A MASTERPLAN FOR KOKOMO, INDIANA
WITH EMPHASIS ON THE REDEVELOPMENT OF THE DOWNTOWN AND THE WILDCAT CREEK

AN ARCHITECTURAL THESIS
BY TIM BERNECHE
A MASTERPLAN FOR KOKOMO, INDIANA
WITH EMPHASIS ON THE REDEVELOPMENT OF DOWNTOWN AND THE WILDCAT CREEK

CLIENT:
THE CITY OF KOKOMO, INDIANA
AND THE
KOKOMO DEPARTMENT OF PARKS AND RECREATION

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A MASTERPLAN FOR KOKOMO, INDIANA
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SUMMARY/CONCEPT STATEMENT

When fur trapper David Foster set up a trading post on the north bank of the Wildcat Creek in 1845, he created a center where settlers and the Indians could conduct business and interact. Trappers, traders, and travellers would come via canoes and conestogas to this settlement which would quickly grow into a city—only 10 years after its settlement. Being good friends with the local Indians (the Miami Tribe) Foster chose to name the new city after the local chief "Kokomoko", dropping the last syllable in the city name.

Hence, with railroads, interurbans, and highways the future growth of Kokomo did not involve the creek very much at all, except as an entity which served merely as a huge "sewer", and a nuisance which provoked severe floods once every eight to ten years. Also, very few places exist along the creek where one can walk along its wooded spaces. Nevertheless it connects several amenities, particularly the municipal swimming pool, the city park, the high school, and the downtown—all of which have generous frontage along this waterway. Unfortunately, only the park creates any gesture and even this is at best minimal. (Presently the river walk in the park is an asphalt one separated fully from the creek by a tree-line.) There is an incredible potential to develop the Wildcat Creek as an urban connection for Kokomo.

In the late 1980's downtown Kokomo has undergone much renovation of its old buildings. Once threatened by the wrecking ball the abandoned city hall was purchased and renovated by private developers. In addition several other structures are receiving renovated interiors and restored facades. Many of these projects shall be executed in a way to preserve and rediscover Kokomo's historic context. One problem, however, is that many buildings are being torn down for parking lots resulting in a fragmented, non-cohesive downtown. In addition, while many buildings have been restored or renovated they have not attracted very much new business, but have shuffled tenants from the old buildings being torn down to these newly renovated buildings.

Kokomo's next phase of development should focus on the recreational, historical, and natural aspects of the Wildcat Creek which could be used to help tie the city together. Presently, for example, one must cross busy Washington Street to reach the recreational amenity of Foster Park from downtown; the creek could provide a fully natural link under Washington. Extending a walkway along the creek to residential neighborhoods will also draw pedestrian business to the city center as it would be such a pleasant walk many might leave the car at home. (How many malls could boast such a dramatic entry?) For those who drive here parking could be designed near the creek so that people could park here and make the short travel downtown, therefore helping eliminate any further demolition of buildings solely for parking spaces.
GOALS

Being a large-scale urban project there are several goals I believe such a project could achieve for the city of Kokomo. In addition, I have listed those goals below which I consider most important for the people and the city of Kokomo, Indiana:

* An urban notion that creates a strong edge and entry statement for downtown Kokomo.

* A system that connects the parks, amenities, businesses, and residences of the central city:
  - Parks: Foster, Highland, UCT, Cutler
  - Amenities: Kokomo High School, Seashore Municipal Swimming Pool, Uptown, proposed functions
  - Businesses: Drawing people to existing downtown merchants, attracting new merchants to the city center
  - Residences: Giving nearby citizens a pleasant walk to downtown; providing suburbanites a good reason to "bypass" the mall

* A development that makes the city center not merely businesses and shops, but much more of a multi-functional, multi-zone area.

* There are two senior-citizens housing projects immediately adjacent to downtown, but amenities such as supermarkets have moved out of the downtown. I wish to remedy this crime by destroying the present gestalt that such stores belong on the outskirts and bring them back Uptown.

* To reintroduce downtown Kokomo to its historical roots--the Wildcat Creek--by renovating this very long neglected urban possibility into spaces the citizens can use.

Again, I wish to emphasize that I do not wish to create a development that draws people away from downtown, but in contrast one that provides a strong transition between citizen and city. The renovation of the city's old buildings has been an excellent lure for new downtown business, but the liveliness of the downtown will be short-lived if multi-purpose functions are not provided.
SPACE REQUIREMENTS/SUMMARY

The site considered for this development will include the following:

* All spaces along the Wildcat Creek between Philips Street and Apperson Way (west and east boundaries, respectively) and between Superior Street to the north, and Park-Vaile Avenues to the south.

* Existing amenities along the Wildcat Creek to be linked together by this proposed development:
  - Kokomo High School Downtown Campus and Recreational Fields
  - Kokomo Memorial Gymnasium
  - Foster Park and its public recreational amenities
  - The "Seashore" Municipal Swimming Pool
  - Various downtown businesses

* Existing structures/elements to be renovated and revitalized:
  - Warehouse buildings between Main and Union Streets along the South bank of the Creek
    This building would serve as the centerpiece for my thesis research as it could serve as a large public amenity (i.e.:community center) that is centrally located between most of the major amenities being considered.
  - The unused creek banks between Washington Street and Apperson Way
  - Residential neighborhoods plagued by flooding

* New amenities to be developed along the Wildcat Creek
  - "Fostertown", a reconstruction of the trading post and pioneer village developed here by David Foster in the 1850's
    Inspired by my visits to several similar museums in Reykjavik, Iceland; Oslo, Norway; Arhus, Denmark; and Suzdal, USSR.
  - A plaza which unites the proposed warehouse renovation project with the downtown and the river
  - Parking for all amenities and the downtown
  - Walks, bicycle paths, and small-scale spaces to connect all of the activities
...a logo symbolizing the union of the creek with the city...

the traditional Kokomo grid...

recognition of the creek in the city...

the city at the creek: a dynamic conjunction!

Further applications:
- combining pictograms with the logo to identify and provide the activities that occur here.
- below: signage along the creek, integrating the logo with the pictograms; city map establishes locations.
I. Zoning Analyses
I. KOKOMO ZONING ANALYSES

A. HISTORY OF CITY GROWTH

Kokomo has experienced unbalanced growth patterns throughout its development. Before the turn of the century the majority of the growth occurred to the north; in fact, the northern city limits have expanded little since then. By the 1940's growth of the city between the north and south halves was fairly balanced around the downtown area.

The postwar growth boom created a growth explosion to the south end of town. The construction of the Kokomo Bypass in the early 1950's further stimulated growth away from the downtown, and dragged businesses toward the southeast part of the city along the new bypass. Presently, so much development has occurred along the bypass that both Kokomoans and people driving through are reluctant to actually consider the highway to be a "bypass", per se.

The latest area of rapid growth is Kokomo's southwestern residential areas. Constructed in 1968, Haworth High School (now Kokomo High School South Campus) has generated tremendous growth ever since its completion, but especially in the 1980's. This growth is also in response to the factories along the bypass (Delco, Chrysler) in that people are moving away from this area and to the cleaner and more peaceful suburbs.

B. HISTORY OF DOWNTOWN GROWTH

The present boundaries of the downtown have changed little since the 1950's, with heavy strip development occurring along Washington Street when Washington was US 31 (prior to the Bypass).

By looking at the axonometric drawing of the downtown zoning analysis one can see that parking lots have eaten away at much of the Urban fabric. Many of these lots were once hotels which a sole arsonist was setting ablaze for a fifteen-year streak before caught. (Some speculate he was hired by the old hotel owners for insurance purposes!) Many more exist in an effort to attract automobile-oriented business in order to save what is left in the downtown.

Because it is a two-way street Superior Street to the south has developed into an area with many public buildings. Both the City Hall-Police Department and the Fire Station are located on this street so that both departments can quickly get to whatever part of the city in which they are needed. Kokomo High School is also located on Superior, and traffic tie-ups occur daily when parents drop off and pick up their children before and after school, respectively.

In terms of density, Main Street has remained as the city's best-kept urban corridor as many of the original buildings remain along this street. Sycamore and Walnut streets are the best east-west corridors. Both streets have a variety of services including shopping, banking, restaurants, and offices. Buckeye Street has strong urban fabric, but it remains an unattractive strip because of the freight trains that travel down the middle of the street daily.
Downtown Zoning Analysis

- Parking
- Public Buildings
- Parks
- Residential

0 - 400 Feet
II. KOKOMO TRAFFIC ANALYSES

A. TRAFFIC ANALYSIS-CITY:

Like most Indiana cities Kokomo's major road focuses toward Indianapolis--US 31--and the majority of the city's growth has until recently been along this north-south axis. Busiest streets in the city include the US 31 bypass on the east side of the city, which like many of the post-war bypasses has drawn an incredible influx of businesses away from the city including Delco and Chrysler (The city's two major factories/employers). Next busiest is Washington Street which served as US 31 before the bypass. This street connects all of the city's major east-west streets to the city center and is therefore extremely busy. Apperson Way runs through the north-side neighborhoods past downtown and terminates into Home Avenue, a road which connects the city directly with the present industrial sections of the city.

A "west bypass" is starting to develop along Dixon Road, a north-south road two miles west of downtown. Where it intersects Sycamore (State Road 22) intense shopping development has occurred since 1965, and this stretch of road between Sycamore and Jefferson has been expanded to four-lanes in 1984. To the south residential areas have sprung up at an alarming rate since the Haworth High School (now Kokomo H. S. South Campus) was constructed near here on Lincoln Road in 1968.

There are more prominent east-west streets than north-south, but because of this north-south orientation most are not as busy as Washington.

Sycamore serves as the city's decumanus bisecting it traditionally into north and south, and development--both commercial and rural residential--has occurred west of Dixon Road. On the north side of the city Morgan and North Streets are dotted with smaller businesses, restaurants, and convenience stores. South of Sycamore lies Markland Avenue (the east leg of State Road 22 opposite the West leg on Sycamore; both are connected by Washington Street) which has had intense development along it for many years; the Markland Mall at the intersection of the bypass has strengthened this since 1965. Less than a mile south lies the Kokomo Mall at the intersection of the bypass and Boulevard Street, where development occurs near the Kokomo Mall and Chrysler Plant. Lincoln Road forms the northern boundary of the most intense strip development in the city (except maybe for the bypass) and it also is beginning to develop as a major street because in connects several amenities together: Kokomo High School, Maple Crest Shopping Center, and the factories on the bypass. This southern development of the city has been most intense along Southway Boulevard and Alto Road, especially near the point where Washington-Lafountain Street intersects with the bypass. Even FURTHER south development is occurring at Center Road which is south of the traditional city limits; it is such intense growth that is making the term "bypass" for this road obsolete.
B. TRAFFIC ANALYSIS—CENTRAL CITY

Most midwestern American cities create a counter-clockwise one-way street system based on creating the courthouse square as a huge one-way traffic circle from which one-way streets would spin off. Muncie, Anderson, Richmond, and other cities trying to be progressive with their downtowns (in the 1970's) converted their main streets into pedestrian promenades and then made adjacent streets into one-way traffic systems which almost always literally developed into a "racetrack" which bypasses the heart of the city. Because Kokomo's downtown was in the downswing in the 60's and 70's, due to the new malls along the bypass, it was in somewhat of an incubation stage and therefore spared such urban planning disasters.

Other than the perimeter streets to the downtown (Washington, Apperson, Jefferson, and Superior) all of the other major streets in the downtown handle one-way traffic although this is probably not necessary. Since Buckeye Street becomes a dead end one block from the courthouse, it remains most effective as a minor two-way street and, hence the ideal traffic circle concept is not complete. City planners had tried to make it so, however, as Main Street (one-way south), Sycamore Street (one-way west), and Walnut Street (one-way east) compromise with Buckeye to create a clockwise traffic circle—quite the opposite of most cities! The desired traffic circle occurs around the block to the northeast of the courthouse square due to the fact that Union Street (one-way north) has a bridge over the Wildcat Creek unlike Buckeye.

Main and Union Streets serve as effective north-south one-way streets (for example, Home Avenue terminates into Union helping to draw traffic to the downtown from the factory areas). The four east-west one-way streets, on the other hand, are of no true benefit to the downtown (I am assuming that it is not beneficial for traffic to move rapidly through downtown—which is exactly the purpose of one-way streets). This especially holds true for Sycamore Street, the city's central east-west axis.

In terms of central streets in the city, Washington forms the legitimate cardo (north-south meridian) whereas Sycamore is the decumanus (central east-west latitude). Because Sycamore is one-way westbound between Washington and Apperson Way, however, drivers from the west side must turn on Washington to get through the center. Most of these drivers do not take the east bound Walnut Street to the north, but the two-way Superior to the south. By making at least Sycamore Street a two-way street the courthouse square will attract much more pass-through business; making all east-west streets two-way will draw much more passing-by traffic from Washington Street and make driving through and to downtown a much more pleasant experience because it shall be accessible from more directions than present.
C. TRAFFIC SOLUTIONS AND INNOVATIONS

Kokomo is one of the state's largest cities not served by an interstate; in fact the east-west connection is presently served by poorly-maintained two-lane state highways. Much discussion has been made in terms of creating an interstate that connects Lafayette with Fort Wayne; the emphasis should be expanded to include connecting Interstate 65 with Interstate 69 via an east-west interstate that passes on the north side of Kokomo to serve Kokomo and also smaller towns to the north. (Peru, Logansport, Wabash) By creating the Interstate here several major cities in Indiana have a stronger connection: Muncie, Marion, and Fort Wayne along I-69 become better connected with Lafayette and Chicago on I-65; Kokomo also receives better access to these cities. Such an interstate would mean more visitors to Kokomo, especially if attractions within the city created a great potential for the interstate, and vice versa.

The following alterations and additions to city streets are proposed to make access to and through the downtown much more attractive:

* Park Avenue Extension: By extending Park Avenue from Deffenbaugh Street to connect with Dixon Road (or even to the new interstate) commuters are more strongly drawn from the booming residential neighborhoods in Southwest Kokomo to the downtown.

* Davis Road Extension: By extending this road from Washington Street to Main and Union streets traffic from Logansport, Galveston, and other points northwest has a direct connection to the downtown. In addition, the new thoroughfare to the downtown would stimulate growth in the long neglected northern part of the city, which has seen little growth and improvement since the 1950's. The triangle formed by Washington, North, and the Davis Road extension is proposed as a new plaza which will further stimulate growth and improvement to the city's north side.

* Washington-Vaile Beltway: An extension of Vaile Avenue and a widening of Washington to include parking drives and tree medians is to channel traffic from factory workers and the south city around the city. In contrast, an attractive Washington Street will feature plenty of convenient, off-street parking created to help lure would-be passers through to stop and shop downtown Kokomo and wander its historic and attractive buildings and districts. These ideas shall be explained in much further detail in the "Urban Infill" section of this paper.

* Buckeye Street extension: Whereas this is a minor extension it would be created to open up parcels of land near the downtown for development presently unused due to the railroad tracks and trestle. This shall also be further explained under "Urban Infill." Part of the success of this venture includes the rerouting of the railroad tracks, which can be very successfully achieved as shown on the diagram of "proposed city traffic alterations which immediately follows this text.

14
DOWNTOWN KOKOMO

The city has been considered to be an edge—a hindrance.

SHORE MUNICIPAL SWIMMING POOL

One of the largest swimming pools in the Midwest that is a property of the parks department has been upgraded to include volleyball courts and a swimming pool.

LICT PARK

Presently connected to Foster Park by a walkway through the McKinley School grounds, the small park features a little league baseball field and a playground.

HAYNES INTERNATIONAL OFFICE PARK

Property includes vacant green space highly suitable for a small walkway development.

HAYNES INTERNATIONAL METALS PLANT

Manufacturers of special metals and alloys.

CREEK BETWEEN MARKLAND AND DEPPENBAUGH

Probably the least attractive area along the creek, this region features several power lines, and the abandoned properties of Continental Steel. The steel mill and the fact that the Sewage treatment plant disposes “treated sewage” into part of this area has made this area unattractive for a park development in the past.

WILDCAT-KOKOMO CREEK JUNCTION

Here at the mouth of the Kokomo Creek the properties which are owned by Continental Steel range from wooded-in-zoned properties on the north bank to industrially-zoned properties to the south still available for development.

HIGHLAND PARK

One of the most popular attractions in the city. Highland Park features some of the best recreational and historical amenities in an Indiana city park.

RECREATIONAL: 5,000 seat baseball arena, four playgrounds, several tennis and basketball courts, “Indian trails” along the creek banks, bicycle paths, sledding hills, picnic spaces, and plenty of open and wooded spaces.

HISTORICAL: Here one can see the world’s largest steam and pecan tree stump, the country’s last covered bridge, and caves in the hills where a small zoo existed in the 1930s. Also here is the Elwood Haynes Museum, home of the inventor of the clutch-driven automobile (after all the transmission was invented here, too) and stainless steel. Other attractions include a mini arboretum and an art center where local artists can display their work.

WILDCAT AND KOKOMO CREEK

LOOKING AT HOW CREEKS ARE USED IN KOKOMO, INDIANA

- RESIDENTIAL
- COMMERCIAL
- PARKS AND GREENSPACE
- DOWNTOWN KOKOMO
- INDUSTRIAL
- WATER CREEKS, ETC.
SUMMARY OF ZONE ONE:
The southside lands along the creek here are all suitable for recreational development. In contrast practically 100 percent of the lots to the north are highly unsuitable for such use; landscaping should be utilized to improve the overall quality of the creek as recommended.

- **DIXON ROAD BRIDGE-**PASS UNDER: A "gateway-park" with parking facilities could be located on the west side of this bridge, where drivers may park and then enjoy the city along the creeks by either foot, bicycle, or canoe.

- **GRAVEL QUARRY-**NO:
  Not suitable. Leave existing woods along creek as a natural screen to hide the industry.

- **NORFOLK & WESTERN TRAIN BRIDGE-**PASS UNDER:
  Plenty of clearance exists.

- **FOREST AREA-**YES:
  South side: land conditions favorable for a creekway unlike north side. Preserve area; add bicycle/pedestrian trails.

- **HAYNES INTERNATIONAL-**YES:
  This metals plant has little impact on the habitat of the creek; hence, an easement could be acquired.

- **SEWAGE TREATMENT PLANT-**NO:
  This facility has prevented growth of the city west of this area because of the foul smells generated here; it was never believed that the city would ever grow out to this facility. Improvements should include landscaped berms which would hide the site from the creek and help direct the odors away from the proposed public spaces.

- **UNDEVELOPED LOTS-**YES:
  Zoned for industrial uses, a creekway easement could be acquired easily here as the land is not presently used.

- **CONTINENTAL STEEL LOTS-**YES:
  This former parking lot for the steel mill has always been an ugly and impractically used strip of asphalt. Its development into the creekway to the downtown area would greatly improve this area.

- **RESIDENTIAL NEIGHBORHOOD-**YES:
  Creekside easements could be acquired from these residential lots for recreational use.
SUMMARY OF ZONE TWO:
With the closing of the Continental Steel Plant new uses should be found for this zone. At present many of the buildings that served as offices and storage areas are being demolished. A walkway presently does exist between UCT Park and Foster Park, but this could use improvement. In addition, a creekway beneath the Washington Street Bridge would help connect the west side of the city with the downtown.

1. PARK AVENUE BRIDGE—NOT AS IS
   The underpass width at this bridge is wide enough for the creek to pass under only—provide either a longer span or a side tunnel to continue the creekway under the bridge.

2. MARKLAND PARK TRAILER COURT—NO: A private walkway to UCT park might be provided, but a public one should not go through.

3. CONTINENTAL STEEL (CS) MAIN FURNACE—NO: This is being reserved for a possible buyer. Removal would also involve huge effort and cost.

4. CS OFFICES—YES: East side of Park Av. Office bldgs. being removed; vacant lots remaining for development. West side: Old parking lots good for either residential or commercial use; can be created into an attractive strip to the downtown.

5. CS SCRAPYARD—?
   This has slight potential for a neighborhood park, but it would require a massive clean-up effort.

6. UCT PARK—EXISTING
   A small neighborhood park

7. PHILIPS STREET BRIDGE—PASS UNDER
   Reconstructed in 1990, span has adequate bank space for a creekway. Add stairs up to street.

8. MCKINLEY SCHOOL—YES
   This site has a walkway, but improvements could be made to: 1) The existing walkway, and 2) a connection to Kingston Circle and the County Museum to the north.

9. HAYNES INTERNATIONAL—YES:
   Unused by the office park, the creekside could be developed with a creekway and a plaza for employees

10. McCANN STREET BRIDGE—PASS UNDER:
    Penetrated by an existing walkway, another passage underneath could be created for a bicycle path. Also, stairs to street level are needed.

11. SEASHORE MUNICIPAL POOL—YES: With the closing of creekside roads to traffic, these lay unused. A trolley station could be created here.

12. FOSTER PARK—EXISTING
    “Walkway” is actually a drive also used by cars. Create separate walks and bike paths.

13. WASHINGTON STREET BRIDGE—NOT YET:
    Bad condition: Replace bridge according to the design guidelines of the masterplan for Washington St. Provide: tunnels for bicycles and people to cross under street, and stairs to sidewalk level from creek.

14. PARK AVENUE NEIGHBORHOOD—NO:
    Preserve present neighborhood and commercial uses, but construct levees to prevent flooding.
SUMMARY OF ZONE THREE

Western half is residential; eastern half is where the former Pittsburgh Plate Glass had its factories which, like in many Indiana towns of the late 1800s prospered as manufacturers of glass products and art. Most all spaces are suitable for the creekway, or can easily be made such.

1. APPERSON STREET BRIDGE--PASS UNDER--Recently rebuilt. Suitable for creekways.
2. KOKOMO H. S. SOUTH PARKING LOT--YES: This strip of asphalt is impractical for high school parking. Move some parking north and create this site as a levee park with creekway.
3. KHS RECREATIONAL GROUNDS--NOT YET School may consider public usage after-hours.
4. TERRACE TOWERS--INCORPORATE These senior citizens have few nearby services and few ways to get around. A trolley system between the Seashore and this building would help connect all of the creekside neighborhoods and downtown together.
5. PENNSYLVANIA RAILROAD TRESTLE BRIDGE--PASS UNDER: Leave as train bridge.
6. SCRAPYARD--NOT AS IS If this property were to be used it would require a massive clean-up effort, but it would greatly add to the amount of park space near the downtown.
7. PENNSYLVANIA RAILROAD TRESTLE NO. 2--NOT AS IS: Tracks once served PPG, but now lay unused. Bridge could become a park entity.
8. CROWN POINT CEMETERY--NO for obvious reason.
9. PPG OFFICES--NO: A massive concrete wall lines the creek here. If a creekway were to be done here: 1) It would have to cantilever from the wall, or 2) Remove concrete wall for paths.
10. OHIO STREET BRIDGE--PASS UNDER

11. PPG WAREHOUSES--NO, but some employees of this newly renovated warehouse/office complex would utilize creekway for transportation.
12. PPG ARCHITECTURAL METALS OFFICES AND PLANT--YES: Unused space along the creek is usable, and development would enhance the environment of the light-industry facility.
13. WATERWORKS PARK--EXISTING: Walkway along park consists of an asphalt path atop the creekbank; place walks closer to water and designate existing path for bicycles.
14. CUTLER PARK--YES: Walkway through PPG Arch. Mtls. would connect this with creekway park.
15. CARTER STREET BRIDGE--PASS UNDER
16. WATERWORKS PLANT--NO: Still used
17. U.S. 31 BYPASS BRIDGES--PASS UNDER: Creekway would connect neighborhoods east of the bypass to the city.
SUMMARY OF ZONE FOUR
Highland Park is the largest and most popular park in the city, and it features several tourist and educational amenities. This area needs the least upgrading of the six analyzed, although upgrading would help create a strong linear park system for the city, county, and Wildcat Valley.

1. HIGHLAND PARK—EXISTING
   - Designated auto and bicycle paths; needs better designation of pedestrian circulation.

1a. PLAYGROUND

1b. PICNIC AREAS

1c. INDIAN TRAILS: Upgrading and some recent improvements have been made; more need to be.

1d. DUCK POND

1e. KOKOMO ART ASSOCIATION: A house now used for local artists to display artwork

1f. ELWOOD HAYNES MUSEUM

1g. SYCAMORE STUMP and OLD BEN MONUMENTS

1h. COVERED BRIDGE: Closed to pedestrians due to excessive vandalism.

2. VACANT LOTS—YES: The future development of these spaces should include the integration of a creekway here.

3. COUNTRY CLUB—NO: Private Property

4. AUTO BRIDGE 1—NO: The banks of the Kokomo Creek are not as steep as those of the Wildcat, so bridges do not have the space for an underpass very often. In Highland park, paths may cross streets, but these should be indicated in the street surface by a material identifying the crossing of the path.

4. AUTO BRIDGE 2—NO: See notes for 4.

6. MONKEY ISLAND—YES: Pedestrian bridge exists to this island; paths in the park should strengthen the paths to the site.

7. DAM BRIDGE—EXISTING: Recently converted from auto to pedestrian only.

8. WEBSTER STREET BRIDGE—PASS UNDER
SUMMARY OF ZONE FIVE

The Indiana University at Kokomo Campus (IUK) has great potential as an organization that would actively use amenities along the creek. Running the amenities through the golf course may not be possible as this is privately-owned land.

1. MINI-ARBORETUM--EXISTING: Users must cross Webster or Boulevard to reach this site.
2. WOODS ALONG CREEK--YES: Although private property excellent potential exists for creating a creekway between Highland Park and IUK.
3. WASHINGTON STREET BRIDGE--PASS UNDER: Bridge shall eventually need to be replaced.
4. PATTERSON PARK--NO: The former site of Highland Park, this is now a scenic residential neighborhood.
5. BOULEVARD STREET NEIGHBORHOOD--NO: These are private properties, and enough space exists along the IUK (south) bank.
6. INDIANA UNIVERSITY AT KOKOMO--YES: Amenities include an observatory and student center, and future expansion is expected to the south of the campus. Creek banks lie unused.
7. MAPLE CREST SCHOOL--NO: Students could easily access the creekway via Webster Street if paths and walks would be designated.
8. LaFOUNTAIN STREET BRIDGE--NOT YET: New tunnel for under passage must be created.
9. AMERICAN LEGION GOLF COURSE--MAYBE: This is private property, but perhaps an easement could be acquired along the creek. A canopy may be provided to prevent users from being stricken by stray golf balls.

10. LINCOLN ROAD BRIDGE--NOT YET: A new passage would have to be tunneled under Lincoln Road for this to work. The level of Lincoln may also have to be elevated for comfortable clearance.
11. NORFOLK & WESTERN BRIDGE--PASS UNDER
12. U. S. 31 BYPASS BRIDGES--PASS UNDER
13. CHRYSLER CASTING AND TRANSMISSION PLANT--NO: Private paths could link to creekway for bicycle commuters.
SUMMARY OF ZONE SIX--DOWNTOWN
Citizens are excited about a revitalized downtown trying to blossom here. Presently, few new businesses have moved in; old ones have been shuffled around into renovated buildings, and old buildings have been torn down for parking lots.

1. COURTHOUSE SQUARE--OFF CREEK SITE
Create a scenic creekway to connect courthouse square to the creek according to masterplan guidelines.

2. FOSTER PARK: See recommendations in Zone 2.


4. RAILROAD TRESLES AND TRACKS--YES: City masterplan includes the rerouting of freight trains away from downtown. Utilize portion of tracks for trolley system to south creek downtown development.

5. INDUSTRIAL AREA--REZONE
Great potential for a downtown that embraces the creek. Relocate lumber yards and other industrially-zoned businesses to South Main.

6. MAIN STREET BRIDGE--NOT YET:
Provide under-street passages for bicycle paths and creekway.

7. UNION STREET BRIDGE--NOT YET:
Provide under-street passages for bicycle paths and creekway.

8. APPERSON BROTHERS FACTORY--PROPOSED FOR RENOVATION: This has a potential for a marketplace downtown which could provide basic services (food store, pharmacy) not existing in downtown. See masterplan for details.

9. CARTER, MURDEN STREETS--YES:
Vacant lot can be created into levee park to connect Terrace Towers to downtown and prevent flooding of neighborhood.

10. TERRACE TOWERS--YES:
Create a spur walkway to this site for residents of this complex.

11. KOKOMO HIGH SCHOOL--YES: A major node in the creekway development. Create plaza and recreational wall out of existing levee.

12. MEMORIAL GYMNASIUM--YES: See downtown masterplan for Kokomo High School proposals.
BASIC CONCEPTS OF THE LINEAR CREEK PARK

• Gateway Parks: Parks along the city limits at which suburbanites can leave their car and explore the creek by foot, bike, boat, trolley.

• Create visual landmarks, gateways to integrate, identify neighborhoods.

• Pass under streets (along existing creek banks, tunnels, etc.) with walks, bicycle trails whenever possible.

Conceptual Development of Wildcat and Kokomo Creek within the Kokomo City Limit
III. CITY NEIGHBORHOOD ANALYSES

A. SIGNIFICANCE

Whereas the bulk of my interest lies in how the midwestern downtown area could deal with its river spaces, I realized that by looking into how the city neighborhoods adjacent to the creek could be integrated into this linear creek park network that these neighborhoods would become more tightly knit into the downtown as the park would give residents a unique scenic and recreational means of getting there. First, by doing so new neighborhood parks could be developed for users presently a great distance from recreational space. Next, by becoming part of a network, existing parks also receive more users entering via the attractive creekway, and fewer by automobile. Perhaps best from an environmental standpoint city functions along the creek are no longer environmental hazards, but parks and greenspaces healthy for the aquatic, terrestrial, and picturesque qualities of the creek.

In looking at the various properties that presently exist along the Wildcat and Kokomo Creeks in Kokomo, I have found six distinctive zones in which there exist common usage (or, lack thereof) of the creek spaces. Emphasis has been placed on the following points of each zone:

* Identification of all of the parks, neighborhoods, industries, public functions, bridges, and other existing elements along the creek spaces within the city of Kokomo.

* Which of these spaces provide the best opportunity for the development of a linear creek park, and why.

* Identifying what spaces are impossible/impractical for the development of a linear creek park, why it is presently impractical, and what actions can be taken to make the creekbanks of these properties attractive barriers to hide these functions.

* Looking at existing bridges and looking at 1) Whether or not there exists enough space for walks and paths underneath the bridges, 2) Whether or not enough vertical clearance exists for these paths to go under, and 3) How paths under the street level can be created if neither enough width nor clearance exists.

* Identifying existing recreational facilities (parks, walkways, museums, playgrounds, etc.) and how these can be improved and integrated into the linear creek park system.

For the city to become less dependent on automobiles and more pedestrian-oriented the creek could feature three major paths: extensive walking/jogging paths (the two may be separate where enough room exists, and within designated park areas), bicycle paths, and a trolley/interurban system
linking various major nodes through the downtown area. The first two have the most potential for successful use; the trolley is still a reluctant venture for most cities the size of Kokomo, and starting/stopping points must be carefully analyzed. One great potential for the trolley is that parking areas can be created at stops away from the downtown and commuters could use the trolley to get to the downtown area without looking for a parking space or feeding a parking meter with money.

IV. URBAN INFILL--A KEY TO THE SUCCESSFUL LIVING CITY

The term "Urban Infill" in the context of the city refers to the closing-up of voids in an urban wall. For example, Kokomo, like most American cities, once consisted of city blocks which were densely packed with buildings which related to each other. With the post-WWII explosion of the number of automobiles downtown merchants found themselves trying to compete with suburban shopping malls which offered climate-controlled shopping streets with plenty of free parking. To make the downtown conform to the dominance of the car many buildings were torn down for parking lots at the same time that many streets were made one-way to handle the massive amount of cars congesting city streets, and make on-street parallel parking easier. (For example a two-lane one-way street allows people to pass around somebody backing into a parking space.) Hence, I looked at four main streets that should be considered for urban infill projects. The analysis of these is as follows:

A. SYCAMORE AND MAIN--DECUMANUS AND CARDO

The initial layout of the city of Kokomo is based around Sycamore and Main Streets which are the traditional center lines of the city grid. Main Street, the north-south running street that divides the city into east and west, is presently well developed in terms of its having a strong urban wall. That is, there are few gaps in the sequence of the downtown buildings. Sycamore Street features many historic structures, but some gaps do exist. A more serious problem with the attractiveness of the street is that it is one-way eastbound, and people driving here from the (more-populated) west side of town must take either Walnut or Superior Streets to arrive downtown. From looking at the traffic flow through the city (as studied earlier) all east-west streets--particularly Sycamore--should be two way to attract drivers on Washington onto all of the streets of the downtown therefore increasing the "window shopping from car" choices in the downtown area.

B. BUCKEYE STREET TRANSIT MALL

In looking at the six north-south streets of Downtown Kokomo, Washington and Apperson Way are perceived as traditional edges, Main and Union are one-way streets that handle mass-quantities of traffic through the center of the city, and Buckeye and Market are minor two-way streets that seem to be leftover. In seeing how the city is oriented to north-south-dominated traffic flow, perhaps potential exists in converting these two low-usage
streets for other uses. Such is the argument for the creation of Buckeye Street into a trolley path that connects the areas north and south of the creek with a small-scale mass transit system. In the city scale, I have proposed to reroute the freight trains which presently go through the downtown on Buckeye and use these tracks for the trolley. One further step may be closing the street to traffic totally (except around the courthouse), but this is probably unnecessary as many trolley systems in other cities flow smoothly with the auto traffic, and each interferes little with the other.

Because the trolley would mean the bringing of many people to the downtown, it is next logical to see that Buckeye Street would have a huge potential for shopping development, and it would well connect with the shopping around the courthouse square. Therefore, it is important that the urban infill concept be implemented to create the continuous shopping experience desired. As a result, the success of this street could mean the further "pedestrianization" of the downtown, and a downplay on the dominance of the automobile.

C. WASHINGTON STREET BOULEVARD--DEFINING THE EDGE OF THE DOWNTOWN

Looking at a plan of the downtown which shows commercial development, one will see how the downtown area expands no farther west than Washington Street, although development includes both sides of the street. Here, I wish to implement the infilling of particularly the east (downtown) side of the street so that the street begins to read more as a wall, an edge that strongly defines the downtown's edge. Second, I have greatly widened the street to include two parking streets off the street to provide prospective shoppers the amenity of ample parking that does not disrupt the traffic flow of Washington, the city's busiest street. By having a row of uninterrupted facades here one can park along the street and walk along a continuous sequence of shopfronts and sheltered sidewalks, if so provided by merchants. Thirdly, I have proposed the use of tree-medians to divide the four-lane thoroughfare, and separate the parking drives from the street itself. The use of these rows of trees compliments the urban wall of the buildings as an edge in that the dense row of trees acts as a screen--a secondary wall for the downtown. Last, traffic signage would be of a uniform, attractive manner such as in downtown Cincinnati. The sum of these elements hence work together to create a series of gestures nothing like that of any other streets in Kokomo (or Indiana for that matter) to create a powerful identity to the street.

In creating the Washington Street Boulevard I considered three models. The use of the parking streets and tree-lines to create an axis was borrowed from the Champs des Elysée in Paris. San Francisco's Market Street in contrast demonstrates how such a street could be used to define an edge, a shift in urban fabrics. (Market Street unites two separate grid patterns; Washington Street separates downtown from residential.)
One way that Washington differs from either of these models is that it is not a perfectly straight axis, but an undulating line that weaves around those existing buildings of historic value that should be utilized in the new scheme. Other benefits of this undulation include the use of the geometry to slow down traffic which makes the street a safer place to drive or cross, and may attract potential shoppers driving by! By using street furniture and landscaping unique to this street an identity becomes established much like the winding sequence created by John Nash along London's winding Regents Street.

D. PARKING GARAGES AND ON-STREET PARKING

Looking at the zoning analysis of downtown Kokomo one can see that practically all of the voids existing in the urban fabric are in fact parking lots; hence it absolutely becomes necessary to define solutions to this problem as I am proposing to replace them with new buildings. Keeping in mind the concepts of urban infill, continuity in the shopping window experience, and the demand for parking, some of these infill projects should be designed to perform all three.

I propose a four-level parking structure designed to be sensitive to all of these issues. The ground level would consist of shops and services therefore continuing and creating new amenities in the shopping corridors of the respected streets the new facades would grace. By looking at the plan one can see how shops wrap around a service corridor and ramps up to the parking levels above the street level. The three upper levels consist of parking--the fourth is rooftop parking, giving the illusion of a three-level building, which fits in well with the other three-level buildings of the city's core. To further adapt to its context the garage should be designed to match the scale of the buildings to which it is adjacent; ways of achieving this include cladding the structure with brick instead of leaving the concrete structure bare like in most parking garages, and screening parking levels with mullions or a mansard parapet on the roof to further conceal that is in fact a parking garage. Signage at the auto entry of the garage should be the only clearly-defined indication that one may park here.

Plenty of large parking lots exist where these lots may be considered for construction. Initially, I considered the lot on the north side of Superior Street between Buckeye and Main Streets for such a structure because of the great number of workers in the Armstrong-Landon Building that would use this facility.

In looking at the nature of typical Hoosier Motorists (and probably most American motorists) one must recognize that most shoppers will park on the street long before they would park in a garage--even if the cost were relatively inexpensive--because they do not generally want to walk any farther than they would have to. Employees, on the other hand would probably prefer parking in a garage because not only would their car be safer from vandalism,
but they would not have to run down to their car every two hours to "put more money in the meter." Therefore, the best solution for downtown parking would be to reserve on-street parking for shoppers who will spend a short time downtown (and eliminate parking meters, but restrict how long one can park on-street: perhaps 90 minutes), and make the garage available to workers, long-term employees, and overflow temporary customers in proximity of those shopping areas most frequented.

In conclusion, urban infill projects will successfully enhance the urban culture if their programming takes into account the aspects that make the experiences successful. For example, commercial shops should be what occupies the ground floors of buildings along shopping streets, not offices, industries, or other operations that exclude the casual browser. These other offices belong on the second level in these areas. It is also important to keep in mind that successful downtowns are multi use nodes where every aspect of daily life can be fulfilled--work, play, all shopping (retail, grocery, department store, etc.), relaxing, learning, exercising, and countless others.

One aspect many Americans have difficulty perceiving is that of living downtown as television and other media have strongly weaned our society on the pseudo-Utopian aspects of suburban life. Would not living downtown mean living "where it is", where it happens, and where it is convenient? Most important to realize is that downtown living is essential to the strong and continued success of the downtown as a successful living city.

Whereas streets are perceived as traditional edges in downtown Kokomo, an even stronger edge of the city is that of the virtually ignored Wildcat Creek. Some aspects of it creating an edge can be utilized, but moreso, the creek should be used as an entity that brings the city together.
Potentials of the Wildcat Creek
V. POTENTIALS OF THE WILDCAT CREEK

Apparently there does exist an interest in rehabilitating the Wildcat Creek at both the Kokomo City Scale and at the Wildcat Valley Scale as well.

A. THE WILDCAT VALLEY SCALE: INDIANA DNR FINDINGS

In the mid 1970's and early 1980's the Indiana Department of Natural Resources (IDNR) did several studies of river valleys throughout the state, many of which were based on the initial study of the series: an analysis of the Little Calumet River in Northwest Indiana. The Wildcat Creek Valley was one such system evaluated in the report: An Analysis of the Recreational Potential of the Wildcat Creek issued in December 1978 by the IDNR. Much of the data to follow is from the above source; while the analysis covers the three forks of the Wildcat (North, Middle, South) the following shall discuss that fork which runs through Kokomo--the North one--which is usually referred to as the actual Wildcat Creek as it is the longest of the three forks.

The data gathered in this report shows both positives and negatives for the Wildcat Creek's potential, all data, however, shows a need for improvement:

HABITAT EVALUATION: Both terrestrial and aquatic qualities of the creeks were rated as either high, moderate, low, or negligible. Both land and water qualities within the entire Kokomo city limits were rate as "negligible, the only section of any of the three forks to receive the lowest possible rating.

POPULATION: with 93,000 people (1980 census) within 293 square miles, Howard County has 317 persons per square mile, the most densely populated county of the four counties of the Wildcat Valley. (The other counties are Tippecanoe <Lafayette>, Clinton <Frankfort>, and Carroll <Burlington, Finoa>) Also, because the creek runs lengthwise through the middle of the county--about a 25-mile run--the greatest population concentration in the valley lives no more than five miles from either the Wildcat or Kokomo Creek; this strongly indicates that the most potential area for a recreational development for the creek would be in Howard County.

PARKLAND: Kokomo has 227 acres of municipal parkland (1978 est.) for 52,000 people (1980 census).

According to the report An Analysis of the Recreational Potential of the Little Calumet River
it is ideal to have 10 municipal acres per 1,000 population; based on such figures Kokomo is about 293 acres short! At the county level there exists 1,045 acres of parks for 93,000 people, or about 350 acres below the recommended level. The report also calls out that 48 percent of the 2,897 total parkland acres in Howard County are privately owned (by clubs, YMCA/YWCA, etc.).

PROPOSALS MADE BY THE RESEARCH TEAM: Four scenarios and their affects were presented in the research:

1) A No Major Action Alternative -- Do nothing, let existing parks departments make any changes.

2) A Linear Park Alternative -- Acquire all lands along the creek; it was found that while all people of the region had access to the creek, and that the creek would be protected no park spaces large enough for many activities would be created.

3) A Small Parks Alternative -- Develop ten small potential park sites throughout the valley, either which the report suggests or which can be obtained, for recreational development.

4) A Large Park Alternative -- Create a large park at the wooded junction of the three forks of the Wildcat just west of Lafayette. Problems range from the difficulty of land acquisition to the fact that such a facility would provide only one access point to the creek over the 50-mile range.

Because each of these four alternatives focuses on a sole type of park no single system would be able to satisfy the needs emphasized in the report (valley preservation, access points, new recreational areas, etc.) Therefore the analysis team suggested that by connecting the small parks with a linear park system along the creeks--combining alternatives two and four--a great amount of park space would be provider to the greatest amount of people and access. In addition, the system had the most potential to acquire lands via "willing sellers" and considered using "eminent domain" only as a last resort method of land acquisition.

Since that report a few changes have occurred not due to state or regional action but due to the actions of local parks departments. In Kokomo Waterworks Park has been created as a new greenspace along the Wildcat. A walkway has also been created between Foster and UCT Park. Extensive recreational development has also occurred at the Kokomo Reservoir which since its creation in 1955 now has parks, campgrounds, and excellent fishing facilities. Continental Steel, one of the major sources for creek pollution, closed in 1987 opening up possibilities for development along its grounds for recreational facilities.
B. THE KOKOMO CITY SCALE: TYING THE CITY TOGETHER WITH THE WILDCAT

Within the city government of Kokomo there has been some discussion of creating such a linear park along its creeks—both the Wildcat and Kokomo. Such proposals have geographically ranged from a riverwalk between the Seashore Municipal Pool and Kokomo High School to a system that connects Foster and Highland Parks. In looking at the make-up of present-day Kokomo many exciting possibilities in fact exist for such a system that would run through the entire city.

Although the Wildcat Creek runs right through the center of the city it remains virtually an ignored resource because developers lack either the knowledge or interest in its utilization. It is this fact that here in the central of a well-established development merely sits undeveloped land because people 1) do not know how to use it, 2) potential developers do not see any economic possibilities in utilizing such sites, 3) the Wildcat Creek is not an attractive entity in the city, or 4) people do not realize that the creek is there because it plays no role other that of a big drainage ditch. Hence, it is these issues which need exploration in order to make the Wildcat Creek into a usable an active entity in the vitality of the city.

It is only in cities such as Saint Louis, Cincinnati, and Chicago that full-scale waterfront developments have been highly successful because not only are these large metropolitan areas, but they also have a long history tied to the city’s use of the waterfront. (Even in Indianapolis they are struggling to find an enthusiastic developer to complete the major segment of White River Park.)

Recent trends show a comeback in the development of small and middle-sized communities long overshadowed by then growth of first suburbs, and then the renaissance of the downtown in larger cities in the 70's and 80's. Perhaps one of the best indications of this can be seen by looking at the richest person in America: the owner of Wal-Mart Department Stores. Instead of adding to the existing strip-shopping clutter of large and medium-sized cities, Wal-Mart developers built stores in cities around 10,000-25,000 people. Realizing that these people often drove many miles to shopping centers in large cities, Wal-Mart developers actually created shopping centers in towns where they had never existed before, and amassed a fortune.

Whereas I do not advocate such interventions I mention this one to illustrate the potential of smaller towns. "Wal-Mart developments" may add to the economy of the community, but they add little to the identity. Small towns have this potential but it has long been overshadowed by the automobile-oriented conveniences of strip developments. What developers must now learn is that the downtowns can provide services and convenience in an environment beneficial to the culture and history.
of its citizens. In turn, there is a growing movement to live in the center city, and even downtown; by getting a head start on the redevelopment of downtown Kokomo the city becomes a more attractive place to live, work, and visit.

Although Indiana does not seem like the ultimate vacation spot the State Board of Tourism reports that two billion dollars of revenue was earned on tourism-related business alone. Kokomo should take advantage of its proximity to Indianapolis and promote its important role in the development of the automobile, and to industry in general.

1. A LOOK AT CITY WALLS IN EUROPE AND KOKOMO

Europeans surrounded their cities with massive walls to protect themselves from invaders. First, individual city-states had to protect themselves from more aggressive powers throughout the middle ages and renaissance. Also, city walls became devices which, due to their nature, could control growth outward and the flow of goods in and out of the city.

Hence, with the collective establishment of cities and territories into nations the city-states were dissolved and local governments were no longer solely required to protect the city from invaders. In turn the city wall took on several new functions and created new traditions of the city’s function as well as history.

Once an edge between urban and rural, the city wall now serves as an edge between the old city and the new. New development could now occur beyond the protective shell engirding the original city because the threat of invasion had been eliminated. Quite often the wall also encouraged the preservation of the character of the old city due to the natural and dominant boundary that kept it more separate from the newer trends creating the new city. In observing cities from the Italian hilltowns to the Russian villages within their kremlins one can see that these traits still hold true in many European cities even after hundreds of years of evolution.

Other traits of city walls that makes them so dynamic is that these massive walls attract people in modern times for their picturesque qualities and the romantic images of the past they represent. As a result the city walls are frequently the sites of great urban spaces. In Warsaw, Poland, for example, the old city wall exists between old and new city yet the former moat at the foot of the wall is now a pedestrian greenspace and the bridges to the old town that cross this "moat" are very popular gathering spaces. Frankfurt, West Germany is a different scenario with similar results: although the city wall no longer exists, except for a few of the gates, (preserved/rebuilt after WWII blitzkrieging) there is now a large park in its place which, like the wall once before, surrounds the city with a tree-filled greenbelt. In fact one can look at a map of the city and actually see the zig-zag pattern of the former wall and its bastions via the street that forms the outer ring of the park! Not only do many walls around Italian hilltowns create plazas, parks and other spaces but many people actually live in the buildings that were once part of the wall network. In Città di Castello, Italy I still remember the massive wall punctured with windows framed with bright-colored curtains.
So why would I think that such a wall along a creek of a midwestern US city would have the same effect?

The Wildcat Creek has been approached as a natural edge for Uptown Kokomo throughout its development; by creating a multi-functional wall not only is the edge reinforced but it also becomes an inviting space when executed correctly. Presently the creek banks are lined with weeds and trash, and a report created by the Indiana Department of Natural Resources has rated that stretch of the creek through Kokomo as the worst portion of the Wildcat Creek in terms of terrestrial and aquatic quality. (Cloud: p.8; map 3) Yet this same report in contrast points out that the creation of a linear park along the creek would be the best and most economical strategy for connecting recreational facilities throughout Kokomo and the Wildcat Valley. (Cloud: pp. 27-28; map 13) Such an element within this linear park would undoubtedly become an exciting attraction meaning that such a development would not only be used, but that the quality of the creek would dramatically improve, and this would add great variety to the ways which people would have to get downtown.

2. RECREATIONAL LEVEES: THE SUBURBAN "WALLS"

Whereas the city of Kokomo probably does not need to worry about using walls to shield out the disciples of Attila the Hun, recreational walls would serve as levees to protect the many neighborhoods throughout the city plagued by flooding due to their being situated in the flood plain. The neighborhoods which implement their construction receive many benefits other than a device for flood control. First, the recreational levee allows the members of these neighborhoods to get around the city along the river, via bicycle or by foot, under the busy streets.

As mentioned earlier, the quality of downtown life shall be dependent on the choices of actually living in the downtown; as a result one could say that people living in the neighborhoods adjacent to the city center would also add to this attitude. Unfortunately, many of the neighborhoods south of the creek suffer from poverty partially due to the fact that these houses were built in a flood plain. Whereas the levees proposed above will reclaim these neighborhoods from the flood plain the neighborhoods shall still need massive repair and revamping.

Due to its flooding problems, its proximity to downtown, and its potential due to this proximity, I will now look into the lands south of the Wildcat and north of Vaile Avenue as an ultimate model for possibilities in what city growth and reuse could achieve at the residential, commercial, recreational, educational, and historical levels.

VI. SOUTH CREEK DEVELOPMENT REGION

A. MARKET DISTRICT

In addition to preserve the existing buildings and amenities of the downtown area, this masterplan for the central city also includes the renovation and use of the areas along the south bank of the Wildcat Creek. Presently, these areas consist of industrially-zoned buildings and neighborhoods in
DOWNTOWN KOKOMO, INDIANA
IDEAS FOR NEW DEVELOPMENTS AND IMPROVEMENTS
Southcreek Development Region
flood plains. The intent is to rejuvenate these areas via preservation and restoration of them neighborhoods and to rezone the industrial fringes of the downtown for public uses in as attempt to create a downtown that includes the creek as an active urban entity in the city.

1. APPERSON FACTORY RENOVATION and APPERSON PLAZA WEST

The renovation of the former Haynes-Apperson Factory Building is the keystone of this redevelopment area. Presently, this building is occupied by plumbing and construction contractors, and a radio parts distributor; these businesses would be relocated in the old Haynes factory buildings one-mile south of the Apperson Factory across the creek from the downtown. Here, they would not be moved far, and the Apperson warehouse would be available for other development.

a. APPERSON MARKET COMPLEX

This two-building complex has wonderful potential for many reasons. First, it was one of the first automobile factories in the nation (along with those of Elwood Haynes one-mile to the south) and this historic fact should be fully utilized in the renovation of this complex. Next, its proximity to downtown Kokomo means it is a potential node for further growth of the downtown south of the creek. The geometry of its plan is also very exciting in that it is of a partial "U-shape", and within this surround would be developed into a market plaza for the city. This "U" also has the opportunity to aid the development of the Wildcat Creek in that it faces the creek and should be created into a space that respects and compliments the creek as well as the Apperson Building.

Despite its massive appearance this two-building complex has only 93,500 square feet of space available for development. For a city the size of Kokomo this is a lot of space, but not too much for such a development. The building's functions, like the functions of the other southcreek developments, would not reciprocate what is existing in Downtown Kokomo, but instead provide functions that do not yet exist, or once existed and then moved out. The first level, for example, is proposed for development as a market (possibly somewhat like a modern supermarket) that would also feature amenities such as a fruit market, pharmacy, and other businesses missing in the downtown that would cater to the downtown dwellers. The second level would consist of office space for smaller businesses, and meeting space for local organizations. The third level would consist of residential loft spaces, and people would be allowed to create their own living spaces here.

b. ENTRY AND MARKET PAVILION (EX-INTERURBAN STATION)

Acting as a wall between the creek and the potential market plaza, this cinder-block storage shed would be removed and be replaced with a structure of roughly the same plan dimensions, but it would instead be recreated as an open pavilion which acts as a permeable wall and a transitional space between the plaza and the creek. This would first serve as a gateway, inviting travellers along the linear creek park into the complex. Next it would serve as a sheltered place to enjoy views of the creek and plaza, alike. Furthermore, the market could occasionally flow out into the plaza and under the pavilion to create a festive market atmosphere, further inviting people from the linear creek park, and
from street level as well.

Apperson Plaza West is the market plaza discussed earlier which consists of the Apperson Market building and the creekside entry pavilion. Paving would next extend across Union Street and the "plaza walls" would be completed by a new, small complex of structures on the east face of Apperson Plaza.

2. **APPERSON PLAZA EAST--OFFICE BUILDING AND SMALL SHOPS**

   Much smaller in scale, Apperson Plaza East is a small extension of the renovated space of the Apperson Market Building. This would consist of a three-story office building that continues the axis of the Apperson Factory south wing, and a one-story building that could feature shops much like the ones existing on the site (badly in need of renovation). The one-story building would be skewed at an angle perpendicular to the market pavilion to finish off this sense of plaza. Like the west plaza, the east one should again feature a series of steps down to the creek level, or at least an observation point along the creek.

   The buildings here serve as a wall between the Apperson Plaza and a new development facing Kokomo High School--Foster's Lake, which shall be discussed later.

3. **PARKING GARAGE AREA**

   This area includes the land between Buckeye Street and the Apperson Market Building, and north of the Park Avenue Extension.

   a. **GARAGE**

      A garage constructed here would serve users of the Market complex mainly, but could also be used for downtown shoppers, if the Buckeye Street Transit Mall is fully implemented (as discussed earlier under "Urban Infill"). People could park here not only to shop the market, but to also keep from driving through the congested streets of the city and then taking the trolley on into the city.

   b. **TROLLEY PLAZA**

      This Space in the master plan was generated by the jog that occurs in the Apperson Market Building. The plaza is a transfer station between the north-south and the east-west lines, and would feature shelters and a tree-canopy to protect users from the beating summer sun here on the south-side of the garage.

   c. **CREEK SIDE VILLAGE**

      Built up along the creek these buildings create a village-atmosphere around the parking garage to break-up the larger scale of the garage, and further utilize the potentials of this new district of the downtown. Functions for these buildings--no greater than two stories--are envisioned as light commercial (bars, restaurants, small shops) and residential.

4. **OFFICE BUILDING ACROSS THE CREEK**

   Although not actually a part of the market district, this building has many strong ties to the Apperson Market Building. Most obvious is the pedestrian bridge created to connect the building to the
Section through creek at the Apperson Market

Scale
Market Area, a dual-level bicycle-pedestrian bridge with a gathering space beneath the upper level to create a "Pont Vecchio" feel to the bridge. In addition, this building is located right along the creek to create a tight urban space out of the creek between the Office Building and the Apperson Market Complex.

a. OFFICE BUILDING with a PARKING GARAGE

This building makes other gestures to the creek including the dual-level walkway along the creek which is actually incorporated into the facade of the building here. In addition, the building's atrium visually continues to axis of the alley and fills the building with natural light; this trait is also expressed in the facade if the building as it is perpendicular to the city grid, whereas the remainder of the building is perpendicular to the creek.

It is the market district that I feel should receive the most attention in that it has not only the most potential, but that it also has the potential to generate development throughout the rest of the Southcreek Development Region.

B. FOSTER'S LAKE AND CREEK EAST OF APPERSON WAY

The creek between Union Street and Apperson Way would be widened to create a picturesque lake along which several amenities would be developed:

1. KOKOMO HIGH SCHOOL CONSERVATORY ADDITION AND TERRACES

An addition to the High School which would be used by biology classes for study, relaxation, and experimentation for use by students and the general public.

2. KHS UNDERGROUND PARKING

Part of the conservatory addition (see building sections)

3. LEVEE PARK NORTH and FOSTERTOWN PIONEER SETTLEMENT

To widen the creek, houses along the creek would be relocated or demolished, determined by their existing condition, and a levee would be created to protect the remaining houses. On the creek-side of the levee a small park consisting of log-cabin structures—fostertown—would be created as a recreation of the pioneer village from which the city began in 1845.

4. LEVEE PARK EAST

This is at present an inefficient parking lot for Kokomo High School which would be redeveloped into a park that links the senior-citizens tower to the downtown area, and the linear creek park.

5. LEVEETOP RESTAURANT AND INN

This is a small facility from which visitors have excellent views of the new Foster's lake amenities, and the linear creek park.

C. CANAL DISTRICT

At present the neighborhood south of the creek is a run-down area filled with old houses badly in need of repairs. By replacing Murden Street with a canal, a water-loop development is created, and
includes this neighborhood to create a scenic living environment. Alleys behind these streets are widened and converted into parking streets for these neighborhoods. The canal would run from the Wildcat creek westward, across from the KHS recreational fields, to the Quarry lake development, which shall be mentioned later. At times of heavy rain, locks at the Canal Street Bridge and the Apperson Way Canal Underpass in Levee Park East shall close to prevent flooding from the creek.

D. VAILE AVENUE WIDENING AND EXTENSION

Widening this road into a tree-lined boulevard will help demarcate this as the southern boundary for the downtown, much in the same way that Washington Street would for the west side, as mentioned earlier under “Urban Infill.” The south edge of the street would be preserved, but the north side would be widened and row houses would replace existing housing to further create this edge.

E. QUARRY LAKE

Along Washington Street south of the creek there exists a stone quarry which may be eventually filled in as a way to create new lands for development. In this masterplan it is proposed that this massive ditch be connected to the creek with a canal; in addition, the canal mentioned under “canal district” would tie into this lake. Recommended developments proposed along this lake include a hotel on the northwest corner of the lake, a small raft/boat/canoe dock along the east edge (and adjacent to the trolley), and a park along the south edge that responds to the residential neighborhoods and greenspaces along South Washington.

F. CULTURAL CENTER

Located on a poorly-developed lot along the creek, the masterplan proposes a community cultural center for this site. Toward Superior Street the facility would create a strong built-urban edge, whereas along the creek there would be created an outdoor cultural park which should include an outdoor amphitheater, sculpture garden, and display terrace. This facility should also be used as a convention center and meeting area for the city.

G. FIREMEN’S PLAZA

Although this is not a highly public facility, amenities proposed in the masterplan include the creation of public spaces, and separate private spaces for the fire fighters. A new fire department history museum would be a new wing to the existing fire department, and an observation tower would be created to tie the two halves together. Along the creek, a greenspace would be created to connect Foster Park to the Cultural center, and extend the greenspace of Foster park beneath the Washington Street Boulevard Bridge to connect the park with the existing downtown and the Southcreek Development Area.
Creeks and Water Spaces
CONCLUSION

One important fact to note is that this study has looked at the large scale potentials for these development projects; to be successfully implement these would require a much more in-depth study of these various projects individually, and with respect to this masterplan. It is also important to note that a variety of projects have been presented; while some would require tremendous funds others would not. By executing those projects indicated as being key redevelopment generators, many other projects may be carried out and assisted by the private sector.

The main idea this masterplan has tried to emphasize is that the successful downtown is multifunctional—it is not only a nine-to-five business center. It is this gestalt of the downtown that Americans have that must be abolished from the minds of users, planners, developers, and the zoning commission. If it does not the American downtown will maintain the image as a desolate business center where people "have to go" instead of the wonderful shopping, cultural, and recreational center it once was—and should be once again.
APPENDIX ONE: SITE DATA/CRITERIA

1. KOKOMO PROFILE

The following is provided to give one an idea of the demographics and politics that affect this thesis and the city of Kokomo as a whole. A profile on the site itself immediately follows this section.

Population: 50,000 (1980 census)

Location: Kokomo is located in North Central Indiana 51 miles north of the state capital of Indianapolis, 92 miles south of South Bend, 45 miles east of Lafayette, and 65 driving miles northeast of Muncie.

SMSA (Standard Metropolitan Statistical Area): Includes the Counties of Howard and Tipton to the south. Kokomo industries also draw many workers from surrounding counties, also.

Major Highways:
- US 31, a four-lane divided highway which bypasses the city one mile east of the downtown. Because of its proximity to the city it has drained much of the city's businesses and offices from the city. (Connects Kokomo with Indianapolis and South Bend) Has been considered for conversion to a Interstate Highway to South Bend.
- US 35, a two-lane highway which once ran through the city, but has been merged with the US 31 bypass in the early 1980's. (Connects Kokomo with Michigan City, Logansport to the NORTHWEST, and Muncie, Richmond to the SOUTHEAST.)
- State Road 22, a two-lane highway (four-lane along Washington, Markland Streets in the city) which runs along the West edge of downtown Kokomo. Heavy strip development has occurred along this highway along the West and East edges of the city (Connects Kokomo with Burlington to the West, and Marion/Gas city to the East.)
- State Road 26, a two-lane highway five miles south if downtown which does not run through the city limits, but it is an important highway to the city. It is a major factor in the continuous growth of the city southward both commercially and residentially as it connects the city with Interstate 65 (Chicago, Lafayette) to the west and Interstate 69 (Fort Wayne, Muncie) to the east.

Kokomo is not served by an Interstate Highway.

Major employers—industries:
- Delco Electronics, the city's major employer with 11,000 workers and recent additions
to its technology center. Every radio and many of the computerized parts for a GM car are manufactured or assembled here.
- Chrysler Casting and Transmission Plant which employees 4,000.
- Haynes International Specialized Metals, employer of 2,000.

Obviously, one of the dangers of the Kokomo economy is that it is very dependent on the automobile industry which is now enjoying a renaissance only after a slump through much of the 1980's. The city continues to feel the impact of the closing of Continental Steel in 1987 when 1,100 people were suddenly without work. It should be an indicator to the city that the local economy should be less industry-dominated.

Education—Grades 1-12
In 1985 the Center Township Consolidated School Corporation executed a major restructuring of the Kokomo school system which involved the closing of four schools and the merging of Kokomo and Haworth High Schools into a single high school (Kokomo High School). The downtown Kokomo H. S. Building now houses 8-9 grades and the suburban Haworth building houses 10-12 grades. This restructuring reflects the school board's concerns of the declining economic situation of Kokomo in the mid-1980's.

Education—Collegiate
- Indiana University at Kokomo (IUK)- With the demand of continuing education and the concerns of economic instability, this campus continues to grow in enrollment and expand its campus. In fact Delco has a program in which it will provide its factory workers the financial assistance to enroll here as Delco begins to replace factory laborers with robotics and engineers. Its growth is a strong reflection of the changing attitude that one can no longer assume that a high-paying factory job awaits one after high school.
- Ivy Tech- This institution has also been growing for the above reasons.

2. WILDCAT CREEK PROFILE
In this section I shall discuss the factors which have influenced why I have set the parameters that I have for this project in terms of physical boundaries, functions, and potentials the creek has for the downtown and city.

Geography: The Wildcat Creek is a tributary of the Wabash River. Its source is in Grant County to the east and it merges into the Wabash near Lafayette. The Wildcat Creek Reservoir located five miles east of Kokomo was created in the 1950's to supply the growing population of Kokomo. The reservoir is known for its wooded recreation area and excellent fishing.
Existing amenities along the Wildcat Creek near the downtown area:
  - Kokomo High School Downtown Campus and Recreational Fields
  - Foster Park and its public recreational amenities
  - The "Seashore" Municipal Swimming Pool
  - Various downtown businesses

Other amenities in the city along the Wildcat/Kokomo Creeks:
  - Highland Park and its historic landmarks such as the covered bridge, the world's largest sycamore tree, and the world's largest steer (Old Ben). Also features a 5,000 seat Babe Ruth league baseball stadium and Little League baseball field
  - Cutler Park and Little League baseball field
  - UCT park and Little League baseball field

Negative entities along the Wildcat Creek
  - Waste Water Treatment Plant: When placed here it was never assumed that city growth would ever reach this area.
  - Continental Steel Plant: Although abandoned it is an eyesore and much clean-up of this site needs to be done

Because these two are located on the creek (about 1 1/2 miles from downtown) between Highland and Foster Parks it is debatable as to whether or not these two should be connected by a park system.

Flooding problems
The two neighborhoods immediately adjacent to downtown Kokomo have experienced major flooding problems at about 10-year intervals; in recent history floods have occurred in 1979 and 1989, while the city's worst flood occurred in 1913. The neighborhood west of Washington experiences less severe flooding while the neighborhood immediately south of the high school is very flood-prone and dilapidated. In my thesis I will decide whether the latter area can be saved via levees or whether it should be cleared and redeveloped.

A SUMMARY OF CONCEPTS FOR KOKOMO AND WILDCAT CREEK REDEVELOPMENT:
1) THE WILDCAT AND KOKOMO CREEKS AS ENTITIES WHICH PEOPLE CAN USE TO GET DOWNTOWN (ANALYSIS OF ZONES)
2) THE CREEKS TO PROVIDE RECREATIONAL SPACES, AND ACCESS TO RECREATIONAL SPACES FOR THE NEIGHBORHOODS THROUGHOUT KOKOMO (ANALYSIS OF ZONES)
3) THE USE OF THE WILDCAT CREEK TO EMPHASIZE THE DICHOTOMY OF OLD AND NEW DOWNTOWN, YET AN ENTITY WHICH LINKS THE TWO TOGETHER (URBAN MASTERPLAN FOR DOWNTOWN KOKOMO)
### APPENDIX TWO

**WILDCAT CREEK DEVELOPMENT**

**ITEM POOL: What does Downtown Kokomo Need to become Successful?**

<table>
<thead>
<tr>
<th>RECREATIONAL</th>
<th>CULTURAL</th>
<th>PUBLIC</th>
<th>COMMERCIAL</th>
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<tbody>
<tr>
<td>Jogging Paths</td>
<td>Museum of</td>
<td>Marketplace</td>
<td>Groceries</td>
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<tr>
<td>Walking Paths</td>
<td>Auto History</td>
<td>Campgrounds</td>
<td>Drug Stores</td>
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<tr>
<td>Bicycle Paths and</td>
<td>City history museum</td>
<td>Youth Hostel</td>
<td>Hotel(s)</td>
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<td>designated street lanes</td>
<td>Sculpture Gardens</td>
<td>Conservatory</td>
<td>Specialty Shops:</td>
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<td>Rowing/Canoeing areas</td>
<td>Dining facilities with river</td>
<td>Baths, Sauna</td>
<td>*Video Rental</td>
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<td>Indoor/Outdoor Cinemas</td>
<td>overlook</td>
<td>YMCA, YWCA</td>
<td>*Arcade</td>
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<td>Picnic Areas</td>
<td>Amphitheater</td>
<td>amenities</td>
<td>*Foods</td>
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<td>Loggias</td>
<td>Studio Spaces for artists/dancers</td>
<td>Convention Center</td>
<td>*City Souvenirs</td>
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<tr>
<td>Flower Gardens</td>
<td>Art Museum</td>
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<td>Bookstores with cafes</td>
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<tr>
<td>Playgrounds</td>
<td>City history walk</td>
<td>Major Public Plaza</td>
<td>Hobby Stores</td>
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<tr>
<td>Skateboard plaza</td>
<td>Fostertown</td>
<td>Residential Plazas</td>
<td>Music Stores with listening areas</td>
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<td>Fitness park</td>
<td>Children's Museum</td>
<td>High School Plaza</td>
<td>Bakeries/confectioners</td>
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<td>Maintenance Shelters</td>
<td>Bookmobile space w/outdoor reading</td>
<td>Parking Garages</td>
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<tr>
<td>Ice Skating</td>
<td>area</td>
<td>Trolley Systems</td>
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<td></td>
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<td>City bus service</td>
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<td></td>
<td>IUK functions</td>
<td>Fire Station Museum</td>
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<td></td>
<td>Civic/Dance Theater</td>
<td>with plaza</td>
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<td></td>
<td></td>
<td>Community Centers</td>
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APPENDIX THREE
AN OUTLINE OF THE DISTRICTS CONSIDERED FOR ANALYSIS AND DEVELOPMENT:

I. DOWNTOWN KOKOMO
   A. WASHINGTON STREET BOULEVARD
      1. MASONIC PARK
      2. CHURCH SQUARE
      3. CITY VENTURE PLAZA ONE
   B. BUCKEYE STREET TRANSIT MALL
      1. CITY HALL-COURTHOUSE PLAZA
      2. TRESLE BRIDGE GATEWAY
   C. MISCELLANEOUS
      1. INFILL PROJECTS ALONG SYCAMORE, MAIN, AND UNION STREETS
      2. PARKING GARAGES WITH SHOPS AT THE STREET LEVEL
      3. KHS PARKING LOT NORTH OF MEMORIAL GYMNASIUM

II. WILDCAT CREEK CORRIDOR IN THE RESIDENTIAL AREAS (ANALYSIS ZONES 1-5)
   A. ZONE ONE
      1. CITYGATE PARK WEST
      2. STEELMILL PARK ESPLANADE SOUTH
   B. ZONE TWO
      1. STEELMILL PARK ESPLANADE NORTH
      2. NORTH MILL DEVELOPMENT REGION
      3. COURTLAND PLACE PEDESTRIAN BRIDGE
   C. ZONE THREE
      1. LEVEE PARK EAST
      2. CONVERSION OF EXISTING JUNKYARD INTO A NEW PARK
      3. CUTLER-WATERWORKS PARK CORRIDOR
      4. CITYGATE PARK EAST
   D. ZONE FOUR
      1. HIGHLAND PARK IMPROVEMENTS
      2. WALKWAY EXTENSION TO STEELMILL PARK ESPLANADE
   E. ZONE FIVE
      1. WALKWAY CONNECTION FROM HIGHLAND PARK TO IUUK
      2. IUUK AMENITIES ALONG THE KOKOMO CREEK

III. WILDCAT CREEK CORRIDOR WITHIN DOWNTOWN KOKOMO (ANALYSIS ZONE SIX)
   A. MARKET DISTRICT
1. APPERSON FACTORY RENOVATION
   a. APPERSON MARKET COMPLEX
   b. ENTRY AND MARKET PAVILION (EX-INTERURBAN STATION)
   c. APPERSON PLAZA WEST

2. PLAZA EXTENSION TO THE EAST
   a. OFFICE BUILDING AND SMALL SHOPS
   b. APPERSON PLAZA EAST

3. PARKING GARAGE AREA
   a. GARAGE
   b. TROLLEY PLAZA
   c. CREEKSIDE VILLAGE

4. OFFICE BUILDING ACROSS THE CREEK
   a. OFFICE BUILDING
   b. PARKING GARAGE
   c. WALKWAYS INCORPORATED INTO FACADE

B. CULTURAL CENTER
   1. THEATER/CONVENTION CENTER
   2. SMALL OUTDOOR AMPHITHEATER
   3. PERFORMANCE PLAZA

C. FIREMEN'S PLAZA
   1. FIRE STATION
   2. FIRE DEPARTMENT MUSEUM OF HISTORY
   3. OBSERVATION/HOSE TOWER
   4. PARK/GRENSPACE
   5. SEMI-PRIVATE SPACES FOR FIRE FIGHTERS

D. FOSTER'S LAKE AND CREEK EAST OF APPERSON WAY
   1. KOKOMO HIGH SCHOOL CONSERVATORY ADDITION AND TERRACES
   2. KHS UNDERGROUND PARKING
   3. FOSTERTOWN PIONEER SETTLEMENT
   4. LEVEE PARK NORTH
   5. LEVEE PARK EAST
   6. LEVEETOP RESTAURANT AND INN

E. CANAL DISTRICT
   - REPLACING MURDEN STREET WITH A CANAL THAT CONNECTS THE WILDCAT CREEK TO QUARRY-LAKE
F. VAILE AVENUE WIDENING AND EXTENSION
   - TREE LINED MEDIANS
   - ROW HOUSES

G. QUARRY LAKE
   - HOTEL ON NORTH SIDE OF LAKE
   - MARINA ALONG EAST EDGE
   - QUARRY PARK ON SOUTH EDGE
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