sf residential on two floors (approximately 34 units)
 - v. Building E
 1. 31,500 sf residential on two floors (approximately 30 units)
 - vi. Building F
 1. 42,000 sf residential on three floors (approximately 38 units)
 - vii. Building G
 1. 42,000 sf residential on three floors (approximately 38 units)
 - viii. Building H
 1. 39,200 sf residential on two floors (approximately 34 units)
- b. Commercial Building A along Washington
 - i. 12,000 sf on one floor
- c. Commercial Building B along Washington
 - i. 12,000 sf on one floor
- d. Townhomes along flanking Bridgeport Boulevard
 - i. 88 townhomes (approximately 1,800 sf each on three floors)
- e. Single-family Type A
 - i. 18 total, 60' x 120', front load
- f. Single-family Type B
 - i. 9 total, 60' x 110', alley load
- g. Single-family Type C
 - i. 11 total, 50' x 110', alley load
- h. Single-family Type D
 - i. 37 total, 42' x 90', alley load

Revenue Projection: Holt/Washington

Westside Strategic Plan

Description	Class	District	TIF?	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
SHOULD CUT (Area)															
1 - Wedge: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-	3,750	7,500					
2 - Mixed: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-	9,800	19,600					
3 - Residential	Commercial Multifamily	900 New District		-	-	-	-	-	19,600	39,200					
4 - Residential	Commercial Multifamily	900 New District		-	-	-	-	-	19,600	39,200					
5 - Wedge: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-	9,100	18,200					
6 - Mixed: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-	3,000	6,000					
7 - Residential	Commercial Multifamily	900 New District		-	-	-	-	-	6,650	13,300					
8 - Residential	Commercial Multifamily	900 New District		-	-	-	-	-	13,300	26,600					
9 - Residential	Commercial Multifamily	900 New District		-	-	-	-	-	14,000	28,000					
10 - Mixed: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-	11,200	22,400					
11 - Mixed: residential	Commercial Multifamily	900 New District		-	-	-	-	-			3,750	7,500	11,250	15,000	
11 - Mixed: commercial/retail	Commercial Retail	900 New District		-	-	-	-	-			3,750	7,500	11,250	15,000	
11 - Mixed: residential	Commercial Multifamily	900 New District		-	-	-	-	-			3,750	7,500	11,250	15,000	
Total Buildout				-	-	-	-	-	121,200	242,400	15,000	30,000	45,000	60,000	-
ESTIMATED NEW ASSESSED VALUE															
1 - Wedge: commercial/retail		Abated?		-	-	-	-	-	457,500	915,000	-	-	-	-	-
2 - Mixed: commercial/retail		FALSE		-	-	-	-	-	1,195,600	2,391,200	-	-	-	-	-
3 - Residential		FALSE		-	-	-	-	-	2,293,200	4,586,400	-	-	-	-	-
4 - Residential		FALSE		-	-	-	-	-	2,293,200	4,586,400	-	-	-	-	-
5 - Wedge: commercial/retail		FALSE		-	-	-	-	-	1,064,700	2,129,400	-	-	-	-	-
6 - Mixed: commercial/retail		FALSE		-	-	-	-	-	366,000	732,000	-	-	-	-	-
7 - Residential		FALSE		-	-	-	-	-	811,300	1,622,600	-	-	-	-	-
8 - Residential		FALSE		-	-	-	-	-	1,556,100	3,112,200	-	-	-	-	-
9 - Residential		FALSE		-	-	-	-	-	1,638,000	3,276,000	-	-	-	-	-
10 - Mixed: commercial/retail		FALSE		-	-	-	-	-	1,310,400	2,620,800	-	-	-	-	-
10 - Mixed: residential		FALSE		-	-	-	-	-	1,310,400	2,620,800	-	-	-	-	-
11 - Mixed: commercial/retail		FALSE		-	-	-	-	-	-	-	457,500	915,000	1,372,500	1,830,000	-
11 - Mixed: residential		FALSE		-	-	-	-	-	-	-	438,750	877,500	1,316,250	1,755,000	-
Total Annual Gross Assessed Value				-	-	-	-	-	14,296,400	28,592,800	1,792,500	3,585,000	5,377,500	7,170,000	-
ESTIMATED CUMULATIVE ASSESSED VALUE															
1 - Wedge: commercial/retail				-	-	-	-	-	457,500	1,372,500	1,372,500	1,372,500	1,372,500	1,372,500	1,372,500
2 - Mixed: commercial/retail				-	-	-	-	-	1,195,600	3,586,800	3,586,800	3,586,800	3,586,800	3,586,800	3,586,800
3 - Residential				-	-	-	-	-	2,293,200	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600
4 - Residential				-	-	-	-	-	2,293,200	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600
5 - Wedge: commercial/retail				-	-	-	-	-	1,064,700	3,194,100	3,194,100	3,194,100	3,194,100	3,194,100	3,194,100
6 - Mixed: commercial/retail				-	-	-	-	-	366,000	1,098,000	1,098,000	1,098,000	1,098,000	1,098,000	1,098,000
7 - Residential				-	-	-	-	-	811,300	2,433,900	2,433,900	2,433,900	2,433,900	2,433,900	2,433,900
8 - Residential				-	-	-	-	-	1,556,100	4,668,300	4,668,300	4,668,300	4,668,300	4,668,300	4,668,300
9 - Residential				-	-	-	-	-	1,638,000	4,914,000	4,914,000	4,914,000	4,914,000	4,914,000	4,914,000
10 - Mixed: commercial/retail				-	-	-	-	-	1,310,400	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200
10 - Mixed: residential				-	-	-	-	-	1,310,400	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200
11 - Mixed: commercial/retail				-	-	-	-	-	-	-	457,500	1,372,500	2,745,000	4,575,000	4,575,000
11 - Mixed: residential				-	-	-	-	-	-	-	438,750	1,316,250	2,632,500	4,387,500	4,387,500
Total Cumulative Assessed Value				-	-	-	-	-	14,296,400	42,889,200	44,681,700	48,266,700	53,644,200	60,814,200	60,814,200

Description	Class	District	TIF?	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ESTIMATED ABATEMENT															
1 - Wedge: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
2 - Mixed: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
3 - Residential				-	-	-	-	-	-	-	-	-	-	-	-
4 - Residential				-	-	-	-	-	-	-	-	-	-	-	-
5 - Wedge: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
6 - Mixed: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
7 - Residential				-	-	-	-	-	-	-	-	-	-	-	-
8 - Residential				-	-	-	-	-	-	-	-	-	-	-	-
9 - Residential				-	-	-	-	-	-	-	-	-	-	-	-
10 - Mixed: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
11 - Mixed: commercial/retail				-	-	-	-	-	-	-	-	-	-	-	-
11 - Mixed: residential				-	-	-	-	-	-	-	-	-	-	-	-
Total Abatement				-	-	-	-	-	-	-	-	-	-	-	-
ESTIMATED NET ASSESSED VALUE															
1 - Wedge: commercial/retail				-	-	-	-	-	457,500	1,372,500	1,372,500	1,372,500	1,372,500	1,372,500	1,372,500
2 - Mixed: commercial/retail				-	-	-	-	-	1,195,600	3,586,800	3,586,800	3,586,800	3,586,800	3,586,800	3,586,800
3 - Residential				-	-	-	-	-	2,293,200	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600
4 - Residential				-	-	-	-	-	2,293,200	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600	6,879,600
5 - Wedge: commercial/retail				-	-	-	-	-	1,064,700	3,194,100	3,194,100	3,194,100	3,194,100	3,194,100	3,194,100
6 - Mixed: commercial/retail				-	-	-	-	-	366,000	1,098,000	1,098,000	1,098,000	1,098,000	1,098,000	1,098,000
7 - Residential				-	-	-	-	-	811,300	2,433,900	2,433,900	2,433,900	2,433,900	2,433,900	2,433,900
8 - Residential				-	-	-	-	-	1,556,100	4,668,300	4,668,300	4,668,300	4,668,300	4,668,300	4,668,300
9 - Residential				-	-	-	-	-	1,638,000	4,914,000	4,914,000	4,914,000	4,914,000	4,914,000	4,914,000
10 - Mixed: commercial/retail				-	-	-	-	-	1,310,400	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200
11 - Mixed: residential				-	-	-	-	-	1,310,400	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200	3,931,200
Total Net Assessed Value				-	-	-	-	-	14,296,400	42,989,200	44,681,700	48,266,700	53,644,200	60,814,200	60,814,200
ESTIMATED GROSS LIABILITY															
1 - Wedge: commercial/retail				-	-	-	-	-	18,268	54,803	54,803	54,803	54,803	54,803	54,803
2 - Mixed: commercial/retail				-	-	-	-	-	47,729	143,217	143,217	143,217	143,217	143,217	143,217
3 - Residential				-	-	-	-	-	91,565	274,696	274,696	274,696	274,696	274,696	274,696
4 - Residential				-	-	-	-	-	91,565	274,696	274,696	274,696	274,696	274,696	274,696
5 - Wedge: commercial/retail				-	-	-	-	-	42,512	127,537	127,537	127,537	127,537	127,537	127,537
6 - Mixed: commercial/retail				-	-	-	-	-	14,614	43,842	43,842	43,842	43,842	43,842	43,842
7 - Residential				-	-	-	-	-	32,394	97,183	97,183	97,183	97,183	97,183	97,183
8 - Residential				-	-	-	-	-	62,134	186,401	186,401	186,401	186,401	186,401	186,401
9 - Residential				-	-	-	-	-	52,323	156,969	156,969	156,969	156,969	156,969	156,969
10 - Mixed: commercial/retail				-	-	-	-	-	52,323	156,969	156,969	156,969	156,969	156,969	156,969
11 - Mixed: residential				-	-	-	-	-	18,268	54,803	54,803	54,803	54,803	54,803	54,803
Total Gross Liability				-	-	-	-	-	570,841	1,712,523	1,784,096	1,927,241	2,141,959	2,428,250	2,428,250

Description	Class	District	TIF?	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
ESTIMATED CIRCUIT BREAKER															
1 - Wedge: commercial/retail				-	-	-	-	-	4,543	13,628	13,628	13,628	13,628	13,628	13,628
2 - Mixed: commercial/retail				-	-	-	-	-	11,871	35,613	35,613	35,613	35,613	35,613	35,613
3 - Residential				-	-	-	-	-	45,701	137,104	137,104	137,104	137,104	137,104	137,104
4 - Residential				-	-	-	-	-	45,701	137,104	137,104	137,104	137,104	137,104	137,104
5 - Wedge: commercial/retail				-	-	-	-	-	21,218	63,655	63,655	63,655	63,655	63,655	63,655
6 - Mixed: commercial/retail				-	-	-	-	-	3,634	10,902	10,902	10,902	10,902	10,902	10,902
7 - Residential				-	-	-	-	-	8,055	24,166	24,166	24,166	24,166	24,166	24,166
8 - Residential				-	-	-	-	-	31,012	93,035	93,035	93,035	93,035	93,035	93,035
9 - Residential				-	-	-	-	-	32,644	97,931	97,931	97,931	97,931	97,931	97,931
10 - Mixed: commercial/retail				-	-	-	-	-	26,115	78,345	78,345	78,345	78,345	78,345	78,345
10 - Mixed: residential				-	-	-	-	-	26,115	78,345	78,345	78,345	78,345	78,345	78,345
11 - Mixed: commercial/retail				-	-	-	-	-	-	-	4,543	13,628	27,255	45,425	45,425
11 - Mixed: residential				-	-	-	-	-	-	-	4,543	13,628	27,255	45,425	45,425
Total Circuit Breaker				-	-	-	-	-	256,609	769,827	796,400	849,545	929,263	1,035,554	1,035,554
Total Net Liability				-	-	-	-	-	314,232	942,696	987,696	1,077,696	1,212,696	1,392,696	1,392,696
Increment Gross Liability				-	-	-	-	-	570,841	1,712,523	1,784,096	1,927,241	2,141,959	2,428,250	2,428,250
Increment Circuit Breaker				-	-	-	-	-	256,609	769,827	796,400	849,545	929,263	1,035,554	1,035,554
Increment Net Revenue				-	-	-	-	-	314,232	942,696	987,696	1,077,696	1,212,696	1,392,696	1,392,696

Environmental Concerns Assessment

SITE SPECIFIC ENVIRONMENTAL CONCERNS

WEST SIDE REVITALIZATION PLAN AND AIRPORT TIF
IMPLEMENTATION PLAN STUDY AREA
INDIANAPOLIS, MARION COUNTY, INDIANA

PREPARED FOR:

MKSK

MARCH 9, 2018



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17-0089

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**SIGNATURES OF ENVIRONMENTAL PROFESSIONALS
SITE SPECIFIC ENVIRONMENTAL CONCERNS ASSESSMENT
WEST SIDE STRATEGIC REVITALIZATION PLAN AND AIRPORT TIF IMPLEMENTATION
INDIANAPOLIS, MARION COUNTY, INDIANA**

This Site Specific Environmental Concerns Assessment Report was prepared by Metric Environmental, LLC. (Metric) for the West Side Redevelopment and Airport TIF Study Area.

Vince Epps, CHM, LEED® AP
Vice President/Senior Environmental Scientist

Date

Kennita Jones
Environmental Geologist

Date

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1.0 INTRODUCTION

The City of Indianapolis is proposing revitalization of the west side of Indianapolis as well as a strategic investment framework for the Airport Economic Development Area Tax Increment Financing District (Airport TIF). The West Side Strategic Revitalization Plan and Airport TIF Implementation Plan will provide both a high-level vision for comprehensive revitalization of the west side of Indianapolis as well as to provide a strategic investment framework for the Airport Economic Development Area Tax-Increment Financing District. This plan seeks to understand the needs and opportunities of the study area, develop a community vision for what the west side of Indianapolis can be, and then develop a prioritized investment strategy to implement that vision.

1.1 Study Area Location and Project Description

The study area for this plan is the CSX Railroad Tracks south of Rockville Road and the boundary of the Airport TIF where it is north of these tracks, Eagle Creek on the east, Interstate 70 on the south, and the Hendricks/Marion County Line, or Raceway Road, on the west. The study area base map is shown as Exhibit A in the Appendix.

The West Side Strategic Revitalization Plan and Airport TIF Implementation Plan seeks to provide both a high-level vision for comprehensive revitalization of the west side of Indianapolis as well as to provide a strategic investment framework for the Airport Economic Development Area Tax-Increment Financing District (Airport TIF). With substantial debt retired in 2016, and all outstanding debt scheduled to be retired in 2023, the Airport TIF provides financial resources to capitalize on the significant economic development opportunities associated with the Indianapolis International Airport as well as the surrounding industrial, commercial, and neighborhood districts prior to expiration of the TIF in 2025. The plan will seek to understand the needs and opportunities of the study area, develop a community vision for what the west side of Indianapolis can be, and then develop a prioritized investment strategy to implement that vision. This plan and process is modelled on the 2009 Development Implementation Plan.

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2.0 EVALUATION OF EXISTING CONDITIONS AND POTENTIAL REDEVELOPMENT STRATEGIES

The City seeks to identify and prioritize desirable and feasible uses, based on neighborhood and community-wide stakeholder input, for redevelopment of the study area. To identify desirable and feasible uses, it is necessary to identify the assessment and cleanup activities needed to be compatible with specific reuse scenarios.

Site specific conditions were evaluated based on two reuse scenarios, residential redevelopment and commercial/industrial redevelopment. Conditions were evaluated based on reasonability to meet remediation cleanup objectives while considering limiting conditions such as physical characteristics. The site specific environmental concerns options are summarized in Exhibit B. A map of the site specific conditions associated with each subarea is shown as Exhibit C.

Summary of site specific conditions are described within each subarea are listed below. Full assessment of site conditions, re-use scenarios and recommendations are included in Exhibit C.

2.1 SUBAREA 1

Subarea 1 consists of four sites composed of approximately 121.6 acres.

Subarea 1: Site 2A – Magnode; 4151 W. Washington Street

Site Summary
<p>The site was historically used for various commercial and industrial purposes including: an auto repair facility, a filling station, a Machine & Tool Co., and various retail purposes. The facility currently operates as aluminum parts fabricator and anodizing facility.</p> <p>The initial subsurface investigation conducted in 2014 contained a concentration of VOCs, specifically PCE at a concentration below the applicable IDEM RCG soil MTG screening level. Groundwater contained a concentration of VOCs, specifically PCE at concentrations above the applicable IDEM RCG residential groundwater tap and residential groundwater vapor exposure screening levels.</p> <p>An additional subsurface investigation of the site was conducted in 2015. Soil samples contained concentrations of VOCs below applicable IDEM RCG soil MTG screening criteria. Groundwater samples contained concentrations of VOCs, specifically PCE, at concentrations above IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor exposure screening levels.</p> <p>A Contained-in Determination Letter was issued for the site July 7, 2015 for soils and groundwater derived at the facility during subsurface investigation activities. A source area for the onsite impacts was not determined, nor where onsite impacts delineated. A IDEM letter dated June 24, 2015, determined that onsite impacts may be the result of an upgradient source. IDEM instructed Magnode to cease all onsite investigations pending notification of the parties associated with the upgradient source. Any additional documentation indicating any additional investigations or findings at the facility since 2015 was not encountered during this investigation.</p>

Subarea 1: Site 1b old – Mike Grogan's Amoco; 4151 W. Washington Street

Site Summary

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The site was historically in use as a filling station.

In 1993, during UST tank replacement activities petroleum impacted soils and groundwater were encountered at the site. A release was reported to IDEM and the facility assigned incident number 199309502.

Between 2003 and 2004 several subsurface investigations were conducted at the site. The most recent soil samples collected at the site contained concentrations of total petroleum hydrocarbons (TPH) below applicable IDEM cleanup guidelines. The most recent groundwater samples collected in July 2004 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening levels. Other VOCs were detected at concentrations below applicable screening levels.

IDEM issued a NFA for the facility in a letter dated November 17, 2004.

One UST was closed at the facility in 2013. The facility is currently in use as a Phillips 66 filling station. Three (3) 12,000 gallon USTs are registered for use at the site. The most recent UST Inspection Report dated November 21, 2016 found the facility in compliance. At the time of the inspection the facility was upgrading the UST system. Additional information on any additional leaks, spills or releases associated with the facility was not encountered during this investigation.

Subarea 1: Site 2B new – Waste Management of Indianapolis; 3200 Bertha Street
Site Summary

In 2004 several wastewater vehicles were registered to the site for permitted disposal at the Belmont Waste Water Treatment Plant and Carmel Waste Water Treatment Plant. Additional information indicating any violations, spills, releases or leaks associated with the facility was not encountered during this investigation. Based on an aerial review, the facility appears to be in operation as an automobile junk and salvage lot. A landfill boundary adjoins the northeastern portion of the parcel.

Subarea 1: Site 2b new – Ruan Truck Leasing / Lonnie's Truck & Trailer Service; 570 South Tibbs Avenue
Site Summary

Three (3) diesel USTs were removed from the site in January 1994. Confirmatory soil samples collected following the removal of the USTs contained concentrations of TPH above applicable IDEM cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199401533. Groundwater was not encountered during the investigation and was not sampled. IDEM issued a NFA for the site in a letter dated July 11, 2001. Portions of the property appear occupied by a suspected auto wrecking/junkyard.

Subarea 1: Site 2c new – Woody's Auto Parts; 3236 West Bertha Street
Site Summary

Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.

Subarea 1: Site 2d new – Happy Auto Parts, Inc.; 305 South Tibbs Avenue
Site Summary

Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.

Subarea 1: Site 2d new – Happy Auto Parts, Inc.; 305 South Tibbs Avenue
Site Summary

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Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.
--

Subarea 1: Site 2e new – Butch's Auto Parts & Towing; 505 South Tibbs Avenue**Site Summary**

Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.
--

Subarea 1: Site 2f new – Unnamed Parcels; 3300 West Bertha Street, 313, 315, 401 & 600 South Tibbs Avenue**Site Summary**

Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.
--

Subarea 1: Site 3a – White Castle; 5301 West Washington Street**Site Summary**

The site formerly operated as a filling station from 1957 until 1973.

USTs associated with the former filling station operations were closed in place at the site in 1983.

Between 2005 and 2010, several subsurface investigations and remediation activities were conducted at the site. Four areas of concern totaling approximately 587 cubic yards containing soil contamination above applicable IDEM residential cleanup guidelines remains at the site.

An ERC was recorded on the property deed January 7, 2010. The ERC prohibits the use of the site for residential or daily care purposes, use for agricultural purposes, and requires the pavement remains in good condition. IDEM issued a No Further Action letter for the site in a letter dated May 27, 2010.

Subarea 1: Site 3b – CVS #8685; 5206 West Washington Street**Site Summary**

The facility is not depicted on the IndianaMap layer.

A subsurface investigation conducted in 2007 contained soils impacted with TPH at concentrations above applicable IDEM residential and industrial cleanup guidelines. A release wasn't reported to IDEM until 2009 and the facility was assigned incident number 200901390.

Between 2007 and 2011 several subsurface investigations were conducted at the site.

The most recent soil samples collected July 2008 contained concentrations of TPH, PAHs, BTEX, and MTB below applicable IDEM RCG residential soil MTG screening levels or below laboratory detection limits.

The most recent groundwater samples collected February 2011 contained concentrations of BTEX, MTBE, and PAHs below laboratory detection limits. IDEM issued a Completion of Independent Closure Process for the facility in a letter dated March 29, 2011.

Subarea 1: Site 3c – Kroger Store 66; 5173 (5103) West Washington Street**Site Summary**

Two (2) fiberglass gasoline USTs have been registered for use at the site since 2002. The most recent Underground Storage Tank Inspection Report dated September 28, 2015 found the facility in compliance with the equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9. The site

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is currently in operation as a filling station.

Subarea 1: Site 3d – Guarantee Auto; 5227 West Washington Street**Site Summary**

One (1) used oil UST was registered for use at the site in 1987. The UST was removed from the site in 2001. Documentation indicating any spills, leaks, or releases associated with the UST was not encountered during this investigation.

Subarea 1: Site 3e – U-Haul# 76453; 5245 West Washington Street**Site Summary**

Four (4) USTs were removed from the site in 1993. Confirmatory soil samples contained detectable concentrations of TPH above applicable IDEM cleanup requirements.

A release was reported to IDEM and the facility was assigned incident number 9410559. An additional confirmatory soil sample was collected during a subsurface investigation conducted in July 2001. The sample contained a concentration of TPH above applicable IDEM residential screening levels. Groundwater was not encountered during the 2001 sampling event; however, groundwater samples collected in a sampling event conducted in February 2000 contained detectable concentrations of benzene and toluene at concentrations below applicable IDEM RCG residential groundwater tap screening levels.

IDEM issued a NFA for the site in a letter dated November 8, 2001. The status was issued to the site under the condition the facility is not used for residential purposes. IDEM must be notified prior to any site condition changes that may result in exposure or allow migration of contamination at the site. Impacts appear concentrated along the northern portion of the property.

Subarea 1: Site 4a – Goodwill; 5720 West Washington Street**Site Summary**

A subsurface investigation conducted on an adjoining property located at 5760 West Washington Street indicated the chlorinated impacts from the adjoining facility could have migrated to the property.

Soil samples collected along the western edge of the facility contained concentrations of PCE above applicable IDEM RCG residential soil MTG and excavation direct contact screening levels. Groundwater samples collected from the same area contained concentrations of PCE and TCE above IDEM RCG commercial/industrial groundwater vapor screening levels. Vinyl chloride was encountered at a concentration above the applicable IDEM RCG residential groundwater vapor screening levels. Cis-1,2 Dichloroethene, was detected at concentrations above the applicable IDEM RCG residential groundwater tap screening levels.

Additional information indicating any additional investigations or remediation activities being conducted at the facility since 2014 was not encountered during this investigation.

Subarea 1: Site 4b – Am International Rent-A-Car Inc. 5806 West Washington Street**Site Summary**

Four (4) USTs were removed from the site in 1992. Confirmatory soil samples collected contained detectable concentrations of TPH above IDEM cleanup guidelines.

Between 1992 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site.

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is currently in operation as a filling station.

Subarea 1: Site 3d – Guarantee Auto; 5227 West Washington Street**Site Summary**

One (1) used oil UST was registered for use at the site in 1987. The UST was removed from the site in 2001. Documentation indicating any spills, leaks, or releases associated with the UST was not encountered during this investigation.

Subarea 1: Site 3e – U-Haul# 76453; 5245 West Washington Street**Site Summary**

Four (4) USTs were removed from the site in 1993. Confirmatory soil samples contained detectable concentrations of TPH above applicable IDEM cleanup requirements.

A release was reported to IDEM and the facility was assigned incident number 9410559. An additional confirmatory soil sample was collected during a subsurface investigation conducted in July 2001. The sample contained a concentration of TPH above applicable IDEM residential screening levels. Groundwater was not encountered during the 2001 sampling event; however, groundwater samples collected in a sampling event conducted in February 2000 contained detectable concentrations of benzene and toluene at concentrations below applicable IDEM RCG residential groundwater tap screening levels.

IDEM issued a NFA for the site in a letter dated November 8, 2001. The status was issued to the site under the condition the facility is not used for residential purposes. IDEM must be notified prior to any site condition changes that may result in exposure or allow migration of contamination at the site. Impacts appear concentrated along the northern portion of the property.

Subarea 1: Site 4a – Goodwill; 5720 West Washington Street**Site Summary**

A subsurface investigation conducted on an adjoining property located at 5760 West Washington Street indicated the chlorinated impacts from the adjoining facility could have migrated to the property.

Soil samples collected along the western edge of the facility contained concentrations of PCE above applicable IDEM RCG residential soil MTG and excavation direct contact screening levels. Groundwater samples collected from the same area contained concentrations of PCE and TCE above IDEM RCG commercial/industrial groundwater vapor screening levels. Vinyl chloride was encountered at a concentration above the applicable IDEM RCG residential groundwater vapor screening levels. Cis-1,2 Dichloroethene, was detected at concentrations above the applicable IDEM RCG residential groundwater tap screening levels.

Additional information indicating any additional investigations or remediation activities being conducted at the facility since 2014 was not encountered during this investigation.

Subarea 1: Site 4b – Am International Rent-A-Car Inc. 5806 West Washington Street**Site Summary**

Four (4) USTs were removed from the site in 1992. Confirmatory soil samples collected contained detectable concentrations of TPH above IDEM cleanup guidelines.

Between 1992 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site.

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The most recent soil samples collected from the site in 2009 contained concentrations of TPH above IDEM residential screening levels remain present at the site. Additionally, soil samples collected during the 2009 sampling event contained concentrations of benzene, toluene, ethylbenzene, xylenes (BTEX) and methyl tert-butyl-ether (MTBE) and naphthalene at concentrations above applicable IDEM RCG soil MTG screening levels.

Groundwater sampled as recently as February 2011 contained concentrations of benzene and naphthalene above applicable IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the site in a letter dated September 9, 2011.

Subarea 1: Site 4c – BP Amoco, 5709 West Washington Street**Site Summary**

The site was a former filling station where three (3) USTs were removed from the site in 2003. Confirmatory soil samples collected following the removal of the USTs contained concentrations of TPH above applicable IDEM cleanup guidelines. Additionally, groundwater contained concentrations of benzene above applicable IDEM residential groundwater tap screening levels. A release was reported to IDEM and the facility assigned incident number 200302502. Between 2003 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. The most recent groundwater monitoring sample results collected in February 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening levels.

An ERC was recorded on the property deed June 28, 2010. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes, the installation or use of drinking water wells, the excavation of soils below 24 inches anywhere identified as the Affected Area, and prohibits the construction of a dwelling or work place at the site unless a vapor intrusion control system is utilized. Additionally, the ERC requires the asphalt/concrete/gravel present at the site in maintained in a manner so as to protect public health or safety and the environment. IDEM issued a NFA for the site in a letter dated February 11, 2011.

The site is currently in operation as a filling station. The most recent Underground Storage Tank Inspection Report dated January 10, 2017 identified three (3) USTs registered for use at the facility. The inspection found the facility in compliance with the equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9.

Subarea 1: Site 4d – Pride's Carwash, 5519 West Washington Street**Site Summary**

Two (2) USTs were removed from the site in 1990. Confirmatory soil samples contained concentrations of TPH above applicable IDEM residential screening criteria. A release was reported to IDEM and the facility was assigned incident number 199103064.

Between 1991 and 2009 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. Soil samples collected in 1998 contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Soil samples collected since 1998 have been sporadic and have contained concentrations of petroleum chemicals of concern below laboratory detection limits. Groundwater samples collected as recently as 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels.

An ERC was recorded on the property deed April 24, 2009. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes and the installation or use of drinking water wells. A NFA has not been issued for the site.

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Subarea 1: Site 4d – Pride's Carwash, 5519 West Washington Street

Site Summary
<p>Two (2) USTs were removed from the site in 1990. Confirmatory soil samples contained concentrations of TPH above applicable IDEM residential screening criteria. A release was reported to IDEM and the facility was assigned incident number 199103064.</p> <p>Between 1991 and 2009 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. Soil samples collected in 1998 contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Soil samples collected since 1998 have been sporadic and have contained concentrations of petroleum chemicals of concern below laboratory detection limits. Groundwater samples collected as recently as 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels.</p> <p>An ERC was recorded on the property deed April 24, 2009. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes and the installation or use of drinking water wells. A NFA has not been issued for the site.</p>

2.2 SUBAREA 2

Subarea 2 consists of five sites composed of approximately 176.8 acres.

Subarea 2: Site 4a – Smiley's Carwash; 1307 South High School Road

Site Summary
<p>The site was former filling station from 1956 until 1965. The USTs were removed from the site sometime in 1984.</p> <p>A subsurface investigation was conducted in 2002 and revealed petroleum impacts present at the site. An additional subsurface investigation was conducted at the site in October 2003. Soil samples collected at the site contained concentrations of TPH above applicable IDEM residential cleanup guidelines.</p> <p>Between 2003 and 2004 additional subsurface investigations and remediation activities were conducted at the site. The most recent soil and groundwater samples were collected from the site in February 2004. Soil samples collected at the site contained concentrations of TPH below applicable IDEM residential cleanup guidelines, with the exception of one sample that contained a concentration of TPH above applicable IDEM residential cleanup guidelines. Groundwater samples collected contained concentrations of BTEX/MTBE below applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the facility in letter dated September 21, 2004.</p>

Subarea 2: Site 4b – Target T116; 1237 South High School Road

Site Summary
<p>The site formerly operated as an automotive repair facility. In 2000, three (3) hydraulic hoists and three (3) 35-gallon hydraulic oil tanks were removed from the site.</p> <p>In August 2003, petroleum impacted soils and groundwater were encountered at the site. A release was reported to IDEM and the facility was assigned incident number 200308148. In 2003 several subsurface investigations and remediation activities were conducted at the site.</p> <p>The most recent sampling event occurred in November 2003. Confirmatory soil samples collected contained concentrations of TPH above applicable IDEM residential screening levels. Additionally, polycyclic aromatic hydrocarbons (PAHs) were encountered at concentrations above applicable IDEM residential soil MTG screening</p>

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levels.

Groundwater was not encountered and therefore was not sampled during the final sampling event. Remaining onsite impacts were located in close proximity to the onsite building structure and additional impacts may be present underneath the onsite structure. IDEM issued a NFA for the facility in a letter dated March 30, 2004.

Subarea 2: Site 4c – Goodyear Auto Service Center 6725; 1303 South High School Road
Site Summary

One (1) fiberglass used fuel oil UST was removed from the site in June 1996. Confirmatory soil samples collected contained concentrations of TPH below applicable IDEM residential cleanup guidelines. Additional information indicating any spills, leaks or releases associated with the facility were not encountered during this investigation.

Subarea 2: Site 4d – Carl Ritchie; Intersection of West Washington Street & South High School Road
Site Summary

A review of the IDEM VFC did not yield any documentation for a facility under the site name or regulatory ID number listed.

Subarea 1: Site 4e – Mount Olive United Methodist Church; 1449 South High School Road
Site Summary

One (1) 5,000 gallon fuel oil UST was registered to the site in 1986. Additional documentation indicating any spills, leaks, releases or the current status of the UST was not encountered during this investigation. A phase II Environmental Site Assessment and/or GPR study will be necessary.

Subarea 2: Site 4f – Carl Ritchie; 6243 South High School Road
Site Summary

The site was formerly in operation as a filling station and auto repair facility. In 1991, seven (7) USTs were removed from the site.

Confirmatory soil samples collected contained concentrations of TPH above applicable IDEM residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199104510.

Between 1991 and 2013, several subsurface investigations, UST removal, and remediation activities were conducted at the site.

The most recent soil samples collected along the northwestern portion of the site in 2013, contained a concentration of 1,2,4-trimethylbenzene above the applicable IDEM RCG residential soil MTG screening levels. Additional soil samples collected from the site in 2013 also contained concentrations of benzene and naphthalene above applicable IDEM RCG soil MTG screening levels.

The most recent groundwater sample collected from the site in 1995, contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor exposure screening levels. IDEM submitted a Further Site Investigation Request for the facility in a letter dated January 22, 2014. Additional information on the current status of the site since 2013 was not encountered during this investigation.

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Subarea 2: Site 5g – Fabric Care Center; 5760 West Morris Street

Site Summary
<p>The facility has been in operation as a coin laundry and dry cleaning facility since 1957.</p> <p>IDEM issued a letter dated May 27, 2014 notifying the facility that IDEM was investigating the release or threat of release of hazardous substances at the facility and other adjacent properties after soil and groundwater samples collected from the adjoining property situated at 5720 West Washington Street revealed concentrations of VOCs in soils and groundwater at concentrations above applicable IDEM RCG residential screening levels.</p> <p>In January 2015, the site entered the VRP. Between 2014 and 2017, several subsurface investigations were conducted at the site.</p> <p>The most recent soil samples collected at the site in 2015 contained concentrations of VOCs, specifically PCE at concentrations above applicable IDEM RCG soil MTG screening criteria.</p> <p>The most recent groundwater samples collected in June 2017, contained concentrations of VOCs, specifically PCE at concentrations above applicable IDEM RCG residential groundwater tap screening criteria. Indoor air and sub-slab vapor samples collected in 2017 contained concentrations of VOCs below applicable IDEM residential vapor exposure screening criteria. In a letter dated December 21, 2017, IDEM requested additional groundwater delineation of the secondary located on the southern and downgradient portion of the property. Additional information indicating any investigation conducted since 2017 was not encountered during this investigation.</p>

Subarea 2: Site 6a – Dennis Oil Co.; 1806 Panama Avenue

Site Summary
<p>The site formerly operated at a petroleum bulk storage facility between 1940 until 1990.</p> <p>During a subsurface investigation conducted in 2006, soils and groundwater impacted with petroleum chemicals of concern above applicable IDEM RCG residential screening levels were encountered. A release was reported to IDEM and the facility was assigned incident number 200803046.</p> <p>Between 2008 and 2015 several subsurface investigations, UST removal activities, remediation activities and groundwater monitoring activities have been conducted at the site.</p> <p>The most recent soil samples collected in September 2009 contained concentrations of benzene above applicable IDEM RCG soil MTG screening levels. TPH was also detected at concentrations above applicable IDEM residential cleanup guidelines.</p> <p>The most recent groundwater monitoring report dated August 21, 2015 identified concentrations of BTEX, MTBE, and naphthalene below laboratory detection limits.</p>

Subarea 2: Site 6b – Phillips 66 Petroleum; 6455 West Washington Street

Site Summary
<p>One (1) underground storage tank site is located on the parcel proposed for redevelopment. The site is a filling station which has been in operation since at least 1979. In October 1996, a release was discovered during subsurface investigation activities. The release was reported to IDEM and the facility was assigned incident number 199609531.</p> <p>In July 1997, four (4) USTs were removed from the site and the building razed. Since 1997, several subsurface investigations, remediation activities and groundwater monitoring activities have been conducted at the site.</p> <p>Historic soil samples collected between 2012 and 2016 contained concentrations of benzene, ethylbenzene, toluene and MTBE at concentrations above applicable IDEM RCG residential soil MTG screening levels. TPH was</p>

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also detected at concentrations above applicable IDEM residential cleanup guidelines

The most recent groundwater monitoring samples collected September 7, 2017 contained concentrations of benzene and naphthalene at concentrations above IDEM RCG residential groundwater tap and commercial / industrial vapor exposure groundwater screening levels. Additionally, toluene, ethylbenzene, xylenes, and MTBE, was detected at concentrations above applicable IDEM RCG residential groundwater tap screening levels.

The site began filling station operations again in circa 2002. Four (4) USTs are currently registered to the facility. A dual phase vacuum extraction remediation system has been installed at the site, but was not in operation at the time of the September 2017 sampling event. Quarterly groundwater monitoring activities are currently ongoing.

Subarea 2; Site 7a – Kmart #3251 ; 6780 West Washington Street

Site Summary

One (1) 1,000 gallon waste oil UST was removed from the site in August 1993. During the removal, holes were observed in the UST. A release was reported to IDEM and the facility was assigned incident number 199308504. Confirmatory soil samples collected contained TPH below applicable residential cleanup guidelines with the exception of one sample which contained a detectable concentration of TPH slightly above the applicable IDEM residential screening criteria. IDEM issued a NFA for the facility in a letter dated April 13, 2005.

Subarea 2; Site 2-8a – ATA Airlines; 7337 West Washington Street

Site Summary

A review of the IDEM VFC did not yield any documentation for a facility under the site name listed.

2.3 SUBAREA 3

Subarea 3 consists of two sites composed of approximately 64.2 acres.

Subarea 3: Site 9a – Rexnord ; 7601 Rockville Road

Site Summary

The facility is a ball bearing and rollers manufacturer since 1959. The primary source of hazardous waste is generated from black oxide dipping tank skimming, and clean ups. The facility operates under a minor source air permit, storm water permit, and also operates a wastewater treatment permit generating non-hazardous waste sludge. The most recent Industrial/Hazardous Waste Inspection conducted on March 23, 2017 found violations at the facility for unmarked universal waste storage. The violation was corrected during the inspection. The most recent Hazardous Waste Handler Identification Form dated February 23, 2017 identified the site as a SQG of ignitable and corrosive waste.

Three (3) 10,000 gallon USTs containing cutting oil, paint thinner, and diesel fuel were registered at the site. The USTs were removed from the site 1990. Confirmatory soil samples collected contained concentrations of TPH below laboratory detection limits.

Subarea 3: Site 9b – Rexnord 7601 Rockville Road

Site Summary

The facility has been an active manufacturing facility since 1959.

Chlorinated solvents, specifically, 1,1,1- trichloroethane was released in two different locations at the site. Between 1993 and 2010 several subsurface, remediation, and monitoring activities were conducted at the site. A dual phase extraction system with air sparging and soil vapor extraction was installed at the site in 1996 and

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1997.

Soil samples collected historically at the site contained concentrations of volatile organic compounds (VOCs), specifically 1, 1, 1-trichloroethane at concentrations above applicable IDEM RCG soil MTG and excavation direct contact screening levels. Other VOCs were detected at concentrations above applicable IDEM RCG soil MTG screening levels.

Historic groundwater samples have contained concentrations of VOCs, specifically 1,1-dichloroethane, above IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor screening levels. Other VOCs were detected in groundwater at concentrations above applicable IDEM RCG residential groundwater tap and residential groundwater vapor screening levels.

An ERC was recorded on the property deed February 27, 2013. The ERC prohibits the use of the site for residential or daily care purposes, the use or extraction of groundwater at the site, the excavation of soils at a depth greater than 12 feet within the subject area, and the use of the site for agricultural purposes. The ERC also requires: all disturbed soils are restored in a manner that onsite contaminant concentrations do not present a threat to human health or the environment, the site must operate and maintain the soil vapor extraction system, sub-slab depressurization, or equivalent, so as to protect the functional integrity in accordance with the Operation and Maintenance Plan dated June 2013, the Owner must notify IDEM at least 60 days before disturbing soils at the facility and at least fifteen days before conducting work which may disturb the onsite engineered controls, the Owner must maintain the integrity of the existing building slab which serves as an engineered barrier to prevent direct contact with the underlying soils and shall prohibit any activities on-site which may interfere with the groundwater monitoring network. The groundwater at the site is currently being monitored on an annual basis.

The most recent Annual Monitoring and Remediation Report dated February 2017 contained concentrations of VOCs, specifically 1,1-dichloroethene, cis- 1,2-dichloroethene, and vinyl chloride above applicable IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor screening levels. Groundwater monitoring activities are currently on-going.

Subarea 3: Site 3c – Quemetco ; 7870-7871 West Morris Street

Site Summary

The facility has been issued a hazardous waste permit for container storage for incoming lead-bearing wastes and materials. The facility receives a variety of used batteries and other lead sources. The majority of these batteries are lead acid batteries. NiCad and lithium are segregated, repackaged, manifested, and sent off to other facilities for further treatment. After the inspection and separation of these batteries, the lead acid batteries go to the wrecker, separation of the plastic chips, casting, and production process. Their process generates plastic chips which are washed until sample results are non-hazardous for lead. The chips are then sent offsite to be reclaimed. Electric arc furnace (EAF) slag is also generated. The slag is cooled, sampled, and managed as either hazardous or nonhazardous waste. In addition to batteries, the facilities also accept lead bearing waste, such as baghouses containing lead from their regular customers. These baghouses are cut into pieces before being put on the conveyor and fed into the blast furnace. Construction debris and PPE from production and maintenance, concrete replacement, and brick from furnaces are sources of hazardous waste generation. No violations were observed during the Industrial/Hazardous Waste Inspection conducted at the facility December 29, 2017.

Three (3) diesel USTs, one (1) 10,000 gallon and two (2) 30,000 gallon USTs were registered at the site in 1986. General correspondence between Quemetco and IDEM indicate the USTs were removed from the site sometime prior to 1992. Documentation indicating any spills, releases or leaks associated with the USTs was not encountered during this investigation.

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2.4 SUBAREA 4

Subarea 4 consists of nine sites composed of approximately 248.2 acres.

Subarea 4: Site 10 – Unnamed Parcels ; 7700 & 7777 West Washington Street

Site Summary
Based on an aerial review, the site appears to be greenspace.

Subarea 4: Site 11 – Unnamed Parcels; 8018, 8120, 8218 & 8226 West Washington Street

Site Summary
Based on an aerial review, the site appears to be agricultural with one commercial property.

Subarea 4: Site 12 – Unnamed Parcels; 8316 West Washington Street & 8771 Westpointe Drive

Site Summary
Based on an aerial review, the site appears to be agricultural with one commercial property.

Subarea 4: Site 13 – Unnamed Parcel; 1005 South Bridgeport Drive

Site Summary
Based on an aerial review, the site appears to be agricultural.

Subarea 4: Site 14a – Shidler Auto Center / Clearmount Body Shop; 8514 West Washington Street

Site Summary
Two (2) gasoline USTs were registered at the site in 1986. The USTs were removed from the site in December 1988. Documentation indicating any confirmatory soil or groundwater samples collected following removal activities was not encountered during this inspection. Additionally, any information indicating any spills, leaks, or releases associated with the USTs was not encountered during this investigation.

Subarea 4: Site 14b – Unnamed Parcels; 8516 & 8538 West Washington Street

Site Summary
Site not listed in the IDEM VFC, based on an aerial review, the sites appear associated with auto repair or auto sales operations.

Subarea 4: Site 14c – Marcells Imported Used Cars; 8616 West Washington Street

Site Summary
On November 8, 2012, IDEM received a complaint the facility was in operation as a unregulated salvage yard. A inspection was conducted December 12, 2012 at the facility. The facility operates as an auto repair and used auto sales lot. The facility had two 55-gallon containers unlabeled for used waste oil storage. The violation was corrected at the time of the inspection.

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Subarea 4: Site 14d– Old Bridgeport School; 8650 West Washington Street

Site Summary
A review of the IDEM VFC did not yield any documentation for a facility under the site name or regulatory ID number listed.

Subarea 4: Site 14e – Unnamed Parcels; 2005 South Bridgeport Road

Site Summary
A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be mostly agricultural with paved roadways.

Subarea 4: Site 15a – Vacant Residence; 8501 West Washington Street

Site Summary
A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be mostly woody greenspace.

Subarea 4: Site 15b – Unnamed Parcels; 8501, 8509, 8517 & 8623 West Washington Street

Site Summary
A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be mostly greenspace with one billboard onsite.

Subarea 4: Site 16 – Vacant Residence; 909, 1002 & 1004 South Bridgeport Road

Site Summary
A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be mostly agricultural with a few residences.

Subarea 4: Site 17a – Unnamed Parcels; 8823 & 8913 West Washington Street

Site Summary
A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be associated with an auto repair / salvage or auto sales facility. A general internet search also revealed portions of the parcel located at 2425 Porter Street in operation as Evergreen Eagle, an automotive repair shop.

Subarea 4: Site 17b – Unnamed Parcels; 2425 Mellen Road, & 2525 Porter Street

Site Summary
A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be associated with an auto repair / salvage or auto sales facility. A general internet search also revealed portions of the parcel located at 2425 Porter Street in operation as Evergreen Eagle, an automotive repair shop.

Subarea 4: Site 18a – Former C & E Rental Site; 9001 West Washington Street

Site Summary

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The site was formerly in operation as a filling station from the 1950s until the early 1970s. Three (3) USTs were closed in place and filled with gravel in the 1970's. A total of five (5) USTs were removed from the site in 1997. Petroleum impacted soils were encountered at the site during UST removal activities. A release was reported to IDEM and the facility was assigned incident number 199704009.

Between 1997 and 2017, several subsurface, remediation, and groundwater monitoring activities were conducted at the site.

The most recent soil samples collected from the site in November 2017 contained concentrations of VOCs, specifically tetrachloroethene (PCE) and trichloroethene (TCE) above the applicable IDEM RCG soil MTG screening levels. All other VOCs were detected at concentrations below the IDEM RCG soil MTG screening levels.

The most recent Groundwater Sampling Report dated May 10, 2017 contained concentrations of VOCs below IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the facility in a letter dated August 15, 2017 considering the current commercial use of the property.

Subarea 4: Site 18b – Indianapolis Airport Authority; 9027 West Washington Street**Site Summary**

The site was formerly in use as a filling station. An initial subsurface investigation was conducted at the site in 1996. Soil samples collected during the investigation contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Groundwater contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening criteria. A release was reported to IDEM and the facility was assigned incident number 199601548. Three gasoline USTs and approximately 1,250 cubic yards of petroleum impacted soils were removed from the site in 1997. The most recent subsurface investigation was conducted at the site in May 2006, soils contained concentrations of TPH below applicable IDEM cleanup guidelines. Groundwater collected at the site was non-detect for VOCs and SVOCs. IDEM issued a NFA for the facility in a letter dated August 17, 2002 based on the current commercial use of the property.

Subarea 4: Site 18c – Central Baptist Church; 9039 West Washington Street**Site Summary**

A review of the IDEM VFC, did not yield any documentation on the facility other than drinking water compliance documentation.

Subarea 4: Site 18d– Unnamed Parcels; 9041 West Washington Street**Site Summary**

A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be greenspace or agricultural

2.5 SUBAREA 5

Subarea 5 consists of one site composed of approximately 43.6 acres.

Subarea 5: Site 19a Budget Rent-A-Car; 6150 West Washington Street / 7800 Col. H. Weir Cook Drive**Site Summary**

The site was a former car rental facility. An initial gasoline release was discovered and reported to IDEM in 1989. The facility was assigned incident numbers 8901012 and 8901068. Approximately 23,350 gallons of gasoline were

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released over a 6 month period at the site. Between 1989 and 1991 several remediation activities were conducted at the site. Soils and groundwater samples contained concentrations of TPH above the applicable IDEM residential cleanup guidelines.

In 1993, two USTs were removed from the site. Confirmatory soil and groundwater samples contained concentrations of TPH, BTEX, PAHs and metals above residential screening levels. A release was reported to IDEM and the facility assigned incident number 9310535.

Subsurface investigations and remediation activities have been conducted at the site since 1989.

The most recent soil data collected in 2007 contained concentrations of benzene, 1,2,4-trimethylbenzene, and xylenes above IDEM RCG soil MTG and residential direct contact screening levels. Ethylbenzene, MTBE, toluene, and 1,3,5-trimethylbenzene were encountered at concentrations above applicable IDEM RCG soil MTG screening levels.

The most recent groundwater samples collected in December 2015 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels. Naphthalene was detected at concentrations above IDEM RCG residential groundwater tap screening levels. A corrective action plan dated January 18, 2018 was submitted for the site.

Subarea 5: Site 19b – Dollar-Rent-A-Car; 6175 West Minnesota Street / 7800 Col. H. Weir Cook Drive**Site Summary**

In 1998 one (1) 10,000 gallon gasoline UST was removed and replaced at the site. During the UST removal petroleum impacted soils and groundwater was encountered. A release was reported to IDEM and the facility was assigned incident number 199810557.

An additional 10,000 gallon gasoline UST was removed from the site in 2009. Between 2000 and 2012, several subsurface investigations and remediation activities have been conducted at the site. Soil samples collected in 2009 contained concentrations of TPH, BTEX, MTBE below applicable IDEM RCG screening levels. However, the most recent excavated soil samples collected in 2012 contained concentrations of benzene and MTBE at concentrations above applicable IDEM RCG soil MTG screening levels.

Groundwater samples collected as recently as 2013 contained concentrations of BTEX and MTBE at concentrations below laboratory detection limits or below applicable IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the site in a letter dated August 25, 2014

Subarea 5: Site 19c – Cassidy & Son Inc.; 1818 & 1919 South High School Road**Site Summary**

Four (4) USTs were removed from the site in 1992. During the UST removal petroleum impacted soils were encountered. A release was reported to IDEM and the facility was assigned incident number 9212530. Petroleum impacted soils and groundwater were collected and removed from the site. Confirmatory soil samples contained concentrations of petroleum chemicals of concern below IDEM residential closure guidelines.

Two (2) USTs were removed from the site in 1993. Confirmatory soil samples contained concentrations of TPH below residential cleanup guidelines. Groundwater samples collected contained concentrations of BTEX below applicable IDEM RCG residential groundwater tap screening levels. A NFA was issued to the site in a letter dated October 5, 1998.

Subarea 5: Site 19d – BP Facility; 79202 2155 & 2165 South High School Road**Site Summary**

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The facility operated as a filling station sometime between 1999 until 2009.

Three (3) USTs were removed from the site in 2010. Confirmatory soil samples collected in February 2010 contained concentrations of TPH above residential cleanup guidelines. Benzene and naphthalene was also detected at concentrations above applicable IDEM RCG residential soil MTG screening levels.

Groundwater samples collected contained concentrations of TPH below residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident numbers 201002509 and 2010002508.

IDEM issued A NFA for the site in a letter dated June 14, 2011.

Subarea 5: Site 19e – National Rent-A-Car; 6100 West Raymond Street / 7800 Col. H. Weir Cook Drive
Site Summary

Two (2) USTs were removed from the site in 1990, during the UST removal petroleum impacted soil and groundwater was encountered. In 2003, a leak was detected in the remaining onsite UST. A release was reported to IDEM and the facility was assigned incident number 200307208.

One (1) additional UST was removed from the site in 2010.

Between 2002 and 2010 several subsurface investigations were conducted at the site.

The most recent soil samples collected in July 2010 contained concentrations of benzene and MTBE above applicable IDEM RCG residential soil MTG screening levels.

Groundwater collected in 2010 did not contain any chemicals of concern above applicable IDEM RCG residential groundwater tap screening levels.

IDEM issued a NFA for the facility in a letter dated June 8, 2010, after determining the remaining onsite soil impacts were not leaching into the groundwater.

Additionally, in a letter dated August 30, 2010, identifies UST(s) were temporary closed at the site prior to August 1, 2009. Documentation indicating the closure status of the onsite UST/USTs after 2010 was not encountered during this investigation. USTs may be present at the site.

Subarea 5: Site 19f – Indianapolis Police Department Airport Hangar; 6700 Pierson Drive / 7800 Col. H. Weir Cook Drive
Site Summary

One 550-gallon used oil tank removed in 1998. Confirmatory samples collected contained TPH at a concentration above applicable IDEM residential cleanup guidelines. Approximately 25 cubic yards of petroleum impacted soils was removed from the site. Confirmatory soil sample collected following over excavation contained TPH at a concentration below applicable IDEM residential cleanup guidelines.

Subarea 5: Site 19g – Indianapolis Airport Authority; 9027 West Washington Street
Site Summary

The facility was a former filling station between 1960 and 1974.

One (1) 8,000 gallon UST was removed from the site in 1993. A release associated with the 1993 removal was not reported to IDEM until 1995 when the facility was assigned incident number 199506524. The initial site characterization conducted at the site in 1995 contained soils impacted with concentrations of TPH above applicable residential cleanup guidelines. Additionally, BTEX was detected in groundwater at concentrations above applicable IDEM residential groundwater tap and commercial/industrial groundwater vapor exposure screening

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limits.

Between 1995 until 2011 several subsurface investigations and remediation activities were conducted at the site.

The most recent soil samples collected at the site in 2006, contained concentrations of TPH above residential cleanup guidelines. Additionally, benzene, toluene, and xylenes were detected at a concentration above IDEM RCG soil MTG and excavation direct contact screening levels. Ethylbenzene was encountered at a concentration above applicable IDEM RCG soil MTG screening levels.

The most recent groundwater samples collected in November 2010 contained concentrations of BTEX and MTBE below laboratory detection limits or below applicable IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the facility in a letter dated December 7, 2011.

Subarea 5: Site 19h – Combs Gates Bldg.3; 6390 Turner Drive

Site Summary

The site is associated with several releases and incident numbers originating as early as 1989. LUST Incident numbers: 198905081, 199002522, 199410509, 199001549, and 199410510 (FID#s: 3380, 4214, 4215, 4216 and 4217. FIDs 3378, 3380, 4214 are related to incident 198905081 associated with a release of JP-4 military jet fuel originating from an above ground plumbing malfunction. FID#s 3380 & 4214 are associated with two (2) 7,500 gallon heating oil USTs and one (1) 10,000 gallon aviation gasoline tank. Soil and groundwater impacted with various chemicals of concern above applicable IDEM RCG residential screening levels have been reported across the entire facility.

IDEM issued a NFA for the site in a letter dated February 16, 2017. The NFA identifies soils impacted with BTEX, PAHs, and MTBE above IDEM RCG residential soil MTG screening criteria and below residential groundwater direct contact screening levels. Groundwater contained concentrations of BTEX, PAHs, and MTBE below residential groundwater tap screening levels.

Subarea 5, Site 19i – AMR Combs International 2632 & 2638 South Cargo Drive / 7800 Col. H. Weir Cook Drive

Site Summary

One (1) 500 gallon waste oil UST was removed from the site in 1990. During the UST removal soil impacted with TPH above residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199002522. Groundwater was impacted with TPH, lead, and PAHs above IDEM RCG residential groundwater tap screening levels.

Several additional investigations were conducted in 1994, where soil and groundwater impacted with petroleum impacts above applicable IDEM residential screening levels. IDEM assigned additional incident numbers 199410509 and 199410510 to the facility.

Between 1994 until 2014, several subsurface investigations and remediation activities were conducted at the site.

The most recent soil samples collected at the site in 2008 contained concentrations of naphthalene above applicable IDEM RCG residential soil MTG tap screening levels.

Groundwater samples collected as recently as 2008 contained concentrations of TPH above residential groundwater cleanup guidelines. Additionally, PAHs were encountered at concentrations above applicable IDEM residential groundwater tap screening levels. Any information detailing any additional subsurface investigations conducted after 2008 was not encountered during this investigation.

Four USTs were registered for use at the facility in 2015. According to the most recent Underground Storage Tank Inspection Report dated July 30, 2015, one (1) 20,000 gallon containing aviation fuel, one (1) 20,000 gallon jet fuel UST, one (1) 4,000 gallon diesel UST, and one (1) 15,000 gallon jet fuel UST were present at the site for inspection.

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The facility presented compliance needs and UST system recommendations.

According to the IDEM inspector the facility needed to provide a notification form for additional adjoining tank facilities.

Subarea 5: Site 19j – Unnamed Parcel; 7800 Col. H. Weir Cook Drive**Site Summary**

A review of the IDEM VFC yielded numerous airport facilities listed at this address. The facilities are scattered throughout the parcel with the majority of facilities present south of the parcel boundary. Several documents on file for the facility are for USTs removed between 1989 and the mid-1990s. Documentation indicating exact locations where these USTs were removed was not encountered during this investigation. Based on an aerial review, the parcel appears to be commercial or industrial spaces associated with the airport facility.

Subarea 5: Site 19k – Hertz Indianapolis; 2621, 2920, 2624 South High School Road / 7800 Col. H. Weir Cook Drive**Site Summary**

Two (2) 10,000 gallon gasoline USTs were removed from the site. Soils impacted with petroleum chemicals of concern were encountered, a release was reported to IDEM and the facility was assigned incident number 200003506. Several subsurface and remediation activities were conducted at the site between 2000 and 2011.

The most recent soil samples collected in 2009, contained concentrations of TPH above residential and industrial cleanup guidelines.

The most recent groundwater samples collected in November 2011 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and residential groundwater vapor exposure screening levels.

IDEM issued a NFA for the facility in a letter dated July 13, 2012.

Additionally, two (2) 10,000 gallon gasoline USTs were removed from the site in 2016. Confirmatory soil samples contained concentrations of methylene chloride, a common laboratory artifact at concentrations above applicable IDEM RCG residential soil MTG screening levels. No other VOCs were detected in the soil samples collected. Groundwater samples collected contained concentrations of naphthalene above applicable IDEM RCG residential groundwater tap screening levels. No other VOCs were detected above applicable screening levels.

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3.0 REMEDIATION AND MANAGEMENT COSTS

Metric conducted further review of known, documented environmental conditions at a total of sixteen (16) sites within the proposed development areas. Cost estimates for remediation to the residential scenario and management of the environmental concerns identified at each of the selected sites were developed. These cost estimates are shown on the Table in Appendix D.

The cost estimates were developed based on the extent of the known potential impairments and/or the assumption of potential impairments anticipated to be encountered at each site. The identification and assumption of each potential on-site impairment was based on a review of environmental documents available for review on the Indiana Department of Environmental Management Virtual Filing Cabinet (IDEM VFC) and was conducted using three processes which included both Hard Cost, Hard Costs Q Scores and Soft Cost estimates for remediation and management of potential environmental liabilities associated with each site. A definition and description of the Hard Cost, Hard Cost Q Score, and Soft Cost terms are described as follows:

Hard Costs

The actual cost of removal, remediation (if required), management and disposal of environmentally impaired materials is considered hard costs of.

Hard Costs Q Score

The hard cost Q score is a weighted factor incorporated into the base hard costs with respect to the level of uncertainty of environmental conditions that may increase environmental risk and potential remediation costs. The Q score was assigned after a review of the environmental documents in the facility's data record; the public record for the site and facility; and based upon knowledge of the complexity of remediation, management and disposal. The Q score is calculated on a scale of 1 to 5, where a Q Score of 5 represents a hazard that has the greatest potential for impact to the budget and/or represents a site for which there is little to no data available for the material or condition; whereas a Q Score of 1 represents a hazard with the least potential for impact to the budget and/or where there is significant environmental data available for the site to allow for a more definitive cost estimate.

Soft Costs

Any consulting studies or efforts that are driven by regulation to manage, remediate or abate these materials would be considered a soft cost of the issue and is documented as such.

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4.0 CONCLUSIONS AND RECOMMENDATIONS

Metric has researched and assessed environmental conditions relative to specific sites identified in the West Side Strategic Revitalization Plan and Airport TIF Implementation Plan area. Some sites within the subareas will require further investigation and assessment prior to any potential property acquisition. We have included potential presumptive remedial actions along with potential remediation costs for 16 of these sites. Full site summaries and recommendations for redevelopment with respect to the commercial/industrial and residential scenarios are outlined in Exhibit B.

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APPENDIX A – EXHIBITS

Exhibit A: West Side Strategic Revitalization Plan and Airport TIF Study Area Base Map

Exhibit B: Site Specific Environmental Concerns Summary Table

Exhibit C: Subarea Exhibits

Subarea 1

Subarea 2

Subarea 3

Subarea 4

Subarea 5

Exhibit D: Cost Estimate Table

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EXHIBIT A

West Side Strategic Revitalization Plan and Airport TIF Study Area Base Map

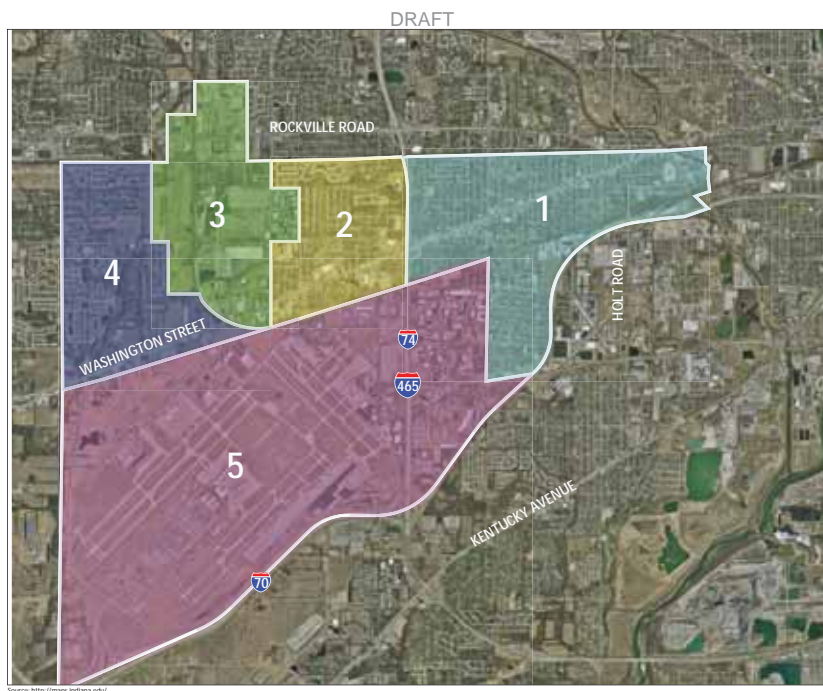


Exhibit A
 West Side Strategic Revitalization Plan and Airport TIF Study Area Base Map
 West Washington Street
 Indianapolis, Marion County, Indiana

All locations approximate



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EXHIBIT B

Table: Site Specific Environmental Concerns Summary Table

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Site Specific Environmental Concerns Summary Table 2-1

Subarea and Site Number	Site Name	Tax Parcel	Address	Databases / Associated IDs	Site Summary	Complexity for Development	Presumptive Remedial Action
(1-2A) old	Magnode	9027275	4151 W. Washington St.	State Cleanup (SCP) AI ID#: 11534 Regulatory ID#: 7100394	<p>The site was historically used for various commercial and industrial purposes including: an auto repair facility, a filling station, a Machine & Tool Co., and various retail purposes. The facility currently operates as aluminum parts fabricator and anodizing facility.</p> <p>The initial subsurface investigation conducted in 2014 contained a concentration of VOCs, specifically PCE at a concentration below the applicable IDEM RCG soil MTG screening level. Groundwater contained a concentration of VOCs, specifically PCE at concentrations above the applicable IDEM RCG residential groundwater tap and residential groundwater vapor exposure screening levels.</p> <p>An additional subsurface investigation of the site was conducted in 2015. Soil samples contained concentrations of VOCs below applicable IDEM RCG soil MTG screening criteria. Groundwater samples contained concentrations of VOCs, specifically PCE, at concentrations above IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor exposure screening levels.</p> <p>A Contained-in Determination Letter was issued for the site July 7, 2015 for soils and groundwater derived at the facility during subsurface investigation activities. A source area for the onsite impacts was not determined, nor where onsite impacts delineated. A IDEM letter dated June 24, 2015, determined that onsite impacts may be the result of an upgradient source. IDEM instructed Magnode to cease all onsite investigations pending notification of the parties associated with the up gradient source. Any additional documentation indicating any additional investigations or findings at the facility since 2015 was not encountered during this investigation.</p>	<p>Groundwater impacted with VOCs present at the site at concentrations above applicable IDEM residential groundwater tap and commercial / industrial screening levels.</p> <p>Further investigation and remediation is required prior to residential or commercial development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation completed in 2015. * Given the extent of previously documented onsite impacts, groundwater may need to be monitored. * Analytical data may indicate the site will require use of a vapor mitigation system for proposed occupied buildings. * Dispose of excavated soils in accordance with RCRA. * Institutional Controls such as Environmental Restrictive Covenants may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct subsurface site investigation to determine current soil and groundwater conditions Last investigation completed in 2015. * Analytical data may indicate the site will require use of a vapor mitigation system for proposed occupied buildings. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation and/or institutional controls such as Environmental Restrictive Covenants.

Contaminated sites without land restrictions
 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)
 Sites with no prior land use restrictions

DRAFT
Site Specific Environmental Concerns Summary Table 2-1

(1-1b) Old	Mike Crograns Amoco	9048305	3759 W. Washington St.	<p>UST database AI ID#: 16817 Regulatory ID#: 21320</p> <p>LUST database AI ID#: 16817 Regulatory ID#: 1068</p>	<p>The site was historically in use as a filling station.</p> <p>In 1993, during UST tank replacement activities petroleum impacted soils and groundwater were encountered at the site. A release was reported to IDEM and the facility assigned incident number 199309502.</p> <p>Between 2003 and 2004 several subsurface investigations were conducted at the site. The most recent soil samples collected at the site contained concentrations of total petroleum hydrocarbons (TPH) below applicable IDEM cleanup guidelines. The most recent groundwater samples collected in July 2004 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening levels. Other VOCs were detected at concentrations below applicable screening levels.</p> <p>IDEM issued a NFA for the facility in a letter dated November 17, 2004.</p> <p>One UST was closed at the facility in 2013. The facility is currently in use as a Phillips 66 filling station. Three (3) 12,000 gallon USTs are registered for use at the site. The most recent UST Inspection Report dated November 21, 2016 found the facility in compliance. At the time of the inspection the facility was upgrading the UST system. Additional information on any additional leaks, spills or releases associated with the facility was not encountered during this investigation.</p>	<p>Soils impacted with TPH above applicable IDEM RCG residential cleanup guidelines. Groundwater impacted with benzene above IDEM RCG groundwater tap screening levels.</p> <p>The site is currently in operation as a filling station. Further investigation and remediation may be required for residential development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation completed in 2004. * Site currently a filling station. any petroleum impacted soils encountered at the site will require proper disposal in accordance with RCRA. Institutional controls such as Environmental Restrictive Covenants may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation completed in 2004. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation. Institutional controls such as Environmental Restrictive Covenants may be required.
(1-2b) New	Waste Management of Indianapolis	9043368	3200 Bertha Dr.	<p>Waste Transfer Facility AI ID#: 12305 Regulatory ID#: 49-07</p>	<p>In 2004 several wastewater vehicles were registered to the site for permitted disposal at the Belmont Waste Water Treatment Plant and Carmel Waste Water Treatment Plant. Additional information indicating any violations, spills, releases or leaks associated with the facility was not encountered during this investigation. Based on an aerial review, the facility appears to be in operation as an automobile junk and salvage lot. A landfill boundary adjoins the northeastern portion of the parcel.</p>	<p>Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

DRAFT
Site Specific Environmental Concerns Summary Table 2-1

(1-2b) New	Ruan Truck Leasing / Lompe's Truck & Trailer Service	9052135	507 S. Tibbs Ave.	UST / UST database AI ID#: 16496 Regulatory ID#: 4039	Three (3) diesel USTs were removed from the site in January 1994. Confirmatory soil samples collected following the removal of the USTs contained concentrations of TPH above applicable IDEM cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199401533. Groundwater was not encountered during the investigation and was not sampled. IDEM issued a NFA for the site in a letter dated July 11, 2001. Portions of the property appear occupied by a suspected auto wrecking/junkyard.	Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils and/or groundwater encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation.
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Contaminated sites without land restrictions
 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)
 Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(1-2c) New	Woody's Auto Parts	9052138	3296 W. Bertha Ave.	HW Generator	Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.	Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils and/or groundwater encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine extent of current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation and/or institutional controls such as Environmental Restrictive Covenants.
(1-2d) New	Happy Auto Parts Inc.	9051761	305 S. Tibbs Ave.	HW Generator	Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.	Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils and/or groundwater encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation.

 Contaminated sites without land restrictions

 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

 Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(1-26) New	Butch's Auto Parts & Towing	9015275 9052128	505 S. Tibbs Ave.	HW Generator	Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.	Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils and/or groundwater encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation.
(1-27) New	Unnamed Parcels	9052137 9051798 9033426 9058639	3300 W. Bertha St. 315 S. Tibbs Ave. 319 S. Tibbs Ave. 401 S. Tibbs Ave.	Not listed in the IDEM VFC	Based on an aerial review, portions of the property appear occupied by a suspected auto wrecking/junkyard.	Based on an aerial review of the facility and suspected site operations a Phase II Environmental Site Assessment is recommended prior to residential or commercial development. Additionally remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. * Site currently appears in operation as an automobile junk and salvage lot, any petroleum impacted soils and/or groundwater encountered at the site will require proper disposal in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine extent of current soil and groundwater conditions. * If applicable request site closure. IDEM may require full site characterization. Analytical data may indicate the site is not suitable for residential development without further remediation and/or institutional controls such as Environmental Restrictive Covenants.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(1-3a)	White Castle	9011889 9000496	5301 W. Washington St.	State Cleanup (SCP) AI ID#: 25240 Regulatory ID#: 200712042	<p>The site formerly operated as a filling station from 1957 until 1973.</p> <p>USTs associated with the former filling station operations were closed in place at the site in 1983.</p> <p>Between 2005 and 2010, several subsurface investigations and remediation activities were conducted at the site. Four areas of concern totaling approximately 587 cubic yards containing soil contamination above applicable IDEM residential cleanup guidelines remains at the site.</p> <p>An ERC was recorded on the property deed January 7, 2010. The ERC prohibits the use of the site for residential or daily care purposes, use for agricultural purposes, and requires the pavement remains in good condition. IDEM issued a No Further Action letter for the site in a letter dated May 27, 2010.</p>	<p>Onsite impacts are present.</p> <p>The site is associated with an ERC restricting residential development. Commercial development is acceptable. Further investigation and remediation may be required for residential development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Disposed of excavated soils in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with the soils. * Remediate ERC with IDEM, which may require full site characterization and remedial action plan.
(1-3b)	CVS #6685	9010769	5208 W. Washington St.	State Cleanup (SCP) AI ID#: 39546 Regulatory ID#: 200901390	<p>The facility is not depicted on the IndianaMap layer.</p> <p>A subsurface investigation conducted in 2007 contained soils impacted with TPH at concentrations above applicable IDEM residential and industrial cleanup guidelines. A release wasn't reported to IDEM until 2009 and the facility was assigned incident number 200901390.</p> <p>Between 2007 and 2011 several subsurface investigations were conducted at the site.</p> <p>The most recent soil samples collected July 2008 contained concentrations of TPH, PAHs, BTEX, and MTB below applicable IDEM RCG residential soil MTG screening levels or below laboratory detection limits.</p> <p>The most recent groundwater samples collected February 2011 contained concentrations of BTEX, MTBE, and PAHs below laboratory detection limits. IDEM issued a Completion of Independent Closure Process for the facility in a letter dated March 29, 2011.</p>	<p>No impacts remain onsite at concentrations above IDEM RCG residential screening levels. Residential and commercial development is acceptable.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.




Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(1-3c)	Kroger Store 66	9014733	5173 (5103) W. Washington St.	<p>UST database AI ID#: 25327 Regulatory ID#: 24270</p>	<p>Two (2) fiberglass gasoline USTs have been registered for use at the site since 2002. The most recent Underground Storage Tank Inspection Report dated September 28, 2015 found the facility in compliance with the equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9. The site is currently in operation as a filling station.</p>	No onsite impacts identified.	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation</p>
(1-3d)	Guarantee Auto	9013488	5227 W. Washington St.	<p>UST database AI ID#: 18096 Regulatory ID#: 13044</p>	<p>One (1) used oil UST was registered for use at the site in 1987. The UST was removed from the site in 2001. Documentation indicating any spills, leaks, or releases associated with the UST was not encountered during this investigation.</p>	No onsite impacts identified.	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation</p>

 Contaminated sites without land restrictions
 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)
 Sites with no prior land use restrictions

DRAFT
Site Specific Environmental Concerns Summary Table 2-1

(1-3e)	U-Haul 76453	9031005	5245 W. Washington St.	<p>LUST database AI ID#: 18600 Regulatory ID#: 6880</p>	<p>Four (4) USTs were removed from the site in 1993. Confirmatory soil samples contained detectable concentrations of TPH above applicable IDEM cleanup requirements.</p> <p>A release was reported to IDEM and the facility was assigned incident number 9410559. An additional confirmatory soil sample was collected during a subsurface investigation conducted in July 2001. The sample contained a concentration of TPH above applicable IDEM residential screening levels. Groundwater was not encountered during the 2001 sampling event; however, groundwater samples collected in a sampling event conducted in February 2000 contained detectable concentrations of benzene and toluene at concentrations below applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the site in a letter dated November 8, 2001. The status was issued to the site under the condition the facility is not used for residential purposes. IDEM must be notified prior to any site condition changes that may result in exposure or allow migration of contamination at the site. Impacts appear concentrated along the northern portion of the property.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2001.</p> <p>* Disposed of excavated soils in accordance with RCRA.</p> <p>* IDEM must be notified proper to any construction activities.</p> <p>For Residential Development: * NFA restrictions currently prohibits use of the site for residential purposes.</p> <p>* Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2001.</p> <p>* IDEM must be notified proper to any construction activities.</p> <p>* Renegotiate NFA restrictions with IDEM, which may require full site characterization and remedial action plan for residential use.</p>
					<p>Assume onsite soil impacts are present.</p> <p>The site is associated with an NFA restricting residential development. Commercial development is acceptable. Per the NFA, IDEM must be notified if the soil is to be disturbed or land use changed. Further investigation and remediation may be required for residential development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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(1-4a)	Goodwill	9003269 9003283 9011097 9011096 9013220 9013218 9013219	5720 W. Washington St.	State Cleanup (SCP) AI ID#: 116360 Regulatory ID#: 201445907	<p>A subsurface investigation conducted on an adjoining property located at 5760 West Washington Street indicated the chlorinated impacts from the adjoining facility could have migrated to the property.</p> <p>Soil samples collected along the western edge of the facility contained concentrations of PCB above applicable IDEM RCG residential soil MTG and excavation direct contact screening levels. Groundwater samples collected from the same area contained concentrations of PCB and TCE above IDEM RCG commercial/industrial groundwater vapor screening levels. Vinyl chloride was encountered at a concentration above the applicable IDEM RCG residential groundwater vapor screening levels. Qs-1,2-Dichloroethene, was detected at concentrations above the applicable IDEM RCG residential groundwater tap screening levels.</p> <p>Additional information indicating any additional investigations or remediation activities being conducted at the facility since 2014 was not encountered during this investigation. If excavation occurs in this area proper removal and disposal of soil will be necessary.</p>	<p>Soil and groundwater contamination present along the western portion of the parcel.</p> <p>Further investigation and remediation is required for residential or commercial development. Given the concentrations of previously encountered VOCs, vapor mitigation should also be considered for residential or commercial redevelopment. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2014. * Dispose of excavated soils as needed in accordance with RCRA. * No groundwater extraction wells. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2014. * If applicable, based on newly obtained data, request site closure.
(1-4b)	Am International Rent-A-Car Inc.	9010605	5806 W. Washington St.	<p>LUST database AI ID#: 20284 Regulatory ID#: 5710</p>	<p>Four (4) LUSTs were removed from the site in 1992. Confirmatory soil samples collected contained detectable concentrations of TPH above IDEM cleanup guidelines.</p> <p>Between 1992 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site.</p> <p>The most recent soil samples collected from the site in 2009 contained concentrations of TPH above IDEM residential screening levels remain present at the site. Additionally, soil samples collected during the 2009 sampling event contained concentrations of benzene, toluene, ethylbenzene, xylenes (BTEX) and methyl tert-butyl-ether (MTBE) and naphthalene at concentrations above applicable IDEM RCG soil MTG screening levels.</p> <p>Groundwater sampled as recently as February 2011 contained concentrations of benzene and naphthalene above applicable IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the site in a letter dated September 9, 2011.</p>	<p>Soil and groundwater contamination present along the south central portion of the parcel.</p> <p>Further investigation and remediation may be required for residential development. Commercial development acceptable. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * Disposed of excavated soils in accordance with RCRA. * Institutional controls such as Environmental Restrictive Covenants may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * Institutional controls such as Environmental Restrictive Covenants may be required.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(1-4c)	BP Amoco	9003273	5709 W. Washington St.	LUST / Institutional Control database A1 ID#: 18712 Regulatory ID#: 1017	<p>The site was a former filling station where three (3) USTs were removed from the site in 2003. Confirmatory soil samples collected following the removal of the USTs contained concentrations of TPH above applicable IDEM cleanup guidelines. Additionally, groundwater contained concentrations of benzene above applicable IDEM residential groundwater tap screening levels. A release was reported to IDEM and the facility assigned incident number 200302502. Between 2003 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. The most recent groundwater monitoring sample results collected in February 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening levels.</p> <p>An ERC was recorded on the property deed June 28, 2010. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes, the installation or use of drinking water wells, the excavation of soils below 24 inches anywhere identified as the Affected Area, and prohibits the construction of a dwelling or work place at the site unless a vapor intrusion control system is utilized. Additionally, the ERC requires the excavation of asphalt/concrete/gravel present at the site in maintained in a manner so as to protect public health or safety and the environment. IDEM issued a NFA for the site in a letter dated February 11, 2011.</p> <p>The site is currently in operation as a filling station. The most recent Underground Storage Tank Inspection Report dated January 10, 2017 identified three (3) USTs registered for use at the facility. The inspection found the facility in compliance with the equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Dispose of excavated soils in accordance with RCRA. * No groundwater extraction wells. * Per ERC use of vapor intrusion control system will be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with soils. * Per ERC use of vapor intrusion control system will be required. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use.
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Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Further Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(1-4d)	Pride's Car Wash	9011785	5519 W. Washington St.	LUST / Institutional Control database AI ID#: 20810 Regulatory ID#: 10020	<p>Two (2) USTs were removed from the site in 1990. Confirmatory soil samples contained concentrations of TPH above applicable IDEM residential screening criteria. A release was reported to IDEM and the facility was assigned incident number 199103064.</p> <p>Between 1991 and 2009 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. Soil samples collected in 1998 contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Soil samples collected since 1998 have been sporadic and have contained concentrations of petroleum chemicals of concern below laboratory detection limits. Groundwater samples collected as recently as 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels.</p> <p>An ERC was recorded on the property deed April 24, 2009. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes and the installation or use of drinking water wells. A NFA has not been issued for the site.</p>	<p>Onsite impacts are present. The site is associated with an ERC restricting residential development. Given the concentrations of previously encountered VOCs in groundwater, further investigation and vapor remediation should be considered for commercial redevelopment. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * No groundwater extraction wells. * Use of vapor mitigation system may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * Contaminated soils would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with soils. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use. * Use of vapor remediation system may be required.
(2-4a)	Smiley's Carwash	9058036	1307 S. High School Rd.	State Cleanup (SCP) - AI ID#: 23426, Regulatory ID#: 0000194	<p>The site was former filling station from 1956 until 1965. The USTs were removed from the site sometime in 1984.</p> <p>A subsurface investigation was conducted in 2002 and revealed petroleum impacts present at the site. An additional subsurface investigation was conducted at the site in October 2003. Soil samples collected at the site contained concentrations of TPH above applicable IDEM residential cleanup guidelines.</p> <p>Between 2003 and 2004 additional subsurface investigations and remediation activities were conducted at the site. The most recent soil and groundwater samples were collected from the site in February 2004. Soil samples collected at the site contained concentrations of TPH below applicable IDEM residential cleanup guidelines with the exception of one sample that contained a concentration of TPH above applicable IDEM residential cleanup guidelines. Groundwater samples collected contained concentrations of BTEX/MTBE below applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the facility in letter dated September 21, 2004.</p>	<p>Further investigation may be required for residential development. Commercial development is acceptable if excavation occurs in this area proper removal and disposal of soil may be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004. Institutional controls such as Environmental Restrictive Covenants may be required.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(1-4c)	BP Amoco	9003273	5709 W. Washington St.	LUST / Institutional Control database A1 ID#: 18712 Regulatory ID#: 1017	<p>The site was a former filling station where three (3) USTs were removed from the site in 2003. Confirmatory soil samples collected following the removal of the USTs contained concentrations of TPH above applicable IDEM cleanup guidelines. Additionally, groundwater contained concentrations of benzene above applicable IDEM residential groundwater tap screening levels. A release was reported to IDEM and the facility assigned incident number 200302502. Between 2003 and 2011 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. The most recent groundwater monitoring sample results collected in February 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap screening levels.</p> <p>An ERC was recorded on the property deed June 28, 2010. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes, the installation or use of drinking water wells, the excavation of soils below 24 inches anywhere identified as the Affected Area, and prohibits the construction of a dwelling or work place at the site unless a vapor intrusion control system is utilized. Additionally, the ERC requires the excavation of asphalt/concrete/gravel present at the site in maintained in a manner so as to protect public health or safety and the environment. IDEM issued a NFA for the site in a letter dated February 11, 2011.</p> <p>The site is currently in operation as a filling station. The most recent Underground Storage Tank Inspection Report dated January 10, 2017 identified three (3) USTs registered for use at the facility. The inspection found the facility in compliance with the equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Dispose of excavated soils in accordance with RCRA. * No groundwater extraction wells. * Per ERC use of vapor intrusion control system will be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with soils. * Per ERC use of vapor intrusion control system will be required. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use.
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Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Further Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(1-4d)	Pride's Car Wash	9011785	5519 W. Washington St.	LUST / Institutional Control database AI ID#: 20810 Regulatory ID#: 10020	<p>Two (2) USTs were removed from the site in 1990. Confirmatory soil samples contained concentrations of TPH above applicable IDEM residential screening criteria. A release was reported to IDEM and the facility was assigned incident number 199103064.</p> <p>Between 1991 and 2009 several subsurface investigations, remediation, and groundwater monitoring activities were conducted at the site. Soil samples collected in 1998 contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Soil samples collected since 1998 have been sporadic and have contained concentrations of petroleum chemicals of concern below laboratory detection limits. Groundwater samples collected as recently as 2009 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels.</p> <p>An ERC was recorded on the property deed April 24, 2009. The ERC prohibits use of the site for residential or daily care purposes, use for agricultural purposes and the installation or use of drinking water wells. A NFA has not been issued for the site.</p>	<p>Onsite impacts are present. The site is associated with an ERC restricting residential development. Given the concentrations of previously encountered VOCs in groundwater, further investigation and vapor remediation should be considered for commercial redevelopment. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * No groundwater extraction wells. * Use of vapor mitigation system may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2011. * Contaminated soils would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with soils. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use. * Use of vapor remediation system may be required.
(2-4a)	Smiley's Carwash	9058036	1307 S. High School Rd.	State Cleanup (SCP) - AI ID#: 23426, Regulatory ID#: 0000194	<p>The site was former filling station from 1956 until 1965. The USTs were removed from the site sometime in 1984.</p> <p>A subsurface investigation was conducted in 2002 and revealed petroleum impacts present at the site. An additional subsurface investigation was conducted at the site in October 2003. Soil samples collected at the site contained concentrations of TPH above applicable IDEM residential cleanup guidelines.</p> <p>Between 2003 and 2004 additional subsurface investigations and remediation activities were conducted at the site. The most recent soil and groundwater samples were collected from the site in February 2004. Soil samples collected at the site contained concentrations of TPH below applicable IDEM residential cleanup guidelines with the exception of one sample that contained a concentration of TPH above applicable IDEM residential cleanup guidelines. Groundwater samples collected contained concentrations of BTEX/MTBE below applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the facility in letter dated September 21, 2004.</p>	<p>Further investigation may be required for residential development. Commercial development is acceptable if excavation occurs in this area proper removal and disposal of soil may be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004. Institutional controls such as Environmental Restrictive Covenants may be required.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(2-4b)	Target T116	9050865	1237 S. High School Rd.	State Cleanup (SCP) AI ID#: 23266 Regulatory ID#: 200308148	<p>The site formerly operated as an automotive repair facility. In 2000, three (3) hydraulic hoists and three (3) 35-gallon hydraulic oil tanks were removed from the site.</p> <p>In August 2003, petroleum impacted soils and groundwater were encountered at the site. A release was reported to IDEM and the facility was assigned incident number 200308148. In 2003 several subsurface investigations and remediation activities were conducted at the site.</p> <p>The most recent sampling event occurred in November 2003. Confirmatory soil samples collected contained concentrations of TPH above applicable IDEM residential screening levels. Additionally, polycyclic aromatic hydrocarbons (PAHs) were encountered at concentrations above applicable IDEM residential soil MTC screening levels.</p> <p>Groundwater was not encountered and therefore was not sampled during the final sampling event. Remaining onsite impacts were located in close proximity to the onsite building structure and additional impacts may be present underneath the onsite structure. IDEM issued a NFA for the facility in a letter dated March 30, 2004.</p>	<p>Onsite soil impacted with PAHs at concentrations above IDEM RCG residential soil MTC screening levels.</p> <p>Last subsurface investigation conducted over 15 years ago, a Phase II Subsurface Investigation is recommended to determine the current status of the site for residential or commercial redevelopment.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2004.
(2-4c)	Goodyear Auto Service Center 6725	9049350	1303 S. High School Rd.	UST database AI ID#: 23725 Regulatory ID#: 22034	<p>One (1) fiberglass used fuel oil UST was removed from the site in June 1996. Confirmatory soil samples collected contained concentrations of TPH below applicable IDEM residential cleanup guidelines. Additional information indicating any spills, leaks or releases associated with the facility were not encountered during this investigation.</p>	<p>No impacts remain onsite at concentrations above IDEM RCG residential screening levels. Residential and commercial development is acceptable.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.
(2-4d)	Carl Ritchie	N/A	Intersection of W. Washington St. & High School Rd.	UST database Regulatory ID#: 21727	<p>A review of the IDEM VFC did not yield any documentation for a facility under the site name or regulatory ID number listed.</p>	<p>No onsite impacts identified. Prior to residential development a Phase II Limited Subsurface Investigation and/or GRP study will be required prior to residential or commercial development.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. The phase I ESA could generate a recommendation for a subsurface investigation and/or GRP study. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation and/or GRP study.


Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Future Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(2-5e)	Mount Olive United Methodist Church	9005866	1449 S. High School Rd.	UST database AI ID#: 21384 Regulatory ID#: 22313	One (1) 5,000 gallon fuel oil UST was registered to the site in 1986. Additional documentation indicating any spills, leaks, releases or the current status of the UST was not encountered during this investigation. A Phase II Environmental Site Assessment and/or GPR study will be necessary.	A Phase II Environmental Site Assessment and/or GPR study will be necessary prior to residential or commercial development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. <p>The Phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study.</p> <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The Phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study.
(2-5f)	Carl Ritchie	9052051	6243 W. Washington Rd.	LUST database AI ID#: 19495 Regulatory ID#: 17935	<p>The site was formerly in operation as a filling station and auto repair facility. In 1991, seven (7) USTs were removed from the site.</p> <p>Confirmatory soil samples collected contained concentrations of TPH above applicable IDEM residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199104510.</p> <p>Between 1991 and 2013, several subsurface investigations, UST removal, and remediation activities were conducted at the site.</p> <p>The most recent soil samples collected along the northwest portion of the site in 2013, contained a concentration of 1,2,4-trimethylbenzene above the applicable IDEM RCG residential soil MTG screening levels. Additional soil samples collected from the site in 2013 also contained concentrations of benzene and naphthalene above applicable IDEM RCG soil MTG screening levels.</p> <p>The most recent groundwater sample collected from the site in 1995, contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor exposure screening levels. IDEM submitted a Further Site Investigation Request for the facility in a letter dated January 22, 2014. Additional information on the current status of the site since 2013 was not encountered during this investigation.</p>	<p>Soil impacted with VOCs at concentrations above IDEM RCG soil MTG screening levels. Groundwater impacted with VOCs above residential groundwater tap and commercial / industrial groundwater vapor exposure levels.</p> <p>A Phase II Environmental Site Assessment is recommended prior to commercial or residential redevelopment. Given the elevated concentrations of VOCs in groundwater, a Vapor Intrusion Study may also be necessary prior to residential or commercial development. Additionally, if excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2013 and 1995. * Dispose of excavated soils in accordance with RCRA. * Institutional controls such as Environmental Restrictive Covenants may be required. * Based on the concentrations of previous groundwater samples, a vapor intrusion study and/or use of a vapor mitigation system may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2013 and 1995. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Based on the concentrations of previous groundwater samples, a vapor intrusion study and/or use of a vapor mitigation system may be required. Institutional controls such as Environmental Restrictive Covenants may be required.

 Contaminated sites without land restrictions
 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)
 Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(2-5g)	Fabric Care Center	9025881	5760 W. Morris St.	<p>VRP / SCP database AI ID#: 16275 Regulatory ID#: 6150101 SCP Regulatory ID#: 20146057</p>	<p>The facility has been in operation as a coin laundry and dry cleaning facility since 1957.</p> <p>IDEM issued a letter dated May 27, 2014 notifying the facility that IDEM was investigating the release or threat of release of hazardous substances at the facility and other adjacent properties after soil and groundwater samples collected from the adjoining property situated at 5720 West Washington Street revealed concentrations of VOCs in soils and groundwater at concentrations above applicable IDEM RCG residential screening levels.</p> <p>In January 2015, the site entered the VRP. Between 2014 and 2017, several subsurface investigations were conducted at the site.</p> <p>The most recent soil samples collected at the site in 2015 contained concentrations of VOCs, specifically PCE at concentrations above applicable IDEM RCG soil MTG screening criteria.</p> <p>The most recent groundwater samples collected in June 2017, contained concentrations of VOCs, specifically PCE at concentrations above applicable IDEM RCG residential groundwater tap screening criteria. Indoor air and sub-slab vapor samples collected in 2017 contained concentrations of VOCs below applicable IDEM residential vapor exposure screening criteria. In a letter dated December 21, 2017, IDEM requested additional groundwater delineation of the secondary located on the southern and downgradient portion of the property. Additional information indicating any investigation conducted since 2017 was not encountered during this investigation.</p>	<p>Soil impacted with PCE above IDEM residential soil MTG screening levels. Groundwater impacted with PCE above residential groundwater tap screening levels. Onsite groundwater impacts have yet to be delineated.</p> <p>A Phase II Environmental Site Assessment is recommended prior to commercial or residential redevelopment. Additionally, if excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Dispose of excavated soils and groundwater in accordance with RCRA. * No groundwater extraction wells. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Dispose of excavated soils and groundwater in accordance with RCRA. * If applicable, based on newly obtained data, request site closure from IDEM. IDEM may require additional site characterization and remediation for residential development.
(2-4a)	Dennis Oil Co.	9005722 9005723 9005727 9005726	1806 Panama Ave.	<p>SCP database AI ID#: 25424 Regulatory ID#: 200803046</p>	<p>The site formerly operated at a petroleum bulk storage facility between 1940 until 1990.</p> <p>During a subsurface investigation conducted in 2006, soils and groundwater impacted with petroleum chemicals of concern above applicable IDEM RCG residential screening levels were encountered. A release was reported to IDEM and the facility was assigned incident number 200803046.</p> <p>Between 2008 and 2015 several subsurface investigations, UST removal activities, remediation activities and groundwater monitoring activities have been conducted at the site.</p> <p>The most recent soil samples collected in September 2009 contained concentrations of benzene above applicable IDEM RCG soil MTG screening levels. TPH was also detected at concentrations above applicable IDEM residential cleanup guidelines.</p> <p>The most recent groundwater monitoring report dated August 21, 2015 identified concentrations of BTEX, MTBE, and naphthalene below laboratory detection limits.</p>	<p>Soil impacted with benzene above applicable IDEM RCG soil MTG screening levels. TPH also present at concentrations above residential cleanup guidelines. Groundwater contains concentrations of BTEX/MTBE and naphthalene below laboratory detection limits.</p> <p>A Phase II Environmental Site Assessment is recommended prior to residential redevelopment. Commercial development is acceptable. Additionally, if excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2015. * Dispose of excavated soils and groundwater in accordance with RCRA. Institutional controls such as Environmental Restrictive Covenants may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2015. * Dispose of excavated soils and groundwater in accordance with RCRA. * If applicable, based on newly obtained data, request site closure from IDEM. IDEM may require additional site characterization and remediation for residential development.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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(2-6b)	Phillips 66 Petroleum	9046942 9042448	6455 W. Washington St.	UST / LUST database AI ID#: 17270 Regulatory ID#: 6499	<p>One (1) underground storage tank site is located on the parcel proposed for redevelopment. The site is a filling station which has been in operation since at least 1979. In October 1996, a release was discovered during subsurface investigation activities. The release was reported to IDEM and the facility was assigned incident number 199609531.</p> <p>In July 1997, four (4) USTs were removed from the site and the building razed. Since 1997, several subsurface investigations, remediation activities and groundwater monitoring activities have been conducted at the site.</p> <p>Historic soil samples collected between 2012 and 2016 contained concentrations of benzene, ethylbenzene, toluene and MTBE at concentrations above applicable IDEM RCG residential soil MTG screening levels. TPH was also detected at concentrations above applicable IDEM residential cleanup guidelines.</p> <p>The most recent groundwater monitoring samples collected September 7, 2017 contained concentrations of benzene and naphthalene at concentrations above IDEM RCG residential groundwater tap and commercial / industrial vapor exposure groundwater screening levels. Additionally, toluene, ethylbenzene, xylenes, and MTBE, was detected at concentrations above applicable IDEM RCG residential groundwater tap screening levels.</p> <p>The site began filling station operations again in circa 2002. Four (4) USTs are currently registered to the facility. A dual phase vacuum extraction remediation system has been installed at the site but was not in operation at the time of the September 2017 sampling event. Quarterly groundwater monitoring activities are currently ongoing.</p>	<p>Site currently under quarterly groundwater monitoring. Soil impacted with BTEX/MTBE at concentrations above IDEM RCG soil MTG screening levels. Current site conditions indicate groundwater impacted with VOCs at concentrations above IDEM residential and commercial/industrial groundwater vapor screening levels.</p> <p>Further investigation and remediation will be required for residential or commercial development. Given the concentrations of previously encountered VOCs, vapor remediation should also be considered for residential or commercial redevelopment. Site development not recommended until the completion of onsite monitoring activities. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development: Active remediation is currently ongoing. Commercial development may be acceptable as long as remediation activities are not interfered with. Institutional controls such as Environmental Restrictive Covenants may be required.</p> <p>For Residential Development: Residential development is not permitted until the completion of onsite remediation activities have indicated onsite impacts are below residential screening levels. Institutional controls such as Environmental Restrictive Covenants may be required.</p>
(2-7a)	Kmart #3251	9037925	6780 W. Washington St.	LUST database AI ID#: 17936 Regulatory ID#: 5003	<p>One (1) 1,000 gallon waste oil UST was removed from the site in August 1993. During the removal, holes were observed in the UST. A release was reported to IDEM and the facility was assigned incident number 199308504. Confirmatory soil samples collected contained TPH below applicable residential cleanup guidelines with the exception of one sample which contained a detectable concentration of TPH slightly above the applicable IDEM residential screening criteria. IDEM issued a NFA for the facility in a letter dated April 13, 2005.</p>	<p>A Phase II Environmental Site Assessment is recommended prior to residential or commercial redevelopment. Additionally, if excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p>
(2-8a)	ATA Airlines	9040280	7337 W. Washington St.	Unknown	<p>A review of the IDEM VFC did not yield any documentation for a facility under the site name listed.</p>	<p>No onsite impacts identified.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p>

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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(3-9a)	Rexnord	9000759	7601 Rockville Rd.	<p>RCRA Generator / TSD Facility / UST databases AI ID#: 10845 Regulatory ID#: IND980614614</p> <p>UST database Regulatory ID#: 7937</p>	<p>The facility is a ball bearing and rollers manufacturer since 1959. The primary source of hazardous waste is generated from black oxide dipping tank skimming, and clean ups. The facility operates under a minor source air permit, storm water permit, and also operates a wastewater treatment permit generating non-hazardous waste sludge. The most recent Industrial/Hazardous Waste inspection conducted on March 22, 2017 found violations at the facility for unmarked universal waste storage. The violation was corrected during the inspection. The most recent Hazardous Waste Handler Identification Form dated February 23, 2017 identified the site as a SQG of ignitable and corrosive waste.</p> <p>Three (3) 10,000 gallon USTs containing cutting oil, paint thinner, and diesel fuel were registered at the site. The USTs were removed from the site 1990. Confirmatory soil samples collected contained concentrations of TPH below laboratory detection limits.</p>	<p>Based on current site operations, a Phase II Environmental Site Assessment is recommended prior to residential or commercial redevelopment. Additionally, remediation may be required for residential development.</p> <p>See Recommendations below.</p>	
(3-9b)	Rexnord	9000759	7601 Rockville Rd.	<p>VRP database AI ID#: 10845 Regulatory ID#: 6971202</p>	<p>The facility has been an active manufacturing facility since 1959.</p> <p>Chlorinated solvents, specifically, 1,1,1-trichloroethane was released in two different locations at the site. Between 1993 and 2010 several subsurface, remediation, and monitoring activities were conducted at the site. A dual phase extraction system with air-sparging and soil vapor extraction was installed at the site in 1996 and 1997.</p> <p>Soil samples collected historically at the site contained concentrations of volatile organic compounds (VOCs), specifically 1,1,1-trichloroethane at concentrations above applicable DEM RCG soil MTG and excavation direct contact screening levels. Other VOCs were detected at concentrations above applicable DEM RCG soil MTG screening levels.</p> <p>Historic groundwater samples have contained concentrations of VOCs, specifically 1,1-dichloroethane, above IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor screening levels. Other VOCs were detected in groundwater at concentrations above applicable IDEM RCG residential groundwater tap and residential groundwater vapor screening levels.</p> <p>An ERC was recorded on the property deed February 27, 2013. The ERC prohibits the use of the site for residential or daily care purposes, the use or extraction of groundwater at the site, the excavation of soils at a depth greater</p>	<p>Onsite impacts present. Soils impacted with VOCs above IDEM soil MTG and excavation direct contact screening levels. Groundwater impacted with VOCs IDEM RCG residential groundwater tap and commercial/industrial groundwater vapor screening levels. Other VOCs were detected in groundwater at concentrations above applicable IDEM RCG residential groundwater tap and residential groundwater vapor screening levels.</p> <p>The site is associated with an ERC restricting residential development. ERC also restrictive excavation of soils at a depth greater than 12 feet within the subject area and requires all disturbed soils are restored in a manner that onsite contaminant concentrations do not present a threat to human health or the environment. The ERC requires the site to operate and maintain the soil vapor extraction system, sub-slab depressurization, or equivalent, so as to protect the functional integrity in accordance with the Operation and Maintenance Plan dated June 2013. The Owner must notify IDEM at least 60 days before disturbing soils at the facility and at least fifteen days before conducting work which may disturb the onsite</p> <p>For Commercial/Industrial Development: Groundwater is being monitored at site on an annual basis.</p> <ul style="list-style-type: none"> * Dispose of excavated soils and groundwater in accordance with RCRA. * No groundwater extraction wells. * Per ERC use of vapor intrusion control system will be required. * Per ERC must notify IDEM at least 60 days prior to disturbing any soils at the facility, or at least 15 day before conducting work which may interfere with the onsite engineered controls. <p>For Residential Development:</p>	

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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				<p>than 12 feet within the subject area, and the use of the site for agricultural purposes. The ERC also requires all disturbed soils are restored in a manner that onsite contaminant concentrations do not present a threat to human health or the environment, the site must operate and maintain the soil vapor extraction system, sub-slab depressurization, or equivalent, so as to protect the functional integrity in accordance with the Operation and Maintenance Plan dated June 2013; the Owner must notify DEM at least 60 days before disturbing soils at the facility and at least fifteen days before conducting work which may disturb the onsite engineered controls, the Owner must maintain the integrity of the existing building slab which serves as an engineered barrier to prevent direct contact with the underlying soils and shall prohibit any activities on-site which may interfere with the groundwater monitoring network. The groundwater at the site is currently being monitored on an annual basis.</p> <p>The most recent Annual Monitoring and Remediation Report dated February 2017 contained concentrations of VOCs, specifically 1,1-dichloroethene, cis-1,2-dichloroethene, and vinyl chloride above applicable DEM/RCG residential groundwater tap and commercial/industrial groundwater vapor screening levels. Groundwater monitoring activities are currently on-going.</p>	<p>engined controls, the Owner must maintain the integrity of the existing building slab which serves as an engineered barrier to prevent direct contact with the underlying soils and shall prohibit any activities on-site which may interfere with the groundwater monitoring network.</p> <p>Site currently in operation as industrial facility with a soil vapor extraction remediation system in operation.</p> <p>Further investigation and remediation may be required for residential development.</p> <p>Percal may be acceptable for commercial development as long as a vapor intrusion control system is utilized. If excavation occurs in the area for proper removal and disposal of soil and/or groundwater will be necessary.</p>	<ul style="list-style-type: none"> * ERC currently prohibits use of the site for residential purposes. * Contaminated soils and groundwater would need to be excavated and disposed of, or the site capped with an impervious surface to prevent contact with soils. * Per ERC use of vapor intrusion control system will be required. * Upon completion of current onsite monitoring and remediation activities renegotiate ERC with DEM, which may require full site characterization and remedial action plan for residential use.
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Site Specific Environmental Concerns Summary Table 2-1

(3c)	Quemetco	9044465	7870 W. Morris St. 7871 W. Morris St.	RCRA Generator / TSD Facility AI ID#: 11528 Regulatory ID#: 7963 UST database AI ID#: 11528 Regulatory ID#: 7963	The facility has been issued a hazardous waste permit for container storage for incoming lead-bearing wastes and materials. The facility receives a variety of used batteries and other lead sources. The majority of these batteries are lead acid batteries. Nickel and lithium are segregated, repackaged, manifested, and sent off to other facilities for further treatment. After the inspection and separation of these batteries, the lead acid batteries go to the wrecker, separation of the plastic chips, casting, and production process. Their process generates plastic chips which are washed until sample results are non-hazardous for lead. The chips are then sent offsite to be reclaimed. Electric arc furnace (EAF) slag is also generated. The slag is cooled, sampled, and managed as either hazardous or nonhazardous waste. In addition to batteries, the facilities also accept lead bearing waste, such as baghouses containing lead from their regular customers. These baghouses are cut into pieces before being put on the conveyor and fed into the blast furnace. Construction debris and PPE from production and maintenance, concrete replacement, and brick from furnaces are sources of hazardous waste generation. No violations were observed during the Industrial/Hazardous Waste Inspection conducted at the facility December 29, 2017. Three (3) diesel USTs, one (1) 10,000 gallon and two (2) 30,000 gallon USTs were registered at the site in 1986. General correspondence between Quemetco and IDEM indicate the USTs were removed from the site sometime prior to 1992. Documentation indicating any spills, releases or leaks associated with the USTs were not encountered during this investigation.	Based on current site operations, a Phase II Environmental Site Assessment and/or GPR Study is recommended prior to residential or commercial redevelopment. Additionally, remediation may be required for residential development.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. <p>The phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study. Institutional controls such as Environmental Restrictive Covenants may be required.</p> <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study. * Additional remediation may be required for residential development. Institutional controls such as Environmental Restrictive Covenants may be required.
(4-10)	Unnamed Parcels	9048341 90064937	7700 W. Washington St. 7777 W. Washington St.	Not listed in the IDEM VFC	Based on an aerial review, the site appears to be greenspace.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
(4-11)	Unnamed Parcels	9006256 9006257 9031817 9012066	8226 W. Washington St. 8218 W. Washington St. 8120 W. Washington St. 8018 W. Washington St.	Not listed in the IDEM VFC	Based on an aerial review, the site appears to be agricultural with one commercial property.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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(4-12)	Unnamed Parcels	9003157	8316 W. Washington St.	Not listed in the IDEM VFC commercial property.	Based on an aerial review, the site appears to be agricultural with one commercial property.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
		9050068	8771 Westpointe Dr.				
(4-13)	Unnamed Parcels	9011581	1005 S. Bridgeport Rd.	Not listed in the IDEM VFC	Based on an aerial review, the site appears to be agricultural.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
		9032495	8514 W. Washington St.				
(4-14b)	Shidler Auto Center / Clearmount Body Shop	9008494	8516 W. Washington St.	UST database AI ID# 21105 Regulatory DF 2646	Two (2) gasoline USTs were registered at the site in 1986. The USTs were removed from the site in December 1988. Documentation indicating any confirmatory soil or groundwater samples collected following removal activities was not encountered during this inspection. Additionally, any information indicating any spills, leaks, or releases associated with the USTs was not encountered during this investigation.	Based on site operations a Phase II Environmental Site Assessment and/or GPR study will be necessary prior to commercial or residential redevelopment.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. <p>The phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study.</p> <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation and/or GPR study. * Additional remediation may be required for residential development.
		9014564	8538 W. Washington St.				
(4-14b)	Unnamed Parcels	9014565	8538 W. Washington St.	Not listed in the IDEM VFC	Based on an aerial review, the sites appear associated with auto repair or auto sales operations.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)


Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(4-14c)	Marcel's Imported Used Cars	9001394	8616 W. Washington St.	HW Generator AI ID# 106619	On November 8, 2012, IDEM received a complaint the facility was in operation as a unregulated salvage yard. A inspection was conducted December 12, 2012 at the facility. The facility operates as an auto repair and used auto sales lot. The facility had two 55-gallon containers unlabeled for used waste oil storage. The violation was corrected at the time of the inspection.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
(4-14d)	Old Bridgeport School	9006571	8650 W. Washington St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for a facility under the site name or regulatory ID number listed.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
(4-14e)	Unnamed Parcels	9003341	2005 S. Bridgeport Rd.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be mostly agricultural with paved roadways.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
(4-15a)	Vacant Residence	9000815	8501 W. Washington St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be mostly woody greenspace.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation

 Contaminated sites without land restrictions

 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

 Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(4-15b)	Unnamed Parcels	9027899	8501 W. Washington St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be mostly greenspace with one billboard onsite.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
		9006277	8517 W. Washington St.				
		9031589	8509 W. Washington St.				
		9010822	8623 W. Washington St.				
		9007641					
(4-16)	Unnamed Parcels	9058196	8623 W. Washington St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be mostly agricultural with a few residences.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
		90000649	909 S. Bridgeport Rd.				
		9051753	1004 S. Bridgeport Rd.				
		9031812	1002 S. Bridgeport Rd.				
(4-17a)	Unnamed Parcels	9011569	8823 W. Washington St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be partially developed with a few commercial properties.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
		9048662	8913 W. Washington St.				

Contaminated sites without land restrictions
 Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)
 Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(4.1.7b)	Unnamed Parcels	90000879	2425 Porter St.	Not listed in the IDEM VFC	A review of the IDEM VFC did not yield any documentation for the facilities. Based on an aerial review, the sites appear to be associated with an auto repair / salvage or auto sales facility. A general internet search also revealed portions of the parcel located at 2425 Porter Street in operation as Evergreen Eagle, an automotive repair shop.	No onsite impacts identified.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation
(4.1.8a)	Former C & E Rental Site	9001081	9001 W. Washington St.	LUST database AI ID#: 21185 Regulatory ID#: 22477	<p>The site was formerly in operation as a filling station from the 1950s until the early 1970s. Three (3) USTs were closed in place and filled with gravel in the 1970s. A total of five (5) USTs were removed from the site in 1997. Petroleum impacted soils were encountered at the site during UST removal activities. A release was reported to IDEM and the facility was assigned incident number 199704009.</p> <p>Between 1997 and 2017, several subsurface, remediation, and groundwater monitoring activities were conducted at the site.</p> <p>The most recent soil samples collected from the site in November 2017 contained concentrations of VOCs, specifically tetrachloroethene (PCE) and trichloroethene (TCE) above the applicable IDEM RCG soil MTG screening levels. All other VOCs were detected at concentrations below the IDEM RCG soil MTG screening levels.</p> <p>The most recent Groundwater Sampling Report dated May 10, 2017 contained concentrations of VOCs below IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the facility in a letter dated August 15, 2017 considering the current commercial use of the property.</p>	<p>Onsite soils impacted with PCE and TCE remain at the site at concentrations above IDEM RCG soil MTG screening levels. Groundwater VOCs detected at concentrations below IDEM residential groundwater tap screening levels.</p> <p>The site is associated with a NFA based on the current commercial use of the property.</p> <p>Further investigation and remediation may be required for residential development. Commercial development is acceptable. If excavation occurs in this area proper removal and disposal soil will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(4-18b)	Indianapolis Airport Authority	9001081	9027 W. Washington St.	<p>LUST database AI ID#: 21129 Regulatory ID#: 22009</p> <p>The site was formerly in use as a filling station. An initial subsurface investigation was conducted at the site in 1996. Soil samples collected during the investigation contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Groundwater contained concentrations of benzene above applicable IDEM RCRA residential groundwater tap screening criteria. A release was reported to IDEM and the facility was assigned incident number 199601548. Three gasoline USTs and approximately 1,250 cubic yards of petroleum impact investigation was conducted at the site in May 2006. Soils contained concentrations of TPH below applicable IDEM cleanup guidelines. Groundwater collected at the site was non-detect for VOCs and SVOCs. IDEM issued a NFA for the facility in a letter dated August 17, 2002 based on the current commercial use of the property.</p>	<p>No contamination remaining onsite above applicable IDEM RCRA residential screening levels or Cleanup Guidelines.</p> <p>Development for commercial purposes is appropriate.</p> <p>Further investigation and remediation may be required for residential development.</p>	<p>For Commercial/Industrial Development: NFA issued for the site based on the current commercial use of the site.</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use.
(4-18c)	Central Baptist Church	9009229	9039 W. Washington St.	<p>Not Applicable</p> <p>A review of the IDEM VFC, did not yield any documentation on the facility other than drinking water compliance documentation.</p>	<p>No onsite impacts identified. A Phase I Environmental Site Assessment is recommended prior to commercial or residential development. A Limited Subsurface Investigation is required prior to residential development.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.
(4-18d)	Unnamed Parcel	9009234	9041 W. Washington St.	<p>Not Applicable</p> <p>A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be greenspace or agricultural.</p>	<p>No onsite impacts identified. A Phase I Environmental Site Assessment is recommended prior to commercial or residential development. A Limited Subsurface Investigation is required prior to residential development.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(4-18b)	Indianapolis Airport Authority	9001081	9027 W. Washington St.	<p>LUST database AI ID#: 21129 Regulatory ID#: 22009</p> <p>The site was formerly in use as a filling station. An initial subsurface investigation was conducted at the site in 1996. Soil samples collected during the investigation contained concentrations of TPH above applicable IDEM residential cleanup guidelines. Groundwater contained concentrations of benzene above applicable IDEM RCRA residential groundwater tap screening criteria. A release was reported to IDEM and the facility was assigned incident number 199601548. Three gasoline USTs and approximately 1,250 cubic yards of petroleum impact soils were removed from the site in May 1997. The most recent subsurface investigation was conducted at the site in May 2006. Soils contained concentrations of TPH below applicable IDEM cleanup guidelines. Groundwater collected at the site was non-detect for VOCs and SVOCs. IDEM issued a NFA for the facility in a letter dated August 17, 2002 based on the current commercial use of the property.</p>	<p>No contamination remaining onsite above applicable IDEM RCRA residential screening levels or Cleanup Guidelines.</p> <p>Development for commercial purposes is appropriate.</p> <p>Further investigation and remediation may be required for residential development.</p>	<p>For Commercial/Industrial Development: NFA issued for this site based on the current commercial use of the site.</p> <p>* Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation</p> <p>* Contaminated soils would need to be excavated and disposed of in accordance with RCRA.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>* Contaminated soils would need to be excavated and disposed of in accordance with RCRA.</p> <p>* Renegotiate ERC with IDEM, which may require full site characterization and remedial action plan for residential use.</p>
(4-18c)	Central Baptist Church	9009229	9039 W. Washington St.	<p>Not Applicable</p> <p>A review of the IDEM VFC, did not yield any documentation on the facility other than drinking water compliance documentation.</p>	<p>No onsite impacts identified. A Phase I Environmental Site Assessment is recommended prior to commercial or residential development. A Limited Subsurface Investigation is required prior to residential development.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p>
(4-18d)	Unnamed Parcel	9009234	9041 W. Washington St.	<p>Not Applicable</p> <p>A review of the IDEM VFC did not yield any documentation for the facility. Based on an aerial review, the parcel appears to be greenspace or agricultural.</p>	<p>No onsite impacts identified. A Phase I Environmental Site Assessment is recommended prior to commercial or residential development. A Limited Subsurface Investigation is required prior to residential development.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* The phase I ESA could generate a recommendation for a subsurface investigation.</p>

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Future Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(S-19a)	Budget Rent-A-Car	9058318 9058741	6150 W. Minnesota St. 7800 Col. H. Weir Cook Memorial Dr.	LUST database A1 ID#: 11371 Regulatory ID#: 4227	<p>The site was a former car rental facility. An initial gasoline release was discovered and reported to IDEM in 1989. The facility was assigned incident numbers 8901012 and 8901068. Approximately 23,350 gallons of gasoline were released over a 6 month period at the site. Between 1989 and 1991 several remediation activities were conducted at this site. Soils and groundwater samples contained concentrations of TPH above the applicable IDEM residential cleanup guidelines.</p> <p>In 1993, two USTs were removed from the site. Confirmatory soil and groundwater samples contained concentrations of TPH, BTEX, PAHs and metals above residential screening levels. A release was reported to IDEM and the facility assigned incident number 9310535.</p> <p>Subsurface investigations and remediation activities have been conducted at the site since 1989.</p> <p>The most recent soil data collected in 2007 contained concentrations of benzene, 1,2,4-trimethylbenzene, and xylenes above IDEM RCG soil MTG and residential direct contact screening levels. Ethylbenzene, MTBE, toluene, and 1,3,5-trimethylbenzene were encountered at concentrations above applicable IDEM RCG soil MTG screening levels.</p> <p>The most recent groundwater samples collected in December 2015 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels. Naphthalene was detected at concentrations above IDEM RCG residential groundwater tap screening levels. A corrective action plan dated January 18, 2016 was submitted for the site.</p>	<p>Onsite impacts are present. Soils impacted with VOCs at concentrations above IDEM RCG soil MTG and residential direct contact screening levels.</p> <p>Groundwater impacted with naphthalene at concentrations above IDEM RCG groundwater tap screening levels. Benzene also encountered at concentrations above IDEM RCG residential groundwater tap and commercial/industrial vapor exposure screening levels.</p> <p>Active remediation and groundwater monitoring currently ongoing. Commercial development may be acceptable; however current remediation activities cannot be impacted.</p> <p>Residential development will not be permitted until remediation and monitoring activities at the site are completed and onsite impacts are below applicable IDEM RCG residential screening levels.</p>	<p>For Commercial/Industrial Development: Active remediation is currently ongoing. Commercial development may be acceptable as long as remediation activities are not interfered with.</p> <p>*Waste characterization for disposal of any soils generated during redevelopment.</p> <p>* Disposed of impacted soils and groundwater in accordance with RCRA.</p> <p>For Residential Development: Residential development is not permitted until the completion of onsite remediation activities have indicated onsite impacts are below applicable IDEM RCG residential screening levels. Institutional controls such as Environmental Restrictive Covenants may be required.</p>
(S-19b)	Dollar-Rent-A-Car	9058314 9000003	6175 W. Minnesota St. / 7800 Col. H. Weir Cook Memorial Dr.	LUST database A1 ID#: 1487 Regulatory ID#: 19599	<p>In 1998 one (1) 10,000 gallon gasoline UST was removed and replaced at the site. During the UST removal petroleum impacted soils and groundwater was encountered. A release was reported to IDEM and the facility was assigned incident number 199810557.</p> <p>An additional 10,000 gallon gasoline UST was removed from the site in 2009. Between 2000 and 2012, several subsurface investigations and remediation activities have been conducted at this site. Soil samples collected in 2009 contained concentrations of TPH, BTEX, MTBE below applicable IDEM RCG screening levels. However, the most recent excavated soil samples collected in 2012 contained concentrations of benzene and MTBE at concentrations above applicable IDEM RCG soil MTG screening levels.</p> <p>Groundwater samples collected as recently as 2013 contained concentrations of BTEX and MTBE at concentrations below laboratory detection limits or below applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the site in a letter dated August 25, 2014.</p>	<p>Soil contamination remains at the site at concentrations above soil MTG screening criteria.</p> <p>Further investigation maybe required for residential development. Commercial development is appropriate.</p>	<p>For Commercial/Industrial Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2013.</p> <p>* Dispose of excavated soils in accordance with RCRA.</p> <p>For Residential Development: * Conduct a Phase I ESA as typically required in commercial property transactions.</p> <p>* Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2013.</p> <p>* Contaminated soils would need to be excavated and disposed of in accordance with RCRA.</p>

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(S-19c)	Cassidy & Son Inc.	9006096	1818/1913 S. High School Rd.	LUST database AI ID#: 21820 Regulatory ID#: 5150	<p>Four (4) USTs were removed from the site in 1992. During the UST removal petroleum impacted soils were encountered. A release was reported to IDEM and the facility was assigned incident number 9212530. Petroleum impacted soils and groundwater were collected and removed from the site. Confirmatory soil samples contained concentrations of petroleum chemicals of concern below IDEM residential closure guidelines.</p> <p>Two (2) USTs were removed from the site in 1993. Confirmatory soil samples contained concentrations of TPH below residential cleanup guidelines. Groundwater samples collected contained concentrations of BTEX below applicable IDEM RCG residential groundwater tap screening levels. A NFA was issued to the site in a letter dated October 5, 1998.</p>	No contamination remaining onsite above applicable IDEM RCG residential screening levels or Cleanup Guidelines.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation.
(S-19d)	BP Facility 79202	9000003	2155 / 2165 S. High School Rd / 7800 Col. H. Weir Cook Memorial Dr.	LUST database AI ID#: 22628 Regulatory ID#: 24472	<p>The facility operated as a filling station sometime between 1999 until 2009.</p> <p>Three (3) USTs were removed from the site in 2010. Confirmatory soil samples collected in February 2010 contained concentrations of TPH above residential cleanup guidelines. Benzene and naphthalene was also detected at concentrations above applicable IDEM RCG residential soil MTG screening levels.</p> <p>Groundwater samples collected contained concentrations of TPH below residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident numbers 201002309 and 2010002308.</p> <p>IDEM issued A NFA for the site in a letter dated June 14, 2011.</p>	<p>Soil Impacted with TPH above residential cleanup guidelines. Benzene and naphthalene detected at concentrations above applicable IDEM RCG residential soil MTG screening levels.</p> <p>Further investigation maybe required for residential development. Commercial development is appropriate.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Dispose of excavated soils in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Additional remediation may be required for residential development. Institutional controls such as Environmental Restrictive Covenants may be required.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(5-9c)	National Rent-A-Car	9005026	6100 W. Raymond St. / 7800 Col. H. Weir Cook Memorial Dr.	<p>Two (2) USTs were removed from the site in 1990, during the UST removal petroleum impacted soil and groundwater was encountered. In 2003, a leak was detected in the remaining onsite UST. A release was reported to IDEM and the facility was assigned incident number 200307208.</p> <p>One (1) additional UST was removed from the site in 2010.</p> <p>Between 2002 and 2010 several subsurface investigations were conducted at the site.</p> <p>The most recent soil samples collected in July 2010 contained concentrations of benzene and MTBE above applicable IDEM RCG residential soil MTG screening levels.</p> <p>Groundwater collected in 2010 did not contain any chemicals of concern above applicable IDEM RCG residential groundwater tap screening levels.</p> <p>IDEM issued a NFA for the facility in a letter dated June 8, 2010, after determining remaining onsite soil impacts were not leaching into the groundwater.</p> <p>Additionally, in a letter dated August 30, 2010, identifies UST(s) were temporary closed at the site prior to August 1, 2009. Documentation indicating the closure status of the onsite UST/USTs after 2010 was not encountered during this investigation. USTs may be present at the site.</p>	<p>Soil impacted with benzene and MTBE above applicable IDEM RCG residential soil MTG screening levels.</p> <p>Due to the potential presence of UST/USTs temporarily closed at the facility, a phase II Environmental Site Assessment and/or GPR study will be necessary prior to redevelopment activities. Additionally, remediation may be required for residential development. Commercial development acceptable.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * A GPR study may be required to identify onsite USTs previously registered to the facility. * Dispose of excavated soils in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * A GPR study may be required to identify onsite USTs previously registered to the facility. * Additional remediation may be required for residential development.
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Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(S-19)	Indianapolis Police Department Airport Hanger	9013940	6700 Pierson Dr. / 7800 Col. H. Weir Cook Memorial Dr.	LUST database AI ID#: 19354 Regulatory ID#: 22078	One 550-gallon used oil tank removed in 1998. Confirmatory samples collected contained TPH at a concentration above applicable IDEM residential cleanup guidelines. Approximately 25 cubic yards of petroleum impacted soils was removed from the site. Confirmatory soil sample collected following over excavation contained TPH at a concentration below applicable IDEM residential cleanup guidelines.	No contamination remaining onsite above applicable IDEM RCG residential screening levels or Cleanup Guidelines. Development for commercial or residential purposes is appropriate.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. * Additional investigation may be required for residential development
(S-19g)	Holiday Inn Airport	9012934 9048190	2501 S. High School Rd.	LUST database AI ID#: 21742 Regulatory ID#: 19595	<p>The facility was a former filling station between 1960 and 1974.</p> <p>One (1) 8,000 gallon UST was removed from the site in 1993. A release associated with the 1993 removal was not reported to IDEM until 1995 when the facility was assigned incident number 199506524. The initial site characterization conducted at the site in 1995 contained soils impacted with concentrations of TPH above applicable residential cleanup guidelines. Additionally, BTEX was detected in groundwater at concentrations above applicable IDEM residential groundwater tap and commercial/industrial groundwater vapor exposure screening limits.</p> <p>Between 1995 until 2011 several subsurface investigations and remediation activities were conducted at the site.</p> <p>The most recent soil samples collected at the site in 2006, contained concentrations of TPH above residential cleanup guidelines. Additionally, benzene, toluene, and xylenes was detected at a concentration above IDEM RCG soil MTG and excavation direct contact screening levels. Ethylbenzene was encountered at a concentration above applicable IDEM RCG soil MTG screening levels.</p> <p>The most recent groundwater samples collected in November 2010 contained concentrations of BTEX and MTBE below laboratory detection limits or below applicable IDEM RCG residential groundwater tap screening levels. IDEM issued a NFA for the facility in a letter dated December 7, 2011.</p>	<p>Soil contamination remains at the site at concentrations above soil MTG and excavation direct contact screening criteria.</p> <p>Further investigation and remediation may be required for residential development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. * Dispose of excavated soils in accordance with RCRA <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * The phase I ESA could generate a recommendation for a subsurface investigation. * Dispose of excavated soils in accordance with RCRA * Additional remediation may be required for residential development.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Future Action (NFA)

Sites with no prior land use restrictions

Site Specific Environmental Concerns Summary Table 2-1

(5-19)	Combs Gates Bldg 3	9058313	6390 Turner Dr.	LUST database AI ID#: 11054 Regulatory ID#: 3380	<p>The site is associated with several releases and incident numbers originating as early as 1989. LUST incident numbers: 198905081, 199002522, 199410509, 199001549, and 199410510 (FIDs: 3380, 4214, 4215, 4216 and 4217. FIDs 3378, 3380, 4214 are related to incident 198905081 associated with a release of P-4 military jet fuel originating from an above ground plumbing malfunction. FIDs 3380 & 4214 are associated with two (2) 7,500 gallon heating oil USTs and one (1) 10,000 gallon aviation gasoline tank. Soil and groundwater impacted with various chemicals of concern above applicable IDEM RCG residential screening levels have been reported across the entire facility.</p> <p>IDEM issued a NFA for the site in a letter dated February 16, 2017. The NFA identifies soils impacted with BTEX, PAHs, and MTBE above IDEM RCG residential soil MTG screening criteria and below residential groundwater direct contact screening levels. Groundwater contained concentrations of BTEX, PAHs, and MTBE below residential groundwater tap screening levels.</p>	<p>For Commercial/Industrial Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *The Phase I ESA could generate a recommendation for a subsurface investigation. *Dispose of excavated soils in accordance with RCRA. Institutional controls such as Environmental Restrictive Covenants may be required.</p> <p>For Residential Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *The Phase I ESA could generate a recommendation for a subsurface investigation. *Dispose of excavated soils in accordance with RCRA. *Additional remediation may be required for residential development. Institutional controls such as Environmental Restrictive Covenants may be required.</p>
					<p>Onsite soils are impacted with BTEX, PAHs, and MTBE above IDEM RCG residential soil MTG screening levels. Soil contamination remains at the site at concentrations above soil MTG screening criteria.</p> <p>Further investigation and remediation may be required for residential development. Commercial development is appropriate. If excavation occurs in this area proper removal and disposal of soil will be necessary.</p>	<p>For Commercial/Industrial Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. *A GPR study may be required to identify onsite USTs previously registered to the facility. *Dispose of excavated soils in accordance with RCRA.</p> <p>For Residential Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. *Contaminated soils would need to be excavated and disposed of in accordance with RCRA. *A GPR study may be required to identify onsite USTs previously registered to the facility. *Additional remediation may be required for residential development.</p>
(5-19)	AMR Combs International	9001346	2632/2638 S. Cargo Dr. / 7800 Col. H. Weir Cook Memorial Dr.	LUST database AI ID#: 10522 Regulatory ID#: 4215/4216	<p>One (1) 500 gallon waste oil UST was removed from the site in 1990. During the UST removal soil impacted with TPH above residential cleanup guidelines. A release was reported to IDEM and the facility was assigned incident number 199002522. Groundwater was impacted with TPH, lead, and PAHs above IDEM RCG residential groundwater tap screening levels.</p> <p>Several additional investigations were conducted in 1994, where soil and groundwater impacted with petroleum impacts above applicable IDEM residential screening levels. IDEM assigned additional incident numbers 199410509 and 199410510 to the facility.</p> <p>Between 1994 until 2014, several subsurface investigations and remediation activities were conducted at the site.</p> <p>The most recent soil samples collected at the site in 2008 contained concentrations of naphthalene above applicable IDEM RCG residential soil MTG tap screening levels.</p> <p>Groundwater samples collected as recently as 2008 contained concentrations of TPH above residential groundwater cleanup guidelines. Additionally, PAHs were encountered at concentrations above applicable IDEM residential groundwater tap screening levels. Any information detailing any additional subsurface investigations conducted after 2008 was not encountered during this investigation.</p> <p>Four USTs were registered for use at the facility in 2015. According to the most recent Underground Storage Tank Inspection Report dated July 30, 2015, one (1) 20,000 gallon containing aviation fuel, one (1) 20,000 gallon jet fuel UST, one (1) 4,000 gallon diesel UST, and one (1) 15,000 gallon jet fuel UST were present at the site for inspection. The facility presented compliance needs and UST system recommendations.</p> <p>According to the IDEM Inspector the facility needed to provide a notification form for additional adjoining tank facilities.</p>	<p>For Commercial/Industrial Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. *A GPR study may be required to identify onsite USTs previously registered to the facility. *Dispose of excavated soils in accordance with RCRA.</p> <p>For Residential Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. *Contaminated soils would need to be excavated and disposed of in accordance with RCRA. *A GPR study may be required to identify onsite USTs previously registered to the facility. *Additional remediation may be required for residential development.</p>
					<p>Soil impacted with concentrations of naphthalene above applicable IDEM RCG residential soil MTG tap screening levels remain at the site.</p> <p>Groundwater impacted with PAHs at concentrations above applicable IDEM RCG residential groundwater tap screening levels. TPH also detected in groundwater at concentrations above residential groundwater cleanup guidelines.</p> <p>Due to the potential presence of UST/USTs previously registered at the facility as recently as 2015, a Phase I Environmental Site Assessment and/or GPR study will be necessary prior to residential redevelopment activities.</p> <p>Commercial development appropriate. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary. Additionally remediation may be required for residential development.</p>	<p>For Commercial/Industrial Development: *Conduct a Phase I ESA as typically required in commercial property transactions. *Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. *Contaminated soils would need to be excavated and disposed of in accordance with RCRA. *A GPR study may be required to identify onsite USTs previously registered to the facility. *Additional remediation may be required for residential development.</p>

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC), No Further Action (NFA)

Sites with no prior land use restrictions

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Site Specific Environmental Concerns Summary Table 2-1

(5-19)	Unnamed Parcel	9000593	7800 Col. H. Weir Cook Memorial Dr.	Not Applicable	A review of the IDEM VOC yielded numerous airport facilities listed at this address. The facilities are scattered throughout the parcel with the majority of facilities present south of the parcel boundary. Several documents on file for the facility are for USIs removed between 1989 and the mid 1990s. Documentation indicating exact locations where these USIs were removed was not encountered during this investigation. Based on an aerial review, the parcel appears to be commercial or industrial space associated with the airport facility.	Assume onsite soil and groundwater impacts are potentially present. A Phase II Environmental Site Assessment is recommended prior to commercial or residential redevelopment.	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. Institutional controls such as Environmental Restrictive Covenants may be required. * Dispose of excavated soils in accordance with RCRA. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2010. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Additional remediation may be required for residential development. Institutional controls such as Environmental Restrictive Covenants may be required.
	Hertz Indianapolis	9000593	2621 / 2920 / 2624 S. High School Rd. / 7800 Col. H. Weir Cook Memorial Dr.	<p>LUST database A1 ID#: 10910 Regulatory ID#: 4219</p>	<p>Two (2) 10,000 gallon gasoline USIs were removed from the site. Soils impacted with petroleum chemicals of concern were encountered, a release was reported to IDEM and the facility was assigned incident number 200003506. Several subsurface and remediation activities were conducted at the site between 2000 and 2011.</p> <p>The most recent soil samples collected in 2009, contained concentrations of TPH above residential and industrial cleanup guidelines.</p> <p>The most recent groundwater samples collected in November 2011 contained concentrations of benzene above applicable IDEM RCG residential groundwater tap and residential groundwater vapor exposure screening levels.</p> <p>IDEM issued a NFA for the facility in a letter dated July 13, 2012.</p> <p>Additionally, two (2) 10,000 gallon gasoline USIs were removed from the site in 2016. Confirmatory soil samples contained concentrations of methylene chloride, a common laboratory artifact at concentrations above applicable IDEM RCG residential soil MTG screening levels. No other VOCs were detected in the soil samples collected. Groundwater samples collected contained concentrations of naphthalene above applicable IDEM RCG residential groundwater tap screening levels. No other VOCs were detected above applicable screening levels.</p>	<p>Soil contamination remains present at the site at concentrations above soil MTG screening levels.</p> <p>Groundwater at the site is impacted with benzene at concentrations above applicable IDEM RCG residential groundwater tap and residential vapor exposure screening levels. Naphthalene as recently as 2016 was encountered at the facility at concentrations above IDEM RCG residential groundwater tap screening levels.</p> <p>Further investigation and remediation may be required for residential or commercial development. If excavation occurs in this area proper removal and disposal of soil and/or groundwater will be necessary.</p>	<p>For Commercial/Industrial Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2016. * Dispose of excavated soils in accordance with RCRA. * Conduct vapor intrusion study of site. Institutional controls such as Environmental Restrictive Covenants may be required. <p>For Residential Development:</p> <ul style="list-style-type: none"> * Conduct a Phase I ESA as typically required in commercial property transactions. * Conduct subsurface site investigation to determine current soil and groundwater conditions. Last investigation conducted in 2016. * Contaminated soils would need to be excavated and disposed of in accordance with RCRA. * Conduct vapor intrusion study of site. * Additional remediation may be required for residential development. Institutional controls such as Environmental Restrictive Covenants may be required.

Contaminated sites without land restrictions

Sites with land use restrictions Environmental Restrictive Covenant (ERC) No Future Action (NFA)

Sites with no prior land use restrictions

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EXHIBIT C

Subarea Exhibits

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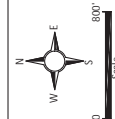
Source: <http://maps.indiana.edu/>

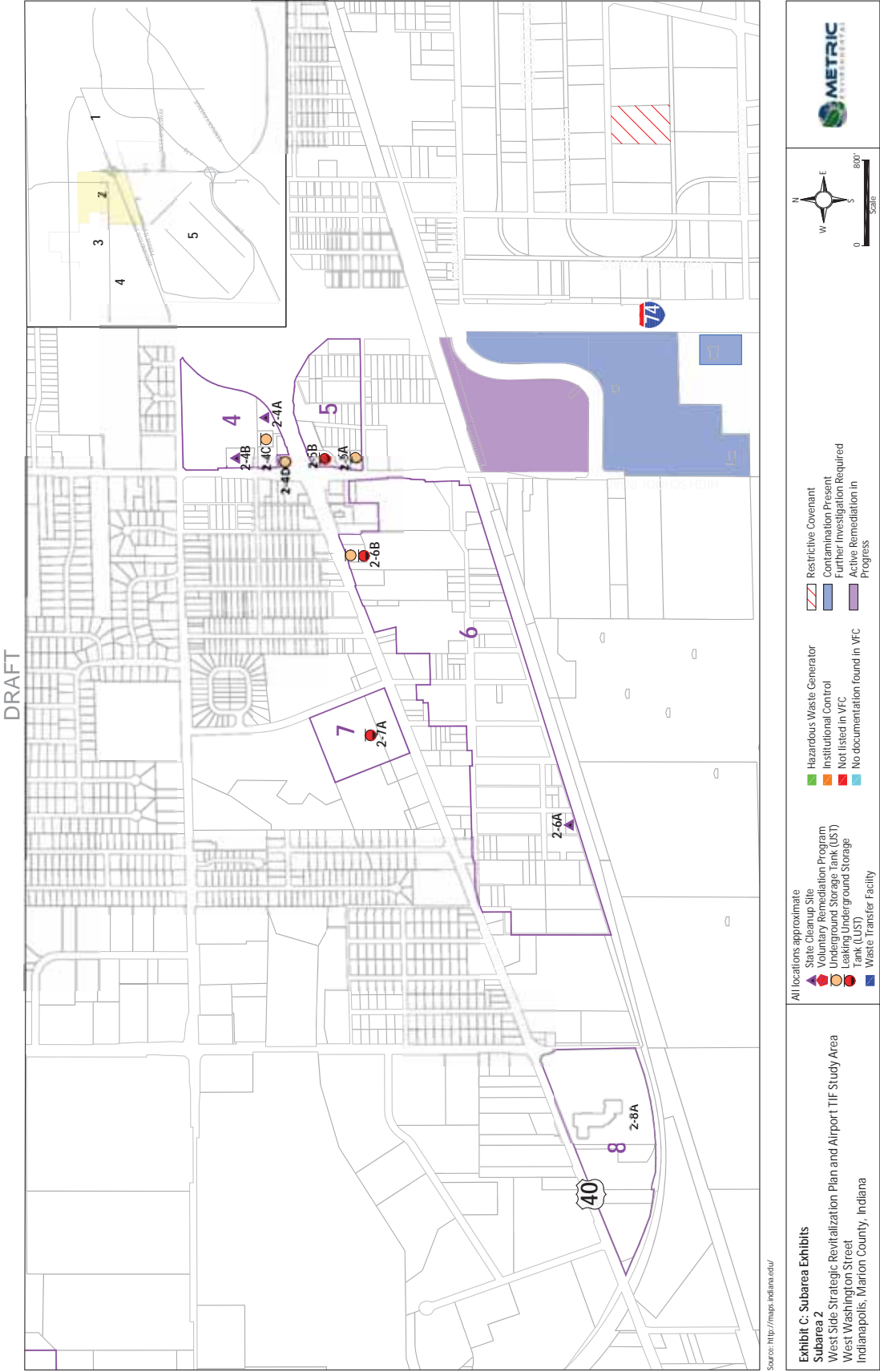
Exhibit C: Subarea Exhibits

Subarea 1
West Side Strategic Revitalization Plan and Airport TIF Study Area
West Washington Street
Indianapolis, Marion County, Indiana

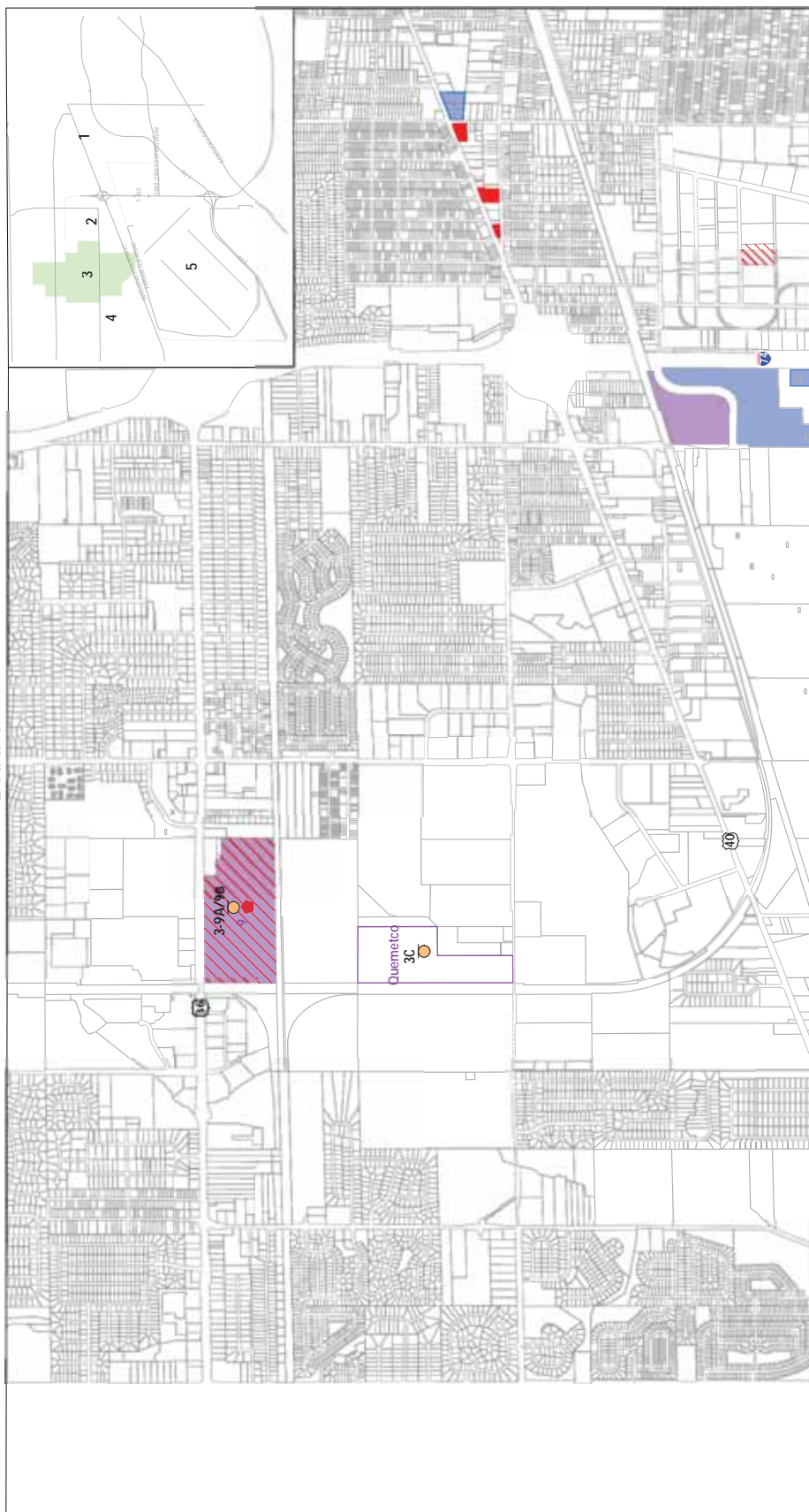
All locations approximate
State Cleanup Site
Voluntary Remediation Program
Underground Storage Tank (UST)
Tank (UST)
Waste Transfer Facility

Hazardous Waste Generator
Institutional Control
Not listed in VFC
No documentation found in VFC
Restrictive Covenant
Contamination Present
Further Investigation Required
Active Remediation in Progress





DRAFT



Source: <http://maps.indiana.edu/>

Exhibit C: Subarea Exhibits

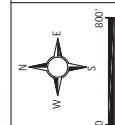
Subarea 3
West Side Strategic Revitalization Plan and Airport TIF Study Area
West Washington Street
Indianapolis, Marion County, Indiana

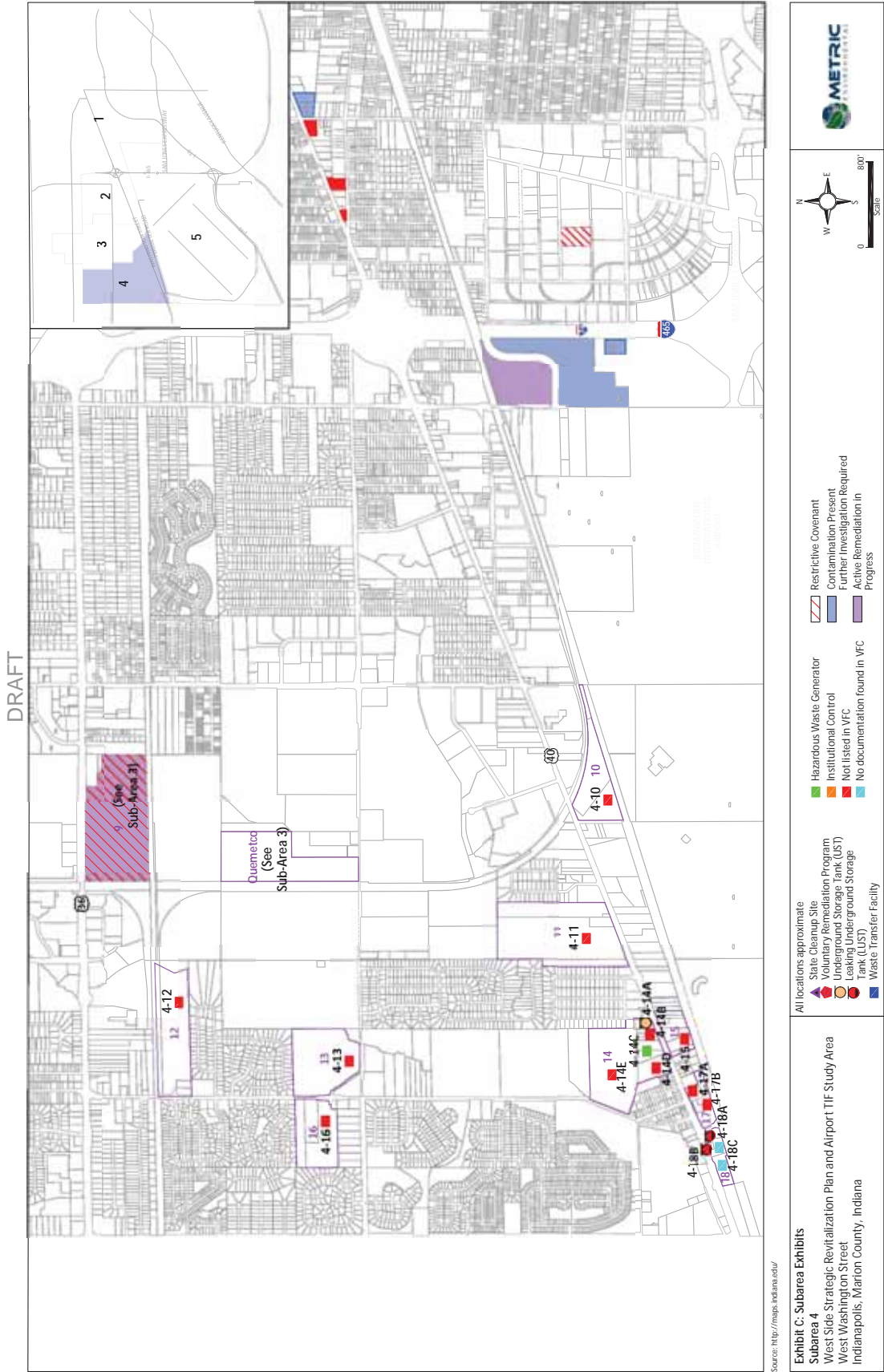
All locations approximate

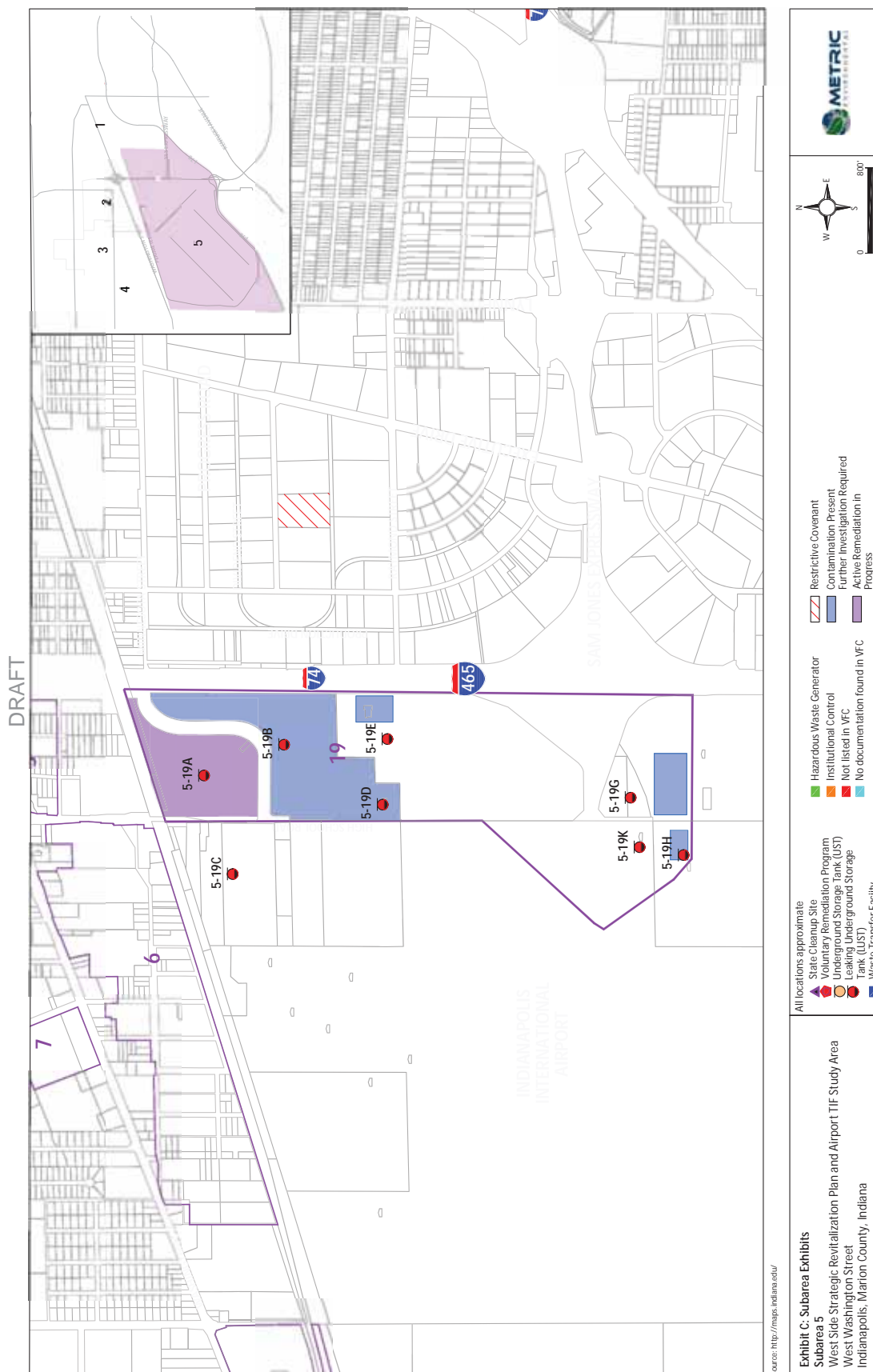
Restrictive Covenant
Contamination Present
Further Investigation Required
Active Remediation In Progress

Hazardous Waste Generator
Institutional Control
Not listed in VFC
No documentation found in VFC

State Cleanup Site
Voluntary Remediation Program
Leaking Underground Storage Tank (LUST)
Leak
Underground Storage Tank (UST)
Waste Transfer Facility







DRAFT

EXHIBIT D

Cost Estimate Table

SubArea	Building Name	Presumptive Remedial Action	Street Address	Environmental Liability Category Score Hard Costs QScore (1 - 5)	Base Cost		Total Cost
					Hard Costs (\$)	Soft Costs (\$)	
1	1-1b - Mike Gorgan's Amoco	Further Site Investigation. Groundwater monitoring.	3759 W. Washington Street	1	\$10,000	\$23,760	\$35,760
	1-3a - White Castle	Further Site Investigation. Soil removal. Groundwater monitoring.	5301 W. Washington Street	1	\$20,000	\$24,420	\$48,420
	1-3b - CVS #6885	None. Phase I ESA will be required.	5208 W. Washington Street	1	\$0	\$3,520	\$3,520
	1-3c - Kroger Store #66	UST Removal.	5173 W. Washington Street	1	\$37,000	\$17,160	\$61,560
	1-3d - Guarantee Auto	Further Assessment. Soil removal.	5227 W. Washington Street	1	\$8,000	\$15,180	\$24,780
	1-3e - U-Haul	Further Assessment. Soil removal.	5245 W. Washington Street	1	\$8,000	\$19,140	\$28,740
	1-4a - Goodwill	Further Site Investigation. Soil removal. Groundwater monitoring.	5720 W. Washington Street	4	\$45,000	\$42,240	\$125,240
	1-4b - An International Rent-A-Car Inc.	Further Site Investigation. Soil removal. Groundwater monitoring.	5806 W. Washington Street	1	\$15,000	\$17,710	\$35,710
	1-4c - BP Amoco	Further Site Investigation. Soil removal. Groundwater monitoring.	5709 W. Washington Street	3	\$20,000	\$16,500	\$48,500
	1-4d - Pride's Carwash	Further Site Investigation. Soil removal. Groundwater monitoring.	5519 W. Washington Street	1	\$20,000	\$20,020	\$44,020
2	2-5e - Mount Olive United Methodist Church	UST Removal.	1449 S. High School Road	5	\$8,000	\$10,560	\$26,560
	2-5d/f - Carl Ritchie	Further Site Investigation. Soil removal. Groundwater monitoring.	6243 W. Washington Street	3	\$17,000	\$18,590	\$45,790
	2-5g - Fabric Care Center	Further Site Investigation. Soil removal. Groundwater monitoring.	5760 W. Morris Street	5	\$20,000	\$51,810	\$91,810
3	4-14a - Shindler Auto	Further Assessment. Soil removal.	8514 W. Washington Street	1	\$8,000	\$13,860	\$23,460
	4-14b - Unnamed Parcels	None. Phase I ESA will be required.	8516/8538 W. Washington Street	1	\$0	\$3,520	\$3,520
	4-14c - Marcell Imported Used Cars	None. Phase I ESA will be required.	8616 W. Washington Street	1	\$0	\$3,520	\$3,520
	4-14d - Old Bridgeport School	None. Phase I ESA will be required.	8650 W. Washington Street	1	\$0	\$3,520	\$3,520
	4-14e - Unnamed Parcels	None. Phase I ESA will be required.	2005 S. Bridgeport Road	1	\$0	\$3,520	\$3,520

*Soil removal costs based on removing up to 100 tons of impacted soil.

SUB-TOTAL

\$655,950

TOTAL

\$655,950

Workshop 1 Presentation



AGENDA

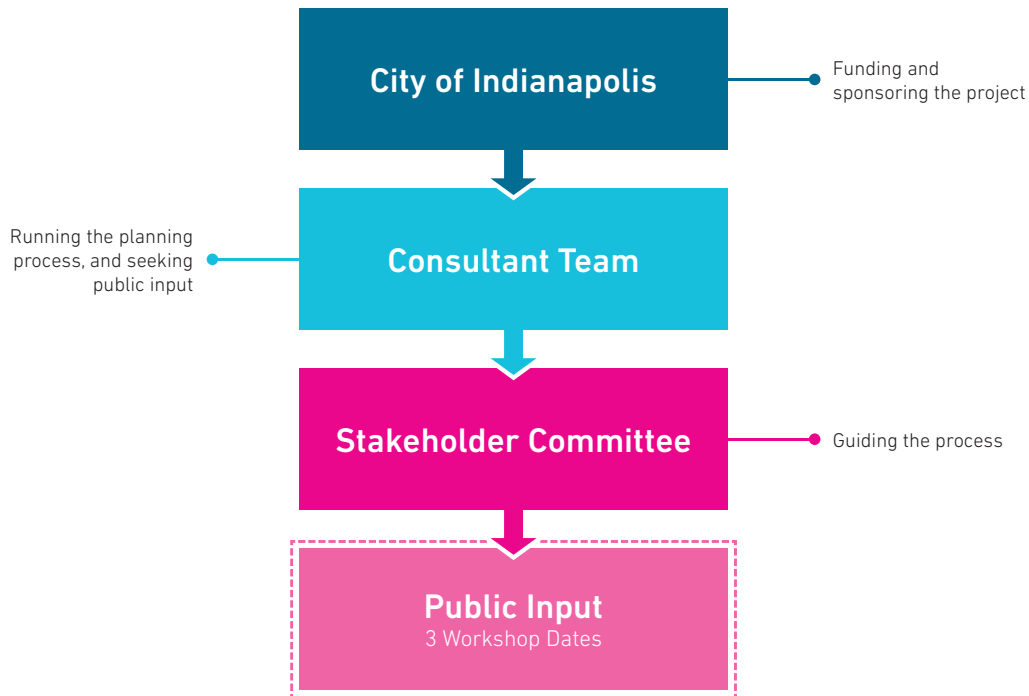
01. Welcome & Introductions

02. What We Are Learning

03. Hearing From You



WELCOME & INTRODUCTIONS



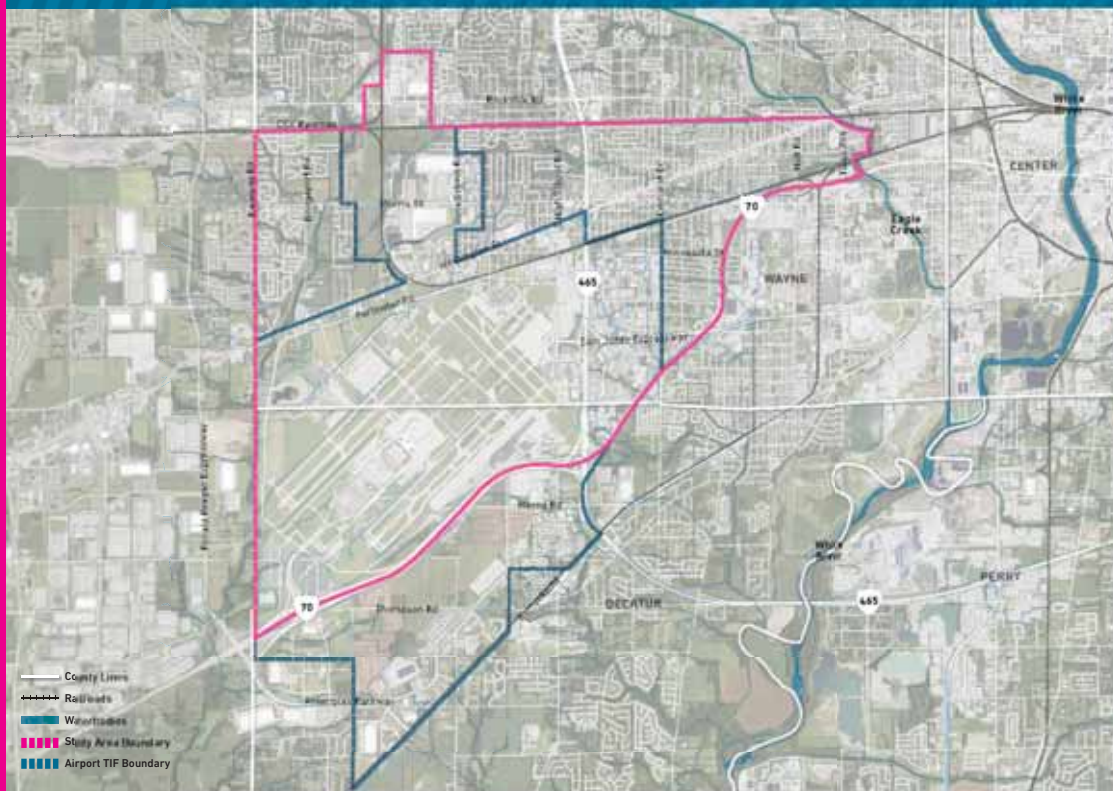
WHY WE'RE DOING THIS STUDY

- This is about seeking community and stakeholder participation and strengthening neighborhood identity
- This is about connecting people to places and opportunities
- This is about embracing West Washington Street
- This is about investing for a bright future
- This is about creating jobs and job training
- This is about revitalization and redevelopment
- This is about creating a TIF spending plan

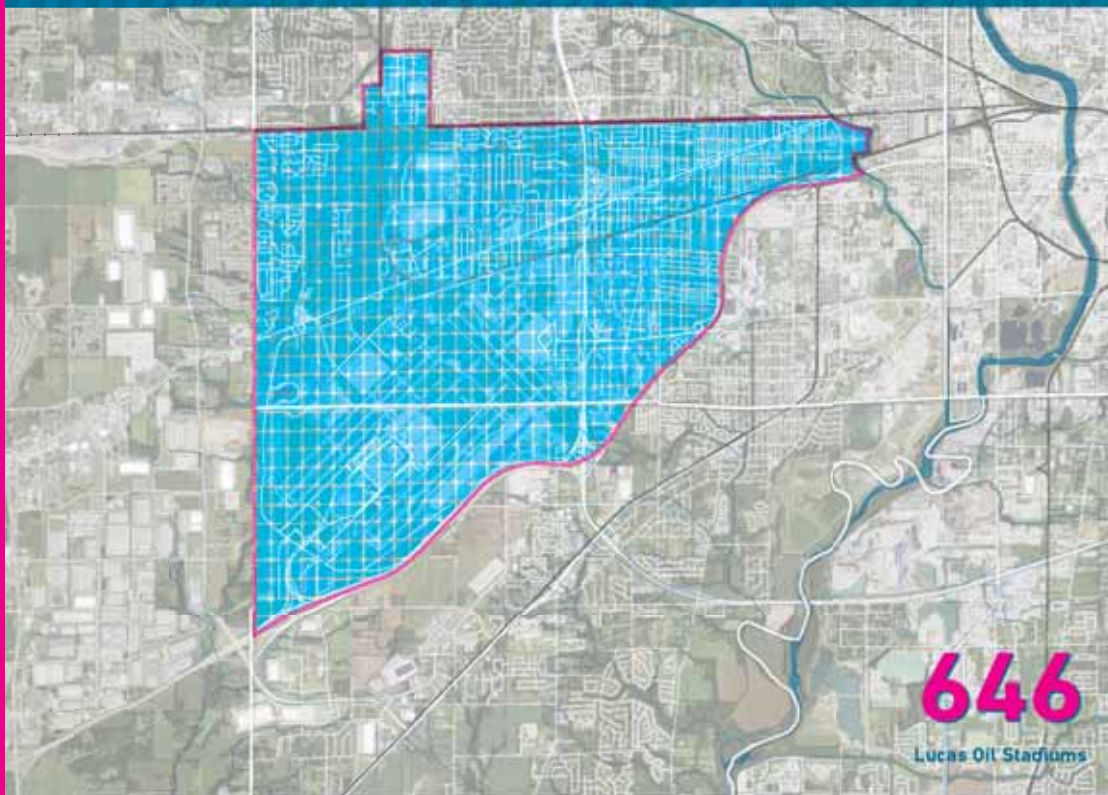
PROCESS EXPLAINED



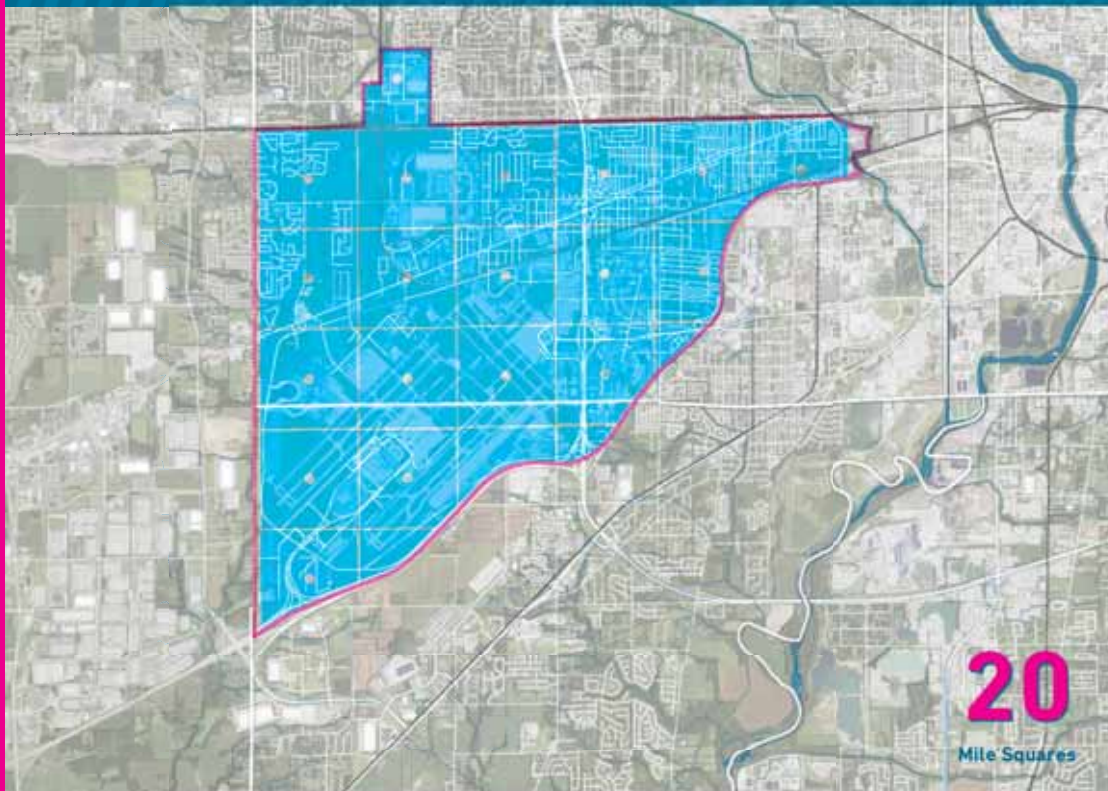
STUDY AREA + TIF DISTRICT BOUNDARIES



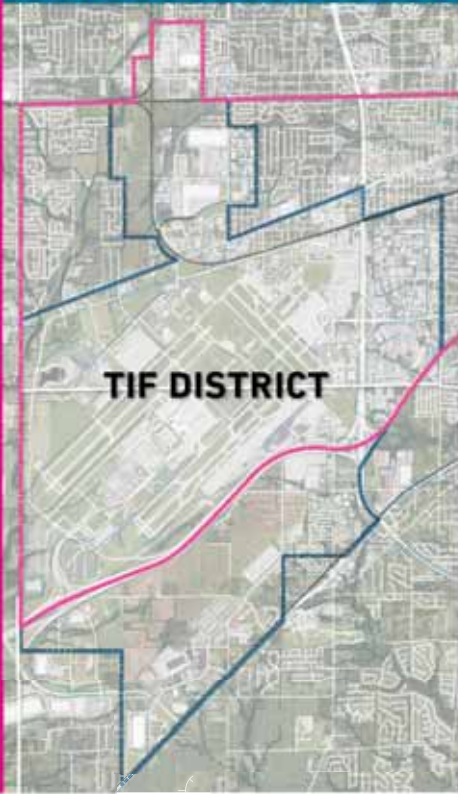
SIZE COMPARISON - LUCAS OIL STADIUM



SIZE COMPARISON - MILE SQUARE



WHAT IS A TIF DISTRICT?



- Tax Increment Financing (TIF) is a way to finance improvements in a defined geographic area
- Property tax revenue produced by new investment is placed into a special fund to finance infrastructure and development
- When a TIF district is established, the current assessed value is designated as the "base"
- The assessed value from new investment is allocated to the "increment"
- The resulting property tax revenue is used to fund development-related projects
- At the end of the TIF's lifespan, all assessed value is reverted to the base, increasing the tax base for local taxing units
- Cannot fund investments outside of or disconnected from allocation area

WHAT CAN TIF DISTRICT REVENUES BE USED FOR?

Allowable TIF District expenses (defined by Indiana State Law)

- Acquire land and right-of-way
- Pay principal and interest on bonds
- Fund infrastructure improvements that are either physically within or physically connected to the allocation area.
- Fund certain workforce training expenses

TIF District limitations

- Cannot fund operating activities
- Redevelopment commissions must release revenues in excess of 200% of planned expenses and debt service
- Can not capture revenue from residential properties (under most conditions)
- Cannot fund investments outside of/disconnected from allocation area
- Expires 25 years after first debt payment is made (Airport TIF expires in 2025)

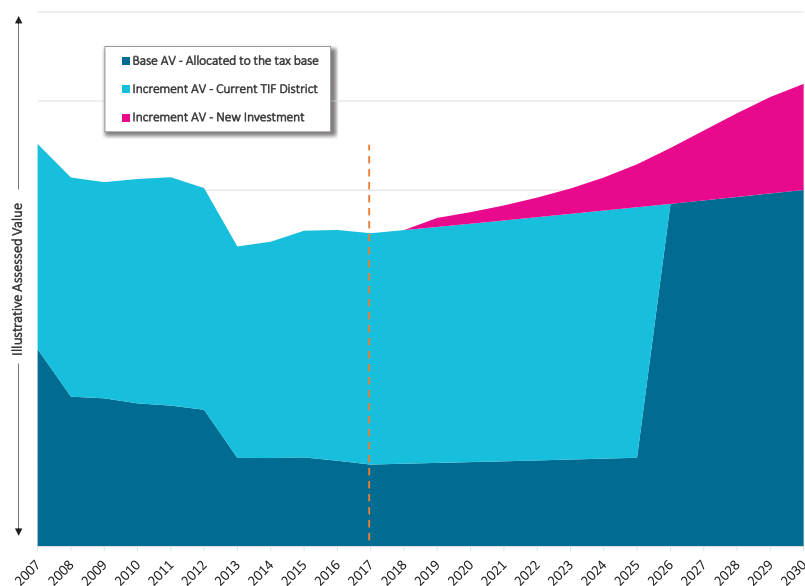


WHY IS THIS TIF DISTRICT IMPORTANT?



- 01.** The West Side portion of the Airport TIF District produces about \$13.4 million annually in increment revenue.
- 02.** After current debt service obligations for the Ameriplex bonds, about \$11.2 million remains.
- 03.** Without accounting for new investment, the Airport TIF District will produce approximately \$87.6 million in increment revenue between 2019 and 2025.

AIRPORT TIF DISTRICT SPECIFICS



The Airport TIF expires in 2025. At that time all increment returns to the tax base.

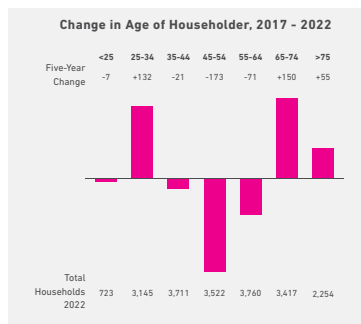
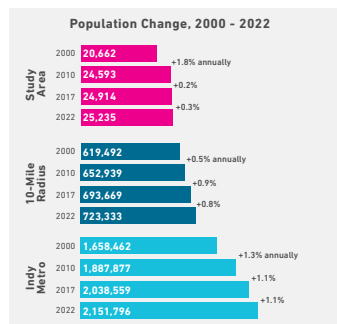
The resources available for economic development include:

- The increment revenue produced by the current TIF between now and 2025
- Potential increment revenue produced by new future development

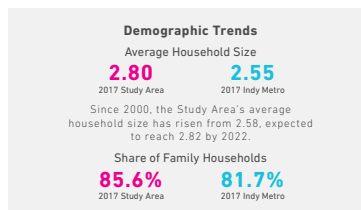
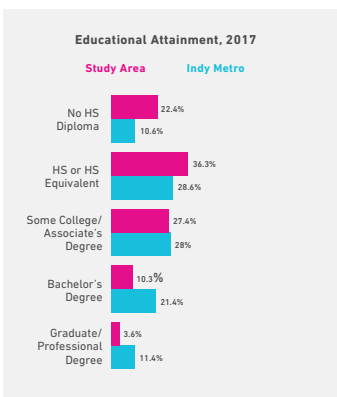
The amount of revenue produced by new development is contingent of the scale and type of investment.



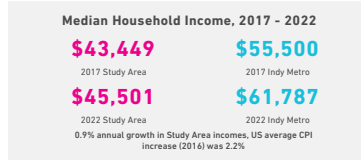
DEMOGRAPHICS SNAPSHOT



The West Washington Street Corridor is falling behind the metro in terms of both population and incomes.



Over the next five years, the make-up of the Study Area's households will change significantly as very young families move in, middle-aged households move out, and households over the age of 65 grow significantly.

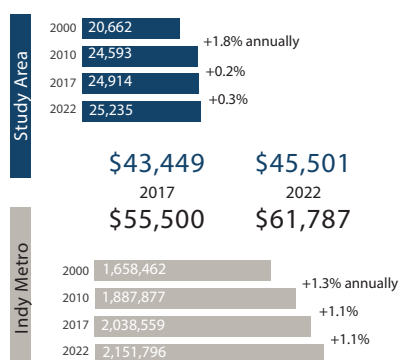


The education rate reflects the mostly blue-collar workforce of the Westside. New and transferable skills will be important for the workforce to adjust to a shifting economy.

MARKET SNAPSHOT

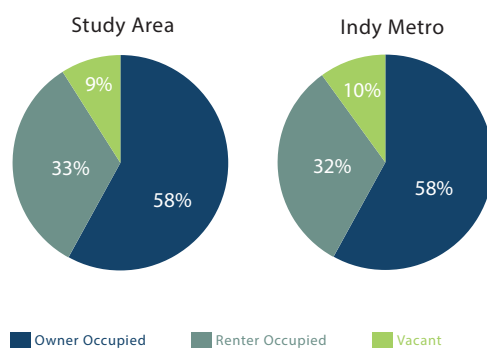
Some indicators for the study area are stagnant, such as income growth. But the area does continue to draw younger families. Homeownership and vacancy rates are on par with the metro area.

POPULATION AND MEDIAN HH INCOMES 2000 - 2022



Incomes and population growth are not keeping pace with the rest of the metro area.

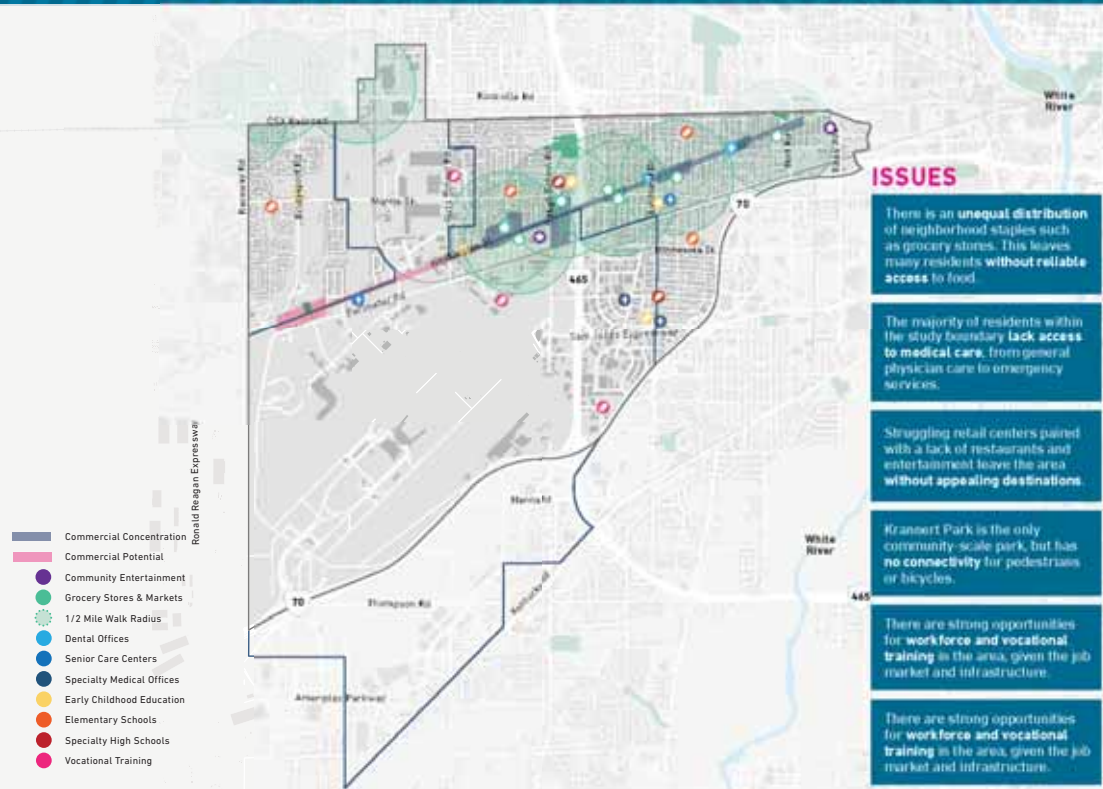
HOUSING UNITS BY TENURE, 2017



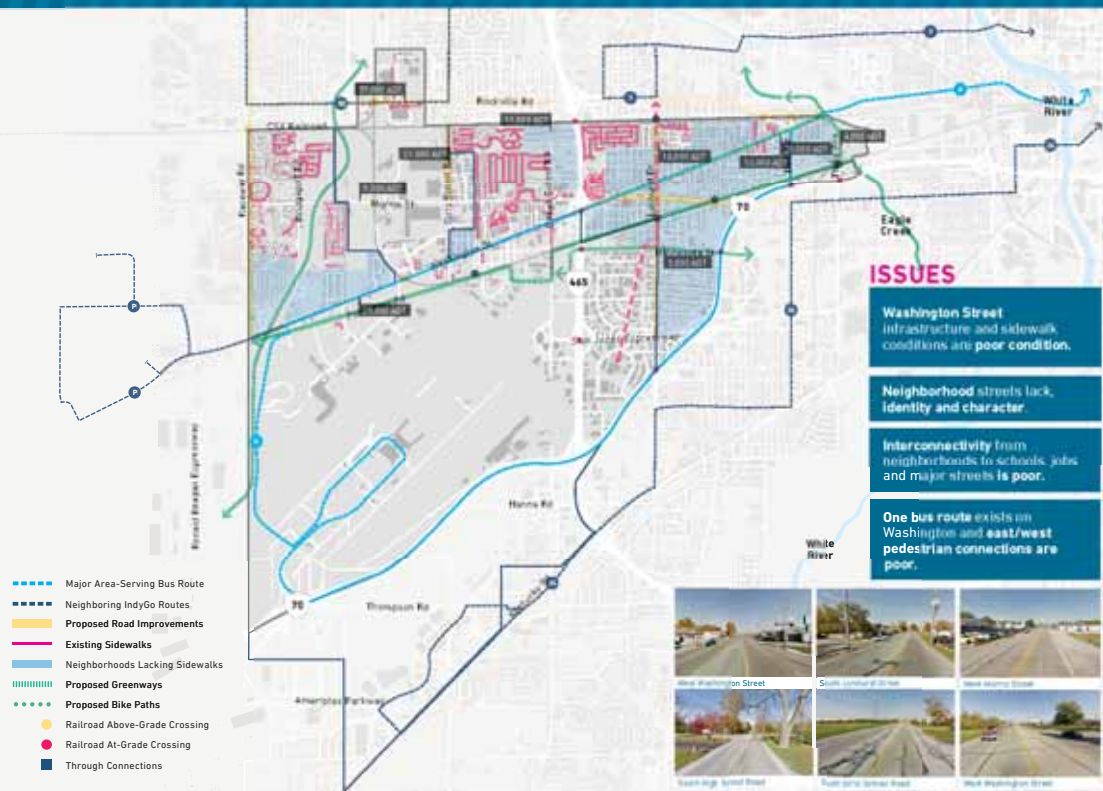
source: Esri Business Analyst

...ABOUT EXISTING
CONDITIONS

DAILY LIFE TODAY



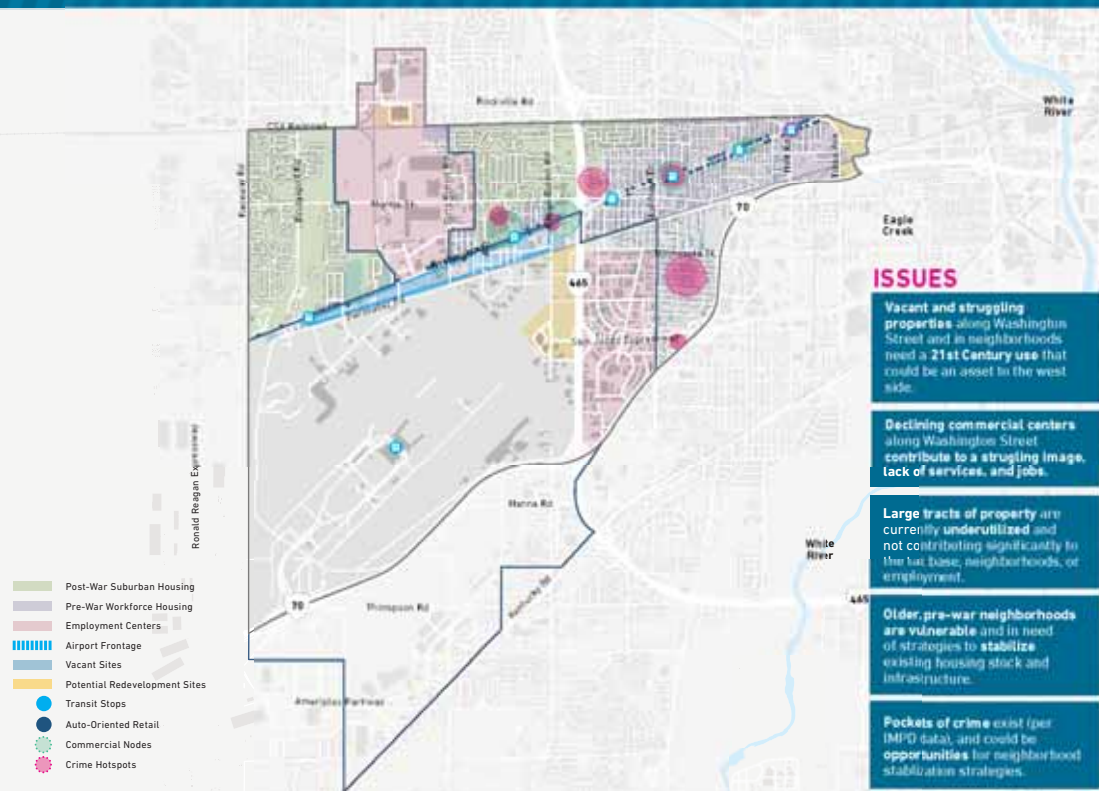
CONNECTIVITY TODAY



AREA IDENTITY TODAY



LAND USE TODAY





INFORMING OUR IMPRESSIONS

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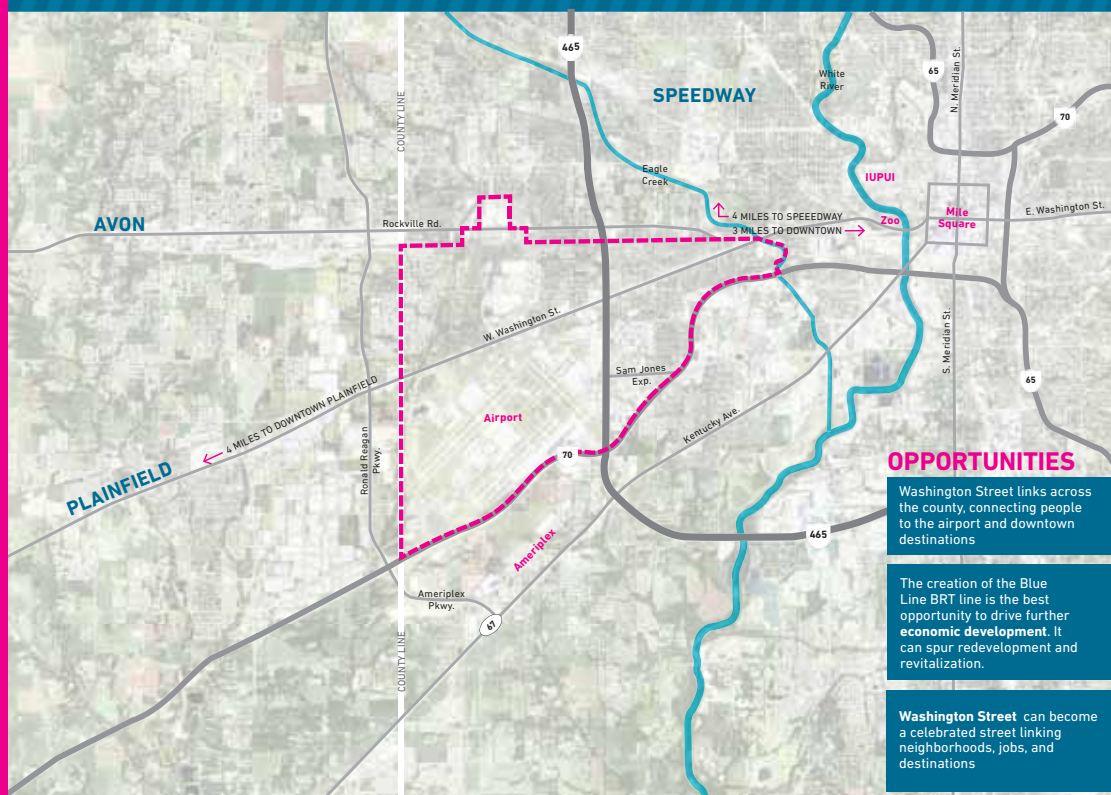
**W. WASHINGTON
STREET**

CONNECTEDNESS

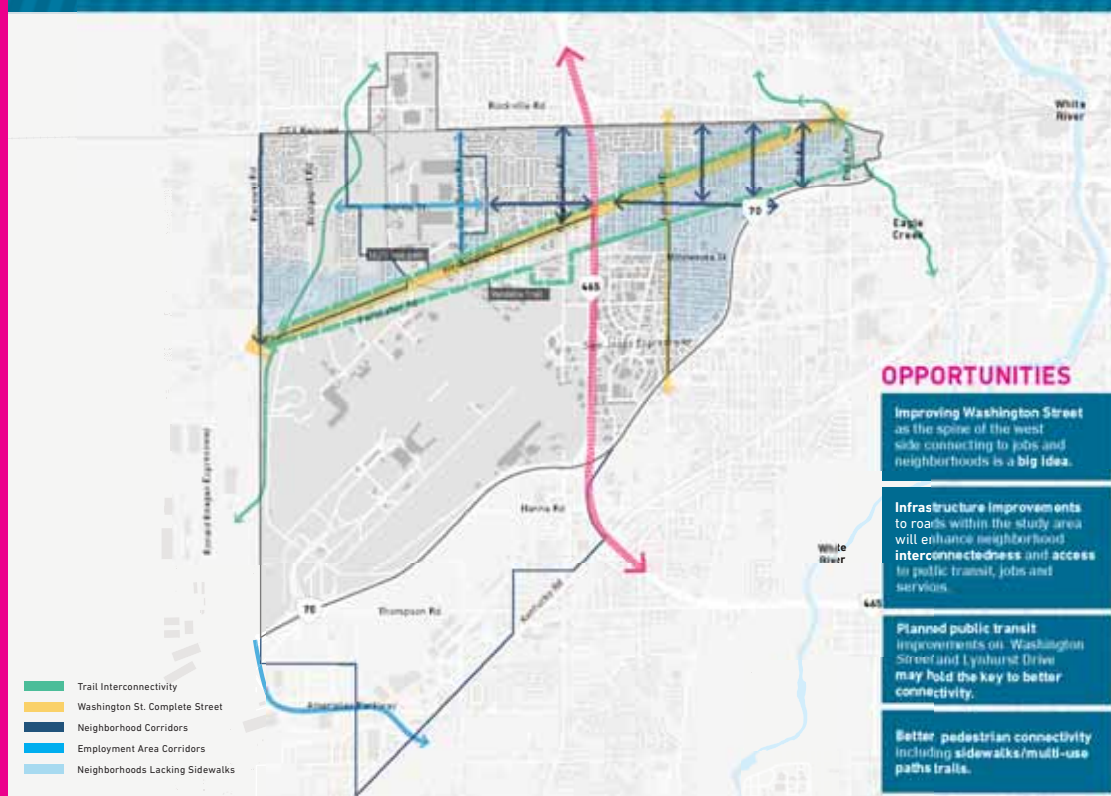
SENSE OF PLACE

REVITALIZATION

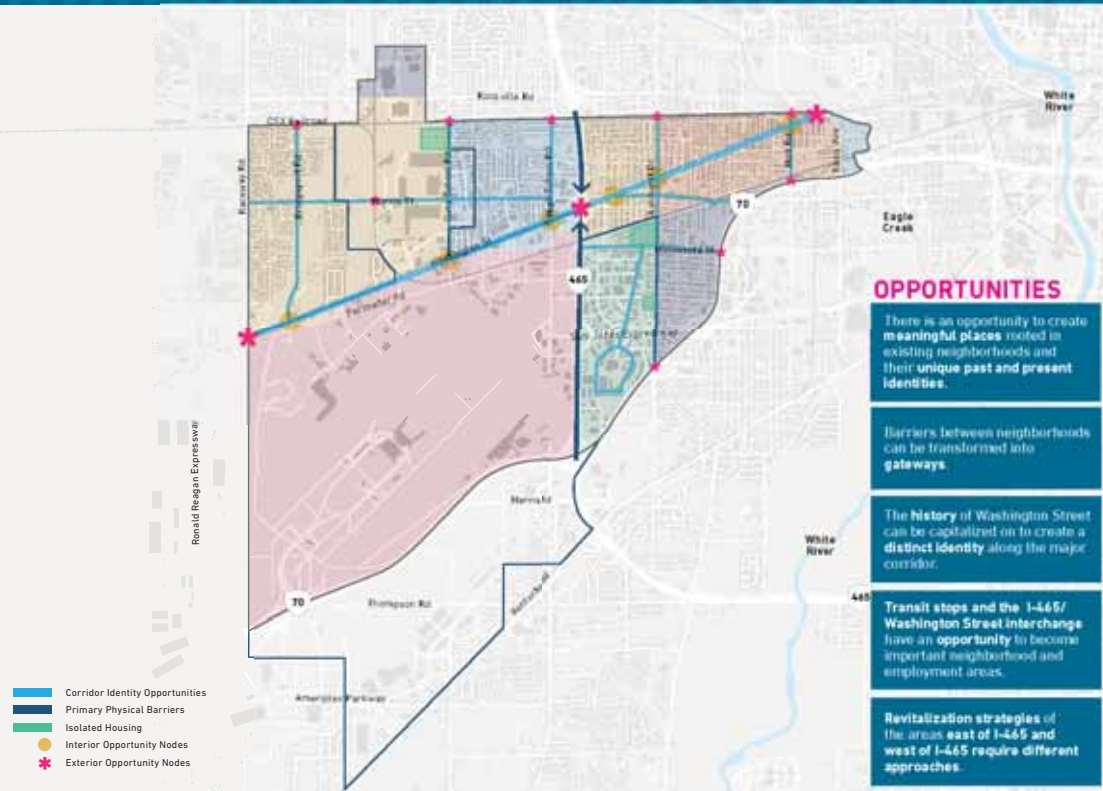
THE KEY: WEST WASHINGTON STREET



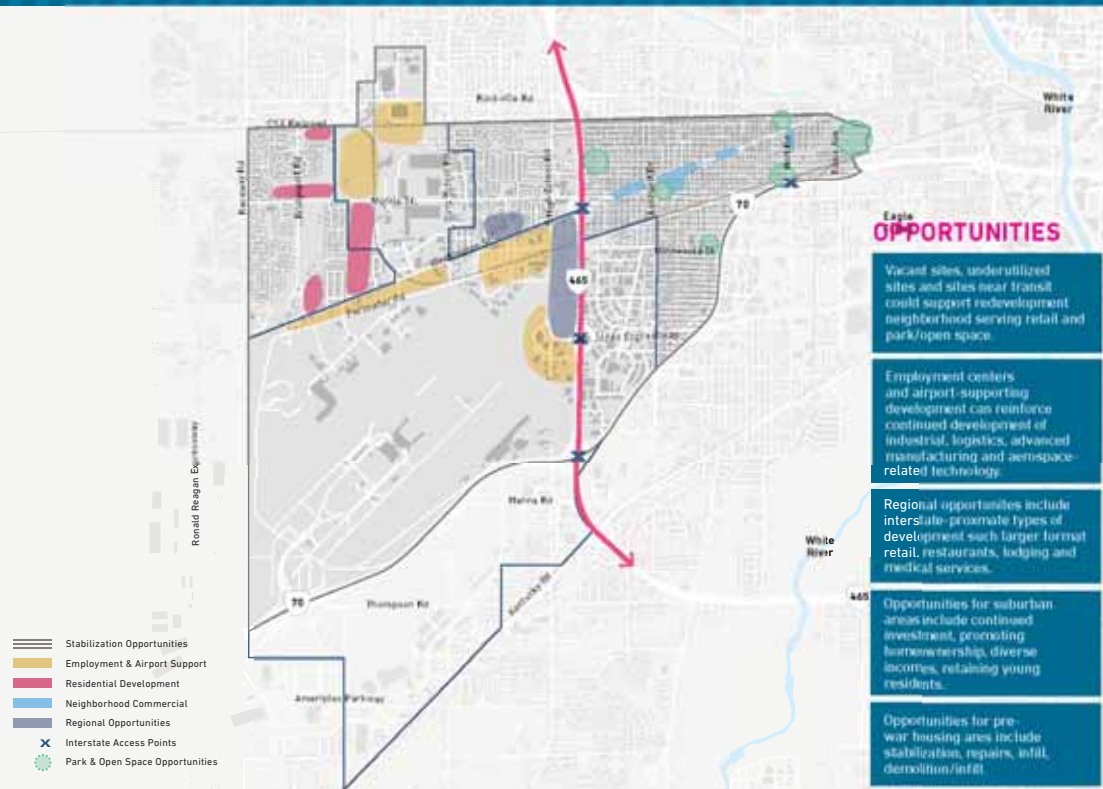
CONNECTEDNESS



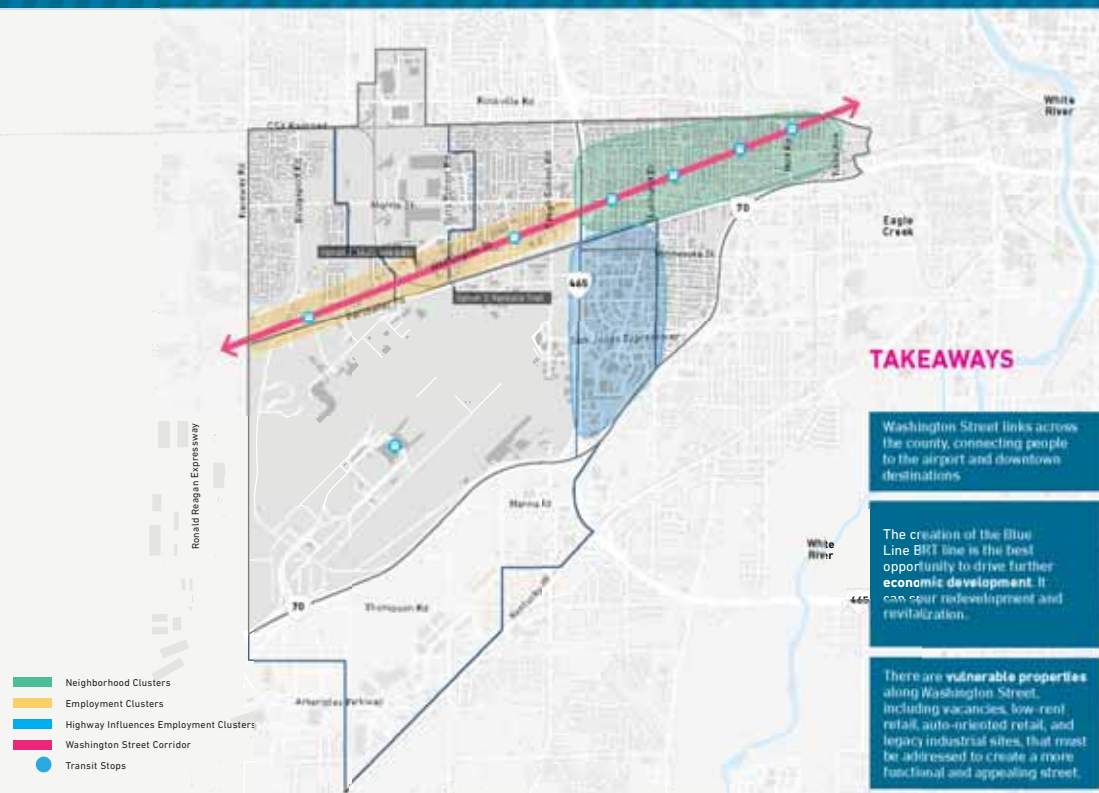
SENSE OF PLACE



REVITALIZATION



WASHINGTON STREET OPPORTUNITIES

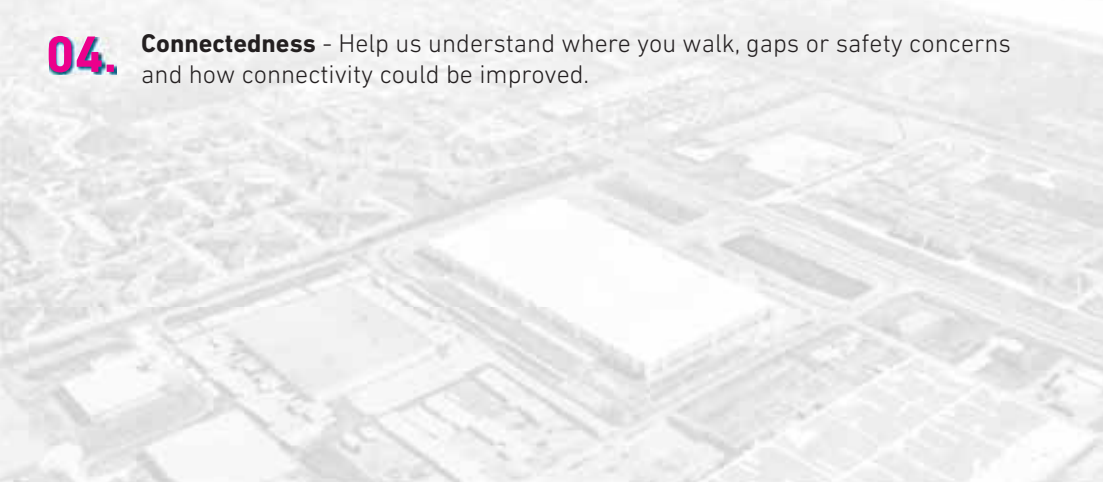


03

HEARING FROM YOU

BREAKOUT INTO STATIONS

- 01. Welcome Station** - Learn more about the project, process, goals and how to engage.
- 02. Sense of Place and Daily Life** - Help us learn more about the west side, where you live and work, and where you frequent.
- 03. Revitalization** - Help us understand areas with high potential, areas you avoid, and what improvement would most impact you.
- 04. Connectedness** - Help us understand where you walk, gaps or safety concerns and how connectivity could be improved.



WEST SIDE STRATEGIC REVITALIZATION PLAN & AIRPORT TIF IMPLEMENTATION PLAN

PUBLIC WORKSHOP #1

November 16, 2017



Workshop 2 Presentation



AGENDA

01. Welcome & Introductions

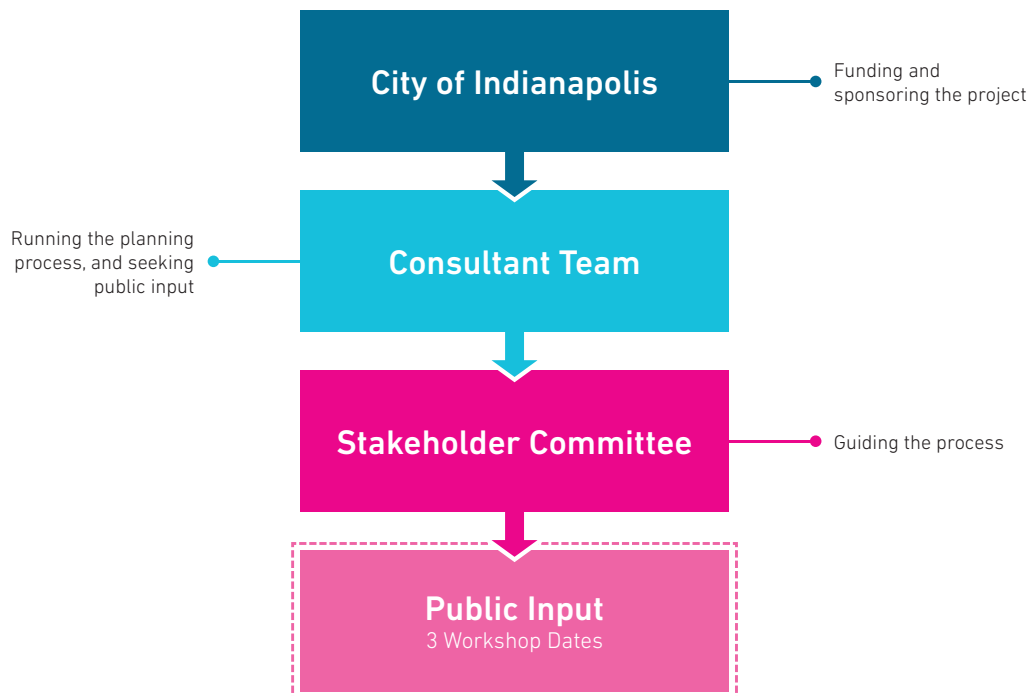
02. Testing Concepts

03. Hearing From You

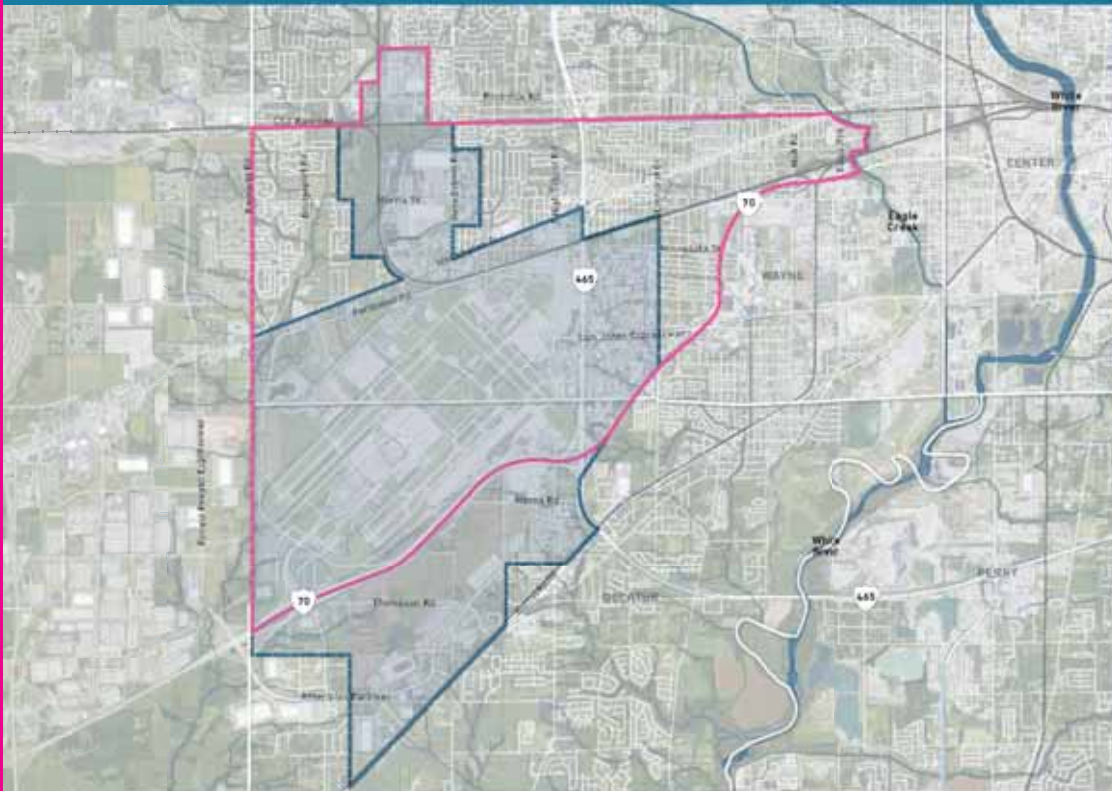


01
**WELCOME &
INTRODUCTIONS**

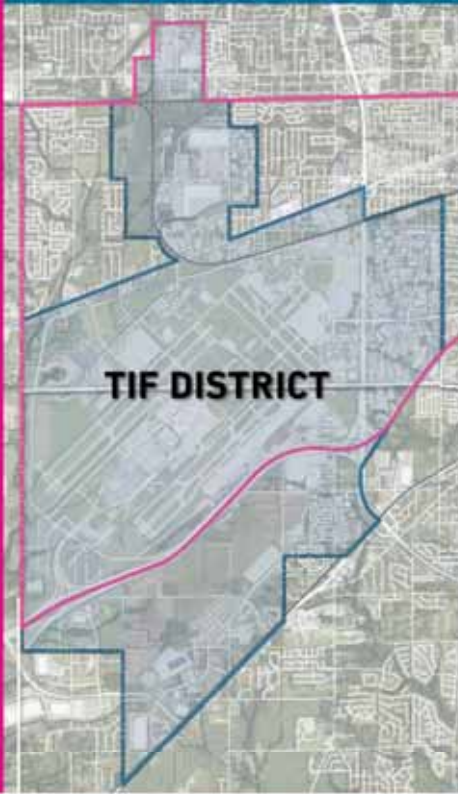
WELCOME & INTRODUCTIONS



STUDY AREA + TIF DISTRICT BOUNDARIES



WHAT IS A TIF DISTRICT?

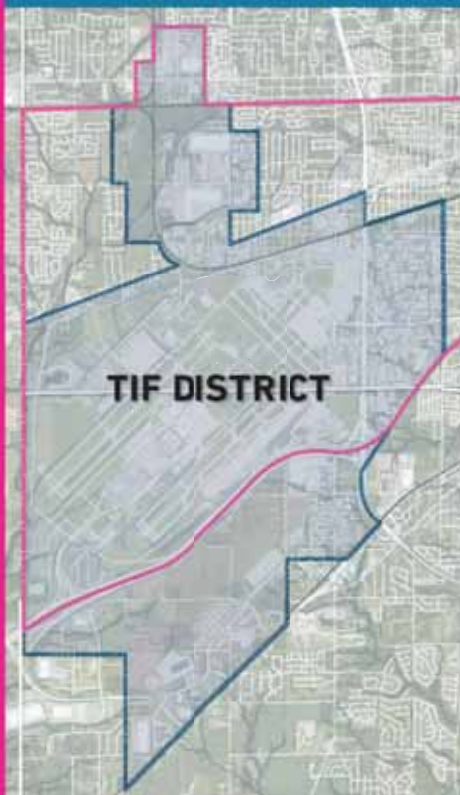


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PROCESS EXPLAINED



WORKSHOP 1 RECAP

Workshop 1, Event 1: 5:00 - 6:30 pm

- Estimated 45 attendees (36 signed in)

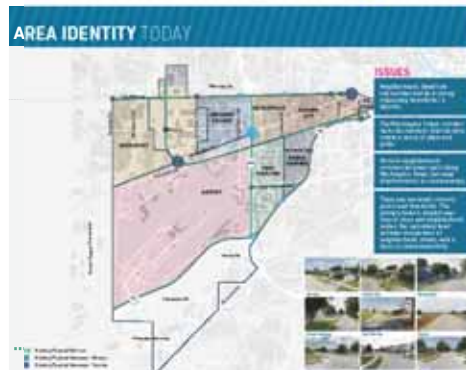
Workshop 1, Event 2: 7:00 - 8:30 pm

- Estimated 35 attendees (31 signed in)

80 Estimated Attendees



UNDERSTANDING EXISTING CONDITIONS



FORMING INITIAL IMPRESSIONS



FEEDBACK FROM YOU

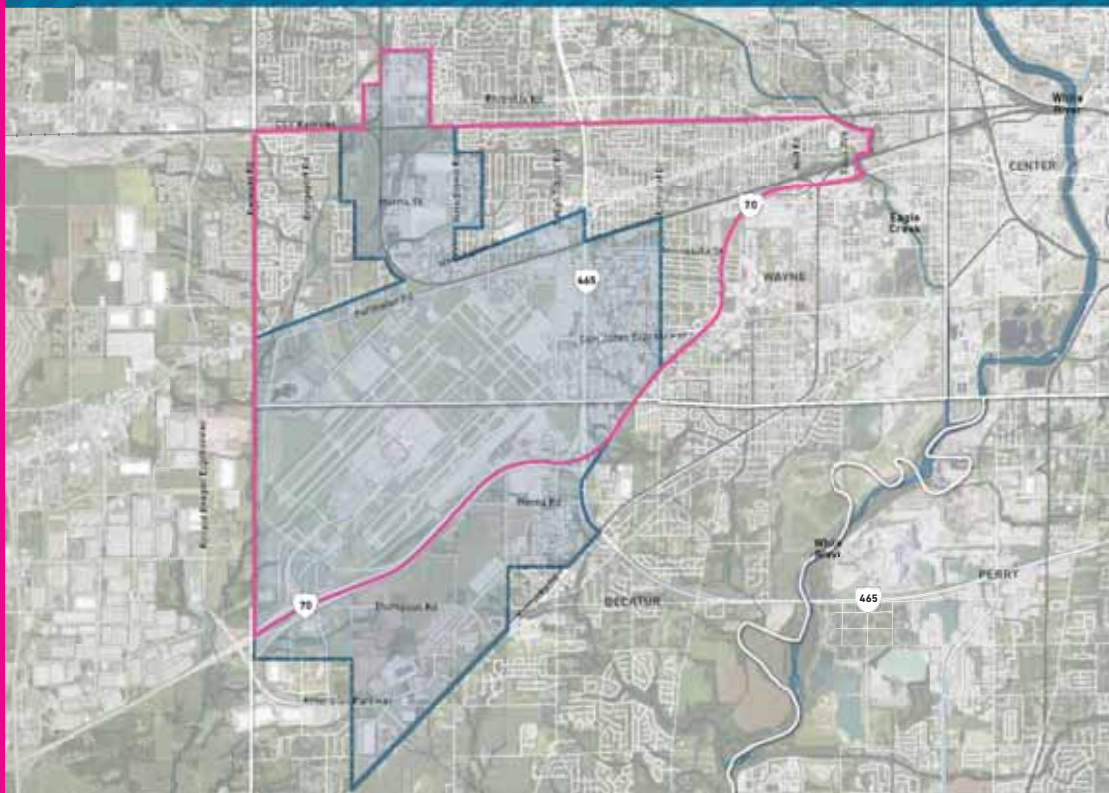
- Washington Street, Girls School Road, High School Road, Lynhurst Drive, and Holt Road are problem areas from a pedestrian safety and experience perspective
- In addition to major roads, neighborhood streets are also in rough shape and many do not have sidewalks, curbs or drainage infrastructure
- Destinations for pedestrians include Krannert Park, schools, and churches, Park Fletcher, the Indianapolis International Airport, employment off of Girls School Road, and businesses along Washington Street and Lynhurst Drive
- Study area is lacking family-friendly destinations and many people leave the area for these experiences
- Considerable amount of vacant, or underutilized properties along major thoroughfares are not contributing to the area in a positive way, but this provides an opportunity for improvement
- Opportunity to better connect to downtown Indianapolis and Plainfield, the White River and other trail systems
- Localized flooding exists within neighborhoods
- This area would benefit from targeted neighborhood stabilization and investment



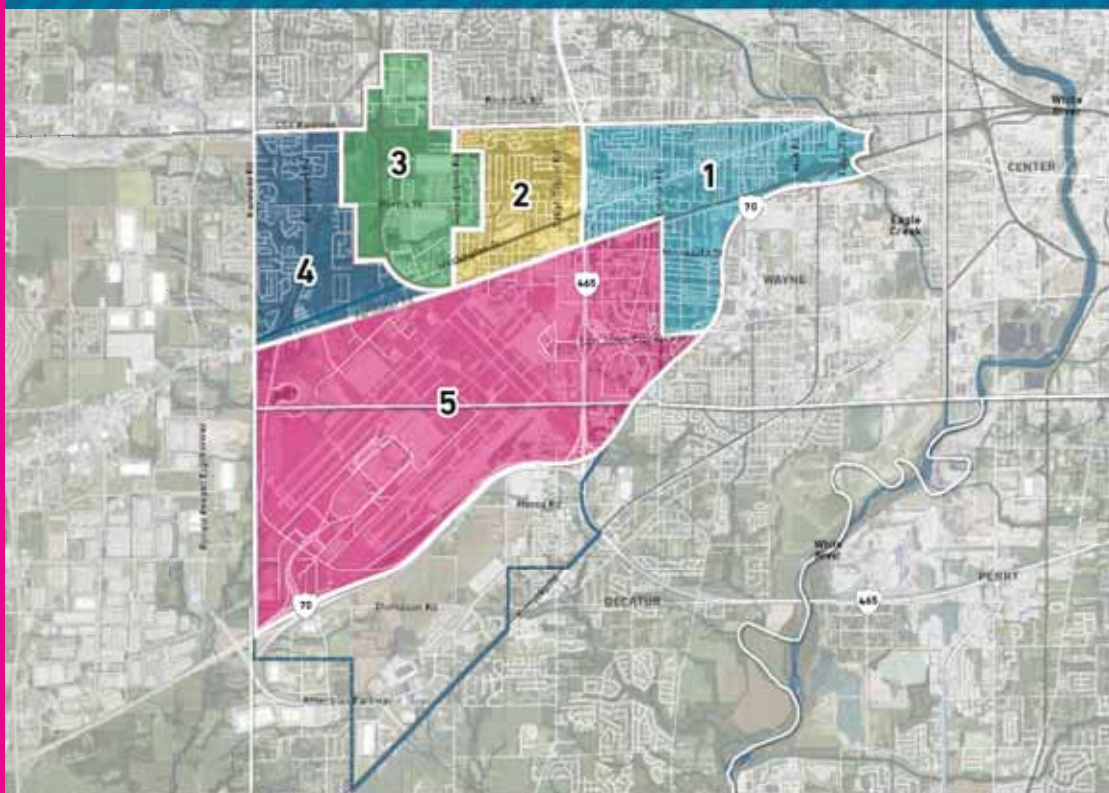
OUR WORK SINCE THE LAST WORKSHOP

- Completed inventory and analysis
- Synthesized public feedback from Workshop #1
- Identified and studied potential (re)-development sites
- Identified and studied road and connectivity improvements
- Developing concepts for redevelopment
- Identified revitalization strategies
- Identified preliminary costs and revenues to inform priorities

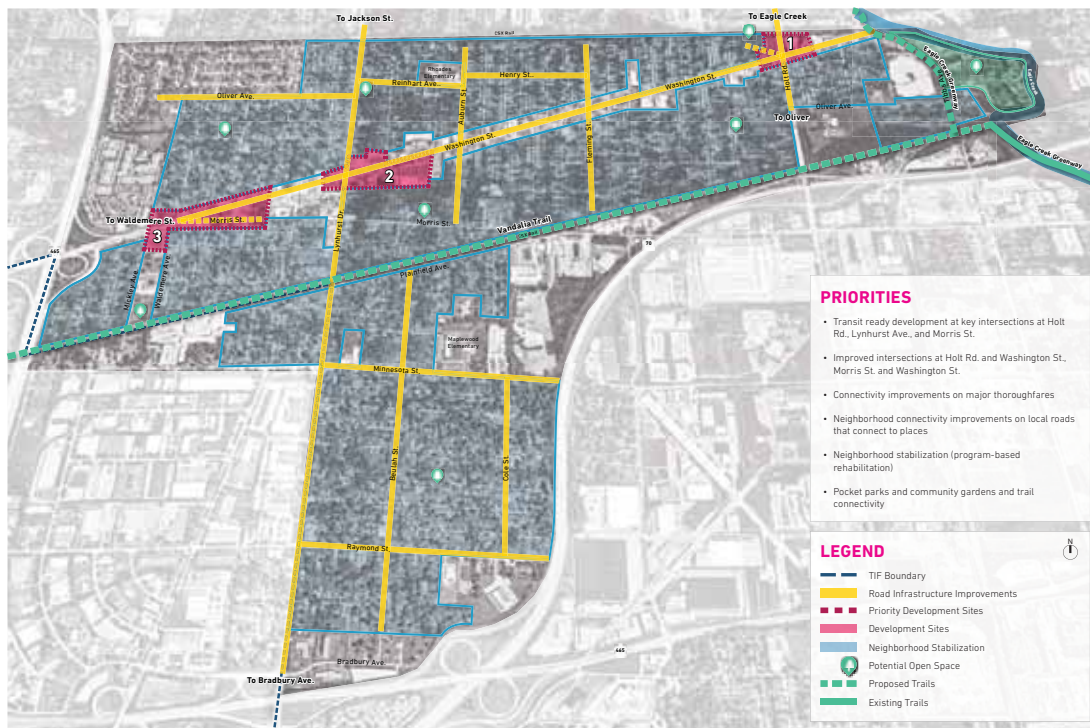
HOW WE'RE STUDYING THE AREA



LOOKING AT SUBAREAS TO MANAGE SCALE



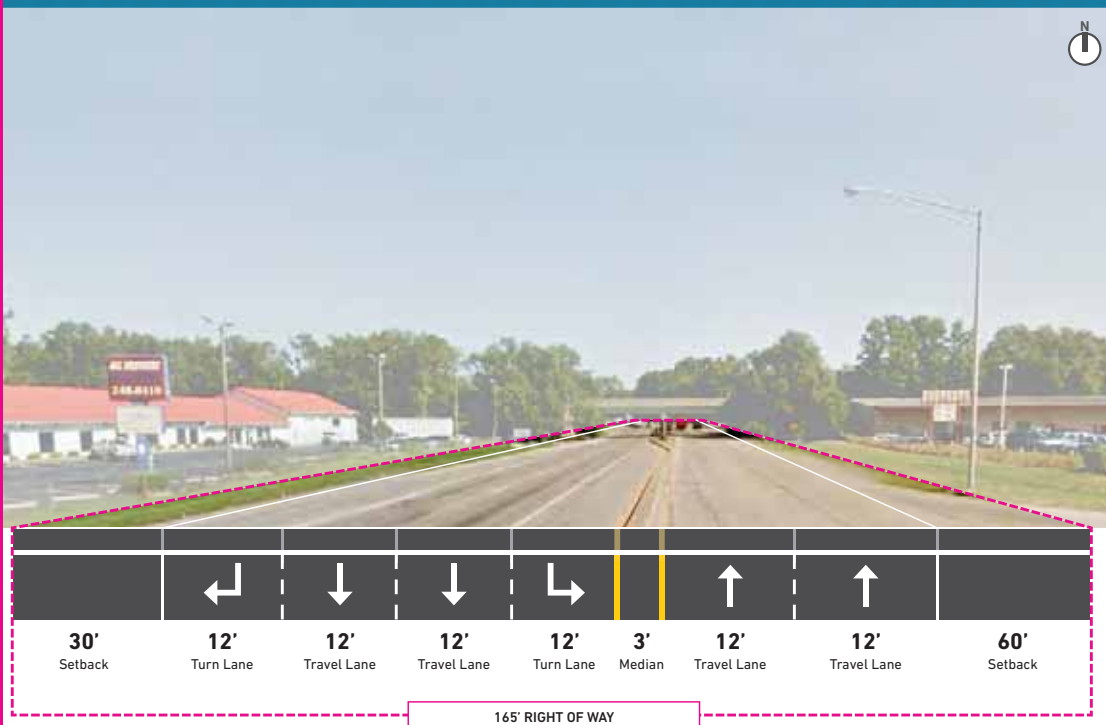
SUBAREA 1 - INNER URBAN CORE



SUBAREA 1 - INNER URBAN CORE



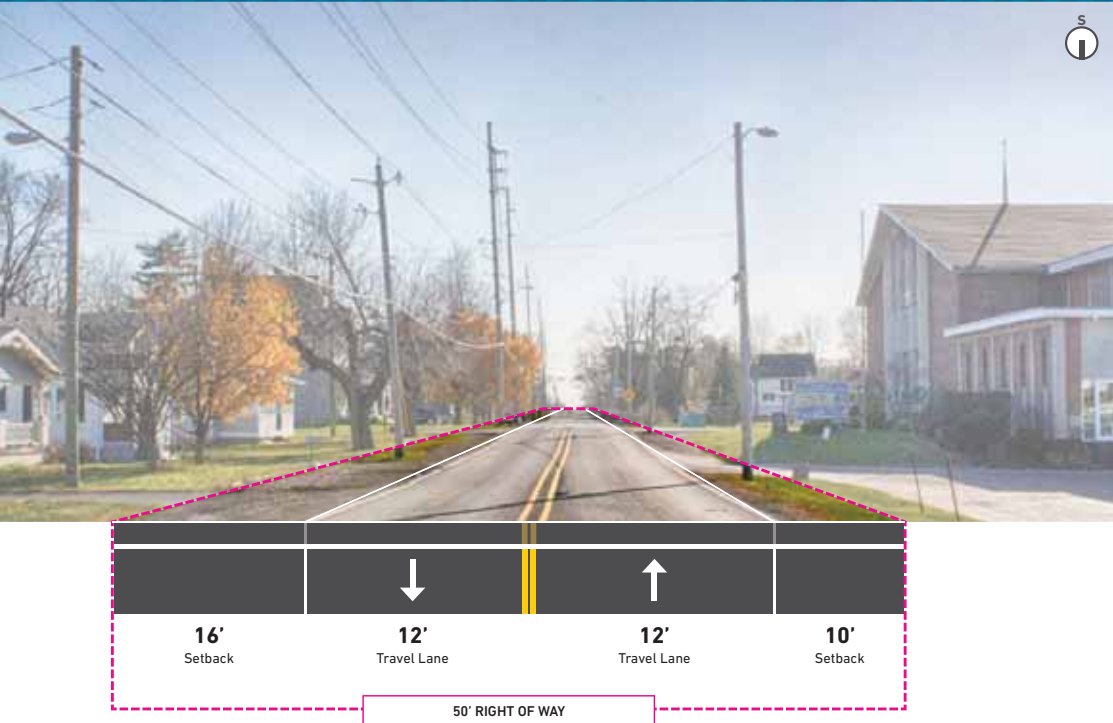
HOLT RD. EXISTING CONDITIONS



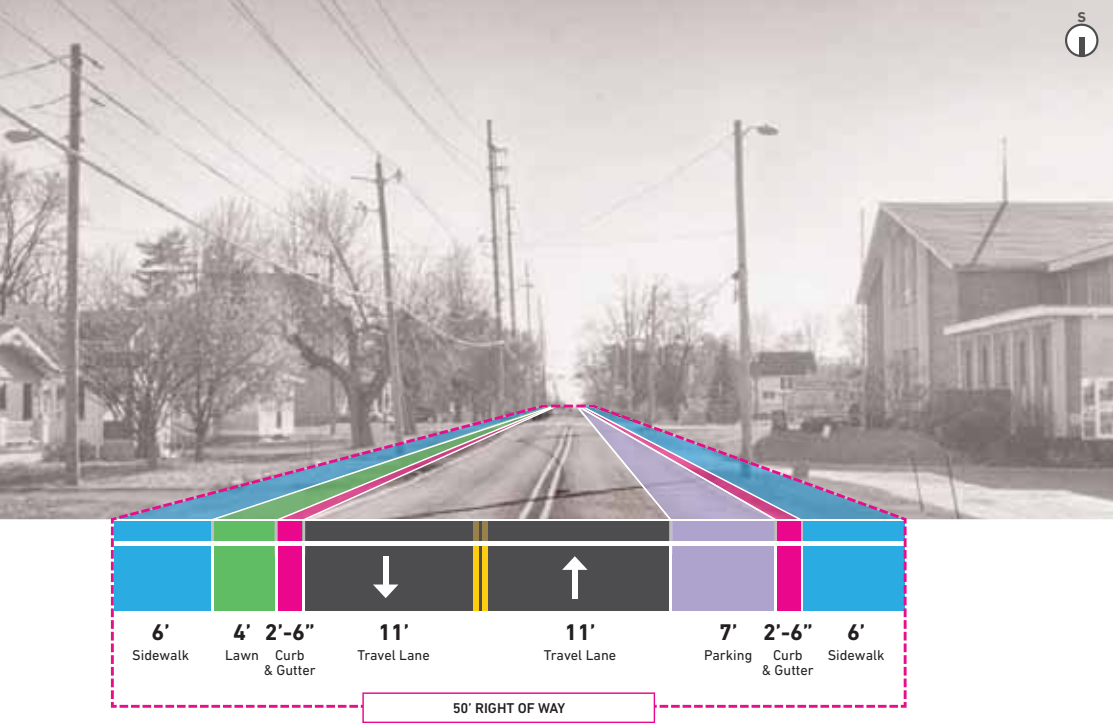
HOLT RD. PROPOSED IMPROVEMENTS



LYNHURST DR. EXISTING CONDITIONS



LYNHURST DR. PROPOSED IMPROVEMENTS



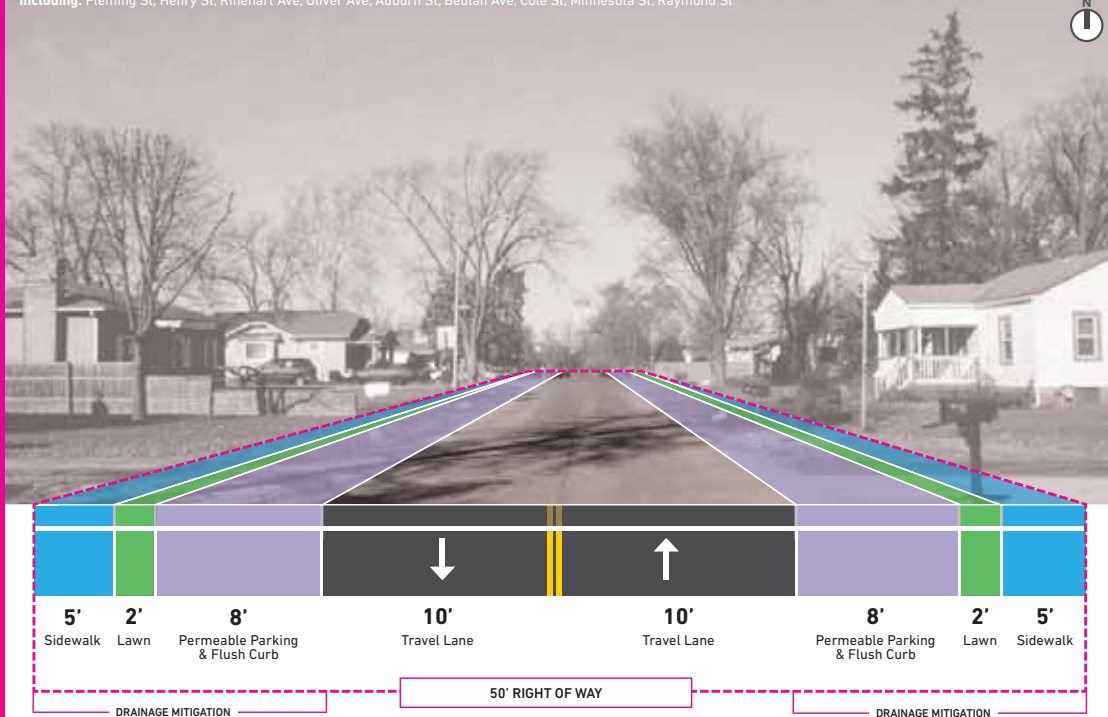
NEIGHBORHOOD STREETS EXISTING CONDITIONS

Including: Fleming St, Henry St, Rinehart Ave, Oliver Ave, Auburn St, Beulah Ave, Cole St, Minnesota St, Raymond St

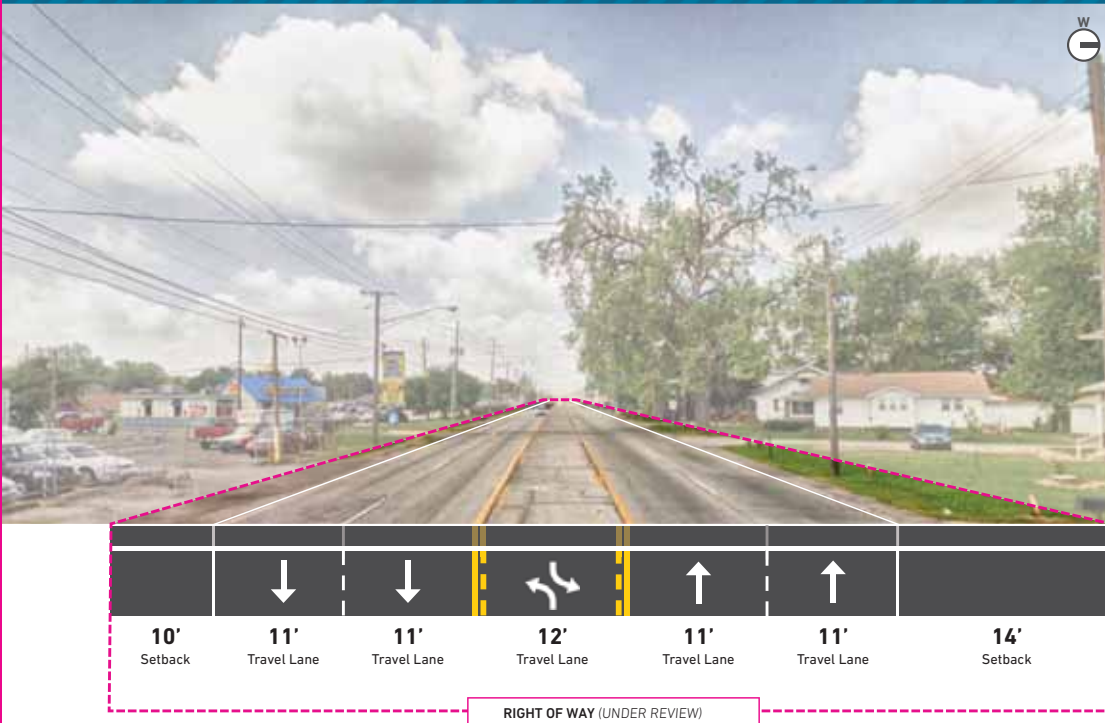


NEIGHBORHOOD STREETS PROPOSED CHANGES

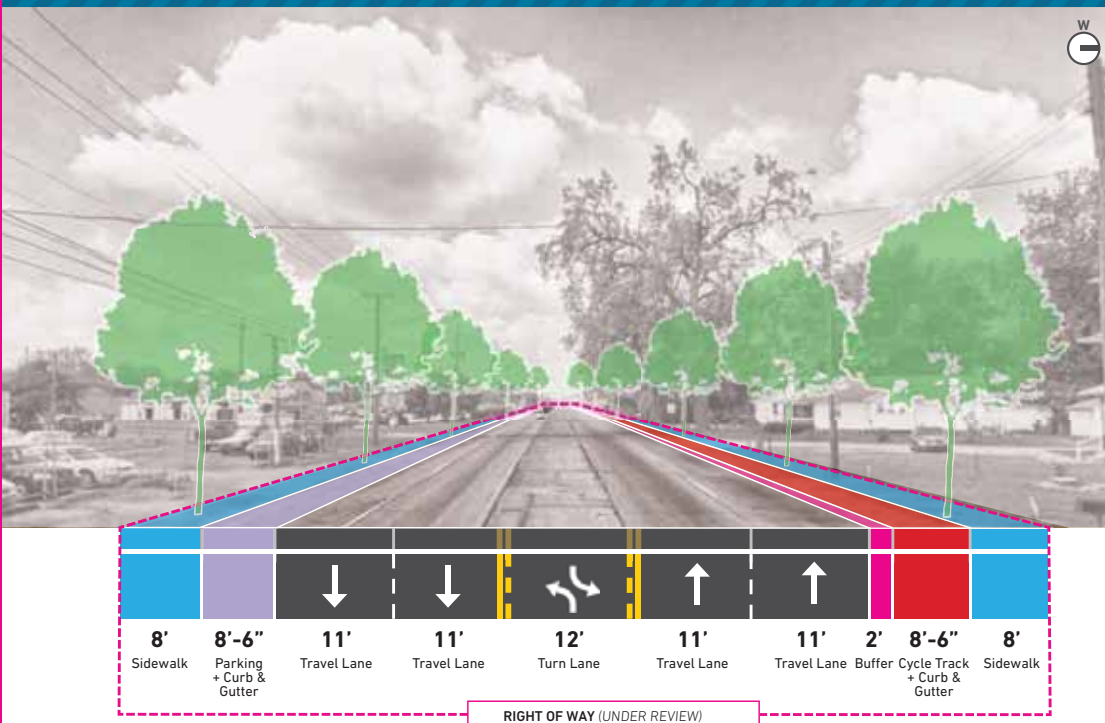
Including: Fleming St, Henry St, Rinehart Ave, Oliver Ave, Auburn St, Beulah Ave, Cole St, Minnesota St, Raymond St



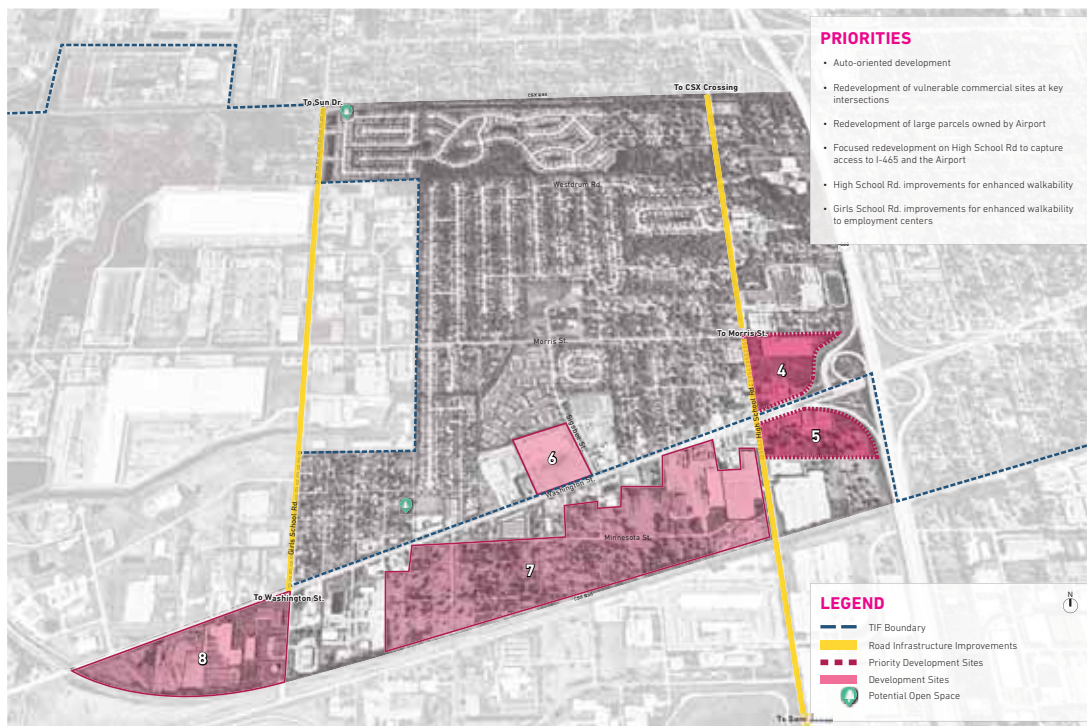
EXISTING WASHINGTON STREET - EAST OF 465



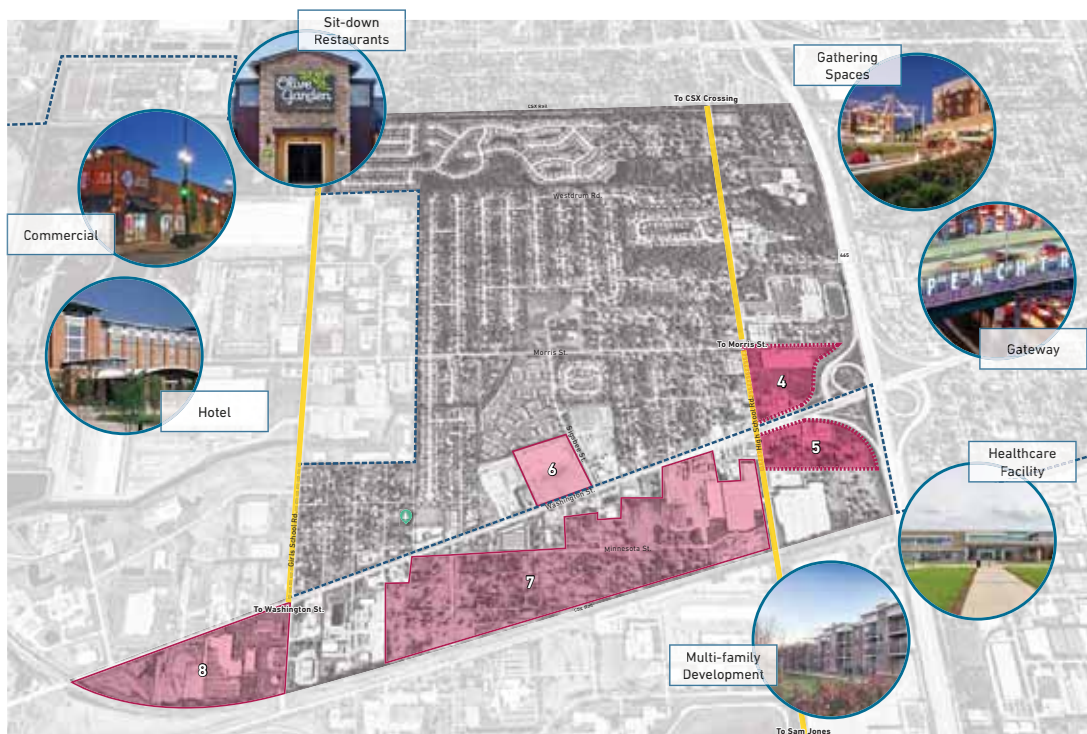
PROPOSED WASHINGTON STREET - EAST OF 465



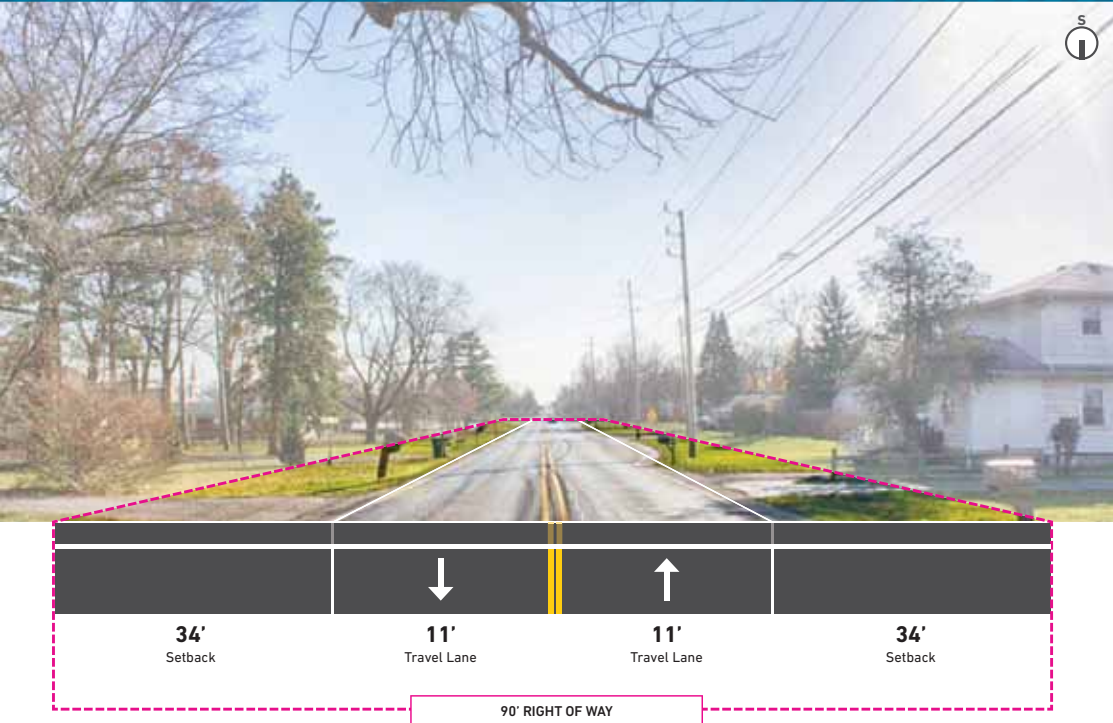
SUBAREA 2 - OUTER URBAN CORE



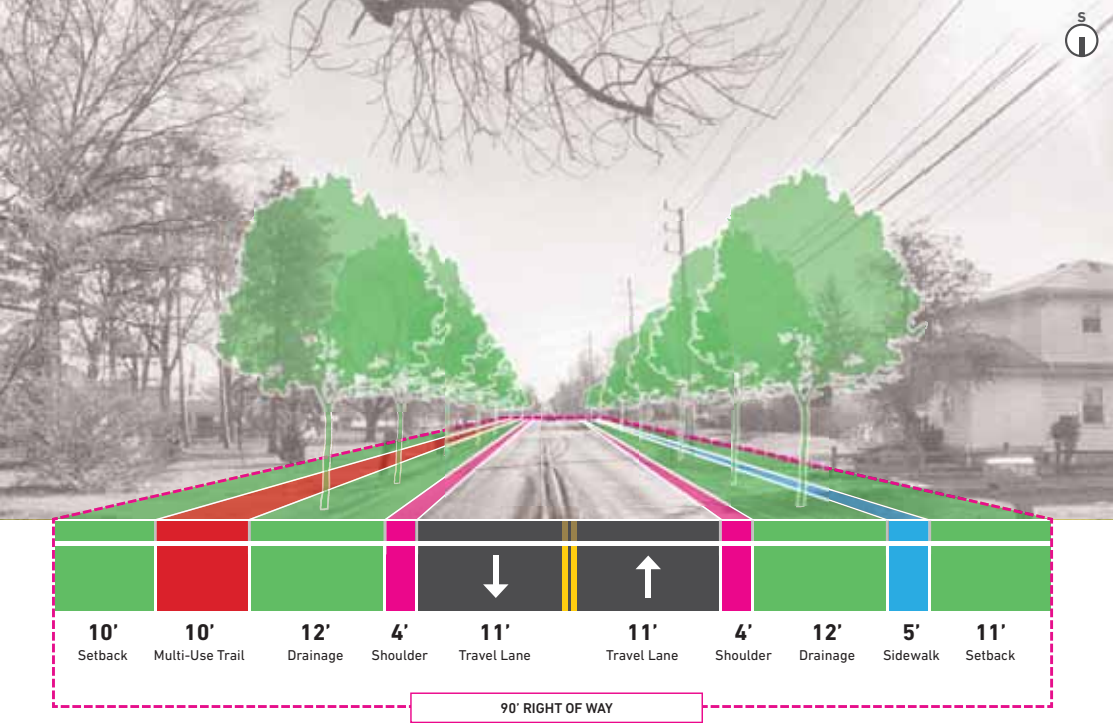
SUBAREA 2 - OUTER URBAN CORE



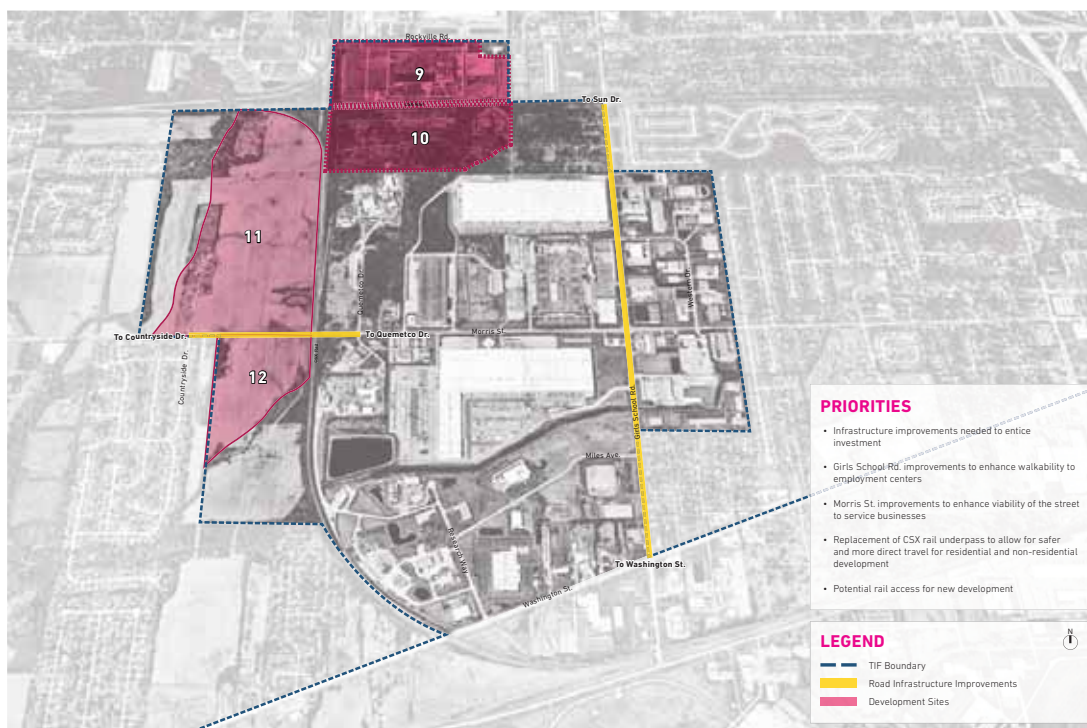
HIGH SCHOOL RD. EXISTING CONDITIONS



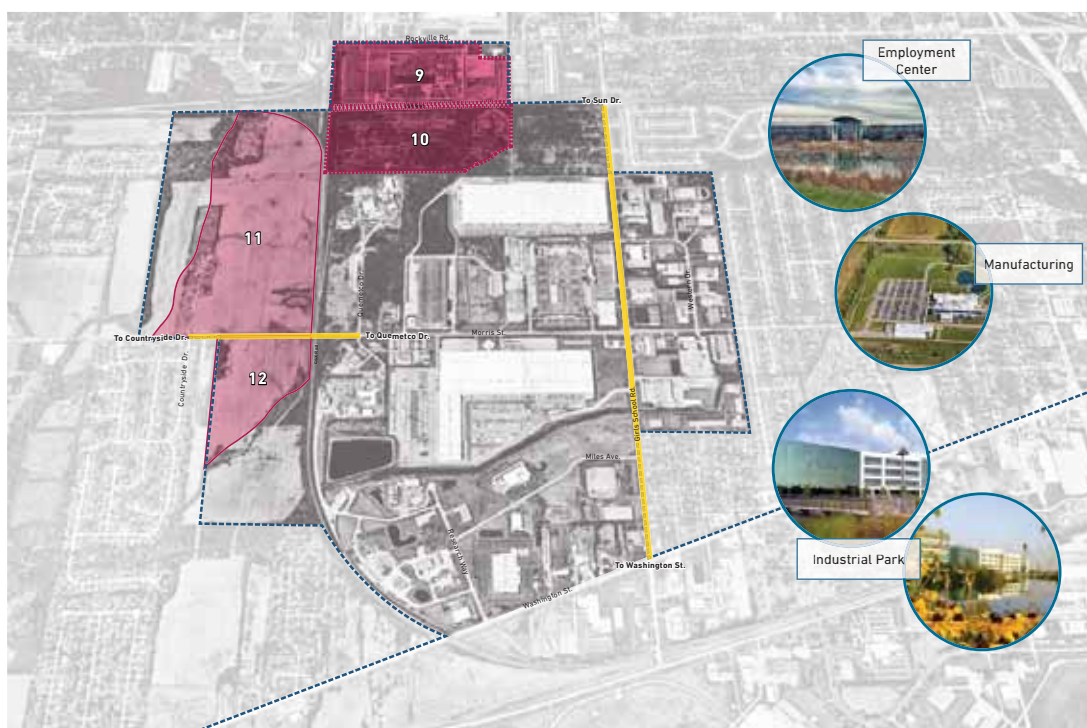
HIGH SCHOOL RD. PROPOSED CHANGES



SUBAREA 3 - INDUSTRIAL CLUSTER



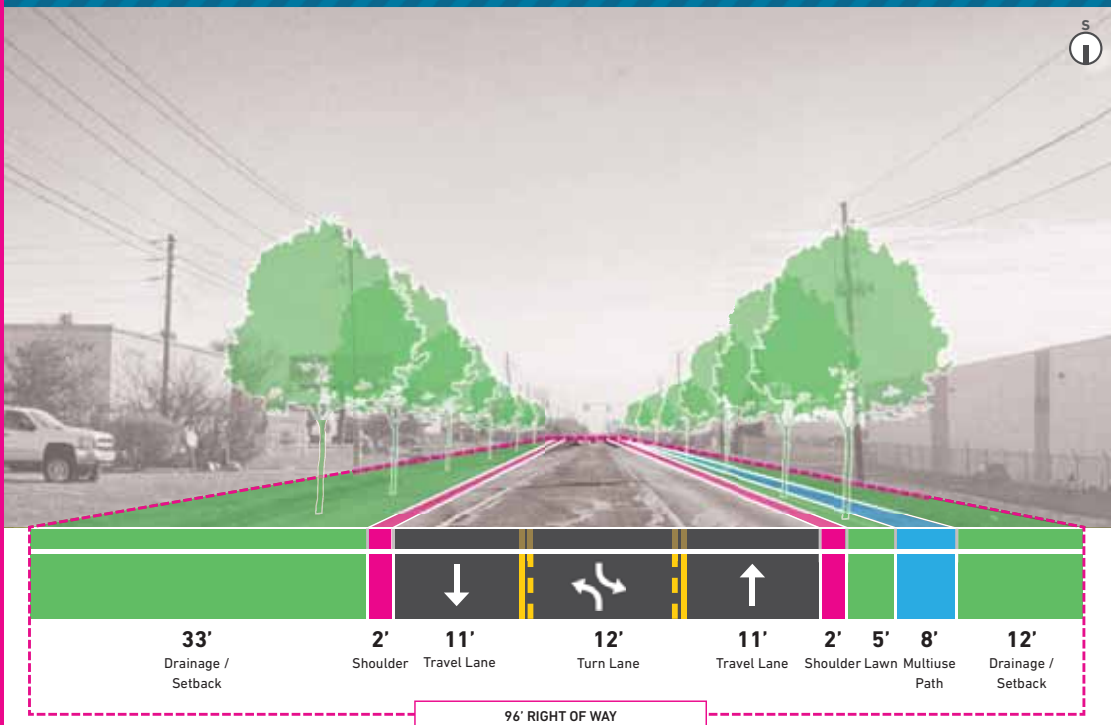
SUBAREA 3 - INDUSTRIAL CLUSTER



GIRLS SCHOOL RD. EXISTING CONDITIONS



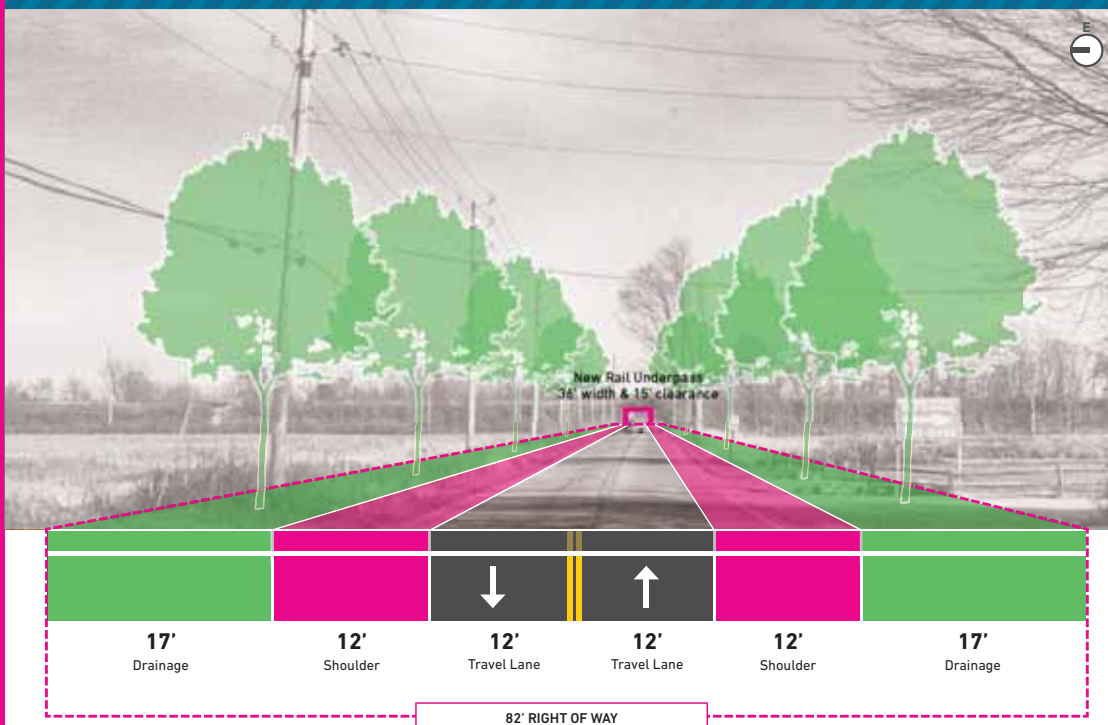
GIRLS SCHOOL RD. PROPOSED CHANGES



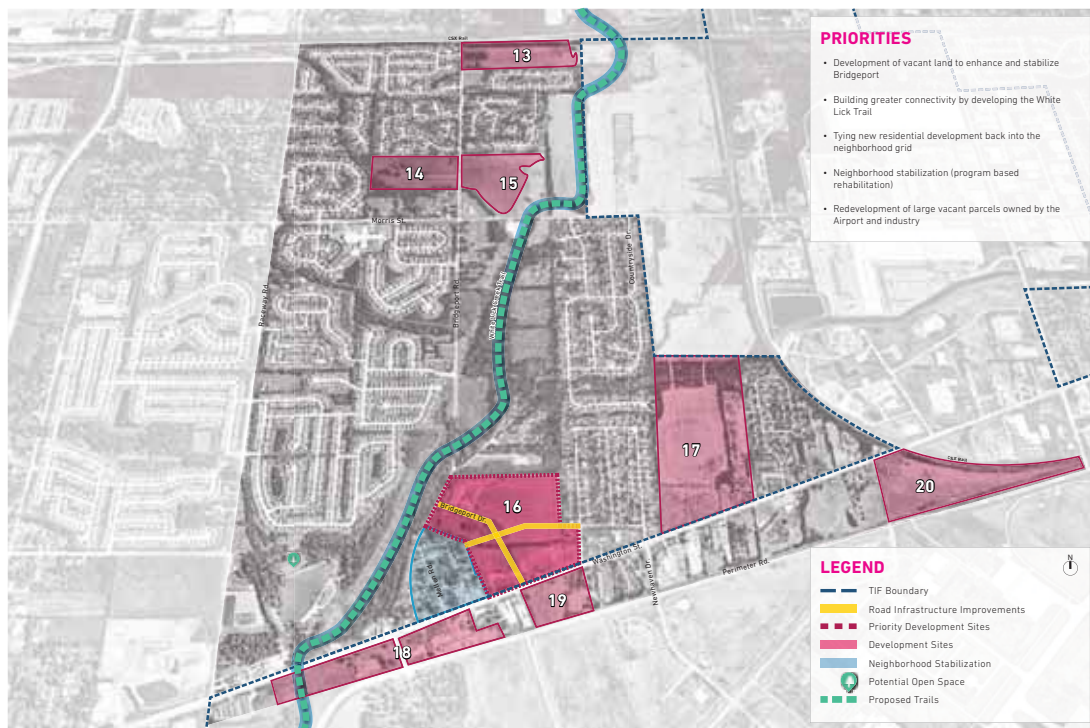
MORRIS ST. EXISTING CONDITIONS



MORRIS ST. PROPOSED CHANGES



SUBAREA 4 - SUBURBAN EDGE



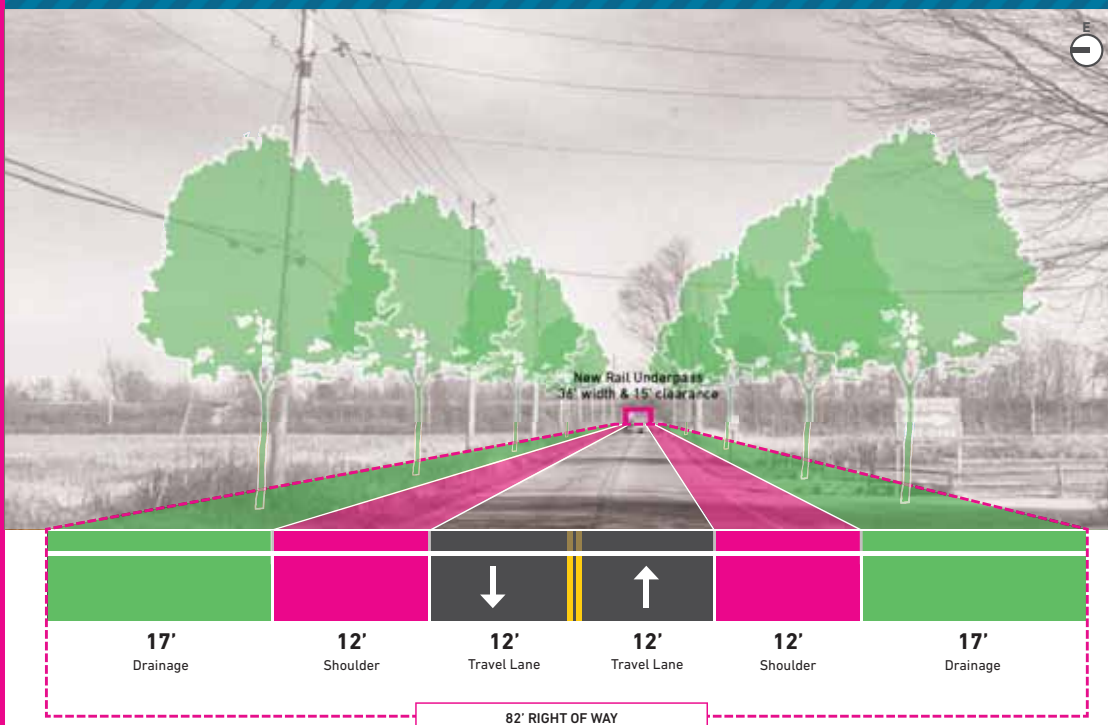
SUBAREA 4 - SUBURBAN EDGE



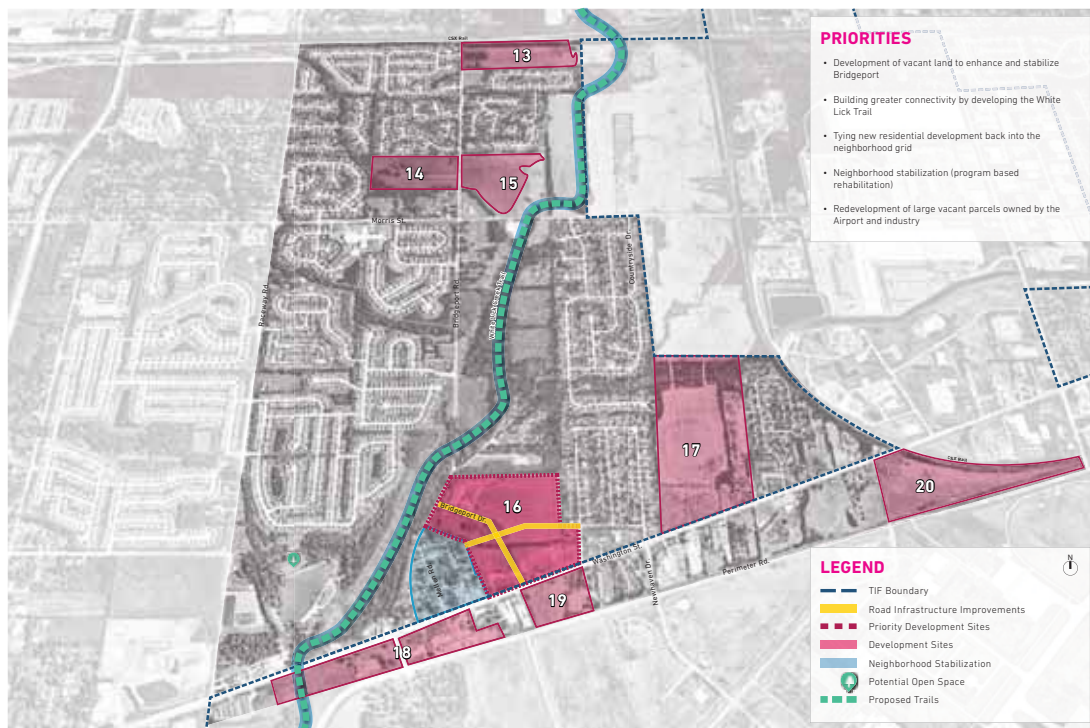
MORRIS ST. EXISTING CONDITIONS



MORRIS ST. PROPOSED CHANGES



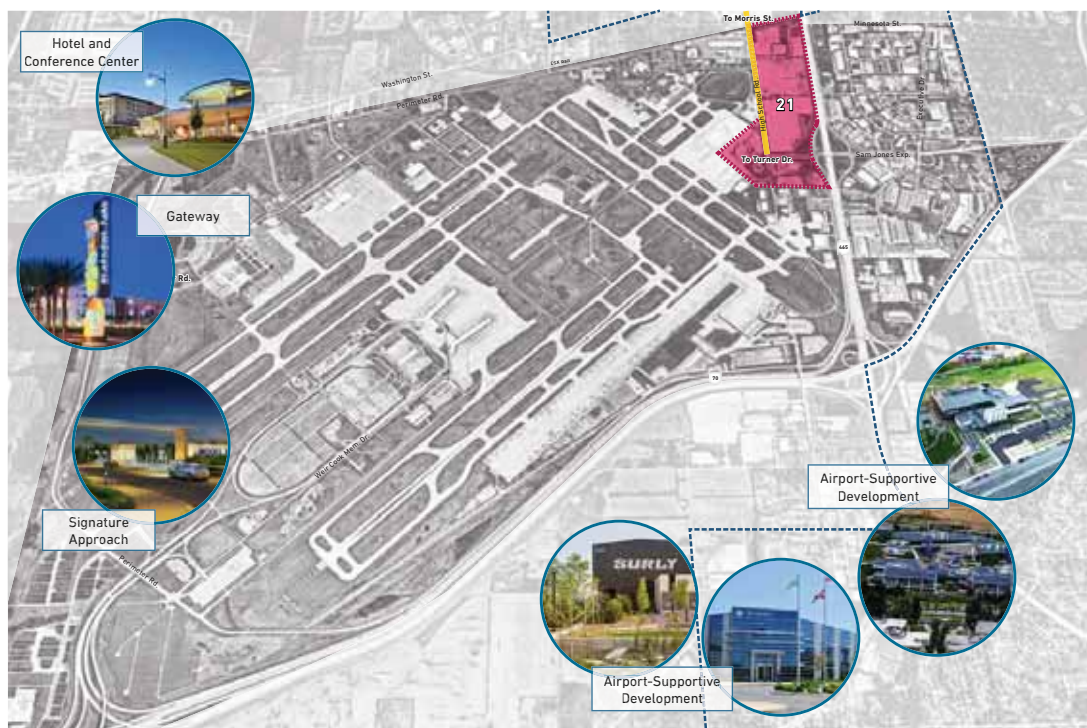
SUBAREA 4 - SUBURBAN EDGE



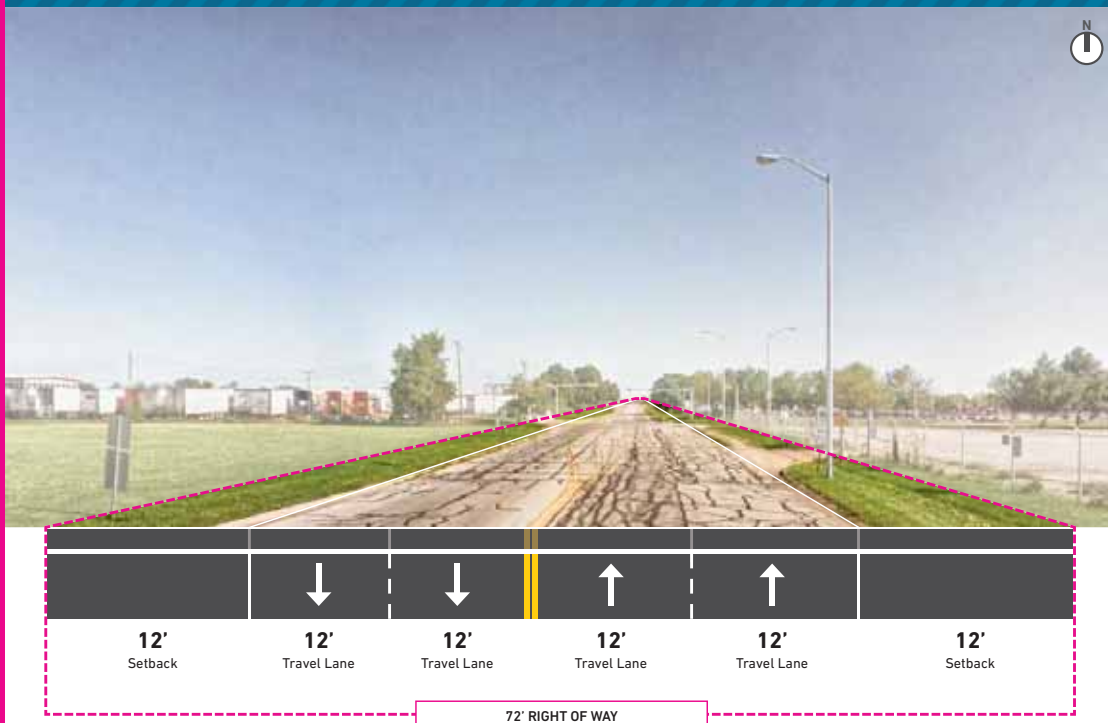
SUBAREA 4 - SUBURBAN EDGE



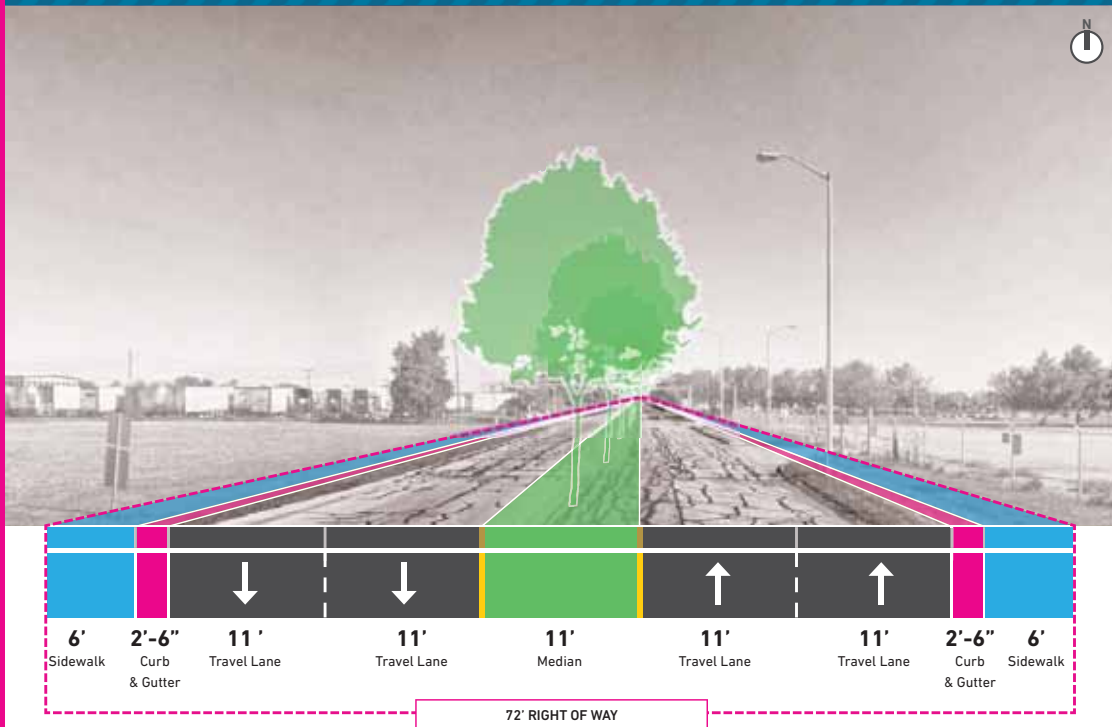
SUBAREA 5 - AIRPORT AND SUPPORT



HIGH SCHOOL RD. EXISTING CONDITIONS



HIGH SCHOOL RD. PROPOSED CHANGES



NEXT STEPS

Further Testing and Vetting

- January. 2018: Phase 3 Begins

Workshop 3 (2 opportunities)

- January 16th, 2018: Garden City Elementary School 5:00 - 6:30 p.m. | 4901 Rockville Road | Indianapolis, IN 46241
- January 16th, 2018: Ben Davis University High School (Enter Door 11) 7:00 - 8:30 p.m. | 1155 S. High School Road | Indianapolis, IN 46241

Incorporating Feedback and Developing Plan

- February - March, 2018



BREAKOUT INTO STATIONS

Explore redevelopment opportunities and connectivity improvements.

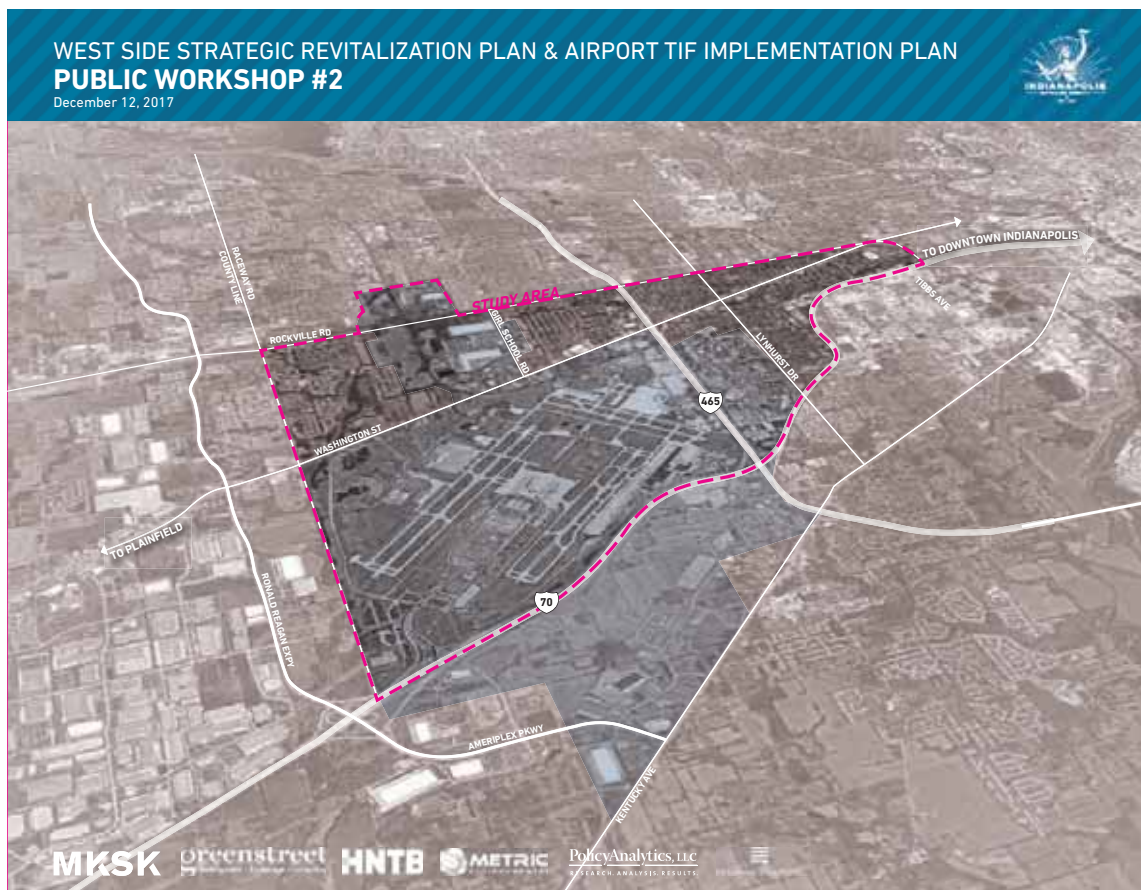
01. Subarea 1 - Inner Urban Core

02. Subarea 2 - Outer Urban Core

03. Subarea 3 - Industrial Cluster

04. Subarea 4 - Suburban Edge

05. Subarea 5 - Airport + Support



Workshop 3 Presentation

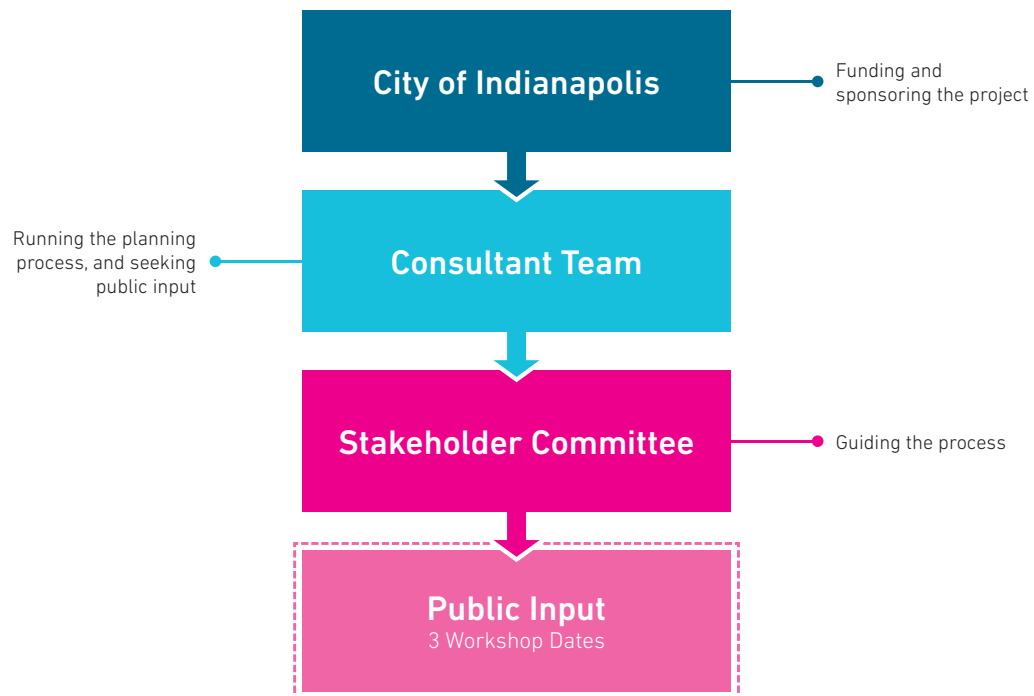


AGENDA

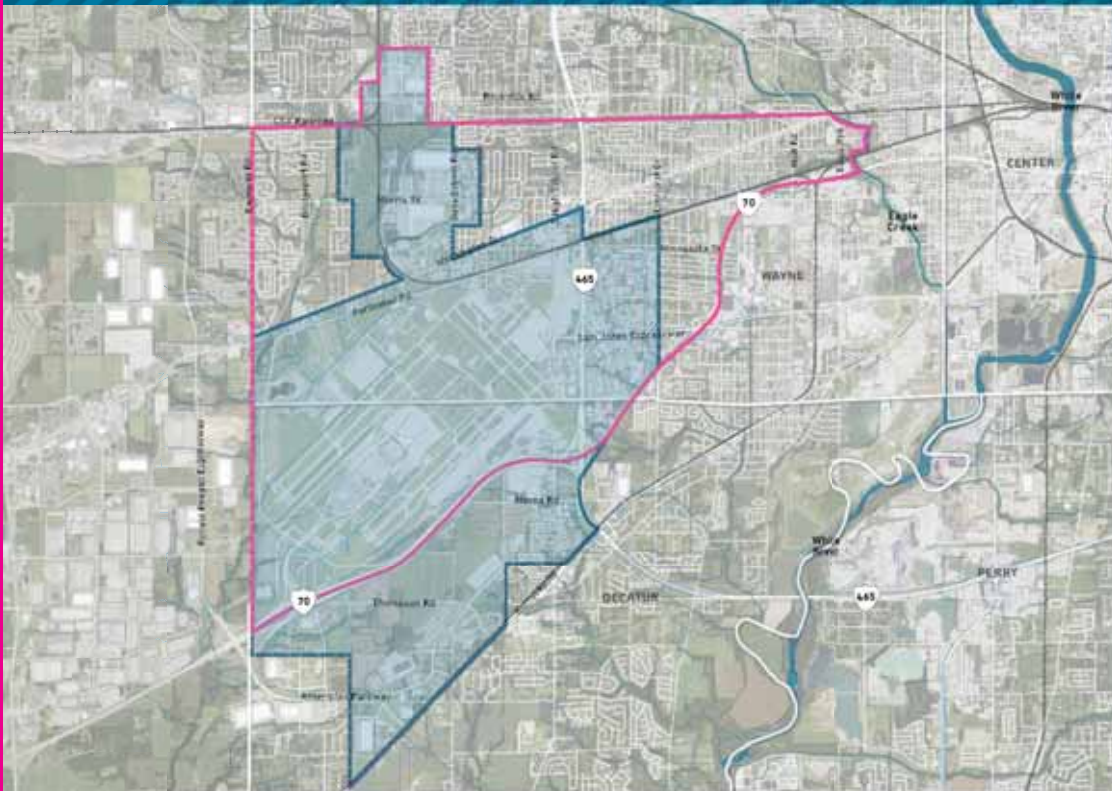
- 01.** Welcome & Introductions
- 02.** Recap and Plan Updates
- 03.** Hearing From You



WELCOME & INTRODUCTIONS



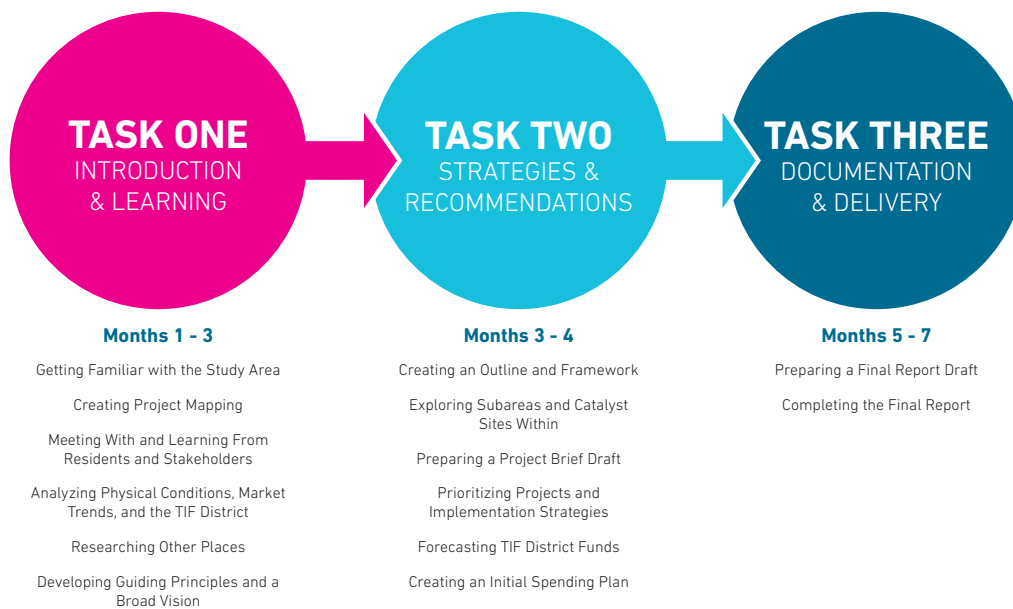
STUDY AREA + TIF DISTRICT BOUNDARIES



WHY WE'RE DOING THIS STUDY

- This is about seeking community and stakeholder participation and strengthening neighborhood identity
- This is about connecting people to places and opportunities
- This is about embracing West Washington Street
- This is about investing for a bright future
- This is about creating jobs and job training
- This is about revitalization and redevelopment
- This is about creating a TIF spending plan

PROCESS EXPLAINED



FEEDBACK FROM YOU

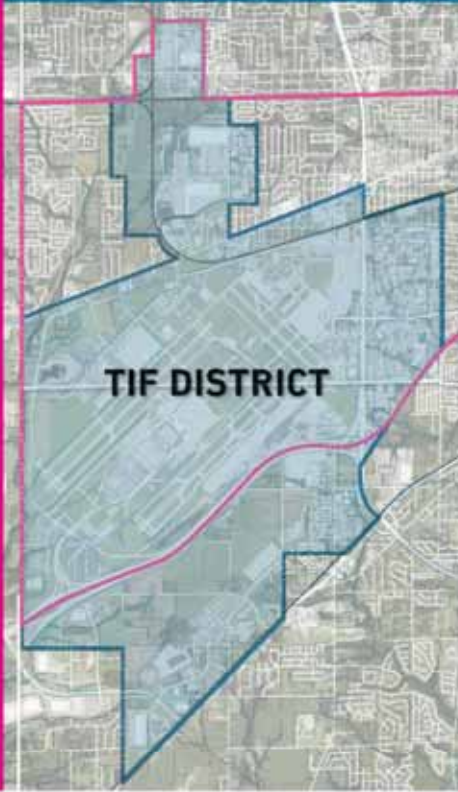
- Washington Street is a priority thoroughfare for improvements from a residential and employment perspective. Improvements would also improve economic development within the area due to an attractive and accessible corridor.
- Pedestrian connections along Lynhurst Dr., High School Rd. and Girls School Rd. are a top priority for residents.
- New park and open space and connections to existing facilities could improve quality of life and make the area more attractive for families.
- There is a need for more accessible community services and other amenities such as restaurants where people can go within the study area.
- There are blighted properties along the Washington Street corridor that are identified as redevelopment sites. The public supported these areas to provide enhanced opportunities for job creation and amenities.

WHAT IS A TIF DISTRICT?



- Tax Increment Financing (TIF) is a way to finance improvements in a defined geographic area
- Property tax revenue produced by new investment is placed into a special fund to finance infrastructure and development
- When a TIF district is established, the current assessed value is designated as the "base"
- The assessed value from new investment is allocated to the "increment"
- The resulting property tax revenue is used to fund development-related projects
- At the end of the TIF's lifespan, all assessed value is reverted to the base, increasing the tax base for local taxing units
- Cannot fund investments outside of or disconnected from allocation area

WHY IS THIS TIF DISTRICT IMPORTANT?



- 01.** The West Side portion of the Airport TIF District produces about \$13-14 million annually in increment revenue.
- 02.** After current debt service obligations for the Ameriplex bonds, about \$11.2 million remains.
- 03.** Without accounting for new investment, the Airport TIF District will produce approximately \$95,200 million in increment revenue between 2019 and 2025.



A BROAD VISION

The neighborhoods making up Indianapolis' West Side will together create a **vibrant, accessible community** where residents can **live, work, and play**.

Redevelopment, revitalization, and infrastructure and transit investment will improve **quality of life** and support an **empowered workforce with new job opportunities**.

WORKSHOP 2 RECAP

Workshop 2, Event 1: 5:00 - 6:30 pm

21 Signed-In

Workshop 2, Event 2: 7:00 - 8:30 pm

18 Signed-In

40-45 Estimated Attendees



WEST SIDE STRATEGIC REVITALIZATION PLAN

PUBLIC WORKSHOP

November 16th, 2017

5:00 pm - 6:30 pm
Bridgeport Elementary School
9035 W. Morris Street, Indianapolis

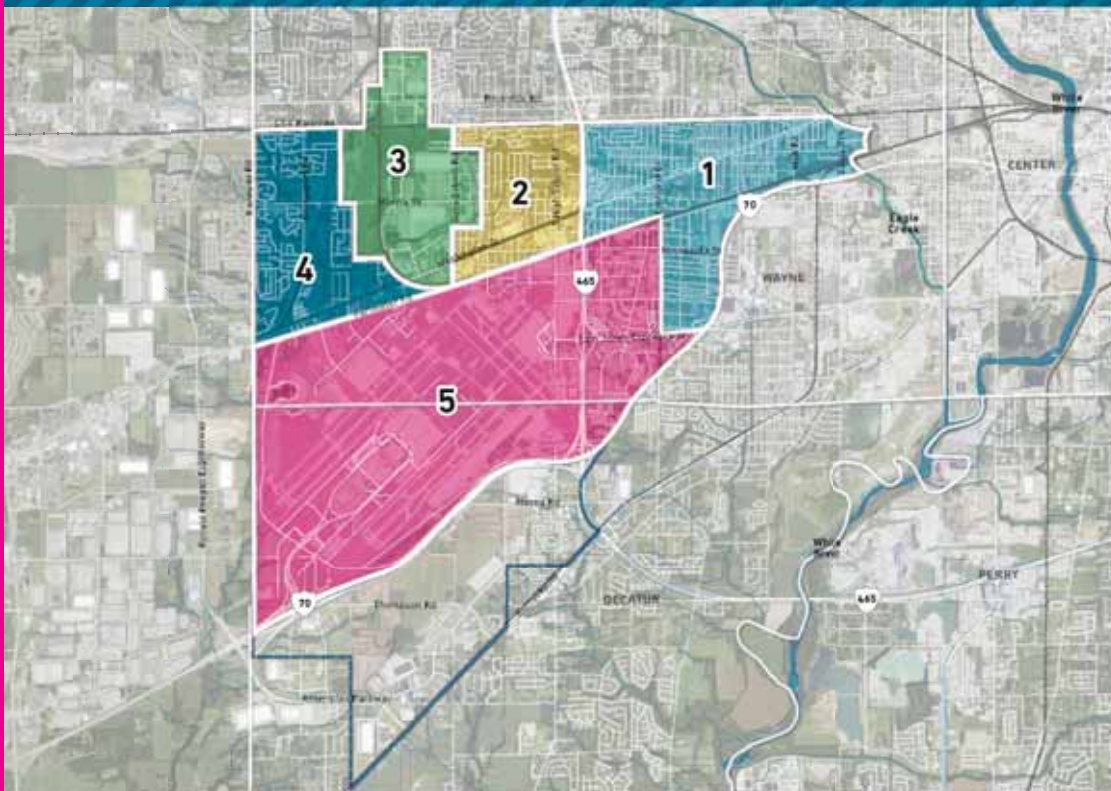
7:00 pm - 8:30 pm
M.S.D. of Wayne Township Education Center
1220 S. High School Road, Indianapolis



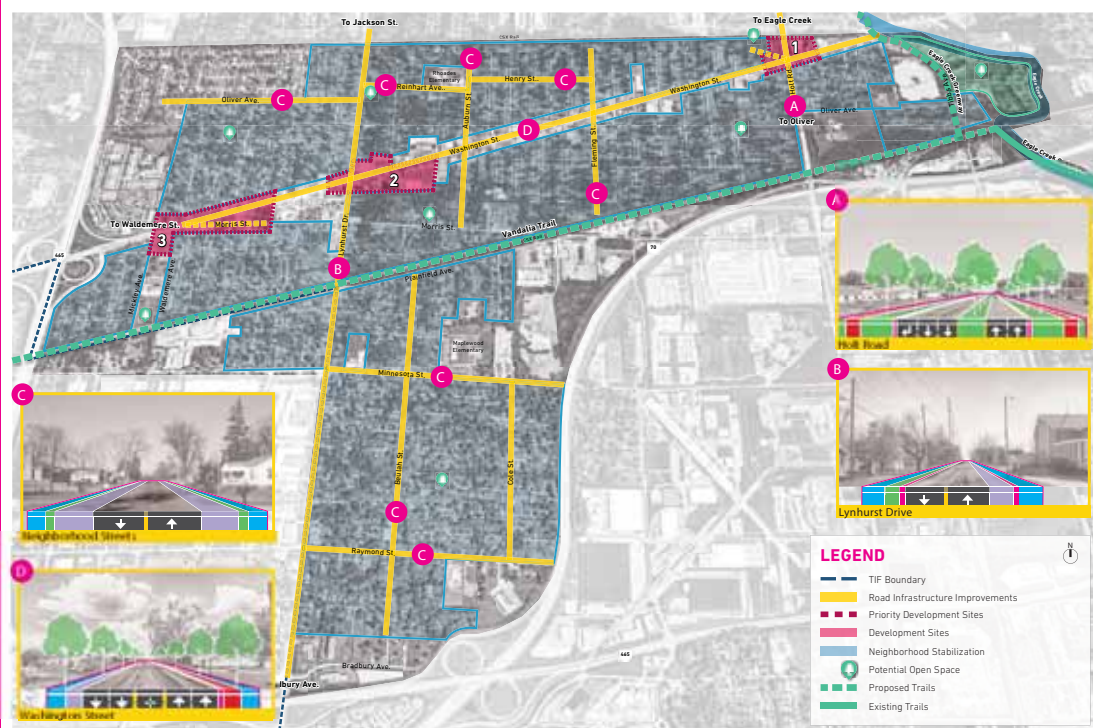
OUR WORK SO FAR

- Completed inventory and analysis
- Synthesized public feedback from Workshop #1 and Workshop #2
- Identified and studied potential (re)-development sites
- Identified and studied road and connectivity improvements
- Identified revitalization strategies
- Preliminary costs and revenues to inform priorities
- Testing needs and recommendations with external stakeholders
- Determined market suitability for redevelopment sites
- Determined available resources tied to revenue forecasting
- Prepared for Workshop #3
- Preparing for Stakeholder Committee Meeting #5

LOOKING AT SUBAREAS TO MANAGE SCALE



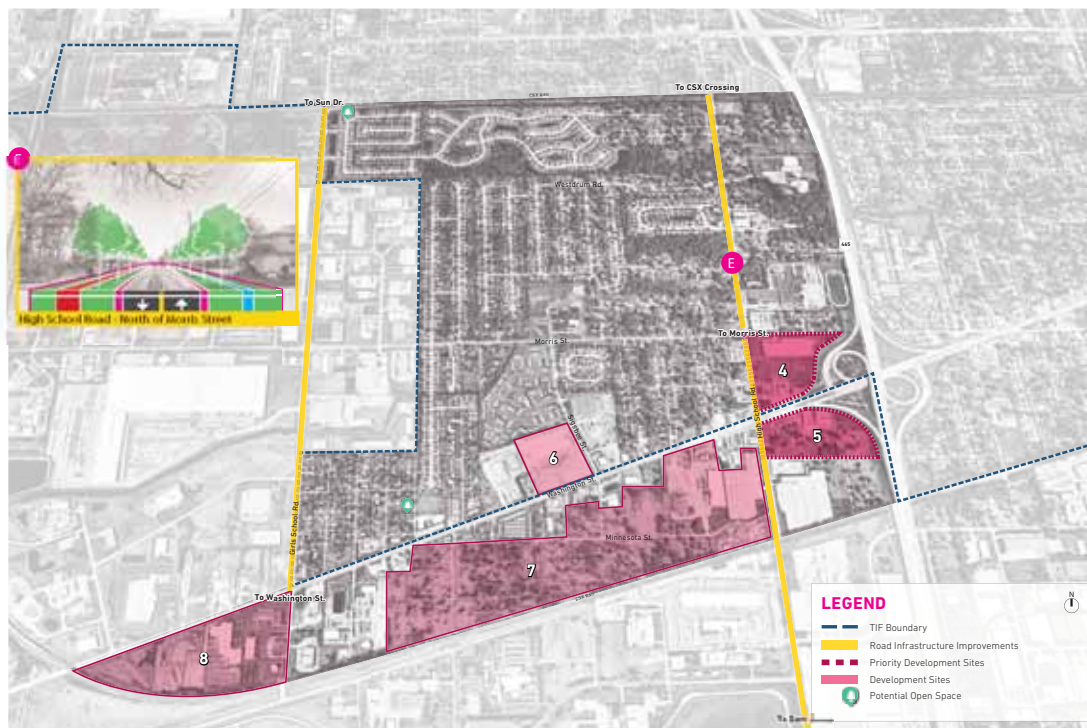
SUBAREA 1 - INNER URBAN CORE



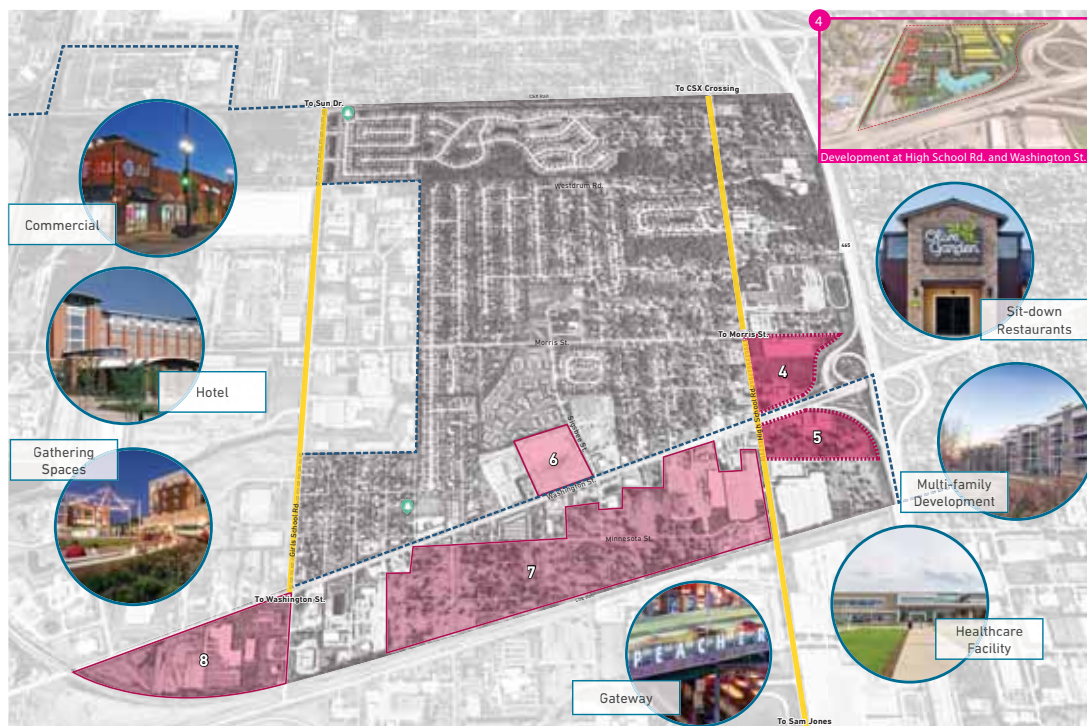
SUBAREA 1 - INNER URBAN CORE



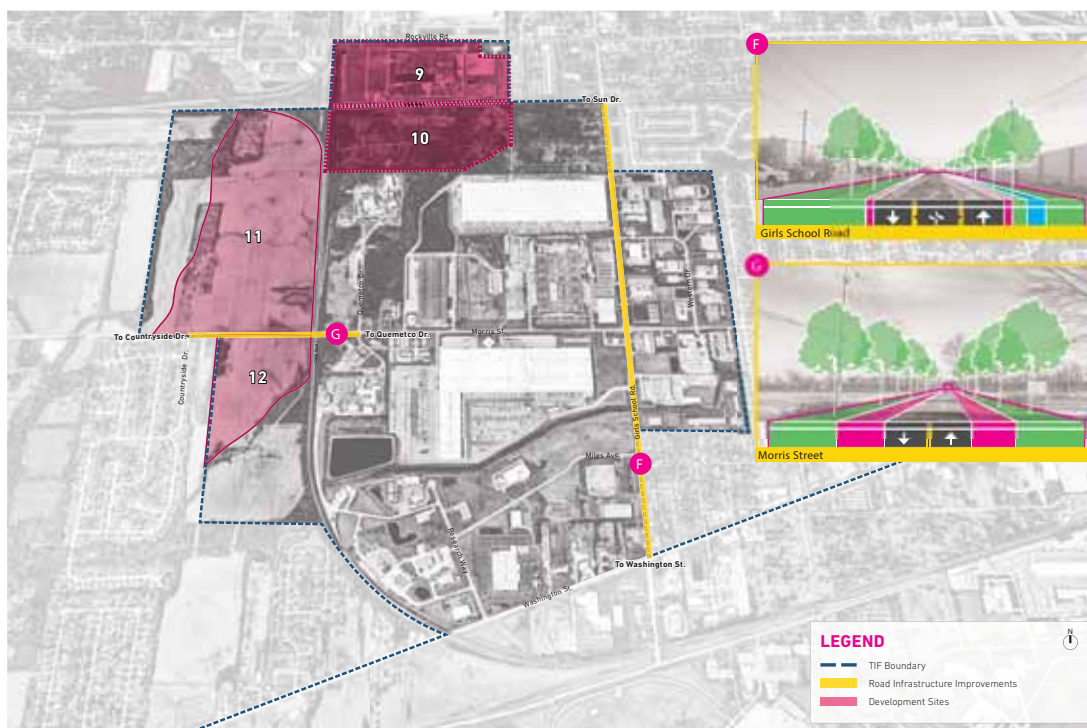
SUBAREA 2 - OUTER URBAN CORE



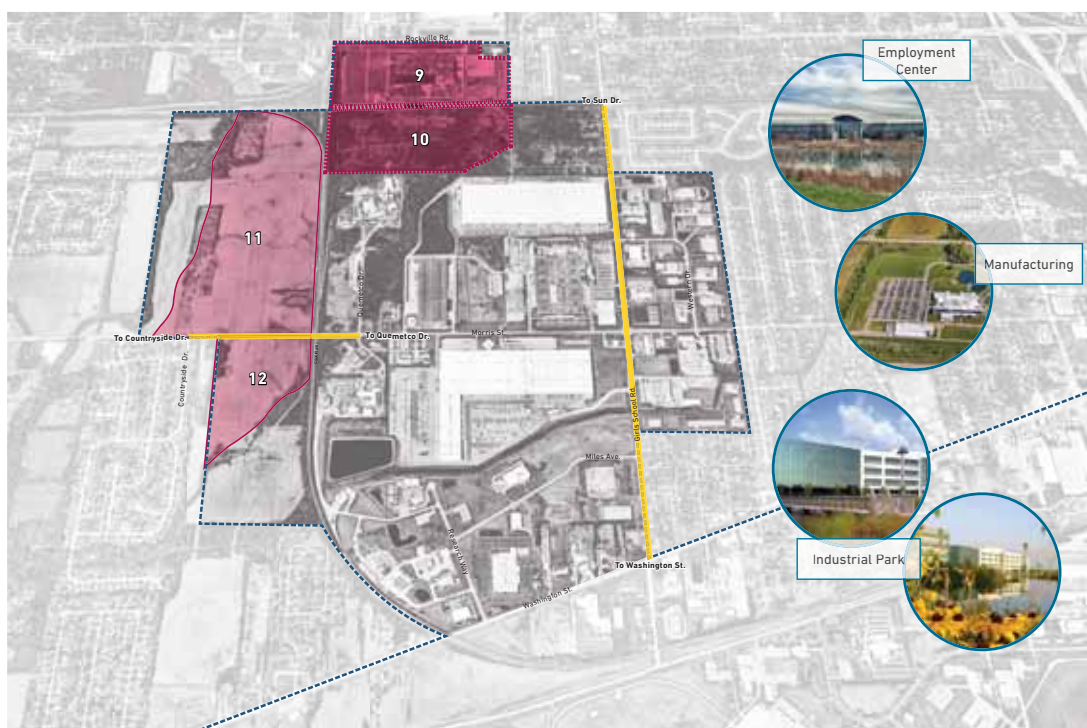
SUBAREA 2 - OUTER URBAN CORE



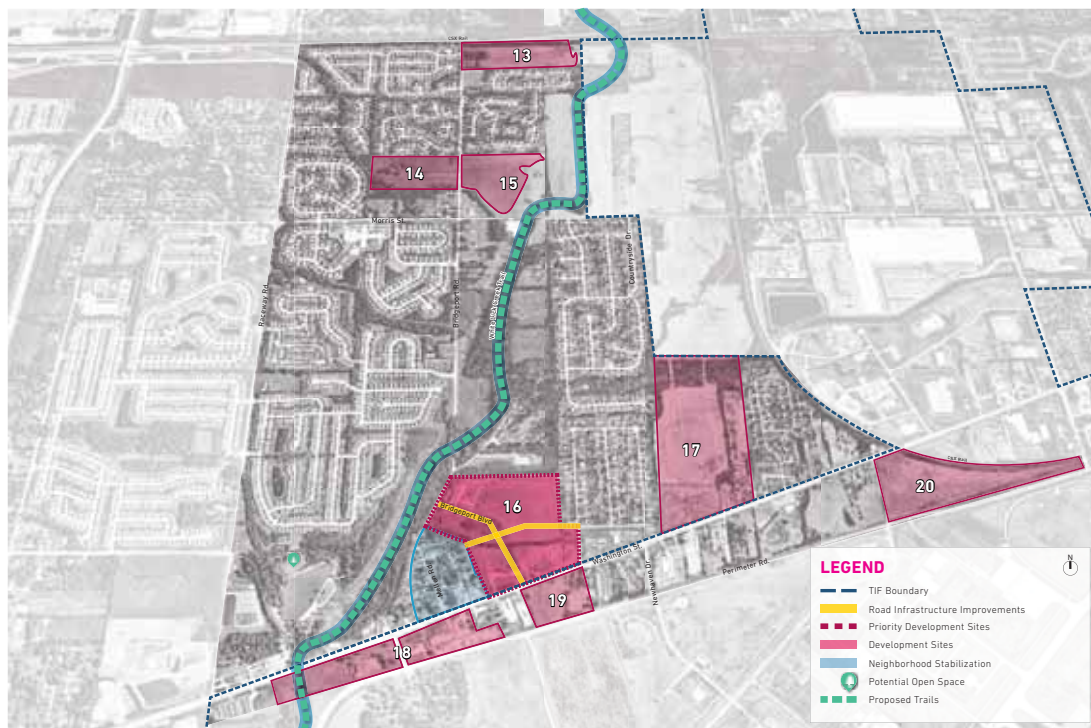
SUBAREA 3 - INDUSTRIAL CLUSTER



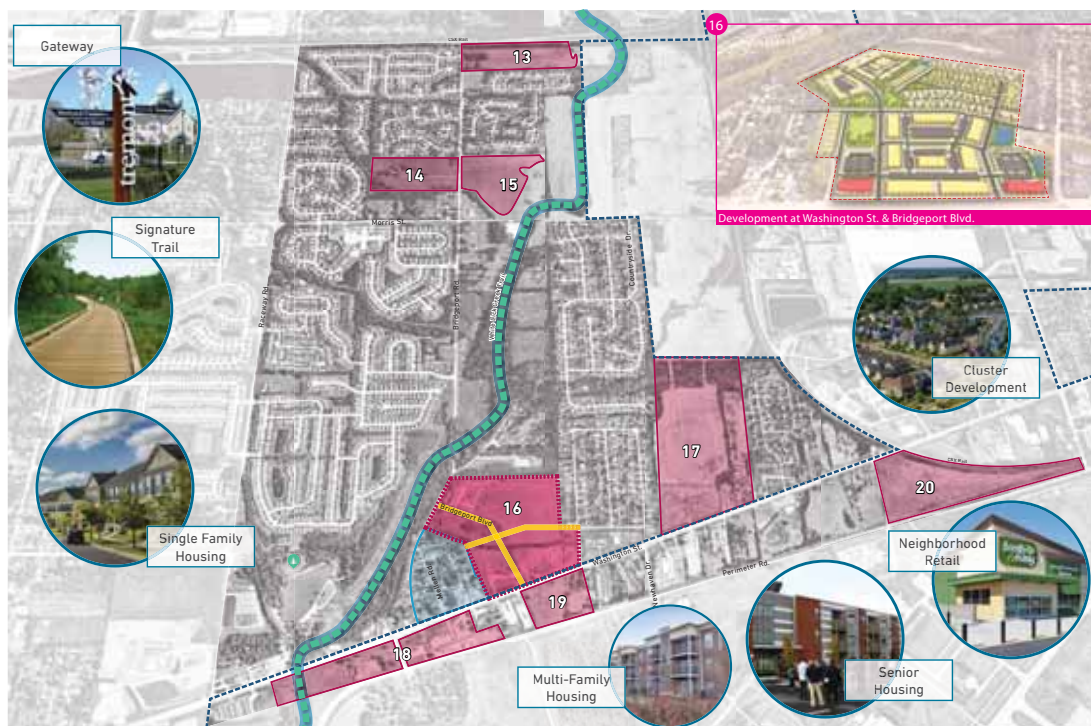
SUBAREA 3 - INDUSTRIAL CLUSTER



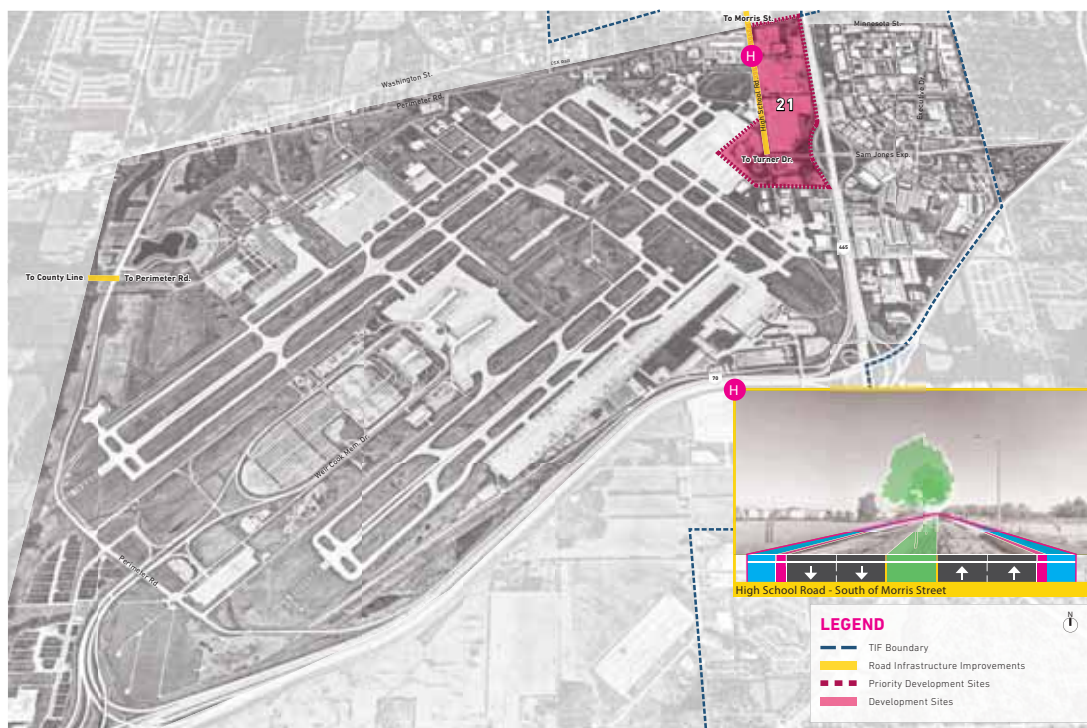
SUBAREA 4 - SUBURBAN EDGE



SUBAREA 4 - SUBURBAN EDGE



SUBAREA 5 - AIRPORT AND SUPPORT



SUBAREA 5 - AIRPORT AND SUPPORT



PRELIMINARY PROJECT PRIORITIZATION CRITERIA

How an Improvement Addresses Health, Safety, and Welfare

For example: does the improvement improve vehicular, pedestrian, and/or bicycle safety? Or, does it improve drainage? Or, can it improve perceived and/or actual public safety?

How an Improvement Addresses Equity and Quality of Life

For example: does the improvement improve access to open space? Or, does it provide multi-modal connectivity from homes to employment, schools, shopping, or transit?

How an Improvement Effects Revitalization/Redevelopment

For example: does the improvement improve access to and/or marketability of (re)developable land? Or, does it directly incentivize (re)development? Or, can it directly stabilize neighborhoods?

How an Improvement Addresses Job Creation and Workforce Development

For example: does the improvement directly incentivize higher-wage job creation? Or, can it directly incentivize lower-wage job creation?

How an Improvement Addresses Resiliency

For example: does the improvement lessen the impact of wet-weather events? Or, can it create a more diverse economy? Or, does it increase access to multiple transportation options?

How an Improvement Amplifies Other Priorities, Initiatives, or Funding Sources

For example: has the improvement already been identified in a current capital program? Or, has it been previously identified for investment in a preceding study? Or, can it leverage other investment and/or funding sources (e.g. transit, brownfields, flood control, drainage)? Or, can it attract other unique support?

NEXT STEPS

Finalizing Priority Criteria

- January, 2018: Phase 3 Begins

Continuing to Test Projects with Stakeholders

- January - February, 2018

Incorporating Feedback and Finalizing Plan

- February - March, 2018



BREAKOUT INTO STATIONS

Explore redevelopment opportunities and connectivity improvements.

01. Subarea 1 - Inner Urban Core

02. Subarea 2 - Outer Urban Core

03. Subarea 3 - Industrial Cluster

04. Subarea 4 - Suburban Edge

05. Subarea 5 - Airport + Support

06. Criteria Ranking Exercise

CRITERIA RANKING EXERCISE

- You have \$6 to spend on your top scoring criteria.
- You may choose to spend all or some of your dollars on any single criteria.
- This will help us understand how you view priorities and decision-making.

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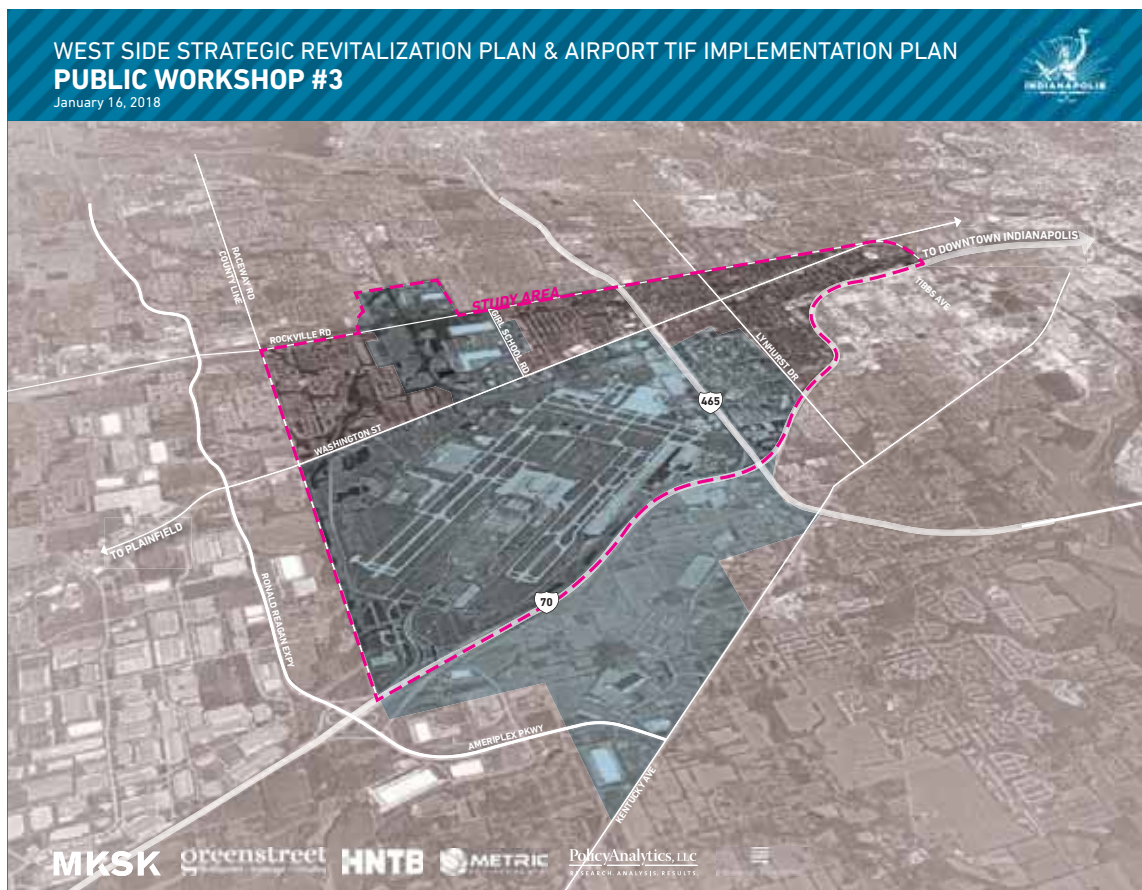
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Stakeholder List

Completed External Stakeholder/Focus Meetings

Coltyn Miller, Indy Ace Academy		call
Ryan Lynch, Indy Ace Academy (Republic Airways)		call
Marie Mackintosh, EmployIndy		call
Samantha Spengel, IHCD		
Katie Bannon, City of Indianapolis, Home Manager		
Ashlee Weaver, INRC, Lynhurst Area		
Lisa Laflin, West Indy Development Corp		
Suzanne Thompson, Heart and Hands		
Jennifer Green, Indy Housing		
Bart York, Skillman/Indy Gateway		
Jeff Butts, Wayne Twp. Schools	x2	
Andy Harris, Wayne Twp. Trustee		
Julia Saltgaver, Quality Connect/IBEW Union		
Troy Brosseau, Tel Tec Inc.		
Ian Nicolini, Develop Indy		call
Councillor Jared Evans	x2	
Rick Proctor, Westside Chamber/Indy Gateway	x2	
Lisa Bentley, Indy Gateway	x4	
Bill Stinson, Indianapolis Airport	x2	
Eric Anderson, Indianapolis Airport	x2	
Todd Cook, Indianapolis Airport	x2	
Don Thomas, Fleming Gardens Christian Church		
John Jessup, Colliers Industrial Realty/Park Fletcher		call
John Marron, Indy-Go		
Justin Stuehrenberg, Indy-Go		
Annette Darrow, Indy-Go		
Meredith Kleotka, City of Indianapolis, DMD	x2	
Tim Nowak, Jameson Camp		call
Melody Park, City of Indianapolis, DPW		
Mark Zwoyer, City of Indianapolis, DPW		
Andre Denman, City of Indianapolis, Indy-Parks		
Ben Miller, City of Indianapolis, Indy-Parks		
Julee Jacob, City of Indianapolis, Indy-Parks		

Blue Line Working Group	9-Oct
Indy Gateway Board	14-Dec
West Side Crime Watch	12-Feb
40 West Merchants Association	21-Feb
Sixth Stakeholder Committee Meeting	13-Feb
Indy Gateway Board Retreat	20-Apr

Declined Meetings (said no/no response/no show)

Chris Prior, MIBOR	NR
Robin Brandgard, City of Plainfield	NR
Matthew Blunck, Enterprise Holdings	NR
Tim Cook, Cook Glass	NR
David Lawrence, Aerodyn	NR
Debbie Parish, Shelton Heights Crime Watch	NR
Rick Skiles, Greater Garden City Civic Assoc	NR
Sharon Hollis, 40 West Merchants Association	NO
Quemetco	NO
Andy Mohr, Andy Mohr Dealer	NO
Tina Adams, Fed Ex	NO
Wendy Hamrick, Heritage Environmental	NO
David Stringer, Healtherwood/Ben Davis	No show
Toni Noland, Mickleyleville Crime Watch	No show
Ramona Ward, Drexel Gardens Crime Watch	No show

Stakeholder Notes

Stakeholder Meetings



01/26/2018

n16952

Stakeholder Notes – West Side Strategic Revitalization and Airport TIF Implementation Plan

Stakeholder Meetings were conducted either in group, one on one, or conference call format. During these meetings, an informal summary of the masterplan process, analysis, ideas and concepts were given and feedback was asked as part of each meeting. Findings from meetings are summarized by subject below.

Elected Officials/Government

- City of Indianapolis
- Wayne Township
- State Government

Summary:

Roads/Infrastructure

Elected and governmental officials all felt that the roads and infrastructure within the study area were in poor condition, harm business and residential development/retention, and contribute to a adverse image in the area. While there are areas with updated roads and infrastructure, much of the study area is plagued by disinvestment in streets, sidewalks and sewers/utilities. Issues include unsafe pedestrian conditions and lack of connectivity, storm water issues, and dilapidated roads. Washington Street is in poor condition and in need of a total rebuild complete with updated sewers/utility infrastructure. Coordination with IndyGo on the Blue Line BRT project is key. Elected and governmental officials expressed that they would prefer Blue Line BRT transit improvements to continue past Holt Road on Washington Street to High School Road, or Bridgeport Road to connect to the Indianapolis International Airport. Washington Street, Lynhurst Drive, and neighborhood streets throughout the study area are subject to localized flooding caused by poor storm water infrastructure and a high percentage of runoff drainage. Washington Street is a priority of Wayne Township, followed by improvements on major north/south thoroughfares such as Girls School Road, Lynhurst Drive and Holt Road. Governmental officials also expressed that the Ameriplex Parkway extension which is located within the Airport TIF district, but outside of the study area was also a priority of the City. Ameriplex Parkway is being studied separately by this study, but should be referenced. All road improvements should follow the City's complete streets ordinance and include pedestrian connectivity and when applicable bicycle and bus related connectivity and amenities. Major employers such as Target, Amazon and the Indianapolis International Airport have expressed desire for enhanced multi-modal connectivity from public transit to workplace locations.

Neighborhoods/Development

Elected and governmental officials felt that generally the portion of the study area located east of I-465 was vulnerable, and has a history of disconnected neighborhoods, dense housing stock that is aging and declining, and in need of infrastructure investment and targeted residential and open space investments to spur revitalization. There is opportunity located within neighborhoods for revitalization, especially within walking distance of the planned Blue Line BRT. Localized flooding issues exist within neighborhoods and stem from aging infrastructure and poor drainage. Organizations such as Indy Gateway and MSD Wayne Township Schools are partnering on small-scale housing stabilization and infill projects. Such projects enhance image, and make a positive change in neighborhoods where investment is sorely needed. Neighborhoods east of I-465 lack a cohesive identity, and are in need of enhanced branding, gateways, and landscape treatments on edges to better define place.

The portion of the study area located west of I-465 is newer, more suburban in nature and is generally more affluent. However, there is growing concern that due to the lack of "family amenities" and other businesses

Stakeholder Meetings



in this area, this portion of the study is not as desirable as it once was from a location perspective. Major employers have expressed concern in talent attraction/retention due to the condition of the west side generally. Many people who would locate on the west side, now reside elsewhere such as in Plainfield.

Zoning/Land Use

Elected and governmental officials felt that there is a large number of uses along major corridors within the study areas such as automotive related uses which do not contribute to a positive image of the study area. Many of these uses potentially also invite right-of-way encroachments especially along Washington Street. Stakeholders expressed a great opportunity for market driven corridor redevelopment in association with transit and streetscape enhancements to Washington Street. Stakeholders also felt that redevelopment could spur residential redevelopment.

TIF

Elected and governmental officials emphasized the importance of the Airport TIF district as an economic development tool to provide investments in infrastructure that is needed within the west side. Stakeholders felt that TIF district dollars should be focused on projects that will encourage better connectivity, enhanced community pride, and catalyze private investment around those infrastructure projects. There was much discussion on priority projects associated with the TIF. Projects discussed include rebuilding Washington Street, Lynhurst Drive, High School Road, Girls School Road and Ameriplex Parkway within the TIF district. Discussions also included the subject of those project needs outside of the TIF district such as Holt Road, and neighborhood investment needs. While the TIF district sunsets in 2025, stakeholders discussed a variety of potential options to capture increment with site specific, or enhanced TIF districts past the sunset date.

Public Safety

Elected and governmental officials felt that investments in the study area would enhance public safety through civic pride and enhanced investments. While the study area is generally not impacted by a high level of public safety issues, there are pockets of issues associated with specific uses and locations throughout the study area. Stakeholders indicated the need to target some of those high-crime or otherwise public safety issues with redevelopment tethered to infrastructure improvements.

Education/Workforce Development

- MSD Wayne Township Schools
- Vincennes Aviation Technical Center
- Employ Indy
- QC Indy/Workforce Development

Summary:

Education/Workforce Needs and Opportunities

Programs Offered

Vincennes – Purdue is in the building with them so they can access Purdue for completing degree at the Vincennes tuition rates. There is a shortage for aviation mechanics. Maintenance have three job opportunities when they graduate locally. Pilots tend to stay and get bachelor's degree and then move on to the airlines hub. Within five years, then end up moving back to Indy. They have multiple MOUs signed with airlines to guarantee interviews and jobs. There are many people that are retiring now and this is a challenge for getting aviation maintenance. Lack of awareness for aviation jobs (\$17 – 20 hourly for entre level with no experience). Also, not sure how interested young people are in hands-on kind of work. Pilots

Stakeholder Meetings



are a different thing – most people know they want to do this when they are young (it's also expensive to go to school). The program calls for \$22,000 over two years, however they do need \$1,500 for the beginner materials and transportation.

QC Indy – labor management of 16 counties which includes union 2,500 electricians/100 employers. Ages are 22 – 65 which is primarily white and male (they want to change this). They have electrical training center right off 465 and south of Minnesota which is 5-year experience and includes job experience and graduate with a 2-year associates degree from Ivy Tech. They have currently 250 apprentices (greater diversity). The education for electricians is funded by the employers. What are you doing to do after high school? Guidance counselor, student and parent. Trade shouldn't be a default issues rather an aptitude for it. Since it is employer funded, there is no tuition rather books and materials which get rebated if you make good grades. You are actually earning during this time period (5 year-long). They are making more effort communicating to 8th graders and up.

Wayne Township District – they have 16 facilities that serve 16,500 children ages 3 – 80. Their demographics are 78% is free and reduced lunch rates. There a high number of mobility (people moving from house to house). It's about 1/3 even split between African American, Caucasian and Latino (Latino's are growing the fastest) and they see more Nigerian families moving into the area. There are more Caucasians that he works with that are around retirement age (no children of school age) in the Wayne Township. Only 48% of their residents own their home. There about 85 languages spoken in Wayne Township. There are 2,500 employees and an even split of certified teachers (25% live in the district) and non-certified teachers (75% live within the township). They have partnerships with higher education, Vincennes Aviation, partnerships with electrical unions. They started building homes (after not doing that for 15 years). Challenge is helping students understand the 2-year vs. 4-year opportunities as most feel like a failure if they don't do a college degree. They are trying to help students understand this through their career center. Two

What key workforce development resources are available in the west side area?

1. Wayne habits of success – they add this in the curriculum, so they are better at employability skills.
2. WorkOne – very involved in the adult education for foreigners and people from out-of-state. They are open to whatever to foster adults to find viable employment.

What are the greatest needs or gaps?

1. Under-resourced – typical resources in the workforce system: K-12 schools, training centers, universities and community colleges, and community centers.
2. Wayne township training center is good. No ivy tech representation on the west side. Mary Riggs is the closest community center. If you compare to east side and near north side, there are many non-community resource centers available.
3. Workforce transportation is a huge problem. Lack of sidewalks for them to walk on to their place of employment. Example: Amazon Fulfillment Center is a great entry-level job position for someone who didn't finish high school, however its difficult to transport the young urban people out to the west side. Blue Line BRT extension and an enhanced IndyGo #8 route would help greatly.
4. Quality of Life and community image is an issue on the west side.
5. There needs to be employer attractions (especially anchors) and a quality of life that will attract.
6. Rexnord and Carrier employees should be easy to re-employ as they have skills, however the salary point will be difficult. They were much higher than what is typically available in the area. This is the problem with having dislocated workers. All these employees have access to trade adjustments assistance where they can sign up for other re-training and maintain some salary during this training.
7. The initial investment in some of the training may have high costs, this is where workforce dollars could assist.

Stakeholder Meetings



8. Opportunity to utilize open building for attracting small manufacturing companies.
 - a. Patrick McGrew, Governor Holcomb's Educational Coordinator would be point person for learning about initiative to move logistics more into the west side area.
 - b. AAR and Revert Republic– large employers in the area; they are funding aviation camps for the elementary age schools in Wayne township.

Recommendations

1. Electrical trade is a really good resource; should capitalize on that. It's a unique resource.
2. Apprenticeship – good way to inform the people of available jobs
3. Build your Future program and other programs that use apprenticeships as a way to engage young people.
4. Leverage funds that would allow employers to have uber funds for their employees. Kansas City had a shuttle line in partnership with employers to bus young people from the center of Kansas City to the warehouse facilities in other areas.
5. Small things that keep people from going to work. May be very difficult for working poor or working class. For example, if childcare is only open for a few hours and doesn't match their shift, this is a challenge. Perhaps invest in childcare on-site or drop-off center. Child care vouchers keep people from higher salaries as they lose that support and have to pay for child care which can get expensive. How to re-employ people can be very complicated – training isn't the best if they can't even come to the training because of other barriers (child care and transportation).
6. Need to incentivize employers to be better employers.
7. Target industry pathways – with in-demand skills that are necessary. Specific for manufacturing workers.

Examples/Models:

1. JAGS (Jobs for American Graduates) – Decatur township has this program. Young people with lots of barriers are enrolled in this course to develop skills that are employable.
2. Conexus – receiving funding for creating internships for manufacturing industry. They were great with working with employers and students for internships to work.
3. Center for Working Families model – Mary Rigg is an excellent example of bringing in a lot of people for different people and placing them in jobs. If you could create another Mary Riggs further west, that would be amazing for the community.
4. 16 Tech is another good example. Draw more advanced industry employers to the west side and pay a small amount of funding/portion of rent to go to community funds. To be reinvested.

Airport

- Indianapolis Airport Authority

Airport Development

The Indianapolis Airport Authority is working with Holladay Properties on a marketing initiative called World Connect @IND. This initiative is geared at marketing 980 acres within, or adjacent to the Indianapolis International Airport. Stakeholder indicated that the location of the former airport terminal, and parking lots across high school road at the northeast corner of the airport property is the most valuable and has the most developer interest. In preparation for Fed Ex expansions, the airport is relocating stormwater ponds and increasing the capacity. Fed Ex expansions will be on the south side of the airport property and not affect development sites included in World Connect @IND. The airport sees sites within the airport as highest priority for development and sites located north of the CSX tracks along Washington Street as a lower priority, but still important development sites. The airport wants to drive future land use within the airport campus to be employment, high-tech and airport related businesses, many of whom require runway

Stakeholder Meetings



access. Outside of the core of the campus, the airport would encourage appropriate, airport related uses. Aside from airport development sites, stakeholders indicated that a major barrier to development and “landing” those key businesses at the airport is the declining infrastructure, housing stock, and lack of quality of life amenities on the west side. Companies who are conducting site selection indicate that the west side scores poorly due to condition at face value. Stakeholders are supportive of infrastructure improvements, neighborhood stabilization and encouraging businesses to locate in this area. Stakeholders felt that by tackling these issues, the airport and study area could see enhanced investment. Specifically, the airport felt that properties near the Washington Street and High School road interchange and Sam Jones Expressway and High School road interchange could see development interest spike following infrastructure investments. The airport is beginning to prep select properties by clearing brush and vacating streets to create more “shovel ready” sites for development on airport property.

Infrastructure

Stakeholders were supportive of the Blue Line BRT and indicated that they would like it to terminate at the airport with a preference of having it route down high-school road, along perimeter road and to the terminal. In addition, stakeholders felt that they would prioritize improvements to Washington Street and High School Road followed by Lynhurst Drive. Stakeholders also indicated that infrastructure investments are needed in the Park Fletcher business park. Stakeholders noted that depending on development associated with the former terminal, High School Road (which is a private road controlled by the Airport Authority), may need to shift and be rebuilt to allow for larger sites with runway access. Stakeholder also discussed shifting perimeter road north towards the CSX tracks in the future. A more immediate project is to connect the airport to Ronald Reagan parkway with a small connector road on the west side of the airport.

Summary:

Business/Aero Business

- Area Business Owners/Employers

Summary:

Business Climate

Stakeholders indicated that the city is more inclined to support a project that pays middle income, or at least an entry way in middle income jobs. Stakeholders felt that while there is a demand for warehouse/distribution jobs, those are not within the category of middle income jobs. Stakeholders felt that the long-term viability of the west side is good for business attraction/retention if investments can be made in infrastructure with a focus on functionality, aesthetics, and connectivity. TIF may provide an opportunity to support transformational investment. Over time, businesses along the Washington Street corridor have declined and there is a high-rate of underutilized properties, declining businesses, and low-rent businesses. There is a lack of family oriented amenities and fast casual dining and fine dining within the study area. Stakeholders indicated that they Blue Line BRT may be able to attract investment at key intersections which could strengthen quality of life oriented business, employees and housing quality/accessibility. In general, business stakeholders supported any attempt to make the west side more attractive as an employment area. Stakeholders felt that reconstructing Washington Street along with transit improvements associated with the Blue Line is the best opportunity to enhance this area of town and improve the business climate.

Stakeholder Meetings



Economic Development

The TIF dollars need to be spent on infrastructure upgrades to allow for Quality of Life improvements. It's not a chicken and the egg issue. Similar to Speedway Mainstreet, the infrastructure and brownfield clean up needs to be there. Location near the airport isn't enough, it has to be more attractive. Stakeholders felt that shared prosperity/Inclusive element must be a stated goal in this plan. The TOD nodes have to include workforce housing if job/transit accessibility will be dealt with. Former industrial sites may also be in need of TIF investment along with abatement to attract new users.

Infrastructure

Business owners and employers attribute some of the decline in business viability on the west side of the city to infrastructure conditions. Unilaterally, business stakeholders indicated that Washington Street was the number one issue within this area. Stakeholders described the gradual decline of infrastructure conditions and explained how declines in businesses, housing and major employers followed. Business owners also indicated that over time, many businesses have moved to more attractive corridors such as Rockville Road especially in suburban areas. Business owners also indicated that localized flooding, lack of sidewalks, poor street conditions, and lack of street lights are an issue. Many business owners indicated that targeted investment should occur first on Washington Street followed by other areas.

Development/Planning

- Indianapolis Airport Authority
- Developers
- Department of Metropolitan Development
- Metropolitan Planning Organization
- IndyGo
- Indy Parks

Summary:

Commercial

Stakeholders felt that while commercial is clustered along Washington Street and other major corridors within the study area, there is an opportunity to focus on nodes within a walkable distance of major intersections and transit stops. Once commercial areas redevelop at nodes, corridor redevelopment could occur. The Washington Street corridor is overbuilt with commercial square footage that is aging and much of which is in poor condition. Realistically, much of this property would need to be scraped to allow for newer, more modern development to occur. In the future, even if this area is revitalized it will likely have less square footage devoted to commercial office, restaurant and other non-residential uses. Zoning and land use along major corridors should be evaluated as part of the new Marion County Land Use Plan. Stakeholders felt that when Washington Street is reconstructed as a complete street, the TIF district could also target problem properties or properties with brownfield hazards for redevelopment.

Employment

Employment is changing within the region, demand numbers show an increase in healthcare, high-tech industries and warehouse/logistics. The Indianapolis International Airport was a factor that stakeholders repeatedly pointed to as a powerhouse for future employment growth. Much of the underutilized property near the airport in the study area could be assembled as a future employment center. Stakeholders felt that eventually, the large industrial area west of Girls School road will redevelop as some sort of 21st century employment use. Large, legacy industrial properties will incur substantial cleanup costs as they redevelop.

Stakeholder Meetings



Stakeholders felt that the TIF could be used to help create sites ready for future development in key areas. Along with employment, stakeholders emphasized the need for workforce development partnerships with the airport, area schools and trades organizations. Today, there are jobs available but stakeholders felt a low percentage of west side residents take advantage of jobs in the vicinity. Stakeholders felt that high tech manufacturing, just in time/just for you manufacturing and maker district type developments would be well suited in this area.

Residential

Stakeholders indicated that while demand for residential housing is low in the study area, there is an untapped market for senior housing (apartments, townhomes and small houses), and transit connected multi-family in key areas. A challenge within the study area as described by stakeholders also is that the population is aging and many residents in suburban and urban portions of the study area will not be alive in the coming decades. Since attractiveness to this study area lacks from a residential attraction perspective, stakeholders are concerned with who will purchase these homes in the future. Stakeholders felt that on the east side of the study area, along the Blue Line redevelopment of properties is an opportunity, but the existing housing stock is small, dense and often lacks basic amenities such as curbs, sidewalks and proper drainage. Stakeholders felt that large homes on the west side of the study area need to continue to be invested in, but some of the older and less attractive neighborhoods could redevelop totally in the future. From a land use perspective, the mix of residential, commercial and employment areas seem to be on target, but stakeholders could see denser residential developing in the area driven by expansions to the airport and transit access. Workforce housing/anchor institute housing programs were discussed in detail as a potential in the study area.

Parks/Trails/Open Space

Stakeholders felt that the west side needs additional parks and recreation investment. Krannert Park is the only community scale park within the study area and is well utilized. Smaller, neighborhood scale parks should be investigated and potentially tethered with schools or other properties. Wayne Township Schools owns several properties along Washington Street that could potentially act as linkages within a parks and trail system. Since the Vandalia Trail is a difficult and expensive trail to build, stakeholders felt that any improvements to Washington Street should include both pedestrian and bicycle amenities. North/south trail connectivity could be provided by completing the Eagle Creek Trail (on the east side of the study area – high priority by Indy Parks), completing a multi-use path on High School Road (undergoing design/scoping), and over time the White Lick trail on the west side of the study area. Stakeholders felt that a large park along Eagle Creek near Tibbs Avenue and near Bridgeport Road (current RV lake) could be larger, community scale parks in the future. Stakeholders supported neighborhood and non-profit led open space partnerships such as the construction of the Shelton Heights open space. Overall, there is an opportunity to support quality of life by promoting more parks, trails and open space in the area.

Transportation

- Department of Metropolitan Development
- Metropolitan Planning Organization
- IndyGo

Summary:

Infrastructure

Stakeholders confirmed that the infrastructure within the study area, especially on Washington Street is in poor condition. The TIF district is the best opportunity to rebuild a street in conjunction with IndyGo led transit improvements. Infrastructure improvements under the street, will help neighborhoods with drainage

Stakeholder Meetings



and utility deficiencies. Stakeholders indicated that partnerships with IndyGo are key in properly leveraging all available dollars to rebuild infrastructure. Today, localized flooding exists on Washington Street, Lynhurst Drive, Morris Street and within neighborhoods. At the time of this study, stakeholders indicated that drainage studies and improvements were underway in several areas within the study area. Stakeholders indicated that long range transportation planning suggests increasing capacity and in some cases widening roads throughout the study area, but in the case of Morris Street that may not be warranted. Replacing a rail bridge over Morris Street west of Girls School Road was contemplated, but stakeholders felt that this infrastructure investment would be costly, residents would not support it, and it would offer minimal economic development benefits since Quemetco does not want to develop adjacent property. Stakeholders felt that enhancements to Lynhurst Drive and High School road would further benefit the west side since both of those roads are major thoroughfares that connect to airport adjacent development. Holt Road is an important connector within the area. Stakeholders indicated that Holt Road north of Washington Street is overbuilt (legacy project), but that Holt Road south of Washington to I-70 could be improved upon to allow for better traffic flow, and multi-modal connectivity. Over time, the airport may want to re-route Perimeter Road and High School Road, and vacate several streets associated with future development. Traffic counts support focusing on multi-modal transportation along major streets within the study area rather than just moving cars.

Public Transportation

Stakeholders indicated that enhancements to IndyGo including the Blue Line BRT, bus #8 improvements, and a new north/south bus on Lynhurst as part of planned CY2020 transportation improvements will be transformative in this area. Today, the study area lacks cross-town connectivity, but has good access to Downtown Indianapolis and the airport. Stakeholders discussed at length, the desire to connect Washington Street in a meaningful way to the airport and not bypass the study area by running the Blue Line BRT express from Holt Road to the airport. However, current funding/ridership models suggest that on a federal grant application, the plan to run the bus express might score higher. If the BRT is not extended down Washington Street past Holt Road, stakeholders indicated that enhanced Bus#8 would function similarly to the BRT, likely use the same buses, but have more stops as a local service. In the event of an express bus from Holt Road, stakeholders indicated that riders could take the BRT from a station at Holt Road to the Downtown Transit Center, or transfer. If Blue Line BRT service is continued down Washington Street, two options were discussed: BRT service to High School Road and to the County Line. The first 8-route bus service starts from the downtown transit center before 6am to make sure workers are able to make that first shift at 6am. IndyGo starts at 6am, so they have made this change to make sure workers are able to make that first shift. Stakeholders noted to make sure your timeline is in sync with businesses shifts. Transportation systems are in a hierarchy – high volume services at the top of the hierarchy. Access focus distribution facility at the low end of the spectrum. Plainfield connector runs at \$6 per trip. North Plainfield is around \$12 per trip. Whitestown is around \$14 per trip. That's still better than an uber trip. People are still going to push back with those costs. IndyGo has reduced service on Sunday's...90-minute frequency. Plainfield schedule it's one trip every 30 minutes. It doesn't make sense to schedule service on Sundays, because IndyGo has so few trips it makes it wouldn't make sense. Whitestown is even worse. Blue line may help, but it depends on the frequency of services. Workforce needs are on everyone's minds. If the local property says they don't have transportation for their workers at these facilities, property owners will come to see the need to invest in transit to get the value out of their property/investment. Clock-face scheduling – IndyGo has moved to this. How every many minutes you have a bus at the stop, you try to have another bus there exactly an hour later. From a practical perspective, circulators need to have every 30 minutes or 1-hour services.

Funding

Stakeholder Meetings



Stakeholders discussed TIF being used for transit – the downtown Indianapolis TIF is being used for the redline. Currently TIF is not to be used for Blue Line. Some of those funds are for operations services (need to confirm this). Stakeholders discussed in detail, that the funding model depends on current employment/rooftops and ridership. Projected jobs do not positively affect FTA transit applications, but if a contract is “inked” it may be eligible. The Blue Line Work Group is dedicated towards making the financial

Neighborhoods

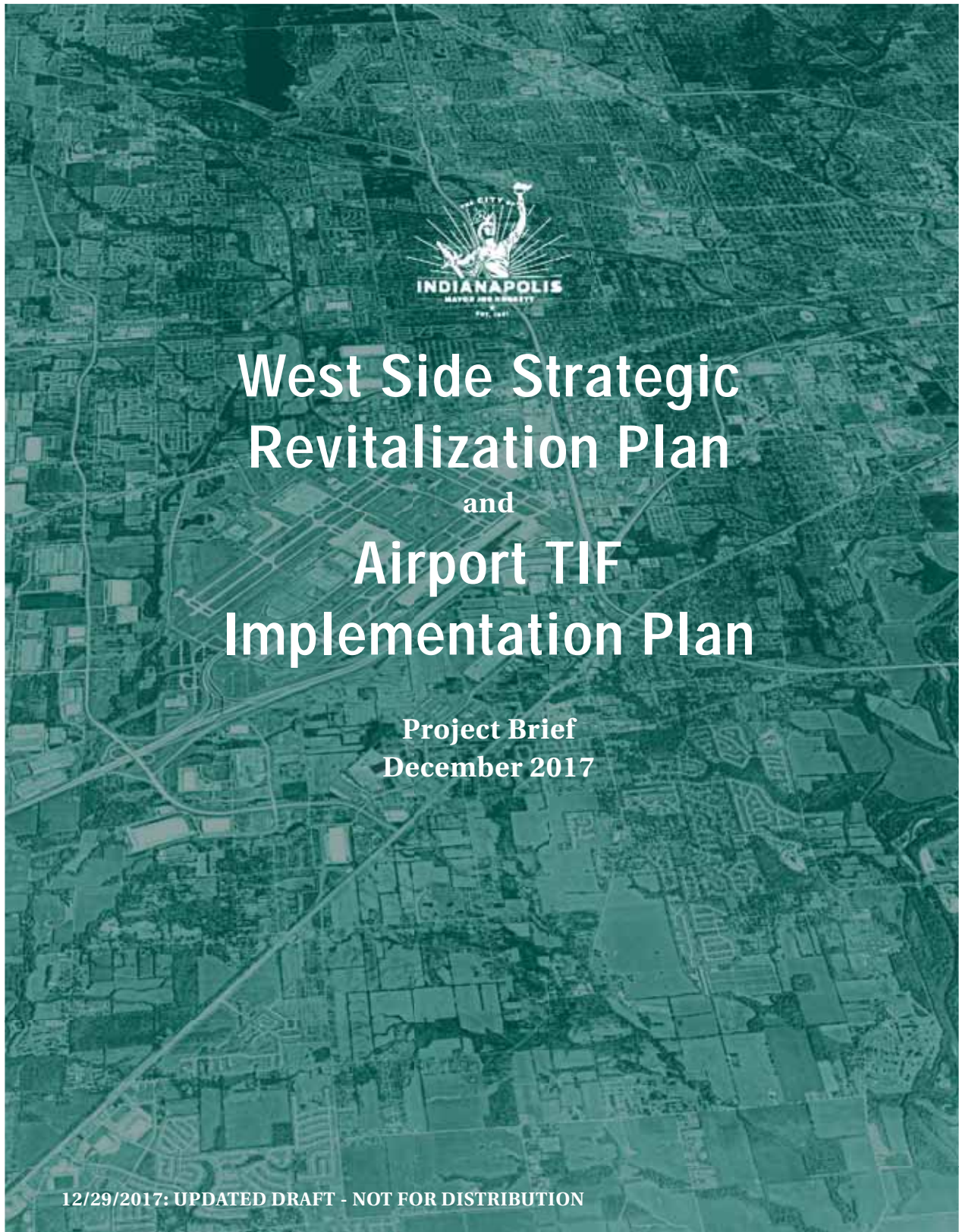
- Department of Metropolitan Development
- Non-Profits
- Indy Gateway
- Neighborhood Associations

Summary:

Stabilization

Stakeholders felt that infrastructure improvements and targeting neighborhood stabilization improvements would positively impact neighborhoods. Today, several small programs are in place and are collaborations between Indy Gateway, Wayne Township Schools and non-profits. As capacity is built within Indy Gateway, larger projects such as multi-family affordable housing projects might be a possibility; or at least an aspiration of stakeholders. The challenge to stabilization is the sheer scale of decline on the west side, especially east of I-465. However, if infrastructure challenges can be tackled partially funded by TIF dollars (road improvements) and other projects ongoing with DPW and if the Blue Line is completed; these areas could see substantial investment. Developer testing suggested pent-up demand for affordable, transit ready projects in this area of the city (see Central Greens as an example). Further stabilization could be achieved through enhanced code enforcement. Stakeholders indicated that code-enforcement is an issue from a non-residential and residential perspective. Further pride and investment could be achieved through open space and wayfinding projects which give residents hope and something tangible to focus energy on. Stakeholders also suggested workforce housing programs and an anchor housing program as a potential strategy.

Project Brief



Introduction

The West Side Strategic Revitalization and Airport TIF Implementation Strategy Project Brief (Project Brief) is part of a larger strategy that will provide both a comprehensive vision for revitalization of the West Side of Indianapolis as well as a strategic investment framework for the Airport Allocation Area Tax-Increment Financing District (Airport TIF district). The full West Side Revitalization Plan and Airport TIF Implementation Strategy is scheduled to be completed by April 1st, 2018 and the City of Indianapolis intends to use this approach as a model to responsibly guide TIF district planning throughout the City.

This study was undertaken to provide a responsive and community-supported roadmap to guide investments which will greatly impact economic development, quality of life, job access, and the tax base of the Indianapolis' West Side. This study will provide a funding and spending strategy for the Airport TIF district that advance the public interest.

The scope of this study includes: recommendations for infrastructure and connectivity improvements; renewed neighborhood and commercial centers; leveraging the Indianapolis International Airport as a major economic development driver; identifying redevelopment strategies near planned transportation improvements on Washington Street; using improvements as a catalyst for neighborhood revitalization; defining overall form and character of new development; emphasizing quality of life and open space; and

providing a strategy for investment and enhanced job creation on the West Side.

As part of the Stakeholder Committee and public processes, a vision statement and goals have been developed to guide this project.

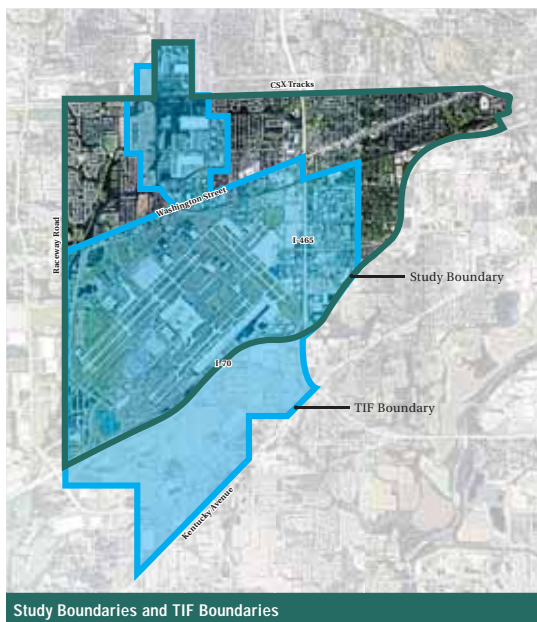
Vision

The neighborhoods of Indianapolis' West Side will together create a vibrant, accessible community where residents can live, work, and play. Economic development, revitalization, and infrastructure and transit investment will improve quality of life and support and empowered workforce with new job opportunities.

Major Project Goals Include:

- Create a strategic implementation plan for revitalization and redevelopment of the study area.
- Mesh community desires and an open process with previous studies and identified conclusions.
- Understand the long-term viability of the use of Airport TIF district dollars for infrastructure, workforce, open space, and economic development in the public interest.
- Establish a strategy that catalyzes infrastructure investments to redevelop specific areas, transform neighborhoods, builds employment, and enhances quality of life.
- Address workforce development needs in consideration of job loss and manufacturing decline.
- Provide a spending and funding strategy and schedule for the Airport TIF district so that projects can be implemented responsibly, emphasizing outcomes for the community.

Major findings of this study to date include: the need for targeted investment from the Airport TIF district, a lack of basic neighborhood services and healthcare, a lack of family oriented destinations, a lack of new families moving into the area, a lack of equitable transportation choices to jobs, schools and businesses, and the necessity of aiding the Indianapolis International Airport, Ameriplex, and other major employment centers within this region to achieve their full growth potential.



Airport TIF Allocation Area History

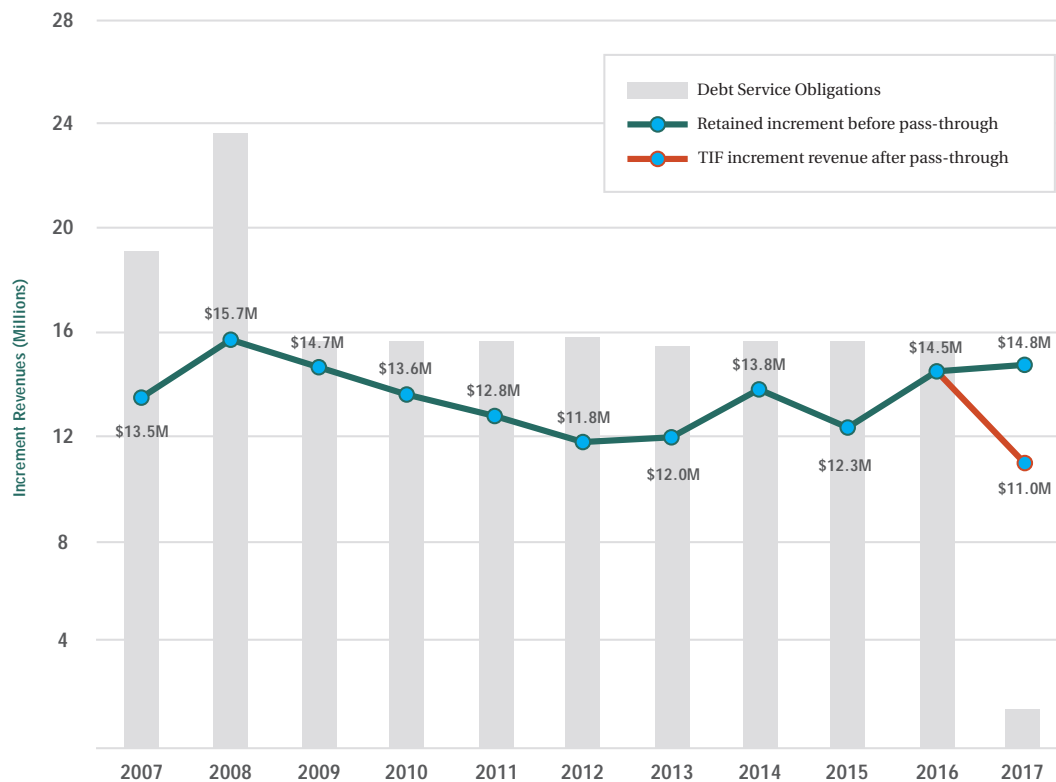
The Airport TIF district comprises a total of \$520 million in increment assessed value (2017 tax year). Approximately 70% of the taxable land within the allocation area is classified as industrial. The largest taxpayers within the Airport TIF district include an Amazon fulfillment center, a PepsiCo bottling facility, and a Newegg distribution center. The total funds for the Airport TIF district is a consolidated allocation area comprised of a portion of Wayne and Decatur Township, and the former Naval Air Warfare Center TIF district in Warren Township.

Between 2007 and 2017, the Airport TIF district generated between \$11.8 million and \$15.7 million annually in TIF revenues. Prior to 2017, revenues were wholly committed to

servicing outstanding debt related to the former United Airlines Maintenance Facility at the Airport (which were financed by a redevelopment debt property tax levy) and the Ameriplex development in Decatur Township. The final payments for the Maintenance Facility bonds were made in 2016, leaving only the \$1.5 million annual debt service payment for the Ameriplex bonds.

The defeasement of the United debt provides a significant level of financial flexibility for the TIF. In 2017, the City through the Metropolitan Development Commission released approximately 25% of available increment revenues back to the local taxing units.

Airport Allocation Area Revenue History: 2007 to 2017



The Airport Allocation Area generated between \$11.8 million and \$15.7 million annually between 2007 and 2017. Bonds related to the former United Maintenance Facility were paid off in 2016, allowing the Airport TIF district increased capacity to fund redevelopment projects going forward.

Previous Studies

Through an audit of the following studies and documents, the consultant team was able to identify many needs and opportunities throughout the study area and Airport TIF district early on in our planning process, which informed the progression of the study.

- West Washington Street R.O.W. Study – (in process 2017)
- West Washington Corridor Revitalization Strategies (2017)
- Indianapolis Neighborhood Investment Strategy (2017)
- Indianapolis DPW Sidewalk Scoping Study (2017)
- Ameriplex Extension Overview (2017)
- Indianapolis & Marion County Thoroughfare Plan (2016)
- Economic Contribution of the Indianapolis International Airport (2016)
- Central Indiana Transit Plan (2016)
- Indy Greenways Full Circle Master Plan (2016)
- Indianapolis Pedestrian Plan (2016)
- Indy Parks & Recreation Master Plan (2016)
- Near West Neighborhood Land Use Plan (2014)
- Indy Fast Track (2014)
- Near West Neighborhood Land Use Plan (2014)
- Blue Line Alternatives Analysis Report (2013)
- Indianapolis Bicycle Master Plan (2012)
- West Washington Street Corridor Plan (2012)
- West Indianapolis Neighborhood Land Use Plan (2011)
- Economic Development Plan for the West Washington Street Corridor (2011)
- Kentucky Avenue Corridor Plan (2010)
- Indianapolis Insight - Wayne County (2006)
- Indianapolis Insight - Decatur County (2006)
- DPW drainage and roadway studies (ongoing)



Meeting at Bridgeport Elementary, December 12th, 2017

Community Process

This study uses a transparent and community-involved process which, once completed, will have included six public workshops, six Stakeholder Committee meetings, and meetings with an estimated forty-five additional stakeholders in group and individual settings. In-person meetings are being supplemented by a project website, social media outreach, email communication, press releases, newspaper articles, and flyers.

Public Workshops

Public workshops are being held at different locations throughout the study area. These are being conducted in a series of three, for a total of six workshops. Four of the six workshops have been completed at the time of the submission of this Project Brief.

November 16th, 2017: The results of the first set of workshops helped inform our impressions about the needs and opportunities existing within the study area and Airport TIF district.

December 12th, 2017: At the second set of workshops the public emphasized the importance of improving streets and sidewalks, creating better access to community staples and employment areas, and the need for the development of more community-serving businesses and attractions.

January 16th, 2018: The final set of workshops are scheduled to be held at two locations within the study area on one evening and focus on prioritizing the implementation of investments.

Stakeholder Committee

The project Stakeholder Committee consists of fifteen elected officials, community leaders, and business leaders as well as City staff and the consultant team. This group worked closely to determine needs and opportunities of the study area, develop a project vision and goals and vet outcomes of previous studies. Four of the six Stakeholder Committee meetings were complete at the time of the submission of this Project Brief.

This process also includes a robust engagement component for communicating with important stakeholders on an ongoing basis. Stakeholders* include: The Indianapolis International Airport and other large employers, Indy Gateway, Wayne and Decatur Township Schools, Wayne and Decatur Township Trustees, neighborhood representatives, business representatives, workforce development, housing and neighborhood stabilization representatives, developers, elected and governmental officials, transportation representatives, and parks representatives. Many of these individuals are also represented on the project Stakeholder Committee.

*Note: all stakeholder meetings have not been completed.

Needs Uncovered Through This Study

Through the professional lens of the consultant team and with feedback from the public, Stakeholder Committee, and stakeholders, initial infrastructure improvements, open space and neighborhood parks improvements, and workforce development and job training needs were identified.

Infrastructure Improvements

- 1 **Holt Road**
Issues: high-speed traffic, no sidewalks, wide intersection. poor drainage, poor streetlighting, no sidewalks. **Improvements:** multi-modal integration, pedestrian path, streetlights, drainage and safety improvements.
- 2 **Lynhurst Drive**
Issues: no sidewalks, no formalized parking, steep railroad crossing, poor drainage, poor streetlighting. **Improvements:** parking and multi-modal integration, sidewalks, streetlights, drainage and safety improvements.
- 3 **Key Neighborhood Streets**
Issues: no sidewalks, poor drainage, no formalized parking poor streetlighting. **Improvements:** pedestrian and parking integration, sidewalks, streetlights, drainage and safety.
- 4 **Washington Street, east of I-465**
Issues: incomplete sidewalk network, unsafe for pedestrians

and cyclists, primarily fronted by parking lots, high-speed traffic, poor drainage, and poor streetlighting. **Improvements:** business and redevelopment, parking and multi-modal integration, drainage and safety, streetlights and transit-ready.

High School Road

- 5 **Issues:** incomplete sidewalk network, no connection to destinations, poor drainage, poor streetlighting. **Improvements:** economic development supportive, multi-modal integration, drainage, streetlights, pedestrian path and safety improvements.

Girls School Road

- 6 **Issues:** no sidewalks connecting to major employers, poor drainage, poor streetlighting. **Improvements:** multi-modal integration, drainage, pedestrian path and safety improvements.

Morris Street

- 7 **Issues:** Narrow clearance on railroad overpass, narrow road, poor drainage. **Improvements:** new rail overpass, multi-modal integration, drainage and safety improvements, economic development supportive.

Hoffman Road

Issues: no western connection to airport from Hendricks County. **Improvements:** extension to Perimeter Road to spur economic activity.

Bridgeport Boulevard

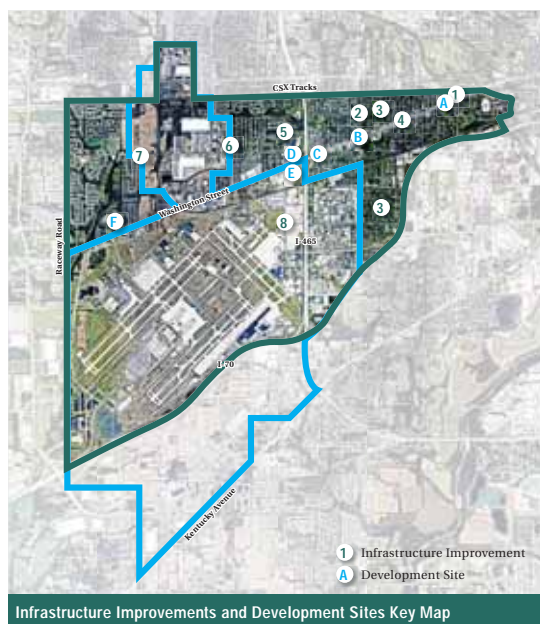
Issues: current road does not connect to network. **Improvements:** extension to Washington Street to spur economic activity.

Parks and Open Space

The neighborhoods east of I-465 are void of park and open space. Krannert Park, located west of I-465 is the only community scale open space within the study area. Three potential neighborhood scale open space locations have been identified within the study area. In addition, a potential community scale open space has been identified within the study area near Tibbs Ave. at the location of a current automotive salvage yard along Eagle Creek. New open spaces would provide much needed places for residents, including children, to gather and play within walking distances to their homes.

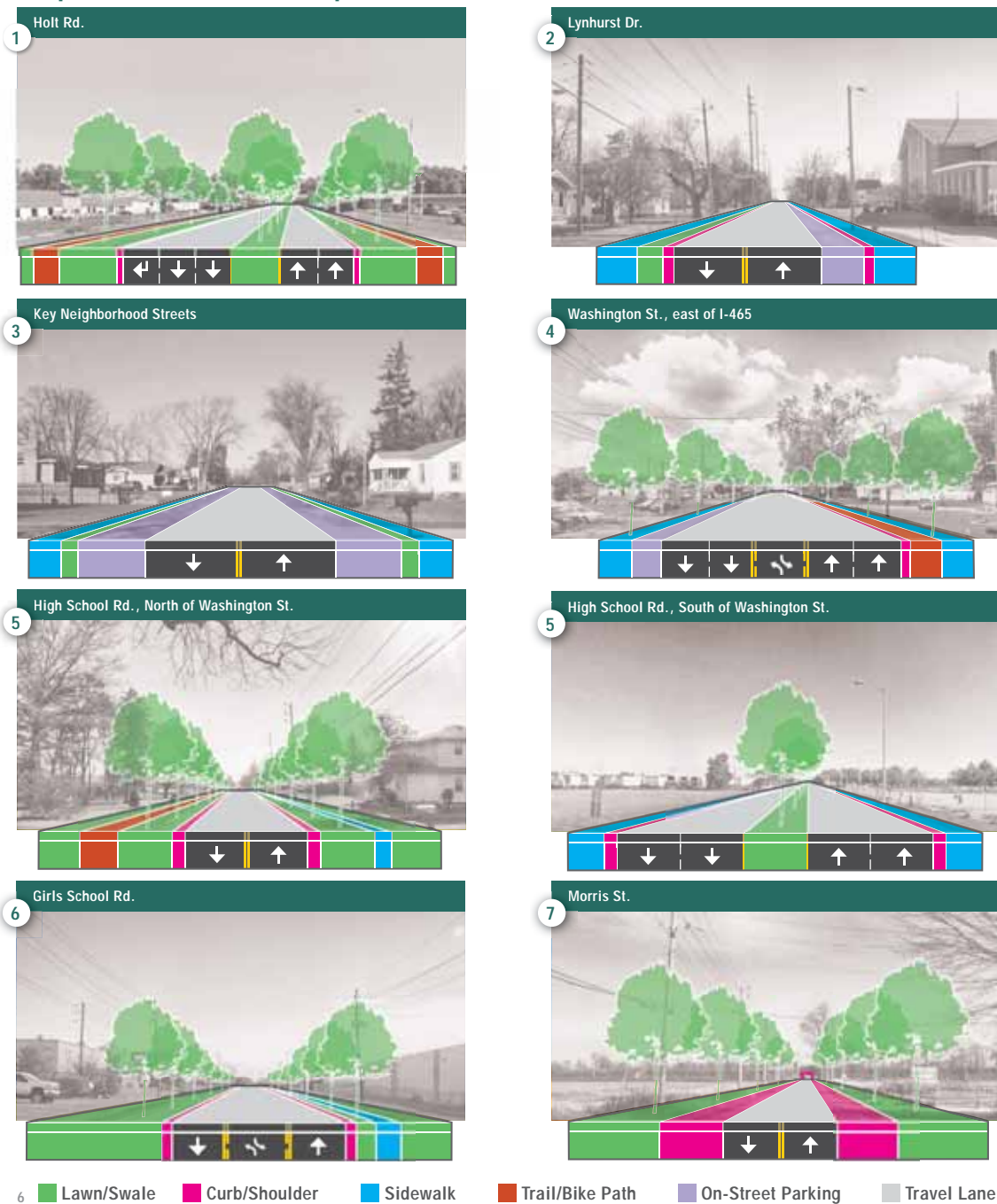
Workforce Development

Workforce needs are pressing for both local households and employers. A workforce development and job training strategy is being developed as part of this study and the investigation of needs includes: training costs, equipment, and/or space for a training facility, corporate sponsorship of a new training center, and incentives for local hiring and training with a flexible model for changing workforce needs in the area.



West Side Strategic Revitalization Plan & Airport TIF Implementation Plan

Proposed Infrastructure Improvements



Needs Uncovered Through Previous Studies

This study also incorporated needs that were uncovered through our inventory and review of previous studies. Many of those needs were further supported by the analysis and findings.

West Washington Street, east of I-465

Issues: heavily used bus route on a road that is not transit-friendly, need for expanded commercial offerings, lack of identity and usable outdoor spaces, high speed traffic, lack of walkable/bikeable connections, aging infrastructure. **Improvements:** opportunity for transit oriented development, direction connection to downtown.

Ameriplex Parkway Issues: currently ends at Kentucky Avenue, three alternate routes proposed, large R.O.W. (130 feet) required, existing neighborhood sits between Kentucky Avenue and Mann Road. **Improvements:** economic development and broader regional transportation opportunity.

Drainage improvements (Drexel Gardens, Fleming Gardens, Garden City and Bridgeport)

Issues: neighborhoods constructed before creation of drainage standards resulting in poorly managed stormwater, standing water after rainfall. **Improvements:** drainage and safety improvements, improved on-street parking.

Sidewalk Scoping Study

Issues: lack of sidewalk connectivity.

Improvements: sidewalks proposed on South High School Road, South Girls School Road, and South Lynhurst Drive – these recommendations are reflected in our street sections.

Intended Outcomes

Workplace Attraction

The creation of new industrial, office, research and advanced manufacturing centers will strengthen the West Side's workforce by expanding the number of job offerings. Supporting higher wage jobs will increase the quality of life of those who already live and work in the area, and will also attract new workers to the area. As the Airport expands, underutilized and vacant properties surrounding the Airport are well-suited for the development of new Airport infrastructure and Airport supportive businesses. There are many who currently work in the area, but live elsewhere. By creating a strong sense of community, workers can be attracted to not only work on the West Side, but to live there too.

Revitalization

Residents of the West Side's neighborhoods will be able to have more of their daily needs met - from a run to the grocery store to a doctor's visit to a nice sit-down dinner – without having to drive to another area. Safety and neighborhood stabilization on the West Side will be improved through home repair programs, infill housing, well-designed streets and sidewalks, and development at key intersections. Fostering community pride in the residents of the area will also help to create stronger, safer neighborhoods. Transforming existing streets into safe, multi-modal connections will allow all community members to access the places they want and need to get to, whether they drive, bike, or walk. By remediating blighted houses, implementing home ownership repair

programs, and developing new community amenities, property values of homes on the West Side will increase. Better property values will make the area more attractive to new residents, and will give current residents more pride in where they live.

Redevelopment/Quality of Life

Redevelopment and quality of life improvements will be achieved as part of a structured program focused on catalyzing investment in key areas throughout the study area that will act as neighborhood hubs or activity centers. As part of this study, the team reviewed 22 sites throughout the study area that could be redeveloped or revitalized to better contribute to the quality of life within the study area.

A Holt/Washington: The development at the intersection of Holt Road and Washington Street includes new commercial, mixed use, and multi-family residential uses. The retail options that would fill the commercial and mixed-use buildings would be aimed at fulfilling everyday needs of the surrounding neighborhoods' residents. The current Shelton Heights open space (developed in partnership with Keep Indianapolis Beautiful and Indy Gateway) is also within this study area, and would be extended to Holt Road.

B Lynhurst/Washington: Similar to the node at Holt Road, the development at Lynhurst Road and Washington Street consists of new commercial, mixed use, and multi-family residential properties. These buildings have slightly larger footprints, and

West Side Strategic Revitalization Plan & Airport TIF Implementation Plan

cater to both pedestrian traffic with street-facing storefronts and auto traffic with ample parking. A potential healthcare facility is sited in this study area.

C Morris/Washington: This development cluster spans along 0.3 miles of Washington Street and includes mixed-use and townhome uses. The townhomes will blend into the surrounding Mickleyville neighborhood, will be serviced by the new retail offerings. A key element of this development plan is the gateway feature located closest to I-465.

D I-465/Washington: The development located directly to the west of I-465 will include restaurants, multi-family residential, and a hotel. The restaurants, located along High School Road, will be sit-down family restaurants, something that the West Side greatly lacks. A new hotel located close to both the highway and the airport will be convenient and well-connected.

E Sam Jones/High School Road: The High School Road and Sam Jones Expressway development includes Parcel 7 of the Indianapolis International Airport property. Once redeveloped, this area has the potential to become a major employment and economic driver for the City of Indianapolis. The Airport envisions supportive development such as advanced manufacturing, aerospace, and hospitality to be in this important area.

F Bridgeport Boulevard: The Bridgeport development will create multiple housing types – townhomes, single family, and senior housing – in one cohesive neighborhood. The existing Bridgeport Boulevard would be realigned to travel through the new development, connecting to Washington Street Supplemental commercial buildings would be placed along Washington Street to serve the existing Bridgeport community along with the residents of this new housing stock.



Airport TIF Revenue Projection

Per IC 36-7-15.1-26, the Airport TIF district is scheduled to expire in calendar year 2025. After that point, no increment revenue will be generated and all captured increment assessed value will revert to the property tax base of the local taxing units. A TIF district revenue projection was developed to estimate the total revenue capacity of the Airport TIF district between the 2019 calendar year and the expiration of the Airport TIF district. The projection assumes that captured increment assessed value will increase at a rate of 1% annually, but does not include assumptions related to specific capital projects. The projection also includes an allowance for unpaid taxes and refunds of 6%

annually. Revenues are shown include of the circuit breaker credit, and do not account for any TIF pass-through.

This revenue projection includes only the Airport TIF district (located in Wayne and Decatur Townships), and not the Naval Air Warfare Center located in Warren Township. Between 2019 and 2025, the Airport TIF district is projected to generate between \$13.7 and \$14.6 million in annual TIF revenues for a cumulative total of \$99.2 million. After accounting for \$4.0 million in scheduled Ameriplex debt service payments, a cumulative \$95.2 million remains for economic development and redevelopment projects.

Airport TIF Revenue Projection

Tax Year	Projected Increment Revenue
2019	\$13,734,916
2020	\$13,880,018
2021	\$14,024,587
2022	\$14,175,683
2023	\$14,327,932
2024	\$14,470,928
2025	\$14,615,353
Cumulative TIF Revenues	\$99,229,418
Less: Ameriplex Debt Obligations	(\$4,032,216)
Revenues Net of Debt Service	\$95,197,202

Projections are based on Pay 2018 preliminary assessed values, which are assumed to increase at 1% annually. The shown revenue estimates include a discounting of 6% to account for unpaid taxes and refunds. Revenue estimates are calculated net of circuit breaker credits and include only the Wayne Township and Decatur Township portions of the Airport TIF district.

Expenditure Estimates

A number of community development and redevelopment projects have been identified through the site surveys, stakeholder interviews and public participation processes previously described. In addition, related projects under study by the City of Indianapolis prior to the start of this planning process, are incorporated herein. Together, these identified potential projects include the construction and/or reconstruction of major thoroughfares, arterial roads and neighborhood streets. In addition, parks and open space have

been identified, including a major signature park near Tibbs Avenue and the Eagle Creek. Furthermore, the input process has identified the need for more skilled workers to fill industrial jobs within the Airport TIF district. Therefore, a workforce training initiative has been included as a possible funding opportunity from the Airport TIF district. Some potential projects are located outside the geographic boundaries of the TIF and would require alternative funding sources.

Airport TIF Preliminary Cost Estimates

Expenditure	Limits	Length (mi.)	Within or Connected to TIF?	Estimated Cost
Arterials				
Ameriplex Parkway Extension	Kentucky Road to Mann Road	3.1	Yes	\$33,100,000
Girls School Road Improvements	Perimeter Road to Rockville Road	1.9	Yes	\$7,351,602
Holt Road Improvements	Washington Street to Rockville Road	0.2	No	\$1,346,900
Holt Road Improvements	I-70 to Washington Street	0.6	No	\$3,272,377
Lynhurst Road Improvements	I-70 to Jackson Street	2.5	Yes	\$8,501,126
West Washington Street Reconstruction	Tibbs Avenue to I-465	2.5	Yes	\$57,602,000
Subtotal				\$111,174,005
Collectors				
Bridgeport/Winstead Road Improvements		0.6	Yes	\$3,450,000
High School Road Improvements	Rockville Road to Morris Street	1.2	Yes	\$3,629,870
High School Road Improvements	Morris Street to Sam Jones Expressway	1.2	Yes	\$7,308,141
Morris Street Widening	Countryside Drive to Quemetco Drive	0.5	Yes	\$1,716,163
CSX Bridge Over Morris Street (56 ft. clear)	Morris Street		Yes	\$5,970,000
Subtotal				\$22,074,174
Parks and Open Space				
Drexel Gardens			No	\$250,000
Fleming Gardens			No	\$250,000
Shelton Heights			No	\$250,000
Signature Park (Tibbs Avenue/Eagle Creek)			No	\$10,000,000
Subtotal				\$10,750,000
Neighborhood Streets		4.3	No	\$8,686,000
Workforce Training			Yes	\$4,500,000
Total Expenses				\$157,184,179
Projects within or connected to TIF				\$133,128,902

*Ordered by expenditure type, alphabetically

Next Steps

The study thus far has indicated numerous needs for the Airport TIF district increment. This Project Brief is designed to communicate those needs in a clear and concise way through the professional lens guiding the ongoing West Side Strategic Revitalization Plan and Airport TIF Implementation Plan .

Over the next three months, the project team will continue to engage the Stakeholder Committee on two more occasions, engage in a third and final set of workshops, and further engage with individual and group stakeholders as we work to understand how the needs match the priorities of the community and City.

We will shift focus from identifying needs and costs to prioritizing projects that can be completed with Airport TIF district funding, establishing a schedule for completion, and selecting measurable outcomes. We will develop a scoring methodology for TIF and non-TIF eligible projects that will serve as model for implementation plans for other TIF districts throughout the City of Indianapolis. This methodology will be designed to be used to test projects identified in this study and other unknown future projects. Scoring methodology will include criteria which will be tested with stakeholders

to evaluate relative benefits of project completed from a social, economic development, workforce, and community perspective. Example criteria may include: impact on broad and local economic development goals; redevelopment potential of parcels; impact to neighborhood stabilization; opportunity to enhance workforce development; infrastructure improvements; improvements to public safety; impacts on access to goods, services and jobs; quality of life impacts; and opportunities to enhance the long-term viability of the Indianapolis' West Side as a desirable place to live and work.

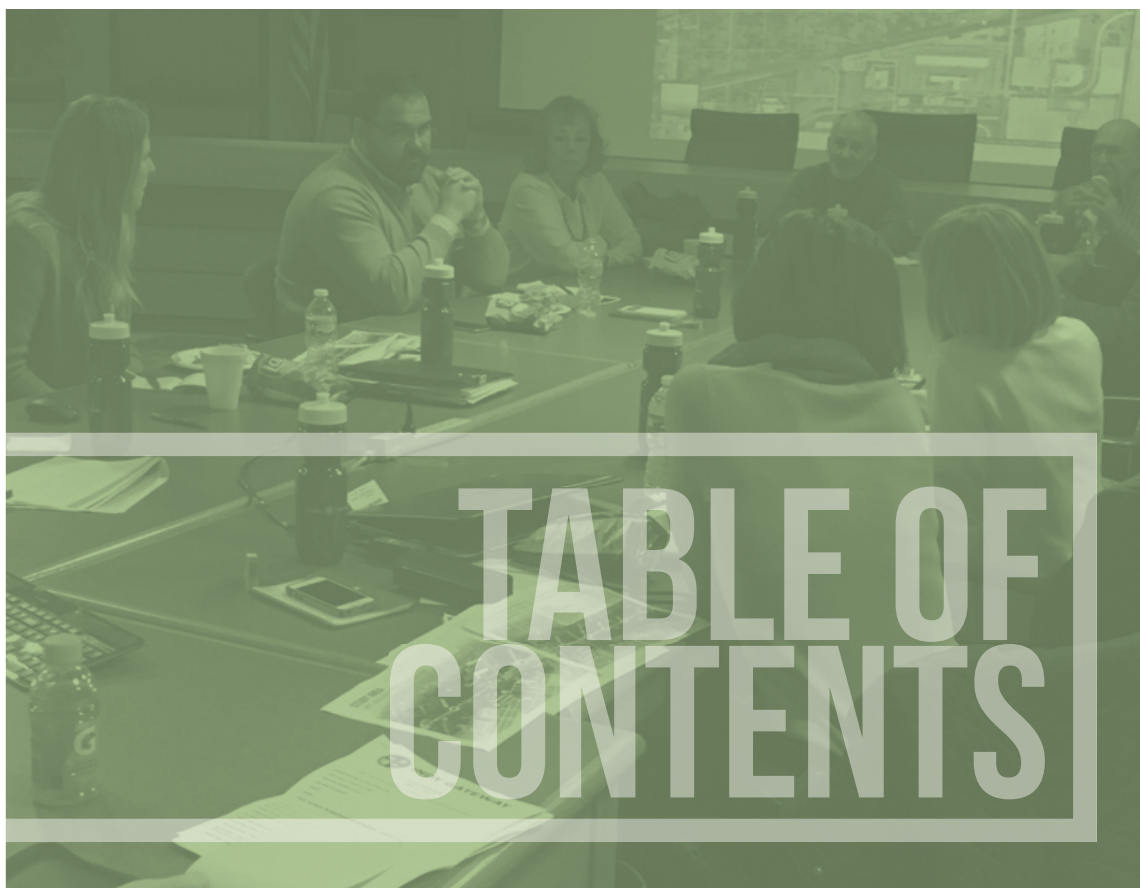
As such, we envision responsible use of the Airport TIF district funds to advance the Indianapolis' West Side and the vision for this place- which is "to together create a vibrant, accessible community where residents can live, work, and play. Economic development, revitalization, and infrastructure and transit investment will improve quality of life and support an empowered workforce with new job opportunities."



Meeting at MSD Wayne Township, December 12th, 2017

West Washington Corridor Revitalization Strategies





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THE URBAN LAND INSTITUTE

The Urban Land Institute provides leadership in responsible use of land and in creating and sustaining thriving communities worldwide. Founded in 1936, ULI is an independent global nonprofit supported by members representing the entire spectrum of real estate development and land use disciplines.

ULI Indiana is one of 53 ULI District Councils in North America. There are also ten (10) in Europe and six (6) in Asia.

Members say we provide information they can trust and that ULI is a place where leaders come to grow professionally and personally through sharing, mentoring, and problem solving.

ULI INDIANA'S TECHNICAL ASSISTANCE PANELS

A multidisciplinary real estate forum, ULI facilitates an open exchange of ideas, information, and experience among industry leaders and policy makers dedicated to creating better places. ULI focuses on outreach to encourage creative, practical solutions for the most challenging issues facing today's urban, suburban, and rural communities around the world.

At the national level, no program embodies this mission more than Advisory

Services Panels, which work with communities to:

- Deliver fresh insights and discover innovative solutions to complex real estate development and land use challenges;
- Provide candid and unbiased input from expert land use professionals who volunteer their time and expertise to serve as panelists; and
- Kickstart critical conversations and deliver results, and in a concentrated one-week effort.

Technical Assistance Panels, or TAPs, are the District Council version of ULI's national Advisory Services program. TAPs bring together the best and brightest from Indiana's diverse membership—developers, planners, financiers, market analysts, economists, architects, designers, and public officials—to provide practical solutions and objective advice not available from any other source.

An expert ULI TAP panel usually convenes in a community for 1-2 days to address a specific land use and development issue. The experts are drawn from the ULI Indiana's membership, and selected for their expertise related to the specific development issue. By the end of the process, their thoughts, discussions, and process are documented in a report to the sponsoring organization. More information on ULI Indiana's TAP program, including past reports, can be found at <http://indiana.uli.org/taps/>.



In coordination with Indy Gateway (sponsor), the West Side Chamber of Commerce, City of Indianapolis, the Indianapolis Airport Authority, and the Indianapolis Metropolitan Planning Organization, the Urban Land Institute's Indiana Chapter was asked to form an expert panel to address implementation of several urban planning, zoning, and design recommendations made over the years concerning Indianapolis' West Side neighborhoods, including the Ben Davis Village Association, Bridgeport Neighborhood Alliance, and Greater Garden City Civic Association.



STAFF



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HOLLY BOLTON
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3CHORD MARKETING LLC

DESCRIPTION AND PURPOSE

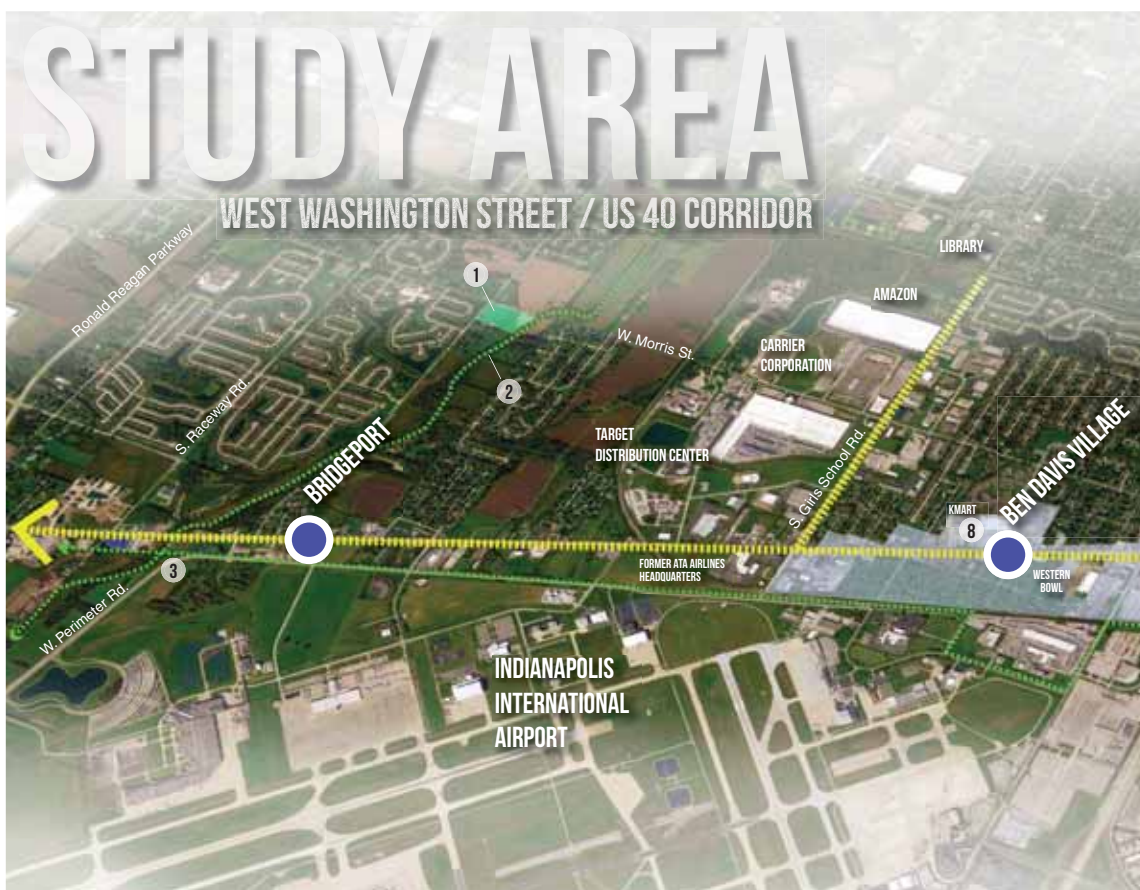
The West Washington Street corridor has a unique place in Indianapolis. Washington Street has a rich history as part of Thomas Jefferson's US 40/National Road, the nation's first improved federal highway and the main westward thoroughfare for thousands of American settlers. The Indianapolis portion of West Washington Street has evolved through industrialization, floods of regional in-migration, suburbanization, and devastating manufacturing decline. Throughout this evolution, most of the built environment changed organically, generally in fragmented, economical fits and starts, with no coordinated effort to maintain continuity, identity, connectivity, or character.

As a result, neighborhoods around today's West Washington Street corridor face numerous socioeconomic issues, encompassing physical disconnection, public health and safety, and built environment challenges.

Despite these challenges, the area does boast some formidable strengths: outstanding highway and rail access; close proximity to major employment and cultural/entertainment centers; good schools; a neighborhood culture of proud, dedicated residents; strong political leadership, and the presence of Indianapolis International Airport.

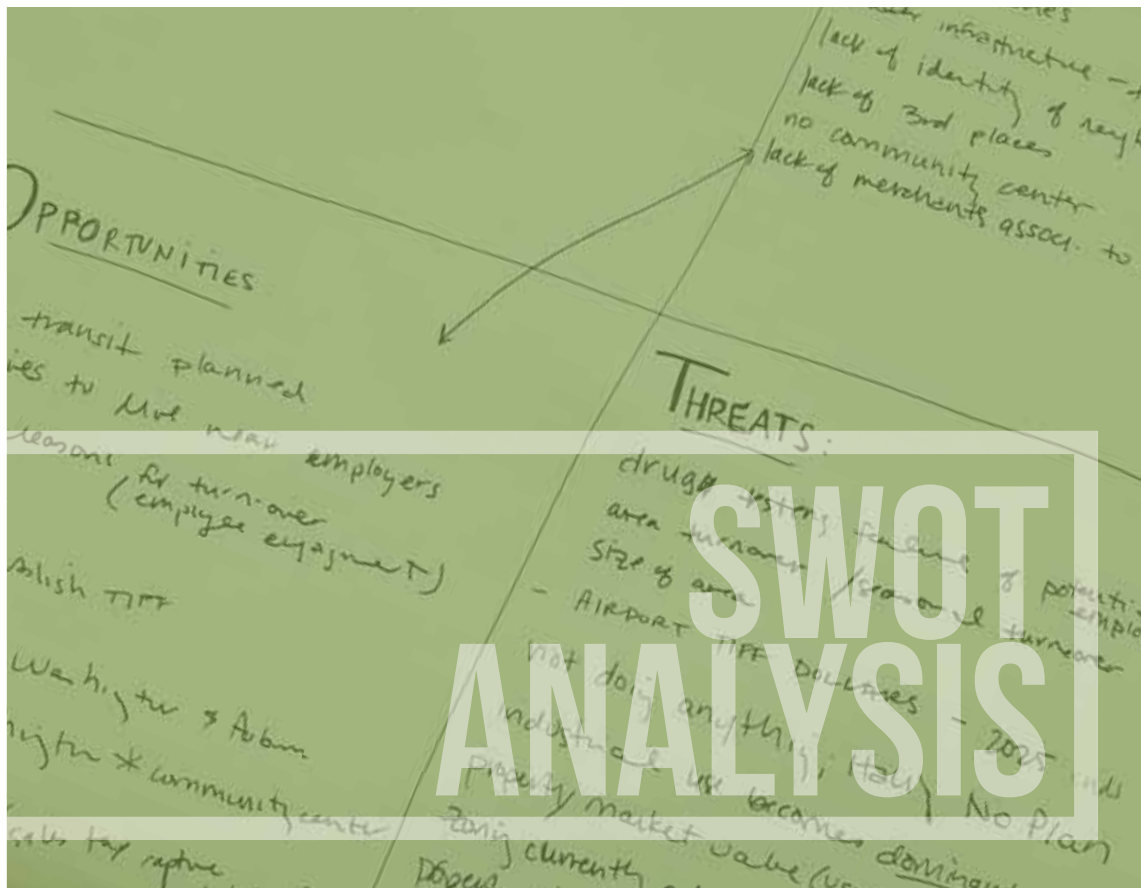
Local leaders have begun to recognize these opportunities and take major steps to address the area's challenges. The West Side Chamber of Commerce was founded as a 501(c)(6) in early 2010 by a small group of concerned businesses and government leaders who recognized the values of the West Side of Indianapolis, including Wayne, Pike, and Decatur townships, as well as eastern Hendricks County. Residents and leaders established the non-profit organization Indy Gateway to work toward the "stabilization and rejuvenation of the west side of Indianapolis through community and economic development." Indy Gateway will serve as the sponsoring organization of this TAP.

Concurrent with—and perhaps because of—the area's resurgent community and political leadership, a barrage of major plans, studies, and initiatives will bring region-wide focus to the West Washington Street corridor over the next couple of years.



The study area is centered on the West Washington Street / US 40 corridor on the West Side of Indianapolis, stretching from Raceway Road in the west to Tibbs Avenue in the east. The area is roughly bounded by a 1-mile buffer to the north and south of West Washington Street.





The SWOT Analysis ("S"trengths, "W"eaknesses, "O"pportunities, and "T"hreats) was undertaken after the initial field trip tour of the area and stakeholder interviews. Based on information provided through both exercises, the TAP panel used the SWOT to organize the issues at hand and serve as a launching point for further discussion.

STRENGTHS

- Available jobs at anchor institutions (Ameriplex, FedEx Indianapolis Hub, various distribution centers, etc.)
- Good school system
- Affordability of homes
- Stable property values
- Direct connections to Indianapolis International and I-465
- Ease of access to downtown
- Attractive industrial / logistics identity (proximity to Plainfield)
- W. Washington St. is City-owned and maintained (east of I-465)

WEAKNESSES

- Speed of traffic on W. Washington St.
- Saturation of car lots throughout corridor
- Poor pedestrian connectivity
- Lack of walkable/bikeable areas
- Flyover zones from airport runway approaches
- Aging infrastructure (e.g. flooding, sanitary sewers)
- Lack of identity, esp. at neighborhood nodes
- Lack of "third places"
- No community center

OPPORTUNITIES

- Activation of merchants' association
- Planned IndyGo Blue Line BRT route
- Incentive to live close to existing employment clusters
- Intersection of Lynhurst and Washington has framework for community center/node
- Kroger
- Implementation of a Community Revitalization Enhancement District (CReED) to capture sales tax
- Establishment of Tax Increment Financing District (TIF)
- Excess airport real estate

THREATS

- Proliferation of drug abuse / workforce turnover
- Airport TIF district set to expire in 2025
- Not acting on current needs / lack of planning and organization for future
- Industrial / warehousing becomes dominant land use
- Sinking property market value (e.g. used car lots)
- Current zoning along W. Washington St.
- Property / site disassembly
- U.S. 40 owned and maintained by INDOT (west of I-465)



The Technical Assistance Panel organized issues identified in the previous exercises around four (4) overarching goals, with ten (10) actionable strategy items, ranging from the large scale (e.g. rezonings around planned transit stops on IndyGo's Blue Line) to the less lengthy (e.g. developing a corridor branding scheme to help strengthen the area's identity). Strategy items are included in this report in order of anticipated length of time necessary for full development and implementation.

GOALS

- *Retain existing residents while diversifying housing stock;*
- *Focus on building and maintaining relationships with existing businesses;*
- *Improve connectivity and infrastructure; and*
- *Develop a cohesive identity for the corridor.*

STRATEGY ITEMS

1. *Conduct market study to understand missing residential product.*
2. *Establish (or reactivate) merchants' association to advocate and provide resources for small businesses.*
3. *Engage employment anchors to participate in community development.*
4. *Develop capacity of neighborhood organizations / residents to participate in the zoning and land use process.*
5. *Develop a branding scheme to strengthen the corridor's identity.*
6. **Leverage existing redevelopment tools, including public financing mechanisms**
7. *Communicate with partner agencies to prioritize and coordinate infrastructure improvement projects.*
8. *Concentrate reinvestment in strategic locations / proposed Blue Line BRT nodes.*
9. *Transform W. Washington St. using complete streets principles in harmony with Blue Line construction.*

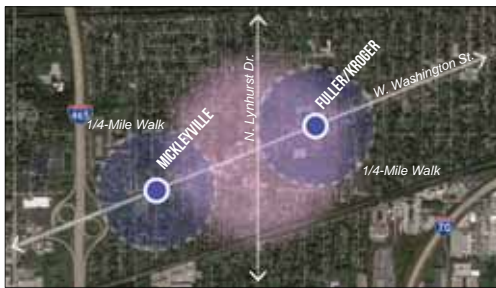
STRATEGY ITEM 1

CONDUCT MARKET STUDY TO UNDERSTAND MISSING RESIDENTIAL PRODUCT.

Proposed timeframe: 6 months to 1 year (2018-2019)

Proposed partners:

- West Side Chamber
- Indy Gateway
- Private real estate analyst



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A residential market study will determine what additional housing types can be supported in the area and identify those typologies that are currently missing. These findings can be used to entice or attract new development or redevelopment of underutilized land. Possible tools may include incentive-assisted housing for workers of major employment anchors in the area.

The Technical Assistance Panel identified the intersection of Lynhurst Dr. and W. Washington St. as the focus area for implementing recommendations made from the study. This specific area was identified for a few reasons.

First, the area surrounding this intersection offers the best opportunity for walkable development in the area. The intersection, specifically at 5202 W. Washington St., offers the highest existing WalkScore of the neighborhoods located in the corridor, with a score of 62/100. A cluster of banks, fast food restaurants, a grocery store, and pharmacies located here are within a relatively short walking distance to surrounding single-family neighborhoods.

Second, this area is positioned between two planned Blue Line BRT stations (Mickleville and Fuller/Kroger), which will increase connectivity between downtown Indianapolis and the Indianapolis International Airport. Robust transit frequency will increase local land value and desirability for new business and housing, especially denser, transit-oriented development—one housing typology currently not represented on the West Side. Additionally, Indy Gateway has already assembled land near the intersection, at Tudor Ave. and W. Morris St.

STRATEGY ITEM 2

ESTABLISH OR REACTIVATE MERCHANTS ASSOCIATION TO ADVOCATE AND PROVIDE RESOURCES FOR SMALL BUSINESSES.

The Technical Assistance Panel recommended that the West Side Chamber connect directly with interested businesses along the W. Washington St. corridor to establish a merchants' association.

Merchants' associations advocate on pro-local business issues and offer support through various programs, including sponsoring events that invite the community together (e.g. First Fridays, Art Walks), promotional assistance, and grant opportunities (e.g. façade improvement grants). Merchants' associations strengthen the local economy and encourage closer relationships between businesses and residents.

Area 31 Career Center's connections to local talent should be leveraged. A merchants' association could be the support a local entrepreneur needs to remain rooted and prosper within the community.

Additionally, a merchants' association would greatly benefit neighborhood members during notably difficult times, such as extended periods of infrastructure construction, recessions, and other temporary economic setbacks.

Organizing a merchant association with these points in mind, local businesses on the West Side will be better prepared and resilient to changing economic conditions, with the goal of growing employment opportunities within the same neighborhoods workers live.

Proposed timeframe: 1 year (2018-2019)

Proposed partners:

- West Side Chamber
- Indy Gateway
- Area 31 Career Center
- various local businesses



Photo credit: Taylor Firestone

STRATEGY ITEM 3

ENGAGE EMPLOYMENT ANCHORS TO PARTICIPATE IN COMMUNITY DEVELOPMENT

Proposed timeframe: 2017-ongoing

Proposed partners:

- West Side Chamber
- City of Indianapolis Dept. of Metropolitan Development
- Various neighborhood and civic associations



Photo credit: Panoramio user BigBear_in_IN

Leveraging existing employers' strengths to entice new development can build on the region's logistics sector (e.g. Indianapolis Airport Authority, FedEx Express, Plainfield Warehousing District) and support the redevelopment efforts of the Indianapolis Airport Authority's surplus land along W. Washington St. and I-465.

However, it is vitally important that the area balances industrial/logistics growth with other industries, including tech and health care. Diversifying the area's economic drivers will better insulate the West Side from sudden job loss in the event that a major industry is hit exceptionally hard by a recession or other event. Furthermore, the Technical Assistance Panel also recommends integrating mixed-use residential development with employment centers where possible to encourage accessibility between workplaces and their employees.

Initiating or maintaining relationships with existing employment anchors, such as FedEx Express, Amazon, and Kroger, will strengthen a company's bond to its local community. Once companies recognize the opportunity they have to be included in shaping community development the more they are willing to commit, financially and responsibly.

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STRATEGY ITEM 4

DEVELOP CAPACITY OF NEIGHBORHOOD ORGANIZATIONS / RESIDENTS TO PARTICIPATE IN ZONING AND LAND USE PROCESS.

Supporting current residents' needs and concerns is paramount in planning equitably. Encourage establishment of a citizens' land use committee to review development plans and advocate for development that aligns with the values of the area. Conversely, if a proposed development devalues standards set by the community, this land use committee can advocate against such development.

Include helpful community phone numbers and websites on promotional materials/newsletters to steer residents toward agencies that can help them directly with their concerns, including the Department of Business and Neighborhood Services (formerly the Department of Code Enforcement) and the Mayor's Action Center. Continue maintaining direct connections with City-County Councilor Jared Evans to ensure the area's concerns are addressed through the proper legislative channels.

Use recommendations from West Washington Street Community Plan (Economic Revitalization Plan) to further dial-down guidance for local zoning priorities.

Proposed timeframe: 2017-ongoing

Proposed partners:

- Indy Gateway
- City of Indianapolis Dept. of Business and Neighborhood Services
- City of Indianapolis Mayor's Action Center
- City-County Councilor Jared Evans (District 22)
- Indiana State Rep. Robert Behning (District 91)
- Indiana State Rep. Karlee Macer (District 92)
- Indiana State Rep. Justin Moed (District 97)

STRATEGY ITEM 5

DEVELOP A BRANDING SCHEME TO STRENGTHEN THE CORRIDOR'S IDENTITY.

Proposed timeframe: 3 to 4 years (2018-2022)

Proposed partners:

- Indy Gateway
- Private marketing/branding firm
- Various neighborhood and civic associations



Photo credit: Storrow Kinsella Associates

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Enlisting the help of a consultant and input from area businesses and residents, a cohesive branding scheme should be established to help tie the neighborhoods together. Currently, the area does not contain a uniform system of wayfinding or signage that helps orient visitors and create a sense of place. This is vitally important due to the area's distinct location between Indianapolis International Airport and downtown Indianapolis. Indy's West Side neighborhoods are often the first glimpse visitors have to Indiana's capital city.

Clear, identifiable typography and a consistent color palette will help establish this branding scheme in marketing materials and signage. Gateway locations should also be identified in accordance with the city's existing sign ordinances, but especially at interstate interchanges (I-70/Holt, I-465/Washington, etc.). An interviewee commented during the TAP that MSD Wayne Township's "We Are Wayne" slogan and color scheme resonate with the area and that the district's schools are a point of pride in the community. Perhaps this can be a joint effort with MSD Wayne Township, as to not reinvent the wheel.

The Martin Luther King Jr. Boulevard Gateway and Streetscape (elements pictured at left) offers a replicable local case study. The project was a collaborative effort between the United Northwest Area (UNWA), Development Concepts, Inc., and Storrow Kinsella Associates. Extensive community engagement led neighborhood leaders to create a wayfinding, signage, and branding scheme for the area.

STRATEGY ITEM 6

LEVERAGE EXISTING REDEVELOPMENT TOOLS, INCLUDING PUBLIC FINANCING MECHANISMS

The City of Indianapolis through the Indy Chamber offers several tax credits, abatements, and loan programs through an open application process. These include Vacant Building Abatement and Tax Increment Financing. Of note, the Airport Economic Development Area Tax-Increment Financing (TIF) District covers 1,347 properties, generating \$12 million annually in funds. Among the properties included are the Indianapolis International Airport and 4,200 acres of privately held land surrounding the airport. Established in 1988, the TIF is will sunset in 2025.

Community Revitalization Enhancement District (CREDs) Tax Credit provides an incentive for investment in specifically designated Community Revitalization Enhancement Districts within which local units may acquire property or make improvements for industrial development purposes. These are allocated through the State of Indiana's Economic Development Corporation (IEDC).

Both the Indy Chamber and IEDC offer detailed information on these and a menu of other options through their websites.

Proposed timeframe: 2018-ongoing

Proposed partners:

- City of Indianapolis Dept. of Metropolitan Development
- City of Indianapolis Mayor's Office
- Indianapolis Airport Authority
- Indy Chamber
- State of Indiana / Indiana Economic Development Corp. (IEDC)

STRATEGY ITEM 7

COMMUNICATE WITH PARTNER AGENCIES TO PRIORITIZE AND COORDINATE INFRASTRUCTURE IMPROVEMENT PROJECTS.

Proposed timeframe: 2018-ongoing

Proposed partners:

- Citizens Energy Group
- City of Indianapolis Dept. of Metropolitan Development
- City of Indianapolis Dept. of Public Works
- Indianapolis Power & Light
- IndyGo

Indy Gateway and the West Side Chamber should maintain or build relationships between utility companies and local governmental agencies to ensure that area residents have a voice in the changes occurring in their neighborhoods. People become more invested in a place when they take comfort in knowing that their concerns are being directly communicated and followed-up on.

Communicating between members of the community and partnering agencies will be especially crucial during major construction projects already on the horizon, such as the development of IndyGo's Blue Line on West Washington Street. The TAP recommends holding quarterly coordination meetings with representatives from partnering agencies and Gateway Indy to keep informed on evolving timelines. Keeping on the same page will allow local businesses and residents to take proper precautions preceding utility and infrastructure projects large and small.

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STRATEGY ITEM 8

CONCENTRATE REINVESTMENT IN STRATEGIC LOCATIONS / PROPOSED BLUE LINE BRT NODES.

As IndyGo's Blue Line BRT route moves from planning to implementation in the coming years, Indy Gateway should reference existing guidelines adopted by the City of Indianapolis Department of Metropolitan Development and the Indianapolis Metropolitan Planning Organization to identify redevelopment areas around planned BRT stations to capitalize on improved regional accessibility and infrastructure. Documents to reference include the Indy MPO's Transit Oriented Development (TOD) Strategic Plan (completed in April 2015) and the Department of Metropolitan Development's Mixed-Use District Guidebook (to be completed in 2018).

The TOD Strategic Plan document offers public and private decision-makers and interested citizens extensive information regarding demographics, existing conditions, opportunities and constraints, and land use/site control for each individual station area along the Blue Line. The Mixed-Use District Guidebook will offer appropriate typologies and restrictions for Mixed-Use 3 and 4 rezonings (MU-3 and MU-4) centered on or near BRT stations to help guide private development along bus rapid transit routes.

Setting priorities for redevelopment at proposed BRT stations will offer a shorter-term strategy for reinvestment, with the hopes that larger tracts of land will become more valuable and marketable as accessibility improves along the corridor. The Indianapolis Airport Authority has already accomplished this in partnering with Holladay Properties on World Connect at AmeriPlex, a 200-acre logistics campus south of the airport.

Proposed timeframe: 2018-ongoing

Proposed partners:

- Indy Gateway
- West Side Chamber
- City of Indianapolis Dept. of Metropolitan Development
- Indianapolis Airport Authority
- Indianapolis Metropolitan Planning Organization (MPO)
- Indy Chamber
- Holladay Properties

WEST SIDE INDIANAPOLIS 23



WEST SIDE

INDY GATEWAY

TECHNICAL ASSISTANCE PANEL
MAY 2, 2017



INTRODUCTION PARTNERS



In coordination with the West Side Chamber of Commerce, Indy Gateway, the City of Indianapolis, the Indianapolis Airport Authority, and the Indianapolis Metropolitan Planning Organization, the Urban Land Institute's Indiana Chapter was asked to form an expert panel to address implementation of several urban planning, zoning, and design recommendations made over the years concerning Indianapolis' West Side neighborhoods, including the Ben Davis Village Association, Bridgeport Neighborhood Alliance, and Greater Garden City Civic Association.

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QUESTIONS FOR TAP PANEL

1. For each of the projects listed, identify logical next steps and the individual or organization best positioned to move forward. Of those projects listed, which are most important to catalyzing additional private investment in the area? How would you prioritize them?
2. Beyond this list of projects, are there additional projects or themes that should be considered to increase the rate and quality of private investment in the area?
3. As West Side partners begin to scope a community economic revitalization strategy, what topics, areas, or strategies should be included?
4. What techniques or regulations may be used to restrict locally undesirable uses along the West Washington Street corridor?

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AGENDA
MAY 2, 2017

8:00 a.m.	Overview Briefing Meet and Greet with Sponsor AM Snack
8:45 a.m. to 10:45 a.m.	Depart for Study Area Bus Tour
11:00 a.m. to 1:00 p.m.	Interviews Lunch
1:00 to 6:00 p.m.	TAP Working Group Time PM Snack
6:00 to 6:30 p.m.	Evening Presentation Refreshments



BIOS PANELISTS + STAFF



(CHAIR) DEREK NABER, LEED® AP ND, DEVELOPER, HOLLADAY PROPERTIES

Derek manages several development projects in Indianapolis, including the redevelopment of Central State, a 150-acre former state psychiatric hospital campus. Previously, Derek has worked for the City of Indianapolis Department of Metropolitan Development, managing several initiatives, including the +\$300 million redevelopment of Market East.



LAUREN DAY, MANAGER OF MARKETING & COMMUNICATIONS, INDYGO

Lauren grew up in downtown Indy's Lockerbie Square neighborhood and has a Master's degree in Urban Planning. She was integral in the launching of the Indiana Pacers Bikeshare program during her time at Indianapolis Cultural Trail, Inc. Lauren joined IndyGo in 2015, handling communication, public relations and marketing strategy.



ALLIE (KREGERS) ROSENBARGER, REAL ESTATE ANALYST, CRESTLINE COMMUNITIES

Allie is a developer for Crestline, a development company working to make a broader impact in communities through a multi-faceted approach and product types. In this position, Allie is responsible for coordinating and managing the development process, from procurement and strategic planning and the way through closing, stabilization, and asset management.



DREW ROSENBARGER, DEVELOPMENT ASSOCIATE, FLAHERTY & COLLINS PROPERTIES

At Flaherty & Collins Properties, Drew is responsible for asset management and securing grant funding and tax credits for affordable housing projects. Prior to joining Flaherty & Collins, Drew allocated funding and tax credits for affordable housing at the Indiana Housing & Community Development Authority.



BRETT SCHLACHTER, PLA, LANDSCAPE & URBAN DESIGNER, BROWNING DAY MULLINS DIERDORF

Brett is an urban designer and landscape architect at Browning Day Mullins Dierdorf. Brett earned both a Bachelor's degree in Landscape Architecture and a Master's degree in Urban Design at Ball State University. Brett loves the challenge of solving heavily constrained design problems to provide both a functional and enduring solution, providing leadership for the team.

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JESSICA KARTES, PRINCIPAL PLANNER FOR LAND USE STRATEGY, CITY OF INDIANAPOLIS

As the Principal Planner for Land Use Strategy for the City of Indianapolis Department of Metropolitan Development, Jessica is responsible for the Marion County Land Use Plan, which provides a long-term strategy for future growth and development in the city.



JOSH SAVAGE, ASSOCIATE ATTORNEY, WOODEN MCLAUGHLIN LLP

Josh is an associate attorney at Wooden McLaughlin LLP, practicing in the areas of real estate finance and development, as well as zoning and land use. He represents finance companies and private developers in commercial lending transactions, acquisitions and development of commercial and multi-family projects.



KATIE WERTZ, SENIOR ASSOCIATE, GREENSTREET, LTD.

Katie is a senior associate with Greenstreet, Ltd., an Indianapolis-based strategic planning and real estate practice. With experience in consulting, community development, and real estate development, Katie brings a unique perspective to the planning process; one that integrates traditional planning with market-driven solutions.



INDIA OLSON, LAND USE PLANNER, FAEGRE BAKER DANIELS LLP

India is a land use planner in the Real Estate practice group at Faegre Baker Daniels LLP. She supports the real estate team by providing clients with guidance to secure necessary government approvals. Previously, India was a development manager for a national healthcare real estate developer.



TAYLOR FIRESTINE, SPECIAL PROJECTS PLANNER, INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Taylor is responsible for issuing requests for qualifications (RFQs), graphic design, and various technical support activities for the MPO. Previously, Taylor worked as a Community Development Intern with the City of Fishers and a Real Estate Intern for Site Strategies Advisory, LLC, an Indianapolis-based commercial real estate broker.

WEST SIDE INDIANAPOLIS

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ABOUT WEST SIDE TECHNICAL ASSISTANCE PANEL

THE URBAN LAND INSTITUTE

The Urban Land Institute provides leadership in responsible use of land and in creating and sustaining thriving communities worldwide. Founded in 1936, ULI is an independent global nonprofit supported by members representing the entire spectrum of real estate development and land use disciplines.

ULI Indiana is one of 53 ULI District Councils in North America. There are also ten (10) in Europe and six (6) in Asia.

Members say we provide information they can trust and that ULI is a place where leaders come to grow professionally and personally through sharing, mentoring, and problem solving.

ULI INDIANA'S TECHNICAL ASSISTANCE PANELS

A multidisciplinary real estate forum, ULI facilitates an open exchange of ideas, information, and experience among industry leaders and policy makers dedicated to creating better places. ULI focuses on outreach to encourage creative, practical solutions for the most challenging issues facing today's urban, suburban, and rural communities around the world.

At the national level, no program embodies this mission more than Advisory Services Panels, which work with communities to:

- Deliver fresh insights and discover innovative solutions to complex real estate development and land use challenges;
- Provide candid and unbiased input from expert land use professionals who volunteer their time and expertise to serve as panelists; and
- Kickstart critical conversations and deliver results, and in a concentrated one-week effort.

Technical Assistance Panels, or TAPs, are the District Council version of ULI's national Advisory Services program. TAPs bring together the best and brightest from Indiana's diverse membership—developers, planners, financiers, market analysts, economists, architects, designers, and public officials—to provide practical solutions and objective advice not available from any other source.

An expert ULI TAP panel usually convenes in a community for 1-2 days to address a specific land use and development issue. The experts are drawn from the ULI Indiana's membership, and selected for their expertise related to the specific development issue. By the end of the process, their thoughts, discussions, and process are documented in a report to the sponsoring organization. More information on ULI Indiana's TAP program, including past reports, can be found at <http://indiana.uli.org/taps/>.

DESCRIPTION AND PURPOSE

The West Washington Street corridor has a unique place in Indianapolis. Washington Street has a rich history as part of Thomas Jefferson's US 40/National Road, the nation's first improved federal highway and the main westward thoroughfare for thousands of American settlers. The Indianapolis portion of West Washington Street has evolved through industrialization, floods of regional in-migration, suburbanization, and devastating manufacturing decline. Throughout this evolution, most of the built environment changed organically, generally in fragmented, economical fits and starts, with no coordinated effort to maintain continuity, identity, connectivity, or character.

As a result, neighborhoods around today's West Washington Street corridor face numerous socioeconomic issues, encompassing physical disconnection, public health and safety, and built environment challenges.

Despite these challenges, the area does boast some formidable strengths: outstanding highway and rail access; close proximity to major employment and cultural/entertainment centers; good schools; a neighborhood culture of proud, dedicated residents; strong political leadership, and the presence of Indianapolis International Airport.

Local leaders have begun to recognize these opportunities and take major steps to address the area's challenges. The West Side Chamber of Commerce was founded as a 501(c)6 in early 2010 by a small group of concerned businesses and government leaders who recognized the values of the West Side of Indianapolis, including Wayne, Pike, and Decatur townships, as well as eastern Hendricks County. Residents and leaders established the non-profit organization Indy Gateway to work toward the "stabilization and rejuvenation of the west side of Indianapolis through community and economic development." Indy Gateway will serve as the sponsoring organization of this TAP.

Concurrent with—and perhaps because of—the area's resurgent community and political leadership, a barrage of major plans, studies, and initiatives will bring region-wide focus to the West Washington Street corridor over the next couple of years.

PLANS

CURRENT + PLANNED PROJECTS

INITIATIVE	DESCRIPTION	ESTIMATED START	ESTIMATED END	CONTACT
IndyGo Blue Line	IndoGo continues to advance plans for the Blue Line, a bus rapid transit (BRT) line that may use Washington St. between the airport and Cumberland.	Engineering: 1/1/2018 Construction: 2019/2022	2021/2022 with federal Small Starts grant; later without	Justin Stuehnenberg, Dir. of Special Projects, IndyGo
DMD/DPW Integrated Transportation Plan	The City of Indianapolis Metropolitan Development and Public Works departments will take a holistic look at how transportation projects are prioritized across the city-county.	4/1/2017	12/31/2017	Meredith Klekotka, Transportation Planner, City of Indianapolis
DPW W. Washington St. Engineering Corridor Plan	The City of Indianapolis Department of Public Works survey to identify right-of-way, parcel boundaries, and any necessary acquisition. Will produce reconstruction price estimates.	Spring 2017	12/31/2017	Nathan Sheets, Dept. of Public Works, City of Indianapolis
City of Indianapolis Community Economic Revitalization Plan	A comprehensive look at the projects or initiatives that can have the greatest impact on the W. Washington St. corridor. The plan is in scoping, TAP ideas welcome.	Summer 2017	2018	Brad Beaubien, Planning Administrator, City of Indianapolis
Indianapolis Airport Authority (IAA) activities	IAA owns large tracts of land on W. Washington St.; will continue to study disposition strategies for old airport properties.	n/a	n/a	Shonnetta Griffin, Indianapolis Airport Authority
Fundraising	West Side partners will begin fundraising efforts to cover community improvement priorities.	n/a	n/a	West Side Chamber of Commerce
Plainfield connections	The Town of Plainfield, just across the Hendricks/Marion County line, remains closely connected to the Indy-focused groups. Plainfield recently supported the development of an Economic Improvement District to continue express transit linking commuters with jobs.	n/a	n/a	Robin Brandgard, Town Council President, Town of Plainfield, Ind.

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PREVIOUS PLANS

AGENCY / SPONSOR	PLAN	PRIORITIES	ADOPTION
Department of Metropolitan Development (DMD), Division of Planning	West Washington Street Corridor Plan	<ul style="list-style-type: none"> addressing flooding and drainage addressing abundance of automotive sales-related business multi-modal approach to travel in corridor, esp. sidewalks and transit stops aesthetic unification and beautification, esp. streetscape addressing need for gateway, esp. from 465 to Airport land use and zoning recommendations 	April 2012
DMD, Division of Planning	Economic Development Plan for the West Washington Street Corridor	<ul style="list-style-type: none"> analyzed Washington from S. High School Rd. to White River State Park in two sections documented conditions, land use and zoning 	September 2011
DMD, Division of Planning	Wayne Township Comprehensive Plan	<ul style="list-style-type: none"> portion of the Marion County Comprehensive Plan legal document outlining zoning policies 	May 2006
Greater Garden City Civic Association The 40 West Professional & Business Club	The Wayne Township National Road Revitalization	<ul style="list-style-type: none"> INDOT Transportation Enhancement Program Applicant analyzed Washington from I-465 interchange to Tibbs Ave., segmented into five sections streetscape enhancements and beautification bolster sense of identity around historic National Road route enable mixed-use infill, catering to residents and visitors <p><i>*Not adopted by the City of Indianapolis</i></p>	January 2005*
Indianapolis Airport Authority (IAA)	Indy World Connect		



The study area is centered on the West Washington Street / US 40 corridor on the West Side of Indianapolis, stretching from Raceway Road in the west to Tibbs Avenue in the east. The area is roughly bounded by a 1-mile buffer to the north and south of West Washington Street.



DEMOGRAPHICS

DEMOGRAPHIC AND INCOME PROFILE SUMMARY

	2010 Census	2016 Estimate	2021 Projection
Population	34,064	35,052	36,236
Households	12,037	12,154	12,461
Families	8,256	8,268	8,443
Average Household Size	2.81	2.87	2.89
Owner Occupied Housing Units	7,185	6,894	7,068
Renter Occupied Housing Units	4,852	5,260	5,393
Median Age	32.5	33.4	33.5

HOUSEHOLD BY INCOME

	2016 Estimate		2021 Projection	
Summary	Number	Percent	Number	Percent
<\$15,000	2,098	17.3%	2,241	18%
\$15,000 - \$24,999	1,696	14%	1,657	13.3%
\$25,000 - \$34,999	1,702	14%	1,744	14%
\$35,000 - \$49,999	2,114	17.4%	1,431	11.5%
\$50,000 - \$74,999	2,182	18%	2,607	20.9%
\$75,000 - \$99,999	1,194	9.8%	1,345	10.8%
\$100,000 - \$149,999	923	7.6%	1,113	8.9%
\$150,000 - \$199,999	154	1.3%	218	1.7%
\$200,000+	92	0.8%	106	0.9%
Median Household Income	\$38,118		\$40,131	
Average Household Income	48,969		\$53,071	
Per Capita Income	\$17,328		\$18,622	

POPULATION BY RACE

	Number	Percent
Total	34,064	100%
Population Reporting One Race	32,891	96.6%
White	23,756	69.7%
Black	5,079	14.9%
American Indian	198	0.6%
Asian	549	1.6%
Pacific Islander	25	0.1%
Some Other Race	3,284	9.6%
Population Reporting Two or More Races	1,173	3.4%
Total Hispanic Population	5,797	17%

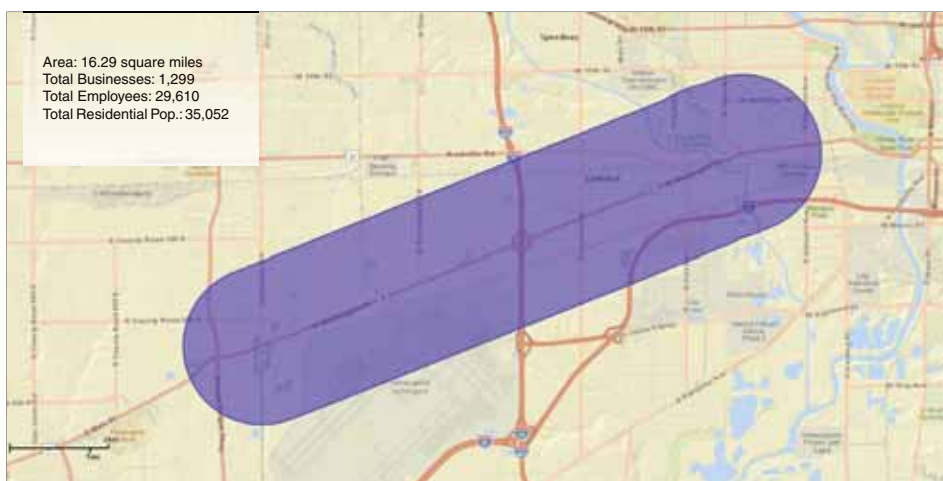
ACS HOUSING SUMMARY

Occupied Housing Units by Vehicle Available		
	2010-2014 Estimate	Percent
Total	12,078	100%
No vehicle	215	1.8%
1 vehicle	2,500	20.7%
2 vehicles	2,783	23%
3 vehicles	1,578	13.1%
4 vehicles	338	2.8%
5 vehicles or more	115	1%

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Demographic data was collected from ESRI. All data points were gathered from within the study area, shaded in purple below, covering a 1-mile buffer along the West Washington Street / US 40 corridor from Tibbs Avenue in the east to Raceway Road in the west.

STUDY AREA



WEST SIDE INDIANAPOLIS 41

MARION COUNTY TRANSIT PLAN

2016
BEFORE



PROJECT AREA



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2021
AFTER

PROJECT AREA
IndyGo is reconsidering Blue Line route during engineering beginning in 2018



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