



FORMER BLACK MOUNTAIN SITE

VISION PLAN

A Vision Plan to guide favorable redevelopment on the former Black Mountain site on the 3500 Block of East Washington Street in Indianapolis, Indiana.

Fall 2022





This project has been funded by U.S. EPA and implemented by the City of Indianapolis Department of Metropolitan Development through Ramboll and its partners.



Prepared by Greenstreet Ltd.©
All rights reserved 2022

TABLE OF CONTENTS

\\ \\ INTRODUCTION..... PAGE 03

ACKNOWLEDGMENTS
BROWNFIELD PLANNING
COMMUNITY ENGAGEMENT TIMELINE
SITE CONTEXT

\\ \\ THE FRAMEWORK..... PAGE 07

REDEVELOPMENT DRIVERS
SITE CONDITIONS
MARKET CONDITIONS
COMMUNITY PREFERENCES
COMMUNITY VISION & VALUES
OTHER CONSIDERATIONS

\\ \\ THE VISION PLAN..... PAGE 19

GUIDING PRINCIPLES
DEVELOPMENT PROGRAM
INCLUSIVE DEVELOPMENT

ACKNOWLEDGMENTS

The City of Indianapolis Department of Metropolitan Development (DMD) would like to thank the following organizations and individuals for their support in the development of this vision plan:

PUBLIC REPRESENTATIVES

Councillor Jason Larison
Mayor's Neighborhood Advocate Jacob Barnes

STAKEHOLDERS

Englewood Neighborhood
Englewood Community Development Corporation
Southeast Neighborhood Development
Purdue Polytechnic High School
My Christian Park Neighborhood Association
Christian Park Active Community
Near East Area Development
Near Eastside Community Organization
Robson-Voorhees Neighborhood
Hollywood Place Neighborhood
Twin Aire Neighborhood Coalition
Englewood Christian Church

CITY STAFF

Piers Kirby, Administrator - Real Estate & Brownfield Redevelopment, DMD
Rhiana Barkie, Program Manager, DMD
Mayor's Neighborhood Advocate Jacob Barnes

CONSULTANT TO CITY OF INDIANAPOLIS

IWM

FUNDER

United States Environmental Protection Agency (U.S. EPA)



**A SPECIAL THANK YOU
TO THE NEIGHBORHOOD
RESIDENTS, LOCAL
LEADERSHIP, AND OTHER
INTERESTED INDIVIDUALS
WHO TOOK THEIR TIME
TO PARTICIPATE IN
THE VARIOUS PUBLIC
ENGAGEMENT ACTIVITIES.
THEIR INPUT IS CRITICAL TO
THE LONG-TERM SUCCESS
OF THE NEIGHBORHOOD.**

WHY PLAN? WHY NOW?

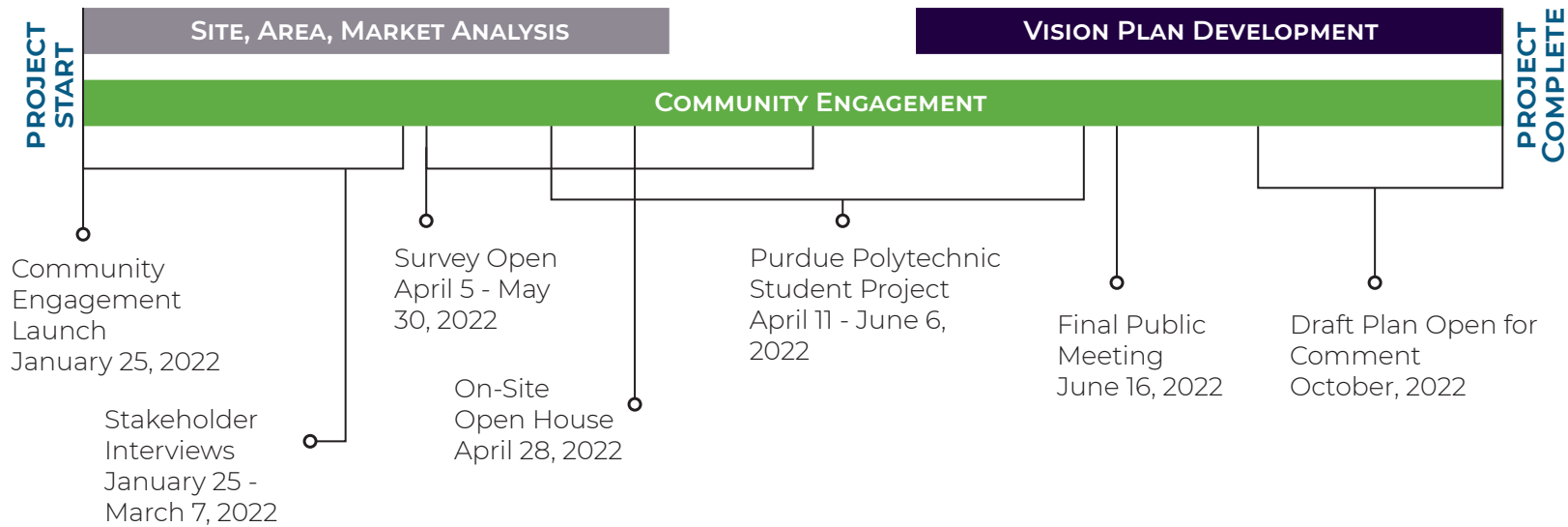
“Brownfield Planning” is a process. This process often reinforces the collective benefits of area-wide brownfield assessment that combines economic development goals, livability initiatives, and asset-based approaches to redevelopment strategies in the targeted areas of the community.

Brownfield Planning developed through research and practice in the early 2000s that recognized preparing sites for redevelopment included more than just assessing the nature and extent of contamination that existed on a site. Typically, Brownfield Planning is a means to integrate a municipality's ongoing planning and economic development goals with existing or newly derived areawide strategies. U.S. EPA supports community engagement along with the analysis of community needs, priorities, and market conditions. When brownfield site redevelopment is approached through a comprehensive site, and/or area planning lens, the effort typically yields outcomes that better address the local context. As such, U.S. EPA often integrates Brownfield Planning components into the scope of brownfield assessment and cleanup grants.

DMD recognized it was appropriate to begin a Vision Plan effort for the Former Black Mountain site after the following events: a critical Court of Appeals Ruling in 2017; DMD's “involuntary acquisition” of the parcels that make up the Former Black Mountain Site in 2018; DMD's demolition and blight removal activities in 2019; DMD's successful receipt of a U.S. EPA Brownfields Multipurpose Grant (MPG) in 2019; and DMD's environmental investigation of the site in 2020-21. Through the U.S. EPA MPG grant the DMD initiated this reuse planning process to better incorporate community interests into the redevelopment outcomes while continuing to prepare the site for eventual sale and reuse. (Please See **Appendix II** for further details on site history, and specifically p.10 for info related to the MPG grant)



COMMUNITY ENGAGEMENT



When the Community Engagement plan was launched in January 2022, the COVID-19 pandemic had been a challenge for nearly two years already. As such, the Community Engagement Plan was finalized keeping in mind that the need to reduce risks of spread by engaging in virtual outreach efforts, direct mail, electronic surveys, on-site signage and passive flyers. QR codes were used to drive people directly to the City's website where they could learn more and take the survey in English or Spanish. Team members attended virtual stakeholder meetings.



In addition, the first public input event was held as a two-hour open-house-style and held outdoors, to reduce the risk of too many people

gathering in one space at one time. The added benefit of the on-site open-house was that many people who had not visited the site were able to tour the site for the first time and were able to connect one-on-one with the consulting team to learn about the project and get questions answered.

Though the spread of COVID-19 was diminishing at the time of the final public meeting, it was held in a spacious room, and it was live-streamed and recorded to allow anyone feeling uncomfortable with indoor, in-person events to still view the presentation.

SITE CONTEXT

The City-owned Former Black Mountain Site is located on the 3500 Block of East Washington St on Indianapolis' Near Eastside.

It is bounded by East Washington Street to the north, Ewing Street to the east, and railroads to the south and west.

The site sits in the vicinity of several neighborhoods including Englewood, Robson Vorhees, Hollywood Place, and Tuxedo Park. The site is also located in the Christian Park neighborhood area, and just north of the CSX railroad tracks that represent the Twin Aire Neighborhood Coalition's (TANC) northern boundary.





THE FRAMEWORK

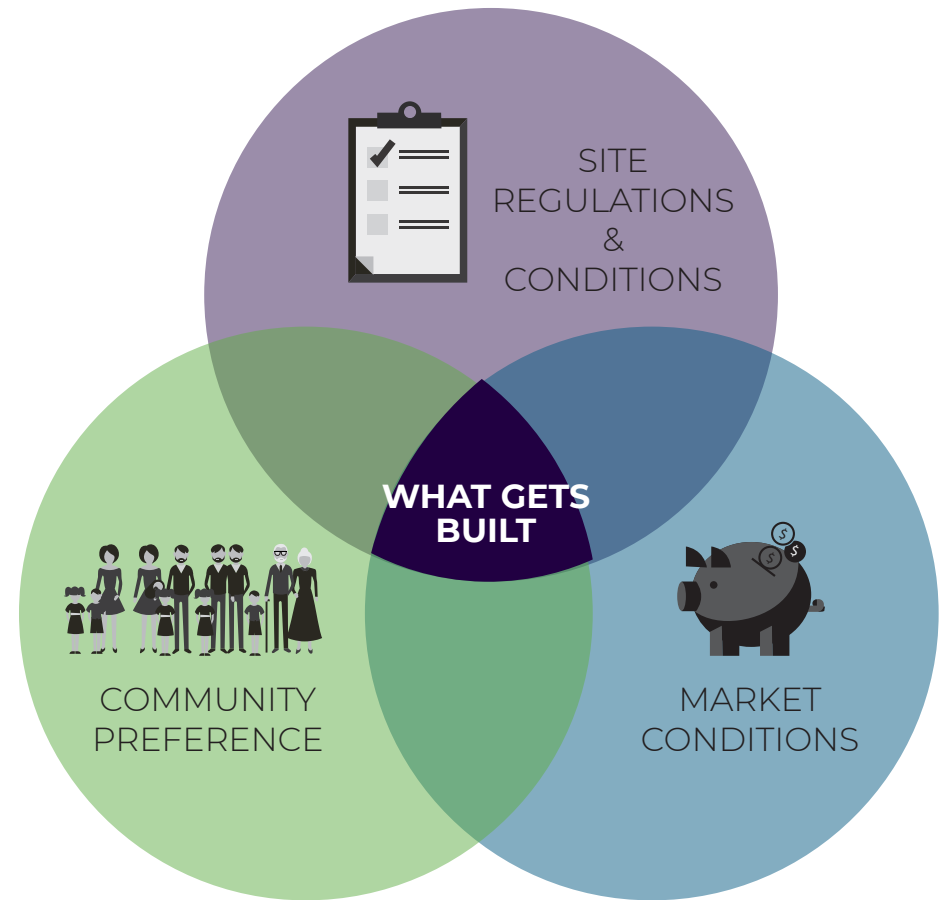
Over a six month period, The Ramboll Consulting Team and DMD staff analyzed site and market information while engaging stakeholders to identify key redevelopment opportunities.

REDEVELOPMENT DRIVERS

Each of these factor into the future redevelopment possibilities for the Former Black Mountain site:

- What will the site support?
- What will the market bear?
- What will the community support?

The following section will attempt to answer these questions.



BACKGROUND

WHAT IS A BROWNFIELD?

The U.S. EPA [defines](#) a **brownfield** as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”

Each brownfield site is unique – the amount and type of contamination and restrictions on future use of the property (single family-residential, recreational, commercial, etc.) can vary widely from site to site. A multitude of Federal, State, and local agencies provide tools and grants for brownfield assessment, cleanup, and redevelopment.

FORMER USES AT THE SITE

In years past the project site received the name “Black Mountain” due to a very large pile of spent foundry sand being stored on much of the site from 1999 - 2018. While the foundry sand previously piled high on the site may be the most obvious visible brownfield concern for the 12.4 acres of property, many prior uses contributed to its current brownfield status. Prior to its decades of underutilization and vacancy many potentially contaminating industrial and hazardous materials handling operations occurred at the site. Each of the following enterprises potentially contributed to its present brownfield status:

- Meier Electric & Machine Co., Inc.
- Big R Plating & Polishing, Inc.
- Potter Manufacturing Co. | Potter Material, Inc. | Potter Material Service
- Potter Coal & Material Co.
- Indy Material Service
- International Recycling, Inc.
- McNulty Polishing & Plating Co.
- Classic Chrome Shop
- Fadely-Anderson Inc. (autos)
- Melvin G. Bennett (auto facility / gas station)



FORMER BLACK MOUNTAIN, 1937

SITE INFRASTRUCTURE STATUS



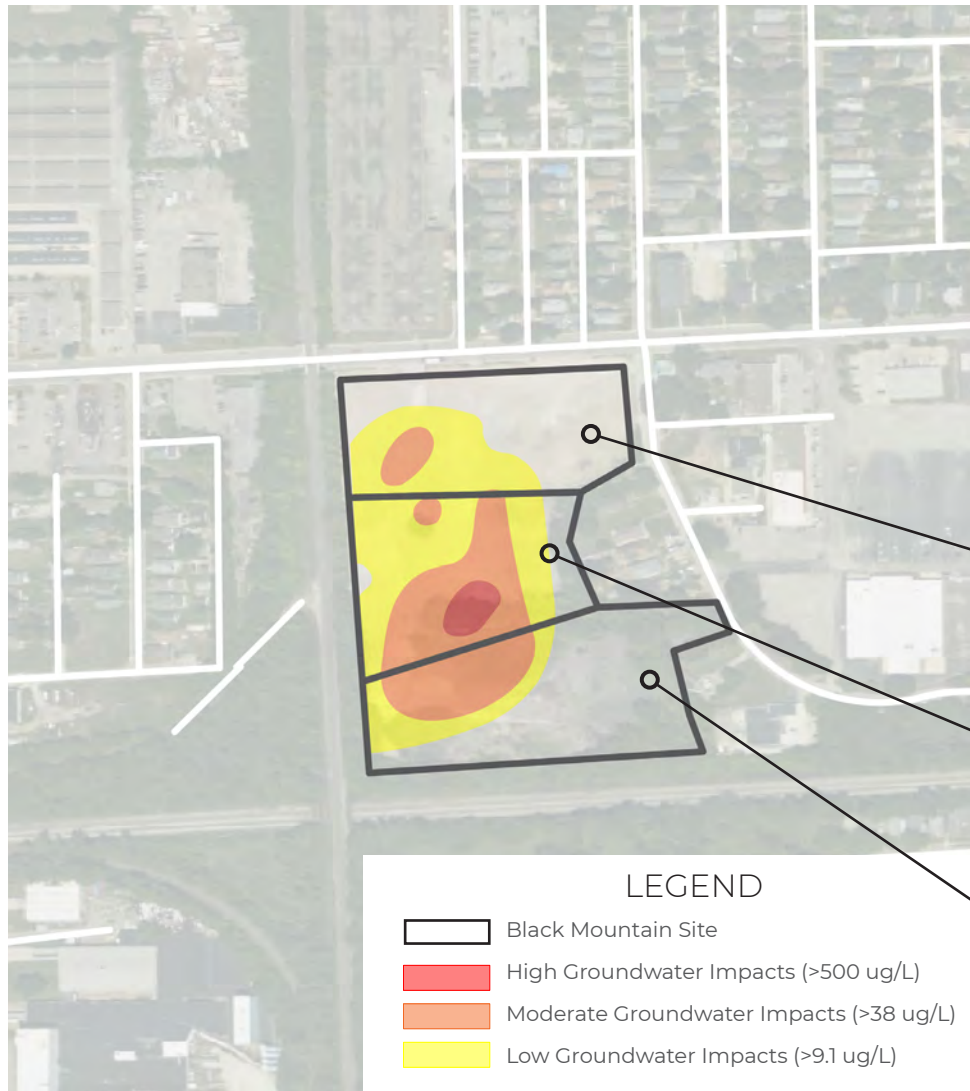
INFRASTRUCTURE STATUS

- Electrical service is provided by AES.
- Telecommunication service is provided by AT&T.
- Combined sewer service is provided by Citizens Energy Group.
 - Combined storm and sanitary sewers are located on the north and east sides of the property boundary.
 - Preference is that any stormwater runoff be released to the combined sewer in Washington Street rather than the drainage swale that is along the south side of property.
 - Flow requirements must be met with the combined loading of storm and sanitary.
- Water and gas provided by Citizens Energy Group.
 - Active gas lines along Washington and Ewing Street
 - Water main located along Washington Street.
- CSX Railroad running east-west on the south side of the project area will see 4-6 trains per day.

LEGEND

- Black Mountain Site
- Power Poles
- Power Poles w/ Street Lights
- Fire Hydrants
- Storm Sewer
- Sanitary Sewer
- Railroads

GROUNDWATER STATUS



VAPOR INTRUSION AND REMEDIATION

Chlorinated volatile organic compounds in groundwater may sometimes migrate with the flow of groundwater beneath the surface. When this occurs, it is possible for the impacted groundwater to emit vapors beneath or within buildings on properties nearby. Nearby properties have already been screened for any potential Indoor Air Quality impacts.

A sizeable portion of the \$600,000 Multipurpose Grant will be spent on groundwater remediation per the Analysis of Brownfield Cleanup Alternatives and the IDEM-approved Remediation Work Plan.

Please see the **Appendix II** for more information.

North Zone

The least impacted by chlorinated solvents in the groundwater, this land is positioned best for redevelopment, including residential.

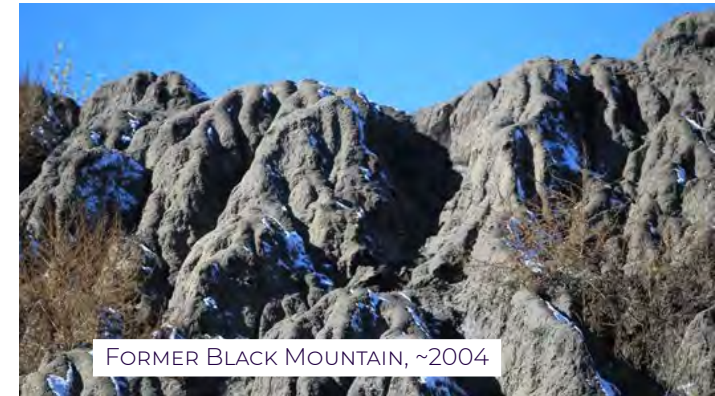
Middle Zone

The most heavily impacted area, this area needs quarterly monitoring for the foreseeable future, and may be restricted to commercial and industrial uses.

South Zone

A much reduced amount of foundry sand remains, but removal continues in concert with chlorinated solvent remediation.

FOUNDRY SAND STATUS

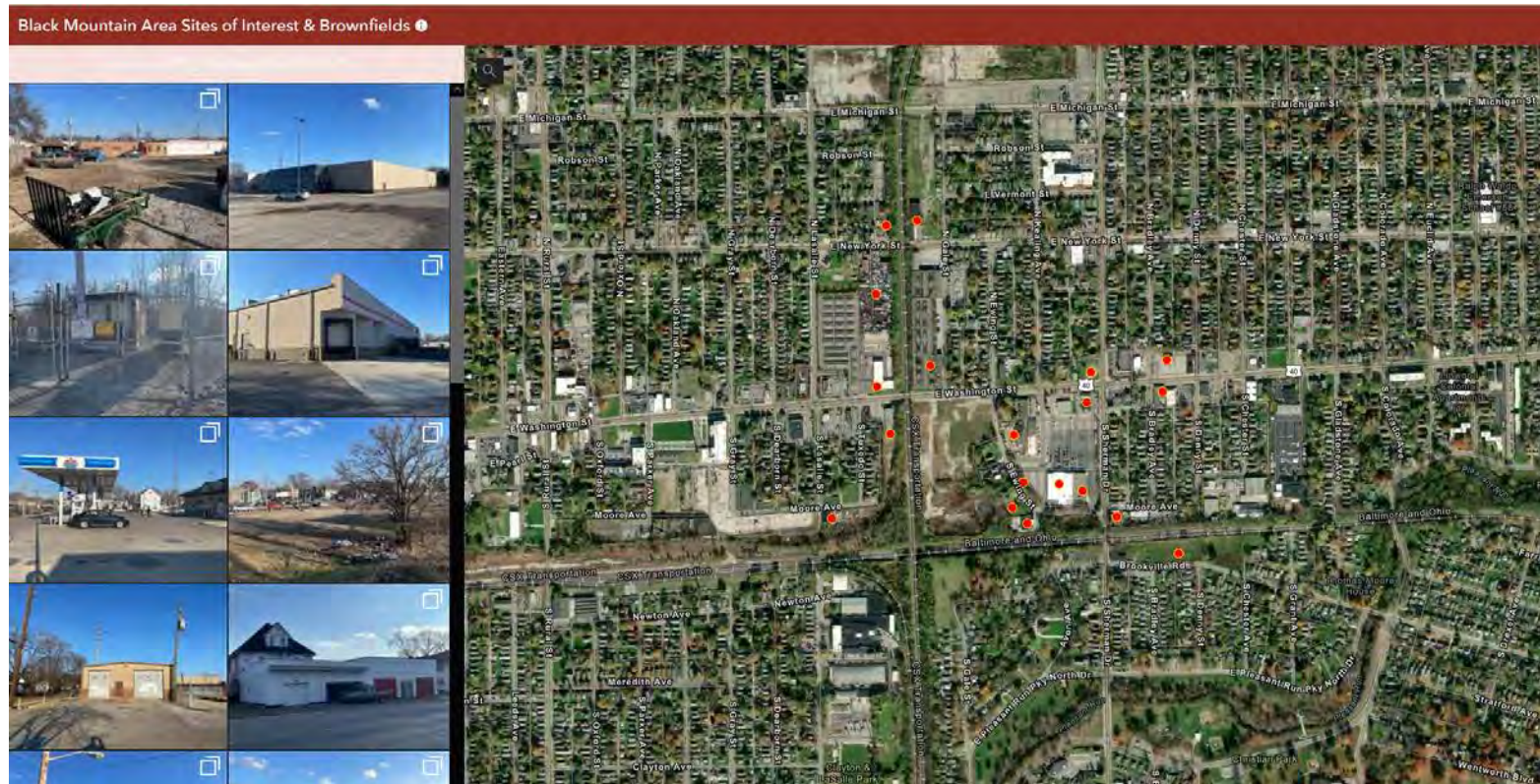


Between 1999 and 2004 approximately **200,000 tons of foundry sand** from the Chrysler Foundry in Indianapolis loomed over the neighborhood. Most of the foundry sand has been removed, with much or all of the remaining sand anticipated to be removed and managed with FLM, LLC's insurance settlement and in accordance with the May, 2017 Court of Appeals ruling. A copy of this ruling may be reviewed in **Appendix I**.

SITE CONDITIONS

AREA-WIDE BROWNFIELD CONTEXT

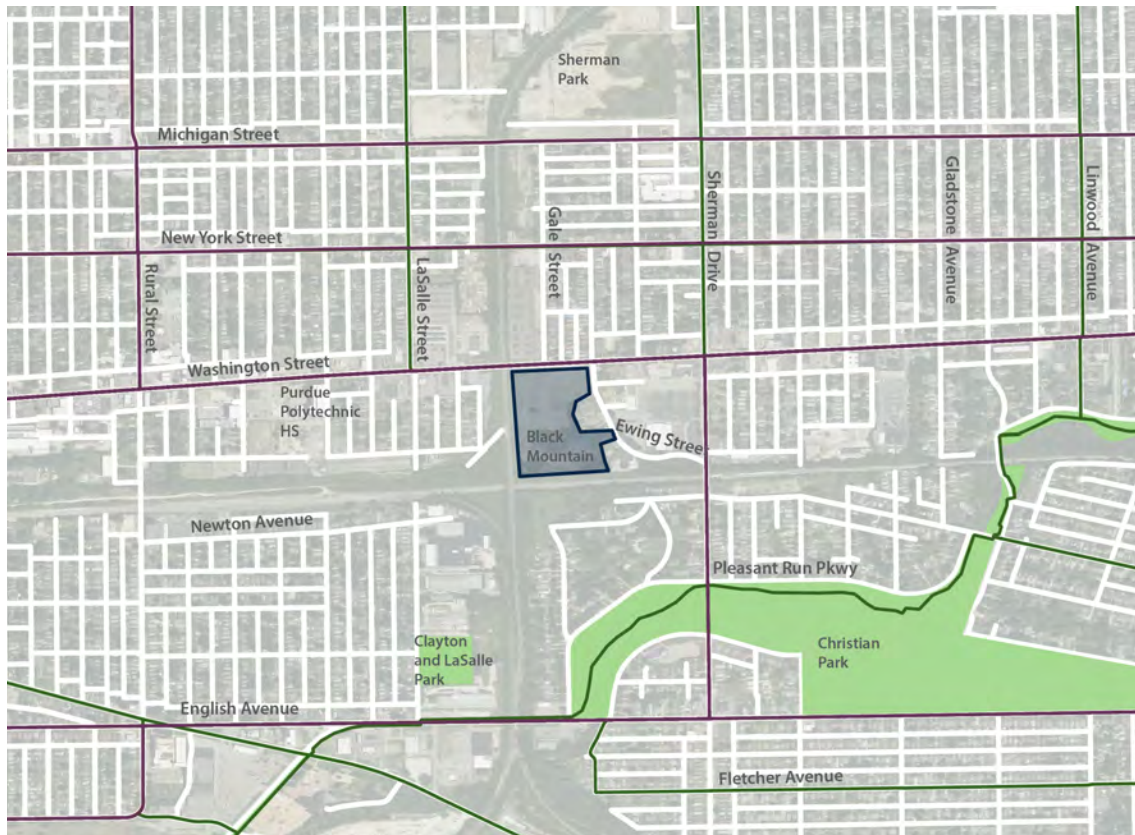
BLACK MOUNTAIN AREA SITES OF INTEREST



During the planning process the team considered the larger context beyond the Former Black Mountain Site. Long dormant sites can impact marketability, and environmental conditions of sites may affect surrounding areas. Additional brownfields and potential redevelopment sites were identified near the former Black Mountain Site using a mapping tool (pictured above) developed by U.S. EPA research to help understand the potential of these sorts of impacts on the redevelopment of the Former Black Mountain Site. Some of the sites identified have been redeveloped, some have recently sold, others remain blighted, and some are currently listed for sale and redevelopment. Please see **Appendix III** for further details.

SITE CONDITIONS

ACCESS AND TRANSPORTATION LINKS



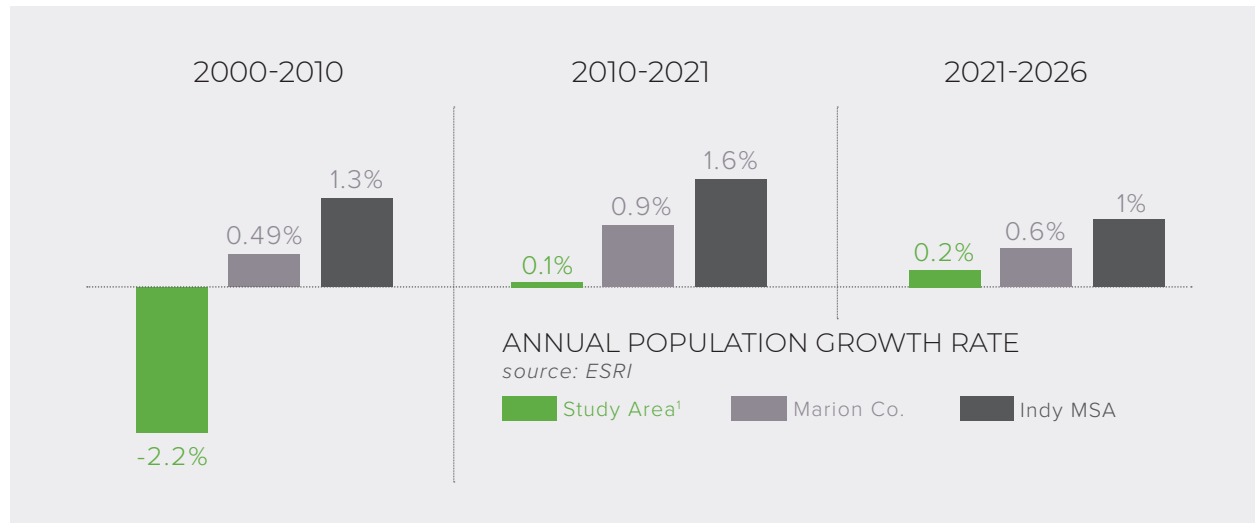
Many sidewalks, streets, and alleys near the project site are cited as unsafe or uninviting. However, a grid-pattern provides reasonable connectivity.

Nearby regional **multi-use paths** serve the area, though they may be hard to reach safely from Black Mountain.

IndyGo Routes (#3, 8, 26) currently serve the area, connecting the site to downtown, Community Hospital East, Washington Street, and Keystone Avenue. The planned **Blue Line Bus Rapid Transit** will improve Route 8.

MARKET CONDITIONS

POPULATION SNAPSHOT



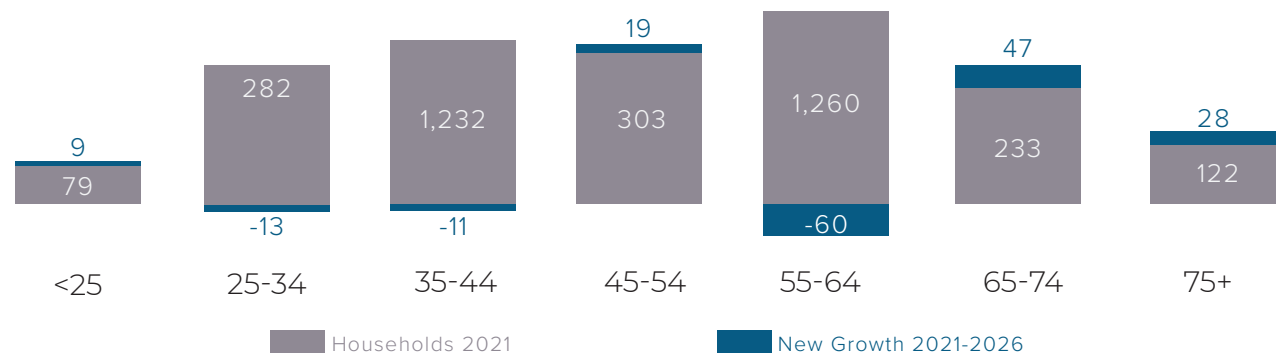
While the Project Study Area experienced population decline in the past, the previous decade saw a levelling off in overall population numbers. There are a significant number of vacant homes and lots, but recent development trends show some reinvestment is occurring.

The makeup of households in the focus area is changing. As Millennials and Baby Boomers age in the next five years, their housing needs will continue to change. These two generations, the largest in the U.S., will continue to demand for new types of housing as they move through their lifestages.

HOUSEHOLD GROWTH BY AGE OF HOUSEHOLDER, 2021 - 2026 CHANGE

source: ESRI

geography: project study area¹



(1) The project study area is approximately a 15-minute walk from Black Mountain.

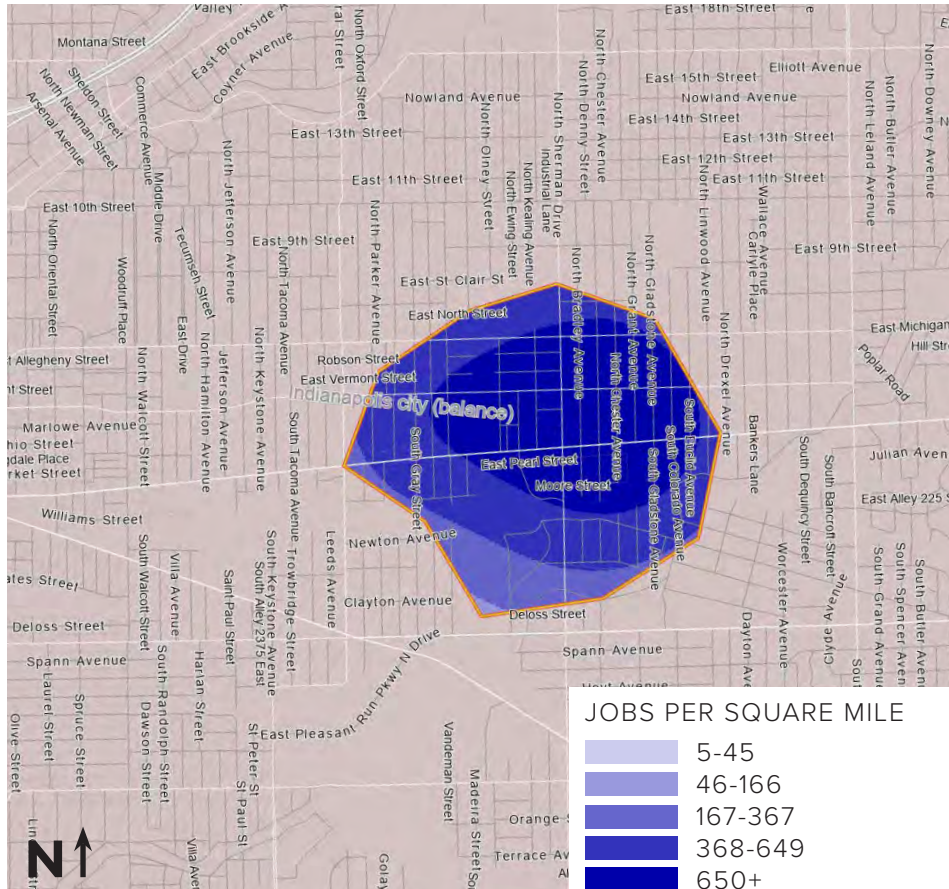
*Additional market analysis data can be found in Appendix V.

MARKET CONDITIONS

EMPLOYMENT SNAPSHOT

FOCUS AREA JOB DENSITY, 2019

source: Census on the Map



During the day, significant numbers of workers commute down Washington Street and into the area, adding opportunity for retail and other services but causing congestion and safety concerns for pedestrians. Balancing the needs of these various users will be important for improving safety along the planned Blue Line Improvements.

25,000 Average Daily Traffic on Washington Street

700 Workers commuting in

2,000 Workers commuting out

In an area that historically had far more jobs and residents, redevelopment of the Former Black Mountain Site should thoughtfully consider balancing the needs of new and existing users to protect safety and convenience while promoting further investment.

MARKET CONDITIONS

ESTIMATED FIVE YEAR DEMAND POTENTIAL

The estimated potential demand shows the range of possibilities based on current market drivers and site conditions. What is actually constructed may differ, but this is a helpful starting point for future conversations with developers.

The market analysis and conversations with local experts confirmed that demand for flexible industrial/office/warehouse space is strong. This **modern “Flex Industrial” space is different than many of the historic industrial and commercial buildings nearby,** which may be obsolete and vacant. Importantly, these Flex Industrial buildings have taller ceilings, roofs capable of holding modern HVAC equipment, fire-code compliant building access, highly flexible floorplans with wide pillar spacing, more loading docks with wide turning radii for semi trucks, and enough parking to potentially support 100% office use. Though they can be use for warehousing, showroom space, fabrication and other light manufacturing uses.

Denser multifamily housing with some small retail component is most appropriate at the north end of the site to support transit-oriented development close to the planned Sherman Avenue Blue Line Station.

	LOW DEMAND	MODEST DEMAND	STRONG DEMAND
MULTIFAMILY RESIDENTIAL	20 units	150 units	200 units
FLEX INDUSTRIAL	10,000 Sq. Ft.	25,000 Sq. Ft.	40,000 Sq. Ft.

Note: Greenstreet utilized demographic trends, population projections, and other economic factors to develop this range of potential real estate demand. It does not, on its own, take into account constraints not included in this study, including utility capacities, financial feasibility of individual projects, or detailed engineering studies. The general direction and specific ideas provided in this plan were vetted with numerous real estate experts familiar with the study area.

COMMUNITY PREFERENCE

COMMUNITY ENGAGEMENT SUMMARY

The City and its consulting team engaged in an over three-month Community Engagement Strategy to glean input from the neighborhoods surrounding the former Black Mountain site, including those who lived, worked, learned, worshipped and otherwise felt connected to the project area.

An identifiable brand was created, on-site informative signage was installed, and the City of Indianapolis set up a dedicated webpage for information about the project at indy.gov.

More information can be found in **Appendix IV**.

Community Visioning Open House



**3,200
POSTCARDS
MAILED**



**126 SURVEYS
COMPLETED**



120 ATTENDEES

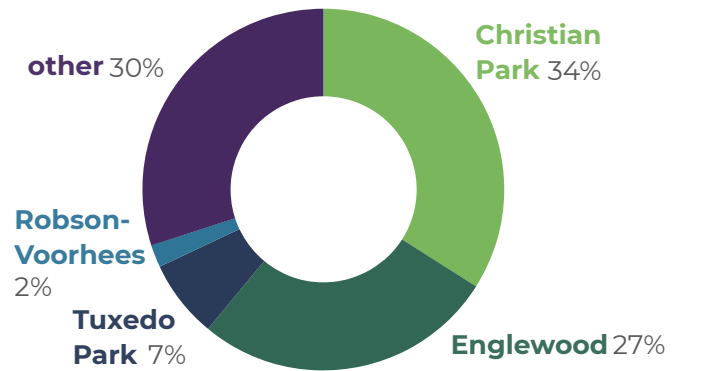


**BILINGUAL
INFORMATION**



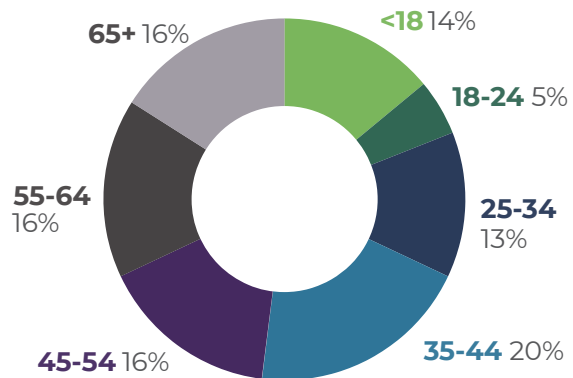
COMMUNITY PREFERENCE

SELECTED SURVEY RESULTS



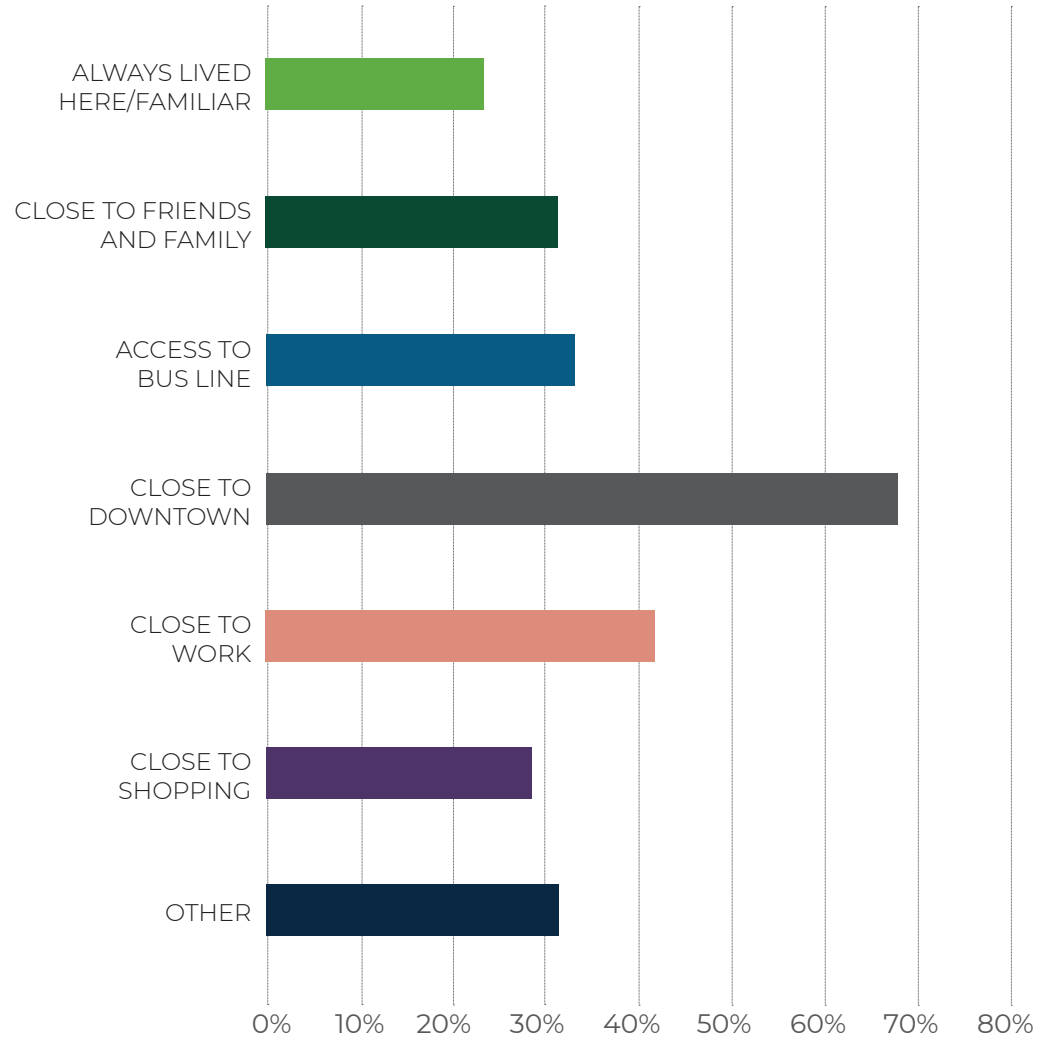
Neighborhood of survey respondents

source: public input conducted by consultant, 2022



Age of survey respondents

source: public input conducted by consultant, 2022



What do you like most about your neighborhood?

source: public input conducted by consultant, 2022

SURVEY RESPONSE SUMMARY

In the survey, there were themes that rose to the top for many community members:



ISSUE: EMPLOYMENT OPPORTUNITIES

Half of respondents were employed full-time and many identified the need for higher wage job opportunities nearby.

ISSUE: MIXED-INCOME HOUSING

68 percent of respondents owned their homes, yet many identified the need for attractive, mixed income or income-qualified housing.

ISSUE: BETTER MULTI-MODAL TRANSPORTATION

While many survey respondents have cars, 43 percent responded that they walk, 38 percent ride their bike, and 28 percent take public transit to get around. Improving alternatives to driving will improve access to jobs, education, greenspace, food, and other amenities that most note are lacking in the neighborhood.

ISSUE: QUALITY OF LIFE IMPROVEMENTS

49 percent of respondents note the need for better grocery option and places to eat (especially sit-down restaurants since there are many fast-food establishments nearby), and also a strong desire for the neighborhood to be bikeable and walkable. Also notable were survey responses that identified the need for housing (40%), public art and beautification (39%), cultural and entertainment (37%), retail shops (36%), places to work and learn (32%).

ISSUE: GREENSPACE

58 percent of respondents identified a need for parks and greenspace. Even if proximity of homes were the same distance from the site, those who lived south of the railroad tracks felt there was adequate greenspace, while those north of the railroad tracks felt that greenspace was lacking.

COMMUNITY VISION & VALUES

Neighborhood Quality of Life: Residents who live, work, play and worship in and around the former Black Mountain site see many opportunities to improve the quality of life through short term and long term efforts:



GREENSPACE & BEAUTIFICATION

with a severe lack of greenspace north of the railroad tracks, the community would like to see more beautiful, natural spaces incorporated into any new development, including art

THRIVING BUSINESSES

the community desires businesses that would add to quality of life, especially around the ability to do more shopping in the immediate neighborhood.

HIGH-PAYING JOBS IN CLEAN INDUSTRY

with a legacy of industrial waste and pollution, the community would encourage light, clean manufacturing, office or warehousing with high-wage positions for local residents

AFFORDABLE HOUSING OPTIONS

there is interest in mixed and affordable housing, especially options designed for families, but in a manner that is attractive and safe

SAFE & TRAFFIC CALMING

the community appreciates it's proximity to downtown, but desires safer ways to cross the street from neighborhoods to the development, more non-vehicular connectivity for walking and biking

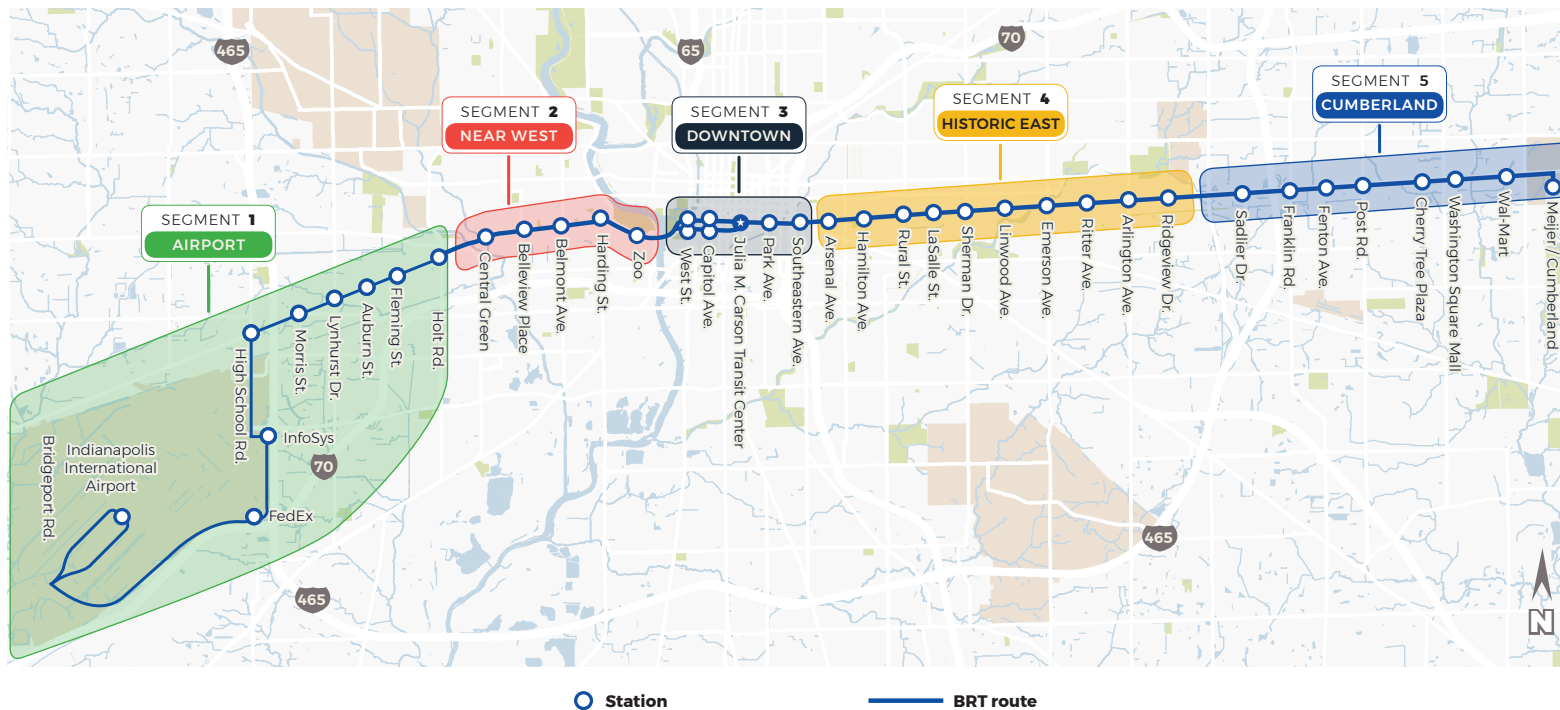
OTHER CONSIDERATIONS

BLUE LINE

IndyGo's planned Blue Line Bus Rapid Transit will also have a significant impact on the Former Black Mountain Site. Washington Street and numerous connected streets will be rebuilt partially or significantly, altering traffic flow, improving pedestrian infrastructure and storm water management. Development pressures will continue to be felt near station areas, leading to implementation of Indianapolis' Transit-Oriented Development plans, including at Sherman Drive and East Washington Street. Future development of the Former Black Mountain site should complement and coordinate with adjacent redevelopment activities.

BLUE LINE PREFERRED ALTERNATIVE, 2018

source: *IndyGo*





THE VISION PLAN

Utilizing the learnings and desires from the framework, A vision plan was created to guide favorable redevelopment of the Former Black Mountain Site.

VISION PLAN: GUIDING PRINCIPLES

The framework helped to define the community's desires as well as the market's ability to support new development. Taking both into consideration, a set of guiding principles was developed to inform new investment that occurs in the focus area. Every investment may not fully support every guiding principle. The principles are a starting point for developers' plans and for on-going discussions to help ensure that the outcomes of this planning effort are realized.



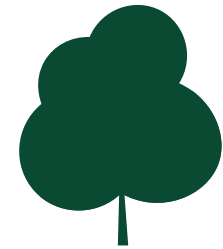
IMPROVE
ACCESS



BRING BACK
EMPLOYMENT



ADD HOUSING
OPTIONS



PROVIDE GREEN
SPACES



IMPROVE
ACCESS

Railroads provide a hard edge to the west and southern edges of the site. Washington Street and Ewing are dangerous to walk along or cross. These and many other streets need improved sidewalks and crosswalks.

Crossing under the railroad bridge at Sherman is also dark and unsafe, limiting north/south access.

- Poor Sidewalk Rating¹
- Abandoned/Vacant Property²
- Needs Improvement
- - - Connectivity Barrier
- IndyGo Routes
- Multi-Use Paths

(1) Sidewalk data sourced from City of Indianapolis, February 2022
 (2) Abandoned/Vacant data sourced from the City of Indianapolis, 2022
 A property is defined as vacant if there is no open health and hospital order and one of the following is true:

- No water for more than 12 months
- Open unsafe building order from BNS
- No water for at least six months and a city resolved vacant board order in the last six months

A property is defined as abandoned if it is vacant and one of the follow is true:

- Open unsafe building order for longer than 6 months and there is no active permit
- Open unsafe building order for longer than 6 months and one tax payment delinquent
- Two tax payments or more delinquent



BRING BACK
EMPLOYMENT



The site and many like it along the railroad and East Washington Street corridor have historically been places of industry-related employment. Unemployment, declining incomes, and population loss are the result of many large and small manufacturing facilities closing on the east side since the 1980s. Productive commercial and light industrial uses would be a boon for the community.

Photo credits from left to right: IBJ; Manufacturing Automation; RESPECT International



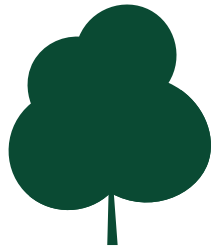
ADD HOUSING OPTIONS

Numerous housing types at various scales exist around the neighborhood. Affordable (at multiple levels; 80% Area Median Income, 50% AMI, 30% etc) and market rate homes with a range of bedroom counts (studio - four bed) should encourage diverse housing types and compatible design to support a variety of income levels and people.

The Planned Blue Line is a significant opportunity for potential future residents to reach other parts of the city without a car.

Photo credits clockwise starting top right: Cinnamon Hollow; Englewood CDC; NEON Architects; Milhaus; Convergence; Apartment Finder



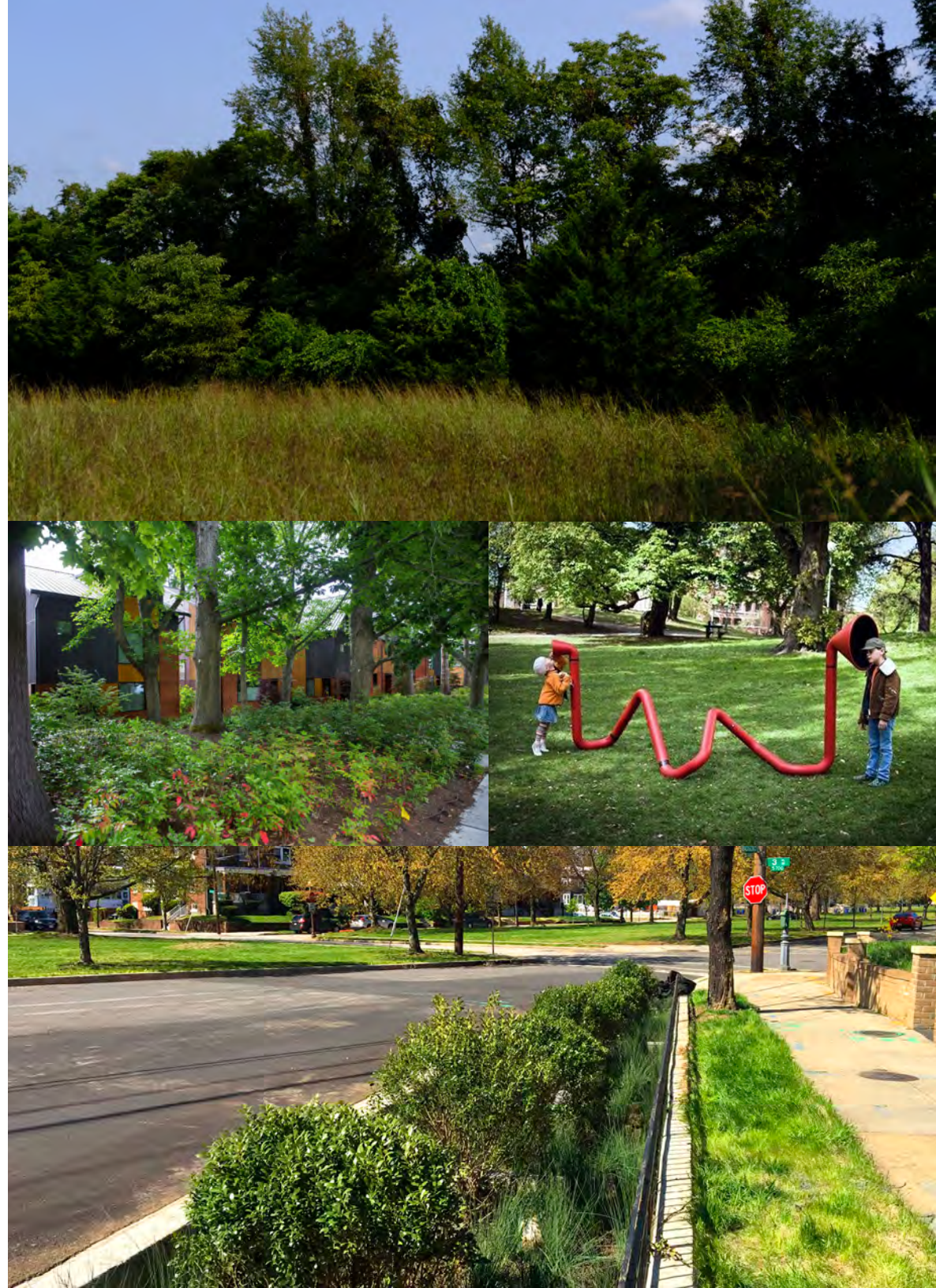


PROVIDE GREENSPACES

Many neighbors have called for easier access to green space nearby, which can serve many purposes:

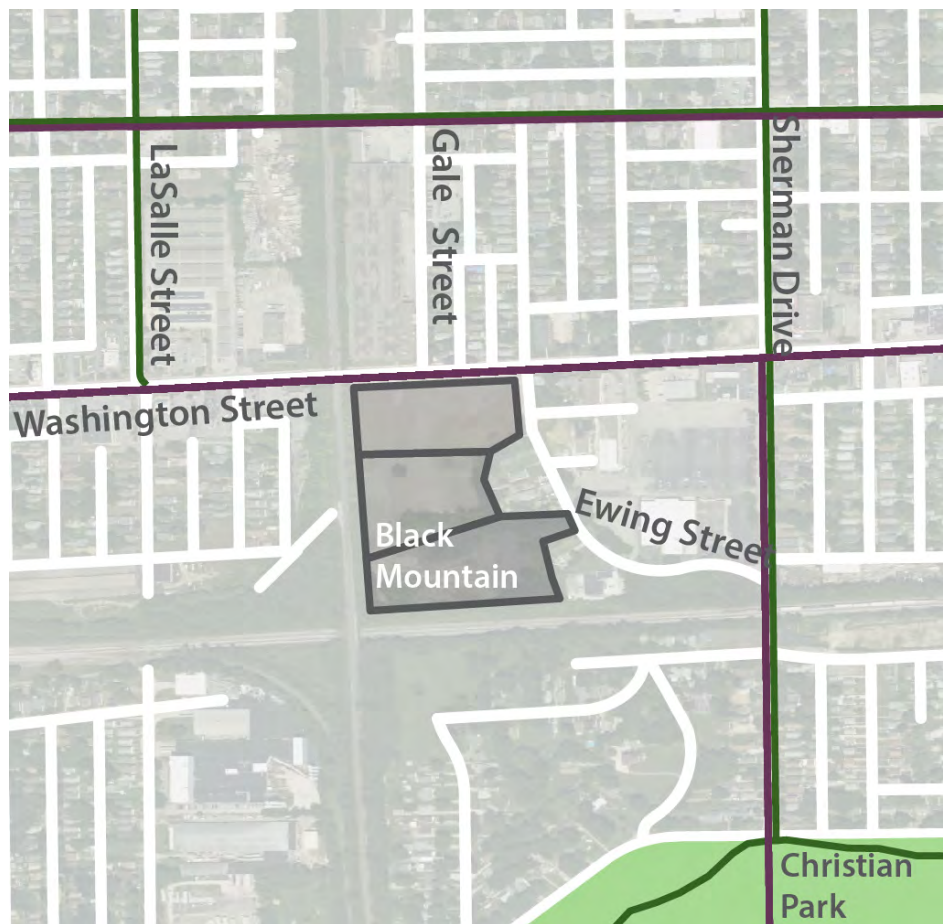
- Interim uses of the site during remediation and monitoring
- Buffering impacts of the railroad
- Usable gathering spaces integrated into redevelopment
- Soften edges along Washington Street and providing safer walking conditions
- Green stormwater infrastructure

Photo credits clockwise: Top: Author; Pinterest; AKRF; Johnston Architects



VISION PLAN: POTENTIAL DEVELOPMENT CONCEPTS

The Former Black Mountain Site allows for varied redevelopment options. Differential conditions on the northern, middle, and southern section allow for a phased approach, while active East Washington Street frontage and secluded southern areas suggest different development and use approaches.



THREE POTENTIAL CONCEPTS TO ADDRESS THE GUIDING PRINCIPLES



The following three scenarios suggest a phased approach to meeting the Vision Plan's Guiding Principles, and addressing the important issues raised by stakeholders. The concepts include a range of land uses including multi-family or townhome residential, small retail space, flex industrial space, and temporary or permanent green space.

POTENTIAL DEVELOPMENT CONCEPT INDUSTRIAL FLEX, GREENSPACE, GREENSPACE, (INTERIM OR LONG TERM)

The first scenario considers the lowest intensity development. High-demand industrial flex space would be developed at the north end of the site, and eventually could phase in on the south end. Green spaces would need financial support or maintenance from the owner.

Industrial flex space

- 25,000 sq. ft. total - 5,000 sq. ft. of office, 20,000 sq. ft. of flex industrial
- 24' ceiling height
- ~\$10m

Green space

- ~4 acres

Potential future industrial flex space



ISSUE: EMPLOYMENT OPPORTUNITIES

ISSUE: GREEN SPACE

-  Site
-  Flex Space
-  Green Space
-  Vehicular Access
-  Sidewalk Addition/Improvement





POTENTIAL DEVELOPMENT CONCEPT

MIXED USE RESIDENTIAL, GREENSPACE, INDUSTRIAL FLEX

The second scenario represents a midpoint in development intensity. Multifamily housing with some supportive commercial space would be developed at the north end of the site and industrial flex space would be developed at the south end of the site with greenspace in between. Greenspace would need financial support or maintenance from the owner.

Mixed Use Residential

- 70 housing units and 3,000 sq. ft. commercial
- ~\$16m

Green space

- ~4 acres

Industrial flex space

- 25,000 sq. ft. total - 5,000 sq. ft. of office, 20,000 sq. ft. of flex industrial
- 24' ceiling height
- ~\$10m

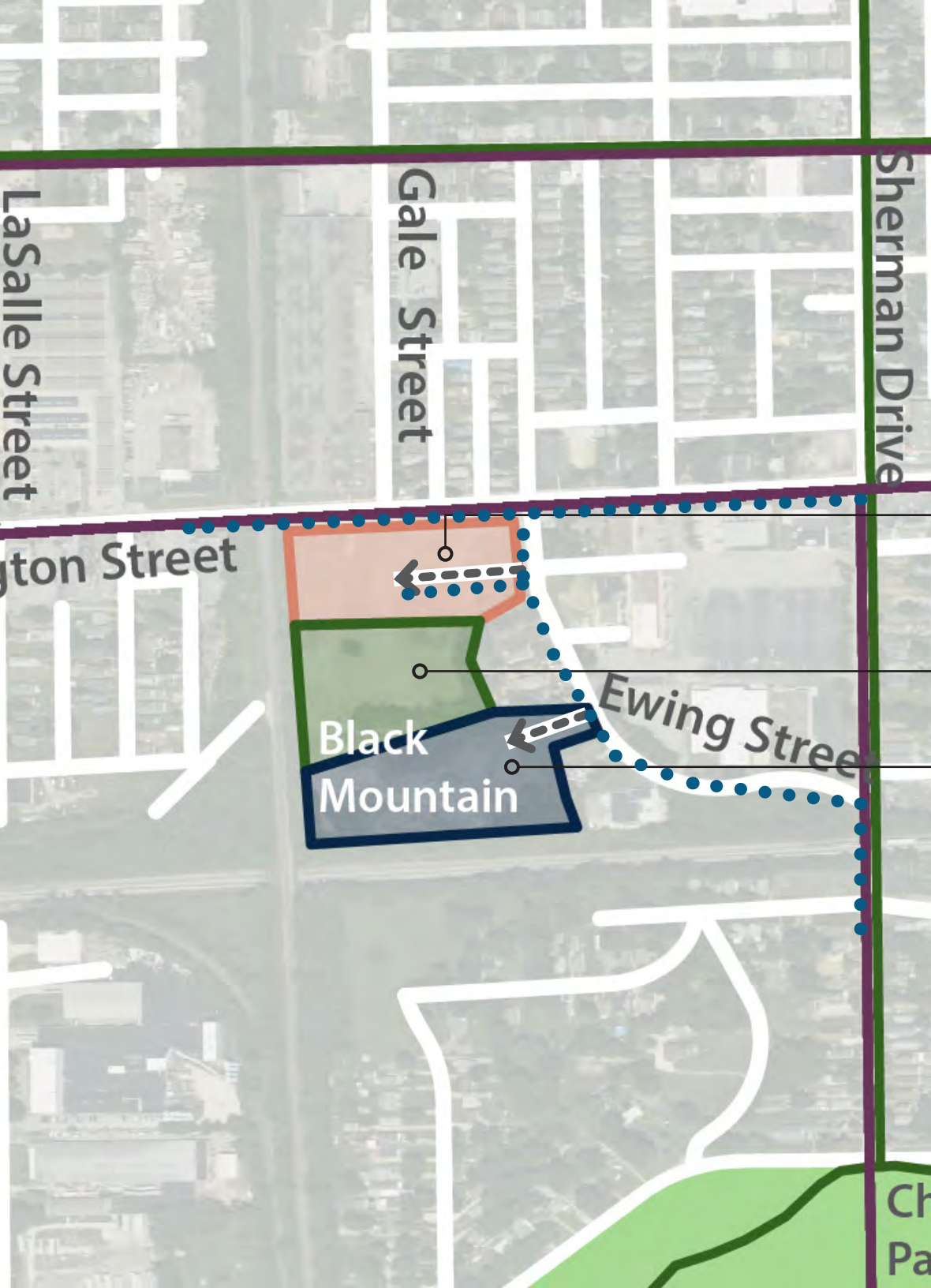


ISSUE: EMPLOYMENT OPPORTUNITIES

ISSUE: MIXED-INCOME HOUSING

ISSUE: GREEN SPACE

- Site
- Green Space
- Mixed Use Residential
- Flex Space
- Vehicular Access
- Sidewalk Addition/Improvement





POTENTIAL DEVELOPMENT CONCEPT

MIXED USE RESIDENTIAL, INTERIM GREENSPACE, INDUSTRIAL FLEX

The third scenario calls for full build out of the site. Multifamily housing with some supportive commercial space would be developed at the north end of the site and industrial flex space would be developed at the south end of the site. The middle portion would be held for future development shaped by demand.

Mixed Use Residential

- 70 housing units and 3,000 sq. ft. commercial
- ~\$16m

Interim Green space

- ~4 acres, to be developed at later phase

Industrial flex space

- 25,000 sq. ft. total - 5,000 sq. ft. of office, 20,000 sq. ft. of flex industrial
- 24' ceiling height
- ~\$10m

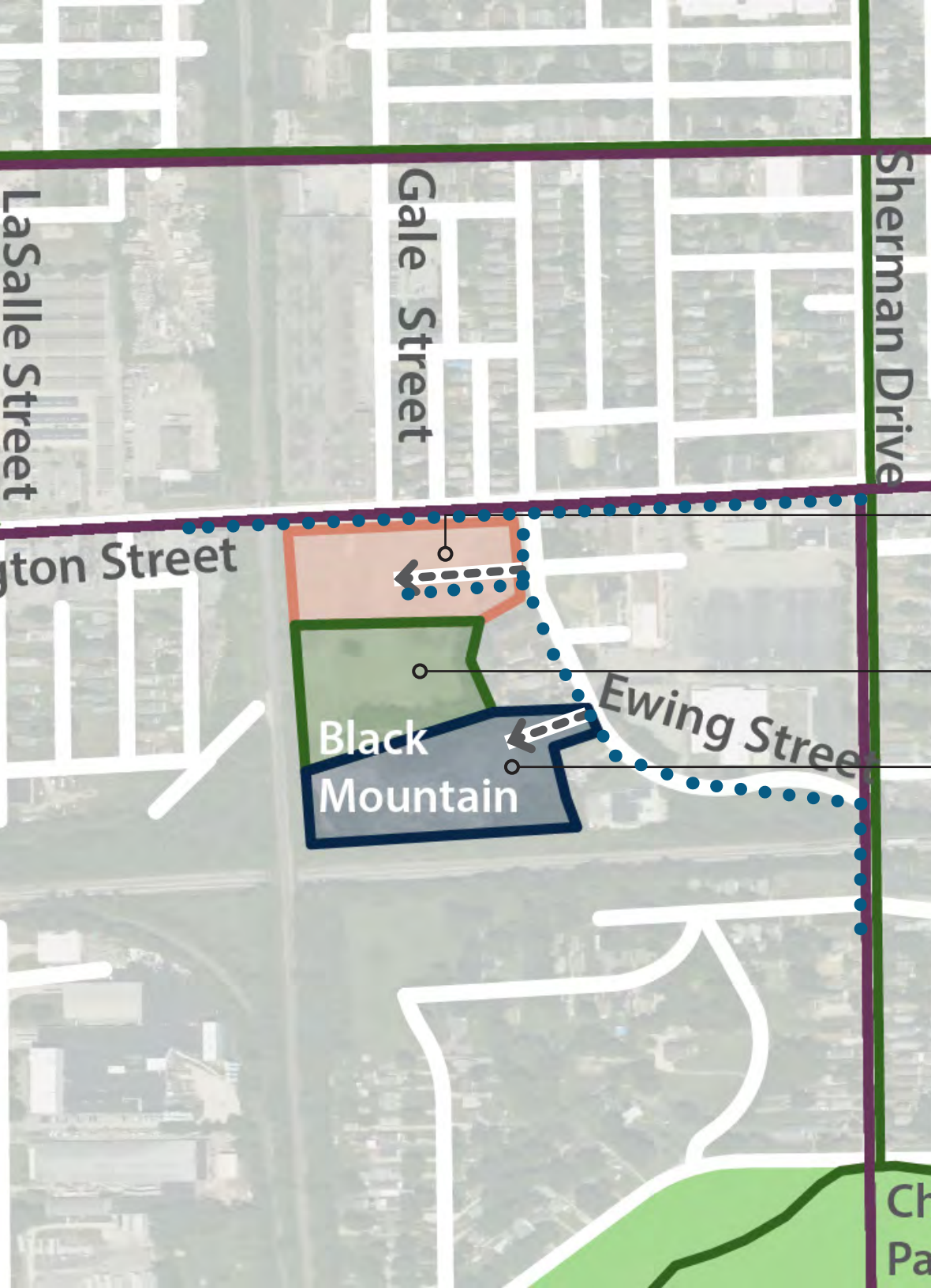


ISSUE: EMPLOYMENT OPPORTUNITIES

ISSUE: MIXED-INCOME HOUSING

ISSUE: GREEN SPACE

- Site
- Flex Space
- Green Space
- Vehicular Access
- Mixed Use Residential
- Sidewalk Addition/Improvement





OPPORTUNITY FOR INCLUSIVE DEVELOPMENT

The neighborhoods surrounding the former Black Mountain site have been working for decades to revitalize the area with some notable successes.

A thoughtful redevelopment of these 12 acres can result in an enlivened community that welcomes more neighbors and investment to everyone's benefit. Without the involvement of neighborhood advocates and the cooperation of the public and private sector stakeholders, these sites may continue to languish or result in narrow financial gains for a few select individuals and firms.

FURTHER RESOURCES

[People's Planning Academy](#)

A City of Indianapolis, DMD-led program that provides participants with training around city planning initiatives.

[INHP Homeownership and Financial Counseling](#)

An offering of programs, clubs, and advising aimed at preparing residents for homeownership within Indianapolis.

[Anatomy of Brownfields Redevelopment](#) (US Environmental Protection Agency, 2019)

An introduction to the challenges and opportunities of redeveloping brownfield sites.

[Community Actions That Drive Brownfields Redevelopment](#) (US Environmental protection agency, 2019)

A guide to help communities with brownfields to more successfully address community revitalization and brownfields-related challenges.

[Community Transformation Through Brownfields Redevelopment](#) (Center for Creative Land Recycling, 2017)

A paper that examines the positive effects of brownfield redevelopment on communities.

[Active Transportation and Real Estate](#) (Urban Land Institute, 2016)

This report discusses the relationship between walking, bicycling, and real estate.

[Smart Growth and Equitable Development](#) (US Environmental protection agency, 2016)

A collection of resources on smart growth approaches to addressing long-standing environmental, health, and economic disparities.

[CreatINg Places](#) (Indiana Housing and Community Development Authority)

An innovative placemaking funding option that involves community input and investment.

[Playbook for Inclusive Placemaking](#) (Project for Public Spaces, 2019)

A guide for inclusive planning of public spaces in cities.



APPENDIX..... PAGE 36

- I. COURT OF APPEALS RULING
- II. SITE HISTORY & ENVIRONMENTAL CONDITIONS
- III. AREA-WIDE BROWNFIELD REVIEW
- IV. COMMUNITY ENGAGEMENT
- V. MARKET ANALYSIS AND MOBILITY ANALYSIS
- VI. SUMMARY HAND OUT
- VII. SITE MAPS AND SITE SURVEY



APPENDIX I

Court of Appeals Ruling



ATTORNEYS FOR APPELLANT

George M. Plews
Jonathan P. Emenhiser
Plews Shadley Racher & Braun LLP
Indianapolis, Indiana

ATTORNEYS FOR APPELLEE

Donald E. Morgan
Melissa Hayden Kramer
Office of Corporation Counsel
Indianapolis, Indiana

IN THE
COURT OF APPEALS OF INDIANA

FLM, LLC,
Appellant-Defendant,

v.

Metropolitan Development
Commission of Marion County,
Indiana,
Appellee-Plaintiff

May 16, 2017

Court of Appeals Case No.
49A02-1609-OV-2216

Appeal from the Marion Superior
Court

The Honorable Cynthia J. Ayers,
Judge

Trial Court Cause No.
49D04-1308-OV-31452

Baker, Judge.

[1] This case has been here before, in a different guise, on multiple occasions. FLM, LLC (FLM), leased property to International Recycling, Inc. (IRI). IRI proceeded to amass a veritable mountain of over 100,000 tons of sand on the property, in violation of multiple ordinances, and then went out of business and abandoned the sand. The mountain of sand is over fifty feet high, covers two acres, and is leaching multiple toxic chemicals into the ground beneath it. It has been looming over neighboring properties, polluting the City of Indianapolis, and violating multiple ordinances *for over fourteen years*. We are concerned, as the citizens of Indianapolis should be, that it took the City so long to step in more forcefully and that, despite winning a nearly \$2 million judgment from IRI's insurer, FLM has not done what needs to be done to remedy the situation.

[2] The Metropolitan Development Commission of Marion County, Indiana (the City), eventually filed a claim against FLM in an attempt to require FLM to abate the ordinance violations on the property. FLM and the City filed cross-motions for summary judgment, and the trial court granted summary judgment in favor of the City. FLM now appeals, arguing that it did not cause, suffer, or allow its tenant's ordinance violations and should not, therefore, be held liable for them. It also contends that the City is empowered to enter the property and abate the violations for itself. Finding that FLM allowed the violations, we affirm and remand.

Facts¹

The Creation of Black Mountain

- [3] FLM owns a property located at 3515 East Washington Street in Indianapolis (the Property). On May 14, 1999, IRI leased the Property from FLM. Pursuant to the Lease, IRI was permitted to use the Property for the “storage, mixing and removal” of sand. Appellant’s App. Vol. III p. 175. The Lease required IRI to “comply fully with all federal, state and local environmental, health or safety statutes, rules, regulations, or ordinances.” *Id.* at 179.
- [4] At some point, IRI entered into an agreement with Daimler Chrysler Corporation (Chrysler), pursuant to which IRI collected and transported foundry sand from Chrysler’s foundry to the Property. The Chrysler Agreement provided that Chrysler paid IRI to remove the sand and that IRI was required to find beneficial reuses or other appropriate disposal for the sand.
- [5] After executing the Lease with FLM, IRI began depositing Chrysler’s foundry sand onto the Property. Its right to do so was contingent on IRI’s compliance with the Lease. For a period of time, IRI mixed the foundry sand with aggregate and then removed it from the Property for use as structural backfill for construction projects, but at some point, IRI stopped removing the sand from the Property. FLM did not authorize IRI to store the sand permanently

¹ We held oral argument in this cause in Indianapolis on May 2, 2017. We thank counsel for their excellent oral and written presentations.

on the Property. In June 2002, an environmental consultant reported that IRI was in compliance with applicable environmental guidelines.

- [6] At some point, the stored foundry sand reached 105,000 tons—the “Black Mountain” it is known as today. *Id.* at 142. It is undisputed that Black Mountain surpassed twenty feet in height, was stockpiled without a required drainage permit, and altered the land in a manner that does not conform to existing topography. *Id.* at 186, 189.
- [7] In the fall of 2002, Chrysler—IRI’s only customer and only source of revenue—stopped paying IRI. Once Chrysler stopped paying IRI, IRI could no longer continue its operations or remove the foundry sand from the Property. It stopped paying rent to FLM, abandoned the foundry sand on the Property, and eventually ceased all operations.
- [8] Around the time that Chrysler stopped paying IRI, the Indiana Department of Environmental Management (IDEM) began receiving complaints about Black Mountain; for example, one neighboring property owner complained that the sand was migrating onto its property and clogging drainage pipes. On May 17, 2004, IDEM issued a notice of violation to FLM and IRI and ordered them to remove the foundry sand.
- [9] By early 2004, the City had also learned of Black Mountain. In January 2004, the City issued a notice of municipal code violation under a sediment control ordinance, ordering FLM either to comply with drainage requirements or to remove the foundry sand.

The Pursuit of Insurance Proceeds and Cost of Removal

[10] After FLM received notices of violations from IDEM and the City, including orders to remove Black Mountain, FLM sought indemnification from IRI and IRI's insurer for the substantial amount of money it would cost to remove the sand from the Property. That litigation occupied the better part of the next decade, reaching this Court twice. *See FLM, LLC v. Cincinnati Ins. Co.*, 24 N.E.3d 444 (Ind. Ct. App. 2014), *on reh'g*, 27 N.E.3d 1141 (Ind. Ct. App. 2015), *trans. denied*; *FLM, LLC v. Cincinnati Ins. Co.*, 973 N.E.2d 1167 (Ind. Ct. App. 2012), *trans. denied*.

[11] On July 16, 2013, the trial court overseeing the insurance litigation released to FLM \$1.7 million in damages.² FLM recouped a portion of the award for its own damages, including funds for lost rent (totaling \$495,000), attorney fees (totaling \$686,741), and environmental consultant fees (totaling \$9,243.50).

[12] FLM has done extensive research into the cost of removal of Black Mountain. It has learned the following:

- If contractors and/or projects willing to take the sand for reuse could be found, the removal would cost approximately \$1.2 million. Despite intensive efforts, FLM has been unable to locate anyone willing to take the sand for reuse.

² The insurer has since paid \$750,000 more in insurance coverage into the trial court, but those funds have not yet been released to FLM.

- Removal by disposal in a landfill will cost at least \$2.3 million. This cost would require a commitment to dispose of all the sand—and pay the full \$2.3 million—at once.
- Load-by-load removal of the sand would cost over \$3.5 million.

After recouping its own fees, FLM does not have sufficient funds to dispose of all the sand at a landfill or to remove it on a load-by-load basis.

The City Files a Lawsuit

[13] On August 19, 2013, the City filed a complaint against FLM, alleging that FLM had violated an ordinance by causing, suffering, or allowing Black Mountain to remain on the Property and that Black Mountain exceeded twenty feet in height. On June 30, 2014, the City filed an amended complaint, adding two counts alleging that Black Mountain altered the land without required drainage permits and that Black Mountain altered the land in a manner that does not conform to the existing topography. FLM denied the allegations and raised as an affirmative defense the fact that the City had failed to join Chrysler and IRI, which FLM alleges are necessary parties to the litigation.

[14] On August 13, 2015, FLM filed a motion for summary judgment, asking the trial court to find as a matter of law that FLM did not cause, suffer, or allow the alleged ordinance violations. On November 13, 2015, the City filed a cross-motion for summary judgment, contending that it was entitled to judgment as a matter of law. Following briefing and a hearing, on May 23, 2016, the trial court entered judgment in favor of the City. In pertinent part, it found and held as follows:

5. On May 14, 1999, [FLM] allowed [IRI] to store spent foundry sands on the Real Estate pursuant to a certain lease agreement, for which [FLM] received compensation.

7. IRI, with FLM's consent, began depositing foundry sand from Chrysler's facility onto the Real Estate on or after May 14, 1999.

9. IRI stopped paying rent under the lease agreement with [FLM] and abandoned approximately 100,000 tons of foundry sand on the Real Estate.
10. The foundry sand . . . has a vertical height in excess of twenty (20) feet
11. The placement of the foundry sand on the Real Estate constituted a land alternation [sic] for which a drainage permit is required
12. FLM did not obtain a drainage permit for the placement of the foundry sand on the Real Estate
13. The placement of the foundry sand on the Real Estate altered the land in a manner that does not conform to existing topography
14. The abandonment of the foundry sand on the Real Estate caused significant concerns for adjacent property owners, the [IDEM], and the [City].

15. FLM has not removed the foundry sand from the Real Estate.
16. The foundry sand remains on the Real Estate in violation of the Revised Code [of Indianapolis and Marion County].

Appellant's App. Vol. II p. 20-21. The trial court ordered FLM to bring the Property into full compliance with City ordinances and to pay a fine of \$500. FLM now appeals.

Discussion and Decision

I. Standard of Review

[15] Our standard of review on summary judgment is well established:

We review summary judgment de novo, applying the same standard as the trial court: "Drawing all reasonable inferences in favor of . . . the non-moving parties, summary judgment is appropriate 'if the designated evidentiary matter shows that there is no genuine issue as to any material fact and that the moving party is entitled to judgment as a matter of law.'" *Williams v. Tharp*, 914 N.E.2d 756, 761 (Ind. 2009) (quoting T.R. 56(C)). "A fact is 'material' if its resolution would affect the outcome of the case, and an issue is 'genuine' if a trier of fact is required to resolve the parties' differing accounts of the truth, or if the undisputed material facts support conflicting reasonable inferences." *Id.* (internal citations omitted).

Hughley v. State, 15 N.E.3d 1000, 1003 (Ind. 2014).

II. The Ordinances

[16] There are three specific ways in which Black Mountain undeniably violates City ordinances:

- (1) Revised Code section 561-221³ provides that “it shall be unlawful for a person, partnership or corporation to undertake or accomplish any land alteration without having in force a written drainage permit obtained from the bureau of license and permit services.”
- (2) Revised Code section 561-382 seeks to control erosion by prohibiting land alterations and fill operations that do not conform with existing topography.
- (3) Revised Code section 733-209(a)(1) prohibits stored equipment and materials from exceeding twenty feet in height.

It is undisputed that Black Mountain does, in fact, violate the above ordinances. Although FLM did not actually commit any violations of the above ordinances, the City alleges that FLM is responsible for the cleanup of Black Mountain because of Revised Code section 730-505(a), which provides as follows:

It shall be unlawful for any person who is the owner or contract vendee of, or who has a possessory interest in, real property located in Marion County *to cause, suffer or allow* any of the following civil zoning violations to occur on such property:

³ We refer to the Revised Code provisions as codified in August 2013, when this litigation began.

- (8) Failure to comply with zoning district development standards

(Emphasis added). The crux of this appeal, therefore, is whether, as a matter of law, FLM caused, suffered, or allowed Black Mountain's ordinance violations.

A. Cause, Suffer, Allow

[17] Ordinances are treated as if they stand on the same footing as an act of the legislature; therefore, the rules applying to statutory construction apply equally to ordinances. *Lutz v. City of Indianapolis*, 820 N.E.2d 766, 770 (Ind. Ct. App. 2005). The primary rule of statutory construction is to ascertain and give effect to the intent of the drafters, and the plain language of the statute (or ordinance) is the best evidence of the drafters' intent. *Id.* All words must be given their plain and ordinary meaning unless otherwise indicated. *City of Indianapolis v. Campbell*, 792 N.E.2d 620, 624 (Ind. Ct. App. 2003).

[18] FLM argues that, as a matter of law, it did not cause, suffer, or allow the ordinance violations. As these terms are not defined in the ordinances, we turn to dictionaries for their plain and ordinary meanings. *See Hendricks Cty. Bank & Trust v. Guthrie Bldg. Materials, Inc.*, 663 N.E.2d 1180, 1186 (Ind. Ct. App. 1996) (noting that courts properly consult dictionaries to determine the plain and ordinary meaning of words in a statute).

- “Cause” means “[t]o bring about or effect.” *Black’s Law Dictionary* 213 (7th ed. 1999).

- “Suffer,” in this context, means “[t]o allow or permit.” *Id.* at 1446.
- “Allow” means to “permit,” or “to fail to restrain or prevent.” *Merriam-Webster Online Dictionary*, at <http://www.merriam-webster.com/dictionary/allow> (last visited May 3, 2017).

According to FLM, “[t]hese terms all require action which constitutes support or affirmatively assists an action.” Appellant’s Br. p. 31. We disagree. To “suffer” or “allow” something to occur can be entirely passive; no action is required. Indeed, the definition of “allow” quoted above is framed entirely as a *lack* of action—the failure to restrain or prevent an event from occurring. Therefore, we decline to frame our analysis in this manner.

[19] There are two relevant periods of time we must consider as we evaluate the situation. First, we must look at the period of time between 1999—when the lease was signed—and 2004—when IDEM and the City both issued notices of violations to FLM and IRI. Second, we must look at the period of time from 2004—at which time FLM undisputedly had actual knowledge of Black Mountain—to the present day.

1. 1999-2004

[20] Initially, we note that FLM’s owner and sole member was managing another business operating on the Property. His office was located on the Property. We find FLM’s claim that it was unaware of a fifty-foot-tall, 105,000-ton, two-acres-wide mountain of sand on that Property to be wholly incredible. That said, FLM’s actual knowledge of Black Mountain is a material issue of fact that renders summary judgment inappropriate solely on this basis.

[21] Focusing on FLM’s actual knowledge, however, begs the question of whether actual knowledge of Black Mountain’s many ordinance violations is required. FLM insists that it is, but its own cited authorities stand for a different proposition. In *City of Webster Groves v. Erickson*, 789 S.W.2d 824, 826-27 (Mo. Ct. App. 1990), the Court held that the owner of a property is subjected to vicarious liability for a tenant’s zoning violation if the owner has, among other things, actual *or constructive* knowledge of the violation. And the *Webster Groves* Court cited favorably to a New York case holding that a property owner who “knowingly lets the premises for a *purpose* which *may* give rise to liability . . . will not be heard to complain, even though he has done no unlawful act.” *New York v. Scott*, 258 N.E.2d 206, 209 (N.Y. 1970) (emphases added).

[22] Here, FLM admittedly leased a portion of the Property to IRI for the sole purpose of storing sand—a purpose that may give rise to liability. FLM is charged with knowing that sand storage would implicate rules limiting height, requiring drainage permits, and forbidding alterations that do not comply with existing topography. Moreover, we again note that FLM’s principal was operating another business on the very same Property, meaning that FLM cannot credibly claim that it lacked constructive notice of the massive Black Mountain.

[23] FLM was at least constructively, if not actually, aware of the presence of the 105,000-ton mountain of sand on the Property. And Black Mountain did not just slightly exceed ordinance requirements. It is over fifty feet tall—more than

twice as high as that permitted by Revised Code section 733-209(a)(1)—and covers *two acres* of land.

- [24] FLM argues that to impose liability under these circumstances is an improper imposition of strict liability. We cannot agree. FLM is liable only if it caused, suffered, or allowed these violations; the mere fact that it owns and leased the Property is insufficient. Here, FLM leased the Property for the sole purpose of sand storage—a purpose that may give rise to liability. And FLM’s principal worked on a regular basis at that same Property. According to FLM’s own authority, these circumstances establish that FLM had constructive knowledge of the presence of Black Mountain on the Property, and its failure to take action to remediate the situation means that FLM allowed the violations to occur.

2. 2004-Present

- [25] Even if the events occurring between 1999 and 2004 did not establish that FLM allowed the violations to occur, the events from 2004 to the present certainly do. While it is true that FLM pursued IRI’s insurer, FLM has now recovered at least \$1.7 million—yet Black Mountain remains. We wholly agree with the City that it is “[n]onsense” that FLM’s mere pursuit of the insurance proceeds establishes that it is not suffering and allowing the ongoing ordinance violations when FLM has refused to use that money to remedy the violations. Appellee’s Br. p. 22.
- [26] For *four years*, FLM has had \$1.7 million on hand. It used a significant portion of the award to recoup its own lost rent and legal fees. It has used \$0 to work

on removing the Black Mountain scourge from the Property. FLM makes the outrageous defense that it does not have sufficient funds to completely remove the sand; as a result, it argues it should be excused from doing so. We are, frankly, stunned by this argument. A lack of ability to pay does not constitute a defense to a parking ticket or virtually any civil claim we can think of, much less to a lawsuit regarding an environmental scourge contained on the defendant's own property. We decline to hold that a corporate entity may be absolved of a legal obligation simply because it is difficult to find the funds to fulfill that obligation—especially where the corporation has already reaped a nearly \$2 million award for precisely that purpose.

[27] We understand that in a perfect world, FLM would find a contractor willing to take all the sand for reuse, which is the least expensive option, but this is not a perfect world, and FLM has not been able to identify such a contractor. It is left with two options: (1) removal of all the sand at once to a landfill, at a cost of \$2.3 million; or (2) load-by-load removal, at a total cost of over \$3.5 million. FLM has taken no steps to initiate either option. It could have slowly, over time, removed the sand in loads, at least shrinking the mountain of sand and bringing it closer to compliance with the ordinances. It has had four years of possession of \$1.7 million—with another \$750,000 held by the insurance litigation trial court—and *has not used a dime* to make the mountain smaller. The fact that FLM claims it has insufficient funds to remove all the sand is wholly immaterial as to whether FLM has allowed Black Mountain to continue to exist. FLM has unquestionably and undeniably allowed this environmental

hazard to remain, and it has done so for years. Under these circumstances, we find that the trial court did not err by granting summary judgment in favor of the City.

[28] As a final aside, we note that FLM argues that the City has the right to enter the Property to take appropriate action, including the removal of Black Mountain, to abate the problems caused by the sand. We find this argument to be ludicrous. FLM has obtained IRI's only known asset—the insurance proceeds. To contend that FLM should be permitted to retain those millions of dollars while saddling taxpayers with the cost of removing Black Mountain is to make an argument that does not come close to passing the proverbial straight face test. It would be unjust and unfair to require the taxpayers of Indianapolis to foot this bill, and the trial court properly refused to do so.

[29] The judgment of the trial court is affirmed and remanded to the trial court for enforcement.

Barnes, J., and Crone, J., concur.



APPENDIX II

Site History & Environmental Conditions

Appendix II – Site History, Environmental Conditions, & Status

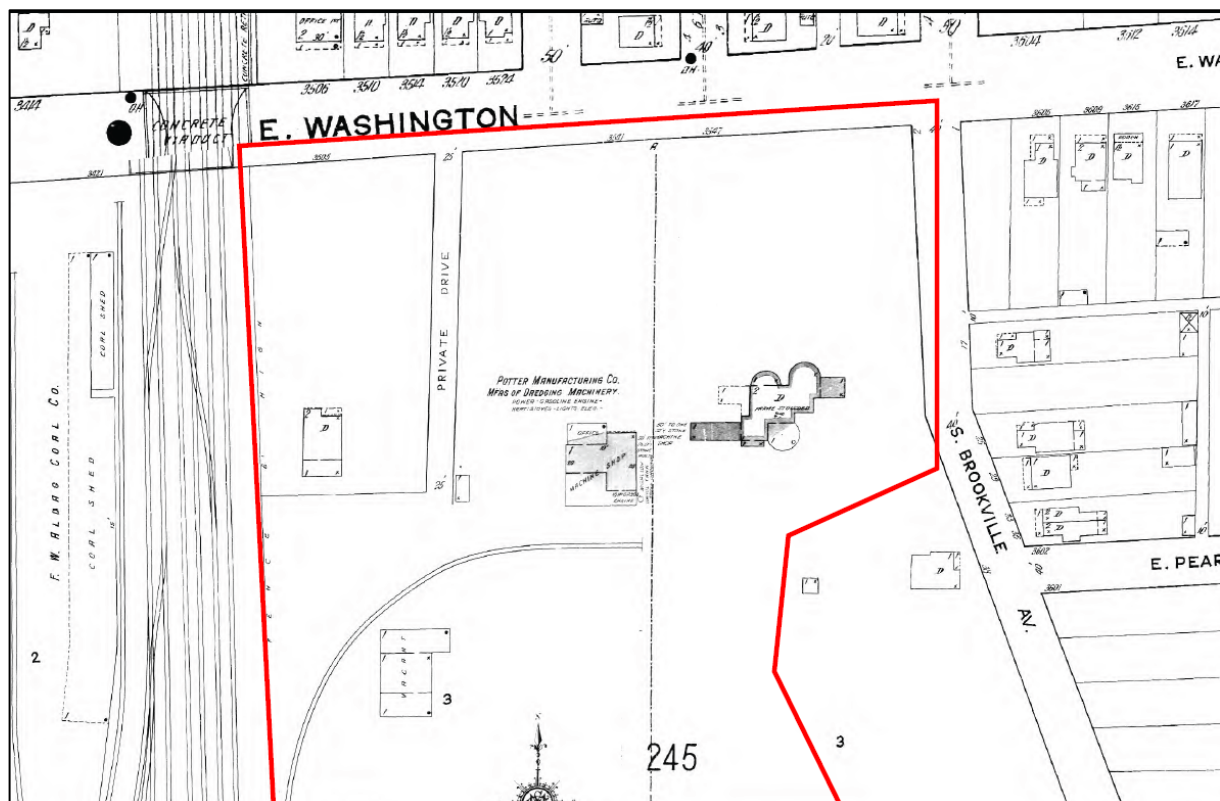
Site History:

The foundry sand previously piled high at 3515, 3525, and 3547 East Washington Street in Indianapolis may remain the most obvious visible brownfield concern for the combined 12.4-acre property formerly known as “Black Mountain”. However, a century of intense brownfield creating uses has defined this site and contributed to its present-day environmental condition.

The City DMD continues its efforts to promote progress in the long-disputed insurance settlement funded removal and management of the remaining spent foundry sand volume. Furthermore, from 2018 to present a US EPA Brownfield Multi-Purpose Grant (MGP) has funded environmental assessment of the soil, groundwater, and potential vapor intrusion surrounding the site. Environmental cleanup of chlorinated solvent groundwater contamination identified during the EPA funded assessment is anticipated to begin in Fall 2022.

Historical records indicate the former Black Mountain Site transitioned from predominately sparse residential use around 1900 to mostly commercial and industrial use in the 1920s and beyond. The adjacent “S. Brookville Avenue” transitioned in name into South Ewing Street in the early 1900s just as the shift in the intensity of brownfield creating uses at the site emerged.

The 1915 Sanborn Fire Insurance map shows a grand home with turrets and “stuccoed frame” construction at 3547 E. Washington Street along with a new Potter



Manufacturing Corp. dredging machine shop serviced by a rail spur just 50 feet to the west. The site has long been bounded and even accessed by rail activity – also a typical brownfield creating use.

The photo below depicts the historic John T. Brush house that once occupied 3457 E. Washington Street, and which the 1915 Sanborn Fire Insurance map features above. This image below was taken by Chris Harrell at a 11/14/22 Indiana Landmarks presentation “[Indianapolis’s Residential Architecture, 1820-1920](#)”, by Dr. James Glass (pictured) who noted the designer of the home was John H. Stem.



Sketch of +Lombardy, Rustic style house at 3547 E. Washington Street built by John T. Brush between 1893 and 1896 and designed by John H. Stem

Bicknell, Indianapolis Illustrated, 1893



Residential Architecture in Indianapolis, 1820-1920

Indiana Landmarks
November 14, 2022
James A. Glass, Ph.D.
Historic Preservation & Heritage Consulting LLC

Over the next several decades commercial and industrial uses proceeded to dominate the site. Buildings developed on the site facilitated many operations that likely handled contaminating substances in their course of business thus adding to its brownfield-rich history. The site consists of 5 contiguous land parcels containing approximately 12.4 acres and includes the property addresses of 3515, 3525, and 3547 East Washington Street. Historical review indicates the site has been developed since at least 1914.

Site Use has included: manufacturing facilities, automobile sales and service facilities, a gasoline station, metal plating and polishing facilities, recycling companies, building materials manufacturing and sales facilities, and a church.

Such businesses operating at the site during this era included the following entities, some of which may be visible in this historic photo that shows the site's peak industrial use:

- Meier Electric & Machine Co., Inc.
- Big R Plating & Polishing, Inc.
- Potter Manufacturing Co. | Potter Material, Inc. | Potter Material Service
 - Potter Coal & Material Co.
- Indy Material Service
- International Recycling, Inc.
- McNulty Polishing & Plating Co.
- Classic Chrome Shop
- Fadely-Anderson Inc. (autos)
- Melvin G. Bennett (auto facility / gas station)



(photo courtesy of IWM, photographer unknown)

Environmental Conditions

1999-2004: Foundry Sand Import and the Rise of Black Mountain

Community concerns related to the environmental conditions of the former Black Mountain site arose with the “rise” of a Black Mountain of spent foundry sand at the site in 1999. On May 14, 1999, a former owner of 3515 E. Washington Street FLM, LLC leased a portion of the site to International Recycling Inc. (IRI) to affect “storage, mixing, and removal of spent foundry sand, according to court records.

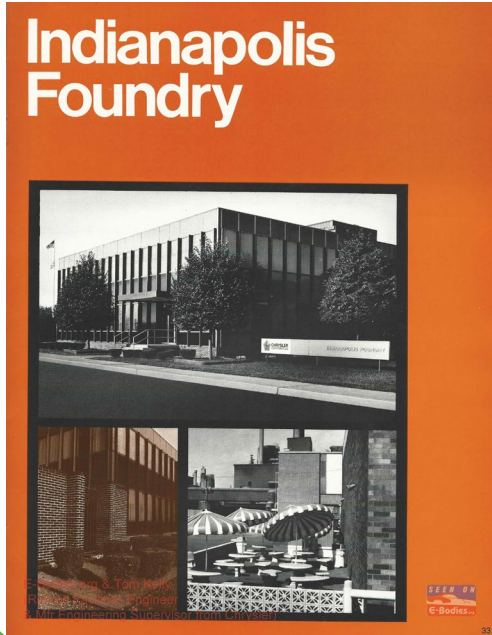
Foundry Sand: +/- 200,000 tons of spent foundry sand from the Indianapolis Chrysler foundry operations at 1100 S. Tibbs Ave. were transported and deposited at the former Black Mountain site from 1999-2004 giving rise to its informal eponymous name “Black Mountain”.

The following slides from the 6/16/22 Former Black Mountain Community Visioning presentation provide further details on spent foundry sand in general, the origin of this site’s foundry sand, and its import to the site.

Foundry Sand

What is Foundry Sand?

Often known as “spent foundry sand” it is core sands that have been used to create molds for iron, steel, and aluminum in the metal casting process – i.e. at the former [Chrysler Foundry, 1100 S. Tibbs.](#)



Major Products:

- Group pf 318, 360, 400 and 440 cylinder blocks
- V-8 cylinder block (gray iron)

Molding Method:

- Sand Slinger

Types of Core in use:

- Oil Sand Cores
- Hot Corebox

Melting Method:

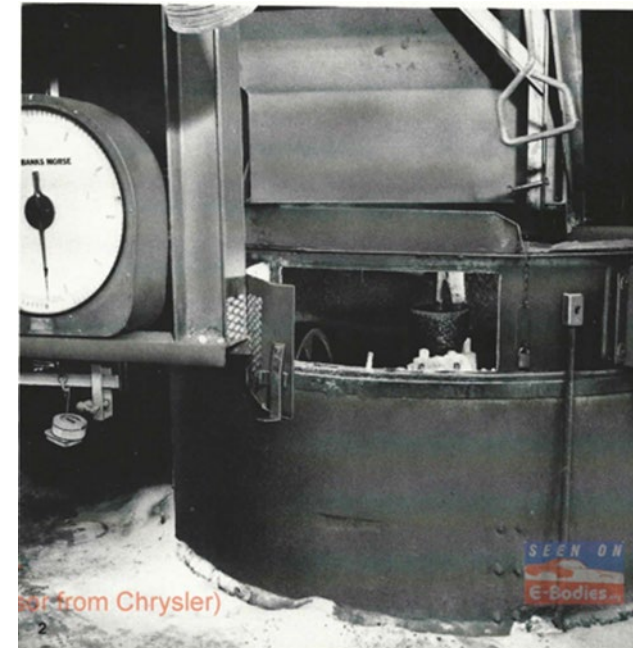
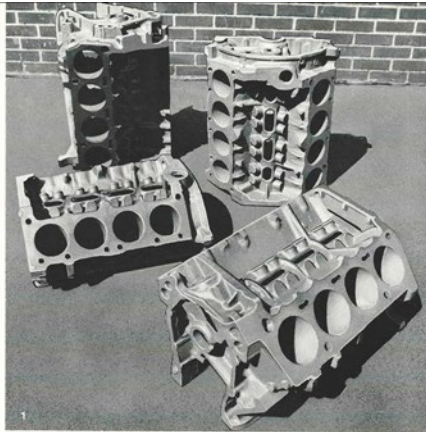
- Cupola (Electric Induction Holding Furnace)

The basic operation of the Indianapolis Foundry is pretty much the same as Huber Foundry with two exceptions:

- a) Slinger Molding
- b) Use of oil sand cores

Slinger Molding

2. In slinger molding, as the name implies, the molding sand is actually slung into the empty flask at high velocity. The machine, of course, is called a slinger. In the process, the prepared molding sand is conveyed to a scoop bladed impeller, running at high speed and situated overhead of the molding station. The impeller picks the sand up and fires it down the down chute to attain an even fill of the flask. Simultaneously, with the filling of the flask, the mold is jolted to further compact the sand. No further ramming is necessary. The drag mold is set on the conveyor line, the core assemblies inserted, the cope mold is placed on top and onto the pouring stations.



Foundry Sand

“EPA supports the beneficial use of silica-based spent foundry sands specifically from iron, steel and aluminum foundries, when used...:

- As an ingredient in manufactured soil;
- As an ingredient in soil-less media (potting soil); and
- As a foundation layer of roads (subbase).

The Resource Conservation and Recovery Act ([RCRA](#)) encourages environmentally sound materials management practices to maximize the use of recoverable materials and foster resource recovery.

How & when did it get to 3500 East Washington Street to create Black Mountain?

May 1999 – Fall, 2002 (Court of Appeals of Indiana | Opinion 49A02-1609-OV-2216 | May 16, 2017)

Why was it dumped at Black Mountain.?

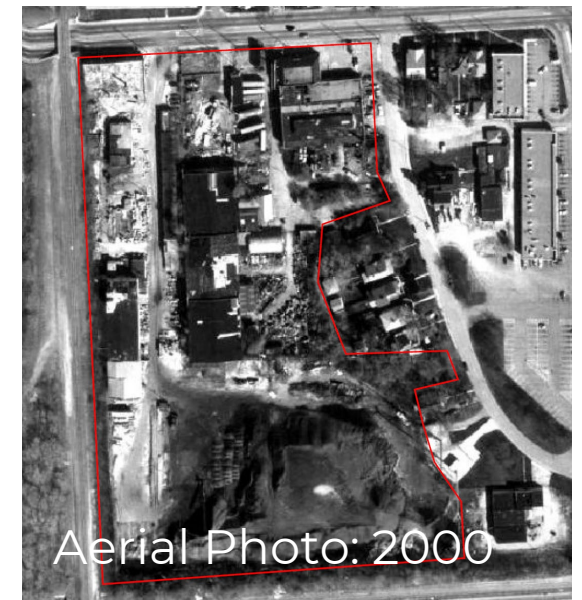
Allegedly for reuse by International Recycling, Inc. (IRI), by lease start 5/14/1999

Can it be safely reused? **YES**

Why did it take so long to be addressed? **Bankruptcy + Lawsuits**



Aerial Photo: 1999



Aerial Photo: 2000



2004-2018: *Dormancy, Delinquency, Vacancy, and initial Black Mountain Reuse*

Court records note that FLM LLC's lessee International Recycling Inc. (IRI) ceased import of spent foundry sand from the Chrysler Foundry to the site in 2004 and subsequently entered bankruptcy. Ultimately, this course of events led to the series of notices of violation by the City of Indianapolis, FLM, LLC's insurance claims, and subsequent lawsuits and appeals.

While the lawsuits and appeals wound their way through the courts and insurance claims and settlements, the City of Indianapolis and IDEM worked together to try to initiate solutions and removal of the abandoned foundry sand. In 2007 the city of Indianapolis and IDEM worked to begin an approved process of removal and reuse of the foundry sand to use on other industrial projects. On Sept. 21, 2007, the City of Indianapolis DMD received IDEM approval to move +/- 40,000 tons of foundry sand from the site to another redevelopment site at 2042 Dr. Andrew J. Brown Avenue. The IDEM approval allowed over 10% of the stockpiled foundry sand to be removed. This process proved helpful to establish later approval and ultimate removal of much of the foundry sand as approvable fill used on other sites.

Through the course of citations and legal actions, foundry sand remained piled at the site awaiting a final resolution. Ultimately, the May 16, 2017, Court of Appeals decision (See Appendix I), and the City of Indianapolis, DMD's involuntary acquisition of the site in late 2018 provided a path forward for the final management and removal of the illegally dumped spent foundry sand.



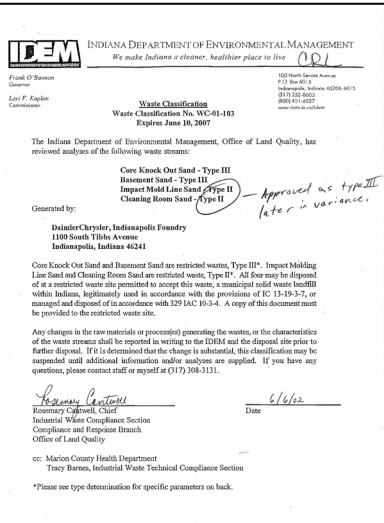
Photo: Kelly Wilkinson, Indy Star

The following slides from the 6/16/22 Former Black Mountain Community Visioning presentation provide further details on the foundry sand's removal, and reuse.

Foundry Sand

What happened to the Foundry Sand at Black Mountain?

- With IDEM's assistance and oversight the illegally dumped foundry sand was removed for beneficial use starting in 2007.



Michelle E. Daniels, Jr.
Governor
100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
(800) 451-6027
www.in.gov/idem

Thomas W. Easterly
Commissioner

September 21, 2007

Chris Harrell
City of Indianapolis
Department of Metropolitan Development
200 East Washington Street, Room 2042
Indianapolis, IN 46204-3328

Re: Foundry Sand Reuse Determination
3515 East Washington Street
Indianapolis, Marion County
Enforcement Case #2004-13711-H

Dear Mr. Harrell:

In response to your request, the Indiana Department of Environmental Management (IDEM) is providing this letter to clarify environmental issues relating to the reuse of foundry sand located at 3515 East Washington Street (Site) in Indianapolis as fill material. The foundry sand was left at the Site when a foundry sand recycling broker filed bankruptcy. The Site is in IDEM's Enforcement Program to identify potentially responsible parties for the foundry sand. The 150,000-200,000 tons of foundry sand, which covers approximately 2 acres to a maximum depth of 50 feet, has become a nuisance for neighbors living adjacent to the Site. The City of Indianapolis (City) has asked whether it can reuse the foundry sand on redevelopment sites throughout the City to abate the nuisance for neighbors of the Site, in addition to saving the City costs associated with preparing properties for redevelopment.

In particular, the City owns property located at 2045 Dr. AJ Brown Avenue, the former Ertel Manufacturing facility (Ertel) (BFD Site #4050027), which is undergoing demolition and remediation for industrial redevelopment and at which approximately 40,000 tons of backfill material is needed for the planned redevelopment of the property.

IDEM Brownfields staff have reviewed the following analytical data on the foundry sand from the Site:

- Metal analysis of data collected by IDEM Site Investigation Program staff on September 3, 2004;
- TCLP analysis of data collected by Daimler-Chrysler Indianapolis Foundry on January 25, February 2, May 18, 2001 and February 12, 23, 22 and 26, 2002; and,

Recycled Paper ♻️

An Equal Opportunity Employer

Please Recycle ♻️



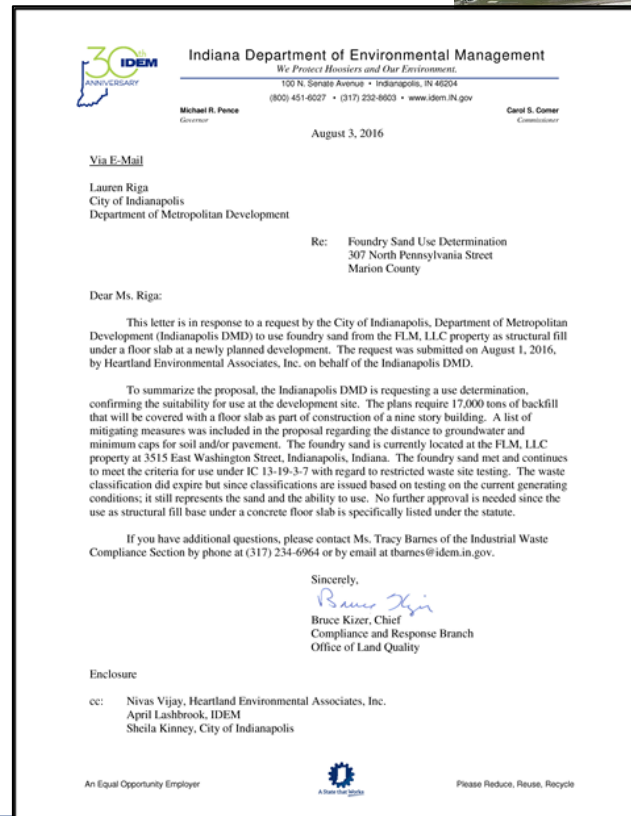
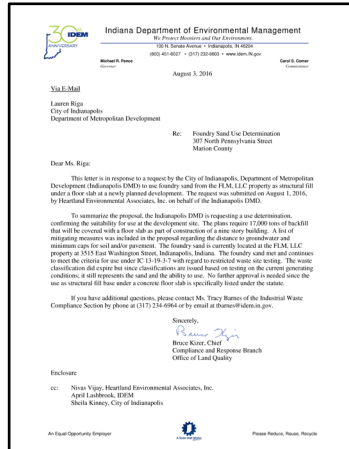
9/21/2007: 40,000 tons Reuse
2045 Dr. AJ Brown Ave. Indianapolis, IN

Foundry Sand

What happened to the Foundry Sand at Black Mountain?



With IDEM's assistance and oversight it was approved for removal & beneficial use on 2 additional sites.



So far, **161,000** tons of Black Mountain foundry sand have been approved and moved for beneficial reuse.

08/03/2016: 17,000 tons Foundry Sand Use Determination
307 North Pennsylvania St. Indianapolis, IN

08/28/2018: 77,000 cy / 103,950 tons Foundry Sand Use Determination
2950 Prospect Street Indianapolis, IN

On December 3, 2018, the City of Indianapolis Department of Metropolitan Development (DMD) completed deed filing and recording of the property via “involuntary acquisition” a process where a municipality may acquire tax delinquent, vacant, and abandoned property via statutory means as an owner of last resort. Municipalities across the country utilize this process to help brownfield sites gain access to federal brownfield assessment and remediation grants. This process also provides municipalities legal title to brownfield sites and abandoned properties alike to begin site demolition and the cleanup of blight conditions as well.

After acquiring title to the parcels that comprise the 12.4 acres of the former Black Mountain Site, DMD initiated site demolition activities to remove collapsing buildings and address the long-blighted conditions across the northern and central portion of the site. After its involuntary acquisition of the site via tax foreclosure, and the subsequent deed recording on 12.05.2018, the city demolished 7 vacant commercial buildings in various stages of disrepair formerly located on the central and northeast portions of the site (3525 and 3547 East Washington Street). This image shows the site in July 2020 after demolition and site clearing for more than one half of the site was complete.

Congress passed the BUILD Act in March 2018. This legislation amended the Brownfields provisions of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) which specifically helped the former Black Mountain site by further clarifying liability protections for municipalities that take on such contaminated

sites, and by initiating and funding the EPA Brownfield Multipurpose Grant (MGP) process. DMD applied to the EPA and won a \$600,000 MGP grant in 2019, the first year that these type of brownfield grants were available to communities. DMD has leveraged this MGP grant on the former Black Mountain Site for this Reuse Visioning effort, environmental assessment, and the upcoming site remediation.



The image below shows the approximate site extent and its visible condition in November 2021 after the city acquired the property and affected cleanup and demolition in the northern and central portions of the property. Remnants of the former Black Mountain foundry sand are still visible near the south-central portion of the property.



A summer 2022 site survey and topographical analysis conducted by project partner and the City's contractor JQOL. The volume of spent foundry sand remaining is greatly reduced and is undergoing additional volume review and delineation. The remaining volume of spent foundry sand is just a fraction of the initial amount and will be addressed by removal and proper management according to the IDEM approved ABCA overseen by the DMD, and in concert with IRI settlement funds directed by the court for this purpose. The image below is from project partner JQOL's site survey. It identifies the location of the remaining volume of spent foundry sand on site as of August 2022. Ongoing analysis during fall 2022 will determine the exact amount of spent foundry sand that remains and inform its removal and management.



Groundwater Contamination: Grant funded brownfield assessment activities directed by the DMD have characterized groundwater conditions on-site. Groundwater conditions at the former Black Mountain site presently pose a greater redevelopment hindrance than the foundry sand that remains at the site. Concentrations of chlorinated solvent impacts are indicated in the graphic below with yellow, orange, and darker orange – the darker the color, the higher the concentration of chlorinated solvents in the groundwater. This image depicts the general areas of on-site groundwater impacts.

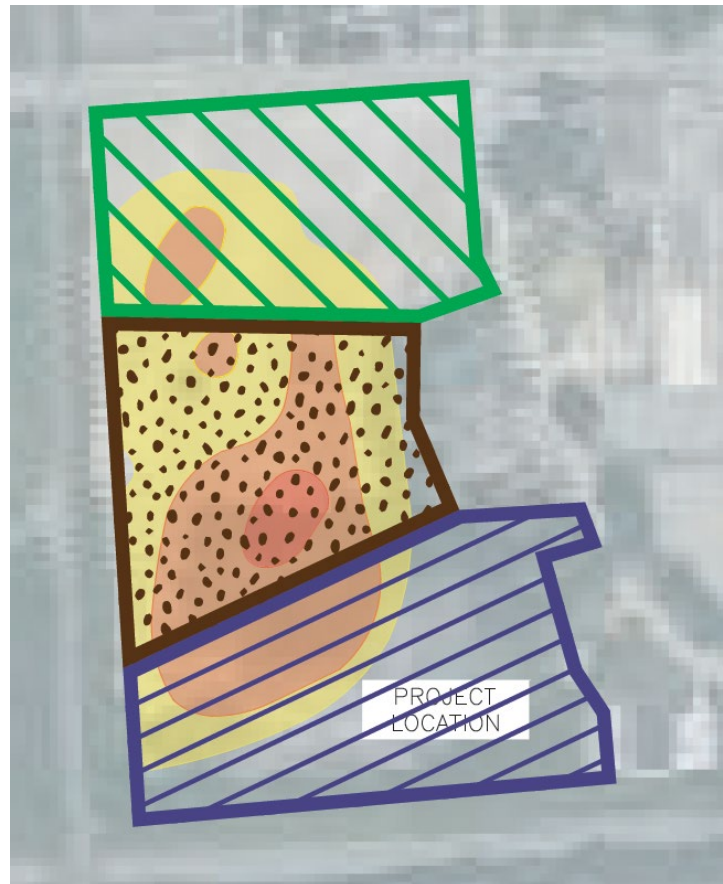
Chlorinated solvent contamination is highest in the central portion of the site. Moderate groundwater impacts are present in the southern part of the site, while the least impacts were documented in the northern portion of the site. Accordingly, reuse of the site and its preparation for redevelopment will be influenced by these groundwater impacts as EPA grant funded remediation efforts commence in Fall or Winter 2022.

Additional information and resources related to the groundwater conditions identified in the Phase II ESA (IWM - 6/17/2020) found under the “Site Documents” heading on City of Indianapolis Brownfield Redevelopment Program’s

[Black Mountain Site webpage](#).

As the Former Black Mountain Site is comprised of several former sites, documents include several IDEM Brownfield site numbers including: 3515 E. Washington Street (Brownfield Site #4140601); 3525 E. Washington Street (Brownfield Site #4120906); and, 3547/3555 E. Washington Street (Brownfield Site #4120907). Environmental site conditions are referenced in environmental documents compiled in the IDEM Virtual File Cabinet (VFC) for the Former Black Mountain Site under Agency Interest ID (**AI # 28426**). You may access these VFC files by clicking [THIS LINK](#), and please remember to check the reCAPTCHA box to enable the data search for AI #28426.

Remediation & Redevelopment: Starting in late 2022 the groundwater impacts will be remediated according to the July, 2021 Analysis of Brownfield Cleanup Alternatives (ABCA) and the subsequent September 23, 2021 Remediation Work Plan (RWP), both documents are available in the Dropbox.com folder, and in the Site Documents section on DMD’s web page for the former Black Mountain Site:



<https://www.indy.gov/activity/blackmountainvision>. Some impacted soils and foundry sand will be removed from the site, and impacted groundwater will be treated using eight (8) in-situ permeable reactive barriers (PRBs). Remedial amendments will be injected into the subsurface via temporary injection points to facilitate microbial degradation of the chlorinated volatile organic compounds.

Redevelopment of the site may take many forms and may progress along different timelines based on the intended reuse and where on the site that reuse is intended. Depending on market and developer needs, the site may be redeveloped at once, or in phases. Data produced in the site's brownfield assessment efforts has given rise to assumptions related to groundwater impacts identified in three general areas or "zones" that correspond with the image on the previous page as follows:

North Zone  : The northern portion of the site is least impacted by chlorinated solvents in the groundwater, and if desired, it could witness redevelopment most expeditiously. Additionally, a portion of the North Zone is zoned R-8, and groundwater conditions should not complicate accommodating some residential reuse components if DMD and future developers so desired.

Middle Zone  : The central part of the site is the most impacted by chlorinated solvents in the groundwater. To progress toward regulatory closure and/or site redevelopment readiness through risk-based analysis this portion of the site will likely require additional quarterly sampling and is least likely to achieve a cost-efficient and time-efficient reuse that would include a residential component.

South Zone  : The southern area of the site where the spent foundry sand and other excavation and stockpiling activities have long occurred has witnessed moderate groundwater impacts from chlorinated compounds in some areas. Progressing from the northernmost portion of this zone south the impacts diminish. The RWP indicates that the foundry sand removal and management would occur in concert with the chlorinated solvent remediation. This southern portion of the site is not as impacted as the Middle Zone and should require less intensive remediation activities. A former road link to S. Ewing Street exists in this portion of the site and could offer access for remediation activity staging and/or future site reuse access.

Vapor Intrusion: Chlorinated volatile organic compounds in groundwater may sometimes migrate with groundwater as it flows beneath the surface. When this occurs, it is possible for the impacted groundwater to emit potentially harmful vapors beneath or within buildings on properties nearby. Residential properties adjacent to and nearest the former Black Mountain site that have provided access to DMD contractors have been investigated to determine if there may be vapor intrusion witnessed within these nearby buildings by the impacted groundwater beneath. Sub-slab and indoor air impacts observed at residences to the east of the Site will be addressed by installation of sub-slab or sub-membrane depressurization systems to ensure healthy indoor air quality. Efforts continue to contact previously non-responsive residents in these homes and gain formal access agreements to accomplish this work.



APPENDIX III

Area-wide Brownfield Review

Appendix III – Area-wide Review & Brownfield Tracker

Area-wide brownfield context:

Brownfield redevelopment does not occur in isolation. One site's redevelopment is impacted by, and contingent upon the sites that surround it. Essentially, no brownfield site is an "*Island*".

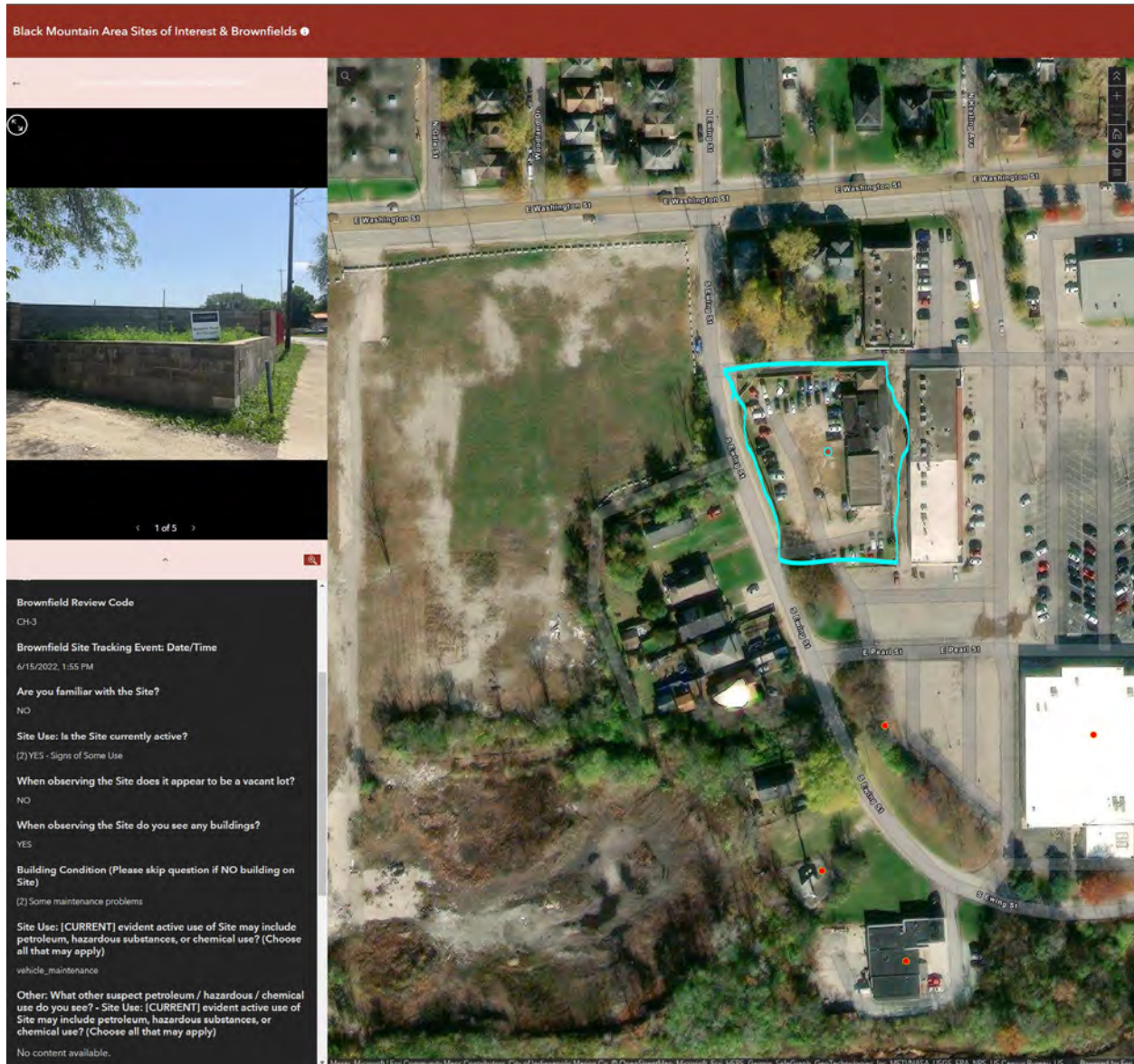
Brownfield research between 2000 – 2005 focused on area-wide brownfield redevelopment strategies and demonstrated the impact of one brownfield site's assessment, remediation, and ultimate redevelopment on the sites around it. When more than one brownfield site in the proximity of another brownfield site receives assessment, cleanup, and investment the community benefits are exponential, and affect a broader area. Because blighted conditions, disinvestment, and related concerns often accompany brownfield sites when investment occurs on one site, it impacts many around it.

Core to this "cumulative" impact of brownfields redevelopment is the nature of the impact brownfield sites and "sites of interest" (which are sites that may become brownfields upon diminished use to a point of underutilization) exert upon sites around them.

In order to inform municipal interventions in brownfield sites and to assist in strategic redevelopment efforts, the EPA funded research into the Community Benefits of Brownfield Redevelopment between 2015 and 2021. The output of this research was the "[Brownfield Area Benefits Estimator](#)". This project utilized a process of first gathering an understanding of the geographic location and condition of sites of concern and brownfields in a particular area. This hyper-local data provided a tool called Brownfield Tracker. Brownfield Tracker is based on the Esri Survey123 platform, and through a series of questions helps the user craft a quick brownfield inventory of a particular area. Ramboll utilized this new tool in the area surrounding the Former Black Mountain site. By identifying nearby brownfield sites, and sites of interest DMD and community partners can identify nearby sites that will benefit from investment in the subject site, and potentially target these sites for additional investment and intervention to gain positive cumulative community impact. Additionally, DMD and community partners may also utilize the separate Benefits Analysis Tool to determine the *community benefit* that may accrue from a particular type of investment into one nearby brownfield site compared to another. This is different from standard analytic tools and methods of economic analysis that typically look at benefit to developers and/or municipal agents.

The area that surrounds the former Black Mountain site includes at least 17 sites of interest and brownfields that may have interconnected redevelopment impacts with investment and redevelopment intervention. Using [THIS LINK](#) the reader may explore these sites and the answers to brownfield related observations that helped identify them using Brownfield Tracker.

The image below provides an example of the output that identified the still operating, but listed for sale, auto maintenance facility at 25 S. Ewing Street as a site of interest:



By utilizing Brownfield Tracker DMD and the community have a quick map of brownfields and sites of interest that are likely to be impacted by intervention at the former Black Mountain site, and vice versa.



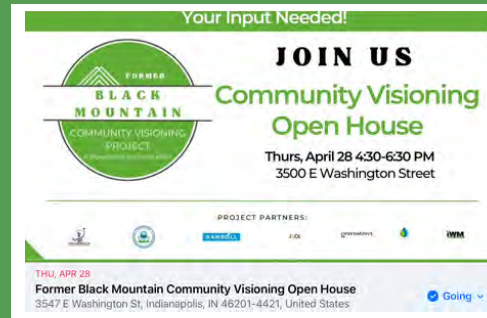
APPENDIX IV Community Engagement



The former Black Mountain project community engagement efforts were led by Julie L Rhodes Consulting and employed a wide variety of methods to reach local community members and stakeholders to get input on the vision plan. A distinct brand and logo was created to provide continuity. Materials were developed in Spanish and English and provided electronically and in hard-copy to ensure authentic engagement.



◀ A postcard promoting the project and first public open house was sent to 3200 households in a one-mile radius encircling the former Black Mountain site.

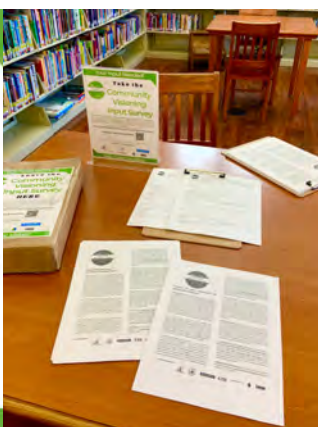


◀ Social media, especially Facebook events, neighborhood Facebook pages, and even Facebook livestreaming the public meeting was one way community members were reached and engaged for their input.

Outreach included interviewing local stakeholder groups and attending events and meetings, such as Pi(e) Day, Englewood Community Development PR Mallory Storytelling event and monthly board meetings of the Near Eastside Community Organization (NESCO). The team attended neighborhood association meeting in Christian Park, at Southesst Neighborhood Development (SEND) and at Twin Aire Neighborhood Coalition meetings. ▶▶



◀ Flyers and hardcopy surveys were distributed throughout area organizations and businesses and there was a table at the East Washington Street Library throughout the engagement time period.



◀ Working the City of Indianapolis Dept of Public Works Sign Shop, two large signs were placed on the project site that led passersby to the website and provided a QR code to learn about the project and take the community input survey





The first public meeting for the former Black Mountain Community Visioning effort was held on April 28, 2022. It was a public open house and provided tours of the site, and allowed attendees to speak, one-on-one, with the consulting team, take the survey, and provide other input into the future redevelopment of the site.



An estimated 120 neighbors and other stakeholders attended the open house. The first station checked in attendees and encouraged them to complete the survey.



Five stations were set up on the brownfield site over a two hour period to enable attendees to learn the details of the project and provide input in a variety of creative ways, as well as take the input survey.

Team member GreenStreet Ltd engaged with stakeholders about quality of life issues, and took input on an interactive map with brightly colored sticky-notes.



Since the Coronavirus-19 pandemic was still a concern, the open house was held outdoors, on the project site, and precautions were taken, such as providing individually wrapped snacks and hand sanitizer.



Addendum IV



The final public meeting for the former Black Mountain Community Visioning effort was held June 16, 2022. It was held at Purdue Polytechnic High School and in collaboration with the Twin Aire Neighborhood Coalition's monthly meeting. The City and all the consulting team members presented information, followed by both public and one-on-one question and answer sessions. The event was also live-streamed for those unable to attend in person.



Attendees to the final public meeting signed in and received a fact sheet of information available in both English and Spanish language.



In addition to formal presentations by the City and the consulting team, there was ample time for questions and one-on-one discussions.



Team member JQOL spoke with residents about current and future infrastructure on the site, and shared innovative green infrastructure opportunities that could exist with redevelopment.



Branded signage, adequate parking availability, ADA accessibility, and located on a bus line were all ways to make attending the public meeting accessible to residents.



A tamale station was set up with local Tlaolli restaurant, to support local business, and to help attract attendees to an evening meeting time.





The former **Black Mountain** consulting team forged a unique and meaningful partnership with Purdue Polytechnic (PP) High School. The City and team members shared educational information and the students engaged in outreach efforts and developed their own recommendations for the future of the site.



Students from PP assisted with set up, registration, surveys and clean up at the April 28 Public Open House held on the former Black Mountain site.



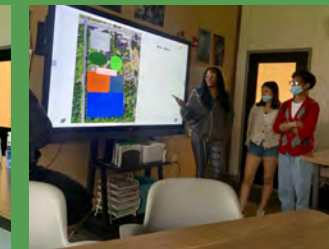
The 17 PP students who signed up for the six-week project on the former Black Mountain had an opportunity to meet with the City Brownfield staff and each member of the consulting team to gain knowledge about environmental, health, safety and community development issues.



PP students engaged in outreach in the community, hanging flyers at local businesses, promoting to PP and Paramount School of Excellence families, staffing tables, and providing leadership in translation and authentic engagement in the Spanish-language community. They initiated outreach at a local Mexican grocery and presented and led surveys during three Spanish Masses at a local church.



At the close of the six-week project, students presented their own vision for the future of Black Mountain.



Former Black Mountain Survey Questions, Responses, & Data

The preceding pages in **Appendix IV** provided a description and photographs of the outreach efforts conducted as part of the Former Black Mountain Site's Community Visioning efforts.

This section of Appendix IV provides the Former Black Mountain Survey Questions, General Question Responses, as well as Open-Ended Question Responses (in Spanish & English), and the survey data outputs as gathered and compiled using the survey tools in SurveyMonkey.com. These items are provided in the following order:

- Final Survey Data (English)
- Final Survey Data (Spanish)
- Former Black Mountain Open-Ended Questions and Other Comment Responses

Q1 Tell us about your connection to the neighborhood and for how long?

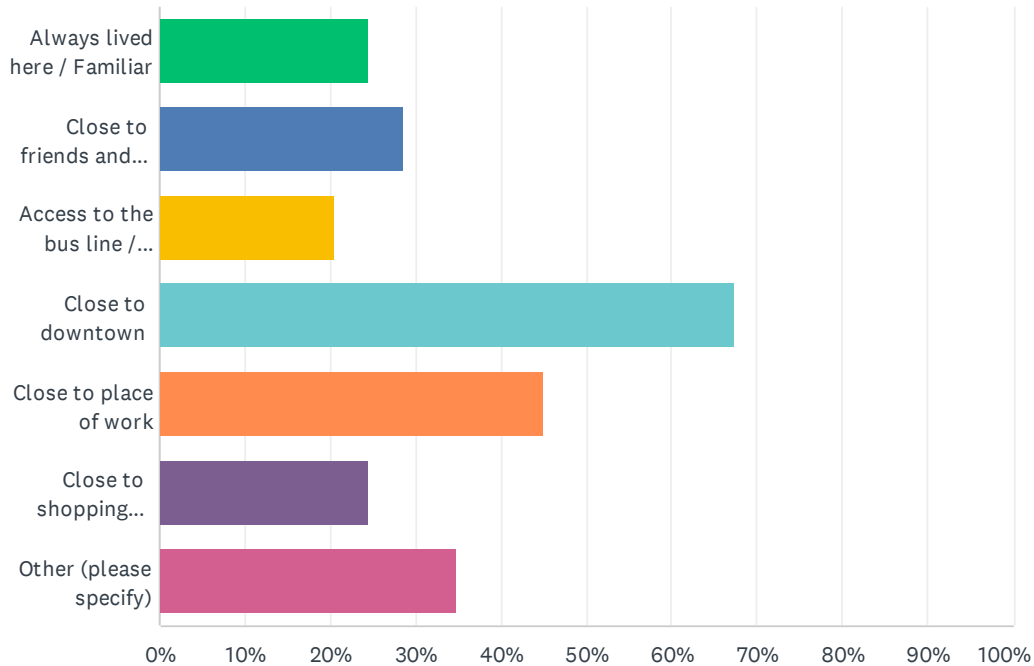
Answered: 49 Skipped: 0

Q2 If you are a former Black Mountain site neighbor, how would you describe your neighborhood's identity and what are its strengths / assets?

Answered: 34 Skipped: 15

Q3 What do you like most about living in your neighborhood? Pick one or all that apply?

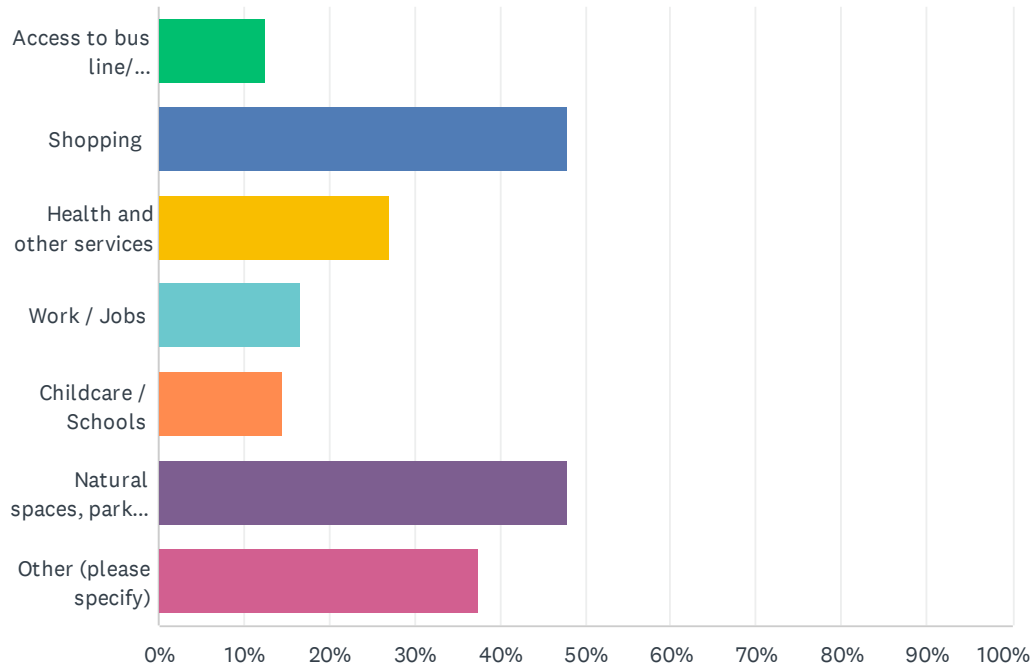
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Always lived here / Familiar	24.49%	12
Close to friends and family	28.57%	14
Access to the bus line / Connectivity (i.e. sidewalks)	20.41%	10
Close to downtown	67.35%	33
Close to place of work	44.90%	22
Close to shopping (grocery, restaurants, etc)	24.49%	12
Other (please specify)	34.69%	17
Total Respondents: 49		

Q4 What is missing in your neighborhood? (what things do you have to travel the furthest to accomplish?) Pick one or all that apply?

Answered: 48 Skipped: 1



ANSWER CHOICES	RESPONSES	
Access to bus line/ Connectivity (i.e. sidewalks)	12.50%	6
Shopping	47.92%	23
Health and other services	27.08%	13
Work / Jobs	16.67%	8
Childcare / Schools	14.58%	7
Natural spaces, parks, green spaces, playgrounds	47.92%	23
Other (please specify)	37.50%	18
Total Respondents: 48		

Q5 What would you say are some of the top issues or concerns with your current neighborhood? (i.e. housing, transportation, environmental, etc.)

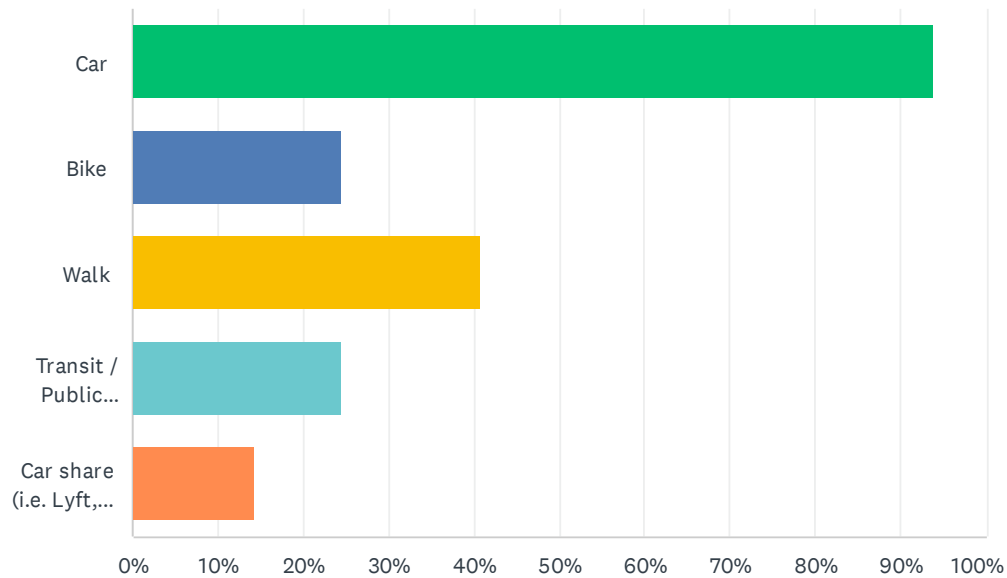
Answered: 47 Skipped: 2

Q6 What does your ideal neighborhood look like?

Answered: 43 Skipped: 6

Q7 What method of transportation do you rely? Pick all that apply

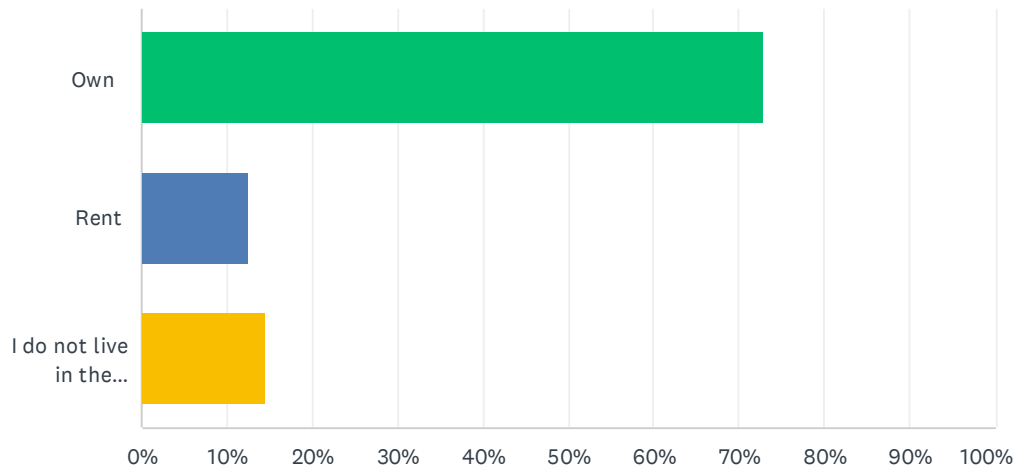
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	93.88%	46
Bike	24.49%	12
Walk	40.82%	20
Transit / Public transportation	24.49%	12
Car share (i.e. Lyft, Uber etc) / Ride with a friend	14.29%	7
Total Respondents: 49		

Q8 Do you own or rent your house / property near the project area?

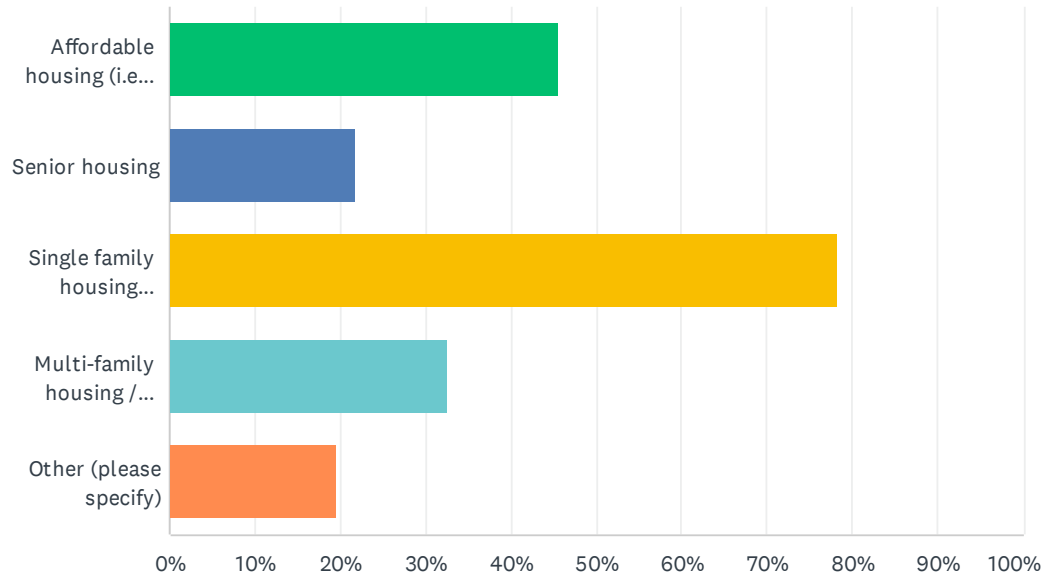
Answered: 48 Skipped: 1



ANSWER CHOICES	RESPONSES	
Own	72.92%	35
Rent	12.50%	6
I do not live in the neighborhood	14.58%	7
TOTAL		48

Q9 What are the neighborhood housing needs / preferences? See photo for example. (Pick all that apply)

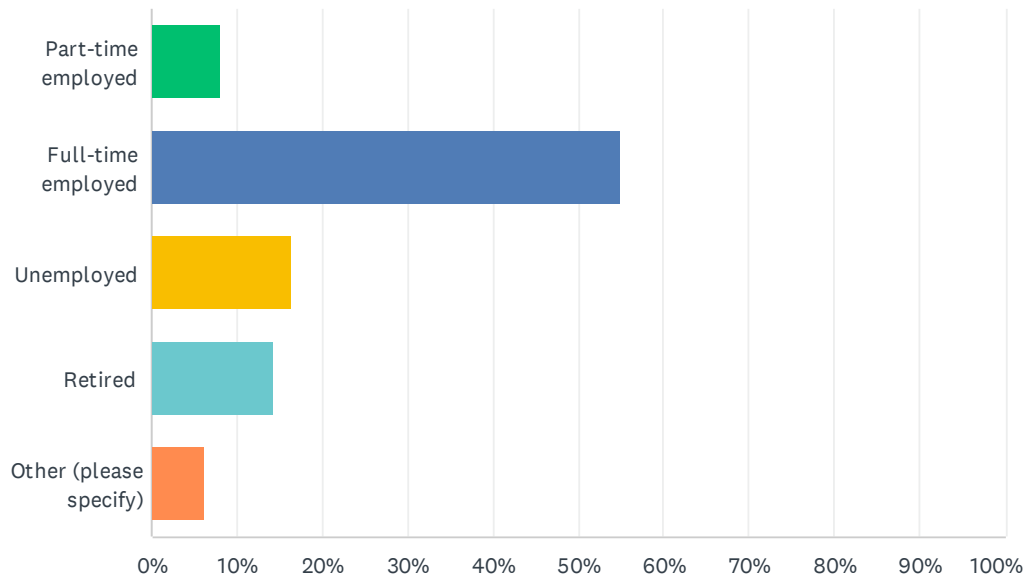
Answered: 46 Skipped: 3



ANSWER CHOICES	RESPONSES	
 Affordable housing (i.e. 2 bedroom apartment \$939 or less).	45.65%	21
 Senior housing	21.74%	10
 Single family housing	78.26%	36
 Multi-family housing / townhomes / condos	32.61%	15
Other (please specify)	19.57%	9
Total Respondents: 46		

Q10 What is your current employment status?

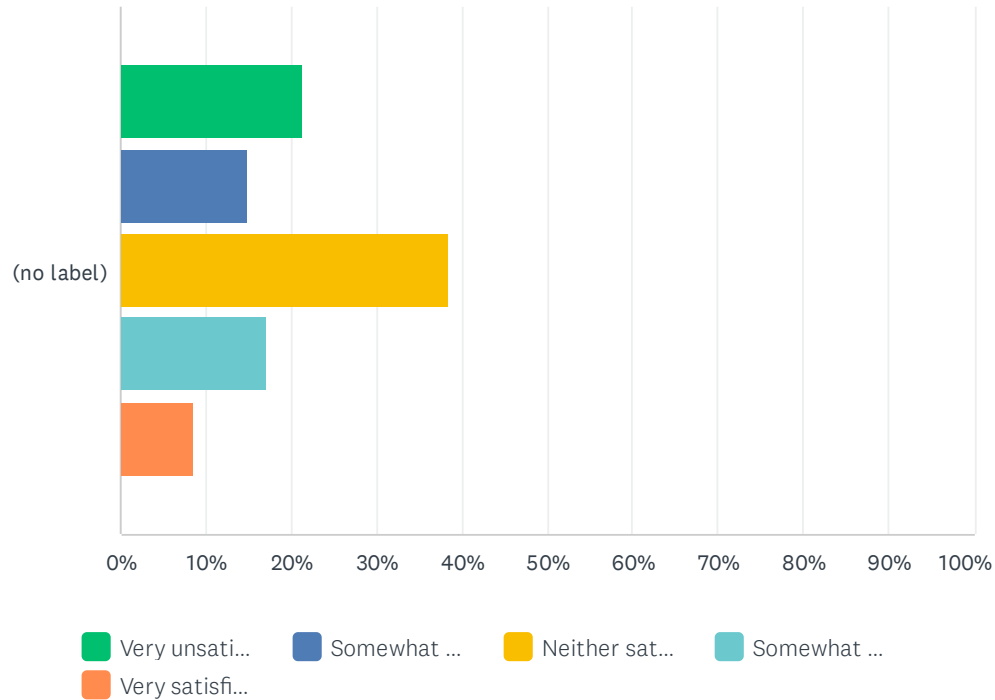
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Part-time employed	8.16%	4
Full-time employed	55.10%	27
Unemployed	16.33%	8
Retired	14.29%	7
Other (please specify)	6.12%	3
TOTAL		49

Q11 How satisfied are you with employment and job opportunities in the area?

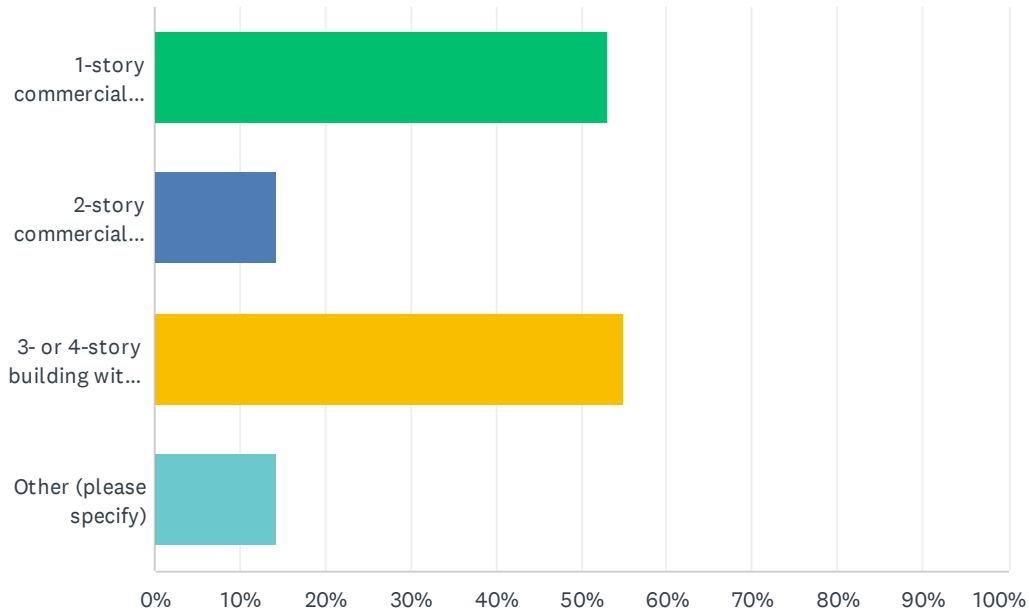
Answered: 47 Skipped: 2



	VERY UNSATISFIED	SOMEWHAT UNSATISFIED	NEITHER SATISFIED NOR UNSATISFIED	SOMEWHAT SATISFIED	VERY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	21.28% 10	14.89% 7	38.30% 18	17.02% 8	8.51% 4	47	2.77

Q12 What type of non-residential buildings would look most appropriate in this area? Pick all that apply.

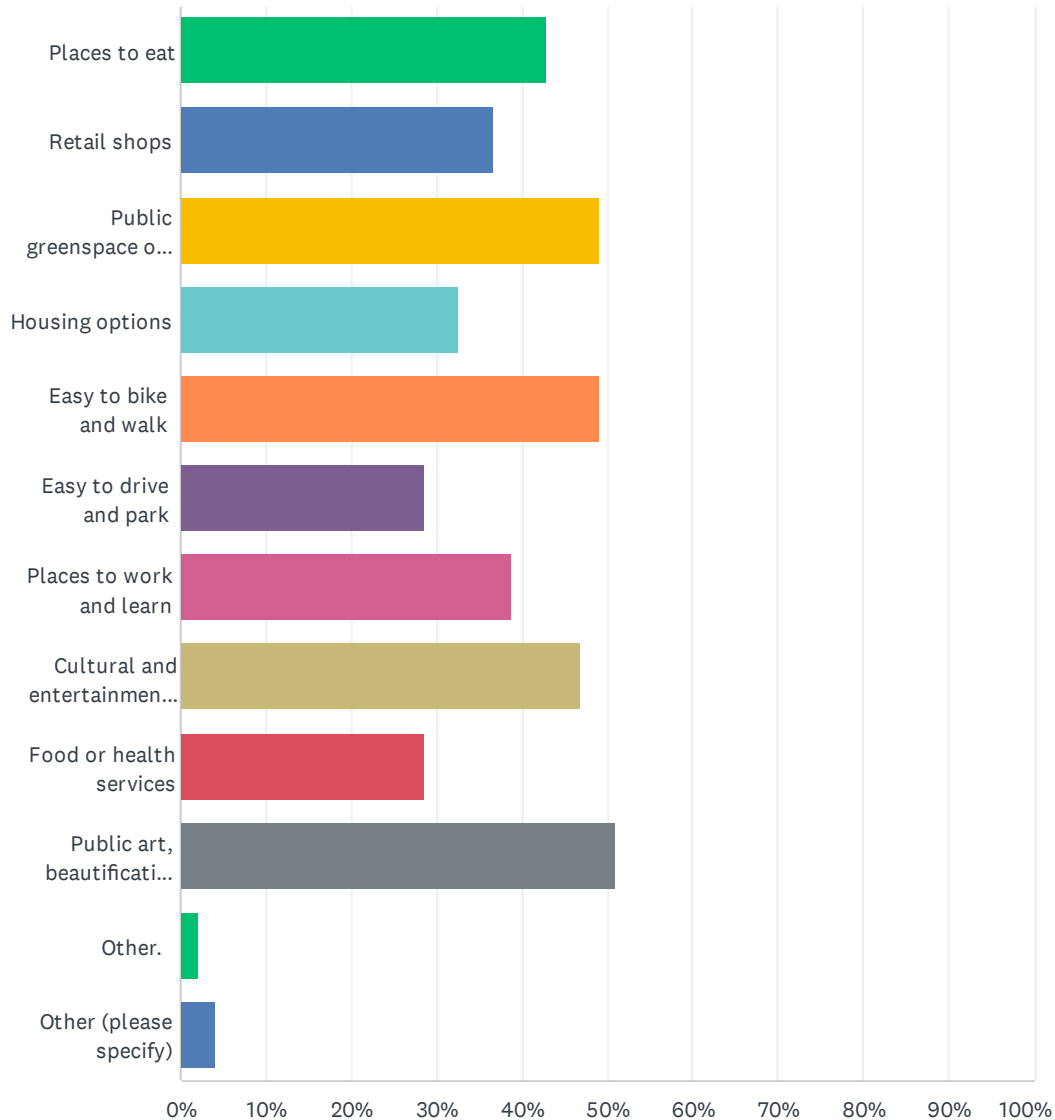
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
 1-story commercial building	53.06%	26
 2-story commercial building	14.29%	7
 3- or 4-story building with mix of commercial, office, or residential uses	55.10%	27
Other (please specify)	14.29%	7
Total Respondents: 49		

Q13 Which of the following themes are most important for future development in your neighborhood? Pick your top 3.

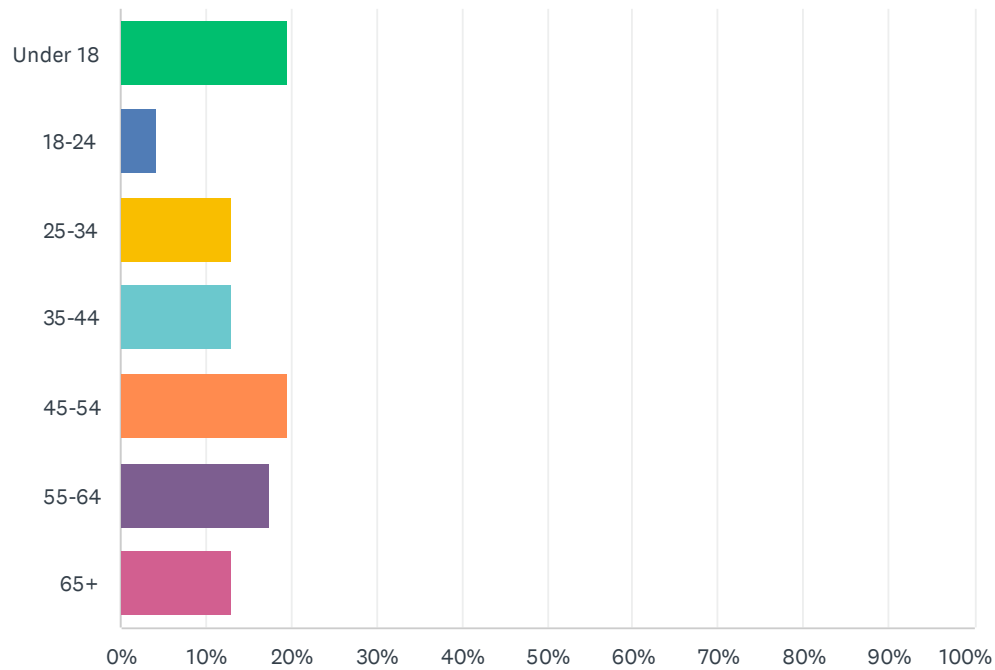
Answered: 49 Skipped: 0



ANSWER CHOICES	RESPONSES	
Places to eat	42.86%	21
Retail shops	36.73%	18
Public greenspace or recreational spaces	48.98%	24
Housing options	32.65%	16
Easy to bike and walk	48.98%	24
Easy to drive and park	28.57%	14
Places to work and learn	38.78%	19
Cultural and entertainment destinations	46.94%	23
Food or health services	28.57%	14
Public art, beautification, and signage	51.02%	25
Other.	2.04%	1
Other (please specify)	4.08%	2
Total Respondents: 49		

Q14 Age

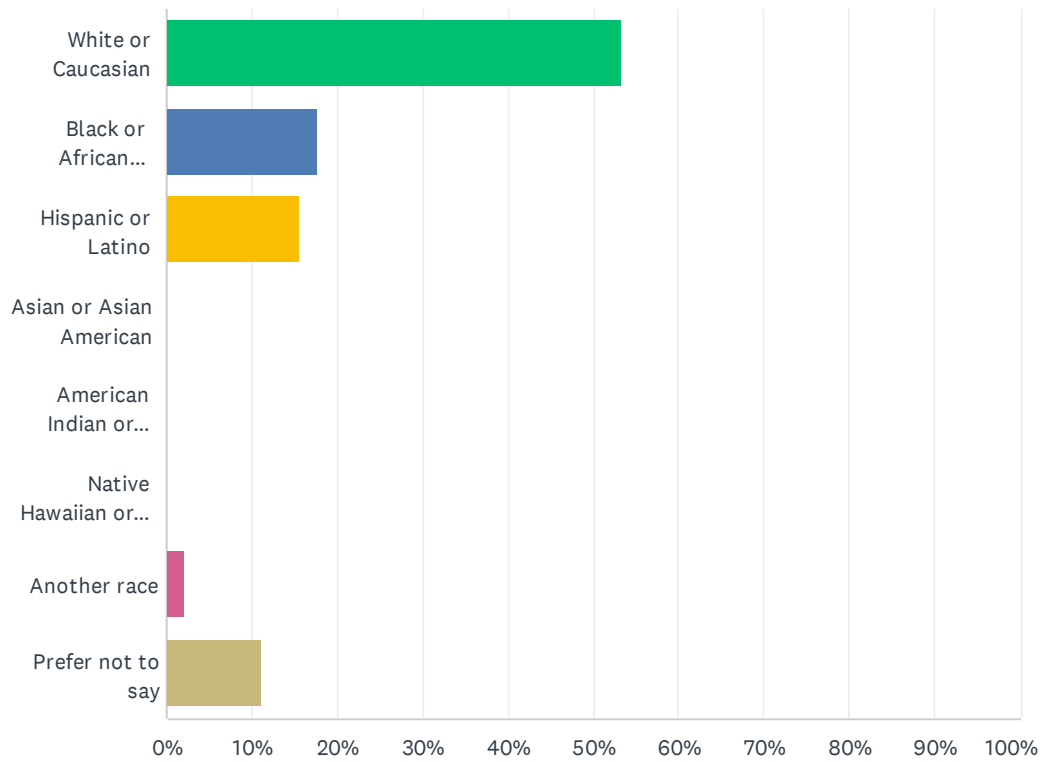
Answered: 46 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 18	19.57%	9
18-24	4.35%	2
25-34	13.04%	6
35-44	13.04%	6
45-54	19.57%	9
55-64	17.39%	8
65+	13.04%	6
TOTAL		46

Q15 Race / Ethnicity

Answered: 45 Skipped: 4



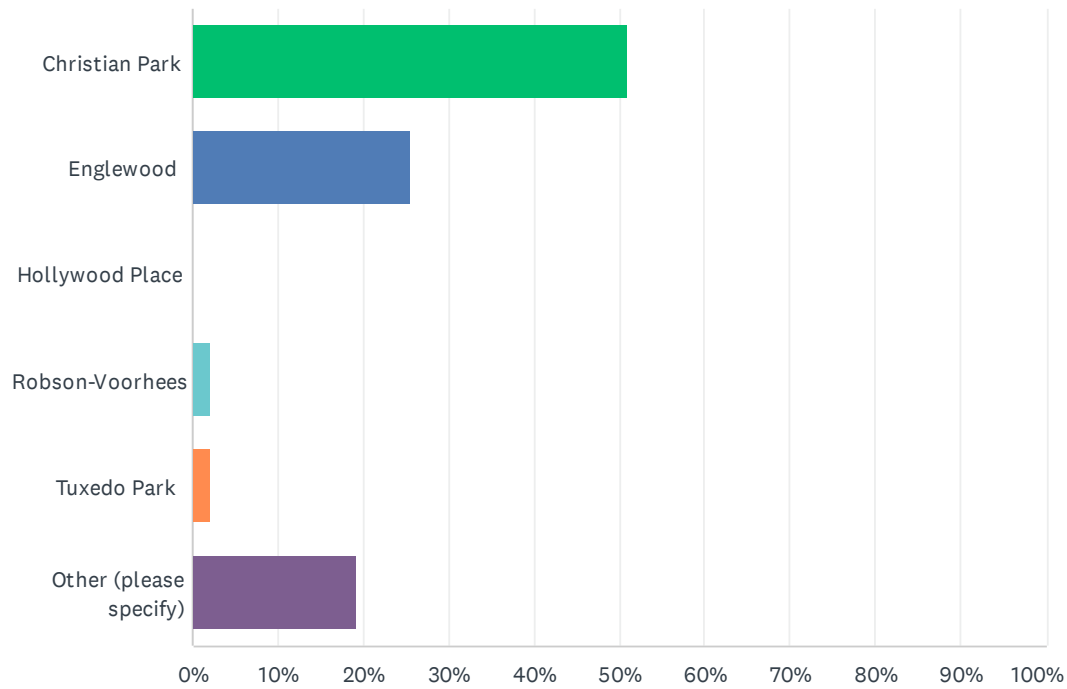
ANSWER CHOICES	RESPONSES	
White or Caucasian	53.33%	24
Black or African American	17.78%	8
Hispanic or Latino	15.56%	7
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	2.22%	1
Prefer not to say	11.11%	5
TOTAL		45

Q16 Zip Code

Answered: 45 Skipped: 4

Q17 Neighborhood affiliation

Answered: 47 Skipped: 2



ANSWER CHOICES	RESPONSES	
Christian Park	51.06%	24
Englewood	25.53%	12
Hollywood Place	0.00%	0
Robson-Voorhees	2.13%	1
Tuxedo Park	2.13%	1
Other (please specify)	19.15%	9
TOTAL		47

Q1 Cuéntenos cuál es su relación con el barrio y desde cuándo existe tal relación?

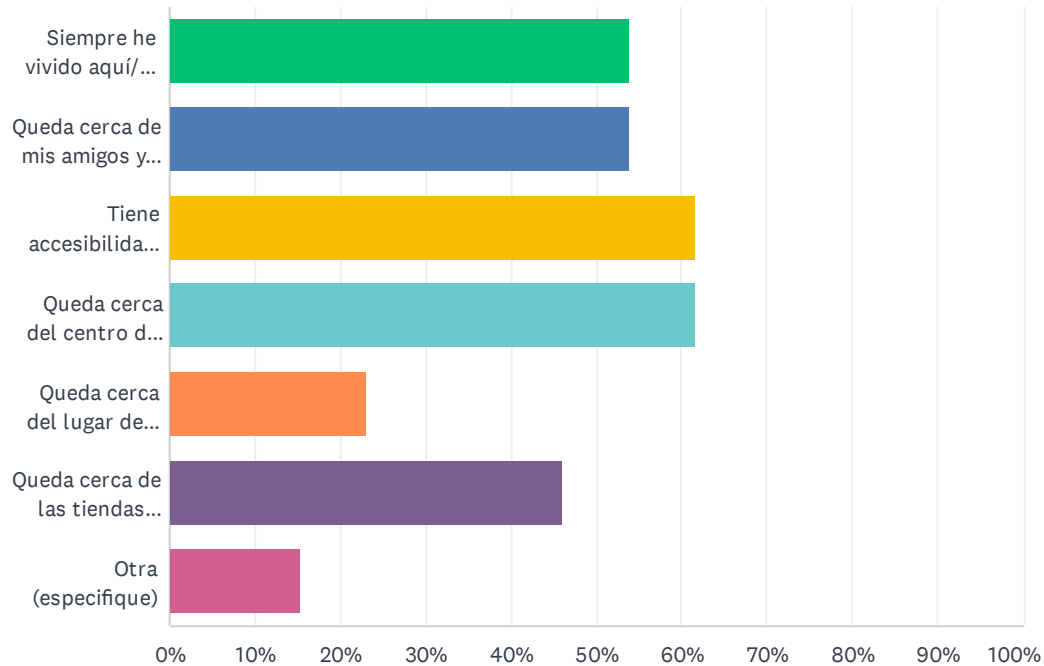
Answered: 8 Skipped: 6

Q2 Si es usted un vecino de la antigua obra de Black Mountain, ¿cómo describiría la identidad de su barrio y cuáles son sus fortalezas/activos?

Answered: 6 Skipped: 8

Q3 ¿Qué es lo que más le gusta de vivir en su barrio? Elija alguna o todas las opciones que correspondan?

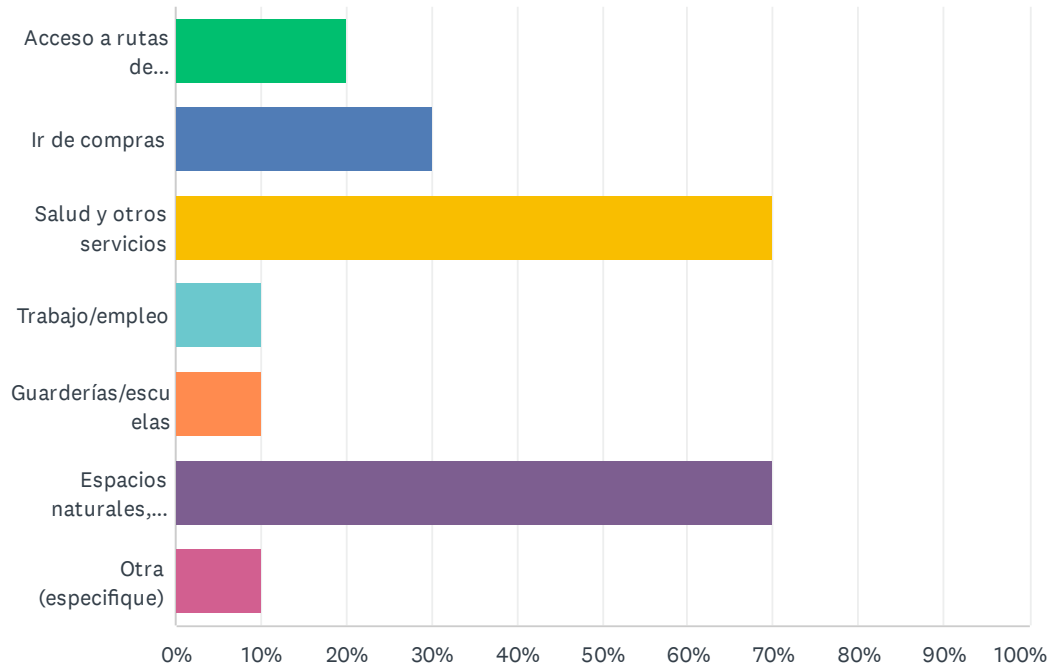
Answered: 13 Skipped: 1



ANSWER CHOICES	RESPONSES	
Siempre he vivido aquí/me es familiar	53.85%	7
Queda cerca de mis amigos y familia	53.85%	7
Tiene accesibilidad a las rutas de autobús/conectividad (es decir, aceras)	61.54%	8
Queda cerca del centro de la ciudad	61.54%	8
Queda cerca del lugar de trabajo	23.08%	3
Queda cerca de las tiendas (supermercados, restaurantes, etc.)	46.15%	6
Otra (especifique)	15.38%	2
Total Respondents: 13		

Q4 ¿Qué le hace falta a su barrio? (¿Para qué tareas debe desplazarse más lejos?) Elija alguna o todas las opciones que correspondan:

Answered: 10 Skipped: 4



ANSWER CHOICES	RESPONSES	
Acceso a rutas de autobús/conectividad (es decir, aceras)	20.00%	2
Ir de compras	30.00%	3
Salud y otros servicios	70.00%	7
Trabajo/empleo	10.00%	1
Guarderías/escuelas	10.00%	1
Espacios naturales, parques, zonas verdes, parques infantiles	70.00%	7
Otra (especifique)	10.00%	1
Total Respondents: 10		

Q5 ¿Cuáles consideraría que son algunos de los principales problemas o preocupaciones de su barrio actual? (Por ejemplo, vivienda, transporte, medio ambiente, etc.)

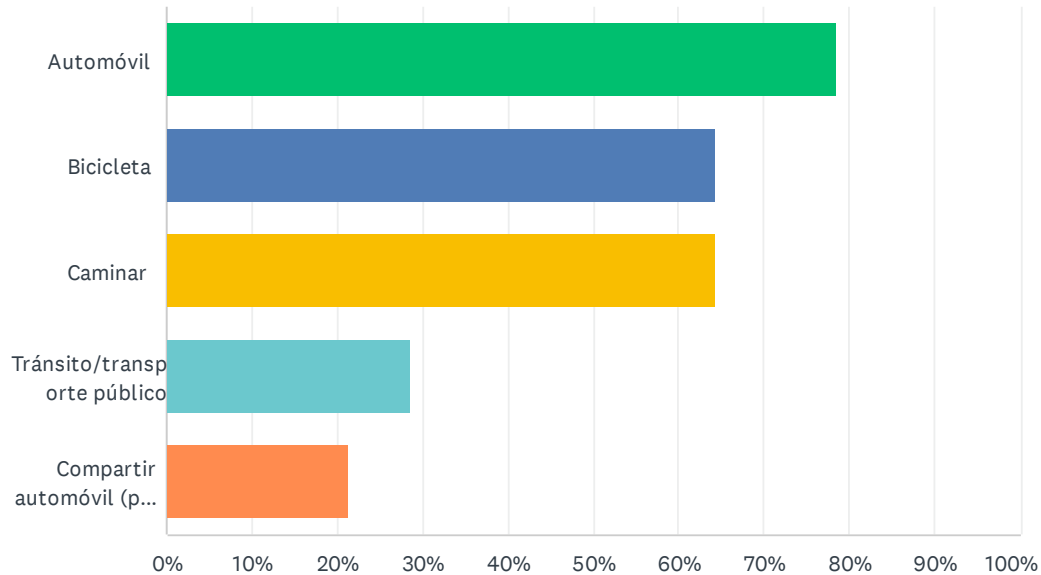
Answered: 10 Skipped: 4

Q6 Describa su barrio ideal:

Answered: 9 Skipped: 5

Q7 ¿En qué medio de transporte confía? Elija todas las opciones que correspondan:

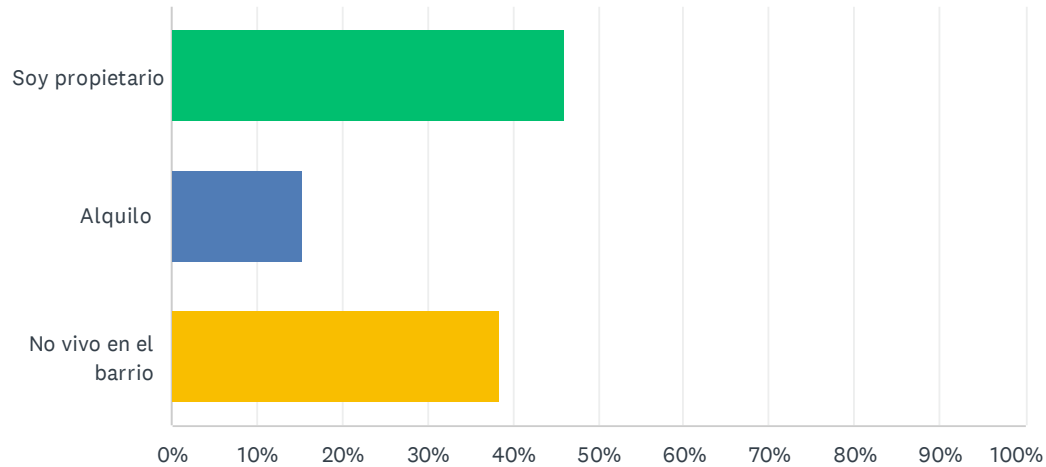
Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Automóvil	78.57%	11
Bicicleta	64.29%	9
Caminar	64.29%	9
Tránsito/transporte público	28.57%	4
Compartir automóvil (por ejemplo, Lyft, Uber, etc.)/viajar con un amigo	21.43%	3
Total Respondents: 14		

Q8 ¿Es propietario o alquila su casa/propiedad cerca del área del proyecto?

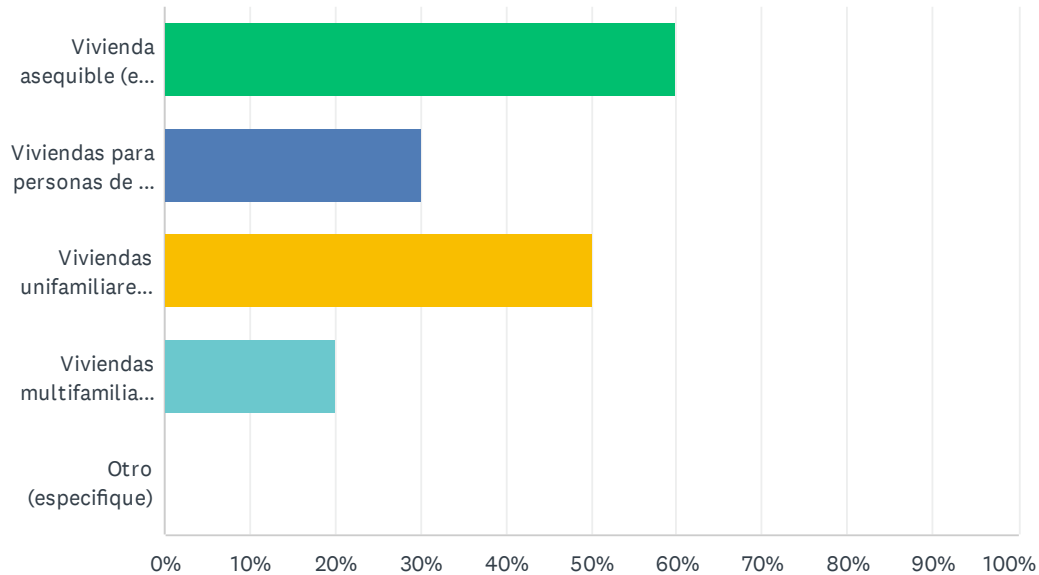
Answered: 13 Skipped: 1



ANSWER CHOICES	RESPONSES	
Soy propietario	46.15%	6
Alquilo	15.38%	2
No vivo en el barrio	38.46%	5
TOTAL		13

Q9 ¿Cuáles son las necesidades/preferencias de vivienda del vecindario? Vea la foto como ejemplo. (Elija todas las opciones que correspondan)

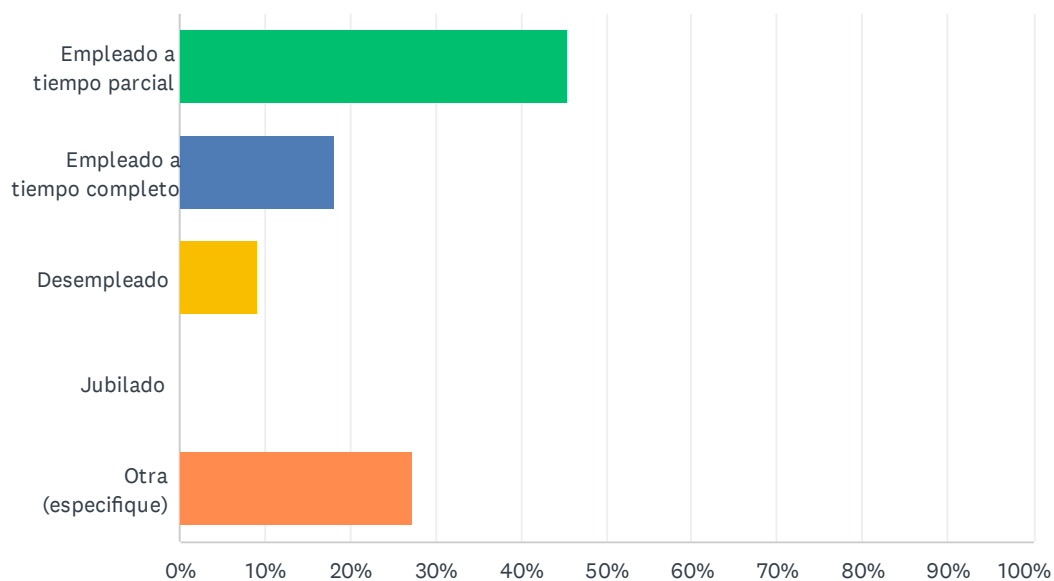
Answered: 10 Skipped: 4



ANSWER CHOICES	RESPONSES	
 Vivienda asequible (es decir, apartamento de 2 habitaciones de \$939 o menos)	60.00%	6
 Viviendas para personas de la tercera edad	30.00%	3
 Viviendas unifamiliares	50.00%	5
 Viviendas multifamiliares/casas adosadas/condominios	20.00%	2
Otro (especifique)	0.00%	0
Total Respondents: 10		

Q10 ¿Cuál es su situación laboral actual?

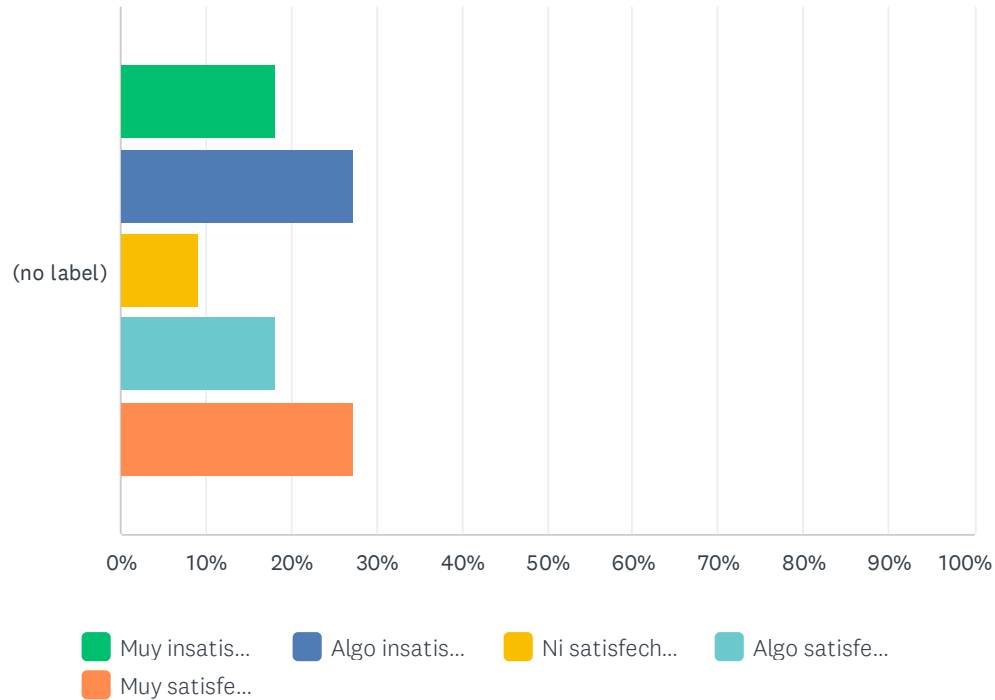
Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES	
Empleado a tiempo parcial	45.45%	5
Empleado a tiempo completo	18.18%	2
Desempleado	9.09%	1
Jubilado	0.00%	0
Otra (especifique)	27.27%	3
TOTAL		11

Q11 ¿Cuál es su grado de satisfacción con el empleo y las oportunidades de trabajo en el área?

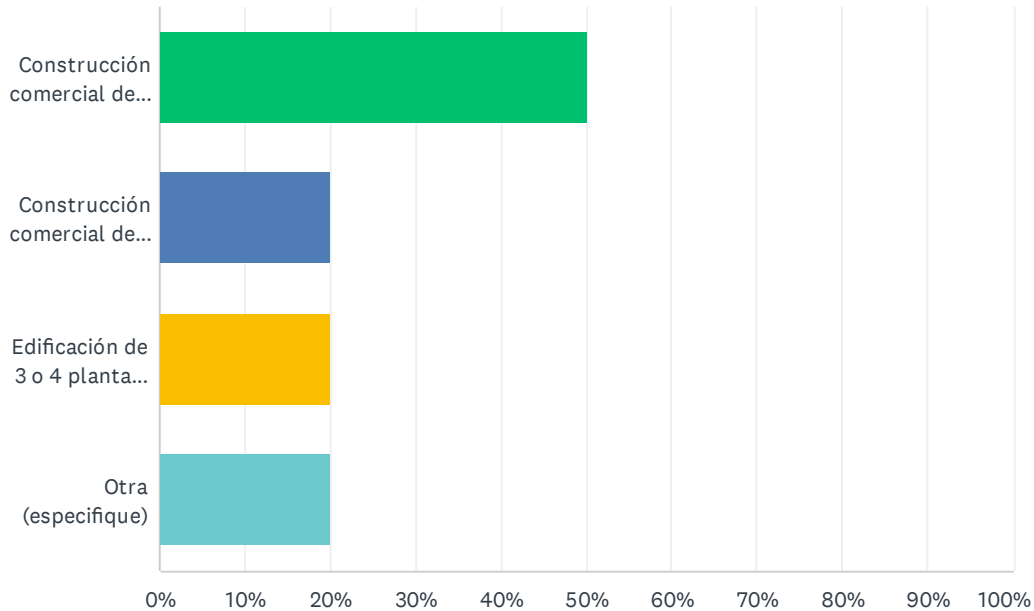
Answered: 11 Skipped: 3



	MUY INSATISFECHO	ALGO INSATISFECHO	NI SATISFECHO NI INSATISFECHO	ALGO SATISFECHO	MUY SATISFECHO	TOTAL	WEIGHTED AVERAGE
(no label)	18.18% 2	27.27% 3	9.09% 1	18.18% 2	27.27% 3	11	3.09

Q12 ¿Qué tipo de construcciones no residenciales serían las más apropiadas en esta área? Elija todas las opciones que correspondan:

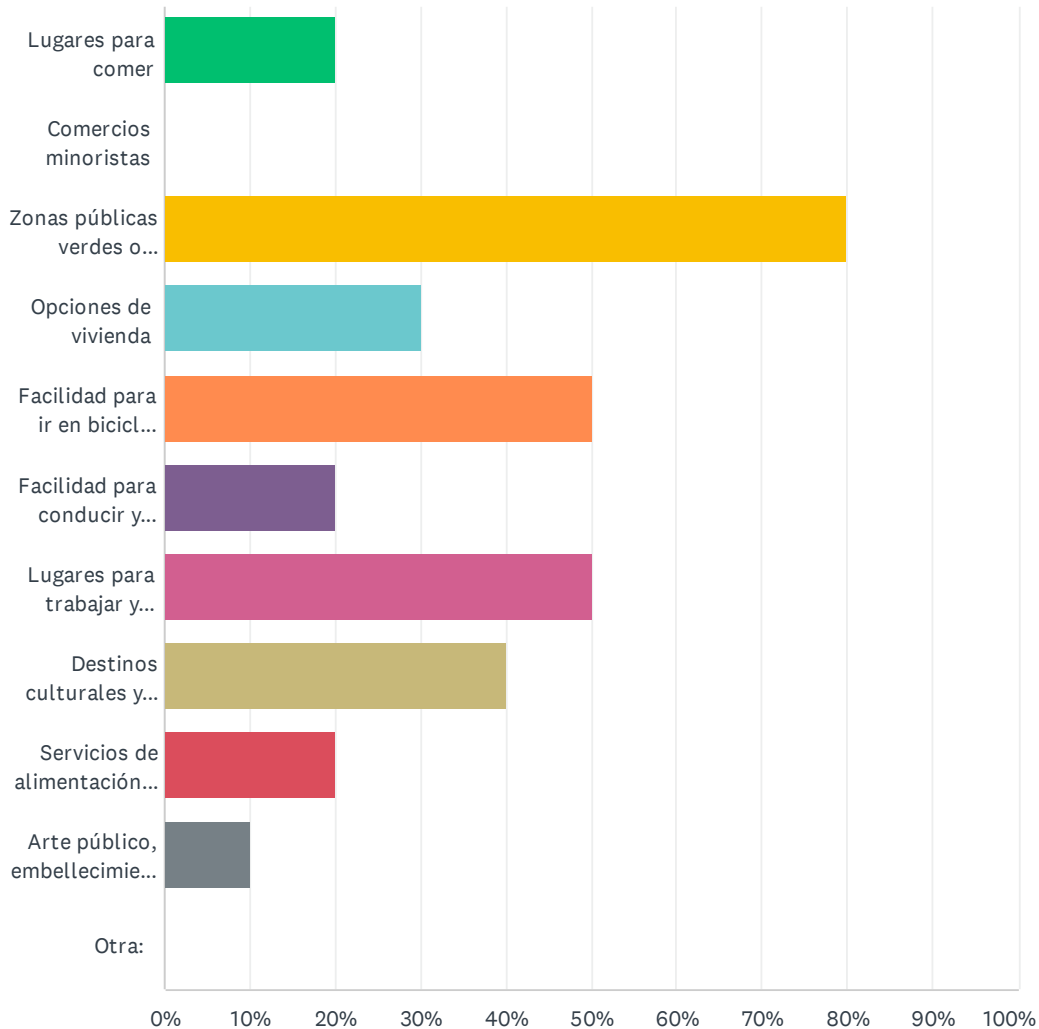
Answered: 10 Skipped: 4



ANSWER CHOICES	RESPONSES	
 Construcción comercial de 1 planta	50.00%	5
 Construcción comercial de 2 plantas	20.00%	2
 Edificación de 3 o 4 plantas con una combinación de usos comerciales, de oficinas o residenciales	20.00%	2
Otra (especifique)	20.00%	2
Total Respondents: 10		

Q13 ¿Cuáles de los siguientes temas son los más importantes para el futuro desarrollo de su barrio? Elija sus 3 opciones principales:

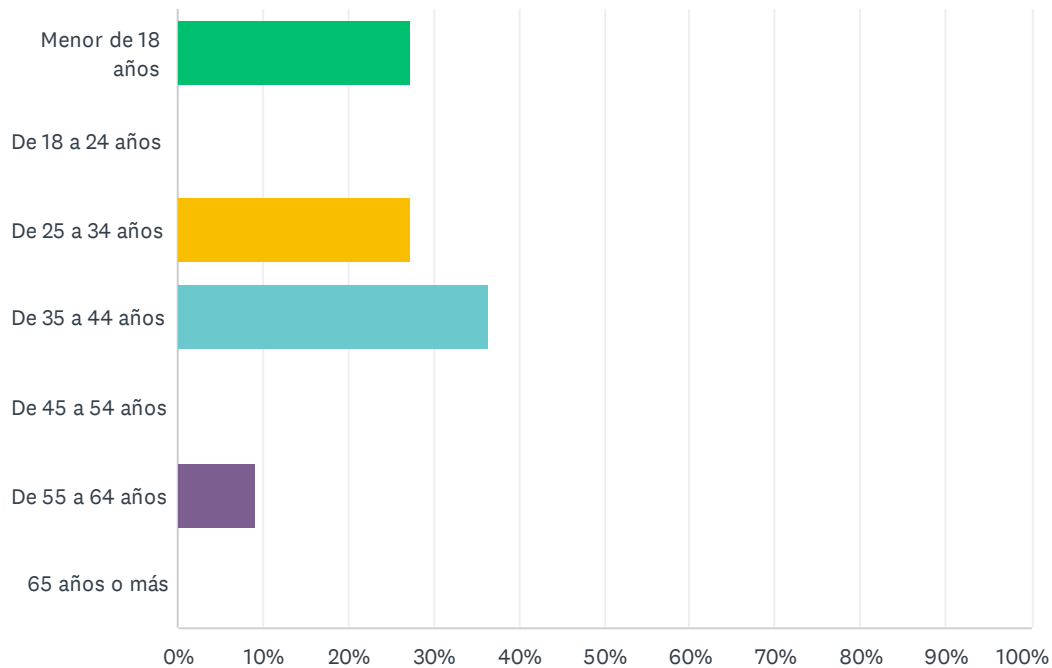
Answered: 10 Skipped: 4



ANSWER CHOICES	RESPONSES	
Lugares para comer	20.00%	2
Comercios minoristas	0.00%	0
Zonas públicas verdes o recreativas	80.00%	8
Opciones de vivienda	30.00%	3
Facilidad para ir en bicicleta y a pie	50.00%	5
Facilidad para conducir y estacionar	20.00%	2
Lugares para trabajar y aprender	50.00%	5
Destinos culturales y de entretenimiento	40.00%	4
Servicios de alimentación o de salud	20.00%	2
Arte público, embellecimiento y señalización	10.00%	1
Otra:	0.00%	0
Total Respondents: 10		

Q14 Edad:

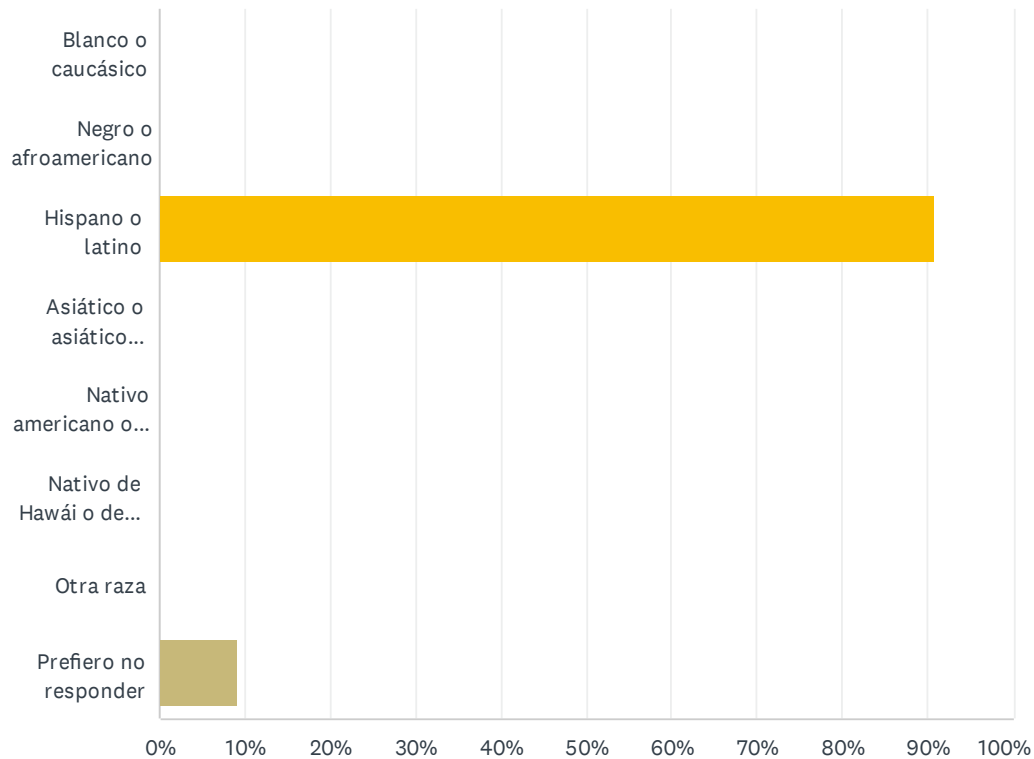
Answered: 11 Skipped: 3



ANSWER CHOICES	RESPONSES	
Menor de 18 años	27.27%	3
De 18 a 24 años	0.00%	0
De 25 a 34 años	27.27%	3
De 35 a 44 años	36.36%	4
De 45 a 54 años	0.00%	0
De 55 a 64 años	9.09%	1
65 años o más	0.00%	0
TOTAL		11

Q15 Raza/etnia:

Answered: 11 Skipped: 3



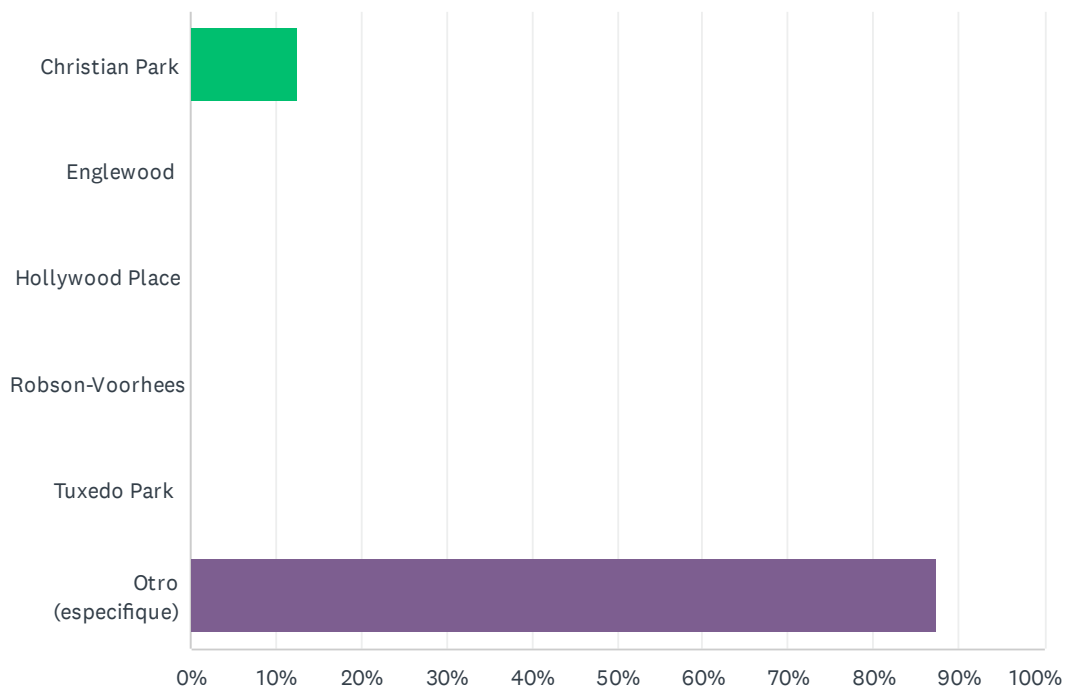
ANSWER CHOICES	RESPONSES	
Blanco o caucásico	0.00%	0
Negro o afroamericano	0.00%	0
Hispano o latino	90.91%	10
Asiático o asiático americano	0.00%	0
Nativo americano o nativo de Alaska	0.00%	0
Nativo de Hawái o de otras islas del Pacífico	0.00%	0
Otra raza	0.00%	0
Prefiero no responder	9.09%	1
TOTAL		11

Q16 Código postal:

Answered: 6 Skipped: 8

Q17 Barrio al que pertenece:

Answered: 8 Skipped: 6



ANSWER CHOICES	RESPONSES	
Christian Park	12.50%	1
Englewood	0.00%	0
Hollywood Place	0.00%	0
Robson-Voorhees	0.00%	0
Tuxedo Park	0.00%	0
Otro (especifique)	87.50%	7
TOTAL		8

**Former Black Mountain
Community Engagement Input Survey Supplemental
Open Ended / Other Comments:**

If you are a former Black Mountain site neighbor, how would you describe your neighborhood's identity and what are its strengths / assets?

- Long history of neighbors working together. Institutions that are near the Black Mountain site that are invested neighborhood partners, and many that have been for decades, such as: E. Washington Library, Englewood Church, Englewood CDC, Purdue Poly High School, Paramount School of Excellence, Tlaolli, Golden Ace
- Before houses that need to be renovated and added curb appeal. Lots of children present that walk the area daily.
- Good people, long time residents.
- Identity seems non-existent, especially between Washington and south to railroad tracks. Too far west to be "Irvington" and too far east to be "near east side" where grant monies apply and housing stock skyrocketing. Many long-time residents here, but too many transients with issues.
- Need urban farm , farm to table restaurant, local businesses
- The last 15 years have been a time of collaboration and rapid development. We are diverse and have gifted neighbors.
- Christian Park. Green space.
- Connection to downtown, urban infrastructure, walkability, dense population, diverse population
- not that i know of
- Great neighborhood
- Close to one another
- Our identity is a mix of resilience, and adversity. We jokingly referred to it as the beast side. Biggest asset is a large number of people who want to live well, but keep community, not have everything gentrified and longtime residents' [aren't] priced out.
- Good access to transit and community services, neighborhood is moderately bikeable. Close knit community.
- close to the park, nice residential neighborhood
- Strengths- access to public transit, potential to become a hub for empowering low-income neighbors
- We have diversity in culture and socio economics amongst neighbors, and most of us value/are committed to maintaining that so neighbors can continue to afford living in this place as well as feel safe. We want neighbors to be seen and known and able to stay in this place.
- New people moving in & building on vacant lots
- Everything is close
- #3 School, Englewood Christian Church, Library and drugstores and a show to good times, friends & family. Bus line, Restaurants & stores.
- Diversity / hardworking people
- Great neighborhood for kids & adults alike
- Location - easy accessibility
- Major intersection access
- Need to clean area
- Very run down

- A lot of shops for convenience buy sort of ran down and dangerous
- Trashy; run down; violent; not many grocery stores.
- Historical but need updating
- Long-term neighbors- lots of folks have lived here a long time and deeply care for the neighborhood. Increased walkability and small businesses. High quality daycare and public schools.
- Very unpleasant and uncared for. The city doesn't seem to care that much about the near eastside and it has deteriorated significantly over the past 50 years. The strengths are its proximity to downtown and that it is a major thoroughfare for people moving between downtown and the far eastside.
- Size, green space, connection to neighborhoods
- Open space for wide variety of industrial / warehouse functions. Probably not as much interest for housing.
- I really can't say, never been.
- IN A TRANSITIONAL NEIGHBORHOOD, WITH A LOT OF FAMILIES THAT DO NOT CARE FOR WHO LIVES THERE CURRENTLY. PLENTY OF GUN VIOLENCE AND UNDOCUMENTED ALIENS. LOCATION LOCATION LOCATION A REALLY GREAT AREA TO LIVE. CLOSE TO DOWNTOWN.
- Our neighbors are the greatest asset.
- Old or broken houses but local grass root stores.
- I would say that there is a big blank field in the middle of Washington and needs something there
- I feel like there are plenty of people who are willing to put in work to support the neighborhood, but most people don't have the money to do so.
- I'm not.
- The school that was recently built in the neighborhood could become this neighborhood's greatest asset as of yet. The ability to bring so many local youths and interest them in STEM will prove to help in the future.
- I am a former Black Mountain site neighbor. I think that this neighborhood is known for trying to make improvements, and its strongest assets is knowing that the neighborhood has problems that it can fix.
- I would say my neighborhood is falling apart but currently there is a strong effort to rebuild to make better.
- I have often driven by the site but was not ever aware of what it was or the impact it might have on the neighborhood. I thought it might be something to do with CSX since it was beside the tracks.
- Within Christian Park neighborhood we strive to rebuild strong relationships with our neighbors to create an environment we all can enjoy.
- The park and nice community with nice neighbors but too many renters
- ROBSON-VOORHEES, across Washington Street from the site, extending to Michigan, between Lasalle and Sherman, is an historic addition established circa 1853 by William Robson and Abraham L. Voorhees. It was developed primarily in the early 1900s and contains a large number of valuable Arts & Crafts homes. Its location midway between Woodruff Place and Irvington, and directly on the future Blue Line, and its prosperity, is crucial for Indianapolis. However it is neglected by City Hall.
- si
- esta bien tranquilo
- que se limpie

- limpiar y poner zonas verdes
- un centro de rehabilitación para la gente que anda en las cayer
- Es muy conocida

What would you say are some of the top issues or concerns with your current neighborhood? (i.e. housing, transportation, environmental, etc.)

- Residential (arts; or single story housing) with 1500 sq. ft.
- Walkability
- Affordable housing, lack of green space (parks with paths for walking/cycling)
- Housing prices skyrocketing.
- Nothing to do. No entertainment no parks no scenic nature no shopping
- Crime, litter, infrastructure issues (roads in terrible shape, crumbling bridges)
- transportation
- Lack of grocery store, lack of walkable sidewalks, lack of green space and parks, lack of restaurants
- Quality affordable housing, safe and quality green/community space
- poor code enforcement; lack of police presence/fear of crime; absentee landlords; devaluing of property;
- Affordable housing and clean environment.
- Slumlords and the city's lack of enforcing housing/property codes; homelessness and the homeless camps; trash everywhere and again the city not enforcing codes; petty crime (small things stolen from porches, packages stolen); sidewalks are a mess (again...city not caring); few, if any, drains so the streets flood; streets aren't cleared after snow or ever cleaned by the city; illegal dumping
- Healthier restaurants and better grocery store options.
- 1) Increased green spaces 2) Accessible routes to access said green spaces 3) Decreased speed of traffic passing through
- Wages are the biggest concern. More than half of the families in my neighborhood are living with poverty, because their jobs pay, what should be, a criminally low wage. With poverty, comes food and housing insecurity, a lack of access to anything but emergency healthcare, stress and the associated health problems,, etc.
- Green environment need garden and park
- Transportation but the blue line will help significantly. Disinvestment is another major issue
- Balanced, comprehensive growth. Housing, retail, commercial and light industry must be balanced and coordinated.
- Violence, drug use, homelessness and mental health, food insecurity
- Affordable Housing
- There is not much in the way of shopping/retail in the area, other than a few gas stations.
- lack of investment, crime, mental health,
- more things for our children to do where safety is the main concern
- Crime, poor city engagement
- We have a low service neighborhood, there is not much reason to come here if you don't already live here. East Washington Street is unpleasant at best and hazardous at worst to walk along as a pedestrian.

- Parking
- housing
- None
- Security
- Crime, litter, infrastructure issues (roads in terrible shape, crumbling bridges)
- I think that in the majority it would be the contamination, the fact we do not keep the free spaces clean.
- Lacking grocery. Still lacking safe walk and bike paths. Crime and environmental contamination.
- affordable housing, access to rapid transit, green space, good food access, not a dollar store, an anchor grocery store is needed
- Environmental, crime
- Crime
- Crime, food desert, schools. Improve schools, young people have skills and a better future, crime goes down.
- Affordable housing, access to grocery stores, lack of DPW services to clean trash, lack of sidewalks
- property crimes
- Affordable housing and affordable retail spaces
- Pedestrian/bicyclist connectivity across the train tracks/railroad yards that lie between Washington St & English Ave. There should be a pedestrian/bike bridge or tunnel over/under the railroad tracks. There are no safe north/south bike connections between State St and Pleasant Run Pkwy.
- Needs more housing, safer streets for pedestrians and cyclists.
- Taxes. TIFF. Senior Housing
- Affordable housing, crime, street lights repair
- People don't take care of property - trash, etc
- housing
- Crime, homeless, dumping
- Housing - environmental - rentals
- The alleys behind homes are in horrible horrible shape. They are really hard to drive down, water stands all the time due to the rain and the holes are deep
- Housing -- too expensive
- Traffic (speeding, reckless driving)
- Gentrification- Unaffordable Housing; Low-Wage Jobs, High Crime
- Housing prices going up and not enough affordable housing.
- My welfare, drive-by shootings
- Trash pick-up
- environmental
- Housing
- We have to travel elsewhere to practice for sports & events at a school serving this community
- Food dessert and greenery, flowers community gardens
- Housing, environmental
- Lack of housing and job opportunities.
- Alleys need more street lights to dark

- Crime #1, Prostitution #1, Drugs #1
- Drugs, homeless savaters, education
- Sex offenders, shop lifting.
- Networking - people suffer from knowledge of community services available, lack of info.
- Crime
- Crime, need side sidewalks
- environment at times seems disheveled
- Safety; sidewalks; housing; environment
- Crime
- Affordable housing. Food desert. Pedestrian/bicycle safety. Livable wage work.
- Washington street traffic- density and and speed
- Crime, trash, prostitutes, high percentage of rental properties
- Crime and litter
- Affordable housing, housing displacement, green space access, access to bike and ped transport
- environmental, very trashy
- Nuisance crime, illegal dumping.
- crime, increased housing costs, homelessness increasing
- Trash is everywhere, i do not enjoy it looking like a garbage disposal
- affordable housing for renters and homeowners that make 40-70k
- Poor road and (especially) alley conditions; crime; loud/speeding vehicles; wrong-way drivers; run-down houses (getting better); trash; Meijer and/or Wal-Mart far away!
- GUN VIOLENCE, PROSTITUTION, TRANSITIONAL HOUSEHOLDS
- community cleanup
- Walkable sidewalks and street drainage/potholes. Job opportunities.
- Petty theft, good restaurants within walking distance, some neighbors not taking care of their properties
- Environmental (dumping)
- Environmental
- Transportation, food desert, affordable quality housing.
- Rampant drug use, homelessness, mechanics working from houses and piling up cars on the street, lack of sidewalks, lack of fencing around parks.
- A lot of abandoned buildings and houses.
- I'm not really concerned about anything
- all of the pollution
- Violence, robbery, homelessness.
- I would say my neighborhood could use help with sidewalks and be more visually appealing.
- nothing goes on in our neighborhood
- nothing really
- Crime
- There is a lot of abandoned factories.

- The environment around the Black Mountain site is all really dull. Most of the space is taken up by abandoned factory buildings, or just empty lots.
- shootings, prostitution, homeless, illegal dumping, really bad roads, traffic congestion that will get worse with the blue line
- The surrounding areas.
- Homeless, trash, and safety
- Christian Park is doing a great job of keeping our neighborhood clean and friendly. However there isn't a lot within walking distance for shopping, food etc. We need more for our younger generation, educational and after-school opportunities.
- Crime and trash. We are trying to keep the streets clean whether it's crime or illegal dumping of trash or litter
- We have a lot of renters and older homes that need updates. We also have crack houses
- NEGLECT BY THE CITY, crime, drugs, absentee landlords, slumlords.
- Constrecion, M. ambiente
- in seguridad
- Decuaciadas construcciones no hex acceso
- seguridad
- limpiar las calles y quitar pinturas de vandalismo
- limpiar las calles y quitar pintorag de vandalismos
- la no contaminación
- Inseguridad
- Seguridad en las calles
- en el mio y creo que en la mayoría seria la contaminacion, el que los espacios libres
- no los conservamos limpios

What does your ideal neighborhood look like?

- Variety of resident sizes, larger, single story and area that provides all shopping options (laundry mats, clothing stores, restaurants, etc.)
- A walkable neighborhood, where life is structured in a way that you regularly run into neighbors as you go throughout your day.
- Walkable. Friendly neighbors. Close to libraries, schools, shopping, and green spaces.
- Lively and inviting. Safe and clean. Plenty of scenery with nature and no litter.
- More public restrooms on Indy's near eastside (always say their restrooms are out of order.) Businesses
- Diversity, readily available public transit, green spaces
- clean, safe, friendly
- Green space mixed with brick and mortar storefronts. Restaurants, independent retailers, small healthcare providers, mix of condos/townhomes with single family homes.
- Safe, walkable, affordable
- Older and younger residents, living in harmony! Clean streets, green trees, no junk piles of abandoned trash, no dead vehicles, no dogs running loose, well lit with working streetlights.
- Vibrant area where neighbors know each other and work together to improve living conditions.
- A vibrant city has services and goods for people to access, art and entertainment venues, multi ethnic and multi socioeconomic backgrounds in the residents,

community activities, houses that aren't boarded up or falling in disrepair because of absentee landlords, streets that are kept clean and don't flood, and where residents feel a sense of community and care about where they live.

- Clean, safe, bike trail connections. Family friendly dining options.
- A continued appreciation for the history of the neighborhoods and homes in the area. Increased local businesses with safe, accessible routes to frequent them via bike, foot, or wheelchair.
- My ideal neighborhood is something like my current one. There is a mix of incomes, there is a grocery store within walking distance. I wish there was a public library in my neighborhood. I also wish there were more restaurants, and fewer empty storefronts.
- Hopefully green business and environment grows bigger and it will be better for earth breathing easier
- Mixed use, places for all, accessible, safe. Well maintained
- See question #5.
- Diverse (racial, ethnic and economic), Access to food. There is one Kroger but is is not well maintained
- Inter-racial - and stratified incomes
- Working class residents with ample restaurants, shopping, and green space to make the neighborhood really feel like home, and where small business owners can afford to open new businesses.
- walkable, vibrant, plenty for all ages to do, healthy economy
- beautiful parks , basketball parks for our children...
- Better kept green spaces, less crime, a more engaged city leadership.
- If the Blue Line is built, conditions for pedestrians along East Washington Street will improve. I'd love to be able to walk to the park and/or restaurant from my house. So far, most development in Englewood itself is driven by what the church wants rather than what is best for the area. Housing is improving in the area, we need something for the people who are here now. Some reason for people to visit the area. Restaurants, shopping, a park. It would be nice if the two way conversion of MI/NY Streets included an extension of the protected bike lanes. More transit oriented development in tandem with the hopefully incoming Blue Line would be nice.
- My neighborhood because it's calm and quiet
- Safe and accessible parks
- Healthy friendly
- Security cameras
- Diversity, readily available public transit, green spaces
- It would definitely be a fairly Clea place with certain rules to respect to keep it that way that it be a pretty place
- Safe, connected, clean, vibrant and diverse.
- housing for families or seniors, bikeable, good transit
- A large green space where individuals and families can safely gather and that offers lots of opportunities for kids.
- Less crime
- People feel safe walking or biking to the grocery.
- Diverse area of income, race and gender identity. Lots of places to walk for shopping, eating, art, and drinking. Wonderful biking and walking options with beautiful greenspaces.

- Mix of small, local shops and restaurants, mix of affordable and higher income housing, multicultural. Close quality grocery store.
- Safer streets (auto-light streets), access to quality housing for all incomes, access to quality groceries at an affordable price.
- Mix Neighborhoods
- Diverse, safe to walk down the street, local shopping
- clean, quiet, upkeep of property
- small businesses
- small single family homes, big parks with bike/run/walk paths, light retail shopping, small apartment buildings
- clean
- The circle on Farrington are really nice but only a few blocks away there are problems
- Basic needs (health, grocery, nice outdoor space and some kind of cultural outlet) are within walking distance. Well-connected to the rest of the city via public transit. Safe sidewalks (lots of accidents on our road, including one that killed a child crossing the street in front of the local school). Recycling. Lots of greenspace/overhead canopy.
- Safe, Quiet, good access to downtown through public transportation
- A place where all residents have access to living-wage jobs, affordable housing, food, and healthcare.
- People you value being place based and have diversity ethnically and socioeconomically.
- Renovated, & restored - lots of friendly people. Well-kept yards & houses
- Like this but get services that are paid for by my taxes
- I think ideal is in a process
- above (think this refers to question 4) and clean
- Somewhere that local kids can meet, play & participate
- Full of plants, no grass lawns, wildflower lawns and people growing their own produce. A community garden full of fruit bearing trees. And no cars only bikes.
- A safe, clean neighborhood
- Clean, safe, multiple job opportunities and good housing.
- People outside their house; kids playing doing outside outings; cookouts; just seeing families being together.
- Shopping venue food court
- Beautiful, less trash, less condemned property
- More places to have teenage fun
- Community involvement, we need to stand strong together as neighbors and work as a team
- Clean Environment
- San Diego
- Clean. Safe. Helpful. Progressive.
- Clean; safe; Carmel, Indiana
- Urban and updated
- See all above.
- Quiet, safe for kids, green space

- Nicely paved roads with off street parking and pleasant green spaces and buffers to the residential and business components.
- Clean with parks and walk trails
- Mixed used development, walkable, bikeable, access to BRT, ample grocery options, food and bev
- certainly not my neighborhood. I prefer , clean, concerning home owners
- More employment opportunities for neighbors.
- Nice streets, not cracked sidewalks (very uneven in my area), nice houses parks near schools and not nearly as much trash
- Quiet; green; reasonably clean; well-maintained houses; well-maintained streets and alleys (I'd like to have an electric car, parked in my garage, but the alley discourages that idea, and it would not be safe parked on the street)
- SOMEWHAT LESS VIOLENT THAN THIS ONE.
- friendly, clean and accessible.
- A diversity of housing options for a mix of incomes, walk ability and accessible/efficient public transportation, more trees and public greens, lots of public art.
- Farmers markets, sense of community, variety of grocery stores, clean, family friendly
- This one with some cleaning up
- Lots of trees and open spaces. Natural spaces
- Clean
- More homeowners than renters, green spaces, walkability. Broad Ripple, basically.
- No trash, clean and very green grass, friendly neighbors and houses that don't look like they're falling apart.
- like a normal neighborhood
- Friendly neighbors, no HOA, Letting people mind their business, yest still being respectful.
- My ideal neighborhood would be clean, resourceful, and well managed.
- My ideal neighborhood would be very organized, clean, and free.
- close proximity to necessities
- Green
- My ideal neighborhood is not about what it has it is about what it does. My ideal neighborhood would engage the community, especially the youth. By helping them join groups whether it is sport, art, or recreational. Helping them grow as people.
- The ideal neighborhood would be a neighborhood were you could walk outside, and think wow...what a nice view.
- it is nonexistent
- Clean and a lot less drugs.
- Somewhere that everyone gets along, low crime.
- Fabulous with more to follow
- More home ownership. Helping older residents to age in place. More restaurants and shops to buy everyday things a household needs
- Safe, prosperous, well maintained, more walkable (following upon city maintenance and enforcement), quiet, historic. NO GARISH "SMART HOME" DEVELOPMENT.
- Wow. I've never really thought deeply about this -- I only think of examples of where I've lived, and what was wrong / missing in each place.

- Seguro, tranquilo
- seguro, tranquilo
- Seguro para los niños
- Que esté cerca de varias tiendas y parques
- lleno de un ambiente tranquilo y seguridad
- todo esta bien en mi barrio
- seguridad y tranquilidad

What type of non-residential buildings would look most appropriate in this area? Pick all that apply from list provided – Other

- Detached small commercial like Main Streets used to have.
- Park
- Police Roll Call Station, Fire Station,
- the Washington street corridor offers opportunities for a diverse development stock. Can be 3-5 floors, or single floor. Transit Oriented Development would be ideal.
- Large green space
- recreational facility complete w/ multiple gyms & an indoor and outdoor track, soccer and football field
- Plaza Food Court
- Strip mall similar to SavALot set up next door
- shopping center
- Green space
- Natural spaces
- None

Which of the following themes are most important for future development in your neighborhood? Pick your top 3 from list provided – Other

- Use a StrongTown.org model of walkable living, working, and playing.
- Roller rink, basketball courts, mini golf, food truck area. Outdoor park, event area. Movies in the park (pop up movie screen, inflatable)
- police presence, crime reduction!, Roll Call Station, Fire Station
- Larger grocery store
- underlined "beautification" above
- Ex-offender house programs
- Sit down eatery



APPENDIX V

Market Analysis and Mobility Analysis

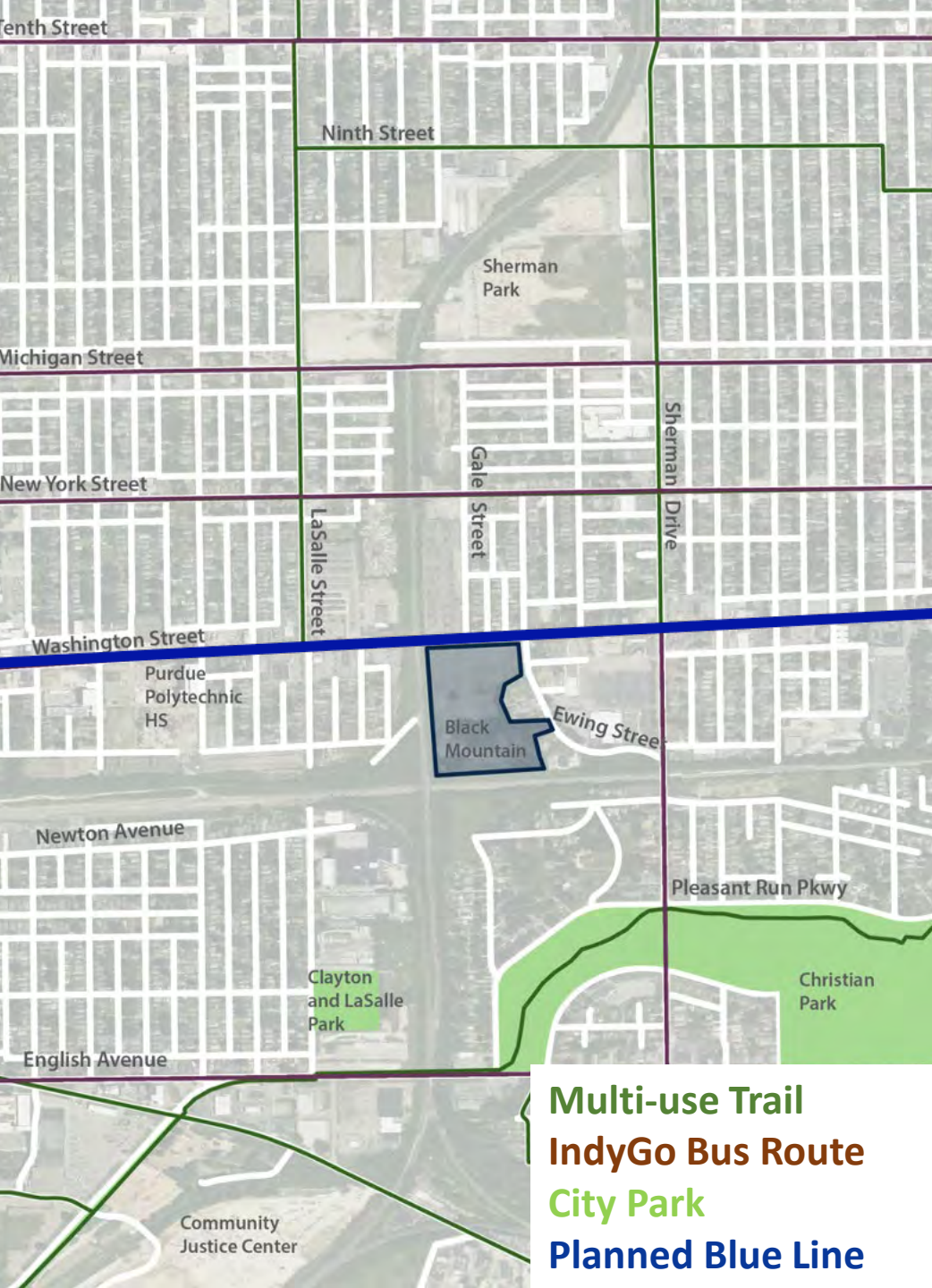


Site Access & Mobility Analysis

Mark O'Neill, Senior Associate
Greenstreet

greenstreet





Neighborhood Transportation

Many sidewalks, streets, and alleys near the **project site** are cited as unsafe or uninviting. However, a grid-pattern provides reasonable connectivity.

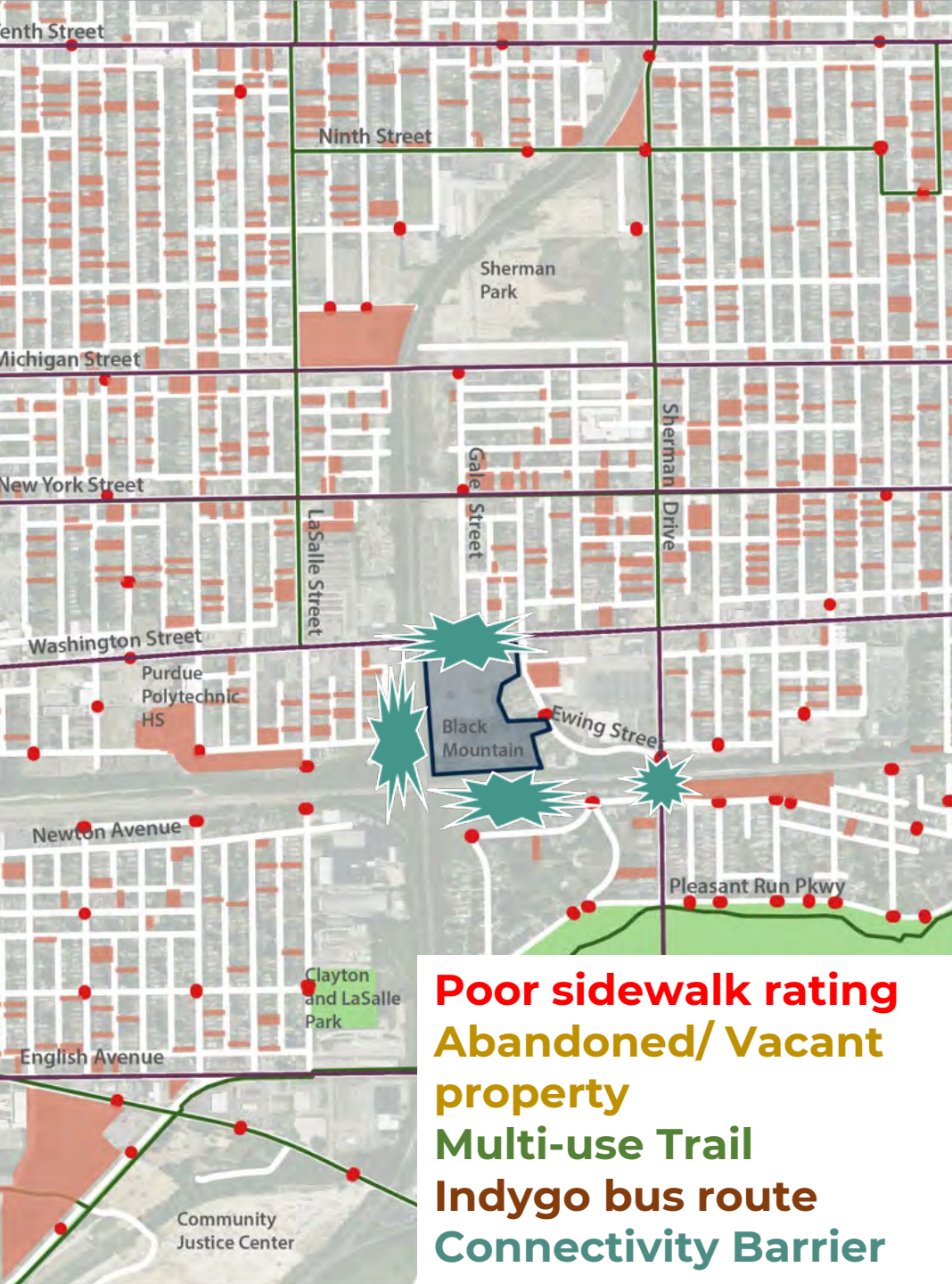
- Nearby **regional multi-use paths** serve the area, though they may be hard to reach safely from **Black Mountain**;
- **IndyGo Routes** (#3, 8, 26) currently serve the area, connecting the site to downtown, Community Hospital East, Washington Street, and Keystone Avenue. The **Blue Line** BRT will improve Route 8;
- Major **city parks** can only be found south of the railroad tracks, limiting access for many.



Neighborhood Redevelopment Tools

- The sites and many surrounding neighborhoods are located in **opportunity zones** – federally-declared areas of distress with increased tools available for investment, economic growth, and job creation
- Various **tax increment financing (TIF) districts** exist nearby, but do not cover the site and are not shown

Note: additional financing tools available from Federal, State, and local programs may exist but are not shown.



Opportunities

Access to the site will be a priority for unlocking redevelopment potential. New investment on this blighted property could show commitment to an underinvested area.

- Hard edges provide a barrier in most directions
- Western border: Railroad – **no connection**
- Southern border: Railroad – **no connection**
- Northern border: Washington provides automobile access, but unsafe pedestrian access – **no crosswalks between Sherman and LaSalle.**
- **Improving access to the planned Blue Line stops** at Sherman and at LaSalle will be important for bus .
- Several **sidewalks** in the area are in need of upgrades per Dept. of Public Works assessments.
- The Sherman railroad bridge is dark and unsafe, limiting north/south access.

Note: Abandoned/Vacant data sourced from City of Indianapolis, 2019



Market Analysis

Redevelopment Drivers



WHAT GETS BUILT

Each of these factor into the future redevelopment possibilities for the former Black Mountain site

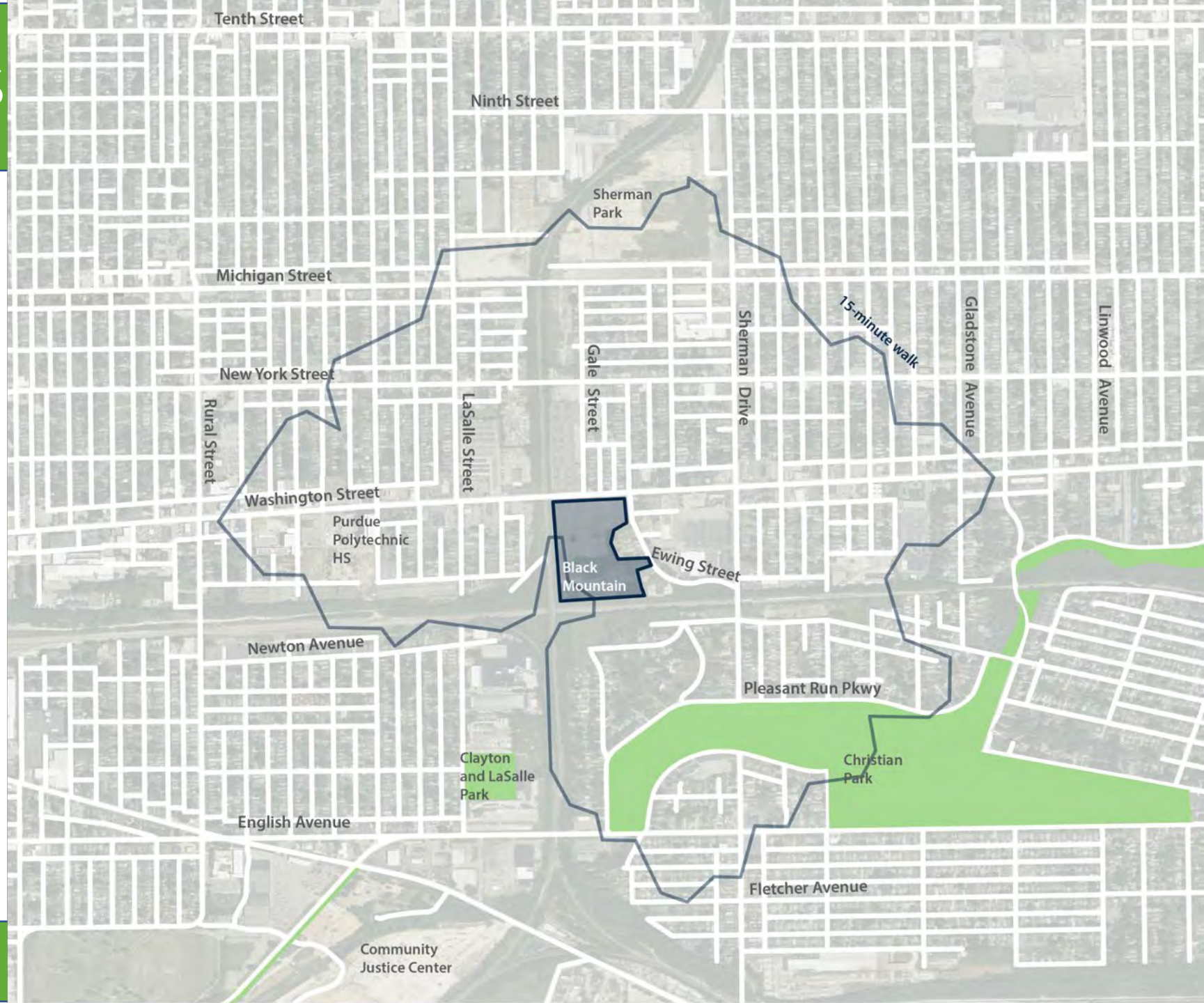


Market Analysis

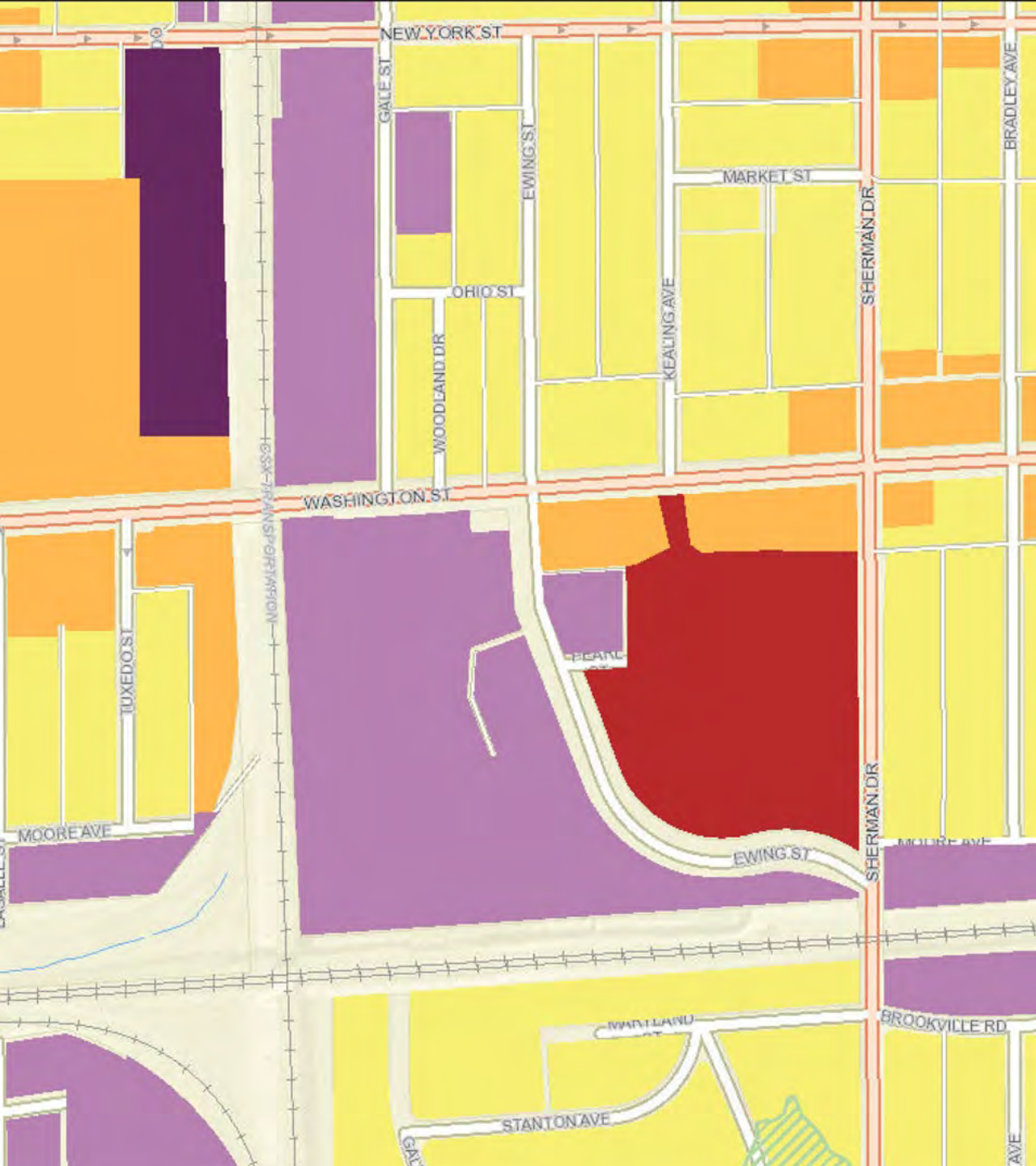


Project Study Area

is approximately a 15-minute walk buffer of the project. The market analysis also considers the retail trade area – 15 minute drive, Marion County, and the Indy-Carmel metro area.



Land Use Patterns



WORKING TYPOLOGY:

LIGHT INDUSTRIAL

The **Light Industrial** typology provides for industrial, production, distribution, and repair uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Typical uses include warehousing, self-storage, assembly of parts, laboratories, wholesaling, and printing. Industrial or truck traffic should be separated from local/residential traffic.

Blue Line TOD Strategic Plan



- Both LaSalle and Sherman Stations are planned to have the Community Center Typology by the Blue Line TOD Strategic Plan, emphasizing walkability and a mix of uses.

	DESCRIPTION + DESIRED LAND USE MIX	DESIRED HOUSING TYPES	DESIRED COMMERCIAL / EMPLOYMENT TYPES	PROPOSED SCALE / DENSITY		DESIRED SCALE	DESIRED URBAN FORM
				AT STATION	IN STATION AREA		
CC COMMUNITY CENTER	WALKABLE COMMERCIAL CENTERS WITH RANGE OF COMMERCIAL TYPES - AGING TO NEW STRIP COMMERCIAL, OFFICE, SHOPPING MALLS, BIG BOX Mix of retail, entertainment, office, and residential as desired Surface parking should be consolidated and placed behind buildings, allowing a pedestrian orientation at the street, while still supporting drive-to business	Clusters of multi-family, single-family only appropriate on fringe Residential density: Station Area Gross: >18 du/acre Site Net (at station): >40/25 du/acre	Commercial FAR: 1-6	Buildings: 5+/- stories or 2-6 stories, heights vary widely Station site varies; 2-6 acres depending on parking needs and configuration	Buildings: 1-3 stories	Pedestrian access: Contiguous sidewalks Vehicular access: Major arterials Parking: 20% minimum reduction	Street and Block Pattern: A mix of block sizes Smaller blocks and regular pedestrian activity close to the station Midblock pedestrian connections on large blocks and across busy streets

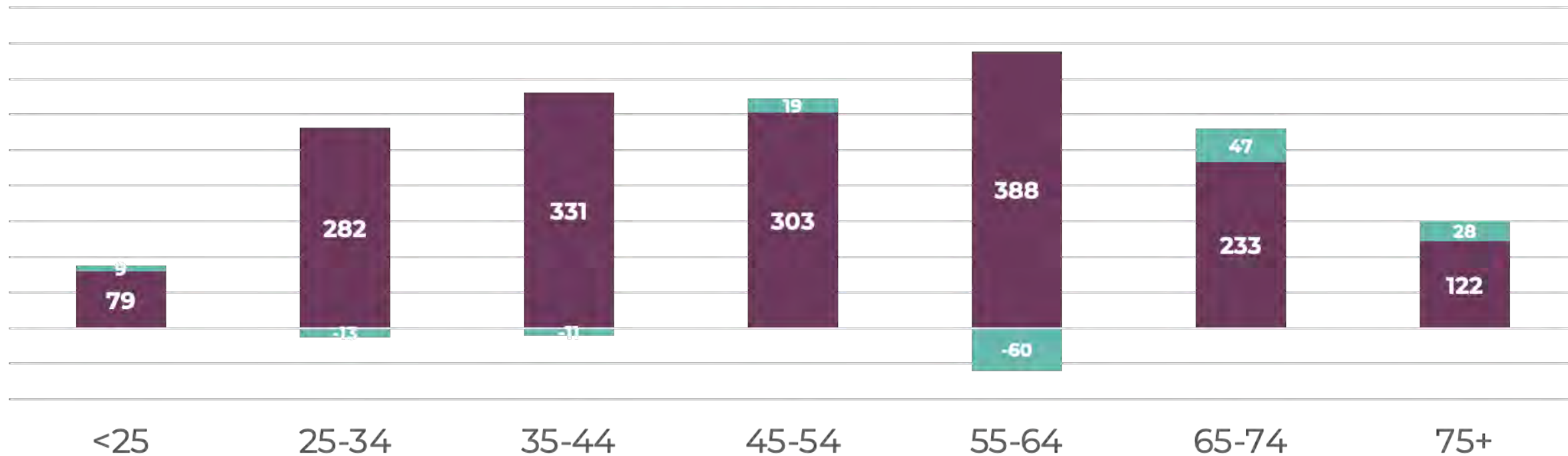
Market & Demographic Snapshot

PROJECT STUDY AREA



Household Change by Age, 2021-2026

■ 2021 ■ 2021 - 2026

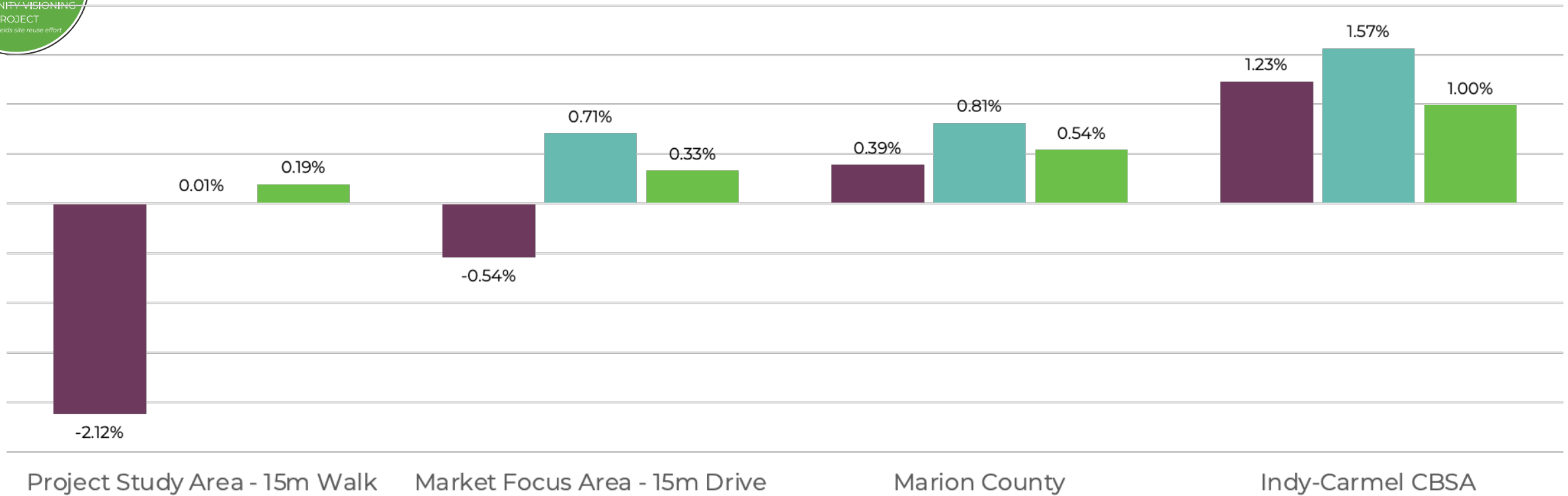


Market & Demographic Snapshot



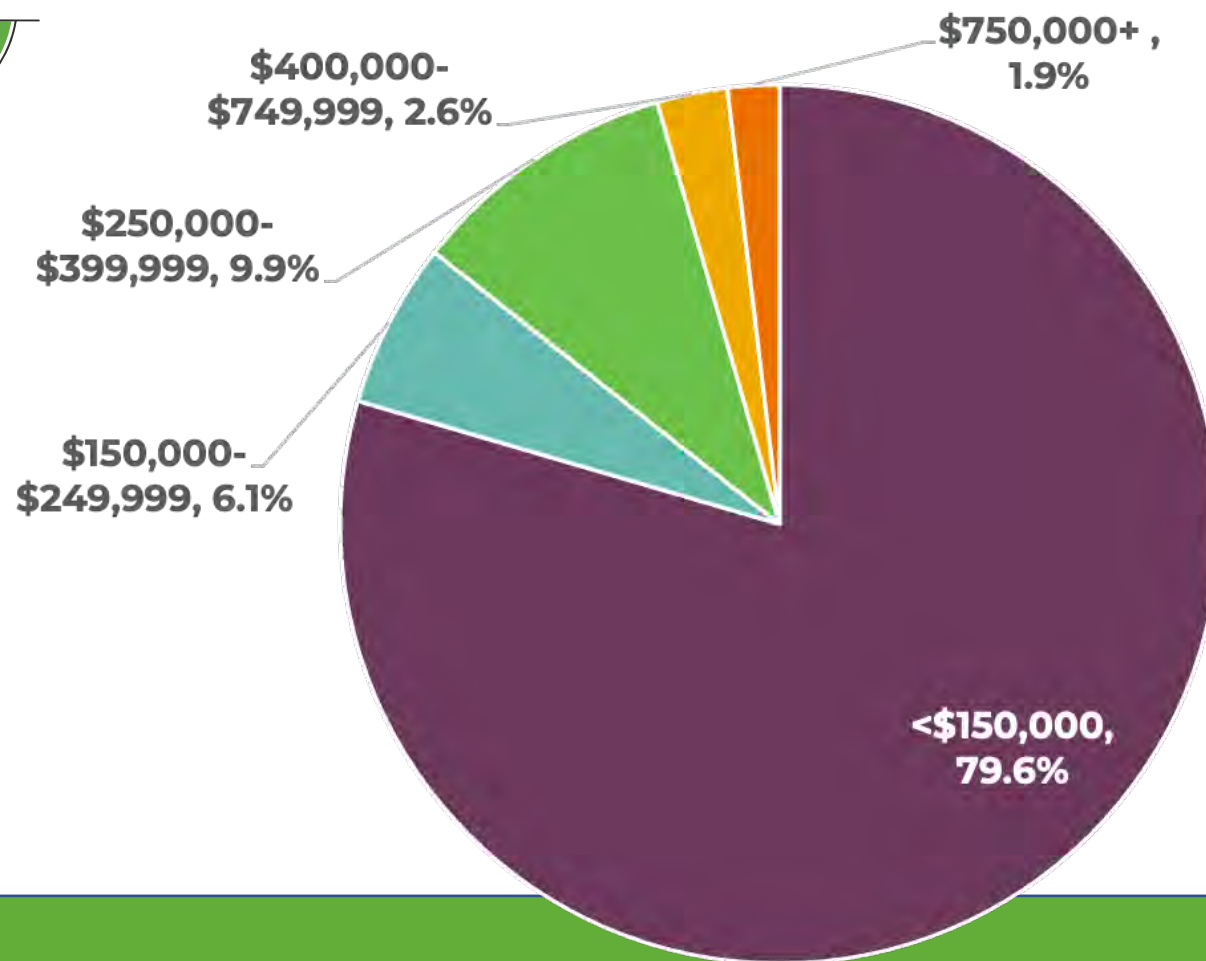
Annual Household Growth Rate, 2000-2026

■ 2000-2010 ■ 2010-2021 ■ 2021-2026



Market & Demographics Snapshot

**Owner-Occupied Housing Units by Value,
2020**



Residential Supply: Home Values

70 percent of homes are valued below \$149,000, leaving many affordable homes that may be targeted by investors.

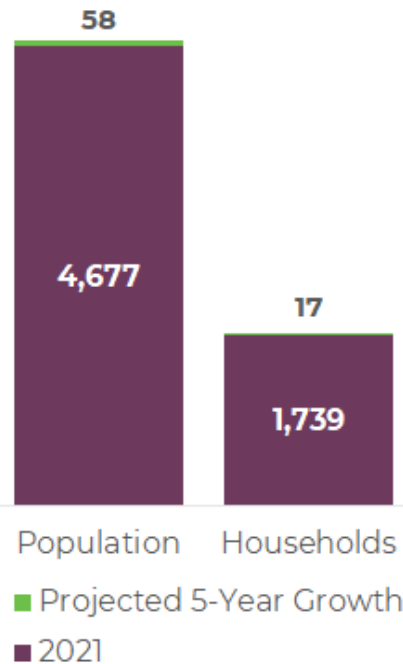


Market & Demographic Snapshot

PROJECT STUDY AREA



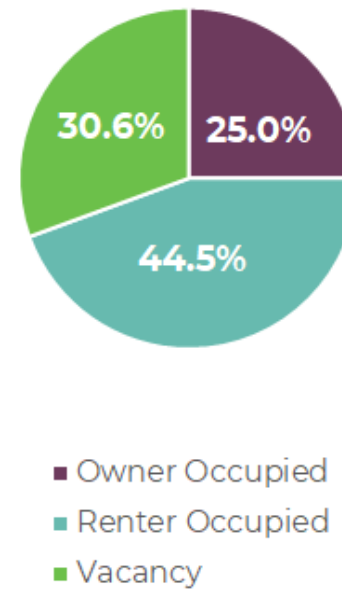
Population and Households, 2021 - 2026



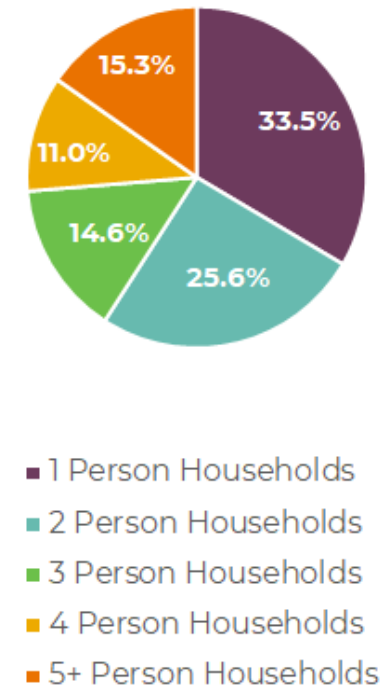
Median Household Income, 2021 - 2026



Housing Occupancy, 2021



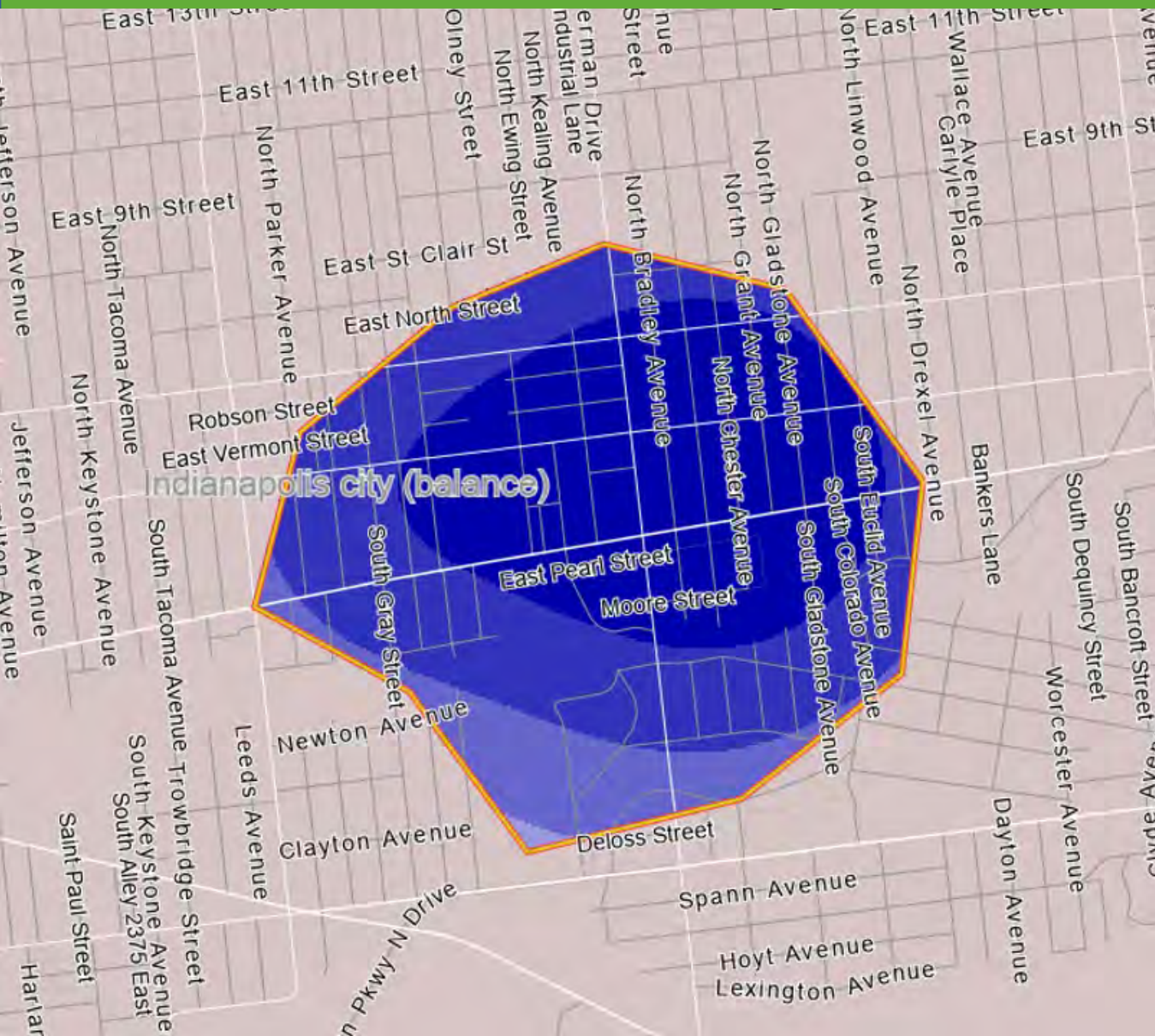
Household Size, 2021



Market & Demographics Snapshot

Employment Patterns

700 employees commuting in
2,000 workers commuting out
15 live and work nearby





SWOT Analysis

Strengths



- Proximity to downtown
- Located along the Planned Blue Line – Bus Rapid Transit
- Large Contiguous Site (12.4 ac)
- Near other major redevelopments:
 - Community Justice Center,
 - Sherman Park,
 - Purdue Polytechnic
- Some recent brownfield successes & commercial development to build upon
- Long-standing residents + new residents (multi-generational)
- Schools (Purdue Poly, Paramount)

Weaknesses



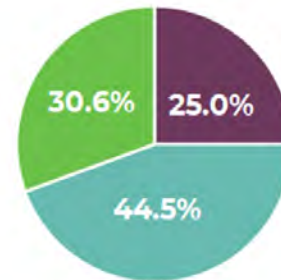
- Poor auto and pedestrian access
 - No safe crossing E. Washington St.
- Currently blighted, unkempt, with legacy brownfield conditions
- Disconnected
 - Bounded by inaccessible rail corridors on 2 sides
 - Greenspace / parks to south cut off by railroad tracks
 - Inhospitable bike/pedestrian access at “Elevation” train bridge at Sherman Dr.

Opportunities



- Job opportunities
- New housing options
- Wealth building by home or business ownership
- Potential to fill market gap for commercial / light industrial / office
- Green, innovative development
- Green interim use
- Investment may drive utility investment in capacity for area

Threats



■ Owner Occupied
■ Renter Occupied
■ Vacancy

- Continued blight, attraction of homeless or criminal activity
- Rising costs of redevelopment
 - % rates + materials
- 30% residential vacancy in area (2021)
 - Gentrification
 - Competition for housing
 - Threat of speculative absent purchase and control



APPENDIX VI

Summary Hand Out



FORMER BLACK MOUNTAIN SITE VISION PLAN

From January - July 2022, the City of Indianapolis conducted a planning and visioning exercise for the Former Black Mountain Site located on the 3500 block of East Washington Street.

THE FRAMEWORK

Over a six month period, the Ramboll Consulting Team and DMD staff analyzed site and market information while engaging stakeholders to identify key redevelopment opportunities.

Community Vision and Values

GREENSPACE & BEAUTIFICATION

HIGH-PAYING JOBS IN CLEAN INDUSTRY

SAFE & TRAFFIC CALMING

THRIVING BUSINESSES

AFFORDABLE HOUSING OPTIONS



THE VISION PLAN

Utilizing the learnings and desires from the framework, A Vision Plan was created to guide favorable redevelopment of the Former Black Mountain Site.



IMPROVE ACCESS



BRING BACK EMPLOYMENT



ADD HOUSING OPTIONS



PROVIDE GREEN SPACES

A Way Forward

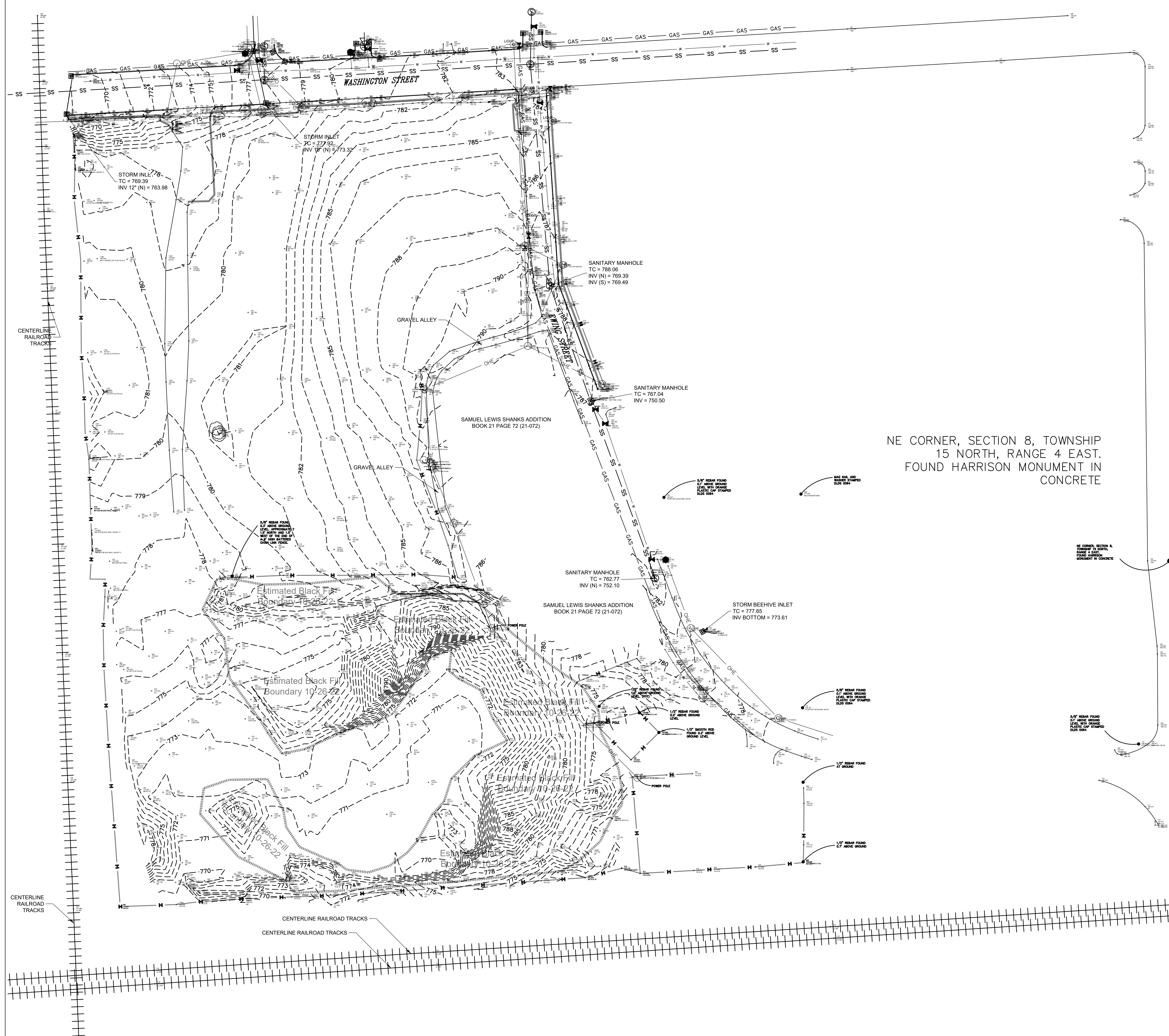
The City of Indianapolis now has a clear vision, informed by diligent analysis and community outreach, as it approaches selling the land to a developer.



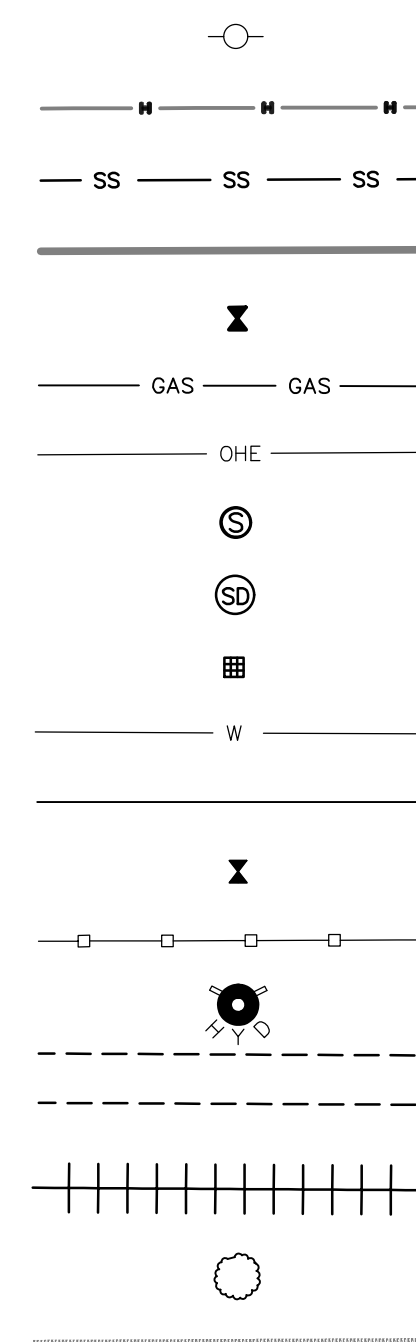


APPENDIX VII

Site Maps and Site Survey



LEGEND



- POWER POLES
FENCE LINE
SANITARY SEWER
CONCRETE BOUNDARIES
WATER VALVE
GAS LINES
OVERHEAD ELECTRIC LINE
SANITARY MANHOLE
STORM MANHOLE
STORM SQUARE INLET
WATER LINES
ROAD BOUNDARIES
GAS VALVE
GUARDRAIL
FIRE HYDRANT
MAJOR CONTOURS
MINOR CONTOURS
RAILROAD
TREE
BOUNDARY OF BLACK FILL



8440 Allison Pointe Blvd.
Indianapolis, IN 46250
www.iqolusa.com



These Drawings and Specifications, and all copies thereof are and shall remain the property and copyright of the Engineer. They shall be used only with respect to this Project and are not to be used on any other Project or Work without prior written permission from the Engineer.

BLACK MOUNTAIN SURVEY

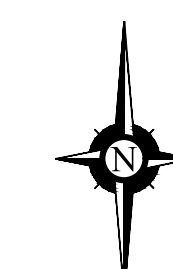
3515 E. WASHINGTON ST.

3015 L. WASHINGTON ST.
INDIANAPOLIS, INDIANA 46201

REVISIONS:

DRAWING:

DESIGNED: TP	DATE: 08/15/2022
DRAWN: NW	DATE: 08/15/2022
SCALE:	PROJECT: 2022.019



60 0
Scale 1" = 60' Feet

BENCHMARK INFORMATION

LOCAL BENCHMARKS SHOWN ON PLAN BEING
TOP OF SANITARY CASTING = 788.06, WHICH IS
LOCATED IN THE CENTER OF EWING STREET
APPROXIMATELY 250 FEET SOUTH OF THE
EDGE OF WASHINGTON STREET.

HORIZONTAL DATUM IS INDIANA EAST STATE
PLANES NAD83, US FOOT.

TOPCON GPS COORDINATE SYSTEM SETTING
FOR DATUM SET TO NAD83, NO TRANS

VERTICAL DATUM IS BASED ON NGS GEOID
"G2018BU7".

February 15, 2023

Mr. Christopher Harrell
Managing Consultant
Ramboll
One Indiana Square, Suite 2335
Indianapolis, Indiana 46204
Electronic Mail: charrell@ramboll.com



**Re: Foundry Sand Quantification Memorandum
"Black Mountain" Project Site
3515 East Washington Street in Indianapolis, Indiana**

Dear Mr. Harrell:

Heartland Environmental Associates, Inc. (Heartland) has worked with the City of Indianapolis (City) to assist in the calculation and quantification of the volume of discarded foundry sand located at the property commonly referred to as "Black Mountain" located at 3515 East Washington Street in Indianapolis, Indiana. Specifically, Heartland worked with the City's survey contractor JQOL, who conducted a topographic survey of the suspected boundaries of areas where the foundry sand was discarded. This boundary survey was completed in October 2022, after which Heartland, in November 2022, did a follow up hand auger screening of the suspected boundary areas to further define and validate the horizontal suspected extent of foundry sand spoils located at the project site.

Based on these survey activities, JQOL has calculated an estimated 22,276.79-cubic yards of foundry sand is still present at the project site. Assuming that grade is at an approximate 773-feet above mean sea level (amsl) and using a standard calculation estimating 110-pounds per cubic feet, JQOL has calculated that this equates to approximately 33,081-tons. JQOL's survey figure depicting the elevations and extents of the suspect foundry sand area is provided as an attachment to this memorandum.

If you should have questions regarding this memorandum, please contact Heartland at 574-289-1191.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nivas R. Vijay", is written over a light blue rectangular stamp.

Nivas R. Vijay, CHMM
Senior Project Manager / Principal

$22,276.79 \text{ yd}^3 * (27\text{ft}^3/\text{yd}^3) * (110 \text{ lb}/\text{ft}^3) * (1 \text{ ton}/2000\text{lb}) = 33,081 \text{ tons}$

QUANTITY ASSUMES EXCAVATING SITE DOWN TO 773'
WITHIN THE THICK GREEN BOUNDARY LINE.

