Introduction

A brief history of canal development is presented here in order to orient the reader to the role canals played in Indiana's development. A written description of the canal, as it exists today, is also included.

The 'problem orientation' is meant to explain why the Indianapolis Canal is currently being studied and analyzed for some type of development; to identify who is concerned with and involved in proposals that will affect development; and lastly, to define, as I see them, the current problem of recent studies.

The above was needed in order to formulate the 'problem statement'.
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THE CENTRAL CANAL
AT INDIANAPOLIS, INDIANA, c.1833
Historical Orientation

EARLY CANAL DAYS IN INDIANA
1800-26

Indiana became a territory in 1800 with a population of a little over 3,000, generally scattered along the Ohio River Valley and at the mouth of the Wabash River. In the period between 1800 and 1826 more and more settlers began the move westward. By 1816 there was a population of about 65,000.

In 1820 Indianapolis was established as the new State Capital. Relocating the Capital from New Corydon to Indianapolis was thought to be a move toward better articulation. Indianapolis, chosen for being the central spot of Indiana, was so far from being a community, much less capital city, that the state government was not actually moved from Corydon until 1825.

The greatest mass of population in Indiana was still concentrated to the South and East of Indianapolis. The territory to the North and West was sparsely settled and still considered a frontier. The Ohio River had been the westward settlers travelling link; but, movement of goods and men were impeded greatly by the falls on the Ohio River at Louisville. Boats along with their cargo often needed to be portaged around these falls. This was the logical place for the first Indiana canal. After long political battles between Indiana and Kentucky, Indiana finally won the right to have the canal on their side. It was only two miles long, and called the Ohio Falls Canal.

In 1832 work began on the Wabash and Erie Canal, White Water Valley Canal, and the Central Canal. The work was slow because money had been borrowed, spent, and Indiana had over-extended itself and fallen into debt. Still people wanted internal improvements that would; it was believed, help to civilize their towns. They wanted canals, roads, and railroads, so Indiana continued to over-extend
its debts and continued to borrow money for Internal Improvements. The only public work that moved ahead was the Wabash and Erie Canal.

Internal Improvements still remained the big issue politically. Public opinion was so determined that a candidate stood little chance of election unless he climbed aboard the improvements system band wagon.

In January 1836 a general systems bill was introduced. The measure passed the House and Senate, and became law. It provided for eight improvement projects including the White Water Canal, Central Canal, extension of the Wabash and Erie, Railroads and macadamized roads and surveys for other work.

The act empowered fund commissioners to borrow an additional $10 million for these improvements. Improvement enthusiasm was at flood tide.

Work went on along the Central Canal North of Indianapolis and at the same time, near Evansville. On the White Water Canal between Lawrenceburg and Brookville, and on the Wabash and Erie Canal at several points work was being done to improve them-altogether, work was taking place at eleven different spots.

The Indianapolis newspaper 'Sentinel' called the widely separated job, "a simultaneous concentrated scatteration!" It was proposed, instead of selecting one or two works, to dig a 'hole', here and there, in every one of them...

The Wabash and Erie Canal had received the greatest attention and money of all Internal Improvements. In 1837 the financial situation again grew shaky for Indiana's Internal Improvements. Estimated construction costs were way below the actual costs of constructing the canals. Budgets were cut on every project. The Central Canal received more money this year than any other improvement project. This allowed for about 45 miles of the Central to be almost finished; but the channel had water in it only from Broad Ripple
to Indianapolis. The state had already sold the "supposedly valuable" water power to manufacturers.

At this time the capital was still isolated. Indiana has no roads system, only the National Road and the Michigan Road, both almost impassable. Canals had promised to move goods and passengers faster, more cheaply and with much less horsepower than transportation by land. The only trouble was the cost of construction, and the size of the States' debt.

In 1939 the dream for a system of canals was over. All public works, except for the Wabash and Erie, and a few unfinished locks on the White Water Canal, were suspended. At a cost of about $8 million, the State had completed ninety miles of the Wabash and Erie Canal, thirty miles of the White Water; nine miles of the Central, twenty-eight miles of the Madison and Indianapolis Railroad and forty-one miles of macadamized turnpike. Some 290 miles of partially completed canal, railroad and turnpikes were left to erode and become overgrown with weeds.

Construction continued on the Wabash & Erie by the state issuing their own currency to contractors. The paper currency was used throughout other states, and was worth only 10-60% of its face value.

Indiana wasn't the only state having economic difficulty. Almost every state that had constructed a canal was in debt on loans. Only New York had been prosperous in canal transportation with some 300 plus miles of the Albany Canal.

They were.

The Wabash and Erie pushed on southward from Lafayette. Dreams of extending the Central Canal to Lake Michigan, and continuing the improvement system. Rail lines had out numbered canal lines by over 1000 operating miles, but already.

In the 1840's the federal government granted Indiana the land for completing the Wabash and Erie to Terre Haute, and private investors in the White Water River Valley promoted the further extension northward of the White Water Canal.
The Wabash and Erie pushed on toward the Ohio River while the White Water Canal suffered from floods and lack of maintenance. Finally a railroad built on the towpath of the White Water Canal in the late 1860's ended the canal's use for transportation.

The section of Wabash and Erie Canal below Terre Haute was to suffer the same fate as the White Water Canal. A lack of maintenance and continual disasters, such as, flooding or running dry from banks breaking, or locks left open, being Indiana by 1954 had about 1300 miles of operating railroads. By 1959, railroads became the aggressive rival of canals. Canal right-of-ways were slowly sold piece by piece to private individuals so that Indiana could pay back its debts. The canals were sold and resold until by 1881 the north end of the Wabash and Erie was finally sold to the New York, Chicago and St. Louis Railroad.

At this time Indianapolis was the hub of a dozen or more rail lines. About a dozen mail trains and some 2000 freight cars passed through daily. No one suspected that the fate of canals was to be echoed by the railroads almost one-hundred years later.

Remnants of the Improvements system of 1836 remain in Indiana.

The White Water Canal

In the White Water Valley, the Canal is a recognizable channel at many points, bearing out the favorite argument of old waterways men: that a canal becomes more durable as it grows older. It was true when banks held together long enough to be covered by vegetation that would make them resist erosion. The canal towpath which was taken over by the railroads continued the development of communities in the valley. Today the railroads are as forgotten as the canal, in much the same state of "honorable idleness".
Fifteen miles of the canal have been restored by the Corps of Engineers, between Metamora and Blountsville. At Metamora, one of two locks that have been restored is the focus of the town. This restored section has been a State Memorial since the 1940's.

Wabash and Erie Canal

One of the ironies of time is that the Wabash and Erie, which took a heavy toll of effort and money, and which seemed the most promising of the state works, has left few visible remains on the long route. It is not recognizable as a waterway anywhere between the state line and Evansville, and all wooden structures have long since disintegrated. The towpath can be identified in a number of places, sometimes in a woodsly trail, or bearing a railroad or imbedded with crumbling crossties that mark a defunct interurban line. Stone walls of some locks remain, isolated on dry ground and overgrown with thicket.

The Wabash and Erie had played a prominent role in developing the northern part of Indiana, where the population grew to five times that of 1830. The canal aided the settlement of farms and towns, and increased earnings of farmers, merchants, boatbuilders, blacksmiths, tavern keepers, and others along the line. Needed goods came from distant centers, also some civilizing ideas, and ways of life that were both useful and entertaining - all of which had a part in shaping the culture of a people.

Central Canal

The State sold the Central Canal in 1850. The watered portion, some nine miles, brought $2,245 and the unfinished Morgan County line sold for $600.

From the start the 'ditch' had shown no promise of becoming an asset. For several years of State operation the completed section between Broad Ripple and Indianapolis had brought no profit. The great canal that was supposed to have
INDIANA'S CANALS
LOCATION OF THE CENTRAL CANAL

PROJECT SITE:
the completed portion of the central canal at Indianapolis
brought urbanization and wealth by linking Indianapolis with New York and New Orleans had failed to connect. It was originally intended to link the central part of the State to both ends of the Wabash and Erie Canal, extending from Peru on the north to Worthington on the south. (MAP 1)

Commerically the Canal was only a local irritation, but socially it was useful as a means of recreation. Soon after being built the Central had some points in its favor. It was a great place for town boys who had a good swimming hole near St. Clair Street. The distant wide cut (a length adjacent to the Water Works just below Fall Creek Aquaduct) became, in Winter, a fine skating rink. Sunday School picnickers took off in flat-bottomed barges for a grove later known as Fairview Park.

In 1847 a flood swept away the Fall Creek Aquaduct and put the Canal out of business. Under new management of the Water Works Company of Indianapolis canal affairs remained chaotic. In addition to providing water power to local industry, it was navigated by boats carrying wood.

At this time to the residents of Indianapolis, Broad Ripple was a far away place that could only be reached by a cross country expedition.

When acquired by the Indianapolis Water Company in 1881 the Central became an important part of the city's water system. At the end of the canals nine mile course the water dropped thirty feet to hydraulic turbines at Washington Power Station. When the Station became inactive in 1969, the canal was diverted by conduits into the White River.

In August 1971 in a ceremony at the Indianapolis Museum of Art, the American Water Works Association dedicated the Central Canal as an American Water Landmark. The award is made to "tangible, physical property that has, or had, a direct relationship with water supply, treatment, distribution or technological development...and sufficient age to have established significance as a Landmark...within the community in which it is located".
Also in 1971 the Indianapolis Water Company offered a section of canal, below the Water Works, to the city for the City's use for open space. This offer has provided the initiative for the city to study potential reuse of the canal. It is hoped that some action can take place as a bicentennial project.
THE CANAL TODAY (MAP 2, MAP 3)

The canals origin is at a point on the White River just above Broad Ripple Village. Water is pumped from the river into the canal at this point. For a distance of approximately five miles the water flows slowly, through the man-made channel. This portion of canal arcs gently from a westerly direction to south-westerly and finally swings to the south. The river meanders away from the canal leaving large areas of land between the two, then, meeting again so that the two can be seen together.

Adjacent land use varies. At Broad Ripple small shops and offices can be seen along the canal corridor. Single family residences begin to line the banks further west. Finally about two miles from its source the canal begins to pass through areas with heavy vegetation and steep slopes until at times, the towpath seems completely isolated from the city. Portions of the canal here look similar to photographs taken late in the 19th century. Then the canal and river run parallel to each other—the for approximately three quarters of a mile. Trees line the banks of the river and canal contributing to the feeling of isolation. Again the river and canal separate. The canal begins to gently bend toward the center of the City and at 30th street loses its characteristic sense of isolation.

Below 30th street the canal begins to pass between warehouses and industrial development. Some are deteriorating, some little used, and others seem abandoned. Trash begins to litter the water, and trees are clustered in isolated groups along the banks of the canal. Street bridges are within six inches of the water's surface and seem to impede the flow.

After the water flows over Fall Creek, via the aqueduct, the canal widens, and the water is passing the Water Company. At this point water is taken into the Water Works through three intake valves and purified for distribution to the city. Above the intakes the water flow is 90 million gallons per day. The water
remaining in the canal after passing the last intake valve at 21st street is only 10 million gallons per day.

The water flow is considerably slowed. This, of course, is not visible, but after leaving the water works the canal water quality worsens. Its aesthetic quality also worsens because the canal begins to pool. Water is forced underground, below the newly constructed inner loop of I-65, and through conduits, surfacing on the other side of the interstate. The pooling of water is a collection basin for trash, and green scum. Some trash is forced through the conduit and surfaces on the other side of the interstate to make a similar mess. Within the inner loop of the interstate the water is again pooled and forced through another conduit. Now within the downtown area of Indianapolis the canal passes under a bridge at every block. The area at present along the downtown canal right-of-way is an eyesore, not only to the community, but also to the estimated 50,000 people who either work or visit that area daily.

Green scum, along with cans, and other trash cover portions of the water's surface. Adjacent land uses and buildings vary in their social and economic usefulness. All of this is within view of the State Capitol Complex as well as within a short walking distance from Monument Circle and the central business district.

From the State Office Complex the waterway turns to the west and passes between more industry, warehouses, and Military Park (a historic landmark) and the expanding IUPUI Campus.

The canal ends about two blocks west of the Capitol. The water is again channeled underground through conduits which lead westward to the flood wall of the White River. The water is returned to its source through the flood wall just south of Washington Street Bridge.

NOTE: Slides have been taken documenting the course taken by the canal. These slides will be included in the first quarter presentation to help in site orientation.
Problem Orientation

What the canal is today and what it could be, in the future, has been a rising concern. First, because of the canal's historic significance. Second, the amazing development which is taking place on the western edge of the downtown area, including the Convention Center, Merchants Plaza (under construction), the expanding State Capitol Complex, and the expanding IUPUI Campus. Third, the Indianapolis Water Company wishes to dispose of a portion of the canal from 21st Street intake valve to its outfall at the White River. This section of canal is no longer needed for Water Company purposes and has thus been offered to the city for use as open space. (MAP 4)

Proceeding response to the above offer the City wished to first determine potential reuse of the Canal for any of these potential uses. The Waterways Task Force of the Greater Indianapolis Progress Committee (GIBC) has been involved in the study of the canal relative to this fact.

The purpose of the Waterways Task Force is to explore all possibilities for the canal's use. To date, the Task Force has been responsible for coordinating and directing a few of the current proposals.

Listed below are studies that have proposed redevelopment of the canal, and/or, proposals to adjacent lands that would affect future canal development. A summary of each is included.

PAST PROPOSALS

*Open space plans have suggested that the canal should be incorporated into an open space plan, as far back as 30 years ago. 2

*The most recent parks plan 3 specifies that portions of the Canal be included in Marion County recreation and open space requirements. The upper and central sections have not been included since they are privately owned and maintained
by the Indianapolis Water Company, and have not been offered to the city for open space planning.

CURRENT PROPOSALS

*A new recreation plan is in its first stage of development.* This includes a survey of existing facilities and population data. From this survey they will project the need for additional recreation facilities and develop a Master Plan. The Master Plan is scheduled for completion sometime in 1976.

*The inclusion of the central and upper sections of canal is not expected to be a short range goal of the new Master Plan.* Due to previous surveys of community needs, (table 1) neighborhood and community park needs are expected to be of first priority. These needs have not been satisfied to date.

*Indianapolis Waterways Feasibility Study* prepared for the Department of Parks and Recreation by Groves, Fernández, Barry, Telford and Associates, Planners and Engineers, of San Antonio, Texas.

*Preparation of this report was coordinated and directed by the Waterways Task Force. To 'analyze' the Water Company Canal and the Fall Creek Watershed. The purpose of this analysis was to determine whether these waterways could feasibly be developed as a linear parkway with sufficient identity to have a positive influence toward upgrading the generally deteriorating corridor they traverse.*

Contents were:

1. Hydrological analysis
2. Land use and market ability
3. Developmental Concepts
4. Preliminary Design
5. Cost/Funding/Implementation
6. Cost Benefit Analysis

Developmental Concepts were divided into three areas. They were: Lower Canal (MAP 5)

1. Lower waterway 12 to 15 feet below street grade
2. Within a 150' wide, 14' deep, 1.3 mile length create a people oriented parkway with water, water features, sculpture, walkways, plazas, trees, benches, and fountains.
3. Provide pedestrian access to and across the corridor
4. Relate access points and special features to adjacent development

Central Canal (MAP 5)

1. A link with the lower canal
2. Link with Fall Creek
3. Provision of maintenance facilities to serve the redeveloped corridor

Upper Canal (MAP 5)

1. Hiking and nature trails
2. Utilization of the towpath and adjacent street network as a bicycle trail and sightseeing vehicle corridor
### Total Park Acres Required by Standards — 1972

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<th>Local</th>
<th>Regional</th>
<th>Total</th>
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<td>1972 Estimated Population*</td>
<td>Neighborhood (2.5 acres/1000)</td>
<td>Community (3.0 acres/1000)</td>
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<tr>
<td><strong>Center</strong></td>
<td>269,400</td>
<td>673.50</td>
<td>808.20</td>
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<td><strong>Dunn</strong></td>
<td>13,200</td>
<td>45.50</td>
<td>54.60</td>
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<tr>
<td><strong>Franklin</strong></td>
<td>12,000</td>
<td>30.00</td>
<td>36.00</td>
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<tr>
<td><strong>Lawrence</strong></td>
<td>74,700</td>
<td>186.75</td>
<td>224.10</td>
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<td><strong>Perry</strong></td>
<td>79,900</td>
<td>199.75</td>
<td>239.70</td>
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<td><strong>Pike</strong></td>
<td>19,600</td>
<td>49.00</td>
<td>58.80</td>
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<td><strong>Warren</strong></td>
<td>95,700</td>
<td>239.25</td>
<td>287.10</td>
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<td><strong>Washington</strong></td>
<td>132,000</td>
<td>330.00</td>
<td>396.00</td>
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<td><strong>Marion</strong></td>
<td>129,200</td>
<td>323.00</td>
<td>387.60</td>
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<td><strong>County</strong></td>
<td>930,700</td>
<td>2076.75</td>
<td>2492.10</td>
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### Net Park Acres Needed to Meet Standards — 1972

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<th>Total</th>
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<td>474.09</td>
<td>169.42</td>
<td>643.51</td>
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<td>30.00</td>
<td>2 -247.58</td>
<td>-217.58</td>
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<td><strong>Franklin</strong></td>
<td>137.92</td>
<td>94.73</td>
<td>232.65</td>
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<td><strong>Lawrence</strong></td>
<td>156.28</td>
<td>219.70</td>
<td>375.98</td>
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<td><strong>Perry</strong></td>
<td>43.92</td>
<td>58.80</td>
<td>102.72</td>
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<td><strong>Pike</strong></td>
<td>224.31</td>
<td>19.22</td>
<td>205.09</td>
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<tr>
<td><strong>Warren</strong></td>
<td>281.75</td>
<td>314.76</td>
<td>596.51</td>
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<td><strong>Washington</strong></td>
<td>162.03</td>
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<td>498.09</td>
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<td><strong>Marion</strong></td>
<td>120.35</td>
<td>357.31</td>
<td>477.66</td>
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<td><strong>County</strong></td>
<td>1173.5</td>
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*Interpolated from Table 13, p. 44, Regional Inventory and Activity Forecast, UPP Job 610, Water Quality Control Program, Department of Metropolitan Development, Indianapolis, 1972.

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### Explanation

Note under NET PARK ACRES NEEDED TO MEET STANDARDS — 1972, those figures circled indicate neighborhood and community parks that are required in Center and Washington Townships. These two townships are shown on MAP A. As stated in the text, these needs have not been met.

Note also, regional park needs for Marion County are underlined. White River could easily supply some or all of the regional requirements. Purdue University is now studying the White River. Details are not known at this time.

The analysis phase of this project should identify adjacent areas, to both the Canal and neighborhoods, that could be developed as park land to satisfy community needs.
3. Physically relate the upper canal and central canal - Fall Creek tie.
4. Define point-of-interest nodes and encourage access points at these locations.

Preliminary design included:
1. Railroad relocation
2. Right-of-way acquisition
3. Replacing street bridges
4. Canal and Creek Construction
5. Landscaping
6. Amphibian vehicles

Costs estimates including Professional Fees and Administration were:
1. Lower Canal: 20 million +
2. Central Canal: 15.5 million +
3. Upper Canal: 16.5 million -

*Architectural and Historic Landmarks of Downtown Indianapolis prepared for the Waterways Task Force by the Historic Landmarks Foundation of Indiana.

To identify places and buildings having historical or architectural significance. Further, to take an overall view ownership of properties abutting the canal, the structures presently there, and to determine potentials for future use.

This study has recently been completed. No copy is available at this time.6

*Canal Implementation, Preliminary Recommendations prepared for the Waterways Task Force by themselves and the Department of Metropolitan Development, Indianapolis, Indiana.

To summarize previous studies concerning development of the lower portion of canal for review by the Task Force. Presented at a Mayor's dinner, September, 1975. (MAPS 6,7,8) (FIG.1,6, FIG.2)

*Indiana-Purdue/Indianapolis Master Plan (IUPUI) prepared for IUPUI by Woolen and Associates, Architects and Planner; Indianapolis, Indiana.

The Master Plan here involves the redevelopment of the outfall at White River. (MAP 7)

*Indiana State Governmental Complex prepared for Governor Otis Bowen and the State Office Building Commission, by Archonics Corporation, Planners, Architects...; Indianapolis, Fort Wayne, Terre Haute.

The proposal involves relocating and pooling of the canal. This will take place directly to the west of the existing State Office Building. Scheduled to begin construction during Summer, 1976. (MAP 9)

*Urban Design Summary - 1974 prepared for Public Information by the Department of Metropolitan Development, Indianapolis, Indiana.
West Street when completed will provide the major connection between the north and south legs of the Inner Loop. In the area of the State Office Complex West Street will be widened to the east onto State Property (no property will be acquired in Military Park) with a total right of way of approximately 119 feet and the following dimensions:

<table>
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<th>Border &amp; Walk</th>
<th>3 Lanes</th>
<th>Median</th>
<th>3 Lanes</th>
<th>Border &amp; Walk</th>
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<tbody>
<tr>
<td>15'</td>
<td>36'</td>
<td>18'</td>
<td>36'</td>
<td>14'</td>
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</table>

These improvements are anticipated in 1980. As a part of the West Street project, a new bridge over the Canal will be necessary. The design of the bridge structure, altered to permit pedestrian movement in an underpass, would again maintain alternatives for Canal reuse.

SECTION - WEST STREET IMPROVEMENT

A typical right of way improvement (to show design concept) would be 110 feet wide with a 50 feet wide channel and two 30 feet sides (for pedestrian paths, landscaping, etc.). The section for this typical improvement is the following:

SECTION - CANAL IMPROVEMENT
Produced to give an overview of recommendations made by the Department within the last few years. A collection of neighborhood plans and urban design projects for the Indianapolis area. Some neighborhoods and portions of the downtown that lie adjacent to the canal are included here.


Overall: Concern for the canal and its role in the city's future has been generated in the downtown area; particularly, that section of canal below the newly constructed inner loop of I-65 to its outfall at White River. Focusing on this portion of canal has had many reasons; some of which are reinforced by past, and current proposals.

1. This portion is available for open space
2. The deteriorating condition of adjacent buildings as well as the canal.
3. Increasing re-development encroaching upon the canal.
4. Economic feasibility-the Groves study estimates for downtown canal redevelopment and renovation at a cost of $60,000,000. This was considered impossible in the current economy.
5. The Canal's historic significance.
6. The re-development of the canal as a bicentennial improvement project

CURRENT PROBLEMS

"The Groves Study" has shown a promising cost/benefit analysis for the lower canal area, but their design proposals had emphasized a "let's start over attitude". Economically, their design was unrealistic. The only advantage the Groves plan offers is the idea of an overall concept approach toward design. Their study emphasized the need to consider the entire canal in any proposal.

*The Canal Implementation proposals are also lacking, in that, they are short sited. An approach for treatment of the entire canal had been neglected. By only considering what could be accomplished for the lower canal they have isolated
and possibly ignored recommendations which should link or connect the downtown canal to a master plan. That is, their proposals should be supported by a long range plan that would include the entire canal.

*The Park and Recreation Department has suggested incorporating the lower Canal into the Open Space Master Plan for some time; specifically, as a linear parkway. This suggestion is supported by:

1. The need for open space; especially in the downtown area.
2. The Linear character of the canal.
3. Its historic significance.
4. And most importantly; its past and present use for recreation supports the need to continue this function.

The Parks and Recreation Department have also concentrated their efforts on the lower canal. Again; this is the only portion available, at this time, to the City. Another factor of importance is; the inclusion of the upper and central sections of canal into an open space plan is expected to be a long range goal. Neighborhood and community parks have top priority since the facilities they offer are greatly needed throughout the city. (TABLE 1)
INDIANAPOLIS CANAL DEVELOPMENT

Thesis Program

PROBLEM STATEMENT

The use or re-use of the canal as open space is the basis of this project. I believe that concern for canal development should encompass the entire canal.

Purpose:

To develop a Master Plan for the Indianapolis Canal. A Master Plan should generally identify the canals potential as open space. Specifically:

1. To establish priorities for adjacent land use development
2. Identify and capitalize upon existing man-made and natural features adjacent to the canal
3. Establish a guideline for acquisition and development of the canal and adjacent areas
4. Establish a link between the upper and lower portions of the canal; either physically psychologically, or in visual character
5. To study how the canal could relate to a county wide open space plan
FUNCTIONAL PROGRAM REQUIREMENTS

The Indianapolis Canal presently performs many functions which are necessary or desirable for those people adjacent to it as well as for the entire City. These existing functions are:

* The Canal carries water, pumped from the White River, to the Indianapolis Water Company Water Works purification plant for distribution throughout the City.
* The Canal provides limited recreation activities along its existing Right-of-Way.
* Provides suitable spaces for wildlife, waterfowl, and fish.
* Provides access to the Indianapolis Art Museum both visually and physically.

Additional Functions which will be studied for their potential are:

* The physical connection or link between the upper and lower portions of the Canal as a historical/recreational corridor.
* Provide access to and between points of interest along and in proximity to the Canal.
* Provide bicycle and walking paths which have a minimum of interference between themselves and other modes of transportation.
* Provide a visual means for the education of users and to build an appreciation for history.
* Provide cultural and historic interest.
PROGRAM OBJECTIVES

*To provide a physical link between the upper and lower sections of the Canal as a Circulation/Recreation Corridor for pedestrians and bicycles.

*To provide access and egress to and from the Canal Corridor or Right-of-Way at key points along its course.

*To provide access between the Canal Corridor and other compatible land uses when possible.

*To tie down a physical analysis process in determining the potentials and design solutions of Urban land use.

*Respect the ecology as well as significant man-made features along and adjacent to the corridor.

*To provide a variety of spacial experiences while traversing the Corridor.

*To avoid interference between differing modes of transportation.

*To study the potential of including neighborhood or community parks adjacent to the canal.
SITE ANALYSIS

Base maps have been made available from the Indianapolis Department of Metropolitan Development, Planning and Zoning Division.

Information in Analysis

1. SLIDE DOCUMENTATION
   Showing existing features, specific and existing problems and adjacent land uses and character.

2. PHYSICAL FEATURE ANALYSIS - GRAPHIC
   VEHICULAR CIRCULATION
   Shows: Bridges/width, condition, height from water level, approximate view from Corridor, parkways, to identify problem areas.

   PEDESTRIAN CIRCULATION
   Shows: Existing potential for pedestrian/bicycle circulation, ease, problem/areas/intersection.

   VISUAL IMPACT
   Views to and from Canal towpath and water (monumental, dramatic, picturesque, size and breathe of view) quality of environment (macro-climate)

   EXISTING LANDUSE
   Residential, commercial, industrial, open space, parking.

   ZONING
   To identify land use regulations.

   TOPOGRAPHY
   Flood inundation zones (White River and Fall Creek) Canal water elevations Surrounding Topography flat/gentle, steep slopes Cold slopes/warm slopes identified sections/longitudinal and cross sections

   CLIMATE AND SUN PATTERNS

   EXISTING VEGETATION
   Character of vegetation/screen, canopy, partial screen, density Type of vegetation
IDENTIFIABLE COMMUNITIES OR NEIGHBORHOODS
To evaluate: social usefulness
economic usefulness

OWNERSHIP
Private/public/corporation
To determine areas more or less isolated from noise of existing
land use or traffic
Easements, specifically the canals right-of-way

PSYCHOLOGICAL IMPRESSION
Fear/isolation/mysterious/pleasant
SITE DEVELOPMENT REQUIREMENTS

Overall site development requirements are:
* To respect the linear nature of the canal its historic and functional significance should not be minimized.
* To provide a physical link and psychological link between the upper and lower portions of canal. This is of prime importance in establishing a linear greenbelt/parkway.
* To provide strong links to the White River Corridor and other natural systems that will lend themselves to the Marion County Recreation and Open Space Plan.
* To provide a link to man-made features that would lend themselves to overall acceptance and use of the canal. Such as other historic points of interests, having cultural and social value.
* An attempt should be made to minimize intrusion upon useful natural and man-made features.

Site requirements for specific portions of the canal will be defined after significant progress has been made in accomplishing the above.

FACILITY REQUIREMENTS

The only facility requirement that are to be considered at this phase are those that will occur upon the existing right-of-way. It should be noted here that site development requires a minimum of intrusion onto existing economical and socially useful space.

The minimum requirement for initial study shall be:
* The provision of a bike path and/or walking path within the confines of the linear greenbelt/parkway following the goals stated earlier.
1. The corridor width varies but is generally 110' wide, work or design proposals will take place within the confines of this corridor or Right-of-Way whenever possible.

2. The proposed State Office Complex redevelopment by Archonics Corporation, Indianapolis, Indiana.

3. The elimination of the Pen Central Railroad spurs adjacent to the lower and central section of the Canal.

4. IUPUI's proposal for the relocation of the outfall at White River.

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\[ \text{Stau:} \]

An addenda sheet will be supplied during presentation for given green, organized by lower, central and upper canal portions. Also overall canal greens, basically those above.

\[ \text{Mike} \]
FOOTNOTES

1  *Indiana Canals*, Paul Fatout; Purdue Research Foundation, 1972.

2  From a conversation with Jean Kilpatrick, head planner; Parks and Recreation Department; Indianapolis, Indiana.

3  *Parks for the Future/Open Space and Recreation*, by Department of Metropolitan Development, Planning and Zoning Division; December 1972.

4  From conversation with Jean Kilpatrick.

5  ibid.

6  A copy of the plans will be available after November 10, 1975. I have received some information on this plan in rough form from Luis Morales. (*Thesis Architectural Student, employed at Historic Landmarks, Summer 1975*)

7  From conversation with Gary Bollier, Planner, Department of Natural Resources, State Office Building; Indianapolis, Indiana. October 1975.