Greenway Communities: Creating an Urban Gateway Along the Monon Trail

Local Neighborhood Icons

Proposed Monon Trail

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Among the many problems faced by economically depressed communities, lack of quality and amount of recreation space is a major concern. Park systems exist as an ameliorating element for societal ills, thus becoming all the more important for poor communities. Better uses of existing park space and new approaches to recreational needs should be considered. Greenways offer unique solutions to these problems. Using a relatively small amount of space, greenways can provide linkages to numerous places, a pedestrian-oriented transportation alternative, create places of social interaction, and improve the community environment, health and welfare. They can be designed to reflect their respective communities, becoming points of pride. This design will focuses on how a greenway can respond towards bettering an economically depressed community.

The site I selected for the project is located along a proposed segment of the Monon Trail in Indianapolis, Indiana. The community between 30th and 16th St. is characterized by the economic conditions congruent with my study topic. The site itself is an abandoned railroad yard stretching from 23rd St. to 28th St. along the proposed trail. The design solution for this node along the trail is based on information garnered from case studies, city agencies, universities, demographic studies, surveys and site visits.
Since the genesis of urban communities, park systems have long been in place to offer escape from the perceived monotony and malaise of city life. Parks have supplied a link to the natural world lost among the demanding infrastructure of the city. Over time, park systems have evolved to supply urban communities much more than a natural element. They have developed a variety of uses for urban citizens. Park systems provide recognizable places of social interaction. Parks enhance the environment and the beauty of a community. Parks offer a multitude of recreational options for the public.

Both active and passive forms of recreation are serviced by park systems. The particulars of how parks systems supply these services and in what balance they are with one another depends wholly on the community they belong to. Urban communities are typically comprised of a variety of people of different socioeconomic backgrounds. Thus, modern park systems are continuously challenged to meet the particular needs of its constituents.
In my internship with the Indianapolis Parks Department, I witnessed both the successes and failures of the modern park system's response to public need. The pattern I observed typically saw upper-class, caucasian areas having the best park services available, despite the fact that most of these communities are somewhat removed from classic urban life. Adversely, lower-class African-American communities receive the least amount of services, even though the areas they usually inhabit are very urban and thus need the benefits of the park system the most.

My project focuses on the failures of the modern park systems to respond to the needs of economically challenged urban communities. Many modern park systems have made efforts to resolve these issues, only to find the problems exacerbated. The typical response is to supply a low-income urban community with the same type of park as an upper-class suburban community. This response typically fails, for the park is no longer catered to the specific needs of a particular community. This problem belongs on both sides of the table, for low-income communities naturally want the same services as upper-class communities, and upper-class communities, in a position to recognize that their park solutions will not resolve the problems of low-income communities, fail to act on this knowledge. And the solution depends on catering the elements of a park system to the specific needs of the community it services. Furthermore, the park itself should become representative of the best aspects of its constituents, a point of pride for the community and an icon for the neighborhood.
Theoretical Background


This project is concerned with some of the positive social activities that go on in urban areas, and where these events take place. Some urban areas lack space for these positive activities to occur. Poor areas have little means of transportation to reach parklands and other points of interest, thus spelling the need for closer social areas.

Greenways can possibly be a solution to this problem. The article defined alleys as spaces that alternately reveal, hide and service the community. Greenways naturally strive to reveal the beauty of an area as well as open the eyes of neighborhoods to what goes on around them. Greenways hide their users in the sense that people can get away from their homes for a while into a safe space with each other. And they service the wellness of communities as residents use the trail as a pedestrian link to points of interest as well as for exercise.

The activities that take place in the alleyways of Ladd’s Addition spell out a definite desire by the public for communal social spaces near the home. These spaces are sorely needed by poor communities, who likewise need space to recreate. Not all poor areas have large alleys in which to socialize, many have small back alleys or none at all. Yet the need is still there. Greenways can help provide these kinds of communities with spaces that serve similar social functions as the alleys of Ladd’s Addition or Victorian Harbor. They can serve as safe places of recreation away from the automobile and yet still close to home.
Case Studies

Mann, Roy B. Boston's Southwest Corridor: From Urban Battleground to Paths of Peace.

This project stresses the need of working alongside the public to create and implement urban designs. Failure to do so doomed the Southwest Expressway project and embittered the public towards government work on transportation issues. However, the combination of landscape architects, transportation planners and neighborhood associations helped bring a concerted design to fruition. Once the public was involved, the community as a whole learned the complexity of the issues involved and had a say in the design itself, putting their respective neighborhood's stamp on the Corridor. Each neighborhood along the Corridor had its own task force to serve within the Southwest Corridor Coalition. The task force included residents, project managers and members of the artistic community from each neighborhood. Every aspect of the project was jointly covered by the public and the government.
Case Studies

Also crucial to the design was the manner in which it respected the varying neighborhoods along its path and the way the Corridor knit them together. Primary concerns were safety issues, which were addressed by the tree plantings, allowing secure visual access. Each neighborhood has its own unique connections with the Corridor—Jamaica Plain residents join the path via a high school, Roxbury residents have a community center along the path, etc... Unifying elements were used to link the varying socio-economic neighborhoods along the Corridor. Clock towers, community centers, community gardens, sports facilities (tennis courts, basketball courts, etc..) and even an annual barbecue helped to weave the social fabric of the communities into a single, united entity.
Case Studies
Fox, Tom, Anne McClellan and Rick Manning. The Brooklyn/Queens Greenway.

Many relevant topics are addressed in this case study. Too name a few, the benefits listed of urban greenways are all key-points that would apply to an Indianapolis greenway. Alternative transportation would be beneficial to economically challenged communities, wherein not all residents can afford or have access to cars or public transportation. The study also mentioned the increased value of property around the greenway, a fact that would greatly aid a poor community. The proposed linkages of the greenway in the study suggest possible linkages to be made in any greenway system. Historic links would help increase the prestige of an area, whether that area is comprised of upper or lower class residents. Traffic studies can help predict where the trail should run to not interfere with existing patterns, or perhaps how the greenway can reduce traffic in certain areas. The methods of fundraising listed provide excellent opportunities to make greenway projects possible at the lowest expense to the public. Again, this benefits areas of the city that cannot afford funding for linear park systems.
Monon Trail

The disparity in the parks system between high-income and low-income communities is perhaps nowhere more apparent than in the Monon Trail in Indianapolis, Indiana. The north end of the trail is perhaps as far away from the center of Downtown yet inside Marion County as possible, and yet is the most successful portion of the trail. The communities on the north side are populated by wealthy, suburban Caucasians. When the trail was being created in the early 1990's, residents fought the proposed greenway that would extend from their communities all the way downtown. However, the public opinion changed as the trail was constructed and people began frequenting it more and more. It became a big success for the communities it serviced. But the trail never made it to the downtown area. As one draws further south along the trail, the quality of it and the surrounding neighborhoods noticeably declines. The trail terminates around 30th St., never really reaching the urban center of the Indianapolis.
Naturally, residents in the low-income neighborhoods where the proposed trail would run through have fought to get the proposal implemented. Plans have been drawn for further extension of the trail south, yet are already plagued with problems. The design of the trail will preserve the continuity of the northern portion, which works well for that community. But it is not representative of the low-income communities it will be connected to in the future, and as a result the trail will not be as successful. Blame for its failure will be meted out all around the table, but the real failure is bad design.

Without the means to fully redesign such a large portion of the trail, I elected to design a node along the future trail that will be representative of the low-income community. As areas along the trail are designed in a fashion that fully services this community, then trail use can be retrofitted for these users. In this manner, trail continuity is observed and the low-income residents have a park system they can be proud of. The specific area I selected for my site is an abandoned railroad yard along the proposed trail that extends from 23rd to 28th St.
Goals

Community Representation is the driving force behind the design. Embodiment of the best cultural aspects of the community should be clearly evident. What those aspects are shall be ascertained from community leaders and residents of the south Monon area.

Preserving the Monon Continuity in design will be key in defining the greenway as a binding element for all the communities along the trail. To change the trail design for a specific community or area is to separate them from the rest of the greenway experience.
Goals

Synthesis Between the Monon and Railroad Yard should be achieved through design principles. Neither the greenway or the node along the trail should receive more attention than the other. By balancing the design elements within the railroad yard in accordance with community wants and needs and then embracing this design with the Monon Trail, unity in design and culture can be realized.

Functionality of the trail node is necessary to make the design successful. This is not to become a ceremonial artistic space little frequented by the public. Rather, the node shall become a central, active hub for the community, rich in social interaction as well as in cultural ties. A successful design for this project can only happen by wedding an active low-income neighborhood space to a busy, popular community-joining greenway.
Client Description and Needs

My project's client consists of the predominantly low-income African-American community that surrounds the southern extension of the Monon Trail. This community can be characterized as energetic and enthusiastic about their living environment; numerous community parks, churches and neighborhood associations exist all along the proposed trail extension. The community is plagued, however, by high crime rates and lackluster commerce.

This community has several needs in regards to the Monon Trail. First of all, extension of the original trail as cohesive ribbon across the city spectrum. The people of this area also need representation along the trail that establishes the importance of the community. Links to the history of the community, public gathering and social spaces and commercial development could all benefit this area. Community identity needs to be established for the residents as a point of pride.
Pages 13-16 Missing
Focal Points

The railroad yard is featured in the center of the diagram. This community has an abundance of interesting features. As the diagram illustrates, numerous churches and schools exist all throughout the site. A comprehensive park system is already in place, with four major parks located within two miles of the railroad yard itself, and numerous smaller parks are scattered throughout the neighborhood. The northwest section of the neighborhood across Fall Creek sees lots of activity via Winona Hospital, the Children’s Museum and the Indiana State Fairgrounds (immediately to the center-north of the border of the diagram).
Focal Points

The comprehensive park system in place within this community does well to satisfy the recreational needs of the people. The photographs on the top right are of Douglass Park, one block away from the railroad yard. It contains a variety of ball fields, playgrounds, a swimming pool as well as a nine-hole golf course. Nearby MLK, Washington, Oscar–Charleston and Brookside Parks offer similar amenities.

A comprehensive church system is also in place. Churches and Mosques are located on almost every corner, outnumbering parks, industries and the sparse commercial areas within the neighborhood. Definite separation lines exist between the churches, and little common community space exists outside of recreational fields.
Neighborhood Context

The rise and fall of the railroad industry has definitely left its mark on this urban community. As can be seen in the diagram, many factories sprang up along the rail corridor during its peak use. Most of the buildings surrounding this industrial core are residential, with churches and an occasional commercial shop thrown in. The rapid development of the area led to the reduction of most of the community's forest land.

The decline of the railroad led to current problems within the community. This is evident in the vacant land located in the formerly high-residential zone on the southwest portion of the community. Most of the existing houses in the southwest and northeast sections of the community are typically low-income structures.
Land Use

This diagram, while not comprehensive of my entire project area (it only illustrates the western half of my site), does represent the varied types of land use along the Monon Trail extension. The numerous factories are clearly evident immediately along the rail corridor. It is clear that no real commercial centers exist for the neighborhood. Vacant lots are numerous, while two-family and medium houses are the leading types of households for the neighborhood.

Key:

1: SINGLE FAMILY
2: TWO FAMILY
3: MEDIUM DENSITY (3-4: DUA)
4: HIGH DENSITY (5-9: DUA)
5: OFFICE
6: COMMERCIAL
7: LIGHT INDUSTRIAL
8: HEAVY INDUSTRIAL
9: SPECIAL USE
10: PARKING
11: PKPARKS AND OPEN SPACE
12: VACANT LOT

Greenway Communities
Industry/Commerce

The photographs to the right depict the various forms of existing industry and commercial shops found within the area of my site. The commercial shops to the top right are few in number in the neighborhoods. Virtually no brand-name commercial shops exist, and the few local shops have no real commercial core to build on.

The industrial buildings below form the typical sight from the Monon extension. Many of these structures have been modified from being dependent on the railroad to modern industrial centers relying on truck transportation. Industry in this area is still alive, evolving with the times.
Building Conditions

Naturally, being a low-income neighborhood means lower quality housing. This neighborhood features a wide array in housing conditions, including many poor, run-down homes. But many new housing editions are being constructed, and many older, historic homes can be found throughout the neighborhoods. Still, numerous vacant lots and trash-strewn alleyways form a blight on the character of the community.

Key:

A - EXCELLENT
B - SUPERFICIAL
C - MINOR
D - MAJOR
E - DILAPIDATED
P - PARKING
PK - PARKS AND OPEN SPACES
VL - VACANT LOTS
Vacant Lots/Alleyways

The upper-right set of photographs defines the barren kinds of landscape with which vacant lots plague the neighborhoods around the project area. A lack of pride in character and the loss of historic ties and architecture continues to rob the community of its oldest homes and residents.

The alleyways on the lower right are a common sight throughout the project area. Unkempt, litter-strewn environments chip away at the already fragile appearance of the neighborhood. The Monon Trail extension and railroad yard redevelopment, if properly maintained, should do well to challenge the residents to eject such unsightly scenes from the neighborhood collective.
Housing Types

The kinds of housing found throughout the community are varied. A majority of the homes represent the low-income character of the neighborhoods, as the upper-right photographs depict. Older, run-down structures and row housing form the backbone of the community. But scattered throughout the site are historic homes, well-cared for by homeowners devoted to their property and their neighborhood (as shown in the middle set of photographs). Many new houses and housing editions are blossoming throughout the community, located near large parks and the Fall Creek corridor (shown, bottom-right). The Monon extension and railroad redevelopment should encourage the preservation of historic homes, improvement in low-income housing and encourage growth in new editions.
Railroad Yard Aerial

This photograph shows the railroad yard itself, the relation of the yard to the Monon Trail, which borders the project site on the eastern side, and the relationship of the project site with the Fall Creek corridor and the large Douglass Park and Golf Course. The total area of the abandoned railroad area equals around 21.5 acres, though some of that area is inhabited by both working and abandoned factories on the west side of the sight. Residents surround the core of the sight, including many elderly citizens.
Circulation

Key:

- High Traffic
- Med. Traffic
- Low Traffic
- Greenway
- Busy Intersection
- Site Gateways

College Avenue and Dr. A. J. Brown St. are the two major streets near the site. The site itself is bisected by 25th St., by which most vehicular traffic will probably approach the site. Where the Monon Trail first approaches the site will be after 28th and 23rd St.s, becoming pedestrian gateways to the community node. The rest of the site is bordered by small, neighborhood streets.
Railroad Yard Views

The north end of the site is clearly barren in its present state, as views 1, 3 and 6 illustrate. An unsightly house borders the north end (5) and factories comprise the west side of the yard (2, 4). The east side is bordered by railroad tracks and a junkyard. The vacant lot on the northwest end of the yard opens possibilities for gateways to the community, as does the extension of the Monon and 25th St., which cuts through the heart of the site. Most vehicular access to the site will have to be provided off of 25th St.
Railroad Yard Views

The southern end of the site resembles the same barren constitution as the northern end. Again, the tracks form the eastern edge of the site, only the junkyard of the northern end gives way to numerous factories, half of which are actually operational (3) and half of which are unsightly (1). Residences border the site on the southwestern edge, while factories border everywhere else. The southern half of the site is bracketed by 25th St. (2) to the north and 23rd St. to the south. These are the only semi-busy streets that approach the site, and offer the best access via parking.
Conceptual Elements

The photograph to the right shows a close-up view of the railroad yard. In developing the concepts, I had to define those elements to be included in the final design of the railroad yard. From my inventory/analysis, my client description and user needs, case studies and my project goals, I selected the following elements to be added into the redevelopment of the railroad yard: an urban plaza, commercial shops, community gardens, gateway areas into the site and parking space. The urban plaza will fulfill the needs of the community as far as public gathering spaces, communal space, concert space, rallies and speech spaces are concerned. The commercial shops will attract residents, tourists, and business to the area as well as improve the local economy. These shops will include chain vendors, local vendors and an open market. Community gardens provide the residents with a living link to the land, a tie to the landscape lacking in the city. Gateway areas will define the history of the site and establish the design style which will characterize the rest of the site. Minimal parking will be provided for tourists and the outskirts of the neighborhood; most of the residents will probably walk or bike. Bicycle posts will also be furnished.
Concept #1

In this concept, much of the industry along the northwestern side of the site has been retained in the hopes that the site redevelopment will spur growth along this corridor. The northern half of the site contains community-based gardens to be tended to by residents for flora and vegetables. Gateways ringing the site will be full of historic and community iconography that will be continued around the site. Parking will be furnished just off 25th St. on the southern side. The southern side of the site will feature a large flea market for local vendors with a spacious interior for winter use. Commerce space rings the central gateway off of 25th St., providing room for major chain stores along the street and the Monon. Both halves of the site have large, plaza spaces that open up off the Monon trail for major gatherings, speeches, plays, concerts, etc...

Key:
- Gateways
- Plaza
- Gardens
- Commerce
- Preserve
- Parking
Concept #2

The major difference in this concept is the recommendation that the adjacent property to the east (currently comprised of a weedy lot and a junkyard) be acquired and incorporated into the design. A major urban plaza would be located in the center of the railroad yard, ringed by commercial shops. These shops would represent a mix of local and chain stores, offering a variety of goods, such as ice-cream shops, produce stores, antique shops, bicycle shops, etc... The Monon extension would be changed from its current course to weave in and out of various points of community interest in the site. Trailgoers would experience the history of the site in the gateway areas, which give way to views of community gardens, the commerce areas and the main plaza space. Parking would be offered on both sides of 25th St. and would also link up to 26th and 24th St.

Key:

- Gateways
- Plaza
- Gardens
- Commerce
- Parking
Concept #3

This concept seeks to utilize the Monon Trail itself as a storybook for this community. Elements along the trail would speak of the great strides of the community’s past to re-establish the importance of this area and its link with the land and history. The marriage of historically significant design detail with the Monon trail itself would preserve the importance of the trail while still creating a showcase for and of this community, much like what was done with Boston’s Southwest Corridor.

*Key:*

- Story Areas
- Plaza
- Gardens
- Commerce
The plan to the left represents the summation of my design for the abandoned railroad yard. The design hinges on several main themes and contains many detailed sub-areas within the thematic areas. To achieve the goal of representing the community and to teach about the rich heritage of the area, the site was divided into three sections, each roughly corresponding to a major historic area impacting this community. Starting on the northern portion of the site (the direction most people will be traveling from on the Monon going to Indy), the first historic era will deal with the Civil War period. The central portion of the site speaks of the railroad and Progressive era. The final, southern section is designed to represent the Civil Rights period and the struggle for equality.
This is the plan for the northern portion of the railroad yard. This area is dedicated to remembering the effects, both nationwide and local, that constitute the legacy of the conflict. Following the Monon Trail into the site, several gallery spaces pull of the trail, each speaking about certain aspects of the war. The gallery spaces (refer to the details on pages 37–41) are wavering and winding in form to represent the turbulence of the period. The area to the west of the trail is composed of community gardens, tended by residents, which provide a link to the living landscape and the earth lost to this neighborhood. Historic symbols and artifacts ring the gardens, with state and regimental flags in the center of the site. All the paths in this area are composed of either blue or gray gravel (the colors of the opposing sides) and wind and come to many crossroads, as did the nation. The space to the east provides a large, informal lawn area for picnicking, games, etc. Paths are put in connecting this area to Douglass Park, and the dead end street is looped off onto a side street. The run-down house on the north side has been removed, leaving the possibility of further designing the area to the north along the trail.
Continuing along the Monon, we come to the large, central portion of the site. Here, we learn about the rise and fall of the railroad, the Progressive Era, and the effects they had on the community. The first structures the visitor encounters (see details on pages 42–50) simulate the railway stations of the era. A clock-tower sits atop this structure and is visible from the whole site. A train-converted restaurant is beside the station and Monon trail. Moving along the trail the visitor encounters the Grand Pool, a monumental reflection of the spirit and possibilities inherent in the Progressive Age. Surrounding the pool are numerous locally-owned commercial shops with franchise anchor shops intermixed to draw visitors from beyond the community. The entrance to the site from 25th street contains a simulated train tunnel over the Monon and numerous shops. The walkways throughout the site simulate train tracks, and an informal seating area exists in the center of the site for visitors to rest and get away from the more formal monumental areas. This site also features parking for over 250 cars (most community residents will walk, however), a large amphitheater for public concerts, speeches, plays, etc. and a playground. Across 25th Street, the visitor comes across a large open-air market. The robust commercial activity centering on the Monon mirrors the industrial boom brought to the community via the railroad.
The southern end of the site is interpretive of the Civil Rights movement and the continuing efforts towards equality. The character of this area is more formal and somber. The diagram below demonstrates the initial concept for the area, that of two equally opposing points, initially separated, then entwining several times, growing stronger and bolder until the lines join. The initial opposing points represent not white Americans versus African Americans, but rather those who espouse unity and equality versus those against it. The entwining of the lines represents the period of conflict, as leaders, both white and black, stepped forward for their cause and sometimes died for it. The final joining and union is representative of the as yet unrealized hopes for future peace and unity. All of these areas are linked via streams which flow to and from sculptures located throughout the time period. Along the Monon, trees and shrubs will be planted on the other side of the path to display the richness of the native plants of the area and to screen the solemnity of the site.
There are three gallery spaces along the Monon trail to illustrate themes from the Civil War Era. The spaces will include a variety of artwork (sculptures, paintings, etc..) dealing with the subject of the gallery. The first gallery, of particular interest to the African American community, will display artwork on the lives of American slaves. To greet visitors to the gallery, a statue depicting a typical slave family will be located at the fore of the space (shown at right).
The second gallery space along the Monon Trail will try to express the life of a soldier in the war and the major battles which took place. Indiana soldiers and regiments will also have a place in this gallery. The artwork will depict the glorious and alternately horrific sides of battles, as well as the soldiers who served in them and the generals who commanded the men. Other items of interest to be displayed will be African American roles in the war, from slaves to laborers to soldiers, and their contribution to the overall war effort on both sides. To welcome visitors to this space, a statue of a lone Civil War soldier will stand at the forefront of the gallery.
The third gallery space along the Monon Trail will explore the political aspects, leaders and sweeping governmental changes which the Civil War wrought on America. Leaders will be depicted from all sides, such as Lincoln and the Republicans, Jefferson Davis and the Confederate States, and Frederic Douglass and the Freed Men. Also to be displayed will be the various amendments to the United States Constitution concerning the abolition of slavery and granting equal rights for all. To represent this space along the Monon, a statue of the Bill of Rights will be developed.
These sketches depict the community-oriented gardens on the west side of the Monon trail. From information gathered from the Urban Enterprise Association, many elderly people live right along the Monon Trail. Gardening would be an activity of particular interest to this user group, and it serves other beneficial purposes as well. The gardens will begin to reflect care and pride currently lacking in the community. The act of gardening itself will establish a human link with the landscape and agrarian roots currently almost forgotten by urban residents. Educational programs can be developed with local schools to teach about gardening, with elderly citizens playing a prominent role in the process as teachers and gardeners.
To commemorate the Civil War period and the cannon factory which existed in the neighborhood, model cannon will be featured amidst prairie grass on the raised areas ringing the gardens. Each cannon will be pointed at the center of the garden, which will contain several flags. The flags to be used will show United States colors, Indiana colors and regimental colors of Indiana fighting units in the Civil War. The raised areas on the site will only be elevated 5–8 feet to bring the cannon and flags to prominence in the site.
This axonometric of the central railroad portion of the site helps to bring the monumental scale of the site to a more human perspective and illustrates the various relationships between the multiple areas of the design. Note that the Monon Trail has its own crosswalk on 25th Street, and that a new sidewalk system has been implemented to facilitate the many residents in the community who have no or little automobile access.
The first historic evidence the visitor will encounter on north end of the Railroad era will be this train station. The inside of the structure will contain a museum for railroad artifacts and history, and the second floor will be an open air patio from which visitors can relax and look out on the rest of the site. The clock tower above the station will be visible from the entire site. The station reflects the busy center of the railroad era, congruent to modern airports. A train will be located on the other side of the Monon and will serve as a restaurant on the inside. This train mirrors the caboose located in Broad Ripple on the northern end of the Monon Trail.
This large amphitheater will help provide a solid community space dedicated to cultural events lacking in the community. The amphitheater can be used for concerts, speeches, plays, festivals, symphonies, etc... The space will serve to unite the citizens of the community through these cultural event, bringing together the stratified groups that now exist in the neighborhoods. The amphitheater will also draw events and people from far beyond the limits of the community, showcasing this area as an enriching member of the city of Indianapolis and worthy of attention. Such spaces are necessary to draw public attention to this area in a positive way, rather than simply focusing on the area when a crime is committed, as is the standard practice currently.
The large pool located on the site reflects the spirit which characterizes the Progressive Era, that of pride in the numerous technological and economic strides which changed the face of America. Monumental developments in national policy and technology are correlated by the large scale of the Grand Pool. Americans envisioned their country as the centerpiece of economic freedom and dynamic activity, and thus the pool is ringed with numerous shops, both big-name and locally owned, as hubs of activity centered around the pool. The shops will be of great aid to the ailing local economy, which currently lacks any real commerce or entrepreneurial character. This will allow local capital to recycle within the community and build a stronger infrastructure through more and better local jobs and a stronger sense of community. This area also features walkways abstracted to resemble railroad tracks. They will be constructed mainly from wooden planks inlaid with wrought iron "tracks", with rock-beds on either side of the walkway.
This sketch depicts the character of the local shops as well as the relation between the walkways and the buildings. Note the wildflower beds that line the walkway and the specialized signage, detailed below.

In keeping with the railroad character and theme of the area, unused railroad crossing signs such as this will be converted to market and locater signs to be used throughout the railroad era portion of the design. The combination signs and walkways serve as reminders of the industrial success which made this community possible.
The central portion of the railroad era of the site contains an informal seating area, offering visitors and consumers refuge from the busier, larger areas of the site. Pleasant plantings and flowering trees will surround the seating areas and add to the serenity and tranquility of the space. The sketch below demonstrates the character of the space, allowing residents and visitors areas for comfortable socializing, resting and contemplation.
The axon below right shows the relationship of the seating area, shops, Grand Pool, Monon Trail and the central playground space of the Railroad Era. The playground will offer play equipment fashioned after railroad themes (shown at right) as well as water features for hot summer days. This space provides for children's entertainment while parents shop, attend concerts, walk, etc... The playground itself is surrounded by informal seating and the abstracted rail walkway.
The above sketch shows the character and relationship of 25th street to the site. The central monument addressing the Monon Trail forms the mouth of a tunnel trains go through. This speaks of the gateway between the automobile-oriented street and the symbolic railroad-oriented site. The character of anchor and local shops is also evident. The parking areas visible on the plans to the left allow for over 250 cars, which is ample considering that most of this community travels by foot or bike.
The sketch below depicts the scene of the open market, located at the bottom of the plan on the lower left. This market provides important spaces for local residents to sell their wares. It is this type of space that is necessary to keep local money circulating within the local economy. The gardeners of the north Civil War portion of the site can sell the fruits of their labor hear, and community festivals may also take place here. A visitor along the Monon would be exposed to the busy, social and economic transactions which would come to characterize this space.
The sculpture to the right depicts the first in a series on the Civil Rights movement. The lone fist represents the solidarity of the opposing sides on segregation. There will be two of these sculptures, one in each of the opposing gardens. They have vibrant colors which speak not of ethnicity, but rather the dynamic passion that characterized each side's fervent beliefs.

The garden on the left displays the typical layout of the gardens in the Civil Rights era. Wildflowers comprise the interior of the garden, which is fed by the waters produced from the sculptures on the next two pages. Note the placement of the above sculpture in the background. Ornamental grasses surround these gardens to preserve the solemnity of the theme.
This sculpture is located in the center of the garden and illustrates the initial desegregation movement. Both sides of the conflict met incredible resistance from the other, represented here by the struggling hands. Yet, it is this coming together that enabled our nation to grow, thus interpreted by the water which pours from the clasped fists.

Throughout the gardens of the Civil Rights movement, colored gravel will compose the walkways. There will be two primary hues for the gravel, each one corresponding to the vibrant colors of the opposing hand statues. This gravel is evident in the sketch on the left, which also demonstrates the kind of pedestrian bridges used over the garden streams. Here, the visitor will find shades of the railroad track walkway.
The last sculpture in the series interpreting the Civil Rights movement exemplifies the future hopes of unity and equality through the joined hands. This sculpture is located on the southern end of the gardens. Like the struggle, this statue produces water for the benefit of the gardens. The garden for this area is the largest and strongest, suggesting the power of a unified people.

In various spots along the final unity garden, seating will be provided in the form illustrated on the left. The form displays a peaceful, open-palmed hand composed of a combination of the colors of both sides of the struggle. This form of hand seating indicates that union and equality have the power and strength to lift us and hold us aloft.
This project achieves the goals implicit in the design program. Initially, the scope of this project was to find a new interpretation of parks and what they can provide. This is accomplished, as the railroad yard redevelopment provides a park system focusing on atypical park issues, such as economic recovery, cultural enrichment, heritage education and catering to the specific user-needs of the community. Community representation was desired and is achieved via the implementation of specific user-needs of the area (retail space, community gardens for the elderly, Monon extension, new sidewalk system, etc...) as well as by the heritage-driven themes pervasive throughout the entire site. The growth of social and economic activity was desired and is realized by the multiple activity areas (gardens, amphitheater, commerce space, playground, open market, etc...) and the retail space afforded to a mixture of local vendors and larger franchises. This new boom in the local economy will add local jobs and local dollars to the welfare of the community, helping to back the symbolic pride established by memorial spaces with fiscal earnings.

Other goals established and met included the Monon extension, preservation and welcoming into this community. The design themes center along the length of the Monon Trail, which itself is continued undisturbed through the site. The heritage elements are showcased along the trail to further represent the community and to create here and continue the pleasant experience that is walking the trail. Dynamic spaces for educational opportunities were desired, and the thematic walk along the trail, including the rail station, the galleries, and the sculptures of the Civil War era help fulfill this goal. Finally, this design helps begin the process of building a positive community identity. This is something which landscape architects cannot create, but rather provide a construct, a pedestal from which local residents can begin to build on.
Due to time constraints on the designer, not everything intended could be fully explored. Several ideas and concepts were formulated but never really developed. Originally, community iconography was to be created, embodying the neighborhoods via symbology. Though the design does not necessarily create these symbols, it does allow a framework from which the community may more appropriately make their own iconography. A series of sculptural features, similar to those found in the Civil Rights Era, were intended to permeate the whole design of the railroad yard redevelopment, going along with the themed areas. Bicycle areas will also need to be considered. Since this is a more pedestrian-oriented community, and given the nature of bicycle activity along the Monon, several “bike lots” would need to be established along the route.

Given more time, the transitional spaces between the three thematic arenas would be more fully developed. Smoother segues or thematic gateways would be designed to add to the character of the areas and better establish a sense of place. Also, the train station itself, which acts as somewhat of a gateway along the Monon to the Railroad Era, could be developed into a museum of sorts for trains of the period. The importance of the clock-tower was never completely established. It is meant to be the tallest structure on the site, and possibly in the area. It would be visible from all points of the site and hopefully from many points in the community. The clock would chime hourly, and become over time become a cherished piece and focal point of the community. Finally, with more time the specific elements and details on the site could be given full consideration. Paver patterns, lighting details, the design of the benches, trash–bins, tables and chairs all merit attention. Each element would be wedded to its thematic area through design, so as to look and feel a natural part of the space.
This book contains information pertaining to numerous case studies of existing
greenways and as well as general information on greenways as a concept. Historic
background on greenways is covered, dating back to Frederick Law Olmsted.
Instruction is given on ways to develop greenway systems and where help is
available.

Vancouver produced this study on its own greenway development process. Topics
addressed involve connectivity within the city, definitions on what constitutes public
space, public opinion forums gathered by a city task force, decision making
guidelines and strategies.

The article begins with a history of American greenways and describes some of the
legal aspects of the genesis of the concept. Several case studies are examined, such
as the Hudson River Greenway and a greenway system in Denver. Some of the
problems encountered in the development of these systems are explored and the
involvement of the federal government in greenways development is illustrated.

4. *Pathways to the Future* Indianapolis-Marion County Park, Recreation and Open
Space Plan, April 1999. This comprehensive guide of Indianapolis parks properties
and future goals for parks and greenways is obviously a useful tool for any park
designer in the Indianapolis area. The plan also includes helpful analysis of user-
needs and user demographics.

Indy Greenways official website contains information and maps of their existing trails
and future trail development. Also included is the report for the 1994 master plan for
the Indianapolis Greenways system. The master plan includes information garnered
from the public as far as wants and needs go, as well as practical guidelines for the
development of future trails (like the Monon).

This site is dedicated to the rails-to-trails projects going on throughout the country.
Information is offered on designs and insight to converting railroad lines to trail
systems. Locations are listed and links are provided for other web sites with similar
content.