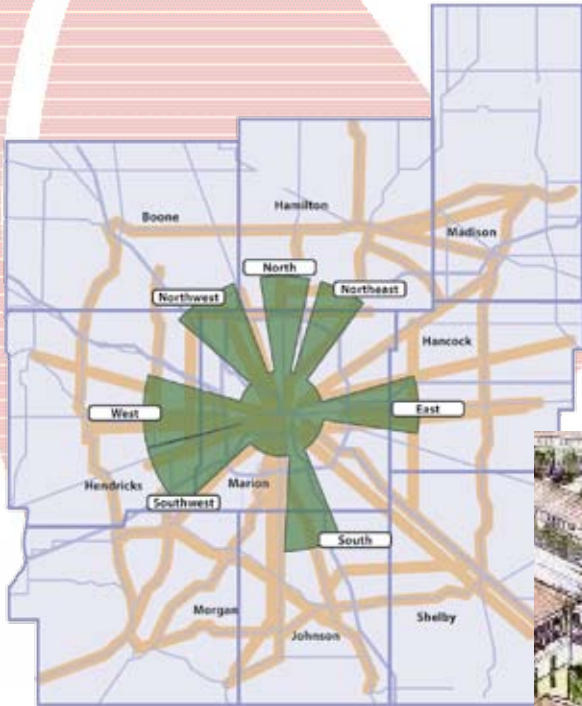


# Clear Directions

from the

## REGIONAL LAND USE “SMART GROWTH” STUDY



Regional Transit Corridor Map



Transit Village Rendering

### Central Indiana Planning Vision Statement

The Central Indiana Planning Area will be a regional network of diverse, walkable, bikeable and transit-friendly communities linked by a comprehensive, multi-modal system that provides access to home, work, education, commerce, transit and recreation.

This vision statement recognizes the importance of balance among all transportation modes, connects transportation and land use, and understands that economic and community development is sustained by the region's quality-of-life and environmental health.

#### How To Get Where We Want To Be

The Regional Land Use “Smart Growth” Study, begun in the spring of 2007 along with the rapid transit study *DIRECTIONS*, is above all a reflection of the Central Indiana Planning Vision Statement developed by the region’s primary transportation planner, the Indianapolis

Metropolitan Planning Organization (MPO), and its many planning partners.

This vision statement (see box above) has also guided and informed the MPO’s recently completed study of the Regional Pedestrian System Plan, its current study

of the Regional Multi-Modal System Plan, and other planning initiatives by recognizing the relationship of land use and transportation planning and by making modal balance an explicit goal of the regional transportation planning process.

## Smart Growth and This Study

Smart Growth is a land use planning and transportation theory that concentrates growth in the center of a city to avoid urban sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, streets that work for everyone, mixed-use development with a range of housing choices. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health. It is, in fact, what the Central Indiana Planning Vision Statement and this study are all about.

In short, the reasons for conducting the Regional Land Use “Smart Growth” Study in Central Indiana are two-fold:

- To encourage Smart Growth within the region particularly in the seven transit corridors identified in Phase 1 of *DIRECTIONS* (see map on cover) by stressing its mobility, health and economic benefits, and . . .
- To position Indianapolis for competitive New Starts transit funding, which could cover up to 50% of project costs

## TSD Principles

Transit Supportive Development, or TSD, has four major community planning principles.

**Density** refers to the population density of a given area and is used by the FTA to measure TSD feasibility. Higher densities indicate stronger support of proposed transit systems because they suggest greater future ridership potential.

The FTA defines low density development to be below 3,333 people per square mile. This correlates to about two dwellings or less per acre. Currently, most locations in the Indianapolis region fall below this threshold. Greater density directly correlates to greater transit ridership potential. In-fill development is a good way



Low Density Development



High Density Development

to increase density, as is structured parking facilities which reduce the need for surface parking. Transit-supportive density in conjunction with mixed-use development reduces the need for parking facilities. For planning purposes, highest density development should be placed nearest transit stations.

**Design Aesthetics** refer to TSD's aesthetic treatment considerations including design guidelines, such as scale and variety, and building standards.



Fruitvale Village, CA

In TSD, well crafted design guidelines and building standards create a unique sense of place. Community character can be defined through coordinated visual clues, such as streetscape elements unique to each development, distinctive entry monuments and street signage, cohesive architectural styles and building heights.

Development size should be scaled, and its use varied, to meet local community needs. Pedestrian access should be provided via a network of interconnected trails and pathways or by placing storefront developments close to the street. Automobile impacts on the human environment should be reduced by limiting off-street parking, including traffic-calming devices along street corridors and diverting vehicle access to the outer edges of the development.

**Diversity of Uses** involve key points to consider when planning transit-oriented

development, such as having an established employment base within close proximity to a transit station and maximizing mixed-use development opportunities even within the same building and between adjacent sites.

A key point to consider when thinking about diversity of uses in TSD is that mixed-use development helps create a vibrant, active community that will have transit-supportive population density. Such developments support people as well as transit.

Successful TSD mixes public, commercial, residential, office/employment, entertainment, retail and open space uses. Housing choices should include a broad range -- small lot single family, multi-family, town homes, lofts above commercial and retail spaces, multi-story apartments -- at a variety of price points. Ample, centrally located park and open space also is essential to successful TSD design.

The way in which planners **Distinguish Typology** of transit stations helps facilitate the TSD design process by providing a framework for determining appropriate design and development standards. When it comes to TSD, one size does NOT fit all. Distinguishing transit station typology helps to organize and guide conceptual regional level planning. It facilitates the evaluation of transit impacts on existing development patterns and future land use.

## Station Typologies

For the Regional Land Use “Smart Growth” Study, five basic station typologies have been identified in two categories: Regional Employment Station Types and Residential Community Station Types.



Washington commuter train

The Regional Employment Station Types are **Downtown Stations**, **Single Purpose Destination Stations**, **Sub-Regional Employment Center Stations**, and the Residential Community Station Types are **Community Stations** and **Neighborhood Walk-Up Stations**. Each type, when considered for its development potential,

land use characteristics, and available facilities/services, offers a unique way for planners to meet the needs and match the distinctive character of proposed locales.

**Downtown Stations** are generally located in major employment centers and, as such, are supported by high-density mixed use development including retail



*Preston Station, Houston*

and entertainment uses, major office and commercial development, and mid- to high-rise housing development. For this reason, new mixed-use TSD development potential for such stations is high. Land-use characteristics already support mid- to high-density residential uses, as well as retail, entertainment, commercial, institutional and high density mixed use. Such stations normally incorporate a boarding platform, enclosed shelter, landscaping and other urban design amenities, inter-modal connections (bus, train, bicycle, pedestrian, automobile), circulator service and bike racks.

**Single Purpose Destination Stations** are generally located in regional employment areas near special use venues like sports stadiums and convention centers. Destination stations are typically supported



*Detroit Airport*

by medium density mixed-use development including retail and entertainment uses, office and commercial development, and low- to mid-rise housing development. For this reason, new, mixed use T.S.D. development potential is high depending on site size and location, and district use

pattern. Land-use characteristics already support high density residential use, as well as retail, entertainment, commercial, institutional, high density mixed-use and other single purpose uses. Such stations normally incorporate a boarding platform, enclosed shelter, enhanced pedestrian connections, landscaping and other urban design amenities, and bike racks.

**Sub-Regional Employment Center Stations** are generally located in regional employment areas. They are typically supported by medium- to high-density mixed-use development, including retail and entertainment uses, major office and commercial development, and mid-rise housing development. For this reason, new mixed-use TSD development potential



*Richardson, TX*

for such stations is high, depending on site size/location. Land-use characteristics already support mid-density residential uses, as well as retail, entertainment, office, commercial, industrial, institutional and mid-density mixed use.

**Community Stations** are generally located in residential communities and are typically supported by medium to high density mixed-use development, including retail and entertainment uses, major office and commercial development, and low- to mid-rise housing development. For this reason,



*Oak Park, Chicago*

new, mixed use TSD development potential is high depending on site size and location. Land-use characteristics already support mid-density residential use, as well as retail,

entertainment and mid-density mixed use. Such stations normally incorporate a boarding platform, enclosed shelter, enhanced pedestrian connections, landscaping and other urban design amenities, feeder bus service, “kiss and ride” facilities, bike racks and limited on-site parking.

**Neighborhood Walk-Up Stations** are generally located in residential communities. They are typically supported by low density mixed-use development including



*Dallas, TX*

live work units and some higher density residential development. New, mixed use TSD development should be avoided within these stations’ influence areas of single family projects because they have too low a density to capture TSD benefits. Land Use characteristics for Neighborhood Walk-Up Stations include low density residential, mid-density residential and retail and entertainment uses. Such stations normally incorporate a boarding platform, enhanced pedestrian connections, landscaping and other urban design amenities, feeder bus service, “kiss and ride” facilities, bike racks and limited on-site parking.

## Policy Recommendations

Regional land use policies will be vital to the success of implementing transit-supportive development or re-development throughout the Central Indiana region as well as in attracting federal funding for transit-related projects. Specific policies will be developed during subsequent phases of this study in cooperation with stakeholder groups and the public.

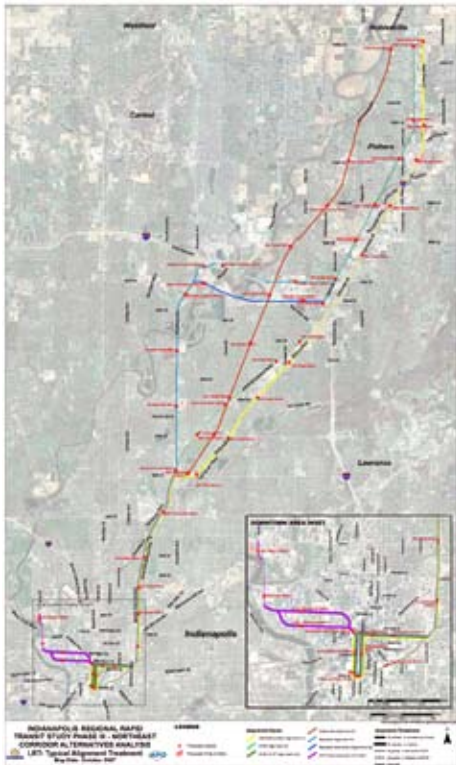
## Learn More

For more information on the Regional Land Use “Smart Growth” Study or the clear directions it provides, contact MPO Manager Mike Dearing (317/327-5139, [mdearing@indygov.org](mailto:mdearing@indygov.org)) or MPO Senior Planner Amy Inman (317/327-5646, [ainman@indygov.org](mailto:ainman@indygov.org)) or review the entire Transit Supportive Land Use Strategies Report on-line at [www.cleardirections.info](http://www.cleardirections.info) or [www.indympo.org](http://www.indympo.org).

## DIRECTIONS Update

*DIRECTIONS*, begun in December, 2002, is a multi-phase study funded primarily with federal dollars. Its purpose is to evaluate the feasibility and cost-effectiveness of a region-wide rapid transit system. If implemented, such a system could help reduce traffic congestion, improve air quality, and increase mobility options throughout Central Indiana.

A Rapid Transit Study To Improve Regional Mobility  
Phase I of the study focused on developing a concept for the system, including potential travel corridors and preferred transit technologies. Phase II developed feasible route alignments for the seven commuter corridors identified in Phase I (see cover map). From these, the Northeast Corridor was selected for a possible starter system. Potential rapid transit technologies were also evaluated. Phase III of *DIRECTIONS*, which is ongoing, involves Alternatives Analysis (AA) of Northeast Corridor rapid transit starter system options. Projects seeking New Starts federal funding from the FTA must be based on the results of the Alternatives Analysis process. Currently, these four options remain possibilities:



## ROUTE OPTIONS

**Alternate 1** uses the I-69/Binford Blvd.

**Alternate 2** uses the Hoosier Heritage Railroad.

**Alternate 3** uses Allisonville Rd.

A variation of the Alternate 3 which is also under study utilizes existing rail alignment from 16th Street to Union Station with diesel-powered rail.

**Alternate 4** uses the Hoosier Heritage Railroad and Keystone Avenue.

## Technology Options

### Automated Guideway Transit (AGT)

AGT is a flexible, high performance technology, suited to a variety of applications including downtown circulation and shuttle service. It can often co-locate with arterial streets, interstates, rail corridors and greenway trails.



### Light Rail Transit (LRT)

LRT offers high passenger capacity and demand responsiveness, as does AGT, because of the ease with which rail cars can be added. LRT can operate in "on-street" environments, although such operating conditions result in low operating speeds and high impact on surrounding traffic flow.



### Bus Rapid Transit (BRT)

BRT uses exclusive guideways, such as a reserved lane on the highway or exclusive rights-of-way to enhance its levels of service over those of buses operating in mixed traffic. Accommodating this technology requires large amounts of



right-of-way to allow optimal system performance.

### Diesel Multiple Unit (DMU)

A Diesel Multiple Unit or DMU is a train consisting of multiple carriages powered by one or more on-board diesel engines. The term Multiple Unit is used to describe a self-propelling train carriage capable of coupling with other units of the same or similar type and still being controlled from one cab. Because of the ease with which rail cars can be added, DMU offers the high passenger capacity and demand responsiveness of both AGT and LRT, plus the unique environmental and economic advantages of diesel operation



*DIRECTIONS'* Alternatives Analysis is anticipated to conclude in 2008 after extensive public outreach aids in the selection of a locally preferred starter system route and technology. Potential ridership figures for each route alternative will inform the process as will newly established Capital Costs and Operating & Maintenance Costs for each technology.

For more information *DIRECTIONS*, contact MPO Manager Mike Dearing (317/327-5139, [mdearing@indygov.org](mailto:mdearing@indygov.org)) or MPO Senior Planner Amy Inman (317/327-5646, [ainman@indygov.org](mailto:ainman@indygov.org)) or visit [www.cleardirections.info](http://www.cleardirections.info).