Why are we looking at transit?

- People are driving less
- Boomers are becoming seniors; their needs will change
- Seniors are isolated in Central Indiana
- Millennials have very different preferences than prior generations
- Housing and community preferences have changed to favor walkable, transit-served patterns of development
- Central Indiana has grown into one of the most unbalanced transportation regions in the country, with very poor job access
- Poor job access breeds economic stagnation
- Despite significant ridership growth, Central Indiana continually under-invests in transit service
Baby Boomers and the coming Silver Wave

Indianapolis Population Turning 65

Baby Boomers
born 1946 - 1964

US Census Bureau
In Indy, aging in place can mean isolation

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>Kansas City, MO-KS</td>
<td>230,023</td>
<td>88</td>
</tr>
<tr>
<td>48</td>
<td>Oklahoma City, OK</td>
<td>136,571</td>
<td>86</td>
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<tr>
<td>47</td>
<td>Ft. Worth-Arlington, TX</td>
<td>199,226</td>
<td>86</td>
</tr>
<tr>
<td>46</td>
<td>Nashville, TN</td>
<td>151,995</td>
<td>85</td>
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<tr>
<td>45</td>
<td>Raleigh-Durham, NC</td>
<td>127,931</td>
<td>80</td>
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<tr>
<td>44</td>
<td>Greensboro-Winston-Salem, NC</td>
<td>155,993</td>
<td>79</td>
</tr>
<tr>
<td>43</td>
<td>Indianapolis, IN</td>
<td>181,073</td>
<td>79</td>
</tr>
<tr>
<td>42</td>
<td>Charlotte-Gastonia-Rock Hill, NC-SC</td>
<td>170,815</td>
<td>79</td>
</tr>
<tr>
<td>41</td>
<td>Grand Rapids-Muskegon-Holland, MI</td>
<td>111,882</td>
<td>78</td>
</tr>
<tr>
<td>40</td>
<td>Jacksonville, FL</td>
<td>127,958</td>
<td>77</td>
</tr>
</tbody>
</table>
Economic growth means attracting Millennials

**WHO ARE THE MILLENNIALS?**

**THE DEMOGRAPHICS**

- **White**: 60%
- **Hispanic**: 20%
- **Black**: 14%
- **Asian**: 5%
- **Other**: 1%

**Other names for Millennials:**
- **Generation Y**: Refers to the generation to succeed Generation X.
- **The Echo Boomers**: Refers to the fact that many Millennials are children of Baby Boomers.
- **The Net Generation**: Refers to the internet being a part of their lives that they grew up with and take for granted.
- **The Boomerang Generation**: Refers to the tendency for many Millennials to move back in with their parents after going away to college.
- **The Peter Pan Generation**: Refers to delaying the rites of passage into adulthood longer than most generations before them.

**Top 5 things that make Millennials unique:**
- Technology use
- Music & Pop culture
- Liberation & tolerance
- Intelligence
- Clothes & fashion

**Millennials say the most important things in their lives will be:**

- **Being a good parent**: 52%
- **Having a successful marriage**: 30%
- **Helping others in need**: 21%
- **Dwelling a home**: 20%
- **Living a very religious life**: 15%
- **Having a high-paying career**: 15%
- **Having lots of free time**: 9%
- **Becoming famous**: 7%

**Marital status** (Millennials ages 18-29):
- **21%** Married

**Educational attainment** (% of Millennials ages 18-29):

- **Males**:
  - 15% HS/GED
  - 39% Some college
  - 36% Bachelors or higher
  - 15% Masters or higher
- **Females**:
  - 15% HS/GED
  - 40% Some college
  - 28% Bachelors or higher
  - 20% Masters or higher
Millennials and Boomers attracted to 3rd places

- 77% prefer living in an urban core
- Denser neighborhoods and smaller homes; emphasize design over size
- Diversity, walkability, transit and proximity to jobs
Households have changed, housing hasn’t kept up

Today: 6 million Americans live within ½ mile of fixed transit

2025: 14.6 million Americans will want to live within ½ mile of fixed transit

1950: 78% of households were married couples
43% were married couples with kids

Today: 48% of households are married couples
20% are married couples with kids

9 out of 10 new Indy households 2000 to 2010 were singles, unmarried couples, or roommates

Single mothers with kids are close to a majority of family households in some communities

Neither group really wants the 3,000 sf, 4 bedroom, 3.5 bath suburban house on a half acre lot
• **The New Real Estate Mantra:** Location Near Public Transportation

The transit shed outperformed the region as a whole by 41.6 percent.

March 2013
Central Indiana *doesn’t* buck the trend...
Housing supply and demand are out of balance

- **Suburban Housing-Only Neighborhood**
  - 25% of regional Consumer Preference
  - 88% of the regional Construction Pipeline

- **Suburban Mixed-Use**

- **Urban Neighborhood**

- **Downtown**
  - 75% of regional Consumer Preference
  - 12% of the regional Construction Pipeline
Poor job access breeds economic stagnation

In Climbing Income Ladder, Location Matters

A study finds the odds of rising to another income level are notably low in certain cities, like Atlanta and Charlotte, and much higher in New York and Boston.

The chance a child raised in the bottom fifth rose to the top fifth

The top fifth is equal to family income of more than $70,000 for the child by age 30, or more than $100,000 by age 45.

In areas like Atlanta, upward mobility appears to be substantially lower than in any other rich country.
Largest US Cities
11. Austin
12. Jacksonville
13. Indianapolis
14. San Francisco
15. Columbus, OH

Largest Bus Fleets
81. DRT (Whitby, ON)
82. Pierce Transit (Tacoma)
83. IndyGo (Indianapolis)
84. GRTC (Richmond VA)
85. Madison Metro (WI)

Indianapolis, IN
829,718 people | 155 buses

Columbus, OH
787,033 people | 306 buses
Investment

Revenue Hours per Capita

- Columbus: 0.58
- Salt Lake City: 0.80
- Portland: 0.88
- Indianapolis: 0.30
- Cincinnati: 0.44
- Nashville: 0.36
- Louisville: 0.58
Peer Comparisons: Relevance

Relevance

Boardings per Capita

<table>
<thead>
<tr>
<th>City</th>
<th>Boardings per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbus</td>
<td>13.5</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>19.7</td>
</tr>
<tr>
<td>Portland</td>
<td>32.2</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>6.7</td>
</tr>
<tr>
<td>Cincinnatti</td>
<td>10.7</td>
</tr>
<tr>
<td>Nashville</td>
<td>9.4</td>
</tr>
<tr>
<td>Louisville</td>
<td>17.2</td>
</tr>
</tbody>
</table>
The region has had several transit studies prior to Indy Connect.
Regional Transportation Plan

Multi-Modal (new roads, tolled express lanes, bikes, trails, HOV lanes, local busses, express busses, and both light and commuter rail)

Financing Possibilities

Governance Structure
INDY CONNECT
CENTRAL INDIANA’S TRANSPORTATION INITIATIVE
Five Rapid Transit Lines

**RED** Rapid Transit Line
Carmel | Downtown Indy | Greenwood

**BLUE** Rapid Transit Line
Airport | Downtown | Cumberland

**GREEN** Rapid Transit Line
Downtown | Fishers | Noblesville

**PURPLE** Rapid Transit Line
38th Street | Lawrence

**ORANGE** Rapid Transit Line
Keystone Crosstown | Carmel | Beech Grove
Five Rapid Transit Lines

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**PURPLE** Rapid Transit Line
38th Street | Lawrence

**ORANGE** Rapid Transit Line
Keystone Crosstown | Carmel | Beech Grove
2014 | SB176

Authorizes public referenda for .1 - .25% LOIT

Allows public referenda by county, township opt-in

No regional governance structure

10% of OpEx from “contributions”

25% farebox recovery mandate

No light rail
Indy Connect Next Steps

- Full, updated Indy Connect plan released this Fall

- Re-launch of IndyConnect.org this Fall

- City County Council discussion about ridership-coverage (January to March)

- City County Council & Hamilton County COIT Council referendum certification (January to May)

- Indy Chamber / Hamilton County Statehouse revisions (Jan-March)

- Private sector advocacy – Indy Chamber + Partners
OUTSIDE OF THE REFERENDUM PROCESS, IndyGo IS PURSUING THE RED LINE FIRST
The **RED LINE** is our best chance to have the greatest impact in the shortest amount of time.

An Alternatives Analysis process is already complete for the **RED LINE**

- Twenty public meetings
- Dozens of stakeholder meetings
- A recommended alternative was accepted by resolution by the MPO’s Policy Committee
Work trips drive transit demand according to the latest research, and the Red Line connects our employment centers.

The Red Line connects us to many of our largest employers:

- IU Methodist Hospital (#1)
- Eli Lilly & Co. (#3)
- Indianapolis Public Schools (#7)
- IUPUI (#10)
- WellPoint (#14)
- Rolls Royce (#15)
- City of Indianapolis (#18)

**Total employment within 1/2 mile of FTA-funded BRT routes**

<table>
<thead>
<tr>
<th>Route</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indy Red Line</td>
<td>169,126</td>
</tr>
<tr>
<td>Cleveland Health Line</td>
<td>151,557</td>
</tr>
<tr>
<td>Nashville Amp</td>
<td>133,540</td>
</tr>
<tr>
<td>M1 - Detroit</td>
<td>118,347</td>
</tr>
<tr>
<td>Cincinnati Streetcar</td>
<td>73,458</td>
</tr>
<tr>
<td>Grand Rapids Silver Line</td>
<td>71,494</td>
</tr>
</tbody>
</table>

SOURCE: INDY PARTNERSHIP
The Red Line connects our four largest universities. 
with 60,000+ UNIVERSITY STUDENTS (94% OF ALL STUDENTS IN MARION COUNTY) at IUPUI, Butler University, Ivy Tech Community College, and University of Indianapolis.
The Red Line connects important cultural destinations.

Children’s Museum, Broad Ripple, Fountain Square, Lucas Oil Stadium, the Convention Center, Banker’s Life Fieldhouse, and Downtown Indianapolis
The Red Line connects Indy’s up and coming neighborhoods. Places like Fountain Square, Fall Creek Place, Midtown, Broad Ripple, and U Indy.
The Red Line connects neighborhoods in need of investment. The corridor’s median household income is about $14,000 below the region’s median, with thousands of transit-dependent riders.
BRT is FAST
½ Mile Stop Spacing
First Battery-Electric BRT

- Red Line proposed to be nation’s first battery-electric BRT
- Quiet and Zero Emissions
Working to be the nation’s best
Nailing the fundamentals / learning from others

We’re committed to avoiding the mistakes and repeating the best practices of other transit lines.

- 10–15 Minute Frequency
- Long Hours (Span)
- Great Buses
- Designated Stops
- Great Stations
- Level Boarding
- Off-Board Fare
- Real-Time Travel Info
Red Line Phase I Map

- Route
- Station Locations
- Phasing
- Entirely within existing ROW
- Dedicated lanes DT to B. Ripple
Meridian Street
Proposed Configuration
Proposed Configuration
2- Way Capitol Avenue Option
Proposed Configuration
The Red Line Rapid Transit Corridor, as planned, connects to many of the largest employers in Central Indiana. It connects to the four largest universities, some of the hottest cultural districts in Indianapolis, and many neighborhoods that are on the rise. It is one of the most racially diverse corridors in Central Indiana, and connects to nearly all of IndyGo’s local bus routes. The Red Line is our best chance to have a significant impact on people’s access to employment, healthcare, education, and overall quality of life in the shortest amount of time.

- **2015**: Summer: Public Input & Engineering
- **2016**: Spring: Adjust State Legislation, Open Downtown Transit Center, IndyGo Route Adjustments, Federal Funding Announcement
- **2017**: Fall: Federal Application for Construction Funding
- **2018**: Fall: Possible Indy Connect Funding Referendum
- **2019**: Begin Red Line Construction
- **2019**: Open the Red Line
What do you think?

- Q&A
- Post comments on plan sheets
- Questions?

**Red Line**
Justin Stuehrenberg
jstuehrenberg@indygo.net
317-614-9265

**TOD Strategic Plan**
Brad Beaubien
brad.beaubien@indy.gov
317-327-5133
Review @ plan2020.com
DEPARTMENT OF METROPOLITAN DEVELOPMENT

RED LINE TOD STRATEGIC PLAN
The TOD STRATEGIC PLAN supports community development that includes a mixture of housing, office, retail and city living amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

Produced by the MPO for most of the IndyConnect Rapid Transit Network.
To support the Fall 2015 Red Line Phase 1 (Broad Ripple to Uindy), we will adopt portions of the MPO Plan that relate to the final slate of Red Line stations.
To support the Fall 2015 Red Line Phase 1 (Broad Ripple to Uindy), we will adopt portions of the MPO Plan that relate to the final slate of Red Line stations.

This is intended to demonstrate policy movement on two of the funding criteria we don’t score as competitively on.

Each of these criteria are weighted equally, and together comprise 50% of our score. The remaining half is related to local funding.
### TOD Planning Timeline

#### Transit Oriented Development Implementation

<table>
<thead>
<tr>
<th>Comprehensive Plan Element</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
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<tr>
<td>Red Line TOD Strategic Plan</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Identify TOD Typologies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Proposed Land Use Map</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Changes to Policy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan 2020 Update</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify New Base Land Uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delineate TOD Overlay Boundary</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Changes to Map</td>
<td></td>
<td></td>
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<tr>
<td>Zoning Changes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MU3/MU4 District Plans</td>
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<td></td>
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<tr>
<td>Rezoning</td>
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<td></td>
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<tr>
<td>Changes to Law</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Housing Strategy</strong></th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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</thead>
<tbody>
<tr>
<td>Red Line TOD Strategic Plan</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Affordability Strategy</td>
<td></td>
<td></td>
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<tr>
<td>Public Investment Priority</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marion County Housing Strategy</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Countywide Systems</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public/Private/Non-Profit Priority</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FORECASTING DEMAND

366,176 estimated HH in Marion County 2010

33 percent Preference for Attached Product

Change in Demand 33,484 HH

54 percent Neighborhood Preference

417,088 projected HH in Marion County 2040

37 percent Preference for Attached Product

18,082 Unit Demand for Mixed Use, Walkable, Attached Units in Marion County by 2040
**Variables for Determining TOD Potential:**

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Employment Density*</td>
<td>10</td>
</tr>
<tr>
<td>2. Employment Density with Transit Preference</td>
<td>10</td>
</tr>
<tr>
<td>3. Population per Square Mile</td>
<td>6</td>
</tr>
<tr>
<td>4. Gross Residential Density</td>
<td>4</td>
</tr>
<tr>
<td>5. Residential Vacancy Rate</td>
<td>2</td>
</tr>
<tr>
<td>6. Sidewalk to Street Ratio</td>
<td>3</td>
</tr>
<tr>
<td>7. Intersections per Square Mile</td>
<td>3</td>
</tr>
<tr>
<td>8. Average Block Length</td>
<td>2</td>
</tr>
<tr>
<td>9. Physical Barriers</td>
<td>2</td>
</tr>
<tr>
<td>10. Walk Score</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VARIABLE</th>
<th>WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Retail Sales</td>
<td>2</td>
</tr>
<tr>
<td>12. Percentage of Boomers + Millennials</td>
<td>4</td>
</tr>
<tr>
<td>13. Median Household Income</td>
<td>1</td>
</tr>
<tr>
<td>14. Average Rent</td>
<td>1</td>
</tr>
<tr>
<td>15. Median Home Value</td>
<td>1</td>
</tr>
<tr>
<td>16. Distance to CBD</td>
<td>3</td>
</tr>
<tr>
<td>17. Housing + Transportation Affordability™</td>
<td>3</td>
</tr>
<tr>
<td>18. Land Assembly</td>
<td>3</td>
</tr>
<tr>
<td>19. Major Trip Generators</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: Greenstreet Ltd. and Anderson + Bohlander, LLC

* Estimating employment density for this study used InfoUSA data, provided by the Indianapolis MPO. A second source, Dun & Bradstreet was used for quality control, to check for discrepancies. There were significant differences in these employment estimations for some stations, which are noted in the appendix.
DETERMINING POTENTIAL
**INVESTMENT FRAMEWORK**

**TYPOLOGY MATRIX**

- **TOD Readiness**
  - LEAST READY FOR TOD
  - NEARLY READY FOR TOD
  - MOST READY FOR TOD

- **Market Strength**

**STRATEGY**

**INFILL + ENHANCE**
- TOD Ready
- Focus of Private Sector
- Higher Residential + Employment Densities
- City Living Amenities
- Workforce Housing

**CATALYZE + CONNECT**
- Focus of Public Sector Catalyst Investments
- Projects that Add Density and Activity
- Connectivity Infrastructure
- Placemaking and Public Spaces

**PLAN + PARTNER**
- Focus of Non-Profit and Philanthropic Sector
- Station Area Planning and Visioning
## Station Area Design

### Description + Desired Land Use Mix

<table>
<thead>
<tr>
<th>Central Business District</th>
<th>Commercial/ Employment Types</th>
<th>Proposed Scale/Density</th>
<th>Pedestrian + Vehicular Access</th>
<th>Transit System Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>The most dense core of the city with high-rise buildings + active public spaces</td>
<td>Mix of office, entertainment, civic, retail, active public space and residential is desired</td>
<td>High-density mixed-use and multi-family</td>
<td>Buildings: 5 stories, with some retail + shopping</td>
<td>Large to medium-sized multi-modal stations</td>
</tr>
<tr>
<td>Walkable areas of multiple city blocks, serving as cultural + commercial hubs for multiple neighborhoods</td>
<td>Mix of office, retail, entertainment, and residential with higher densities at center desired</td>
<td>Buildings: Mixed-use + multi-family at center with single-family attached and detached beyond</td>
<td>Station site +1 acre</td>
<td>Major regional destinations with high quality feeder bus connections</td>
</tr>
<tr>
<td>A range of commercial types - aging to new strip commercial + office, shopping malls + big box</td>
<td>Conversion of commercial centers to walkable developments - growing density of commercial and residential infill with enhanced walkability is desired</td>
<td>Building FAR: 2.5</td>
<td>Pedestrian access: 8 feet + sidewalks</td>
<td>Medium-sized multi-modal stations with small park-n-ride, if any</td>
</tr>
<tr>
<td>Walkable areas that are primarily residential, but may have a commercial node of one to two city blocks</td>
<td>Mixed-use + multi-family with some single-family attached + detached</td>
<td>Buildings: 3 stories, heights vary widely</td>
<td>Station site varies, 2-4 acres depending on parking needs and configuration</td>
<td>Pedestrian access: Added connections are critical</td>
</tr>
<tr>
<td>Office parks, universities, institutional or medical campuses or large apartment communities</td>
<td>Mix of uses at station with stabilized residential beyond is desired</td>
<td>Neighborhood retail + minor uses</td>
<td>Pedestrian access: 6 feet + sidewalks</td>
<td>Vehicular access: Major arterials</td>
</tr>
<tr>
<td>Stations that are primarily based on transit access, such as transfers and frequent boardings</td>
<td>Clusters of high-density multi-family at center with single-family attached beyond</td>
<td>Station site varies</td>
<td>Station site varies</td>
<td>Pedestrian access: Added connections are critical</td>
</tr>
</tbody>
</table>

### Diagrams

- Images courtesy of flickr.com and google maps
TOD Potential

<table>
<thead>
<tr>
<th>Factor</th>
<th>Score</th>
<th>TOD Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment density</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Employment with transit preference</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Population per square mile</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Gross residential density</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Residential vacancy rate</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Sidewalk ratio</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Intersections per square mile</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Average block length</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Physical barriers</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Walk score</td>
<td>0.75</td>
<td>Favorable</td>
</tr>
<tr>
<td>Retail sales</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Percentage of Boomers – Con</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Median household income</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Average rent</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Median home value</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Distance to CBD</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Housing &amp; transportation affordability</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Land assembly</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
<tr>
<td>Major trip generators</td>
<td>0</td>
<td>Unfavorable</td>
</tr>
</tbody>
</table>

Demographic Summary

- 4,803 Total Employees
- 3,162 Total Population
- 4,026 Population Per Square Mile
- 1,797 Total Dwelling Units
- 64 Walkscore (Out of 100)
- $63,592 Median Household Income
- 37.3% Housing & Transportation Affordability

Source: Greensheet Ltd., Indianapolis MPO, indiana.com, walkscore.com, cet.org

Existing Conditions

- A mixture of low-rise and mid-rise structure from a variety of eras.
- Many smaller, local company headquarters.
- Largely stable Herron-Merton Neighborhood directly east.
- Directly east is the developing Tinker Street area of 16th Street.
**Typology Walkable Neighborhood**

**Land Use and Property Control**
- There are several medium-sized brownfields to the north, south, and east of the site.
- There is a large piece of government-owned land to the northwest.
- There is a fair amount of vacant land. Renew Indianapolis has identified vacant buildings, surplus, and land bank properties throughout the site.

**Typology Characteristics**

**Walkable Neighborhood**
- Mix of uses at station with stabilized residential beyond is desired
- Mix of office, retail, entertainment, and residential with higher densities at center desired
- Off-street parking is discouraged and should be limited to garages
- Aspire to a minimum of 8 Dwelling Units per Acre at the core of the station area
- Aspire to 2-3-story buildings (or higher if neighborhood is amenable)

**Opportunities and Constraints**
- Median household income is low
- Vacancy rates are high, causing low scores
- Community Revitalization Enhancement District: No
- Certified Technology Park: No
- SBA Hub Zone: Yes
- Qualified Census Tract: No
- Major Employers: No
- Major Trip Generators: No
- Major IndyGo Routes: Yes - 39
- Anchor Institutions: No
- Placemaking Opportunities: Take better advantage of proximity to Fall Creek Place

**Investment Framework**

**Infill and Enhance**
- These stations are the most TOD Ready, generally characterized by good urban form, pedestrian and bicycle connectivity, and medium to strong market strength.
- TOD investments here should leverage significantly higher residential and employment densities, demonstration projects, urban living amenities and workforce housing
- The most appropriate locations for significant infill development
- Primary focus is the private sector

**Redevelopment Tools**
- TIF District: Yes
- Neighborhood Revitalization Strategy Area: Yes
- New Markets Tax Credit: Eligible: Yes
- Brownfield Sites: Yes
This piece is new and not inherited from the MPO. It’s under development.

Collaboration between DMD Planning and CED Divisions.

It confirms internal DMD prioritization of community development investments along transit corridors.

It sets the stage for planned 2016 Housing Strategy Element of Comprehensive Plan.

It conveys to the Feds a different type of affordability challenge than what they typically deal with on the coasts. We’re a soft market that is very affordable...our challenge is income.
ENGAGEMENT

• Tag-teaming on IndyGo Stakeholder Meetings along corridor and with targeted groups.

• Focus is really on the Station Area Typologies, as that sets up next year’s work. It’s also the piece that is used by the primary way we use the comp plan - zoning.

• Educational TOD Exhibit at 8 libraries and other public locations along corridor.
MIBOR TRANSIT INFO/UPDATES:

http://www.mibor.com/membershipinfo/transit/