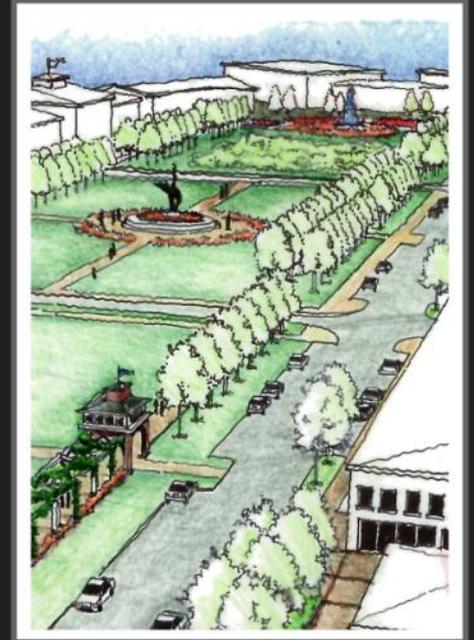
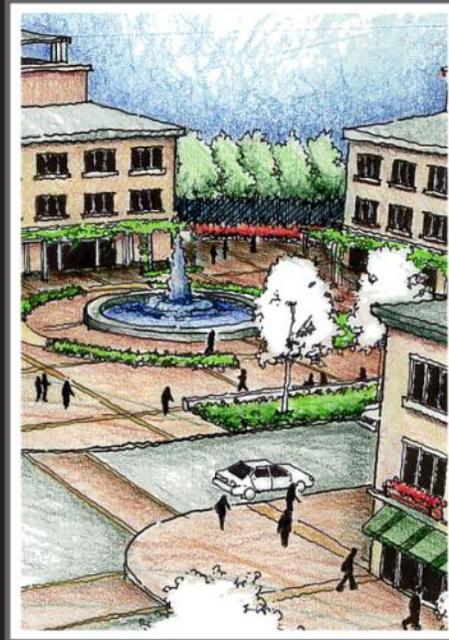


Binford Village Study

Station Area Plan



Final Report
April 16, 2010



Prepared for:
The Indianapolis Metropolitan Planning Organization



Chapter 1: Introduction.....	5
Project Background.....	7
Study Area.....	8
Purpose of Study.....	9
Scope of Study.....	9
Vision Statement.....	9
Groups and Initiatives.....	10
Critical Success Factors.....	11
Project Goals and Objectives.....	11
Chapter 2: Site Analysis & Understanding.....	13
Existing Conditions.....	15
Land Uses.....	15
Vehicular Circulation.....	17
Pedestrian Circulation.....	18
Public Transportation.....	21
Plans in Effect.....	21
Upcoming Projects.....	23
Demographics.....	23
Cultural and Social Factors.....	25
Chapter 3: Public Process.....	27
Summary of Public Involvement.....	29
Stakeholder Meeting #1.....	29
Public Kick-off Meeting.....	29
Focus Group Meetings.....	29
Planning Workshops and Summary.....	30
Stakeholder Meeting #2.....	33
Final Public Presentation.....	33
BRAG/MPO Websites.....	33
Chapter 4: Land Use Planning.....	37
Land Use Design.....	39
Station Area Design Principles.....	39
Transportation.....	40
Streetscape Development.....	40
Pedestrian Connectivity.....	42
Parking Strategies.....	43
Chapter 5: Conceptual Design.....	45
Design Character.....	47
Master Plan Design Summary.....	49
Master Plan Recommendations.....	56
Sustainable Applications.....	59
Public Art Recommendations.....	60
Streetscape Development Standards.....	61
Chapter 6: Implementation.....	69
Implementing the Plan.....	71
Chapter 7: Funding Sources.....	77
Public Funding.....	79
Private Funding.....	79
Other Grants and Programs.....	80
Chapter 8: Project Summary.....	83
Appendix A: Public Involvement Results.....	89
Appendix B: Design Process.....	137
Appendix C: Demographic Data.....	159



Introduction

Binford Village Study

Project Background

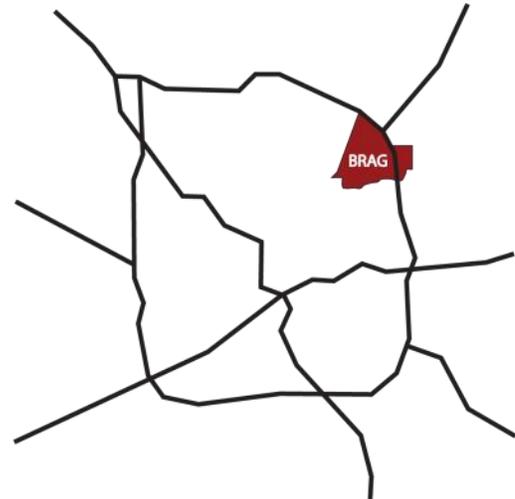
The Binford Area lies in a key area of Northeast Indianapolis. Sitting just inside of I-465, this hub of local activity provides many assets and numerous key connections within the northeast side of the city.

Formed in 2005, BRAG, which stands for Binford Redevelopment And Growth, is a community organization led by a volunteer board of directors and resident-directed committees focused on and committed to creating a better and sustained quality of life on the northeast-side of Indianapolis. BRAG is very active and continues to grow in membership and scope of influence, while proudly improving the community through the successful implementation of projects and programs utilizing a large constituency of local business owners and residents. These successes include numerous area beautification projects, local annual events such as the Farmers Market, updated and improved development/redevelopment city ordinances, the existence of wide-spread crime watch groups and many organized committees assisting in schools, parks, sidewalks and business development in the BRAG area. Identified early on by BRAG as an issue of major concern was the desire to see improved pedestrian/bicycle walks, trails or paths within the community; moreover to make pedestrian accessibility, connectivity and safety a priority.



The BRAG group organized a sidewalk committee, known as INSTEPP (Indy Northside Sidewalks and Trails Engaging People & Places) who actively works toward addressing this pedestrian and bicycle deficiency. In 2008, BRAG contacted with The Schneider Corporation to develop a visioning study to illustrate conceptual ideas on increasing pedestrian activity and expand on the priority east-west and north-south routes already identified as desired for sidewalk, bicycle and alternative transportation modes.

During the initial meetings with local government officials, INSTEPP, BRAG and Schneider were encouraged to speak to the Metropolitan Planning



Area Map

Figure 1.1

Organization (MPO) to discuss any potential planning money that might be available to further develop the concepts and make them a reality, and after this meeting in early 2009, the MPO staff was excited to hear of the progress the BRAG organization had made on its own. More importantly, they encouraged BRAG and Schneider to think bigger in terms of their design and regional reach.

The MPO staff discussed other initiatives that were also proceeding forward in the area. The **Transit Supportive Land Use Strategies** report had been completed, identifying seven potential corridors within the area for future rapid transit. This report also identified the northeast corridor as the initial corridor for future study. A potential rapid transit route was identified along the Hoosier Heritage Port Authority (HHPA) corridor. The study also revealed the 71st and Binford area as the approximate mid-point of the potential transit line and a potential future stop if this line were to be constructed.

With an understanding of the importance of the 71st and Binford area to this transit initiative, the MPO staff wanted a Station Area Planning Study of this area. The timing of the study was ideal and provided a winning proposition for both BRAG and the Indianapolis MPO. With this study, the MPO would gain a better understanding how the BRAG area could develop around a future transit stop. BRAG would create a plan to develop the area in a way that would promote positive, multimodal growth with the chance to be heavily involved in the planning process as it moved forward.

Study Area

The overall study area (*Figure 1.2*) includes the entire BRAG boundary and in some places extends beyond its limits. The study boundaries are Allisonville Road to the west, 82nd Street to the north, Hague Road to the east and Fall Creek Parkway and Kessler Boulevard to the south. This

includes 8 square miles with 30,000 residents plus a mix of commercial and industrial uses. The core study area (*Figure 1.3*) evaluated for the Station Area Plan, however, is much smaller. It comprises an area between Binford Boulevard and the Nickel Plate Rail Line, from just north of 71st Street extending south to 65th Street.



Overall Study Area

Figure 1.2

Purpose of Study

The Binford Village Study's purpose is to create a plan to aid the MPO and BRAG on potential development around a future transit stop with a focus on two primary areas that have overlapping goals:

Station Area Planning and **Neighborhood Connectivity**.

The Station Area Plan piece of the study is focused on a smaller core area around a potential transit stop location near 71st Street and Binford Boulevard.

This part of the study is focused on a **Transit Supportive Land Use Design and Development** and creating a neighborhood with housing, jobs, shopping, community services and recreational opportunities within walking distance of the transit facility. Specific areas of focus include:

- Future land use development
- Zoning and supported land uses
- Creating community design guidelines for architecture and open space
- Encouraging multimodal activities
- Encouraging a mix of uses
- Upgrading the aesthetics of the area
- Understanding infrastructure improvements required to support future design

The Neighborhood Connectivity piece was an exercise in understanding multimodal connectivity and steps that needed to be taken to connect the surrounding neighborhoods to the core mixed-use area around the transit facility. Work on the neighborhood connectivity part of the project included the following:

- Understanding existing connections and limitations to pedestrian activity
- Understanding the needs and desires of local residents
- Looking at potential connection opportunities from the neighborhoods to the core area
- Mapping out potential connection scenarios

Vision Statement

The project team, the steering committee and the MPO developed a visioning statement at the beginning of the project. The idea was to provide direction for the project and a basis for what was to be accomplished as the project moved forward.

“To design a sustainable, community-friendly, transit supportive destination at 71st Street and Binford Boulevard that will increase economic development and encourage the development of land in a manner that is supportive of a regional multimodal network. The destination will reinforce the goals set forth by the BRAG community and promote development that integrates transit for an improved quality of life.”



Core Study Area

Figure 1.3

within the study area

Scope of Study

The scope of the Binford Village Study has six main areas of focus:

- Site Analysis & Understanding
- Public Involvement
- Land Use Planning
- Conceptual Design
- Funding / Implementation
- Documentation / Project Summary

Site Analysis & Understanding

The Site Analysis & Understanding phase is the building block for the rest of the project. This phase focused on understanding the existing conditions in the project area and how they affect the project. Items such as existing natural features, demographics, land uses, traffic and pedestrian patterns and numerous other factors are considered during this phase. Additionally items such as other projects, group initiatives, future development plans,

are also looked at to gain a comprehensive understanding of what currently exists and what is planned for the future.

Public Involvement

During this phase, the public was invited to be involved with the project in order to help shape the future of their community. Through numerous public meetings, they were encouraged to communicate existing issues, concerns and strengths of the community as it exists now, as well as ideas and design characteristics they would like to see implemented to create a better place in which to live. The Public Involvement process was broken down into a series of meetings and workshops as follows:

- Community Stakeholder Meetings
- Focus Group Meetings
- A two-day Design Workshop
- Public Review Meetings
- Opportunities to comment via phone, e-mail and web sites

The Public Involvement process and information resulting from the above meetings is further explained in greater detail in Chapter 3 of this report.

Land Use Planning

The information gathered in the Site Analysis & Understanding and the Public Involvement phases of the project guided the direction of the rest of the project. The Land Use Design and Planning phase helped to initially give meaning to the information gathered. During this time, a land use strategy was created along with Station Area Design Principles. These translated into Urban Design Guidelines that were created to direct the overall design character for the potential development scenarios in the land use Master Plan.

Conceptual Design

The Conceptual Design of the project focused on numerous items in the design. Some of these included:

- Width and character of streetscape areas
- Relationship of buildings to public streets and open spaces
- Design of public open spaces to be centers of activity
- Landscaping, lighting and design of streetscape elements to encourage pedestrian activity
- Parking locations and design
- Relationship to surrounding neighborhoods
- Pedestrian and multimodal opportunities

Ideas and design standards for these and many other elements were then brought together to create potential design scenarios for the project.

Funding / Implementation

Once design standards and potential development scenarios were created, the focus of the project shifted toward gaining a better understanding of how this project could be implemented over time, primarily looking at both the location of potential funding sources as well as an approximate timeline based upon known constraints and political limitations. Lists of possible Public and Private funds, along with approaches and an evaluation of fund/grant application processes were prepared and are provided as a supplement to the study.

Documentation / Project Summary

Finally, all of the findings and documentation from this process were assembled into a report so that the information in the study could be used to create excitement and move the project forward as funding sources and opportunities become available.

This Study and Document were developed at a Conceptual Level and are not meant to provide final answers. The recommendations provided will require further work to move towards implementation. This is meant to be used as a guide or a road map as a basis for design and understanding as future projects happen. Each individual project will present its own set of research, challenges and design to realize the true potential of the Binford Village.

Groups and Initiatives

The designs developed within the Binford Village Study are better positioned to be successfully implemented due in part, to support from numerous localized groups, ongoing initiatives and programs intended to serve regionally. Most of these organizations share both large-scale vision as well as some short-term goals of improving community quality of life parameters for the area. Some of these groups include:

- BRAG members, Board of Directors/Officers
- City-led programs such as Greater Indianapolis Neighborhood Initiative (GINI)
- INSTEPP Committee
- Neighborhoods (approximately thirty-five within BRAG - organized Homeowners Associations with Presidents, Vice Presidents, Treasurers, Crime Watch Coordinator, etc)
- Apartment or Townhome Developments (approximately seven within BRAG—organized with owners or property managers)

- AARP
- Organized groups under the BRAG umbrella including Business Association, Crime Watch Program, Farmers Market Association
- Local Initiatives Support Corporation (LISC)
- Central Indiana Community Foundation (CICF)
- Health By Design
- Keep Indianapolis Beautiful
- Schools (Lawrence Township & Washington Township Metropolitan School Districts, Heritage Christian Schools)
- Bicycle groups (CIBA, Bicycle Indiana, etc)
- Friends of Skiles Test
- Boy Scouts of America
- City Departments (Parks, Planning, Public Works)
- CIRT/IndyGO

One particular area of interest central to many of these groups is a desire to create opportunities whereby safer multimodal connections can be provided, or improved from residential areas to the businesses. This interest, in turn, accomplishes the sustainability of businesses and infiltration of high-quality development within and surrounding the area. Economic development and sustainability are also vital in the eyes of the City of Indianapolis leaders and political officials.

This study and the potential it holds should greatly benefit from the foundational element of understanding, organization and support that could be provided by these groups and initiatives. By working together, these organizations and initiatives could help to deliver the community a successful, efficient and relevant plan for a future Binford Village, which may include a mass transit station and other multimodal network components.

Critical Success Factors

Early in the project, the project team worked with the stakeholder group and the public to create a series of **Critical Success Factors** for the project. Critical Success Factors can be defined as elements the project must accomplish in order to be considered a success. 10 Critical Success Factors were identified early in the planning process. These were used throughout the project to reinforce and influence design direction. They are as follows:

1. **Create a series of safe travel routes for multi-modal transportation.**
2. **Create a mix of uses that will promote activity throughout the day and week.**

3. **Design to provide opportunities for multiple transit modes, including future rapid transit.**
4. **Design to encourage high quality building design and landscape treatments.**
5. **Enhance the community's unique character and values through the design.**
6. **Sustain and improve existing neighborhoods.**
7. **Make sustainability a key in all design decisions.**
8. **Enhance safety through better lighting, visibility and street life.**
9. **Provide open spaces and opportunities for recreation.**
10. **Provide opportunities for people to interact.**

Project Goals and Objectives

Once the project vision and critical success factors were established, goals and objectives were established to better define the project vision. Building off of the Critical Success Factors, the project team established a list of major goals as follows:

1. Create safe pedestrian access and connectivity throughout the community.
2. Develop businesses with a variety of services, high-quality shopping and long-term economic prospects.
3. Reduce crime and increase safety.
4. Increase park areas, open space, and public areas.
5. Create a better perception of the BRAG area and township school systems.
6. Incorporate sustainable design solutions.



Site Analysis & Understanding

Binford Village Study

Existing Conditions

The project area, as noted in the previous chapter, encompasses a wide range of uses and conditions within it. This project area has been established over many years as a good place to live and raise a family. Situated between the higher density of the downtown area and the suburbs, the Binford area has long provided a nice mix of opportunities and amenities for its residents. Many appreciate the close proximity to key destinations within the city and live in the area for that reason.

One of the first things that all of the residents comment on when asked is the well-established and quiet residential neighborhoods. The low crime rate in the area and neighborhoods, along with the proximity to downtown, Fort Harrison State Park, Castleton, Keystone, Broad Ripple as well as the Carmel and Fishers areas all contribute to the areas appeal.



Proximity Map

Figure 2.1

It is also very evident that the residents take great pride in the area. There are many cultural and social resources (discussed later in the chapter) along with a number of well organized groups that constantly work to make this northeast area a great place to live.

The well-established residential fabric of the area is an obvious benefit and perhaps its greatest asset. During the 1970s and 1980s the commercial and retail core in the area was also a strength. Much of the area was developed during this time and was considered a thriving area for many years. In the present day, however, this commercial and retail core could be considered the area's greatest challenge.

Over time, the non-residential uses that are key to the area's vitality have slowly eroded away. Many of the once-thriving office and commercial

developments are aging with very high vacancy rates. Many of the prominent retailers and restaurants that were once here have moved north to Castleton or even farther up to Fishers and Carmel. The BRAG area is in definite need redevelopment and revitalization.

This study, along with the potential of a future rapid transit or multimodal station, has the potential to be the catalyst for development that the area has been searching for.

Land Uses

There are a wide variety of land uses present within the project study area including single family residential, apartments, light industrial, commercial, retail, medical and special use.

Single Family Residential

This land use makes up the vast majority of the project study area. With the exception of some scattered core areas, the area is mostly comprised of residential uses. With over 30,000 residents in approximately 35 neighborhoods, the BRAG area is one of the largest residential areas in Indianapolis.

The make up of these single family lots varies greatly depending on the neighborhood. According to 2000 Census Data, BRAG home values range from \$40,000 to over \$1,000,000 with a median owner-occupied housing value of \$163,747. Lot sizes and neighborhood amenities also range greatly depending on location.

Multi-Family Residential

At the time of this study, there were seven apartment complexes within the project study area. These apartments are scattered throughout the BRAG area, but generally are located near commercial cores or near a major thoroughfare, at the edge of a more established single family area. In addition to the apartments, there are also a small number of townhome developments and duplexes present.

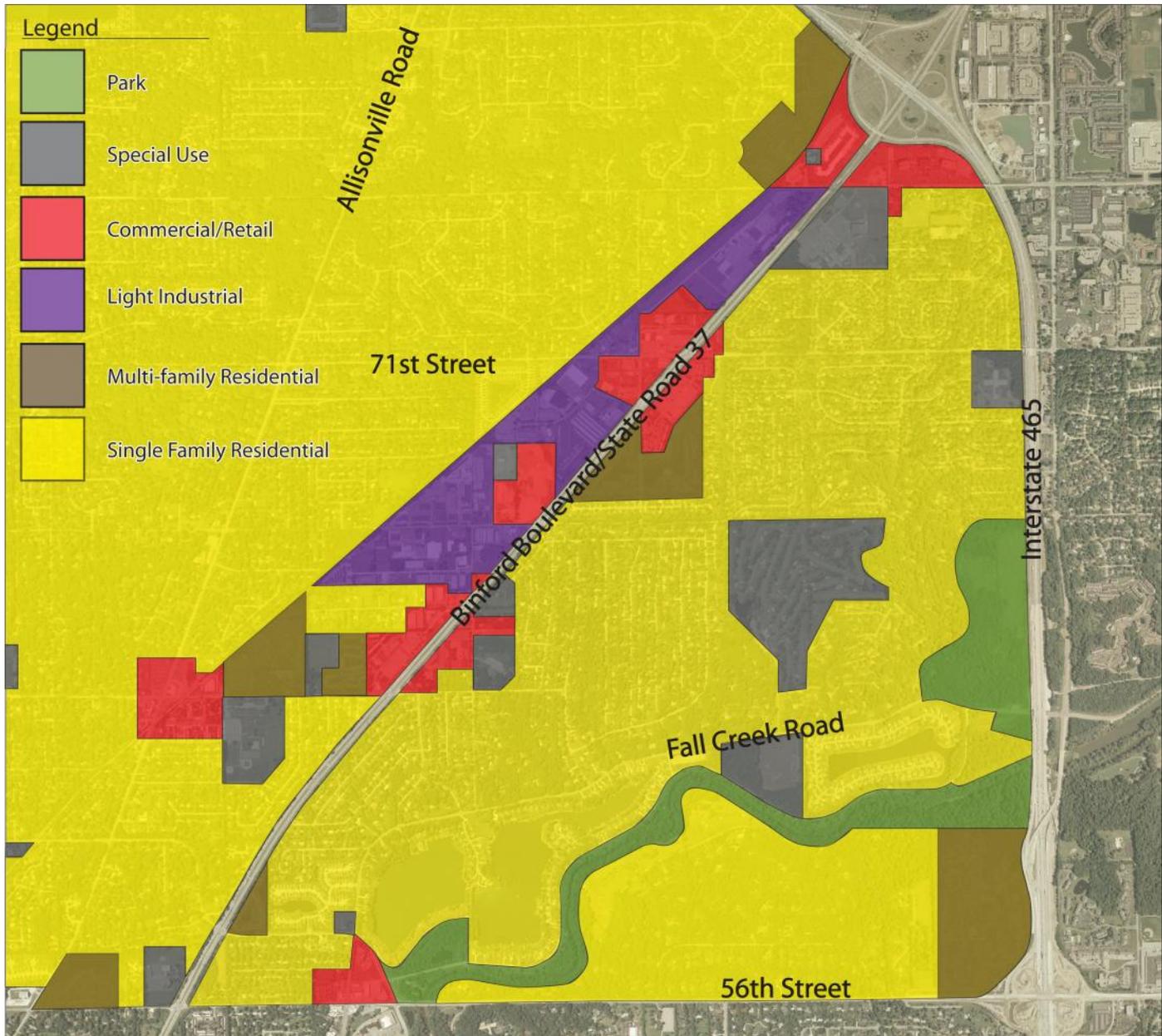
Commercial / Retail

The Commercial / Retail activity is concentrated within a few commercial cores throughout the study area. The two primary areas are the commercial corridor along Binford Boulevard from 65th Street to the south to 75th Street to the north and along Shadeland Avenue from 71st Street to the south to 75th Street to the north. It should also be noted that the Castleton area, a major commercial / retail center, lies just outside the project study area to the north.

One of the biggest complaints from local residents was the lack of commercial and retail opportunities available within the BRAG core. These services are currently lacking and a plan to encourage additional commercial activity is critical as the project moves forward.

Much of the commercial activity is within outdated strip centers with very high vacancy rates, providing little value to the users. Over the past few years, however, some improvements have been realized. A

new Kroger store, recently completed near 71st and Binford, is probably the best example in the area. A second example is the commercial strip center on the east side of Binford Boulevard at 71st Street, where a major renovation to the center has produced a popular area with no current vacancies. In addition, several outlots have been completed in that area to complement uses already in place. Some successful businesses in that center include, George's Restaurant, Starbucks and Entenmann's Bakery.



Existing Land-Use Map
Figure 2.2

Light Industrial

The Industrial uses within the project area are limited and would fall into the category of light industrial. Most of the manufacturing uses fall into the category of warehouse or light manufacturing uses. The Industrial uses are primarily located near 65th Street, just west of Binford Boulevard. This use is not one that will be encouraged as future development happens in the area.

Medical

The major Medical use in the area is the Community North campus located just south of 82nd Street and east of Shadeland Avenue. This campus includes Community North Hospital, the Heart Hospital and numerous medical office buildings that support the two larger hospitals. This campus is the largest health care campus on the northeast side and very important to the future success of the area. Efforts were made to involve Community North in the design process and as a stakeholder in the development of this project. They have been a good neighbor to the area and will likely be a champion for positive development in the future.

Special Use

There are a number of Special Uses scattered throughout the project area. Most of the special uses are Churches and Schools. The project area includes area from both Lawrence and Washington Townships. Members of numerous schools and churches are very active in the community and played an important role in the design process.

Vehicular Circulation

Due to the time period in which most of the project area was developed, almost all of the development in the area is centered around the automobile. All of the streets are laid out to cater to the automobile and almost no consideration was given to other modes of transportation. With the many other forms of transportation that people use today, this is one of the major infrastructure issues in the area. Most of the roads in the area are collectors for neighborhoods, which are fed by 71st Street.

71st street, one of the two primary arterials in the BRAG area, is the major east and west connection point. This 2 lane road flares to 5 lanes in the commercial center near Graham Road and Binford Boulevard. The traffic volumes for this street are at their peak on either side of Binford Boulevard and gradually decrease in volume as they travel away from the intersection in both the east and west direction.

The other Primary Arterial, Binford Boulevard, cuts through the area at an angle. The boulevard extends from the terminus of Interstate 69 and runs southwest through the northeast quadrant of Indianapolis. This 4 to 6 lane divided boulevard carried 47,480 vehicles a day in 2002.

An important local street that does not show up on the thoroughfare plan is Graham Road. This road does not carry a high volume of traffic, but it is a well used road within the community. Graham Road connects the northern neighborhoods with the southern neighborhoods, while at the same time, bisecting the commercial core of the area.

The following are the Traffic Classifications of the major roads in the area, based upon the Marion County Thoroughfare Plan. For more information see Vehicular Circulation Map (Fig 2.3)

Traffic Classification

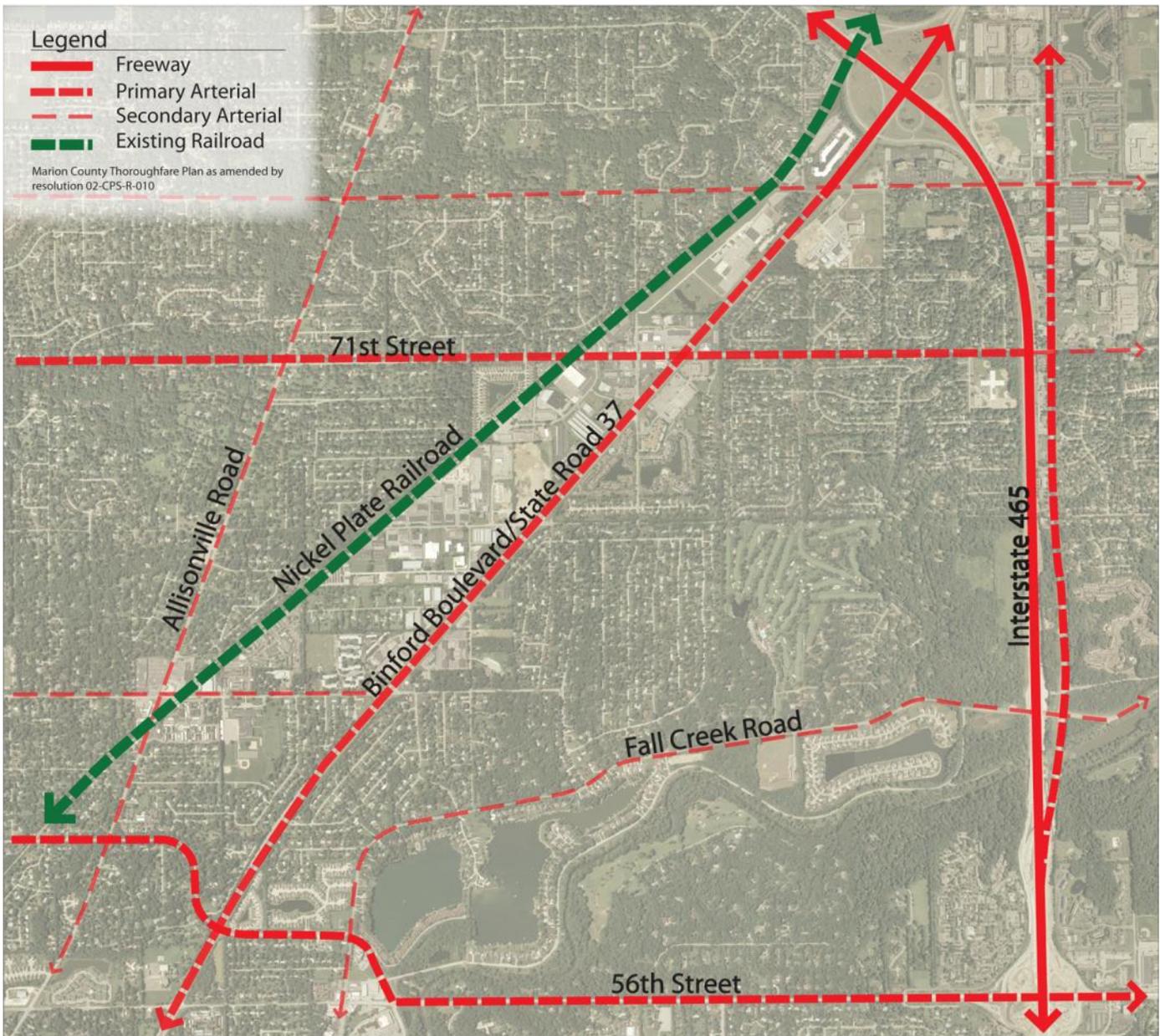
Interstate 69—Expressway
Interstate 465—Expressway

71st Street—Primary Arterial
82nd Street—Primary Arterial
Binford Boulevard—Primary Arterial
Shadeland Avenue—Primary Arterial

62nd Street—Secondary Arterial
75th Street—Secondary Arterial
Allisonville Road—Secondary Arterial
Fall Creek Road—Secondary Arterial
Hague Road—Secondary Arterial

Average Daily Traffic Volumes

Interstate 69—180,419 (INDOT 07)
Interstate 465—155,418 (INDOT 07)
75th Street—4,097 (MPO 09)
71st Street—11,451 (MPO 00)
Binford Boulevard—36,914 (INDOT 07)
Allisonville Road—18,180



Vehicular Circulation Map
Figure 2.3

Pedestrian Circulation

The Pedestrian Circulation system as it exists today within the study area is lacking, making for very poor multimodal connectivity. As noted in the Vehicular Circulation section of this chapter, much of this area was designed at a time when everything was designed around the automobile and multimodal connections were simply not considered.

Multimodal circulation around the existing single family neighborhoods is adequate in some areas and lacking in others. Generally, the existing neighborhoods have sidewalks in place or they have low traffic volumes. Pedestrians are able to circulate around the neighborhoods without much of an issue.

The issue, however, is the connectivity to the surrounding core areas and between neighborhoods.

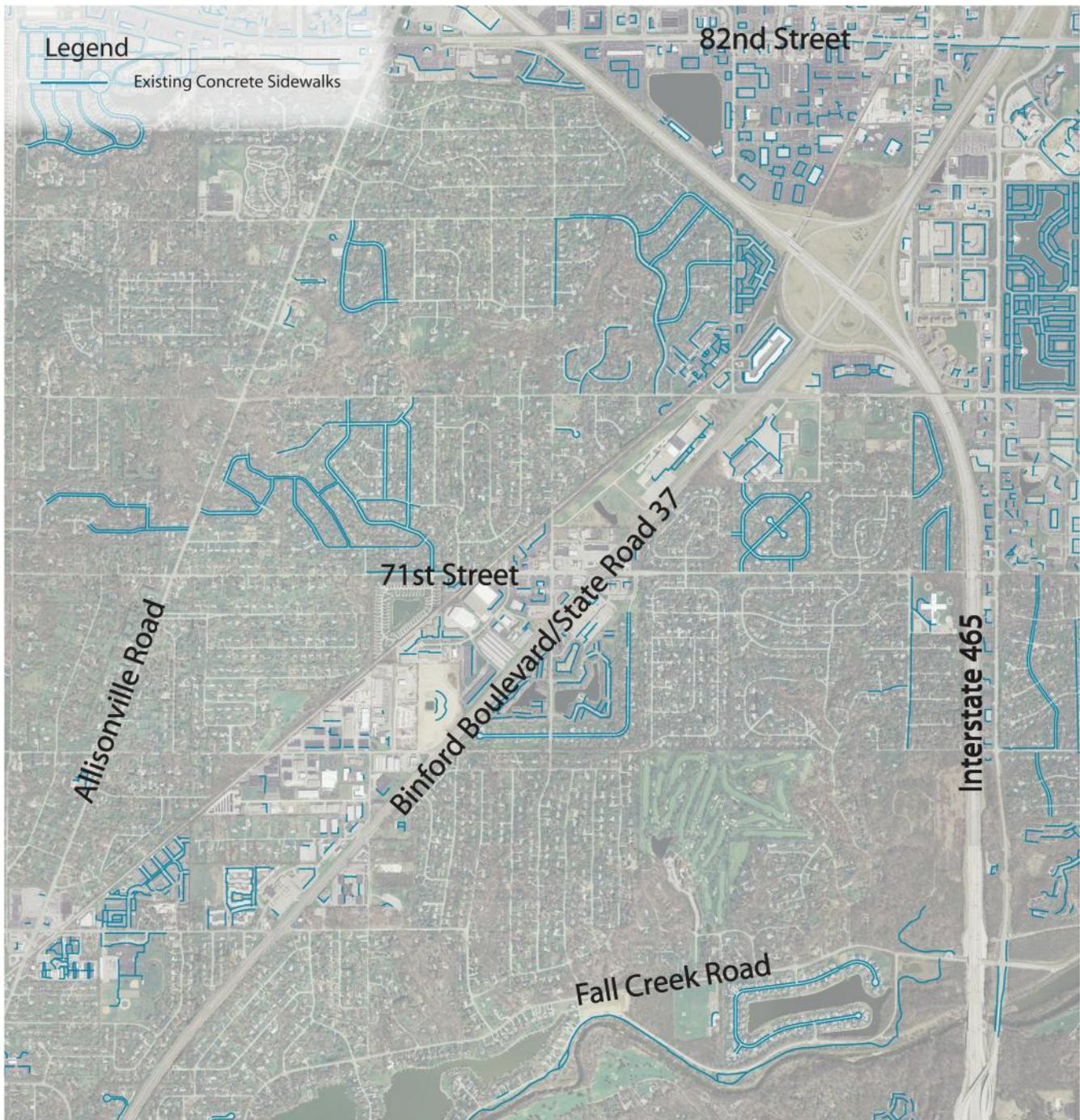
The multimodal connectivity outside of the neighborhoods and around key core areas can be described as sporadic to non-existent. The two key commercial / retail core areas lack sidewalks or any kind of pedestrian pathways, creating dangerous situations for pedestrians, bicyclists and automobiles alike. The commercial core along Shadeland Avenue is the worst area. Sidewalks are non-existent on both sides of Shadeland and there is simply no place for pedestrians to walk. Many people use the services in this area, but do not necessarily travel there by automobile. Instances were even noted of

wheelchairs traveling on the edge of the road or over the grass. The commercial core area near 71st and Binford is not much better. There are sporadic sidewalks in these areas, but they are generally not connected and crossings are not well marked.

Of the existing conditions that were noted in the project area, the multimodal connectivity was one of the biggest concerns to the project team and the existing residents alike. Situations like wheelchairs on the side of the road or school children walking

through the ditches because there are no sidewalks are simply not acceptable.

Additionally, many members of the BRAG community are reasonably active and want these connectivity options. There is every reason to believe that an increase in infrastructure would result in an increase in pedestrian activity in the core areas. These connections are a key step in generating more multimodal traffic into areas that need more life.



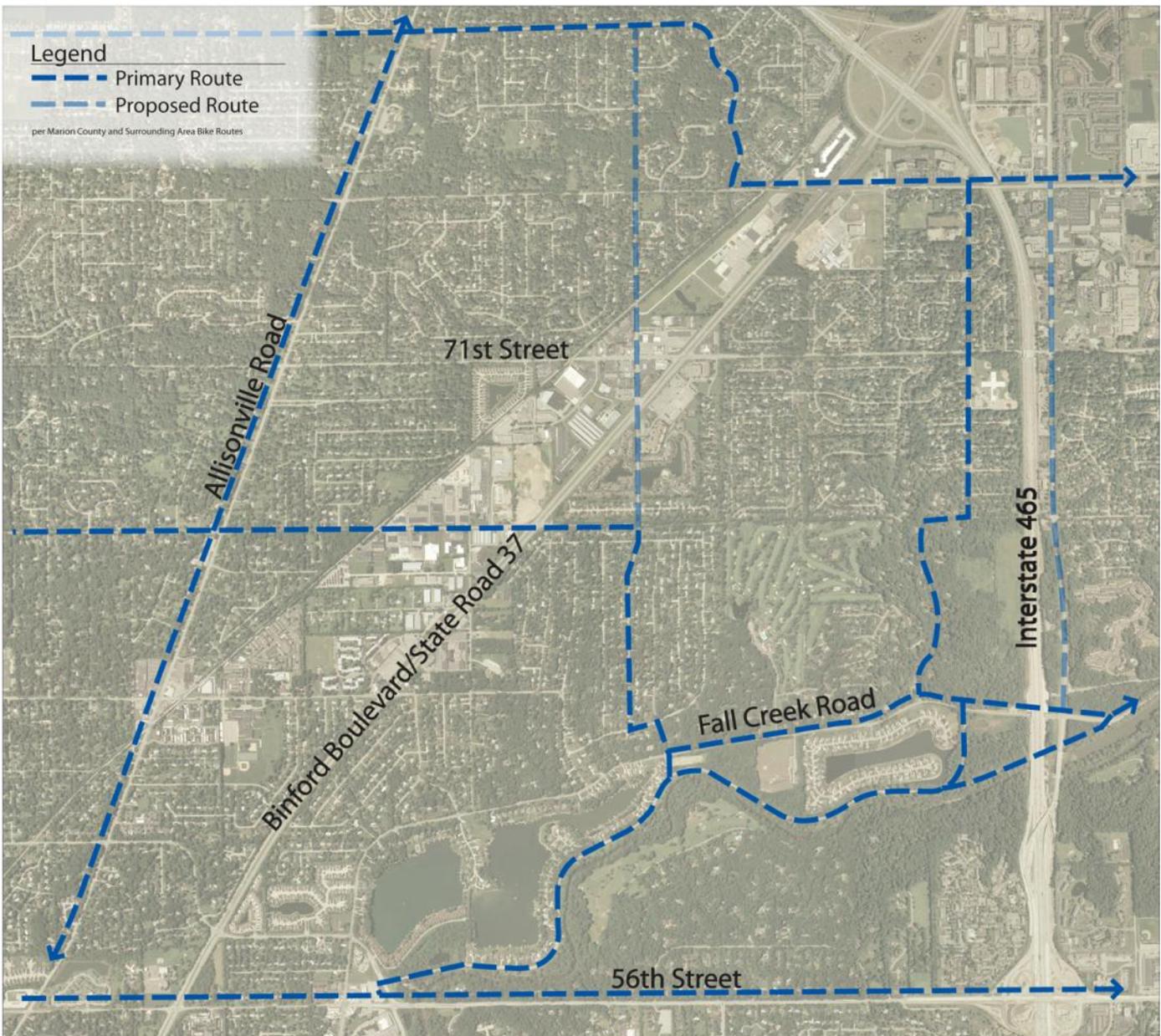
Pedestrian Circulation Map

Figure 2.4

Bicycle Circulation

The current bicycle circulation system is similar to the pedestrian system in the area. There are some bicycle lanes that currently exist, but generally they are lacking. The addition of bicycle lanes along Allisonville Road in 2009 has been a great benefit to the cyclists in the BRAG area, however, more needs to be done to create true multimodal connectivity. Some of the boundary areas of the overall BRAG area are served, but the core areas are in need of the infrastructure to support bicycle traffic and few future routes are planned through the BRAG area.

Obviously, safety is first and foremost for the cyclists. Current conditions create a dangerous situation for riders in the more congested areas. In planning for bicycles, adequate space must be allowed through either dedicated bicycle lanes or widened shoulders.



Bicycle Circulation Map

Figure 2.5

Public Transportation

IndyGo is a Public Transportation Corporation which provides service for Indianapolis residents and visitors. With a top priority of getting customers to and from their destinations quickly and efficiently, IndyGo provides 29 fixed bus routes (on weekdays), two express routes and approximately 4,500 bus stops.

There are currently two IndyGo routes providing access to the BRAG community. Route 19 goes through the west side of the study area running along Allisonville Road. This route connects users from the Community Hospital North area and the Castleton area to downtown Indianapolis. Route 4 goes through the east side of the study area running along Shadeland Avenue. This route connects users from the Community Hospital North to downtown Indianapolis.

In 2005, IndyGo unveiled a Comprehensive Operational Analysis (COA) which is a 15-year plan outlining near-term, short-term and long-term service enhancements. The 2005 COA proposed adding a route along 71st St and a Noblesville express route along Binford. In 2010, IndyGo will be updating this COA.



IndyGo Bus Route Map
Figure 2.6

Plans in Effect

There are a good number of completed studies and ongoing efforts for the greater Indianapolis area. The following summarizes some of these studies:

BRAG Quality of Life Plan

In 2006, the Great Indianapolis Neighborhoods Initiative (GINI) funded a Quality of Life Plan for the BRAG community establishing a community vision and identifying specific goals and objectives. Action steps were developed in the areas of Business Development, Crime and Public Safety, Parks and Greenspace, Pedestrian Access, Lawrence Township Schools and Sense of Community. Specific actions steps relating to the Binford Village Study are as follows:



• Create a village-like look to retail and commercial areas within the BRAG neighborhood.

• Develop safe pedestrian access at 71st Street from Allisonville east to Hague Road, Hague Road from 82nd Street south to 71st Street, Shadeland Avenue from 82nd Street south to 71st Street, 75th Street from Allisonville east to Hague Road.

• Provide safe pedestrian crossings at major intersections.

• The BRAG community will have a multi-purpose Village Center.

The quality of life plan was a critical guiding document for the Binford Village Study. The final recommendations in the Binford Village Study reinforces the goals, objectives and action steps set forth by the BRAG community.

Indy Connect

Indy Connect is an unprecedented collaboration of public entities working toward a regional transportation vision. Announced in February 2010, Indy Connect builds on decades of research and the recommendations of a private sector-led task force and seeks to



engage the public in shaping a regional transportation system. The draft plan includes recommendations for more bus service, commuter and light rail, expanded roadways, pedestrian walkways and bike paths, and outlines how these modes of transportation could work together to connect people and places in Central Indiana.

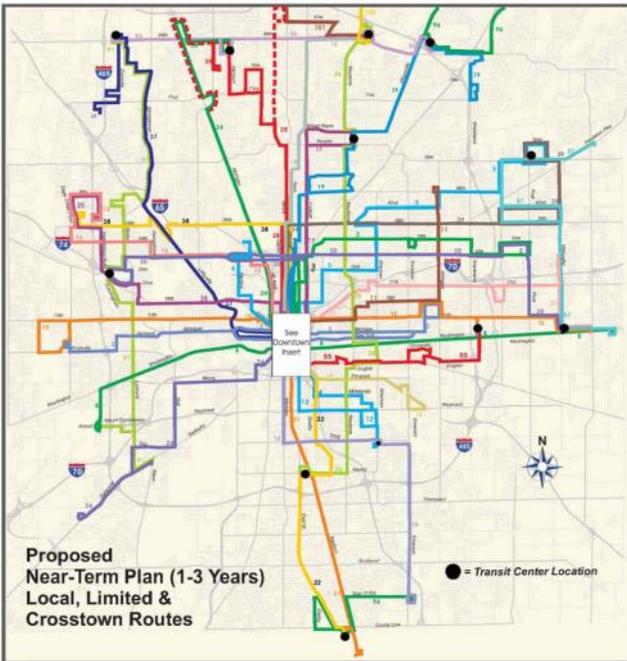
DiRecTionS (Rapid Transit Study)

The MPO’s rapid transit study (known as DiRecTionS) was a comprehensive study examining options for high-quality transit service in the region.



IndyGo Comprehensive Operational Analysis

This plan examines the functional, financial and operational capacity of the IndyGo System, providing a plan for the development of the IndyGo system into 2020.



IndyGo COA Map
Figure 2.7

Marion County Comprehensive Plan

This is a land use plan required by state statute as a basis for zoning. It includes objectives and policies for future land use development and the development of public ways, place, land, structure and utilities. Adopted in 2005 and 2006, the proposed land uses near 71st and Binford Boulevard include community commercial, office commercial, light industrial and residential. In addition, this Binford Village Study area is designated as a “Critical Area” because it is expected to encounter significant changes in transportation infrastructure in future years. Recommendations in this “Critical Area” include improving pedestrian and bicycle access, establishing a gateway corridor for Binford Boulevard, maximizing interior access and frontage roads and promoting transit supportive land uses and densities.



Multimodal Corridor and Public Space Design Guidelines

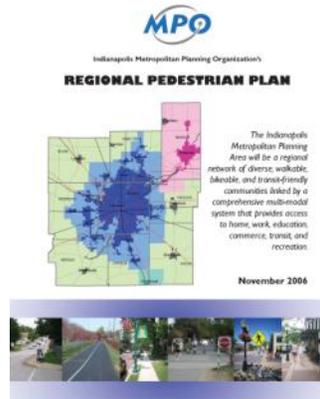
The Multimodal Corridor and Public Spaces Design Guidelines was created to provide tools for implementation. These guidelines establish a common family of elements to reinforce a network diverse, walkable, bikeable and transit-friendly communities the Indianapolis area.



of
in

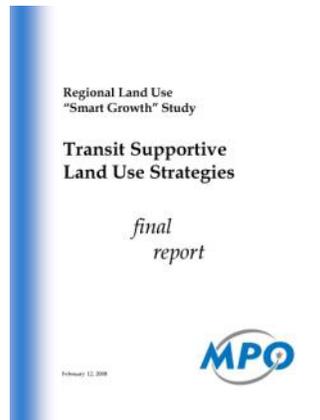
Regional Pedestrian Plan

The Regional Pedestrian Plan encourages the establishment of a connected pedestrian system throughout the Indianapolis Metropolitan Planning area, emphasizing the importance of walking and planning for the pedestrian. The plan reviews regional pedestrian facilities and outlines recommendations for improved pedestrian services.



Transit Supportive Land Use Strategies

This study assesses transit-supportive land use for Indianapolis, provides a framework for policy recommendations, identifies best practices for implementing transit-supportive land use and provides policy recommendations for Central Indiana.



Upcoming Projects

The BRAG community has been focused on addressing economic and quality-of-life issues facing residents in the community. Building upon recent community improvements projects and programs, a few upcoming efforts include:

- Sidewalk projects with INSTEPP
- INDOT's I-465 and interchange improvements
- Boy Scouts World Headquarters
- Continued redevelopment on the northwest corner of Binford and 71st Street.
- Hawthorne Plaza façade improvements

Demographics

The following demographic information is derived from Claritas Data prepared for the Division of Planning on June 4, 2009 based on the 2000 Census. Additional detail can be found in Appendix B. The resulting demographic summary are based on 2000 Census data and 2008 projections.

Population:

- BRAG's population is estimated to change from 20,272 to 20,141, resulting in a decline of -0.6% between 2000 and 2008. Over the next five years (2013), the population is projected to decline by -0.1%.
- Of the BRAG area's population, 81% are White Alone, 13% are Black or African American, 0% are American Indian and Alaska Native, 2% are Asian, 2% are Some Other Race and 2% are two or more races.
- The 2000 median age for the BRAG population was 36.74 compared to Marion County's median age of 33.66.
- Of the BRAG area's population, 24% are ages 0-17, 23% are ages 18-34, 39% are ages 35-64 and 14% are ages 65 and over.

Population		
	Marion County	BRAG
2013 Projection	871,363	20,113
2008 Estimate	867,592	20,141
2000 Census	860,454	20,272
1990 Census	797,159	19,657
Growth 1990-2000	7.94%	3.13%

Population Demographics

Figure 2.8

2000 Population by Age				
	Marion County		BRAG	
Age 0-17	221,749	26%	4,882	24%
Age 18-34	227,383	26%	4,704	23%
Age 35-64	315,788	37%	7,869	39%
Age 65 & over	95,534	11%	2,815	14%
Total	860,454		20,272	

Population by Age Demographics

Figure 2.9

2000 Population by Single Race Classification

	Marion County		BRAG	
White Alone	606,502	70%	16,391	81%
Black or African American Alone	207,964	24%	2,706	13%
American Indian and Alaska Native Alone	2,181	0%	40	0%
Asian Alone	12,325	1%	445	2%
Native Hawaiian and Other Pacific Islander Alone	365	0%	6	0%
Some Other Race Alone	16,998	2%	346	2%
Two or More Races	14,119	2%	337	2%
Total	860,454		20,272	

Population by Race Demographics

Figure 2.10

Income:

- The 2000 average household income was \$72,956 for the BRAG area while the average household income for Marion County was \$52,505.

Employment:

- For the BRAG area, 15,957 people were employed for ages 16 and over in 2000. The employment status of this labor force is as follows: 0% are in the Armed Forces, 70% are employed civilians, 1% are unemployed civilians and 28% are not in the labor force.
- The occupational classifications are as follows: 11% have occupation type blue collar, 77% are white collar and 12% are Service & Farm workers.

Education:

- In 2000, it is estimated that 18% of the population age 25 and over in this area had earned a Master's, Professional, or Doctorate Degree and 34% had earned a Bachelor's Degree.

2000 Population Age 25+ by Educational Attainment

	Marion County		BRAG	
Less than 9th grade	25,594	5%	232	2%
Some High School, no diploma	76,002	14%	475	4%
High School Graduate (or GED)	163,991	30%	2,160	16%
Some College, no degree	116,462	21%	2,793	21%
Associate Degree	30,860	6%	782	6%
Bachelor's Degree	92,419	17%	4,541	34%
Master's Degree	31,038	6%	1,601	12%
Professional School Degree	11,964	2%	602	4%
Doctorate Degree	5,129	1%	249	2%
Total	552,934		13,537	

Education Demographics

Figure 2.11

Housing:

- In 2000, most of the dwellings in the BRAG area (56%) was estimated to be Owner-Occupied compared to Marion County (59%).
- The majority of dwellings in this area were estimated to be 1 Unit Detached Structures (52%) . In Marion County, the majority of dwellings were estimated to be 1 Unit Detached Structures (58%).
- The 2000 Median All Owner-Occupied Housing Values for BRAG was \$163,747 compared to Marion County at \$96,902.
- The 2000 Average Contract Rent for Brag was \$623 compared to \$491 for Marion County.
- The Median Year Structure Built for BRAG is 1973 compared to 1966 for Marion County.

Cultural and Social Factors

There are many cultural and social factors and resources which help define the BRAG's community.

The name of the main thoroughfare, Binford Boulevard, honors Tom Binford who is a source of inspiration for BRAG. Mr. Binford worked tirelessly to improve the quality of life for all members of the community by devoting his time and talents to numerous professional, social, civic and educational boards and committees.

There are many educational resources within the community including the Lawrence Township School District, the Washington Township Metropolitan School Districts and Heritage Christian Schools. Continuing education opportunities include Bradford Schools, Lockyear College, Northwood University and Oakland City University.

The Lawrence Branch Marion County Public Library is located on North Hague Road and the Indianapolis Metro North Police Substation is located near 71st Street and Binford Boulevard.

The Community North campus includes Community North Hospital, the Heart Hospital and numerous medical office buildings. This campus is the largest health care campus on the northeast side and very important to the future success of the area.

BRAG also has access to park and recreational activities. The Fall Creek Greenway Trail runs 6.9 miles from Skiles Test Nature Park to the Monon Rail Trail. This trail is a classic parkway running along the creek, passing century-old bridges and established neighborhoods. The Upper Fall Creek Loop Trail is a 1.5-mile trail surfaced with crushed limestone separate section along Fall Creek Road, just south of 79th Street.

Skiles Test Park is a 80.9 acre natural resource area purposely kept in their original wild state for a true nature experience in an urban environment with a 2.45 mile unpaved trail. Woollens Garden is also a natural resource area along Fall Creek, however, limited access points reduces its use. The 17,000 acre Fort Harrison state park features walking and jogging trails, picnic sites, fishing access to Fall Creek and two national historic districts.

The BRAG community has continued beautification efforts including activities such as the native plants swale projects, the planting of native grasses and plants along Binford,

The BRAG community also has ongoing community activities and local annual events such as the summer and winter Farmers Market, guest speaker series, Leaders Luncheons, IMPD community days, etc.



Public Process

Binford Village Study

Summary of Public Involvement

The Binford Village Study followed a comprehensive public involvement process to ensure the study would reinforce the goals and vision of the BRAG community. A public involvement process was created to provide sufficient opportunities to share project information, gather feedback and collaborate on design solutions. Opportunities for input occurred throughout the project, allowing interested parties to comment as the design developed, not just at the beginning or the end of the project. Over the course of the project, numerous ideas and decisions came from the various public involvement opportunities. The following is a list of the formal public involvement opportunities for the Binford Village Study:

Stakeholder Meeting #1

May 6, 2009

Public Kick-Off Meeting

June 11, 2009

Focus Group Meetings

June 21, 2009

Planning Workshops & Workshop Summary

September 22, 2009

September 26, 2009

September 29, 2009

Stakeholder Meeting #2

November 17, 2009

Final Public Presentation

November 19, 2009

BRAG/MPO Websites

Ongoing

In addition, a project website was available to share information on the project, project events, contact information and providing an opportunity to submit comments.

Input received from the public involvement opportunities was instrumental in the creation and results of this study.

The following summarizes the formal public involvement opportunities. A more thorough description each public involvement opportunity can be found in Appendix A.

Stakeholder Meeting #1

A stakeholder group was created to include people throughout the project process who will be affected or have a direct interest in the project. For the purpose of this study, the stakeholder group included government officials and agencies, neighborhood association board members and business owners. The first stakeholder meeting was on May 6, 2009. At this meeting, stakeholder members were introduced,

the scope and schedule of the project was discussed and the project boundaries were defined. Project roles and responsibilities were identified and the public involvement plan was described. The critical success factors were established followed by an informal question and answer period.

Public Kick-off Meeting

On June 11, 2009, the public had their first opportunity to formally participate in the study. A presentation introduced the project goals and the scope of the study, as well as describing the opportunities for further involvement.

The 32 participants were asked to identify where they lived or worked, rank the critical success factors and fill out a questionnaire. The Public Kick-off Meeting presentation and summary can be found in Appendix A.



Public Kick-off meeting
Figure 3.1

Focus Group Meetings

Before any design work had been started, the project team hosted a series of Focus Group Meetings to gather information and better define the project's context.

On July 21, 2009, six different focus groups met in a series of one-hour sessions to gather input for the project. The Focus Groups were as follows:

- Local Government
- Not-for-Profit Organizations
- Developers & Builders
- Local Business Owners
- Neighborhood Association Leaders
- Neighborhood Residents

The 96 participants were asked a series of questions and participated in activities that would help the design team to identify project opportunities, threats



Focus Group Meeting
Figure 3.2

and action items; prioritize critical success factors; and participate in an open discussion regarding the desired improvements and key issues. Some of the key input received can be summarized as follows:

Critical Success Factors

The workshop participants were given 3 votes each and asked to vote for the critical success factors that they felt were most important. The results were as follows:

- 66 Create a series of multimodal travel routes
- 51 Create a mix of uses that will promote activity throughout the day and week
- 40 Design to provide opportunities for future rapid transit
- 30 Sustain and Improve the existing neighborhoods
- 29 Make sustainability a key in all design decisions
- 25 Design to encourage high quality building and landscape treatments
- 24 Enhance safety through better lighting, visibility and street life
- 16 Provide open spaces and opportunities or recreation
- 14 Provide opportunities for people to interact
- 07 Enhance the community's unique design character and values

Opportunities, Threats & Actions

Participants were also given the opportunity to give their opinions about Opportunities in the areas, Threats to making a positive change happen and Actions needed to achieve goals. Each participant was asked to write each thought on a sticky note and place it on the appropriate board. They could do as many as they wanted. Once questions were completed, they were compiled in to categories by answers given and recorded. There were many answers for each question, the most popular can be found below.

Opportunities

- Increase economic development opportunities
- Increase tax base
- Create a dynamic, attractive multi-use Village center
- Improve pedestrian and bicycle opportunities
- Increase connectivity
- Build a sense of community
- Improve environmental quality
- Rehabilitate underdeveloped land and properties
- Promote a healthier lifestyle
- Improve financial stability for residents &

business owners

Threats

- Final vision will not reflect BRAGs community values
- Opposition
- Increase in crime
- Lack of funding
- Increase in traffic congestion
- Redevelopment limited by existing uses
- Negative environmental impact
- Development limited by existing infrastructure

Actions

- Design to reflect BRAG community values
- Coordination and communication among all stakeholders
- Create an implementation plan focusing on Economic Development
- Work to secure funding
- Continue to secure buy-in from Stakeholders
- Incorporate a complete streets design
- Identify redevelopment incentives
- Revise zoning code to allow for proper development.

Ultimately, input received from the Focus Group Meetings helped steer the early design direction for the project. The Focus Group Meeting presentation, summary and complete survey results can be found in Appendix A.

Planning Workshops and Summary

Two Planning Workshops were held on September 22nd and 26th, 2009, with the purpose of gathering information and beginning collaboration on design solutions for the Binford Village Study Area. Participants were able to “drop in” throughout the two-day workshop to view a presentation and interact with staff at a variety of stations.



Planning Workshop
Figure 3.3

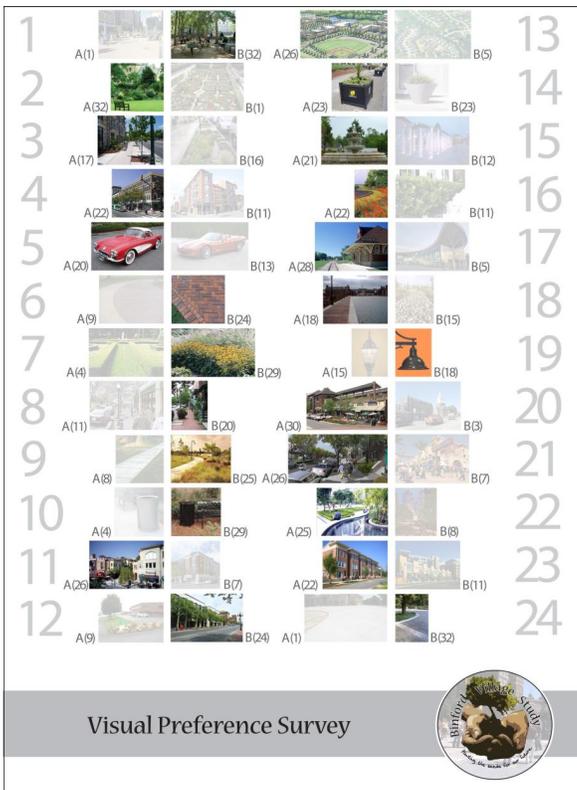
The Workshops provided an opportunity for people get project information, better understand what is going on with the project and comment on design or even sketch out some of their own ideas, if desired. Representatives from the MPO, BRAG, Indianapolis

- landscaping
- Seating or gathering spaces with trees or landscaping surrounding landscaping were preferred
- Traditional design elements were preferred over more modern design elements in almost all cases
- Informal design was chosen over more formal expressions
- Black metal finishes on site and street furnishings were preferred over stainless steel.

- Brick or specialty finishes were preferred over standard concrete.
- The final station was an opportunity for participants to sit down with the design team and share their thoughts regarding the core station area design. At this station, people were encouraged to pick-up a pen and draw their ideas on paper along side the design team.

Some of the key input received can be summarized as the following:

- Many existing problems comments related to pedestrian access, emphasized important connections and highlighted issues with Binford Boulevard.
- General accessibility was a big concern
- There is a great deal of community pride within the neighborhoods of BRAG
- There is a definite need for better retail / commercial opportunities in the area
- For the overall aesthetic look of the redevelopment area, participants preferred more landscaping, traditional, informal design with black metal and brick finishes.
- The importance of the pedestrian crossing on Binford, detailed design at key intersections, crossing and gateways and the importance of incorporating diverse mix land uses.
- Crime is a concern of many users. Its very low now in the area and the residents want it to stay that way.
- Most think mixed-use design is a good idea. People want more options in the area.



Workshop Station: Visual Preference
Figure 3.7



Workshop Station: Design Team
Figure 3.8

Following the two-day Planning Workshop, a Planning Workshop Summary presentation occurred on September 29.

Information gathered from the two Planning Workshops was compiled and analyzed and a summary of the information was presented to the public. At this presentation, the project team shared the background of the study, factors that influenced the design direction to that point, how decisions were made and the next steps in the study. After this presentation, attendees had the opportunity to comment on the design.

Overall, the Workshops were a success with approximately 50 participants being involved over the two-day period.

The Planning Workshop presentation, Workshop



Planning Workshop Summary
Figure 3.9

Summary presentation, Planning Workshop summary and visual preference survey results can be found in Appendix A.

Stakeholder Meeting #2

A second stakeholder meeting was held after the design decisions had been made, prior to the information being presented to the public. The stakeholders were given the opportunity to view and comment on the information, suggesting changes before the Final Public Presentation.

Final Public Presentation

The Final Public Presentation took place on November 19, in conjunction with the BRAG Celebration at the Hillcrest Country Club. The presentation started by describing the purpose of the study, reviewing what had been accomplished to date. In reviewing the process, it gave an opportunity for interested parties who had not previously been involved in the project to a look at what their peers had created, providing background to the resulting design. Design principles for the redevelopment and the station area were presented, as well as, key moves that need to be taken and important connectivity upgrades. In addition, a potential Master Plan scenario was unveiled along with a possible streetscape development and design. Attendees were encouraged to remain involved with the project as it moves forward in coming months.

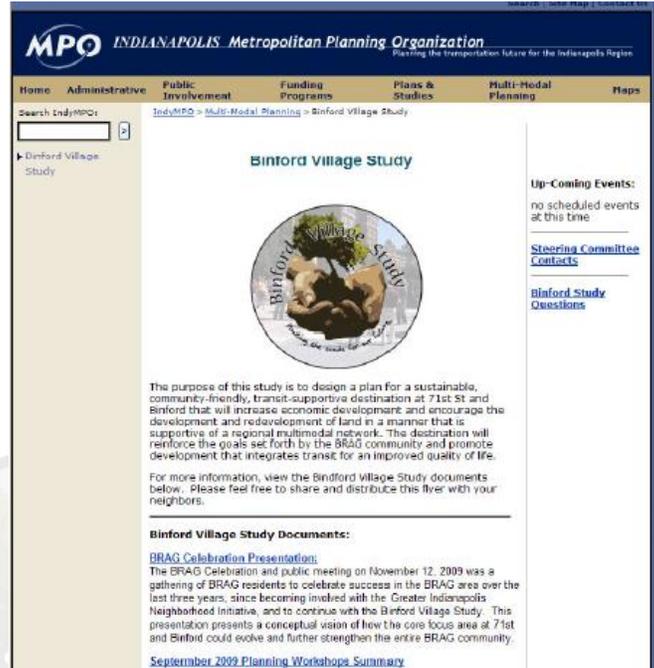
Approximately 200 people were in attendance and the overall consensus of the group was that the study was supportive of BRAG's goals and community vision. The biggest concern expressed was that once the plan is complete it would go nowhere and

not get executed as discussed.

The Final Public Presentation can be found in Appendix A.

BRAG/MPO Websites

During the course of the study, project information had been available on both the MPO and BRAG websites. Each website included a schedule of upcoming events, copies of previous presentations



MPO Website
Figure 3.10

and contact information. In addition, website visitors had the opportunity to respond to public input questions and provide contact information for project updates.

A series of questions was set up on the Binford Village web page on the MPO's web site. Over the course of the project, the MPO received numerous responses to the questions via the web site. The project team compiled the responses as they came in. The following are the web site responses to each question:

What do you see as the biggest opportunity this project presents?

- *Become a hub of business activity and allow for a more active community through biking and walking to the nearby retail centers and restaurants. To provide public transportation, hopefully allowing bicycle friendly options as well.*
- *To revitalize an aging part of the city. To help the environment by reducing single-occupant cars from streets. To increase walking and cycling in*

the area around the project. To bring high quality businesses to the area. To give an identity to the area (like Broad Ripple, Fountain Square, Nora, etc.)

- Transforming this area into a multi use destination point to include retail, office, condos and hopefully a light rail train stop. This should include safe crossing at Binford Blvd and cross (east and west) transportation and connecting sidewalks and/or trails. The "Complete Street" model should be incorporated into the design.
- Stabilize/increase neighborhood values with easily accessible amenities.
- I am really hoping that this project makes the area a true "community" with the capability of walking safely to green space.
- Businesses and neighbors.
- Bringing public rail transit to our community. It will obviously greatly increase our community's connection to the rest of Indy
- Metro. A station at 71st, accompanied by even greater shopping and arts/entertainment (and perhaps some additional public parking...garage above and/or underground) would tie in nicely. Additionally, and importantly, this should emphasize the need for bike and pedestrian ways along 71st, 75th and along Allisonville Road...ideally, to connect with the Monon Trail.
- Economic growth, increased traffic and more retail visibility.
- Local community focal point (town center).
- Transportation hub to downtown.
- This project has the possibility of drawing pedestrians and cyclists from surrounding neighborhoods - which in the long run reduces use of automobiles and increases activity, both things our state can use. It would become a neighborhood destination.
- This project can make our area more accessible to pedestrians and cyclists.
- Serve the needs of the area's citizens.
- Increasing connectivity between neighborhoods and retail corridors with multi-use paths by locating a transit hub for the light rail project near where the rail crosses E. 71st Street or Graham Road.

What concerns you the most about this project?

- More automotive traffic.
- That bicyclist's needs won't be taken into consideration.
- Increased traffic brought by users of the project. Reduction in property values of nearby homes. Increased crime in neighborhoods due to increased accessibility to area. Adult businesses opening near neighborhoods. Increased noise.

- The city will not back the effort and the neighborhoods will decline. Noisy, dirty trains frequently running thru what is today quiet neighborhoods. The current fair train is very noisy & generates too much pollution. It isn't fair to existing residents to add even more noise, especially to the east side of the Ivy Hills neighborhood that is already experiencing increased I-465 & I69 traffic noise.
- Funding and upkeep.
- That, like in most of Indianapolis, the walking/ biking, lighting, business opportunities will continue to require a car because walking and biking will not really be safe with lighting and, more importantly, safe/large enough paths and crosswalks. That the train will be the old dirty diesel train even for a minute.
- Safety and crime primarily. With increases in people and retail, crime usually follows. If metro police station could be expanded at 71st, that would certainly help. Another concern is that any development be done in quality such that it enhances our neighborhood. We certainly do not want real estate values to decrease. If done properly, values should increase.
- Safety of pedestrians, customers and retailers.
- The existing rail right-of-way does not appear wide enough to support two tracks. Where will all the parking be located if a rail station happens.
- Buses would be used instead of light rail.
- I am concerned about two things. First creating congestion by having too concentrated living quarters. Most people live in this area because they want larger yards and more spread out area and low congestion. The second thing is setting things up for either 65th street or 71st streets having severe traffic restrictions due to trains running at ground level.
- Pedestrian and cyclist safety.
- I'm concerned that commercial development will trump the need for sidewalks, a park and other things to make the area more accessible.
- That it will not be done with the proper planning and foresight and as a result, change the area. For example, the Wal-Mart that was put in at roughly 74th and Keystone has destroyed that area's atmosphere, as well as introduced a level of criminal activity that was not previously there. It is also noted that the new Kroger at 71st and Binford has also had this effect, but on a much lesser scale than the Wal-Mart.
- My biggest concern is that too many project components will be lumped into too big of a project and none of it will happen. The master plan should be broken up into several

manageable parts to be implemented over a 5 to 10 year timeline.

What would you most like to see at or near the 71st and Binford Area?

- Bike lanes connecting Hague Road and Johnson Road on 71st and/or 75th.
- Train stop for a light rail system to downtown.
- General shopping, like you would find at an airport, as well as fast (healthy) food options, small grocery type store, drug store, dry cleaner, bike shop, etc.
- 1. Bicycle paths leading to/from the project that extend several miles from the project. 2. Increased police presence. 3. Implementation of measures to reduce noise pollution affecting neighborhoods.
- Transforming this area into a multi use destination point to include retail, office, condos and hopefully a light rail train stop.
- More neighborhood restaurants.
- Access to public transportation to downtown, Castleton area, Broad Ripple, Fort Ben etc. Sidewalks. Standardized neighborhood perimeter fencing.
- Boutique types shops (like 56th and Illinois) not chains and big super stores..... train station WITH adequate parking. Safe SIDEWALKS/BIKEPATHS with crosswalks that go from Allisonville to Shadeland or Hague. Greenspace/ Park
- Rail transit station, with upscale retail and arts/entertainment, including bike and pedestrian access into the community.
- More variety of retailers and restaurants to attract customers and people to the neighborhood. Also updating of the current store fronts, places look outdated. Need stores that will appeal to families.
- More landscaping incorporated in the commercial areas.
- Light rail transportation hub to downtown.
- Actually with the recent revitalization which took YEARS we just need to see the finish out of all of that activity. I really don't want to see major apartments or similar which will change the general structure of the community.
- Library/bookstore, Dunkin Donuts store, a way to safely cross Binford.
- I would like to see a park area and sidewalks.
- Three or four more 'nice' restaurants like George's. NOT chains. Locally owned.
- A city "gateway" structure to signify entry into the City of Indianapolis. The structure should also double as a pedestrian bridge across Binford to provide safe crossing over this major thoroughfare.

What is the most important change that needs to happen in the area?

- Bike lane and sidewalks (especially along 71st and 75th street) along with bike racks at major restaurants and retail centers (and bike racks at the train station when and if it is built).
- That all residents get together and support this much needed project so that it gets the proper \$\$ that it needs up front to be successful.
- Keep crime low (not really a change, since this is currently a low-crime area, but that could change with the increased accessibility to the area as a result of the project)
- Connecting sidewalks between neighborhoods and safe crossing at Binford Blvd to prevent the Blvd from splitting the area.
- Sidewalks/bikepaths and train station.
- Less emphasis on manufacturing business and more emphasis on retail business, strongly indicating that this is a vibrant residential community. Cleanup of abandoned and antiquated structures.
- More lighting, updated store fronts.
- Improved pedestrian access to all sides of the 71st and Binford intersection (perhaps pedestrian bridges/overpasses).
- Sidewalks
- If a rail line is installed is making sure that the security of the current neighborhoods is not threatened. We have had VERY safe and secure neighborhoods and we don't want to see that change which would lower property values and drive people like me further into the suburbs.
- Build/implement a way to safely walk/bike across or over Binford.
- We need sidewalks!
- Maintain or elevate the 'ambience' of the area by encouraging more small retail business, as well as improving the quality and design of the construction of the buildings. Mandate more use of higher light levels. The area is DARK.
- Once the bond market recovers, create a TIF district around a proposed transit hub and then build the pathway infrastructure improvements in preparation for the light rail and station. I believe that identifying a light rail/transit hub location would spur economic development which could help make the bond payments. Depending on the success of the TIF, additional revenues generated could help with the cost of the station and overall light rail project.

Other comments, questions or concerns

- I would like to take part in the discussions. Please keep me informed of any meetings and public forums in which citizens would be allowed to participate.
- Do 'it', whatever 'it' turns out to be, the 'right' way. No 'El Cheapo' construction a la the Keystone



Land Use Planning

Binford Village Study

Land Use Design

The development of transit along the northeast corridor will be a major driving force for change in the BRAG area, if implemented. The following **Land Use Recommendations** anticipate the potential transit stop near 71st Street as part of this line and establishes a core transit station area within 1/2 mile of the potential transit stop.



Distance Map

Figure 4.1

Regardless of the potential or timing of the northeast corridor development, Transit Supportive Development supported by a wide variety of transportation services makes a great deal of sense for the 71st Street area. This area is in need of a catalyst that will induce a positive change in the area and this type of development can produce that change.

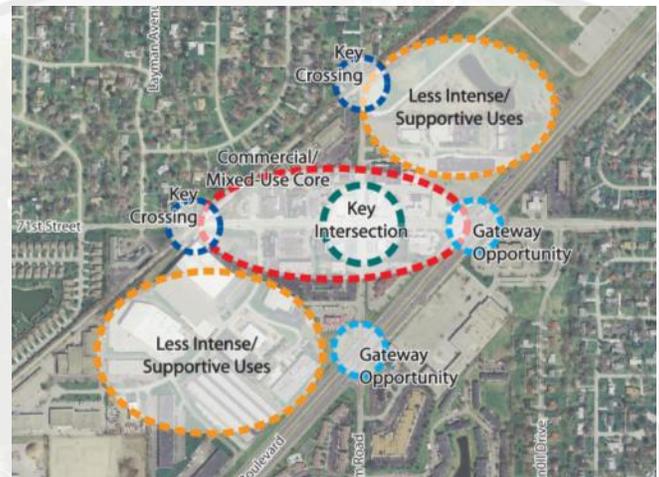
The idea of Transit Supportive Development is one that focuses on creating compact neighborhoods with housing, jobs, shopping, community services and recreational opportunities within easy walking distance of a transit stop.

The intent is to create well designed, livable communities in a walkable environment, making it easy for residents to travel around the area using multiple forms of transportation.

The following are some General Design Principles for Transit Supportive Design:

- **Areas within walking distance should contain a mix of residential, commercial and employment uses that create a place with a high density of pedestrian activity**
- **Commercial and Civic uses should be placed near transit facilities so that a number of errands can be done with only one stop**
- **Provide direct connections from neighborhoods to local commercial destinations and transit stops**
- **Design for pedestrians and transit, but do not exclude the automobile**
- **Bring natural features into the urban area and provide connections to regional green spaces**
- **Provide high quality development that encourages walking and interaction**

The concepts and ideas expressed above are good design practices that will benefit the area, even if a transit stop is never established.



Land Use Diagram

Figure 4.2

Station Area Design Principles

From the general design principles for Transit Oriented Development, the project team developed a set of Station Area Design Principles that could be used to guide all design decisions moving forward. Any design work, policy recommendations or programming were based on these principles established by the project team. The Station Area Design Principles can be divided into 3 aspects of development. They are as follows:

Station Area Design Principles

Land Use

- Encourage a mixture of residential, office, retail and civic uses through mixed-use development.
- Preserve existing, stable neighborhoods.
- Encourage a mixture of housing types.
- Decrease priority of the automobile (minimize automobile uses like parking and drive-thrus)
- Provide uses that attract or generate pedestrian activity.

Mobility

- Provide an extensive pedestrian network throughout the area.
- Create a multimodal environment that encourages pedestrians and bicyclists.
- Develop an interconnected street network.
- Pedestrian network must be safe, accessible and attractive.
- Incorporate traffic calming into design of new streets.
- Develop comprehensive parking strategies.

Community Design

- Orient buildings to front on public streets or open spaces.
- Minimize setbacks and locate parking to the rear of buildings.
- Include active uses on the ground floor.
- Include elements such as trees, pedestrian scale lighting, landscaping and benches to encourage pedestrian activity.
- Establish public open spaces to be centers of activity.
- Place utilities underground where possible.

Transportation

Transportation is a major focus of this project. With that said it is critical for the future success of the area to upgrade travel for all modes of transportation within the project area. Currently the automobile dominates the transportation landscape in the area and other modes of transportation need to become more prevalent.

Regardless of the incorporation of a future transit stop in the area, the bus transportation needs to be drastically upgraded. The bus system is the backbone for any public transportation system and its presence is minimal in the 71st and Binford area. One of the recommendations is to create a multimodal hub as part of the potential future transit stop location. This hub is envisioned to be used primarily for transit along the northeast line and bus connections, however it will provide services for bicyclists, pedestrians and other multimodal users.

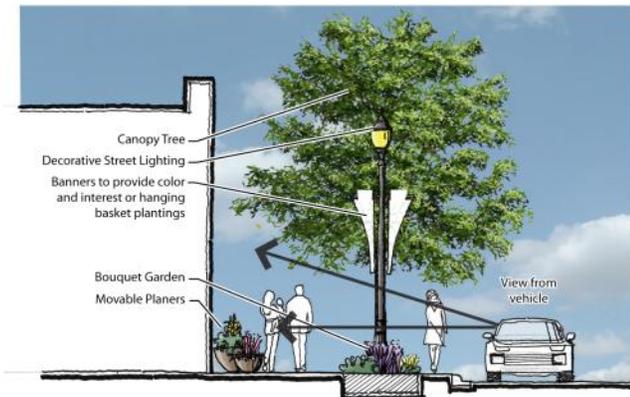
Streetscape Development

Few elements of this study are more important than the design of the streetscape. The streetscape

design helps to create the “sense of place” of any area. Its what makes the area unique and also what makes the users comfortable there and want to come back.

There are many factors that influence the design of the streetscape. Considerations of the following elements should be included in any streetscape design:

- Size, architecture and orientation of surrounding buildings
- Relationship of the buildings to the street
- Types of uses along the street
- Opportunities for pedestrian connectivity and connections
- Width of the sidewalks
- Materials used
- Lighting
- Seating Opportunities & locations
- Landscape Design
- Green or open space
- Public Art
- Opportunities for interaction with others



Ideal Streetscape Configuration

Figure 4.4

All of these factors working together aid in the creation of functional and memorable spaces and must be considered.

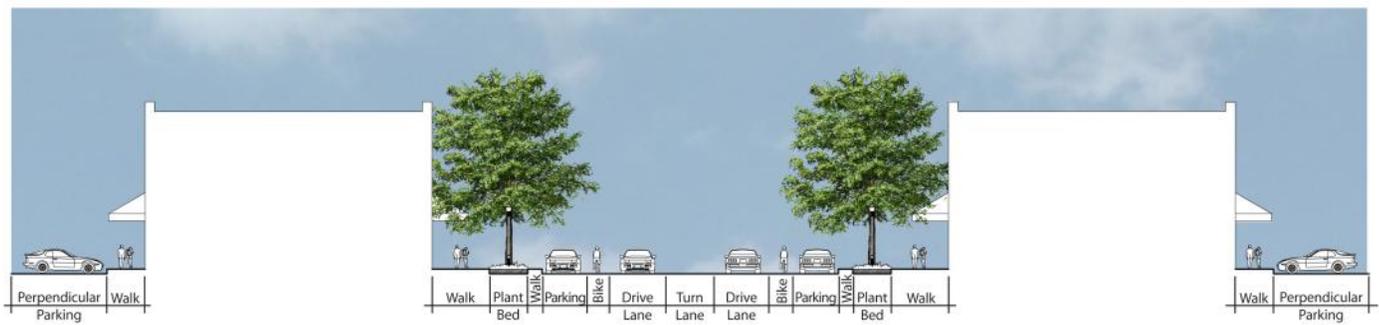
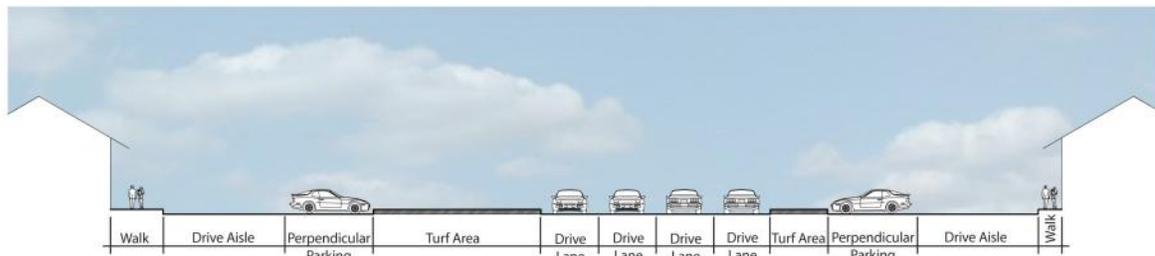
The Station Area Design Principles were used to help guide the streetscape design in the study. The biggest factor affecting the streetscape design in this project relates to the orientation of the buildings.

The Station Area Design Principles established for the project state that building fronts should be situated on public streets or open spaces. This requires pushing buildings to the Right of Way to create an urban edge along the street, however this

change will move the parking behind the buildings, especially in core areas.

With the addition of active first floor uses, it is the intent to draw a large volume of pedestrian traffic, therefore a wide sidewalk is in order. These pedestrians need to have a sense of security from the passing vehicular traffic. Planting beds populated with perennials, canopy trees and pedestrian scale street lights will create an attractive barrier and create a secure feeling. The populated streetscape will, in turn, help to slow motorists with its intricate design and visual effects.

The anticipation of large amounts of pedestrian traffic and the corresponding wider sidewalk could lead to a large, cold, uninviting space if not completed correctly. Steps must be taken to ensure that the users are comfortable. The previously mentioned planting beds for security will help in breaking up the space and providing a soft barrier. In addition to the planting beds, movable planters should be located next to the building to break-up the façade and add a splash of color. A smaller more intricate hardscape design will bring the scale to an individual level and make the space seem smaller. The addition of site furnishings is another way to add scale to the streetscape along with making the user feel comfortable and keeping the space clean.



Existing vs. Ideal Street Layout

Figure 4.5

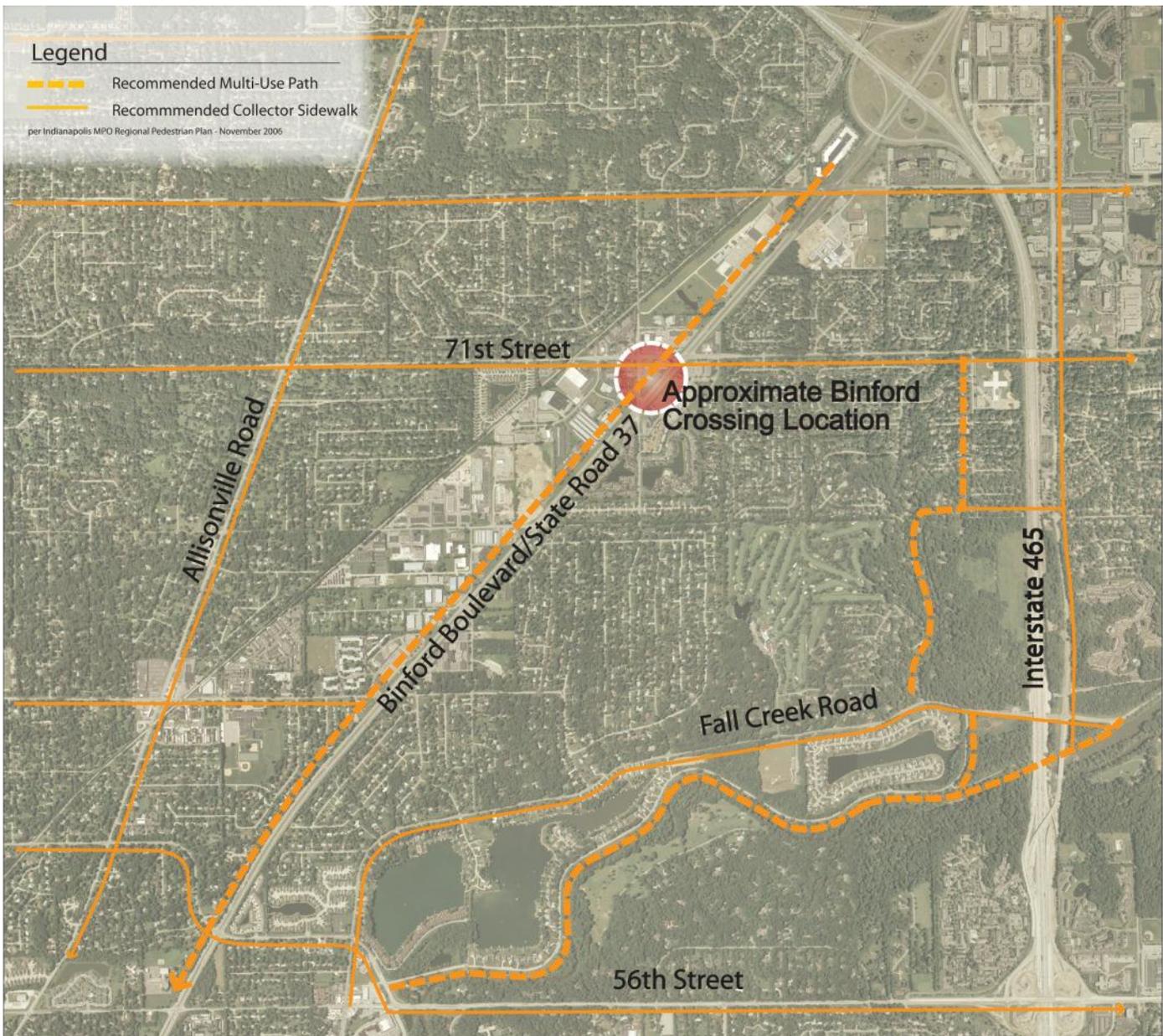
Pedestrian Connectivity

One of the biggest issues in the Binford area is the pedestrian connectivity. The streetscape development as discussed previously will greatly enhance the connectivity within the pedestrian core area. However, connections out to the surrounding neighborhoods still need a major upgrade to allow users the accessibility they desire.

One of the biggest obstacles to the overall connectivity within the project area is Binford Boulevard. The BRAG area is virtually split in 1/2 by Binford Boulevard. As it exists now, crossing this

road as a pedestrian or on a bicycle is almost impossible, not to mention dangerous. The project design team studied numerous locations and methods to cross Binford. A couple of things were determined:

- It is virtually impossible to have an at grade crossing, so the crossing should take place as an overhead or a below grade crossing.
- The crossing location should happen between 71st Street and Graham Road
- This will likely be an expensive crossing to construct, this structure would be used as the gateway feature for the area.



Pedestrian Circulation

Figure 4.6

A second factor that needs to be addressed is the accessibility of connectivity routes that currently exist. Signalization at most intersections is not adequate for pedestrians and needs to be upgraded. Accessible ramp and crosswalks are also lacking in many areas. Any future work or project in the area needs to take these into consideration.

The project team identified a number of multimodal routes that need to be considered as development moves forward in the area. There are a number of primary routes that need to be looked at before any secondary routes are considered. Those suggestions are noted in the next section under conceptual design.

Parking Strategies

When looking at the parking in the area, the project team took a different approach to it's design, guided by the Station Area Design Principles established for the project. As it exists, the parking lots near the commercial core are large, non-descript areas that lack character and seem to dominate the landscape. Parking is pushed up close to the road and buildings are pushed back away from the street.

With the design principles stating that buildings need to be moved close to the street to create an "urban edge", that changes the strategy to address parking. The project team established 4 goals for parking in the commercial core areas of the project:

1. Reduce regulatory requirements for parking in station areas and establish parking maximums
2. Move new buildings up to the street and place parking behind buildings where possible
3. Minimize large surface area lots and instead work to create smaller, more comfortable parking areas
4. Encourage shared parking facilities

The concept for parking in the core areas was to provide parallel or angled parking along the streets and move larger lots behind the buildings. Parking lots will not be allowed in front of buildings, only on-street parking. Parking lots behind buildings will be in a series of smaller, well designed lots broken up with more intense landscaping.

Additionally, by providing a mix of uses in the buildings, the ability to share parking increases. Creating a mix of uses has a number of advantages, but being able to share parking, thus reducing the overall number of spaces required is very important. For example, If you have an office or a business located in close proximity to a restaurant or entertainment establishment, there is an opportunity for sharing parking between the two. The office uses are typically busy during the week, during the day. The restaurant or entertainment uses are typically busy in the evenings or on weekends. It is very important to take advantage of these and other opportunities to address large parking areas, but still make things convenient for the users.



Parking lot in front of building

Figure 4.7



On-Street Parking in front of building

Figure 4.8



Conceptual Design

Binford Village Study

Design Character

Few things are more important than the design character of an area. Design Character is what gives an area its sense of place or uniqueness. Currently, the Binford core areas are lacking a distinct character. It could be anywhere USA.

Generally, non-descript buildings, parking lots and commercial strip centers dominate the commercial core areas along 71st Street and Graham Road. Many of these structures and layouts were designed 25-35 years ago without any visual upgrades since. In these areas the need for some visual character is evident.

South of 71st Street, between Binford Boulevard and the railroad tracks is an area that is made up of primarily industrial uses. These industrial uses seem out of place with the commercial core to the north and residential uses on either side. Many of these buildings lack character and add to the feeling of a non-descript area.

Additionally there is a medical office complex just north of 65th Street and west of Binford Boulevard, that was started and then stopped when the developer abandoned the project. One new medical office building was started but not completed. The

new medical office building has the potential to be an upgrade to the area and does provide some fresh architecture, however the building currently sits empty and incomplete, along with the rest of the medical office development.

There are, however, a couple of bright spots in the development of the area that must be built upon in any new master plan. At the northeast corner of 71st and Graham Road, a new Kroger supermarket was recently completed and has become very popular in the area. It has also spurred some additional strip center development in that corner. Additionally, east of Binford, between 71st Street and Graham Road the strip center has seen an architectural façade improvement and several outlots in front of the center have been added. This has attracted new and popular businesses to the area including George's Neighborhood Grill and Starbucks.

The **Station Area Design Principles**, laid out in the previous chapter, are the road map to developing the desired sense of character in the project area.

The following information in this chapter lays out design recommendations for the 71st and Binford core design area. Recommendations inform the development of a potential design scenario for the area.



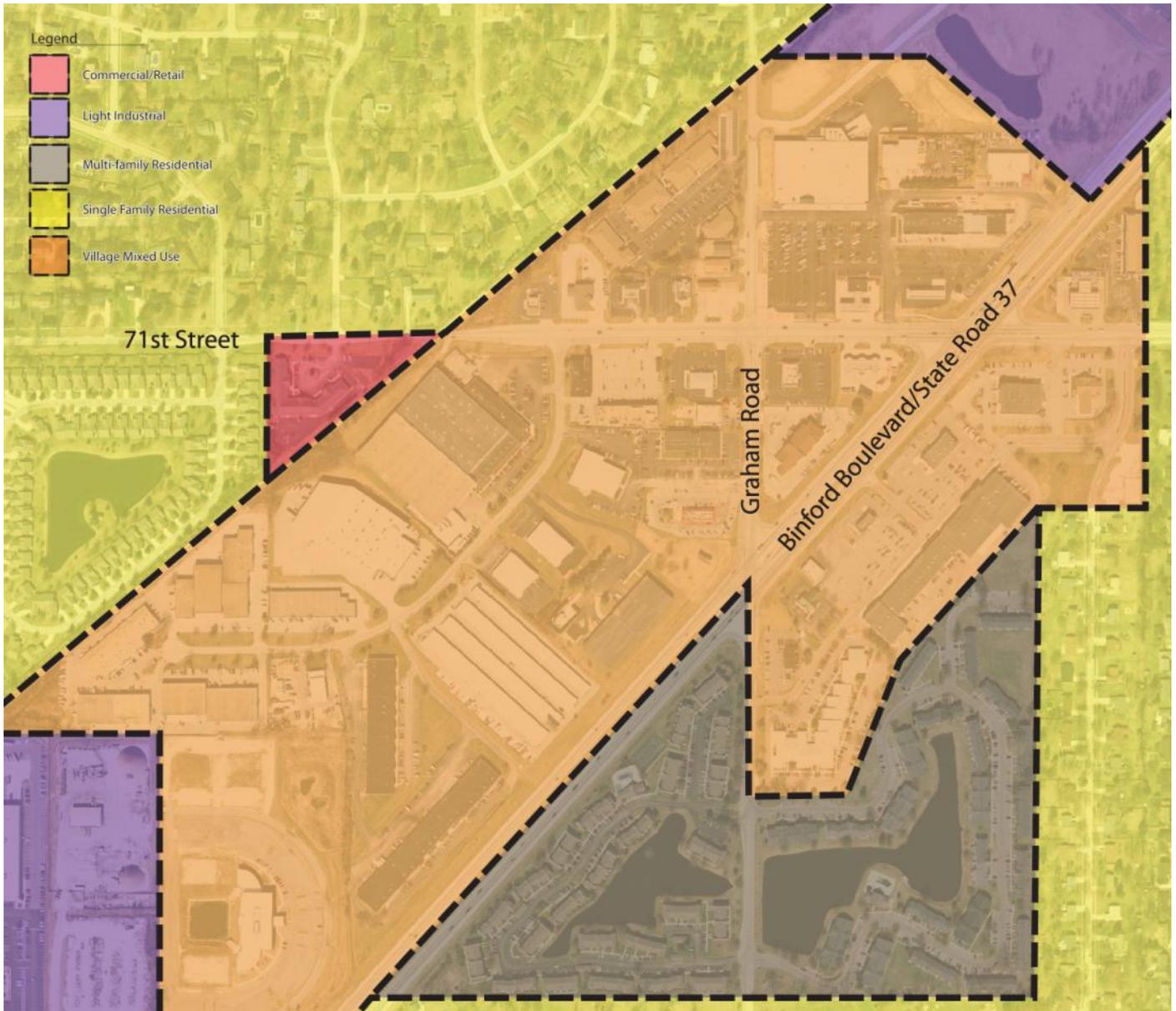
Existing Land Use Massing

Figure 5.1

It is important to note that the design scenario laid out in this document is a potential scenario only. There are numerous ways this area could potentially develop and this is only one interpretation. **The following illustrations in no way represent a final plan, but are drawings and sketches to illustrate a concept.** No action has been taken, no land has been purchased and discussions have not taken

place with any land owners.

It is also important to understand that design will not take place over a few months or even years. This is a plan that can be implemented as funding and development opportunities become available. This plan will take many years to accomplish and needs a local champion to aid in its development.



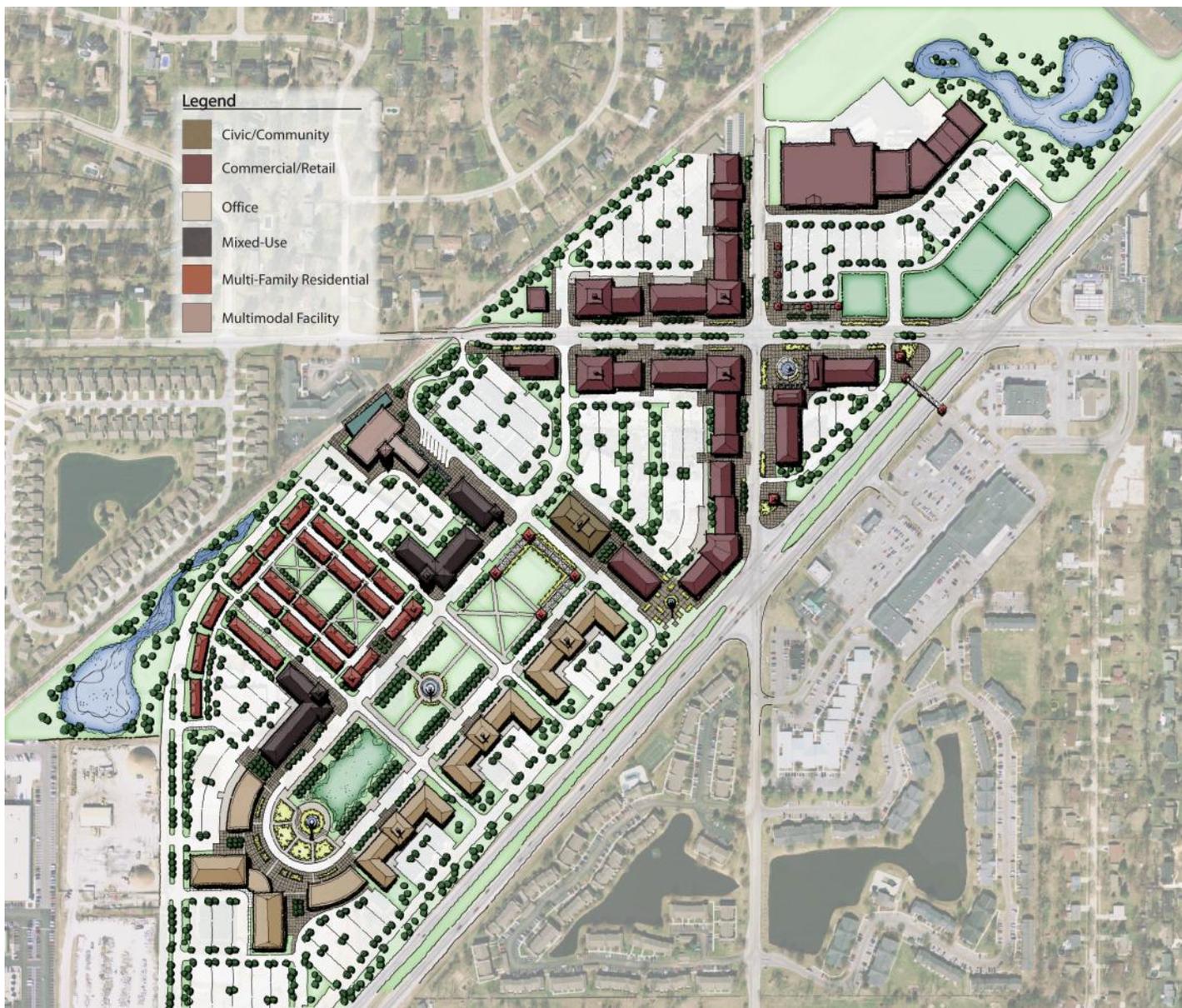
Proposed Land Use for the Binford Village core area.

Figure 5.2

Potential Master Plan Design

The master plan layout shown for example purposes in this document was created by applying the planning area design principles in the previous chapter and the Master Plan Recommendations shown throughout the text and illustrations of this chapter.

The proposed plan envisions a much more “Village Like” scenario of design in the future, designed around transit and allowing for multi-modal connectivity in all areas.



One Potential Master Plan Layout for the Commercial Core area in the Binford Village
Figure 5.3

Transit Station Area

The Transit Station is designed to be a central hub of activity in the planning area. Located centrally within the core area, the Transit Facility is within a 1/4 mile walk of most proposed features.

The Transit Station is envisioned to be located along the existing rail line to provide opportunities should light rail or commuter rail happen in the future along this line. However, the station will be much more than a rail stop. This station would also serve as a bus hub to disperse transit riders to other destinations on the northeast side. The bus system is the cornerstone of any transportation system and this would be a proposed core use of the station. Additionally, the station should also serve as a hub for bicycle and pedestrian traffic.

The station itself should have a design that blends in well with the Village Character desired for the area as well as the surrounding residential to the north and west. Easy access in and out for buses is critical to the design and easy connections to surrounding uses will also be provided.

Parking is key in this area, as it needs to be sufficient to support not only transit users but also the surrounding mixed-use buildings. Smaller lots with sufficient landscaping will help to soften the impact of the parking on the overall look of the area.



Transit Station Area Blow-up

Figure 5.4

The uses directly surrounding the Transit Station are envisioned to be higher density than other areas in order to provide options for transit users and residents alike. A number of Mixed-use buildings will surround the station. The uses of these could include, retail, commercial, office or residential depending on the need at the time of development.



3 Station Area Images above show character and make up of the area around the future transit station on the project

Figure 5.5

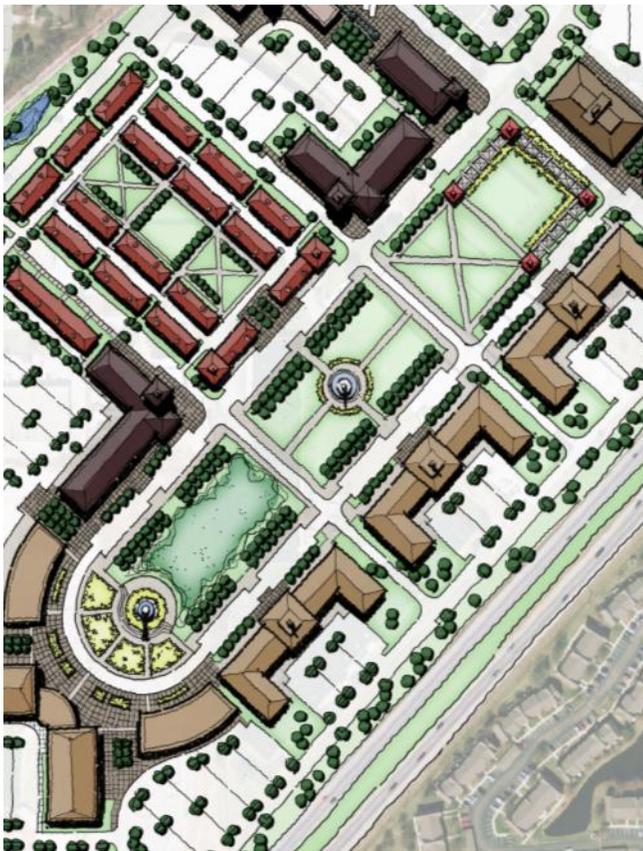
Community Gathering Space

The Community Gathering Space is a critical element that will help to unify the overall design of the core area. A community space that allows people to come together for community events or celebrations is currently non-existent in the area. In an area where park space is greatly lacking, this centrally located green space would serve numerous functions. For example, this would be an ideal location to hold community events like the Binford Farmers Market, which is currently held in a parking lot of a strip center near 62nd and Binford Boulevard.

In addition to providing a much needed space for events and gatherings, a large community open space has numerous other benefits. The green park like setting softens the entire area and provides a much more aesthetically pleasing environment. Having this community park space also increases property values, especially for those directly adjacent to it. Another benefit is the environmental benefits and sustainable design applications that can result.



Character images of the community gathering space, a central connection feature that serves multiple functions in the design



Community Gathering Space Blow-up
Figure 5.6

Office Core

The Office Core area is located near the south end of the core area development, opposite of the commercial area development. It is the intention of the design to incorporate the medical office building that was started but never completed into the design and build the office core around the Community Green in order to provide views and recreational opportunities for office users.

The office uses are envisioned to be low profile in nature with a maximum of 5 stories per building. As with the commercial / retail areas, the parking will be moved behind the buildings and building faces will be moved up to face on the road and greenspace.



Office Core Area Blow-up
Figure 5.8

Residential Opportunities

The intent of the proposed plan is that residential opportunities will be present in numerous locations throughout new development.

Just to the south and west of the transit stop, the core area of retail is envisioned. This is conceived to be a townhome type development of 2-3 story units. These 2-3 story residential units will help to create a buffer between the more intense office and retail uses and the existing single family residential across the railroad tracks. The townhomes will be designed to encourage pedestrian and multi-modal uses. Located within 1/4 mile of the transit station, these townhomes will provide an easy walk to various forms of transit. The automobile will also be

minimized in this location as all units will be alley fed and garages will be located in the rear of the units, allowing all units to face out onto a green of some type. Townhomes are located directly adjacent to the community park / gathering space, also providing an easy walk to numerous recreational opportunities.

Other residential opportunities exist in the mixed use buildings adjacent to the townhomes. These buildings are thought of as first (and possibly second) floor commercial or office uses, with the remaining floors dedicated to higher density residential units.

Still more residential opportunities exist above the commercial / retail core areas along 71st Street and Graham Road. It is possible these buildings could be designed to include residential units above the street, thus adding to the concept of lively streets at all hours of the day and night.

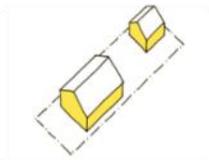
The residential component of future projects in the area will have a big impact on the success of the



Examples of Residential opportunities in mixed-use developments similar to what could happen in the Binford Village Area.

Figure 5.9

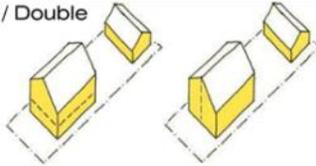
Single Family



Up to 6-8 du/ac
1 to 3 floors
1 unit per building



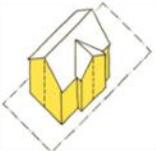
Duplex / Double



Up to 6-12 du/ac
1 to 3 floors
2 units per building



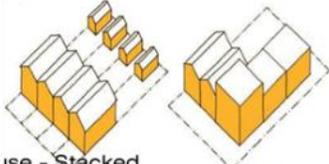
Four-plex / Quad



10-12 du/ac
1 to 3 floors
4 units per building



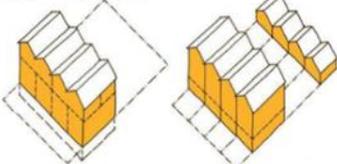
Rowhouse - Side-attached



12-28 du/ac
1 to 3 floors
4 - 12 units per building



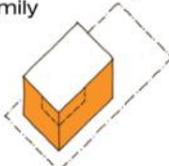
Rowhouse - Stacked



25-45 du/ac
3 to 4 floors
8 - 24 units per building



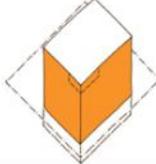
Low-rise Multifamily



16-35 du/ac
2 to 4 floors
8 - 70 units per building



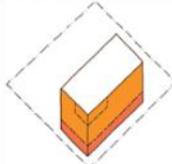
Mid- to High-rise Multifamily



26-200 du/ac
5 to 50+ floors
60 - 200 units per building



Multifamily / Commercial



26-84 du/ac
2 to 5 floors
24 - 100 units per building



Division of Planning, Department of Metropolitan Development, City of Indianapolis www.indy.gov/dmplan

Examples of types of residential units typically found in urban or suburban mixed-use developments. Not all of these may apply to the Binford Village project but are examples of types of residential opportunities available. (Images courtesy of City of Indianapolis Planning Department)

Figure 5.10



Commercial Core Area Blow-up
Figure 5.11

overall project. Residential not only provides potential users for businesses and restaurants, but also creates “life” on the streets at all hours, making for a more desirable place.

Commercial / Retail Core

The Commercial / Retail core of the development is currently located primarily along 71st Street and Graham road, north and south of 71st Street. This will not change in the proposed design. This location is key due to its proximity to other existing commercial developments and the redevelopment of the northeast corner of 71st and Graham Road.

The new development, however, will change the appearance and function of the area. Currently the development sits back off of the road and is separated from the road by parking lots. Very little landscaping or pedestrian activity exists in the current state. The architecture is dated and much of it has no distinct character, rather it is a hodge-podge of styles and forms.

The proposed designs on this area will follow the design principles and guidelines laid out previously to create a “Village” atmosphere. Landscape and architectural guidelines will be developed to address the aesthetic issues and concerns. Buildings will be moved up to the street to create an urban edge as well as better visibility into shops and restaurants. Parking will be moved behind the buildings and grouped into adequately landscaped lots appropriate for this scale of development.



Commercial Core image looking into potential public gathering space near 71st Street & Graham
Figure 5.12



Character image of typical streetscape character in the commercial core area
Figure 5.13

Additionally, the overall streetscape will be enhanced to create a pleasing environment at a pedestrian scale. Items such as lighting, paving materials, landscaping, banners, site furnishings and public art will be incorporated. Smaller, more intimate public spaces will also be designed to break spaces and provide a variety of seating and gathering opportunities.



Pedestrian Crossing Area Blow-up
Figure 5.14

Due to the traffic volumes and speeds, an at grade crossing does not make sense. Both overhead and underground crossing options were explored. The below grade crossing presents a number of issues due to the required length that would be needed underground. Safety and visibility were also major concerns of a crossing that long. So the stakeholder group determined an overhead crossing is most likely.

This overhead crossing has the potential to serve as more than simply an overhead crossing of Binford Boulevard. If well designed, it has the potential to serve as a community landmark or a gateway into the Binford Village area. It can serve as a reminder of the village and the development for all passing traffic each day.

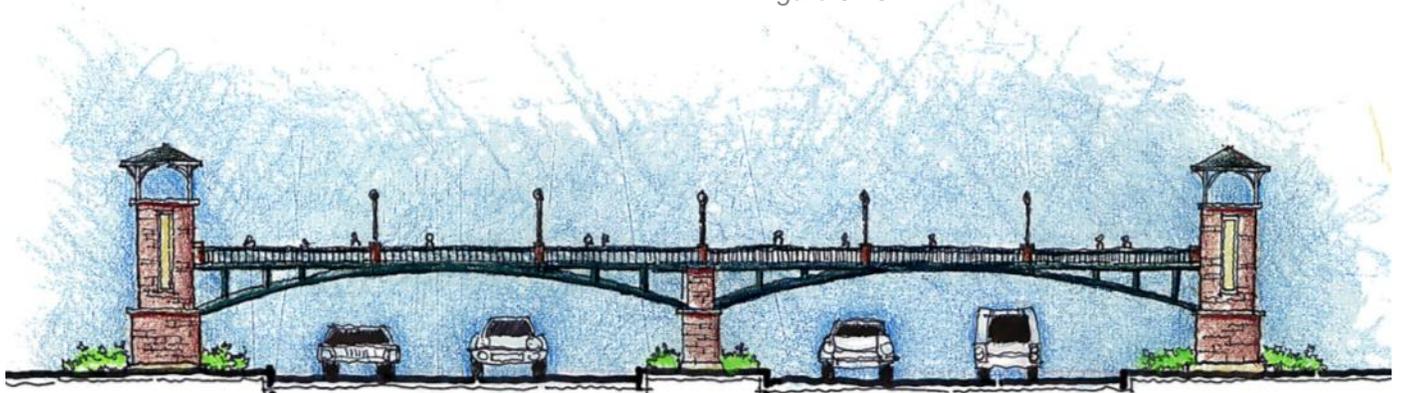
Binford Pedestrian Crossing

Perhaps the biggest obstacle to connecting not only the core commercial areas around 71st and Binford, but also the entire BRAG area is Binford Boulevard itself. Designed as a major thoroughfare, no regard is given to pedestrian crossings of any kind. This makes crossing Binford in any way other than by automobile nearly impossible and extremely dangerous.

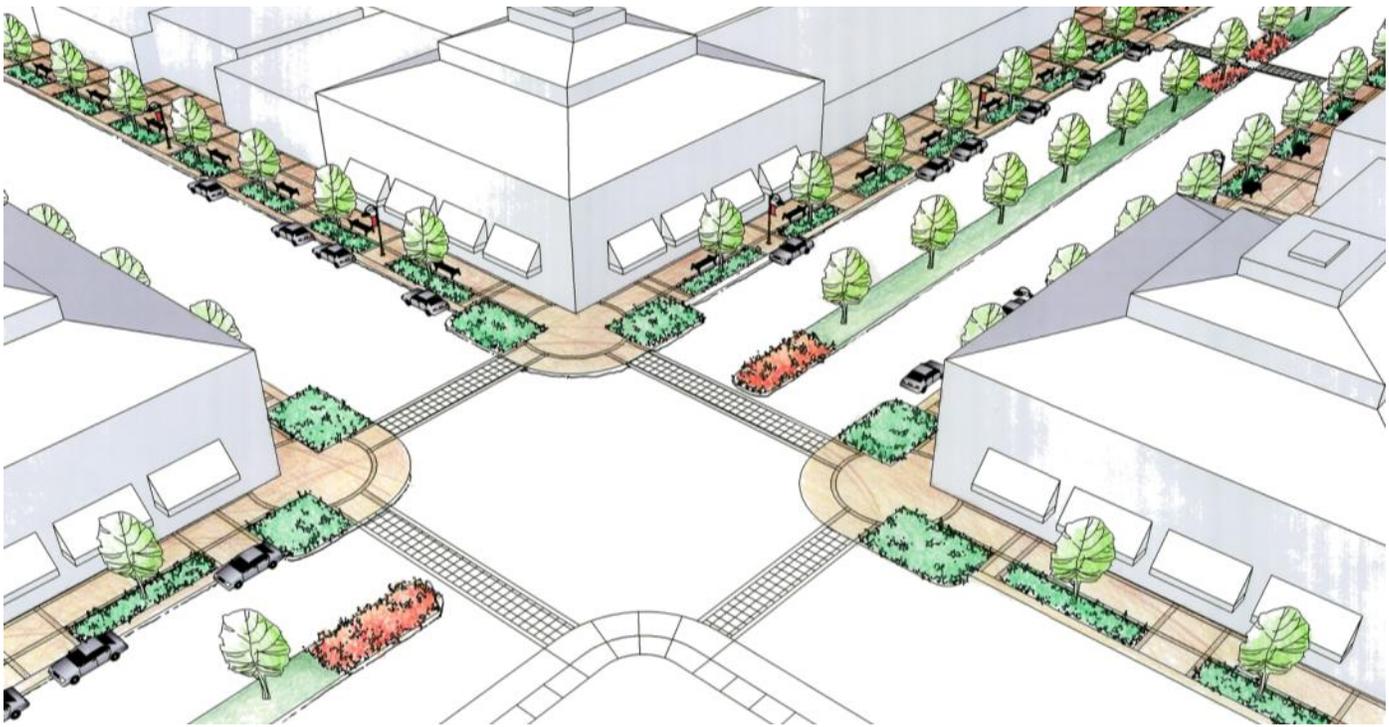
A pedestrian / multimodal connection is critical in the area if true multimodal connectivity is to ever be achieved. Numerous locations were looked at during the study, but it was determined that somewhere between 71st Street and Graham Road is the best location for this, due to the proximity to the future transit station, commercial core areas, proposed community greenspace and proposed office space.



3-D view of potential pedestrian bridge over Binford Boulevard
Figure 5.15



Potential elevation of a pedestrian crossing over Binford Boulevard
Figure 5.16



Potential Streetscape Design Elements

Figure 5.17

Master Plan Recommendations

Master Plan Recommendations were made in several different areas of design including:

- Land Use
- Transit Area Design
- Streetscape Design
- Infrastructure / Transportation Improvements
- Pedestrian Connectivity
- Bicycle Connectivity
- Parks and Open Space

Land Use

- Work with the City of Indianapolis Planning Department to re-zone the commercial core area from just north of 71st Street down to 65th Street, between Binford Boulevard and the existing rail line.
- Promote ground floor retail and commercial uses along 71st Street and Graham Road in the core area.
- Encourage a mix of uses within the entire core area.
- Promote a higher density of residential uses within 1/4 mile of the potential transit stop location (up to 17 units/acre).
- Encourage town home or other residential use along the existing rail line to provide an acceptable transition to the surrounding uses.

Streetscape Design

- Create a Pedestrian Oriented main street along 71st Street, adjacent to the transit area that extends east to Binford Boulevard.
- Move buildings along 71st Street and Graham Road up to the Street and allow only on street parking in front of buildings in these areas.
- Design to encourage pedestrian activity
- Provide “green” landscaped areas along street edges to help separate pedestrians and automobiles.
- Buildings to include active 1st floor uses where possible.
- Incorporate adequate street lighting in all pedestrian areas.



Streetscape image near 56th & Illinois showing street level activity

Figure 5.18

- Incorporate other site character elements into streetscape design including banners, benches, movable planters etc.
- All site furnishings should be black metal designs with a decorative appeal.

Infrastructure / Transportation Improvements

- Place utility lines underground wherever possible, especially in core commercial areas.
- Design new streets to be multimodal. All streets are to have sidewalks on both sides and bike lanes are recommended on major streets.
- Focus on re-working and implementing the 71st Street and Graham Road Cross sections first.
- Upgrade traffic light at 71st and Graham to be more pedestrian friendly.
- Facilitate a study of existing water and sewer capacities in the area to determine upgrades needed to allow for future development.

Pedestrian Connectivity

- Upgrade cross-walks and accessible ramps in all areas addressed on the project.
- Provide an above grade pedestrian / multimodal crossing of Binford Boulevard between 71st Street and Graham Road. This crossing should also serve as an aesthetic design feature that helps to establish the area's identity.
- Add sidewalk along 71st Street from Shadeland Avenue to Allisonville Road.

- Add sidewalk along 75th Street from Shadeland Avenue to Allisonville Road.
- Connect 2 segments of Graham Road between 75th Street and 80th Street via pedestrian trail and bridge over the existing ravine area.
- Provide a pedestrian connection north to the Castleton area under I-465. There are 2 possible locations for this connection. Along the existing rail line under I-465 near Binford Boulevard or along the Knue Road right-of-way. Either of these connections should be pursued now to be designed in conjunction with the I-465 renovations that are about to take place in that area.
- Provide sidewalks along Graham Road near 71st Street from Binford Boulevard to the existing rail line.
- Provide Sidewalks along Shadeland Avenue from Fall Creek Parkway to 75th Street.
- Provide a multimodal connection to the Fall Creek Trail.

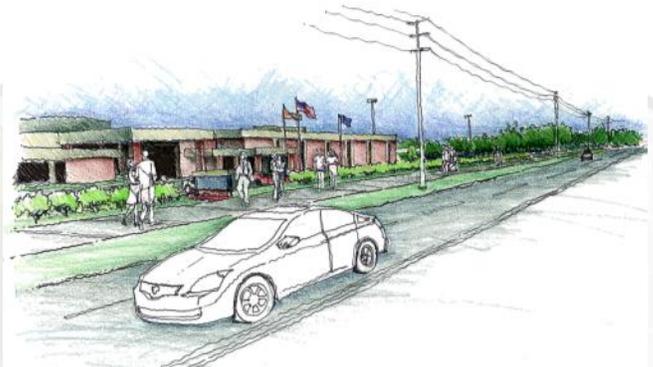
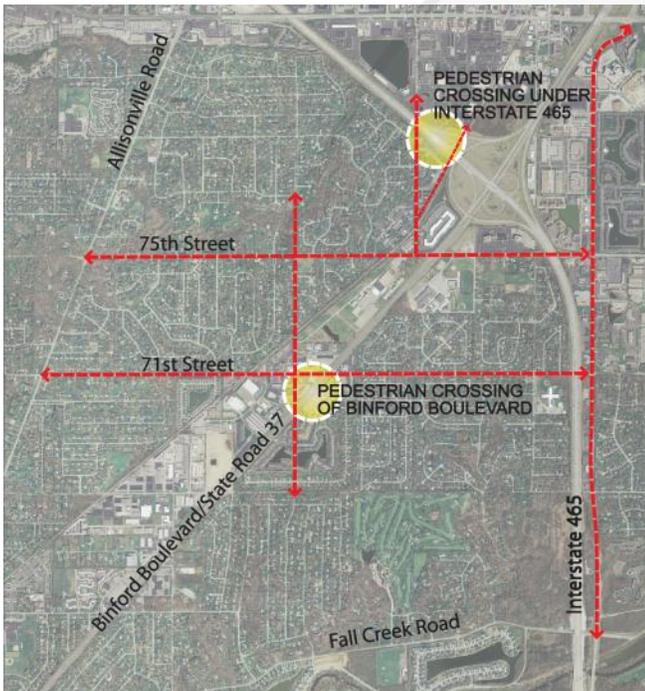


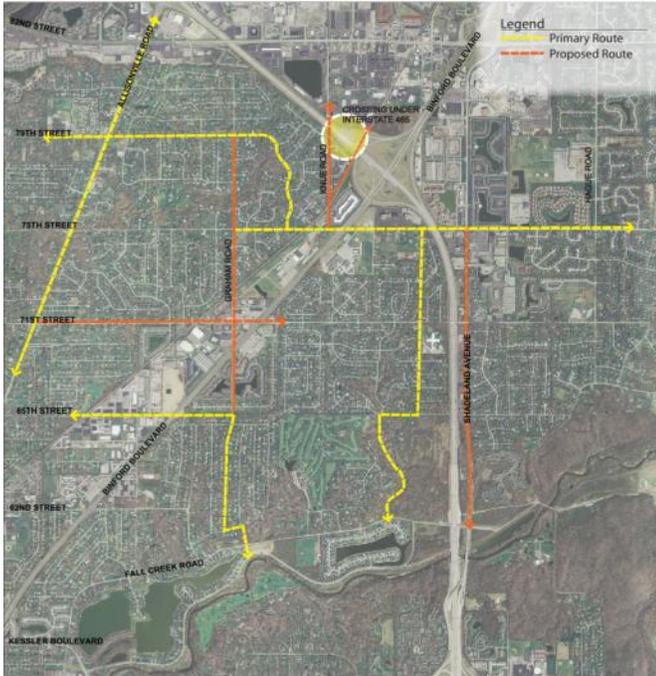
Image of future sidewalk connection along Hague Road in front of Lawrence North High School
Figure 5.20



Proposed Pedestrian Connectivity Routes
Figure 5.19



Image of future sidewalk connection and crosswalk along Shadeland Avenue near 75th Street.
Figure 5.21



Proposed Bicycle Connectivity Map

Figure 5.22

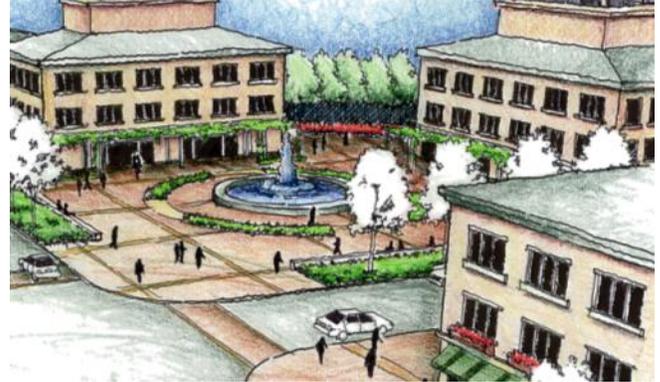
Bicycle Connectivity

- Add bicycle lanes along 71st Street from Allisonville Road to Shadeland Avenue.
- Install future planned bicycle lanes along Shadeland Avenue from Fall Creek to 82nd Street.
- Install bicycle lanes along Graham Road from 65th Street to 75th Street.
- Install bicycle lanes along 75th Street from Allisonville Road to Binford Boulevard.



Example of a public open space—Bryant Park in New York City

Figure 5.23



Smaller public opens spaces such as the one proposed near 71st & Graham Road provide much needed gathering spaces and bring life to the street.

Figure 5.24



Parks and Open Space

- Create a large, community park area that can be used by the entire community for festivals and events.
- Create a series of smaller pocket parks for use within specific design areas.
- Create active pedestrian plazas along commercial core areas.
- Create multimodal connections to the Fort Harrison State park area.
- Parks should incorporate both active and passive conditions.

Sustainable Applications

As the Binford Village project moves forward, there are countless opportunities for future growth to develop in a sustainable or environmentally responsible way. In fact, new development here has the potential to serve as a model for sustainability that other projects can follow.

Many sustainable applications have little or no cost up front and can actually save the user money in the long run through things like energy and water efficiency. These decisions, however, need to be made up front, very early on in the design process. If planned early in the design, most applications are very easy to incorporate.

The sustainable design principles used on any future projects will ultimately be determined by those designers and owners, however, the project team has provided a list of items to consider regarding sustainable design throughout the project. Sustainable initiatives can be incorporated into the design guidelines as they are conceived. Some suggestions are as follows:



Examples of rain gardens used as sustainable drainage opportunities

Figure 5.25



Example of sustainable building design

Figure 5.26

Site Principles

1. Select materials and encourage maintenance practices that minimize resource consumption.
2. Use materials from local sources whenever possible.
3. Protect or restore natural habitats when possible
4. Use recycled materials in new designs.
5. Encourage or offer credits for use of Green Roofs on new or renovated buildings.
6. Use native plant materials in landscape plantings.
7. Use innovative stormwater management strategies in design. (i.e. rain gardens, vegetated swales, porous pavements, etc)
8. Capture stormwater runoff on site and reuse. (i.e. irrigation water, toilets)
9. Avoid materials, products and practices that are harmful to humans or the environment.
10. Focus on low maintenance design
11. Promote use of high efficiency irrigation systems such as drip irrigation.

Building Principles

1. Orient buildings to take advantage of solar exposure and natural light.
2. Design HVAC and Lighting to maximize energy performance in all buildings.
3. Use on site renewable energy sources in new buildings. (i.e. solar, wind, geothermal)
4. Use recycled materials from local sources whenever possible.
5. Encourage recycling programs in buildings and provide incentives for reaching recycling goals.
6. Set indoor air quality standards for new and renovated buildings.
7. Use low VOC emitting adhesives, sealants and paints in building design.
8. Limit the amount of chemicals or pollutants store on site in new or renovated buildings.

Public Art Recommendations

Establishing a Public Art program throughout the project study area can provide many advantages locally. First, the art program will help to define a distinct character for the area. Second, it puts an emphasis on the importance of the arts within the community. It would provide an opportunity for local artists to have their work displayed within the community and for the community to celebrate its local artists.

The art established within the area can take many different forms and mediums. The art however, should be a similar style or family that works throughout the study area, yet reflect the character of the individual neighborhoods. Some examples of ways that art can be expressed within the framework of the community include:

- Commissioned art pieces at pre-determined locations throughout the community
- Decorative cross-walks or pavement markings
- Gateway features or markers
- Bridges or overpasses
- Wall murals or sculptures
- Landscape Design
- Signage

The project team recommends that a committee be created to oversee the development and direction of the public art program. This committee would serve as local representatives of the Public Art Program to guide its direction. This committee would create a concept that is as unique as the new development it will reside in and tasteful enough for the residents surrounding neighborhoods. We would suggest selecting individuals for this committee with various backgrounds.



	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no

Streetscape Development Standards

Figure 5.27

Streetscape Development Standards

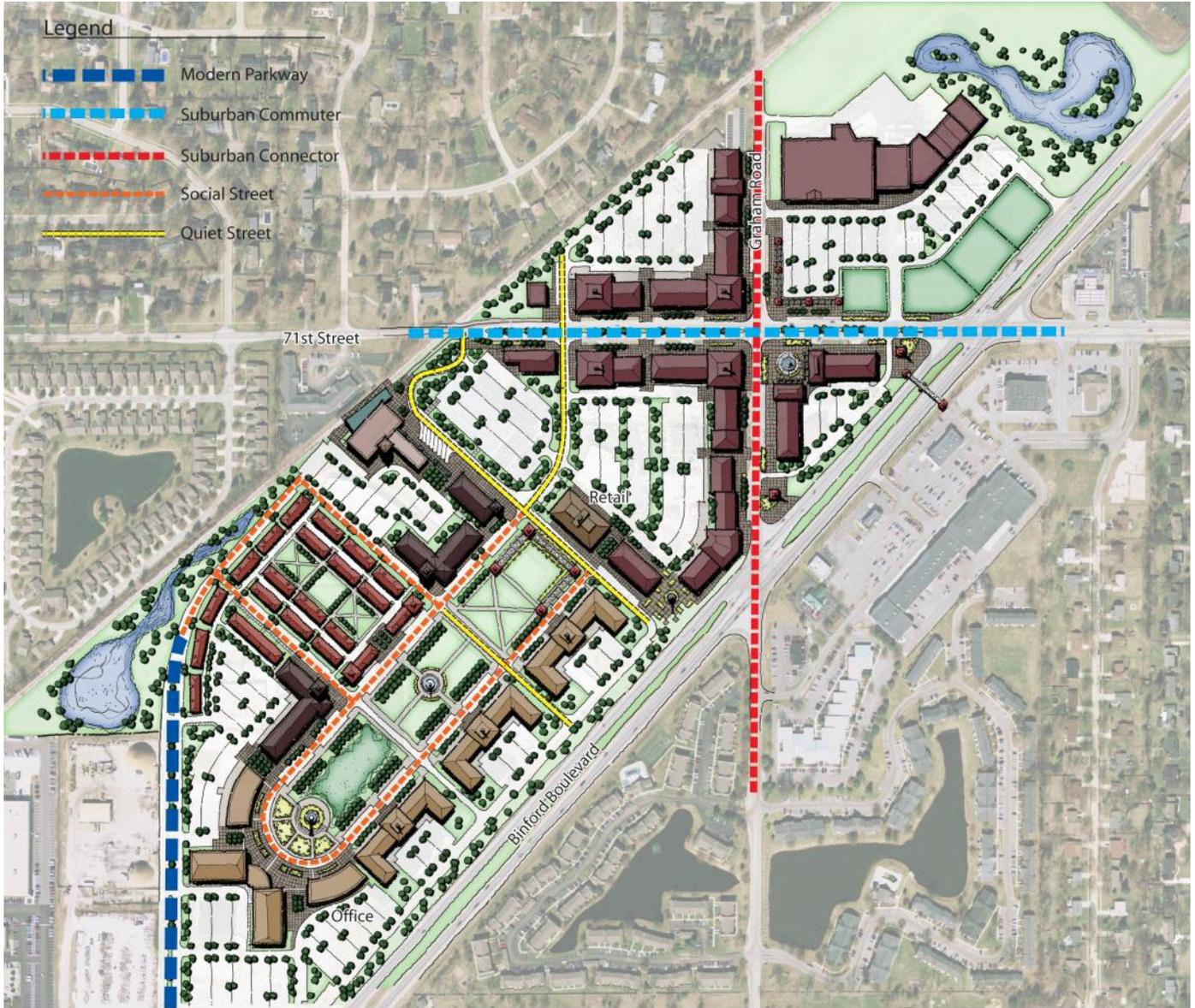
These development standards were created to help classify the travel routes in the core development area. The standards are meant to be used for both the creation of new routes, as well as, the redevelopment of existing ones.

The travel routes were divided into five different classifications based on volume of vehicular traffic. Volume of pedestrian traffic and the surrounding land use.

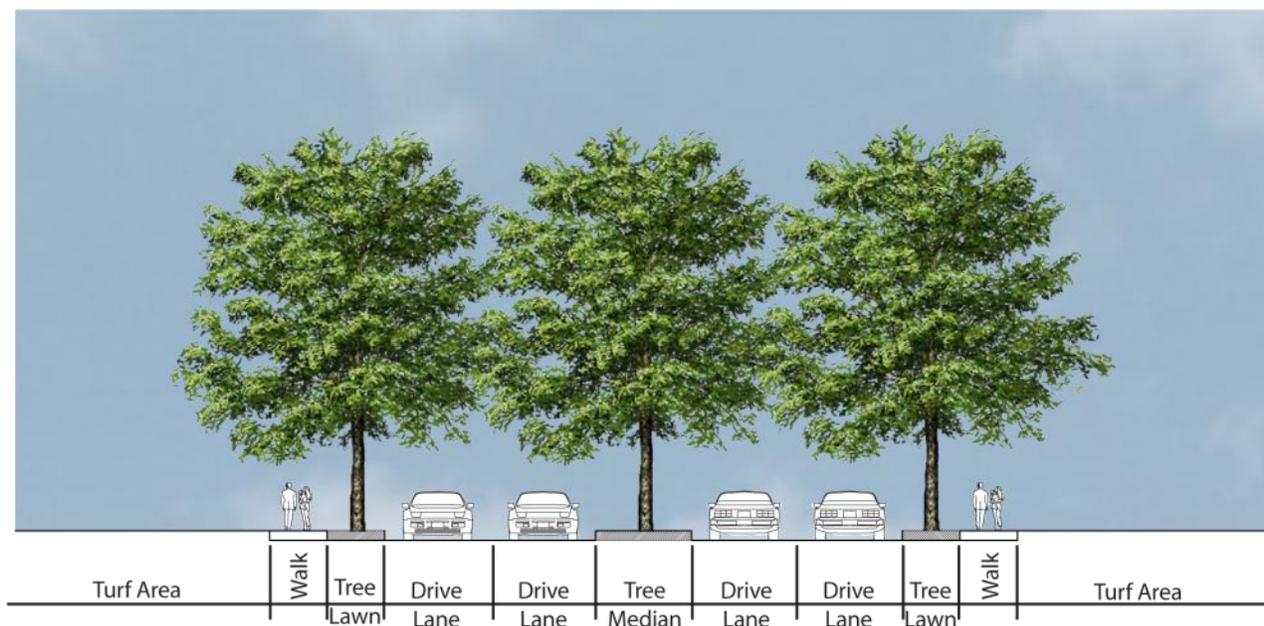
These classifications are as follows based on the City's Multimodal Corridor and Public Space Design Guidelines:

- Modern Parkway
- Suburban Commuter
- Suburban Connector
- Social Street
- Quiet Street

The purpose of each graphic in this section is to depict the physical characteristics which should be used for each of the five design classifications noted in the charts.



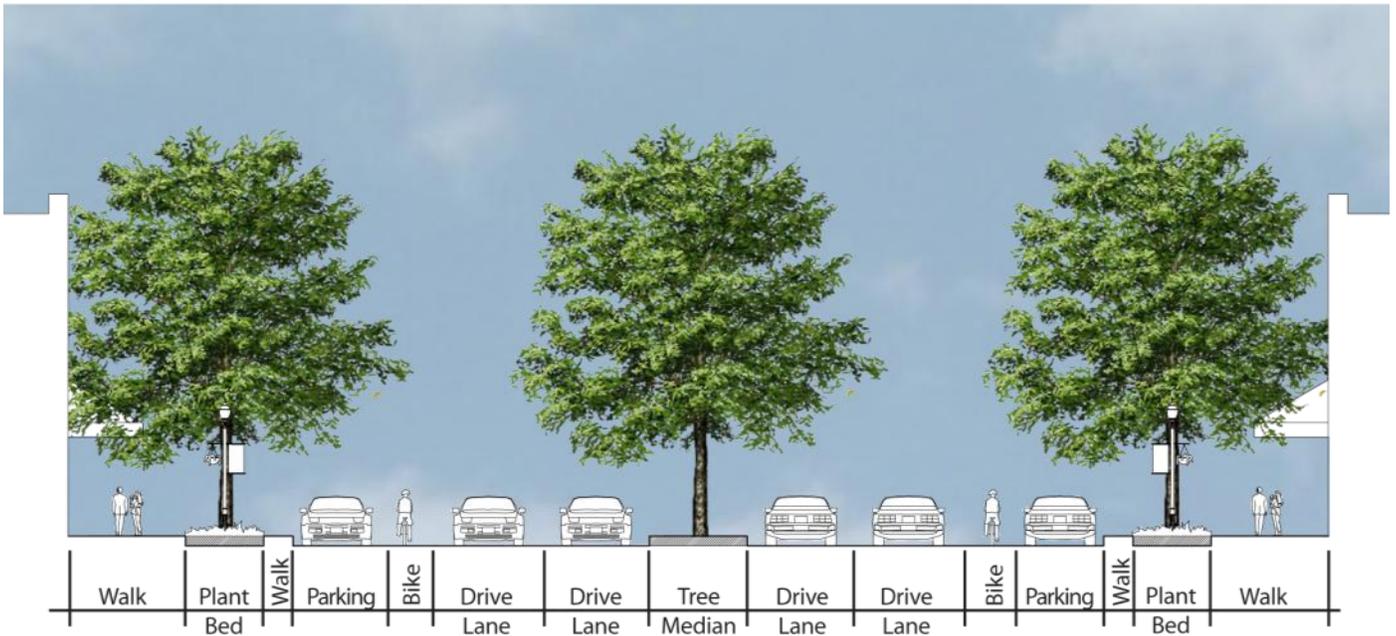
Streetscape Classification Map
 Figure 5.28



Modern Parkway Section

Figure 5.29

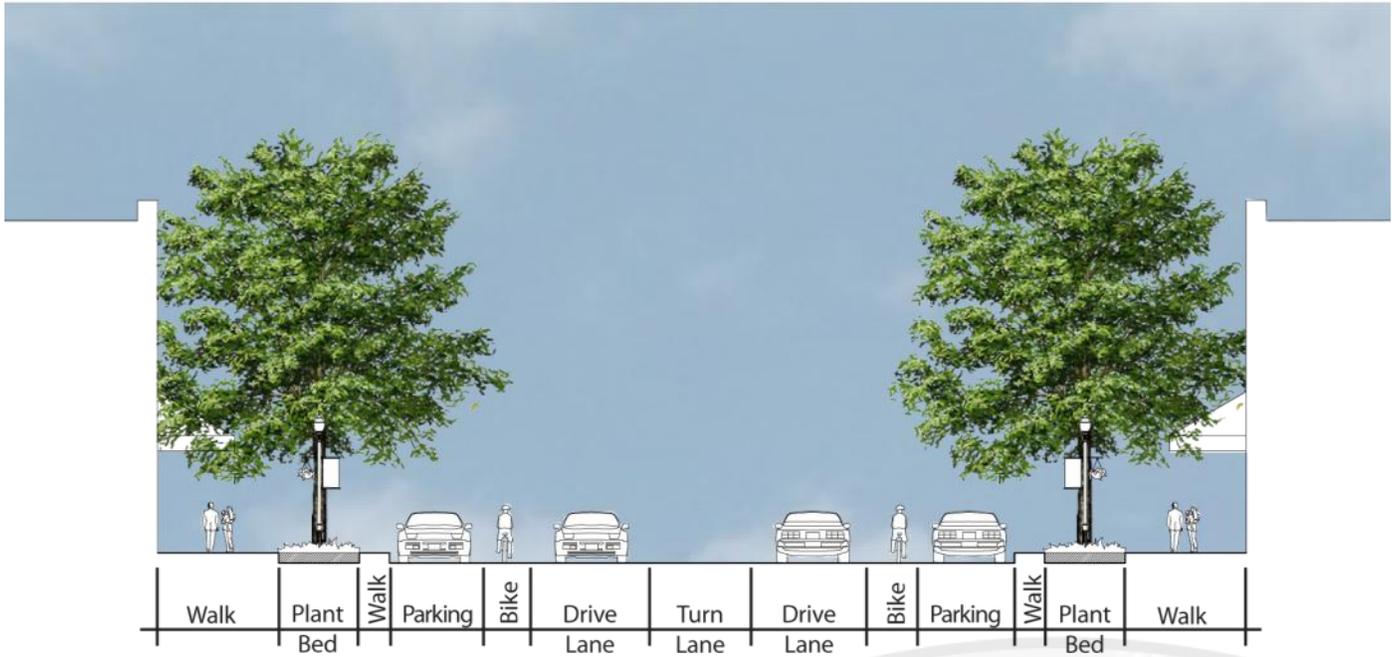
	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no



Suburban Commuter Section

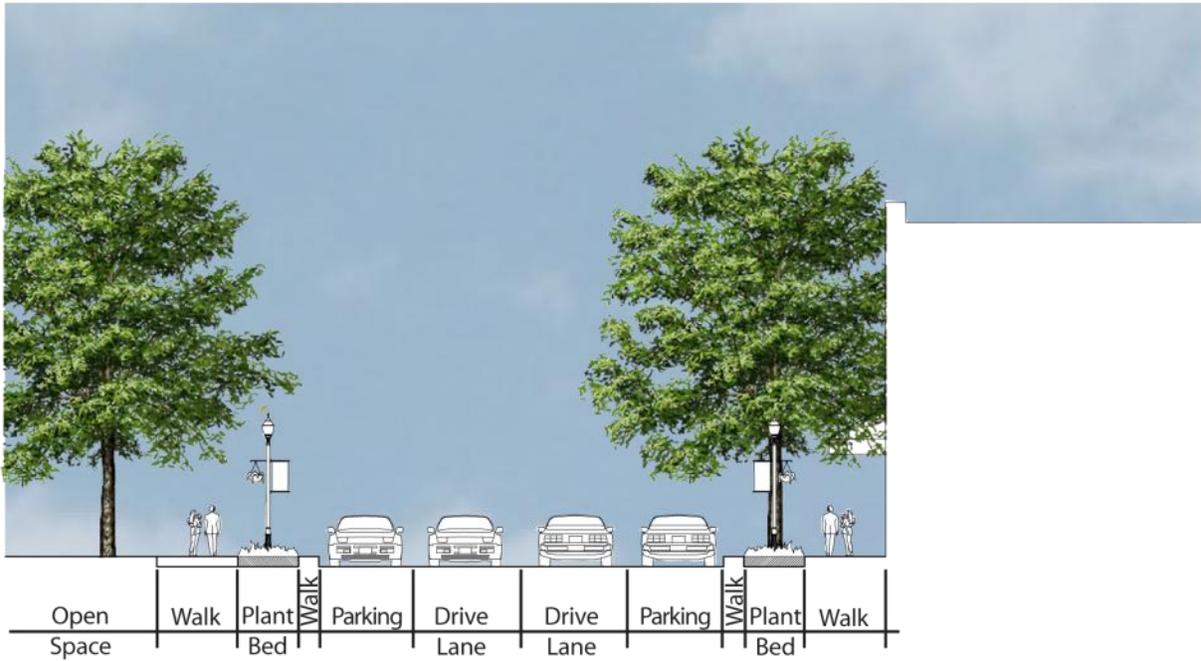
Figure 5.30

	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no



Suburban Connector Section
 Figure 5.31

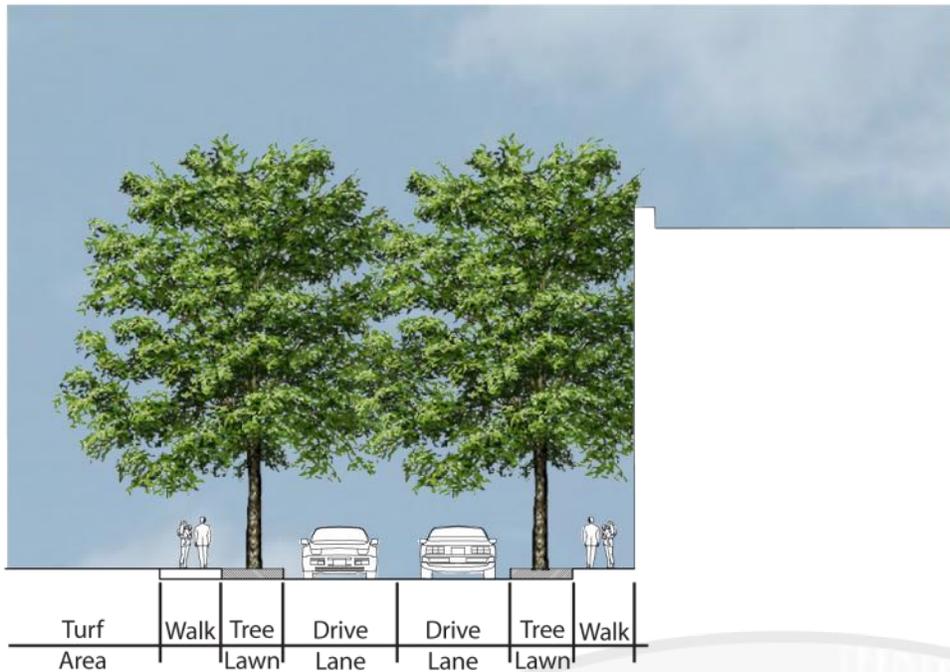
	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no



Social Street Section

Figure 5.32

	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no



Quiet Street Section

Figure 5.33

	Minimum Width of R.O.W.	Building Setback from Curb	Number of Drive Lanes	Curbed Median	Sidewalk Width	Planting Strip	Tree Lawn	On-Street Parking	Bike Lane
Modern Parkway	90'	n/a	4	yes	8'	n/a	8'	no	no
Suburban Commuter	128'	23'	4	yes	15'	8'	n/a	yes	yes
Suburban Connector	102'	20'	3	no	12'	8'	n/a	yes	yes
Social Street	76'	16'	2	no	8'	n/a	6'	yes	no
Quiet Street	48'	10'	2	no	6'	n/a	6'	no	no



Implementation

Binford Village Study

Implementing the Plan

Momentum is key to the future success of the Binford area. Once the study is completed, it is critical that local groups and advocates keep this project at the forefront of everyone’s plans. The ultimate vision of Binford Village Master Plan becoming a reality will require that a well-planned orchestra of events be led by a number of qualified, motivated people, coming from both the public and private sectors.

This chapter identifies tasks necessary to accomplish the Binford Village Study recommendations. Transforming the Binford Village area into a transit oriented development area will take some time. However, the BRAG community has a lot of positive momentum to build upon and the following figures describe the “next steps” to making the vision established in the Binford Village Study a reality.

BRAG and the City of Indianapolis will initiate implementation through regulatory means, investments in infrastructure and the creation of partnerships using the tasks described in the figures that follow. However, much of the change in the area will occur by private development over a number of years and decades. As this implementation plan moves forward, it must take into account these and other numerous factors, be adaptable to support such changes and ultimately be updated to incorporate these changes. In other words, it is recommended that this implementation plan be reviewed and refined on a regular basis.

The “next steps” of the implementation plan are organized into the following categories and are shown in the figures that follow:

- **Continue the Planning!** (Figure 6.1): Using the findings and recommendations in the Binford Village Study to encourage development in the area.
- **Keep the Momentum Going!** (Figure 6.2): Continued momentum and having strong leadership in place is a significant factor in making viable projects.
- **Make it Development-Ready!** (Figure 6.3): Preparing for private investment to occur, the public sector should take the necessary steps to make the Binford Village area ready for development.
- **Create a Catalyst!** (Figure 6.4): Catalytic projects initiated by the public sector should play a role to prod private development activities in this transit oriented development area.

Within each category, the parameters described are:

- **Implementation Strategy:** The general Binford Village Implementation Strategy.
- **Description:** The Binford Village Implementation Strategy described in more detail.
- **Specific Tasks:** Identification of a specific task or action required to move the implementation strategy forward.
- **Timeframe:** Timeframes identified include immediate, short-term, and long-range. If opportunities arise sooner than predicted, these timeframes should be modified appropriately.
- **Partners:** A team approach is crucial for implementation. There are many parties involved and the table identifies responsible parties so it is clear who takes the lead on each specific task.

Continue the Planning!

Implementation Strategy	Description	Specific Tasks	Timeframe	Partners
Utilize the Binford Village Master Plan	Further the development of the Binford Village Master Plan	Meet with MPO staff and BRAG representatives to review the initial administrative steps that can be implemented. Develop a Next Steps Study (a Plan of Action more specifically addressing steps necessary to implement short-term tasks)	Immediate	BRAG MPO

Continue the Planning!

Figure 6.1

Keep the Momentum Going!

Implementation Strategy	Description	Specific Tasks	Timeframe	Partners
Determine Leadership	Make sure public and private leadership is in place to implement the Binford Village Master Plan	Develop a short-list for the champion team. (city leaders/ elected officials, community leaders, business representatives, strong residential constituencies and transportation/transit officials) Define the roles, responsibilities, and an approximate schedule for the champion team to ensure Master Plan implementation.	Immediate	BRAG
Ensure Community Backing	Encourage the community to emphasize the importance of the Binford Village Master Plan implementation	Identify and invite a team (real estate, legal, finance, community, municipal) to serve as advisors and address specific areas of expertise needed for this type of development. (Some of these teams may require the procurement of professional services and consultants, the cost of which should be included as part of the project costs).	Short	BRAG
		Invite relevant associations and groups to support, participate or provide input for successful implementation of the design (i.e. bicycle groups, health networks, neighborhood associations or specific retailers that may have additional ideas, programs or elements of assistance).	Short to Long	BRAG
		Develop public awareness, campaigning and marketing of the Binford Village design concept to attract and retain the types of development and uses desired. Utilize relevant successful case studies to garner further support.	Short to Long	BRAG – Business Development
		Continue effort by residents and businesses to personally convey to local and regional elected officials the importance of the Binford Village concept and insistence that it should be considered a priority of desirable, fundable projects.	Short to Medium	BRAG BRAG residents BRAG businesses
		Seek opportunities for fundraising, both by the public sector and within the private arena as well.	Short to Long	BRAG
Keep Businesses Growing	Support business recruitment and retention	Create a strategy to attract and implement more local business. Market the economic development advantages of the area.	Short	BRAG – Business Dev

Keep the Momentum Going!

Figure 6.2



Make it Development-Ready!

Implementation Strategy	Description	Specific Tasks	Timeframe	Partners
Make Regulatory Changes	Ensure necessary tools are in place (city zoning, ordinances, development standards, plans and policies) allowing for Master Plan Implementation	Work with the Indianapolis Planning Department to create a form based code (overlay zone) in order to allow for and promote the type of Transit Oriented Development desired in the area.	Short	BRAG MPO DMD-PIng
		Develop a parking strategy, creating parking maximums and finding more efficient uses for parking.	Short to Medium	BRAG MPO DMD-PIng
		Using the elements laid out in this Master Plan, develop more detailed design standards to be adopted by the City of Indianapolis. Once they are adopted, these standards can be enforced by the City for any new development in the area. Design Standards should address both Architectural and Site Design Guidelines.	Short	BRAG MPO DMD-PIng
		Work with the Indianapolis Community Development Department to determine appropriate ordinance changes to implement Transit Oriented Development specific housing requirements.	Short to Medium	BRAG MPO DMD-ComDev
		Identify specific bicycle and pedestrian routes that need to be established. Work with City of Indianapolis staff to incorporate these routes into the appropriate city plans and ordinances.(Multimodal System Plan, Alternative Transportation Plan, etc) Once that happens these connections can be prioritized by the City and funded as money becomes available.	Short	BRAG MPO
Make It Infrastructure-Ready	Ensure infrastructure is in place allowing for future development	Work with the City to create an Infrastructure Plan, prioritizing a list of infrastructure projects (such as sidewalks) needed to promote future development in the area. Use this list to understand project priorities and needs when capital funds become available.	Short	BRAG MPO DPW
		Work with City to create a Utility Plan to identify and prioritize necessary utility improvements (drainage, sewer, gas, electric, cable, etc.). BRAG should emphasize desirable master plan elements (burying of lines, upsizing of pipes for future tie-ins, etc).	Short	BRAG MPO DPW
Make it Multimodal-Ready	Provide infrastructure to reinforce a multimodal environment	Identify specific components necessary to create a true multimodal area. Some examples are bus shelters, bike facilities, upgraded cross-walks, boarding platforms and multimodal transit facility.	Short	BRAG MPO Bicycle Indy
		Study all possible alternative transportation uses (train, unpaved bike trail, paved walking, etc) of the railroad corridor and how they fit into the Binford Village Master Plan, should the transition to rapid transit be delayed or it's likelihood diminish all together.	Short	BRAG MPO
		Work with IndyGo to determine bus routes and connections that could be incorporated into the area to increase connectivity.	Short	BRAG IndyGo MPO
Promote Development and Redevelopment	Provide incentives for development and redevelopment	Identify key properties in the core areas of development. Create a planned strategy for Indianapolis to acquire and assemble these properties to assist developers.	Short	BRAG MPO
		Identify appropriate tools/incentives to promote Master Plan development and site improvements including density bonuses, reduced impact fees, financing assistance, etc.	Short	BRAG MPO DMD-
		Working with local developers, identify future redevelopment opportunities in the area and make appropriate recommendations to the City of Indianapolis.	Short to Long	BRAG – Bus Dev

Make it Development Ready!

Figure 6.3

Create a Catalyst!

Implementation Strategy	Description	Specific Tasks	Timeframe	Partners
Begin Binford Village Master Plan Priority Projects	Aggressively begin the priority projects identified within the Binford Village Study	Construct connecting sidewalk pieces on either side of Binford along 71st Street. (Priority Project #1)	Short	BRAG - INSTEPP committee
		Establish feasibility, funding and installation a pedestrian crossing (non at-grade) of Binford Boulevard. (Priority Project #2)	Short	BRAG - INSTEPP committee
Establish Master Plan Project List	Identify projects and public investments to best leverage the most private investment	Identify potential project phasing or catalytic projects that have the potential to jump start development in the area. This may include construction of buildings, transit station, facilities, streetscape elements, roads and infrastructure in accordance with the Binford Village Master Plan.	Medium	BRAG

Create a Catalyst!

Figure 6.4



Binford Village



Funding Sources

Binford Village Study

Funding the Plan

While it remains a difficult task early on to identify and calculate all the costs necessary to fully implement and construct the Binford Village Master Plan as developed by this study, consideration of all potential funding that may be available for a project like this will help to formulate a plan that could allow for a phased approach. Exploring funding options and understanding roles, responsibilities and requirements of each program will best position the community and city officials to effectively work together to incrementally plan for, fund and construct the various village components as they become realities.

The primary owners of this project may include:

1. Residents/businesses (parcels of property)
2. The City of Indianapolis and numerous city departments/agencies (capital improvements, public rights-of-way and infrastructure)
3. Utility Companies (private utilities)
4. Hoosier Heritage Port Authority (current owner of railroad)
5. Transit Authority (future owner of railroad and/or station)

Potential investors may include real estate developers, state/regional transit agencies, venture capital companies, private investors, endowments and foundations.

The owners and investors must work in a collaborative fashion utilizing a conservative, protective approach with a solid understanding of risk management, incentives, returns on investment and financial gains that would best position the BRAG community to reap the benefits of a Binford Village development. To the extent possible, community leaders should explore a variety of public and private funding opportunities for community and economic development, making every effort to leverage all of the funding that is received by using it to match other loan and grant funds that may become available.

Figure 7.1 is a Funding Opportunities Table describing potential public and private funding opportunities at the national, state and local levels. An immediate Funding Action Item is included as part of this table.

Public Funding

Sources of public funding are available within all levels of government. During the next phase of this project, once an Implementation Plan is underway and a more structural approach to funding is known, additional research should be performed on public funding sources to ensure all up-to-date available funds and programs are investigated and applied for within the deadlines associated with these processes.

Regional and national magazine and publications should also be scanned and monitored for news on related transit and transportation programs, bills being considered in legislation, similar projects' success stories and funding opportunity notices.

In addition, other public funding opportunities may be explored:

- Non-tax income earned from sources such as government owned land leases and operating income (garage income, naming rights, community funding program, etc)
- Tax revenue from sources such as property tax, sales tax, income tax, utility tax, TIFs
- Public partners investment in capital investments (cash, bonds, grants, tax credits) related to public facilities
- Support from public foundations (such as Central Indiana Community Foundation)

Private Funding

Efforts researching and seeking private funding opportunities should continue as these are excellent sources of funds for this project. Many times, these funds are critical in providing match dollars to leverage other loan or grant funds.

Potential private funding opportunities include:

- Residential fundraising done directly from the community and residents with voluntary individual private donations or neighborhood group contributions
- Business fundraising from businesses, corporations, professional or business associations, specific groups/types of retailers with those that have more related interest in the village uses
- Support from endowments, grants and philanthropic resources
- Private developers and investors who provide at-risk cash, expecting a return on investment
- Support from private foundations (such as the Health Foundation of Greater Indianapolis)

Other Grants and Programs

There are other grants and programs that may provide additional funding opportunities:

- Unique programs by special interest groups, such as bicyclists or runners associations, etc.
- Schools and public safety initiatives where public or private foundations associated with schools or townships, with safety as focus of funding opportunities, such as Safe Routes to School
- Funds for environmental projects when there are multiple environmental benefits, or holistic approaches to solving infrastructure problems (i.e. sidewalk projects done in conjunction with drainage or sewer repair projects). Additionally, projects that may be shown to reduce other environmental hazards (air/noise pollution) may qualify for other funds
- Public Awareness Campaign for community development, sustainability, quality of life, etc. that may raise awareness and direct funds or contributions
- Specialized programs and possible funds based upon healthier living and increased walkability and exercise components being added to the community. Community North and other medical representatives may offer additional information
- Large employers who are interested in options to improve the transport of their employees throughout their campus, in addition to reducing parking space requirements by way of transit facilities being built nearby
- Health-related funding opportunities with Health by Design which is a coalition advocating for community design, transportation and health to support healthy and active lifestyles

Funding Opportunities	Funding Described	Funding Action Item
Indianapolis-DMD	Funding for Community Development, Housing, Redevelopment Areas, Façades, etc http://www.indy.gov/eGov/City/DMD/Community/Grants/Pages/cdbg.aspx	Meet with DMD (Planning, Community Development, Economic Development) to determine eligible funding opportunities
Indianapolis-DPW	Funding for Roads, Sidewalks, Utilities, Capital Improvement Projects	Meet with DPW to determine eligible funding opportunities
Indianapolis-LISC	Grants for organizations interested in making their neighborhoods better. http://www.liscindianapolis.org/cnt.php?id=31	Meet with LISC to determine eligible grant opportunities
Indianapolis-MPO	Funding for transportation project including CMAQ, TE, STP, ARRA, Safe Routes to School, etc http://www.indympo.org/Funding/Pages/home.aspx	Meet with MPO to determine eligible funding and grant opportunities
Indianapolis – Parks	Funding for Greenways and park improvements http://www.indygreenways.org/ http://www.indygov.org/EGOV/CITY/DPR/Pages/IndyParksHome.aspx	Meet with Parks to determine eligible funding and grant opportunities
State and Local Funding – General	Funding opportunities through various State and Local Organizations including but not limited to Indy Greenways, DNR, INDOT, Sustain Indy, etc http://www.indianatrails.org/ http://www.in.gov/dnr/outdoor/files/appendix.pdf http://www.in.gov/indot/2957.htm http://www.sustainindy.org/bikeways.cfm	Search state and local funding opportunities websites

Funding Opportunities

Figure 7.1

Funding Opportunities	Funding Described	Funding Action Item
National Funding – Smart Growth	Funding opportunities related to smart growth as identified by the EPA All available federal grants can be viewed at www.grants.gov http://www.epa.gov/smartgrowth/national_funding.htm	Search national smart growth funding opportunities web sites
National Funding - TOD	Emerging emphasis and potential funding on TOD through the Office of Sustainable Housing and Communities (HUD) http://portal.hud.gov/portal/page/portal/HUD/program_offices/sustainable_housing_communities	Continue to monitor the Office of Sustainable Housing and Communities for new TOD funding sources
Public Incentive for Private Development	Incentive may include density bonuses, favorable lending terms, reduced impact fees, land assembly, tax abatement, etc	Meet with City and/or potential developers to determine which types of public incentives would be most enticing to spur TOD related private development
Redevelopment Financing	Creation of new funding sources like TIF District, TOD fund, etc	Meet with DMD-Economic Development to discuss the creation of a TIF district or a TOD fund
Local Fundraising	Campaign to gather private donations from residents and businesses for the Binford Village redevelopment	BRAG to identify a strategy for fund raising efforts
Special Interest Groups	Support from endowments, foundations, and philanthropic resources http://www.sustainindy.org/bikeways.cfm http://www.aarp.org/states/in/ http://www.healthbydesignonline.org/	Research local and national resources and identify additional key funding opportunities. Meet with local special interest groups to determine funding opportunities
Rapid Transit Funding	Funding for the construction of Rapid Transit through FTA http://www.fta.dot.gov/about_FTA.html	Preparation of and lobbying for legislative changes required for area development and funding of rapid transit

Funding Opportunities Continued
Figure 7.1



Project Summary

Binford Village Study

Project Summary

The BRAG area has been a key area of Indianapolis for many years. Its proximity to a number of key areas of the community including the Castleton Area, Broad Ripple, Fort Harrison State Park, Downtown Indianapolis, Carmel, Fishers, Keystone at the Crossing and several others, all located within 15 minutes, make it a desirable location to live and work. Its relationship to major thoroughfares such as Interstate 69, Interstate 465, Binford Boulevard, Allisonville Road and Keystone Avenue further this importance.

However, in looking below the surface the BRAG area is much more than that. BRAG is a culmination of neighborhoods and people that truly care about their community. The stable neighborhoods and low crime rate are just a part of the equation. Perhaps the biggest attributes of the BRAG area are the sense of pride the residents take in their community or the willingness to step up and make their community a better place. The people that live here truly care about their community and are willing to do what they can to help it out.

Over the past couple of decades some of the core commercial and retail areas within BRAG have steadily declined. Businesses have moved to new locations, high vacancy rates exist in many of the retail centers, and the influx of new businesses has greatly slowed. While the neighborhoods remain very stable and desirable, commercial and retail centers have not held up as well. New life is needed here and steps need to be taken to bring the core areas up to the standards the residents expect.



Example of residential units above retail in Indianapolis, Indiana

Figure 8.1



Another example of residential units above retail in a suburban setting

Figure 8.2

Throughout the course of the project, residents have shown there is a need and a desire for numerous other amenities in the area. Information gathered at workshops, focus group meetings and public meetings have provided many suggestions on what is desired in the area.

With the recent focus on mass transit, light rail and commuter rail by the MPO and the City of Indianapolis, as well as the Indy Connect initiative that was recently announced, the BRAG area is primed for redevelopment. The BRAG area sits in an ideal location along the northeast corridor line, identified as the first potential line for further study of mass transit. This initial northeast corridor line is slated to run from Noblesville to Downtown Indianapolis at its completion. The commercial core area near 71st Street and Binford Boulevard is approximately the mid point on the future line. This presents numerous opportunities to take advantage of this momentum to move towards positive new development forward.

This study envisions future development in the BRAG area to be a Neighborhood or Village Center type

development. The residential character is what defines the area and any future development should support this character and enhance it. This Village Center feel should be supported in the architecture, streetscape design, landscaping, site furnishings, lighting and signage.

There are a number of steps outlined in the previous chapters of the report that give guidance on how to proceed with this process. One of the first steps is that guidelines for architectural development and streetscape development standards need to be thought out and adopted as part of the local zoning ordinance. That will help shape the form any future development takes. Additionally, a re-zoning process needs to happen to get existing parcels of land zoned properly to allow for the type of mixed-use development desired in the area. These zoning and development standards can then be used as a guide as development begins to happen.

It is also important to note that this process will be a slow process, that will happen one project at a time. Development of this nature requires years to take form and will happen slowly over time, not overnight.

It is critical to have a plan or a roadmap to build from and that plan must be established now in order to see results down the road. Establishing a vision that everyone can buy into and get excited about has to happen first. Once the vision is in place, local champions are critical to moving the project forward. These local champions are the ones that sell the vision, talk about it, continue to keep it on key decision makers radar and get people excited about the possibilities.

This is an exciting time for local BRAG area residents. With the local BRAG organization and leadership in place and a desire by the City of Indianapolis to see this area developed in a positive way, there is great potential for the redevelopment of the area. But only through hard work, perseverance and commitment will the vision of the Binford Village be realized.



Example of residential units above retail in Birkdale Village in Charlotte, North Carolina.

Figure 8.3



Appendix A: Public Involvement

Binford Village Study

Public Kick-off Meeting—PowerPoint Presentation



Binford Village Study

Public Kick-Off Meeting #1

June 11, 2009




Today's Agenda

- Introductions
- Project Background
- Goals and Objectives
- Project Scope and Schedule
- Opportunities to get involved
- Questions and Answers
- Give us your Feedback




Project Team Members

The Schneider Design Team

- Kevin Foster - Project Manager
- Michael Krosschell - Landscape Architect
- Nicole Mueller - Transportation Planner
- Zach Berninger - Site Designer
- Kate Weese - Engineer (Weese Consulting, LLC)

Indianapolis MPO

- Anna Tyszkiewicz - Senior Multimodal Planner
- Tom Beck - Principal Multimodal Planner
- Mike Deering - Master Planner

The Greater BRAG Community




Project Background

Why are we doing this study?

- **DIRECTIONS** Rapid Transit Study identified the Northeast Corridor as the area for initial investment.
- 71st & Binford Area identified as key location on Northeast Corridor
- Evaluate the viability and cost-effectiveness of improving mobility, reducing traffic congestion, and improving air quality through the development of multi-modal transportation improvements.
- Implement transit-supportive land use strategies which would support a northeast corridor rapid transit investment while maintaining compatibility with community goals.
- Encourage "Smart Growth" in the region, particularly in transit corridors.




Project Background

Goal of the Study:

"To design a sustainable, community-friendly, transit supportive destination at 71st Street and Binford that will increase economic development and encourage the development of land in a manner that is supportive of a regional multi-modal network. The destination will reinforce the goals set forth by the BRAG Community and promote development that integrates transit for an improved quality of life."




Project Background

BRAG Involvement with the Study

- Kate Weese (BRAG resident & Committee member) is a member of design team.
- Monthly Project Meetings with BRAG
- Voice for local residents to the design team
- 3 BRAG Committee members will sit on the stakeholder group for the project.
 - Larry Riggie
 - Karen Kyrak
 - Lisa Angnick



Project Background

Project Area



Background

MPO
Schneider

BRAG Quality of Life Plan

BRAG Vision:

- The BRAG community will have thriving businesses and commercial areas, safe pedestrian connectivity to community businesses, schools and neighborhoods, and green spaces throughout the area.
- Residents will be engaged and knowledgeable about their schools, feel safe in their homes and neighborhoods, and will experience a sense of community.



Background

MPO
Schneider

BRAG Quality of Life Plan

BRAG Goals:

- Pedestrian Access and Connectivity
- Business Development (Variety of services, high-quality shopping, long-term economic prospects)
- Crime reduction & safety
- Increase Parks & Green Space
- Better Perception of Lawrence Township Schools
- Sustainability



Background

MPO
Schneider

Design Team Goals

Critical Success Factors:

- Create a mix of densities and uses
- Enhance the community's unique character through design
- Create a series of safe travel routes for multi-modal users (More walkable / pedestrian friendly)
- Provide opportunities for people to interact
- Provide open space and opportunities for recreation
- Sustain and improve existing neighborhoods
- Enhance safety and security
- Design for Sustainability



Background

MPO
Schneider

The Location: 71st and Binford

BRAG and the MPO have similar goals for the area that both groups are working towards.



Background

MPO
Schneider

Project Scope & Schedule

- Gather Background Information**
 - Review existing plans, site analysis, demographic analysis, & market analysis
 - Ask the Community through stakeholder meetings and focus groups
- Develop a Master Plan**
 - Collaborate on design solutions
 - Develop a land use strategy, urban design standards, design character, and sustainable design applications
 - Identify and design facilities
- Develop an Implementation Plan**
 - Identify potential funding sources
- Final Report**

Scope & Schedule

MPO
Schneider



Scope & Schedule

- Design will Focus on TOD principles of
 - Density
 - Diversity
 - Design
- Focus of Design
 - Creating a mix of uses
 - Emphasize pedestrian accessibility
 - Allow for Transit Opportunities
 - Streetscape / Amenities
 - Urban Design (Human Scale to promote use and interaction)
 - Support Communities Unique Character
 - Opportunities for Interaction
 - Sustainability is critical




Getting Involved

How you can get involved...

- Talk to us today
 - Ask questions, leave comments, participate
- Focus Group Meetings
 - Chance to give detailed input in smaller groups
- Talk to the Steering Committee
 - They represent you and are steering this planning process
- Public Design Workshop
 - 2-day Workshop to collaborate on design solutions
- Public Information Meeting #2
 - Feed back on the DRAFT Land Use and Master Plan
- Website
 - Information Posted at: <http://www.binford71.org/>




Focus Groups

Dates: June 23rd and June 24th

Focus Groups

- Local Business Owners
- Local Government
- Not-for-Profit Organizations
- Transit Agencies
- Neighborhood Association Leaders
- Neighborhood Residents

Sign up on the way out and we will notify you by e-mail about the times of each group meeting




Exercise

We want to hear from you tonight...

- Participate in the exercise
- Talk to the Planning Team
- Write down questions and comments for the Comment Box




Please feel free to contact us with any further questions throughout this planning process.

Kevin Foster,
Project Manager, The Schneider Corporation
317-826-7100
kfoster@schneidercorp.com

Alina Tyszkiewicz
Senior Planner, Indianapolis MPO,
317-327-5487
atyszkie@indygov.org

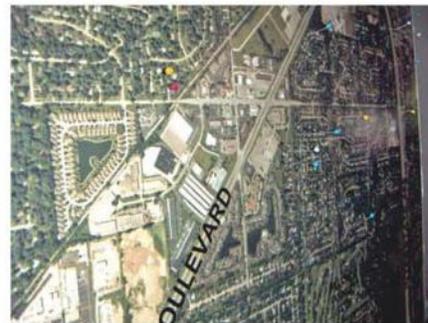


Public Kick-off Meeting—Summary



Public Kick-Off Meeting Summary

The Indianapolis MPO and BRAG Community hosted a Kick-Off Meeting for the Binford Village Study on Thursday, June 11 from 5:30 to 7:00 at Divine Savior Lutheran Church. A PowerPoint presentation was given by the MPO and The Schneider Corporation at 5:30 and covered introductions, project background, goals and objectives, project scope and schedule, and opportunities to get involved. A copy of this presentation can be found at <http://www.binford71.org/>. A question and answer session followed the presentation.



Participants were also asked to participate in the following:

- Identify where they work/live on a map;
- Participate in 10 critical success factors dot sticker exercise;
- Fill out a public input question form; and
- Sign up for a focus group if desired.

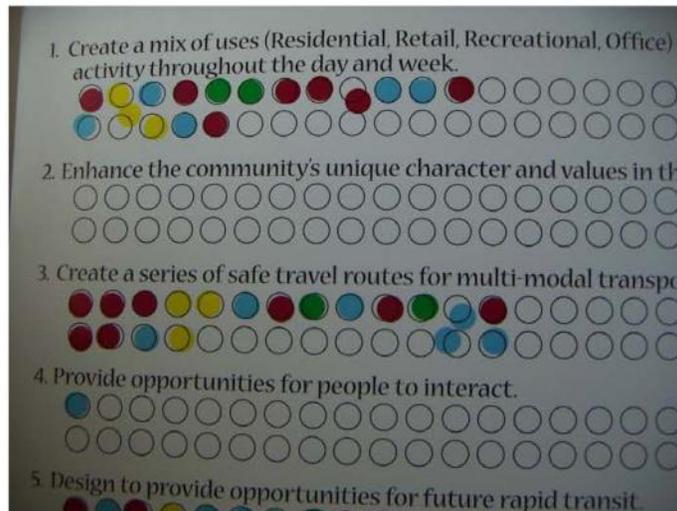
32 people signed in for the Public Information Meeting and the following pages summarize the comments received.



Critical Success Factors

10 critical success factors were identified for the Binford Village Study. Each participant was given three dot stickers to place by the three critical success factors they felt would be most important for the project. The prioritized results are in the table below.

Dot Stickers	Critical Success Factors
19	Create a series of safe travel routes for multi-modal transportation. (More walkable)
17	Create a mix of uses (Residential, Retail, Recreational, Office) that will promote activity throughout the day and week.
16	Design to provide opportunities for future rapid transit
9	Design to encourage high quality building design and landscape treatments.
7	Sustain and improve the existing neighborhoods
4	Make sustainability a key in all design decisions. (Energy efficient design, water conservation, reuse and recycled materials, storm water management, etc.)
3	Enhance safety through better lighting, visibility and street life.
2	Provide open spaces and opportunities for recreation.
1	Provide opportunities for people to interact.
0	Enhance the community's unique character and values in the design.



Public Input Question Results

Each participant was asked to answer the following questions:

- What do you see as the biggest opportunity this project presents?
- What concerns you the most about this project?
- What would you most like to see at or near the 71st and Binford Area?
- What is the most important change that needs to happen in the area?

In addition, participants were asked to identify other comments, questions or concern. A summary of these public input questions are below.

What do you see as the biggest opportunity this project presents?

- Bike/Pedestrian Connectivity
- Connection of communities via sidewalks/bike paths to connect to Fall Creek trail/Skiles Test Park to Binford and surrounding neighborhoods – especially along 71st, 75th, Hague Road
- Connect to shopping, schools and light rail
- To improve the quality of life for people in the BRAG area
- Continued improvement of area and surrounding communities
- Services – easy accessible to our neighborhoods
- Better quality of life – community center
- Bringing all neighborhoods together to form a community
- Connecting the multiple communities in the area
- The chance to complete our neighborhood
- If economic development occurs, neighborhood development follows
- The company I work for, Info-lite manufactures LED signage and digital signage systems
- Creating an urban center to this group of housing subdivisions
- I am in a LED sign business (info-lite corp). I think that this development will create more business opportunity for me. Also, as MBE/DBE Company, I will have a chance to supply LED signs to the light rail system.
- To make the BRAG area and neighborhoods a better place to live and work and for it to be self-contained
- Chance to continue to improve the quality of life in the Binford and 71st Street corridor and area encompassed by BRAG organization
- Possibility of getting sidewalks and on-street bike lanes quicker
- Past clean up of neighborhood and more places to shop
- Better/greener opportunities to transport suburbanites downtown
- Keep the BRAG momentum going. Have an opportunity to shape and use the focus areas of development
- The opportunity to connect the neighborhoods with walking paths to make this a true community
- Growth to area
- Safety for the public
- Improvement of east/west corridor traffic routes
- Redevelopment of some struggling developments (i.e. medical building at 62nd and Binford)

What concerns you the most about this project?

- Whether or not it will be implemented
- Getting enough people involved
- Completing it – funding
- If we get a train I fear that the diesel fumes would add to our already unhealthy air quality
- Creation of 'high density' area
- Getting funding for the end results
- Getting (needing) the light rail
- How to fund

- Traffic during construction
- That the project will move ahead without proper pedestrian access
- Fostering sufficient involvement
- I live and work in the area, my business, Info-lite may be able to provide signage for any station
- Inevitably there will need to be a parking lot/garage. My concern is that it will be attractive, safe and useful.
- If not planned correctly, the traffic might become and issues, like many area in NY City where I came from
- Financing
- The complexity of the project
- Hoping that sidewalks/bike lanes are built before transit stop rather then waiting
- Train path way – noise pollution, traffic stoppage
- Impact on homeowners, sound, cost
- Level of BRAC involvement. I hope we step up and engage
- Concentrating on projects that will never be realized due to cost i.e. over-passes. (Save the money for light rail)
- Cost
- Lack of coordination currently between DPW, Indianapolis and MPO concerning 75th and 71st St redo as specified in the I-465/I-69 redo plan

What would you most like to see at or near the 71st and Binford Area?

- A multimodal hub including rail stop, bus stop, multi-use path with bike storage and vehicular parking
- Variety of shopping, green spaces. Alternative storm water (ie rain gardens, bioswales) native plants, natural areas. Connection via rail to downtown or bus station to downtown, bike racks in shopping areas
- Train station – retail village
- Condos and /or apartments, offices, businesses
- Removal of Sunoco and Marathon stations; Enlargement of Kroger Parking area
- Walkway/trail up Graham Rd to 75th; Walkways along 75th – 71st east and west of Binford
- Rapid Transit Center
- Community Center/Neighborhood Center
- A hub for the light rail project
- Distinctive 'village' identity – attractive area
- Pedestrian access
- More small shops and restaurants
- Good design! More pedestrian friendly. More density, multi-story buildings but limited in height (3 stories)
- Shopping mall, book store, more restaurants
- Safe and convenient pedestrian and bike access to the whole area
- A health food grocery store or market
- Continued growth of useful commencing and retail establishments
- Bookstore, family-owned businesses, full service ethnic restaurants
- Clean up of roadways along 7^{ast} to Steinmeier Dr
- Good solid retail/commercial HUB for surrounding communities
- Roundabouts! No, just kidding. All empty retail spaces full
- Sidewalks and cross walks. I would love to ride my bike to work at community hospital north
- Immediate care center (medical); physician offices, retail, park, walking trails, restaurants
- Improved land/real estate development
- Train station with plenty of parking integrating farmers market under roof

What is the most important change that needs to happen in the area?

- Connection of neighborhoods via sidewalks/bike paths to Fall Creek trail and shopping areas as well as to other neighborhoods.
- Sidewalks and bike lanes
- Sidewalks and street lights
- Trails and sidewalks
- Slow down traffic on Binford
- Multifamily Housing
- Rapid Transit
- Sidewalks/Trails/Bike Lanes
- Sustainability
- Pedestrian access between neighborhood and new/existing retail/commercial areas
- No longer a 'drive 'through' area; no bedroom area only
- Put parking lots behind buildings
- More Businesses
- All access walkway
- Emphasis on crime control
- Besides sidewalks/bike lanes – traffic calming along Allisonville, 71st, 75th, Hague and even Binford
- Keep current businesses and add more
- Rapid transit system on current rail line by Allisonville going downtown
- In flux of better shopping/restaurants, retail – sustainable
- Continued reduction in crime
- Pedestrian walkways and cross walks and slowing down speed limits on Binford (up to 86th St)
- More public input, this study seems to be the big step forward to fix that process.

Other comments, questions or concerns

- Give more notice of meetings
- Zero tree loss – adopt zero canopy loss – reduce hardscape
- We had no idea of the possible scope of this project and we are excited to hear what possibilities, aside from the train, are being considered.
- My concern is that the big dreams will ever become reality
- Safety in the area
- To be a true community "village" people should be able to get from one neighborhood to another on foot or bike – this is good for people and the environment and good for children
- Looking forward to focus groups

Focus Group Meetings—Presentation



Binford Village Study

Focus Group Meetings

July 21, 2009



Today's Agenda

- Project Overview
- Project Exercises
- Discussion
- Next Steps for Project
- How to Stay Involved



Project Overview

Goal of the Study:

"To design a sustainable, community-friendly, transit supportive destination at 71st Street and Binford that will increase economic development and encourage the development of land in a manner that is supportive of a regional multi-modal network. The destination will reinforce the goals set forth by the BRAG Community and promote development that integrates transit for an improved quality of life."



Project Overview

Project Team

- Indianapolis MPO
- The Schneider Corporation
- The Greater BRAG Community
- Steering Committee



Project Overview

Project Area



Project Overview

Why are we here today?

- To gather background information and gain a clear comprehension of the community's desired improvements and key issues
- To listen to the community and get your input on the project





Project Exercises

Exercise #1: DOT Exercise

- 10 Project Success Factors have been identified
- Each person receives 3 dot stickers
- Place a dot sticker with the Success Factors you feel are most important for this Project to be successful

10 Project Success Factors

1. Create a mix of uses that will provide activity throughout the day and week.
2. Enhance the community's unique character and values in the design.
3. Create a series of safe travel routes for multi-modal transportation.
4. Provide opportunities for people to interact.
5. Design to provide opportunities for future rapid transit.
6. Provide open spaces and opportunities for recreation.
7. Design to encourage high quality building design and landscape treatments.
8. Sustain and improve the existing neighborhoods.
9. Enhance safety through better lighting, visibility and street life.
10. Make sustainability a key in all design decisions.




Project Exercises

Exercise #2: Post-It Exercise

- 3 Boards
 - Opportunities
 - Threats
 - Action
- Write on a Post-it note, Identifying an Opportunity, Threat, or Action
- Place the post-it note on the appropriate board

Opportunities:
What opportunities would bring a positive change to the redevelopment of the area?

Threats:
What elements would be a threat to the success of the redevelopment of the area?

Action:
What steps should be taken to ensure that the redevelopment of the area is a success?




Discussion

Potential Topics:

- Most beneficial types of development/uses
- What should this project accomplish
- What is working well
- What are the biggest concerns
- How to best implement goals
- Local initiatives
- Funding opportunities
- Public-private partnerships
- Infrastructure concerns
- Policy changes needed




Next Steps for Project

- Continue Gather Background Information
- Facilitate a Public Design Workshop
- Develop a Master Plan
- Develop an Implementation Plan
- Create a Binford Village Report




How to be Involved

- Sign-in providing contact information
- Contribute to Dot and Post-it Exercises
- Leave a Comment in the Comment Box
- Participate in Upcoming Public Design Workshop and Public Information Meeting
- Talk to the Steering Committee
- Visit the Project Website
<http://www.binford71.org/> or www.indympo.org




Thank you for your Input and Time

Kevin Foster
Project Manager, The Schneider Corporation
317-826-7100
kfoster@schneidercorp.com

Anna Tyszkiewicz
Senior Planner, Indianapolis MPO
317-327-5487
atyszkie@indygov.org



Focus Group Meetings—Summary



Focus Group Summary

The Indianapolis MPO and BRAG Community hosted a series of Focus Group Meetings for the Binford Village Study on July 21 at Divine Savior Lutheran Church. The purpose of the Focus Group Meetings to gain a clear comprehension of the community's desired improvements and key issues related to the Binford Village Study.

One hour meetings were schedule from 9 am to 9pm with stakeholders including Local Government, Not-for-Profit Organizations, Developers & Builders, Local Business Owners, Neighborhood Association Leaders and Residents. During each focus group meeting, stakeholders were asked to identify project opportunities, threats, and action items; prioritized critical success factors for the project; and participated in an open discussion regarding desired improvements and key issues.

96 people signed in for the Focus Group Meeting and the following pages summarize the comments received. Detailed notes taken during the focus group meetings are available upon request.



Opportunities, Threats and Action Post-it Exercise

Each participant was given post-it notes to identify project opportunities, threats, and action items as they relate to the project. These post-its were then organized and fit into the general categories summarized below. These are listed in priority order.



Opportunities:

- Increase economic development opportunities by attracting and retaining businesses and jobs thus increasing the tax base in the BRAG area.
- Create a destination which is a dynamic, attractive, multi-use village center for the BRAG community.
- Improve pedestrian and bicycle options through the construction of sidewalks and paths.
- Ease traffic congestion by providing options for alternative transportation modes.
- Improve connectivity and accessibility making a destination which is convenient to get to.
- Attract and retain residents.
- Build a sense of community.
- Improve environmental quality.
- Intensify underdeveloped land and properties.
- Promote a healthier lifestyle.
- Improve financial stability for existing residential and business properties.

Threats:

- Final destination will not reflect BRAG's community values.
- Opposition, lack of buy-in, or loss in project momentum.
- Increase in crime.
- Lack of funding.
- Increase in traffic congestion.
- Existing uses limit redevelopment.
- Negative environmental impacts.
- Existing infrastructure limitations for redevelopment.

Action:

- Design the destination to reflect BRAG's community values.
- Continue to coordinate and communicate among all stakeholders.
- Create an implementation plan which focuses on economic development.
- Secure funding.
- Continue to secure buy-in from stakeholders.
- Incorporate a complete streets design.
- Identify redevelopment incentives.
- Revise zoning code to allow for destination to be developed to reflect BRAG's community values.

Focus Group Questions and Answers

Each focus group had approximately a half hour to ask and respond to questions related to the project. The items below highlight the main themes emphasized during these detailed discussions.

What type of uses/develop does the community want to see?

- A mix of uses, more intense development
- Locally owned, family-friendly neighborhood businesses
- A destination for community gathering
- Accessible and connected
- Complete streets design (pedestrian friendly)
- Safe crossing of Binford
- Sidewalks and trails
- Greenspaces/open spaces



What Housing opportunities should be looked at?

- Provide living options for every age group (providing options for young professionals to seniors)
- Condos/townhomes with multi-uses
- Quality design and construction

What is working in the BRAG community?

- Committed and active residents and businesses
- Strong BRAG organization
- Good mix of land uses
- Convenient location and accessible
- Amenities
- A safe community

What are some issues in the BRAG community?

- Not bicycle and pedestrian friendly
- Traffic safety needs to be safer for children and seniors
- Property/real estate taxes
- The community needs an identity
- Binford is a divider and a safe crossing is needed
- Improvement basic infrastructure (streets, drainage, sanitary sewers)

What partnership opportunities should be taken advantage of?

- Bike program with DPW
- Public health and exercise
- Community development and the reuse/redevelopment of vacant/abandoned properties
- Economic Development and creating employment opportunities
- Tax incentive programs/development incentives
- Smart code zoning code to articulate community vision
- Support and invest with locally owned businesses
- Commuter services to improve congestion
- AARP

What other examples of places you really liked?

Chicago, New York, Toronto, Holland, San Francisco, Boulder, Eugene, Edmonton, Monclair NJ, Mountainview CA, Fairview Park OH, Naperville IL, Carmel IN, San Antonio, Portland, Oak Park, Austin, Olatha KS,

Critical Success Factors

10 critical success factors were identified for the Binford Village Study. Each participant was given three dot stickers to place by the three critical success factors they felt would be most important for the project. The prioritized results are in the table below.

Dot Stickers	Critical Success Factors
66	Create a series of safe travel routes for multi-modal transportation. (More walkable)
51	Create a mix of uses (Residential, Retail, Recreational, Office) that will promote activity throughout the day and week
40	Design to provide opportunities for future rapid transit
30	Sustain and improve the existing neighborhoods
29	Make sustainability a key in all design decisions. (Energy efficient design, water conservation, reuse and recycled materials, storm water management, etc.)
25	Design to encourage high quality building design and landscape treatments.
24	Enhance safety through better lighting, visibility and street life
16	Provide open spaces and opportunities for recreation.
14	Provide opportunities for people to interact.
7	Enhance the community's unique character and values in the design.



Focus Group Meetings—Developer & Builder Questionnaire

Binford Village Study – Developer & Builder Questionnaire

What do you believe would increase in a meaningful way the demand for new development in the BRAG study area? (If more than one applies, please rank with 1 being the most helpful.)

- Easy access to light rail transit;
- Convenient mixed-use development;
- Tax breaks from the city;
- _____
- _____

What are the biggest issues / concerns / obstacles to developing higher density, mixed use, T.O.D. projects in the Indianapolis region? (If more than one applies, please rank with 1 being the most helpful.)

- neighborhood “NIMBY”s”;
- low cost housing market;
- considered too “different”;
- lack of funding assistance programs;
- lack of transit / walkable community amenities;
- lack of “understanding” of lenders;
- _____
- _____

In what type of area along a future light rail corridor would you be most interested in developing?

- Suburban site (outside old city limits);
- Suburban site (outside of Marion County);
- Central city redevelopment site (old city limits);
- Mid-city site (outside of Center Township);
- Brownfield site;
- _____
- _____

What type of project along a future light rail corridor would you be most interested in developing?

- Medium density residential – attached single-family (townhouses or rowhouses);
- Medium density residential – flats / condominium;
- Medium-high density residential – apartments
- Commercial retail / office only – multi-story;
- Commercial / office and residential – multi-story;
- Not interested;
- Other, please describe _____

Binford Village Study – Developer & Builder Questionnaire

In selecting a site, what factors affect the decision to develop a particular site? (Please list and rank with 1 being the most helpful.)

- _____
- _____
- _____
- _____
- Socio-economic profile of area residents
- Population density within the area (target density: _____; target area size: _____)
- Condition of public infrastructure (_____ streets, _____ sewer, _____ drainage)
- Presence of other recent development (within past _____ years)
- School quality
- Proximity to park or school
- Proximity to new residential development
- Proximity to new commercial development

What types of development incentives would be most helpful to encourage you to want to develop at this location? (If more than one applies, please rank with 1 being the most helpful.)

- Parking requirement reductions
- Increase allowable floor / area ratio
- Easier processing through the government approvals process
- Tax reductions
- Long range vision plan showing long term commitment to the project area
- Good schools and public amenities in the area
- New public infrastructure
- Assistance in parcel assemblage
- _____
- _____

What are your thoughts about creating a tax increment-financing zone in this area, so that taxes received from new development within the TIF district are directed to improvements specifically within the district.

What is your interest and experience in developing a Brownfield site (in other areas of the region)?

- Experienced in Brownfield development.
- Interested in developing a Brownfield.
- No experience.
- No interest.

Focus Group Meetings—Developer & Builder Questionnaire

Developer Focus Group

The following are the results from a questionnaire filled out by 4 participants at the Developer/Builder Focus Group. The number following each option indicates the number of participants who selected/filled in that option.

What do you believe would increase in a meaningful way the demand for new development in the BRAG study area? (If more than one applies, please rank with 1 being the most helpful.)

- Easy access to light rail transit (3)
- Tax breaks from the city (2)
- Connectivity of sidewalks for pedestrian use (1)
- Ease of construction approval (1)
- Certainty of outcome (1)
- ~~Convenient mixed-use development~~

What are the biggest issues / concerns / obstacles to developing higher density, mixed use, T.O.D. projects in the Indianapolis region? (If more than one applies, please rank with 1 being the most helpful.)

- lack of transit / walkable community amenities (2)
- lack of “understanding” of lenders (2)
- low cost housing market; (1)
- considered too “different”; (1)
- lack of funding assistance programs; (1)
- For TOD, lack of true congestion issue (1)
- Substantially higher cost vs. little or no marginal return (1)
- ~~neighborhood “NIMBY”s;~~

In what type of area along a future light rail corridor would you be most interested in developing?

- Central city redevelopment site (old city limits) (2)
- Suburban site (outside old city limits) (1)
- Suburban site (outside of Marion County) (1)
- Mid-city site (outside of Center Township) (1)
- Near downtown (1)
- Marion County WTWP (1)
- ~~Brownfield site~~

What type of project along a future light rail corridor would you be most interested in developing?

- Medium-high density residential – apartments (2)

- Medium density residential – attached single-family (townhouses or rowhouses) (1)
- Medium density residential – flats / condominium (1)
- Commercial / office and residential – multi-story (1)
- ~~Commercial retail / office only – multi-story~~
- ~~Not interested~~

In selecting a site, what factors affect the decision to develop a particular site? (Please list and rank with 1 being the most helpful.)

- Socio-economic profile of area residents (3)
- Location (1)
- Price (1)
- Demographics (1)
- Condition of site, needs redevelopment or is open/vacant (1)
- Population density within the area (1)
- Condition of public infrastructure (1)
- Presence of other recent development within past 5 years (1)
- School quality (1)
- Proximity to new commercial development/ jobs (1)
- Long term viability of location/barriers to entry (1)
- Financial return achievable (1)
- Ease of zoning/regulatory approvals/flexibility of these (1)
- Risk-adjusted cost of site (1)
- Availability of capital for that type of site (1)
- ~~Proximity to park or school~~
- ~~Proximity to new residential development~~

What types of development incentives would be most helpful to encourage you to want to develop at this location? (If more than one applies, please rank with 1 being the most helpful.)

- Tax reductions (4)
- Assistance in parcel assemblage/financial (3)
- Long range vision plan showing long term commitment to the project area (2)
- Increase allowable floor / area ratio (1)
- Good schools and public amenities in the area (1)
- New public infrastructure (1)
- TIF, STIF, etc (1)
- ~~Parking requirement reductions~~
- ~~Easier processing through the government approvals process~~

What are your thoughts about creating a tax increment-financing zone in this area, so that taxes received from new development within the TIF district are directed to improvements specifically within the district.

Great idea; Sounds good; definitively needed in order to promote large scale redevelopment; required if truly high density

What is your interest and experience in developing a Brownfield site (in other areas of the region)?

- Interested in developing a Brownfield.(3)
- Experienced in Brownfield development. (2)
- No experience.(1)
- ~~No interest.~~

The following summarizes the Developer/Builder discussion.

Biggest concerns:

- Light Rail or not... if the light rail was to happen then the intensity is needed – if it is multi-modal then it is a lesser design...this changes the redevelopment potential
- Competition with other stations – potential at other locations
- Cost:
 - higher density is expensive – no significant marginal increase so it is very expensive to do higher density –
 - People can always move where it is more reasonable – traffic congestions isn't bad
- Parking:
 - Parking needs to be incorporated into the site
 - Can't have free parking 5 minutes away and charge within the core
- Housing Design:
 - Opportunity – to change the final lifestyle – need to simulate the lifestyle that exists here.
 - Need amenities to draw that type of housing
 - Options for low maintenance,
 - Need for densities – never will achieve the head count with people walking – need to have parking to achieve head count
 - 20-30 units per acre to apply for federal funding (tom)
 - amli – 20 units per acre and only 2-3 story – needs to be more intense than that
- Retail Design:
 - Change the paradigm of existing retail – take care of shopping and other needs as part of the station/stop
 - Existing: Small businesses – light industrial – community north
- Uses:
 - The stops become the interchange around which things should develop –

- Context and goal of station – residentially oriented station with access to fisher/downtown
- who is using this stop? Make it more of a destination?

What needs to happen to make developing here desirable?

- Public sector investment – it will be attractive
- Services and amenities
- Redevelopment assistance- land transfer, tif,
- free land plus tif to get things jump started
- change in market - the retail and commercial demand is not there – vacancy in commercial properties on attractive properties
- difference between the site and the station with levels of density –
- Look for subsidizes for developer price point
- Parking lots are essential because people will drive

Example:

- Look at park north stop in Chicago for macro

Planning Workshops—Presentation



Binford Village Study

Planning Workshop

Transit Oriented Development

September 22 & 26, 2009



Transit Oriented Development

- What is Transit Oriented Development
- Principles of Design
- How can it benefit us?
- Zoning Applications
- Examples / Case Studies



Transit Oriented Development

Transit Oriented Development focuses on creating compact neighborhoods with housing, jobs, shopping, community services and recreational opportunities all within easy walking distance of a transit station.

The intent is to create well designed, livable communities in a walkable environment, making it easy for residents and employees to travel by transit, bicycle, foot or car.



General Design Principles

- Areas within walking distance of a transit stop should contain a mix of moderate to high density residential, commercial and employment uses that create a place with a high density of pedestrian activity and a focal point.



General Design Principles

- Place commercial and civic uses near transit stops so that a number of errands can be done with only one stop.



General Design Principles

- Provide multiple and direct street connections from neighborhoods to transit stops and local commercial destinations.



General Design Principles

- Design for pedestrians and transit, without excluding the automobile.




General Design Principles

- Bring natural features into the urban area and provide connections to regional green spaces.




General Design Principles

- High quality development surrounding the transit stop that encourages walking and interaction.




Benefits of TODs

Some Benefits of Transit Oriented Development

- Increased transportation choices and access
- Reduction in traffic congestion, air pollution and energy consumption
- Revitalization of Compact Urban Communities
- Reduction of sprawl development
- Increased ability to manage growth by planning land use in relation to transit
- Promotes a healthier lifestyle
- Higher, more stable property values
- Higher quality of life
- Increase of foot traffic and customers for area businesses



Development Policies

Example TOD Development Policies

These Development Policies help guide how future development in the area will happen.

Such policies typically focus on 3 aspects of development

- Land Use & Development
- Mobility
- Community Design

These development policies typically focus on the area directly around or near the transit stop. Generally within 1/4 to 1/2 mile of the stop.



Example Development Policies

Land Use and Community Development

Concentrate a mix of well designed uses within walking distance of the transit stop.

How?

- Increased Land Use Intensity
- Mixture of Complementary Transit Supportive Uses




Example Development Policies

Increase Land Use Intensity

- Encourage higher densities for new development
- Concentrate the highest densities near transit and lower densities near existing single-family neighborhoods
- Focus on creating around 20 units per acre near transit areas
- New development must be consistent with existing character and protect existing neighborhoods




Example Development Policies

Mixture of Transit-Supportive uses

- Provide a mix of land uses such as residential, office, retail and civic uses to increase attractiveness of the area
- Disallow auto-dependent uses such as sales lots, car-washes and drive-thrus in future development
- Provide uses that attract pedestrian activity at the ground level
- Encourage a mixture of housing types
- Consider special traffic generators such as cultural, educational, entertainment and recreational uses
- Encourage a multi-use developments



Example Development Policies

Mobility

Enhance the existing transportation network to promote good walking, bicycle and transit connections, while reducing traffic congestion

How?

- Pedestrian & Bicycle System
- Street Network
- Parking




Example Development Policies

Pedestrian and Bicycle System

- Provide an extensive pedestrian system throughout the station area that will minimize walking distances
- Eliminate gaps in the overall pedestrian network
- Establish pedestrian and bicycle connections between the station areas and surrounding neighborhoods
- Design pedestrian system to be safe, accessible and attractive
- Utilize landscaping, on street parking and bicycle lanes to separate pedestrians and vehicles




Example Development Policies

Street Network

- Design streets to be multi-modal with an emphasis on pedestrian and bicycle circulation
- Redesign existing street intersections to be more safe and comfortable for pedestrians and bicycles
- Incorporate traffic calming into design of new streets
- Consider mid-block crossings in connected areas




Example Development Policies

Parking

- Reduce regulatory parking requirements in station areas and establish parking maximums
- Encourage Shared Parking
- Minimize large surface parking lots




Example Development Policies

Community Design

Use Urban Design to enhance the community identity around the station areas and make them attractive, safe, and convenient places.

How?

- Building and Site Design
- Streetscape
- Open Space




Example Development Policies

Building and Site Design

- Design Buildings to front on public streets and open spaces with minimal setbacks
- Provide windows and doors at street level instead of expensive blank walls
- Design structures to include active uses on the ground floor street frontage




Example Development Policies

Building and Site Design (continued)

- Locate surface parking to the rear of the buildings with the exception of on street parking.
- Screen dumpsters, service entrances, loading docks, outdoor storage, etc.
- Take safety and security into account during design




Example Development Policies

Streetscape

- Design streetscape to encourage pedestrian activity
- Include elements such as street trees, landscaping, lighting, and benches in design.
- Place utilities underground whenever possible




Example Development Policies

Open Space

- Establish public open spaces that act as development catalysts and focal points
- Design open spaces to be the centers of activity that draw users interest
- Orient surrounding buildings on to open space




Example Development Policies

Transit Oriented Development

How do we make this happen?

- Work with local Business Owners and Residents to understand their needs and desires
- Create a plan or a vision of what we want the future development to be.
- Set Architectural and Streetscape design guidelines
- Revise zoning ordinances to encourage this type of development.
- Work with local Neighborhoods and Community groups to champion the vision.
- Encourage Public / Private partnerships
- Attract Private Investment

**This is the biggest key to making positive change happen.*



Zoning Applications

Form Based Codes

A method of regulating development to achieve a specific urban form. Form based codes create a predictable public realm by controlling physical form, with a lesser focus on land use.

The underlying principle is that the building and the street are interrelated.




Zoning Applications

Form Based Codes

Form Based Codes address the form and mass of buildings in relation to one another as well as the scale and types of streets and blocks rather than just distinctions in land use types.




Zoning Applications

Components of a Form Based Code

- Regulating Plan
- Text
- Graphics




Zoning Applications

What Form Based Codes Regulate

- Building Form Standards
- Public Space Standards
- External Architectural Standards
- Landscape Standards
- Signage Standards
- Environmental Resource Standards




Zoning Applications

Advantages of Form-Based Codes

- Achieve a more predictable result by saying what you want rather than what you don't want.
- Can regulate the development at the scale of an individual or lot.
- Built result often reflects a diversity of architecture, materials and uses from players operating under an agreed upon vision.




Zoning Applications

Advantages of Form-Based Codes (continued)

- Promote infill development that is compatible with surrounding structures. Good for established communities.
- Typically shorter, more concise and better organized than conventional zoning documents. (easier to use)




Zoning Applications

Advantages of Form-Based Codes (continued)

- Easily accommodates Mixed-Use development which:
 - Populates and activates neighborhoods, both day and evening
 - Reduces the need to use a car for every trip
 - Reduces traffic congestion and pollution
 - Creates vibrant communities



MPO
Schneider

Case Studies

Charlotte, North Carolina



MPO
Schneider

Case Studies

Charlotte, North Carolina

- Created TOD Overlay zones near transit in zoning code
- Higher densities around Transit Stops
- Land values increased near transit stops
- Transit area development doing very well despite economy
- Working on implementation of a second line



MPO
Schneider

Case Studies

Charlotte, North Carolina

- Process stressed public involvement
- Buses and transit planned together
- High level of coordination between local and state agencies
- Started process in 1999, first line opened in 2008
- More ridership than expected... Avg. 15,000 riders per day



MPO
Schneider

Case Studies

Portland, Oregon



MPO
Schneider

Case Studies

Portland, Oregon

- 3 mile streetcar line with 38 stops
- opened in 2001... 2 extensions opened since
- Growing housing market locally
- 7,600 riders / day on the streetcar line
- Avg. 39 units per acre within 1/4 mile of transit



MPO
Schneider

Case Studies

Portland, Oregon

- Public / Private partnerships critical here.
- Having a redevelopment vision was key aspect of change.
- Remaining flexible was a key due to market changes.
- Worked to create attractive opportunities for developers.
- Acquired large, under-utilized parcels of land for development.





Case Studies

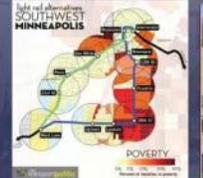
Minneapolis, Minnesota




Case Studies

Minneapolis, Minnesota

- 1.2 mile light rail corridor with 17 stops
- Opened in 2004
- 31,000 riders / day in 2006
- 18 dwelling units / acre near transit stops
- 52% of homes single family, 10% built after 2000





Case Studies

Minneapolis, Minnesota

- Public participation critical during planning stages.
- Needed a variety of uses, with both large and small scale TOD project.
- Regional leadership is necessary to achieve goals.
- Amount of developer interest has surprised planners & residents.




Planning Workshop Summary—Presentation



Binford Village Study
 Planning Workshop
Focus Group & Workshop Summary
 September 29, 2009

MPO Schneider



Binford Village Study

- Purpose of the Study
- Project Review
- Review of Planning Workshop
- Next Steps
- How to get Involved

MPO Schneider

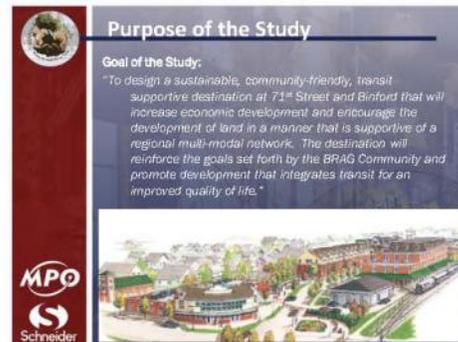


Binford Village Study

Project Team

- Indianapolis MPO
- The Schneider Corporation
- The Greater BRAG Community
- Steering Committee

MPO Schneider



Binford Village Study

Purpose of the Study

Goal of the Study:
"To design a sustainable, community-friendly, transit supportive destination at 71st Street and Binford that will increase economic development and encourage the development of land in a manner that is supportive of a regional multi-modal network. The destination will reinforce the goals set forth by the BRAG Community and promote development that integrates transit for an improved quality of life."

MPO Schneider



Binford Village Study

Project Review

Project Area

MPO Schneider



Binford Village Study

Project Review

Steps to this point

- Public Introductory Meeting (June 11th)
- Research & Information Gathering (On-going)
- Focus Group Meetings (July 21st)
- Planning Workshops (Sept 22nd & 29th)

MPO Schneider



Focus Group Summary

Purpose

Get a clear understanding of the communities desired improvements and key concerns related to this study.

- Focus Groups were a series of 1 hour meetings held on July 21st
- 7 Focus Group Meetings held
- Approximately 100 people attended the meetings




Focus Group Summary

Groups Represented

- Local Government Leaders
- Not-for-profit Organizations (Schools, Churches, Libraries, etc)
- Developers & Builders
- Local Business Owners
- Neighborhood Association Leaders
- Residents (2 Groups)




Focus Group Summary

Critical Success Factors Identified

- 66 Create a series of safe multi-modal travel routes
- 51 Create a mix of uses that will promote activity throughout the day and week.
- 40 Design to provide opportunities for future rapid transit
- 30 Sustain & improve existing neighborhoods
- 29 Make Sustainability a key in all design decisions
- 25 Design to encourage high quality building and landscape treatments
- 24 Enhance safety through better lighting, visibility & street life
- 16 Provide open spaces and opportunities for recreation
- 14 Provide opportunities for people to interact
- 7 Enhance the communities unique design character and values



Focus Group Summary

Opportunities

- Increase economic development opportunities
- Increase tax base
- Create a dynamic, attractive, multi-use Village Center
- Improve pedestrian & bicycle opportunities
- Increase connectivity
- Build a sense of community
- Improve environmental quality
- Rehabilitate underdeveloped land & properties
- Promote a healthier lifestyle
- Improve financial stability for residents & business owners



Focus Group Summary

Threats

- Final vision will not reflect BRAGs community values
- Opposition
- Increase in crime
- Lack of funding
- Increase in traffic congestion
- Redevelopment limited by existing uses
- Negative environmental impacts
- Development limited by existing infrastructure



Focus Group Summary

Actions

- Design to reflect BRAGs community values
- Coordination & communication among all stakeholders
- Create an implementation plan focusing on Economic Development
- Work to secure funding
- Continue to secure buy-in from stakeholders
- Incorporate a complete streets design
- Identify redevelopment incentives
- Revise Zoning Code to allow for proper development

Focus Group Summary

Other Focus Group Information

- Pedestrian & Multi-modal needs mentioned by almost everyone
- Most people want some type of revitalization
- Safety is critical to most users
- Binford Boulevard is one of the biggest concerns
- Local residents have a great deal of community pride and want any new development to be of high quality
- Mixed-use is a good idea. Residents want more options

"There are Focus Group Meeting Summaries for you to take if you are interested."



Workshop Summary

Visual Preference Survey




Workshop Summary

Visual Preference Survey Summary

- Participants preferred more landscaping in the design
- Seating or gathering spaces with more landscaping & trees were chosen
- Traditional design was preferred over more modern design in almost all cases
- Informal design was preferred over more formal design
- Back metal finishes were chosen over stainless steel
- Brick or specialty finishes preferred over standard concrete




Workshop Summary

Sticky Note Comments

- Many comments related to pedestrian access
- Emphasized important connections
- Highlighted issues with Binford Boulevard
- Reinforced input heard from Focus Group Meeting




Workshop Summary

Pedestrian / Multi-modal Connections

- Reinforced INETEP priority locations
- Implement as development and redevelopment occurs throughout area
- 71st crossing the tracks to the west is key




Workshop Summary

Pedestrian / Multi-modal Connections




Workshop Summary

Pedestrian / Multi-modal Connections

Connection #1a - Kruse Road under I-485
 Connection #1b - Existing Rail Line under I-485

MPO
Schneider

Workshop Summary

Pedestrian / Multi-modal Connections

Connection #2 -
 Graham Road north of 75th St.

MPO
Schneider

Workshop Summary

Pedestrian / Multi-modal Connections

Connection #3 - 71st Street west of Binford

MPO
Schneider

Workshop Summary

Pedestrian / Multi-modal Connections

Connection #4 -
 Graham Road from Binford to
 Existing Rail Line

MPO
Schneider

Workshop Summary

Pedestrian / Multi-modal Connections

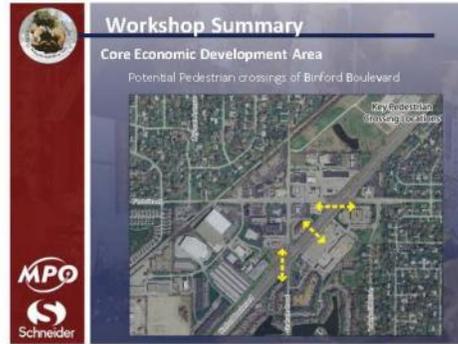
Connection #5 - 71st Street east of Allisonville Road

MPO
Schneider

Workshop Summary

**Overall Core
 Economic
 Development
 Area**

MPO
Schneider





Next Steps

Land Use Design and Master Plan

- Develop a Land Use Strategy (mix of uses, densities, parking, public facilities, connections, and zoning)
- Establish Urban Design Standards
- Establish Overall Design Character
- Identify Sustainable Design Applications



Continued coordination with project stakeholders

Public Review Meeting

- Review and comment on design progress




Next Steps (continued)

Funding Source Identification

Develop an Implementation Plan

Continued coordination with project stakeholders

Create a Binford Village Report






How you can Get Involved

- Sign-in providing contact information
- Participate in the exercises in the room
- Leave a Comment in the Comment Box
- Participate in the next Public Review Meeting
- Talk to the Steering Committee
- Visit the Project Website
<http://www.binford71.org/> or www.indympo.org




Thank you for your Time and Input

Kevin Foster
Project Manager, The Schneider Corporation
317-826-7100
kfoster@schneidercorp.com

Anna Tyszkiewicz
Senior Planner, Indianapolis MPO
317-327-5487
atyszkie@indygov.org



Planning Workshops—Summary



Planning Workshop Summary

The Indianapolis MPO and BRAG Community hosted two Planning Workshops for the Binford Village Study. All workshop activities were located at Hawthorne Plaza (the Old Entenmann's Building) on the northwest corner of 62nd Street and Binford Boulevard.

The purpose of the Planning Workshops was to bring together all interested stakeholders with design professionals to begin collaborating on design solutions for the Binford Village Study area. The collaboration and information gathered would then be a starting point to begin the Land Use Design and Master Plan development of the Binford Village Study.

The Business Owner Workshop was held on Tuesday, September 22nd from 9am to 3pm. The Resident Focused Workshop was held Saturday, September 26th from 9am to 1:30pm, during the Binford Farmers Market. 42 people signed in for these Workshops. Both the Business Owner Workshop and the Resident Focused Workshop began with a Transit Oriented Development PowerPoint Presentation. After the presentation, participants interacted with staff at a variety of workshop stations, which are summarized on the following pages.

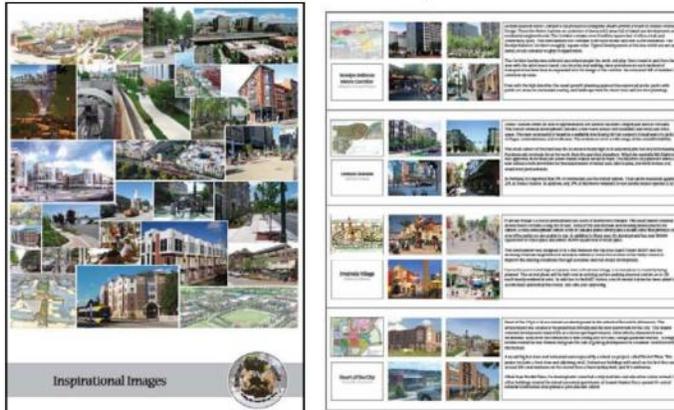
A Planning Workshop Summary presentation was given on Tuesday, September 29 at 6:30pm. 35 people signed in for the Workshop Summary. This presentation reviewed the purpose of the Binford Village Summary, reviewed the project, reviewed the planning workshop, identified the next steps and reiterated how to get and stay involved.



The following pages summarize the Workshop Stations:

Workshop Station: Transit Design Case Studies & Inspirational Images

One board consisted of images and text presented several Case Studies of other recent transit projects. Another board consisted of images showing various design environments. This allowed participants to see ideas from other locations and transit projects on how they have developed or are planned to develop.



Workshop Station: Aerial Photo Sticky Note Issues

Participants were asked to place sticky notes on a large aerial to identify existing problems or ideas they have for the specific area.

- Many comments related to pedestrian access
- Emphasized important connections
- Highlighted issues with Binford Boulevard
- Reinforced input heard from Focus Group Meeting



Workshop Station: Visual Preference Survey

Several pairs of images were presented for participants to review. Participants were asked to pick the image out of each pair that they prefer, writing their answers on a sheet provided. The sheets were then tallied and the results are as follows:

- Participants preferred more landscaping in the design
- Seating or gathering spaces with more landscaping & trees were chosen
- Traditional design was preferred over more modern design in almost all cases
- Informal design was preferred over more formal design
- Back metal finishes were chosen over stainless steel
- Brick or specialty finishes preferred over standard concrete

The image shows two identical survey sheets side-by-side. Each sheet has a vertical list of numbers from 1 to 12 on the left. To the right of each number are two columns of small images, labeled 'A' and 'B'. The images depict various outdoor spaces, including parks, plazas, and seating areas with different landscaping and architectural finishes. At the bottom of each sheet, the text 'Visual Preference Survey' is printed next to a circular logo.



Workshop Station: Design and Picture Books

Several design and picture books were placed on a table for participants to review. Participants had the opportunity to look through these books and mark images they like or think would be nice in the Binford Village Area.



Workshop Station: Study Area Linkages

An aerial map was at a table for workshop participants to identify connections to and from the transit area as well as throughout the entire project area. Participants mapped out potential routes, crossing areas or crossing methods and identified the following key connections:

- Knue Road under I-465 or Existing Rail Line under I-465
- Graham Road north of 75th St.
- 71st Street west of Binford
- Graham Road from Binford to Existing Rail Line
- 71st Street east of Allisonville Road

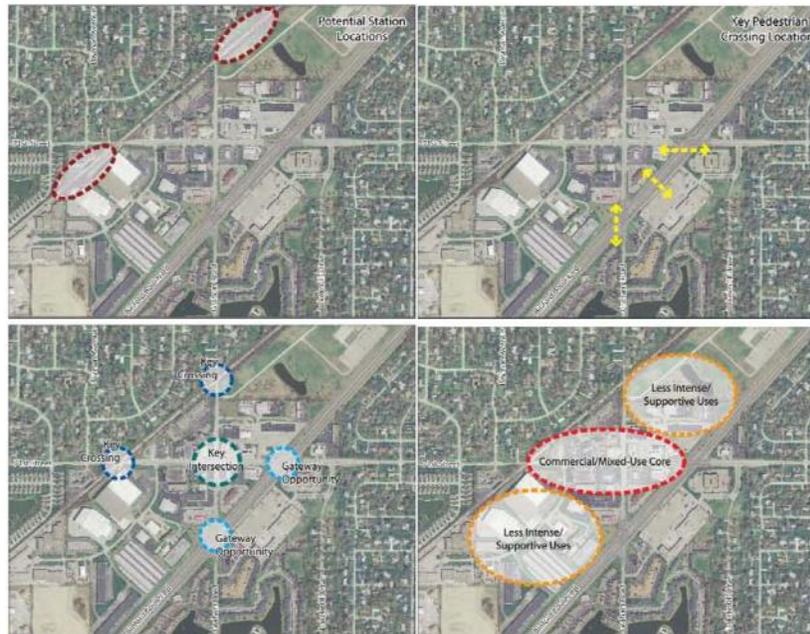


Workshop Station: Station Area Design Table

Design team members present discussed the planning and development of the Core Economic Development Area at 71st and Binford.



Conversations with participants resulted in the identification of potential station locations, key pedestrian crossing of Binford, key intersections, crossings, and gateways, and potential land uses.



Planning Workshops—Visual Preference Survey Results

1	A(1)	B(32)	A(26)	B(5)	13
2	A(32)	B(1)	A(23)	B(23)	14
3	A(17)	B(16)	A(21)	B(12)	15
4	A(22)	B(11)	A(22)	B(11)	16
5	A(20)	B(13)	A(28)	B(5)	17
6	A(9)	B(24)	A(18)	B(15)	18
7	A(4)	B(29)	A(15)	B(18)	19
8	A(11)	B(20)	A(30)	B(3)	20
9	A(8)	B(25)	A(26)	B(7)	21
10	A(4)	B(29)	A(25)	B(8)	22
11	A(26)	B(7)	A(22)	B(11)	23
12	A(9)	B(24)	A(1)	B(32)	24

Visual Preference Survey



Final Public Presentation—Presentation



Binford Village Study

BRAG Celebration & Public Meeting

November 19, 2009





Binford Village Study

- Purpose of the Study
- Project Review / Work to this point
- Key Moves needed
- Streetscape Development
- Possible Scenarios
- Connectivity




Binford Village Study

Project Team

- Indianapolis MPO
- The Schneider Corporation
- The Greater BRAG Community
- Steering Committee





Purpose of the Study

Goal of the Study:
"To design a sustainable, community-friendly, transit supportive destination at 71st Street and Binford that will increase economic development and encourage the development of land in a manner that is supportive of a regional multi-modal network. The destination will reinforce the goals set forth by the BRAG Community and promote development that integrates transit for an improved quality of life."





Project Review

Project Area





Project Review

Steps to this point

- Public Introductory Meeting (June 11th)
- Research & Information Gathering (On-going)
- Focus Group Meetings (July 21st)
- Planning Workshops (Sept 22nd & 29th)






Focus Group Summary

Purpose
Get a clear understanding of the communities desired improvements and key concerns related to this study.

- Focus Groups were a series of 1 hour meetings held on July 21st
- 7 Focus Group Meetings held
- Approximately 100 people attended the meetings




Focus Group Summary

Groups Represented

- Local Government Leaders
- Not-for-profit Organizations (Schools, Churches, Libraries, etc)
- Developers & Builders
- Local Business Owners
- Neighborhood Association Leaders
- Residents (2 Groups)




Planning Workshop Summary

Purpose
Encourage residents to become more involved in the design process.

- Workshop was held on two days September 22nd & 26th near the Farmers Market
- Summary / Wrap-up meeting was held on September 29th.




Planning Workshop Summary

Workshop Activities

- Visual Preference Survey
- Transit Design Case Studies
- Design / Image Study
- Core Station Area Design Table
- Sticky Note Table
- Pedestrian Connections Table




Workshop Summary

Visual Preference Survey

1		13
2		14
3		15
4		16
5		17
6		18
7		19
8		20
9		21
10		22
11		23
12		24



Workshop Summary

Visual Preference Survey Summary

- Participants preferred more landscaping in the design
- Seating or gathering spaces with more landscaping & trees were chosen
- Traditional design was preferred over more modern design in almost all cases
- Informal design was preferred over more formal design
- Black metal finishes were chosen over stainless steel
- Brick or specialty finishes preferred over standard concrete



Workshop Summary

Overall Core Economic Development Area



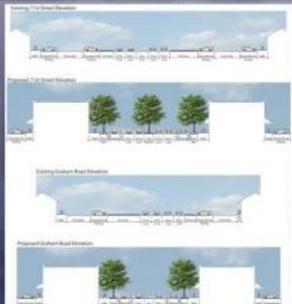

Key Moves

6 Key moves that will help re-define the area, create the desired mix of uses and accommodate Transit Oriented Development

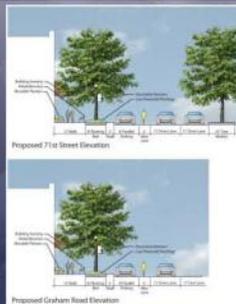
- Reinforce the Character of the area
- Re-evaluate the Zoning Requirements
- Address design along the Avenues
- Design for Multi-modal access
- Establish Park / Gathering Spaces
- Create Connectivity to the Surrounding Neighborhoods



Streetscape Development



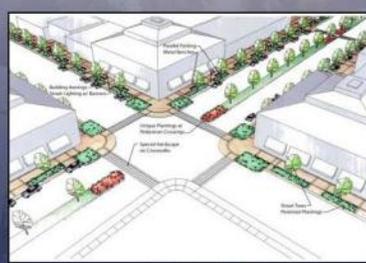

Streetscape Development




Streetscape Development




Streetscape Development




Potential Design Scenarios

Existing Building Massing

Existing Individual
 Proposed Office
 Existing Retail
 Proposed Retail
 Existing Multi-Family
 Proposed Multi-Family
 Existing Single-Family

MPO
Schneider

Potential Design Scenarios

Existing Individual
 Proposed Office
 Existing Retail
 Proposed Retail
 Existing Multi-Family
 Proposed Multi-Family
 Existing Single-Family

MPO
Schneider

Disclaimer: This conceptual design scenario is to assist in only illustrating a design idea for the development conditions to assist with the design process. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose.

Potential Design Scenarios

Existing Individual
 Proposed Office
 Existing Retail
 Proposed Retail
 Existing Multi-Family
 Proposed Multi-Family
 Existing Single-Family

MPO
Schneider

Disclaimer: This conceptual design scenario is to assist in only illustrating a design idea for the development conditions to assist with the design process. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose.

Potential Design Scenarios

Existing Individual
 Proposed Office
 Existing Retail
 Proposed Retail
 Existing Multi-Family
 Proposed Multi-Family
 Existing Single-Family

MPO
Schneider

Disclaimer: This conceptual design scenario is to assist in only illustrating a design idea for the development conditions to assist with the design process. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose. All design is subject to final engineering and construction documents. This drawing is not to be used for any other purpose.

Connectivity

MPO
Schneider

Next Steps (Binford Village Study)

Continue Development of Land Use Design

- Develop a Land Use Strategy (mix of uses, densities, parking, public facilities, connections, and zoning)
- Establish Urban Design Standards
- Establish Overall Design Character
- Identify Sustainable Design Applications

Funding Source Identification

Develop an Implementation Plan

Continued coordination with project stakeholders

Create a Binford Village Report

MPO
Schneider



How you can Get Involved

- Sign-in providing contact information
- Leave a Comment in the Comment Box
- Talk to the Steering Committee
- Visit the Project Website
<http://www.binford71.org/> or www.indympo.org



Thank you for your Time and Input

Kevin Foster
Project Manager, The Schneider Corporation
317-826-7100
kfoster@schneidercorp.com

Anna Tyszkiewicz
Senior Planner, Indianapolis MPO
317-327-5487
atyskie@indygov.org





Appendix B: Design Proc-

cess
Binford Village Study

Binford Village Study Public Kick-off Meeting

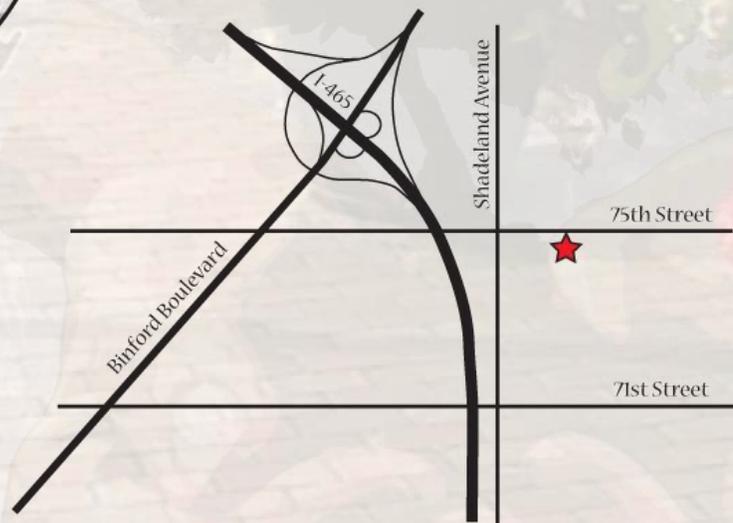
Date: June 11, 2009

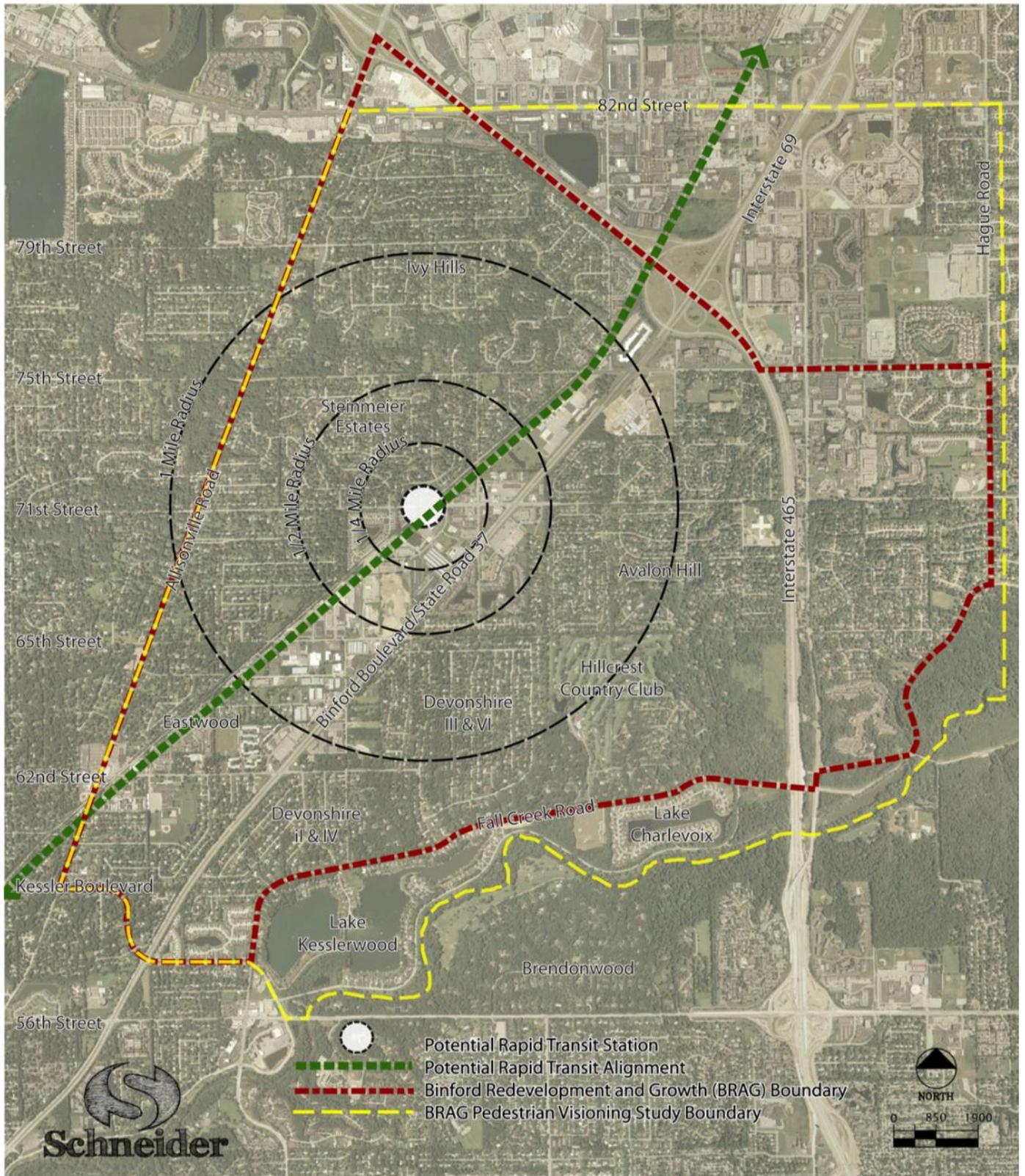
Time: 5:30 - 7:00 (short presentation at 5:30 followed by an opportunity to get to know the design team and ask them questions.)

Location: Divine Savior Lutheran Church
7315 E 75th Street

What we are hoping to accomplish:

To introduce the community to a planning study that will create a design for a sustainable, community-friendly, transit-supportive destination at 71st Street and Binford that will increase economic development and encourage the development of land in a manner that is supportive of a regional multi-modal network. The destination will reinforce the goals set forth by the BRAG community and promote development that integrates transit for an improved quality of life.







Binford Village Study Focus Group Meetings

Date: July 21, 2009

Time: 9:00 - 10:00 - Local Government

10:30 - 11:30 - Not-for-Profit Organizations

2:00 - 3:00 - Developers & Builders

3:30 - 4:30 - Local Business Owners

5:00 - 6:00 - Neighborhood Association Leaders

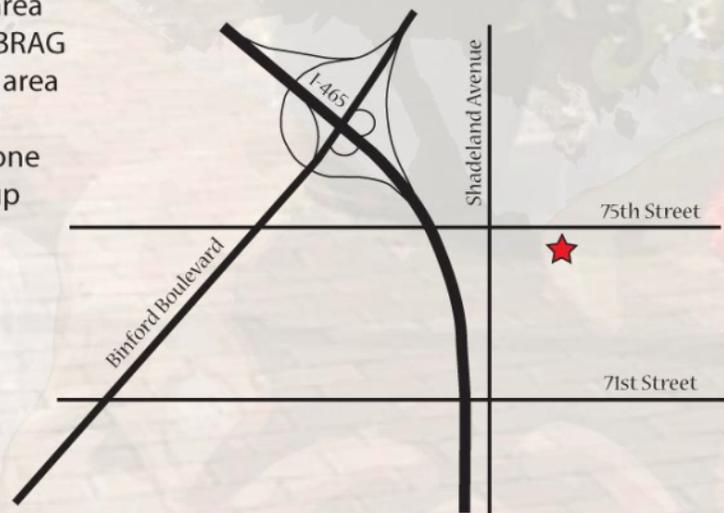
6:30 - 7:30 - Neighborhood Residents I

8:00 - 9:00 - Neighborhood Residents II

Location: Divine Savior Lutheran Church
7315 E 75th Street

The purpose of the Binford Village Study is to design a community friendly transit stop at 71st and Binford. This will have an impact on the economic development of the area as well as future development of land. BRAG and the MPO have similar goals for the area that both groups are working towards. Please take the opportunity to attend one of the Binford Village Study Focus Group Meetings to give your input on the direction of this important project.

For more Information please go to:
www.binford71.org





Binford Village Study Planning Workshops

Business Owner Workshop Tuesday, September 22nd 9:00am - 3:00pm

9:00am - 10:00am - Transit Oriented Development Presentation

10:00am - 2:30pm - Design Activities & Informational Time

2:30pm - 3:00pm - Wrap-up

Resident Focused Workshop Saturday, September 26th 9:00am - 1:30pm

9:00am - 10:00am - Transit Oriented Development Presentation

10:00am - 1:00pm - Design Activities & Informational Time

1:00pm - 1:30pm - Wrap-up

Planning Workshop Summary Tuesday, September 29th 6:30pm - 8:00pm

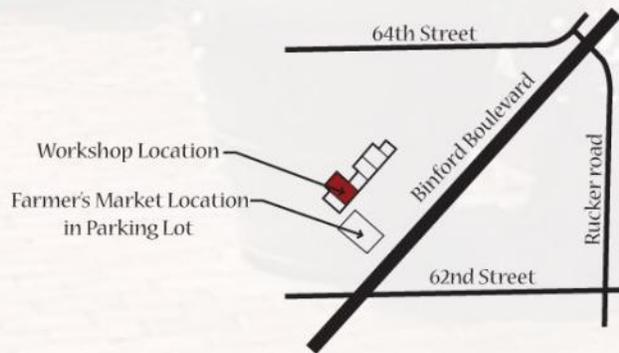
The Planning Workshop Summary will be a presentation that combines the thoughts and ideas conceived during the planning sessions.

Workshop Activities

1. Transit Design Case Studies
2. Visual Preference Survey
3. Existing Conflict Identification
4. Design/Image Study
5. Study Area Linkages
6. Station Area Design Table
7. Project Information Table

Workshop Location

Hawthorne Plaza (Old Entenmann's Building)
Corner of Binford Boulevard and 62nd Street
Next to the Farmer's Market



For more Information please go to:

www.binford71.org

www.indympo.org

You are invited to participate in the development of your Community with the MPO and the Schneider Corporation. Please come to a design workshop and give us your vision. You are free to come and go as you please during the times listed.

Binford Village Study

Planning Workshops

Business Owner Workshop

Tuesday, September 22nd

9:00am - 3:00pm

Resident Focused Workshop

Saturday, September 26th

9:00am - 1:30pm

Wrap-up Meeting

Tuesday, September 29th

6:30pm - 8:00pm





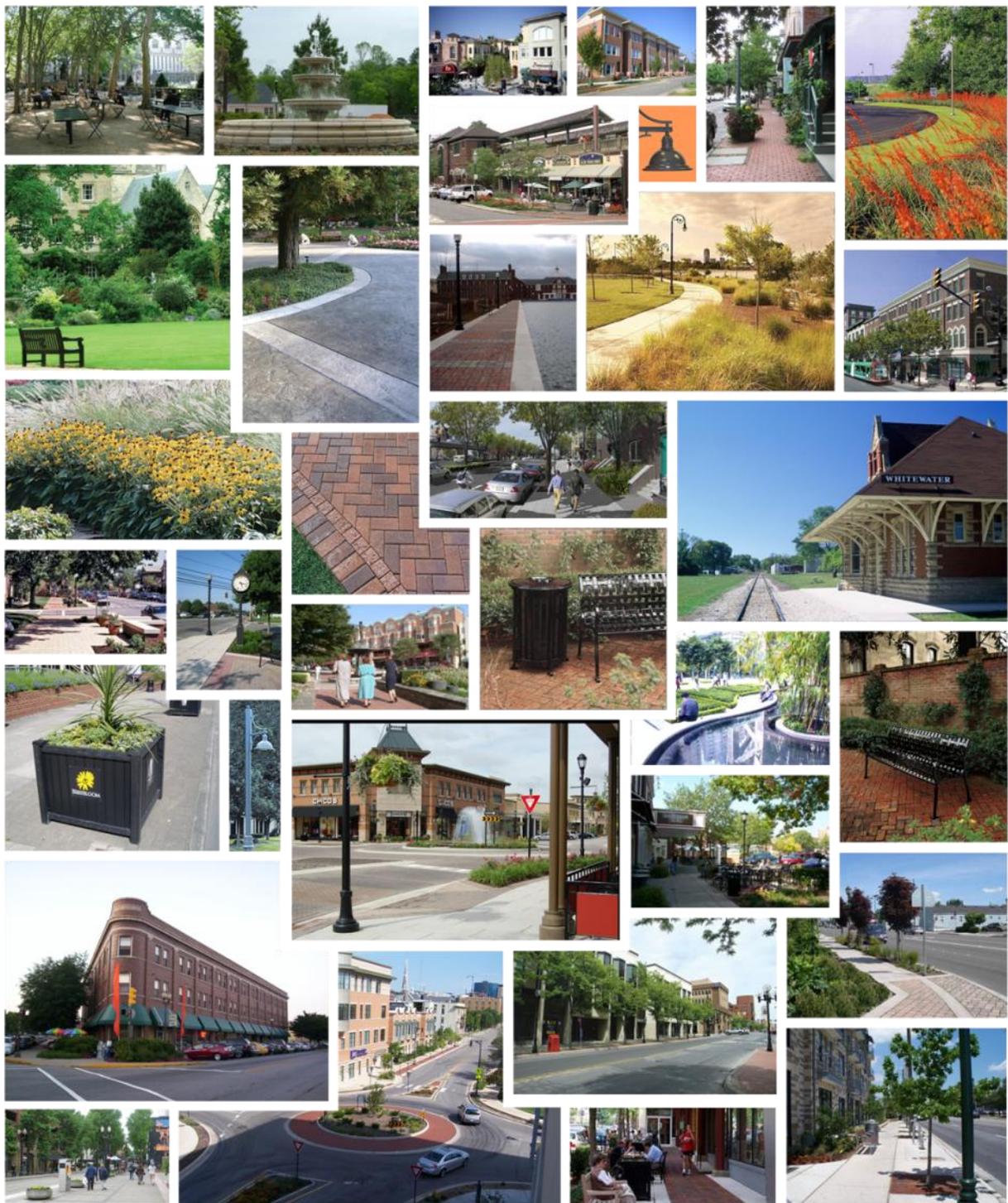
Inspirational Images



			<p>Rosslyn Ballston Metro Corridor is the product of Arlington's Smart Growth approach to Transit Oriented Design. These five Metro Stations are a mixture of dense, infill areas full of mixed use developments and residential neighborhoods. The Corridor contains over 24 million square feet of office, retail, and commercial space. This development also contains 4,000 hotel rooms and over 26,000 residences. The Rosslyn-Ballston Corridor is roughly 2 square miles. Typical Developments of this size, which are not as dense, would consume roughly 14 square miles.</p>
<p>Rosslyn Ballston Metro Corridor Arlington County, Virginia</p>			<p>The Corridor has become a vibrant area where people live, work, and play. Users travel to and from the area with the aid of mass transit, cars, bicycles, and walking, since provisions for each method of transportation have been incorporated into the design of the corridor. An estimated 50% of residents commute by transit.</p> <p>Even with the high densities, the smart growth planning approach incorporated pocket parks with public art, areas for restaurant seating, and landscape beds for street trees and low level plantings.</p>
			<p>Oranco Station covers an area of approximately 200 acres in Hillsboro, Oregon, just west of Portland. This transit oriented development contains a new town center, 1,800 residents, and retail and office space. This new community is based on a walkable tree lined grid that connects transit users to parks, cottages, condominiums, and rowhomes. The residences cover a wide range of size and affordability.</p>
<p>Oranco Station Hillsboro, Oregon</p>			<p>This small suburb of Portland was the location of many high tech industrial jobs, but very little housing. People would commute by car for work, then live and shop elsewhere. When the westside MAX light rail was approved, more than just a new transit station would be built. The Hillsboro city planners wrote a new ordinance with provisions for the requirement of mixed uses, alley loading, live/work homes, and small front yard setbacks.</p> <p>In Portland, it is reported that 13% of commuters use the transit system. That can be measured against 22% at Oranco Station. In addition, only 27% of Hillsboro's residents do not use the transit system at all.</p>
			<p>Fruitvale Village is a 4 acre development just south of downtown Oakland. This small transit oriented development contains a long list of uses. Some of the uses include: new housing developments for seniors, a child development center, a city of Oakland public library, and a health clinic that provides care even if the patients are unable to pay. In addition to these uses, the development has over 100,000 square feet of office space and almost 40,000 square feet of retail space.</p>
<p>Fruitvale Village Oakland, California</p>			<p>This development was designed to be a link between the Bay Area Rapid Transit (BART) and the declining Fruitvale neighborhood already in existence. It was the mission of the Unity Council to improve the existing conditions through economic and real estate development.</p> <p>Due to the success and high occupancy rates of Fruitvale Village, a second phase is currently being planned. The second phase will be built over an existing surface parking area and contain up to 250 multi-family residential units. In addition to the BART station, a multi-modal station has been added to accommodate additional bus routes, taxi cabs, and carpooling.</p>
			<p>Heart of the City is a 54 acre mixed use development in the suburb of Burnsville, Minnesota. The development was created to be pedestrian friendly and the new downtown for the city. This transit oriented development started life as a streetscape improvement. After which a framework was established along with the formation of new zoning districts and a design guideline manual. A design review committee was formed and given the task of guiding development in a manner consistent with the manual.</p>
<p>Heart of the City Burnsville, Minnesota</p>			<p>A vacant big box store and restaurant were replaced by a mixed use project, called Nicollet Plaza. This project includes a food store and adjoining retail, 2 mixed use buildings with retail on the first floor and around 200 condominiums on the second floor, a freestanding bank, and 30 townhomes.</p> <p>Other than Nicollet Plaza, the development converted a strip mall into an education center, revived 2 office buildings, created the mixed use rental apartments at Grande Market Place, opened 34-unit affordable townhomes, and opened a 'park and ride' center.</p>

Station Area Case Studies



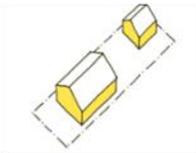


Design Character



Housing Types

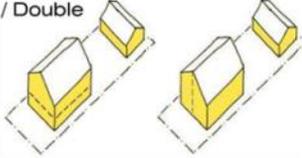
Single Family



Up to 6-8 du/ac
1 to 3 floors
1 unit per building



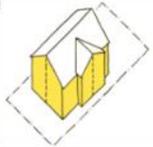
Duplex / Double



Up to 6-12 du/ac
1 to 3 floors
2 units per building



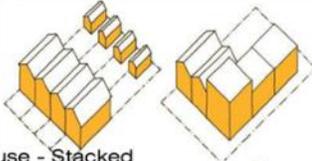
Four-plex / Quad



10-12 du/ac
1 to 3 floors
4 units per building



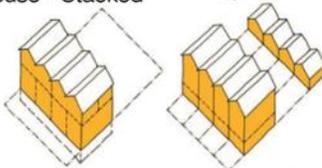
Rowhouse - Side-attached



12-28 du/ac
1 to 3 floors
4 - 12 units per building



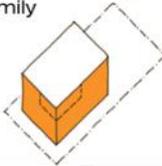
Rowhouse - Stacked



25-45 du/ac
3 to 4 floors
8 - 24 units per building



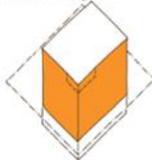
Low-rise Multifamily



16-35 du/ac
2 to 4 floors
8 - 70 units per building



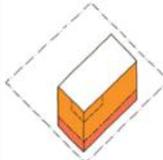
Mid- to High-rise Multifamily



26-200 du/ac
5 to 50+ floors
60 - 200 units per building



Multifamily / Commercial



26-84 du/ac
2 to 5 floors
24 - 100 units per building



Division of Planning, Department of Metropolitan Development, City of Indianapolis. www.indy.gov/dmnd/plan

BRAG Celebration

Date: Thursday, November 19, 2009

Time: 7:00-8:00 - Presentation

8:00-9:00 - Questions, Hors D'Oeuvres, & Cash Bar

Location: **Hillcrest Country Club**
6098 Fall Creek Road

Please join us in celebrating the culmination of three years of projects and accomplishments in our neighborhood!

This is an opportunity to find out about our Binford Village Study and hear about upcoming plans for the BRAG community in 2010.

Special guests include Deputy Mayor Olgen Williams and Kevin Foster of The Schneider Corporation.



For more Information please go to:

www.binford71.org

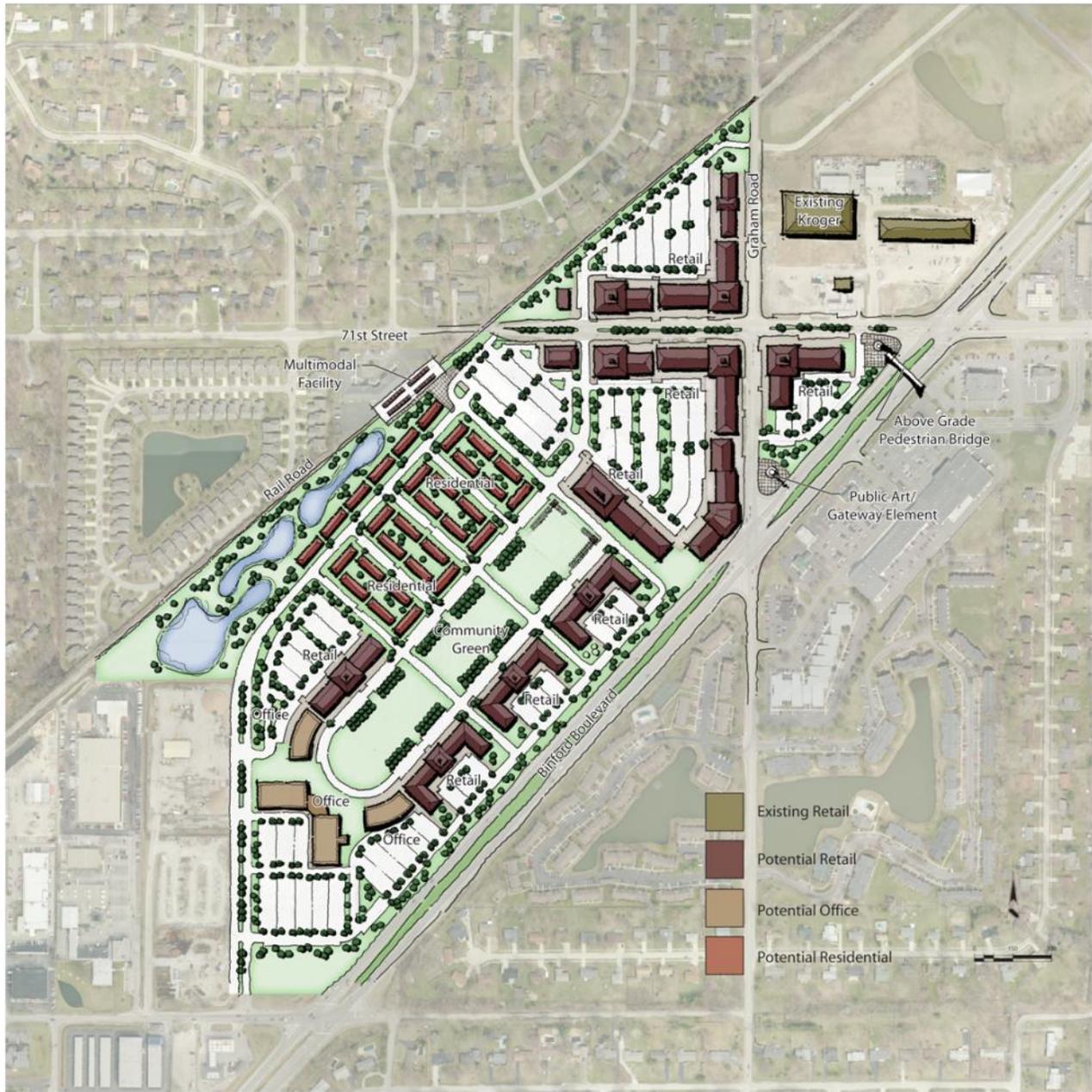
www.indympo.org





Existing Massing





Disclaimer

The conceptual drawings shown are meant only to convey a design idea or be used as an example to illustrate the design concepts discussed to date. This drawing in no way indicates what is planned for the future development of the area. No decisions have been made regarding future development or layouts in the area. This drawing is simply one possibility of many that exist for the area.

Potential Design Solution

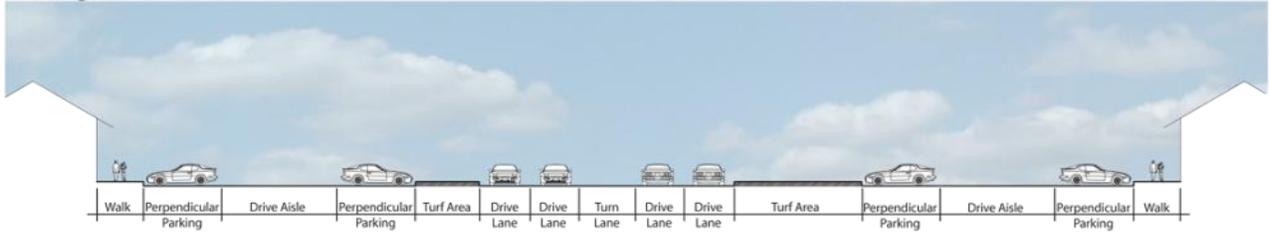




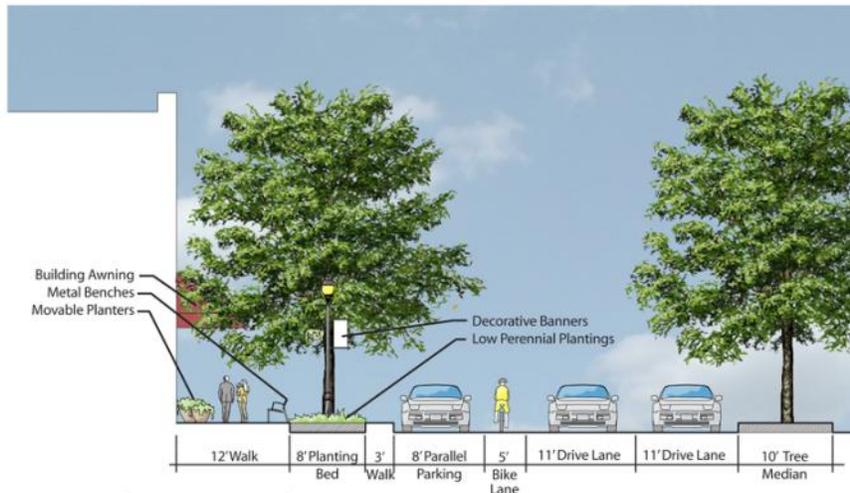
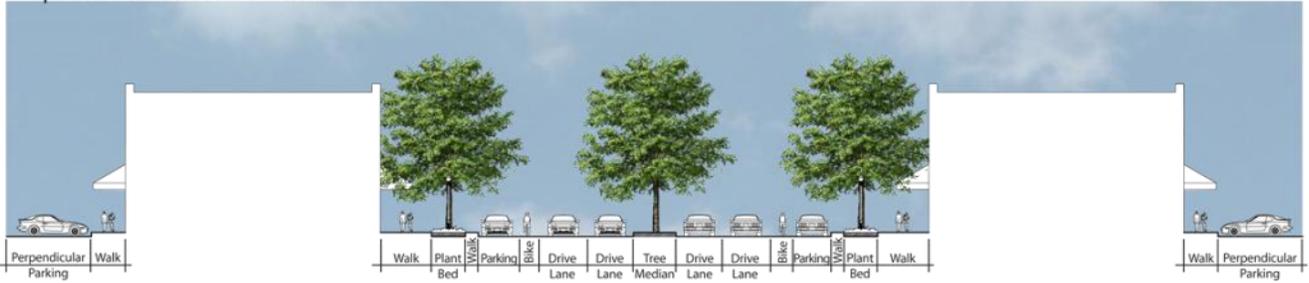
Potential Massing



Existing 71st Street Elevation



Proposed 71st Street Elevation

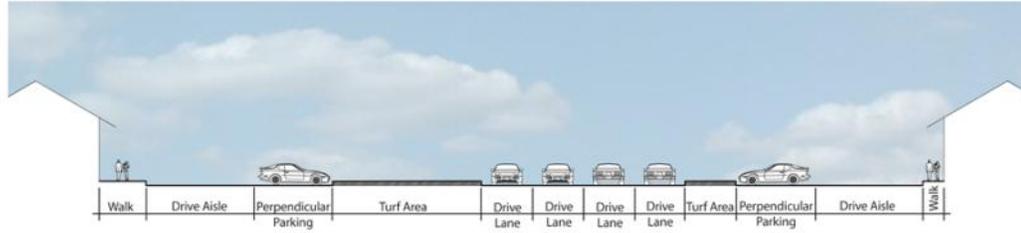


Proposed 71st Street Elevation

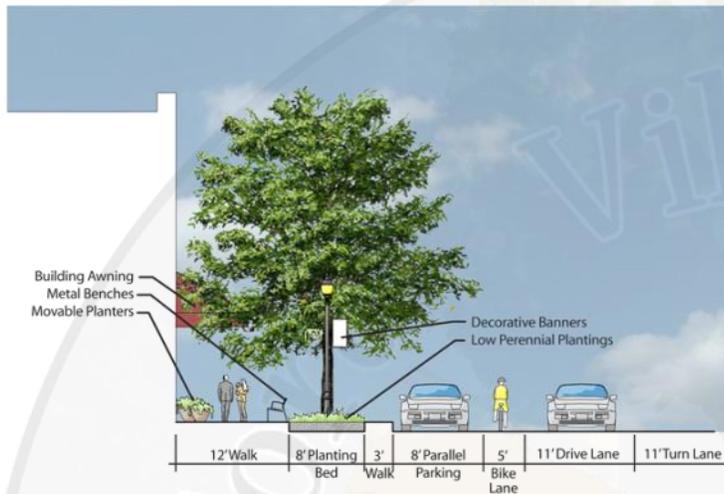
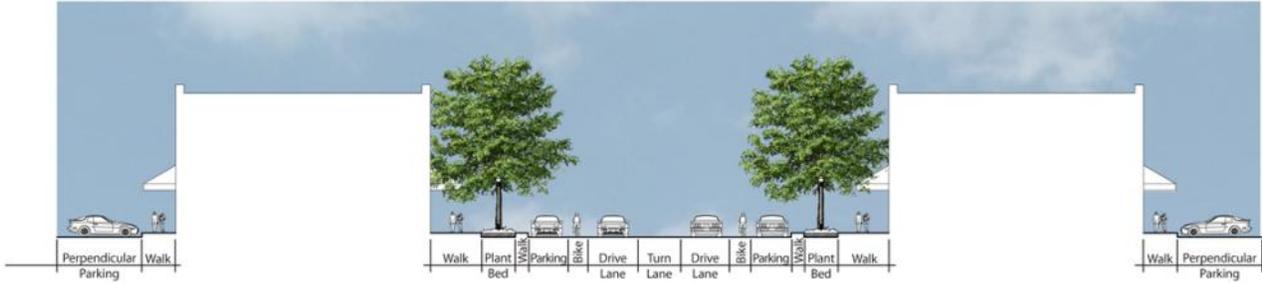
Typical 71st Street Sections



Existing Graham Road Elevation



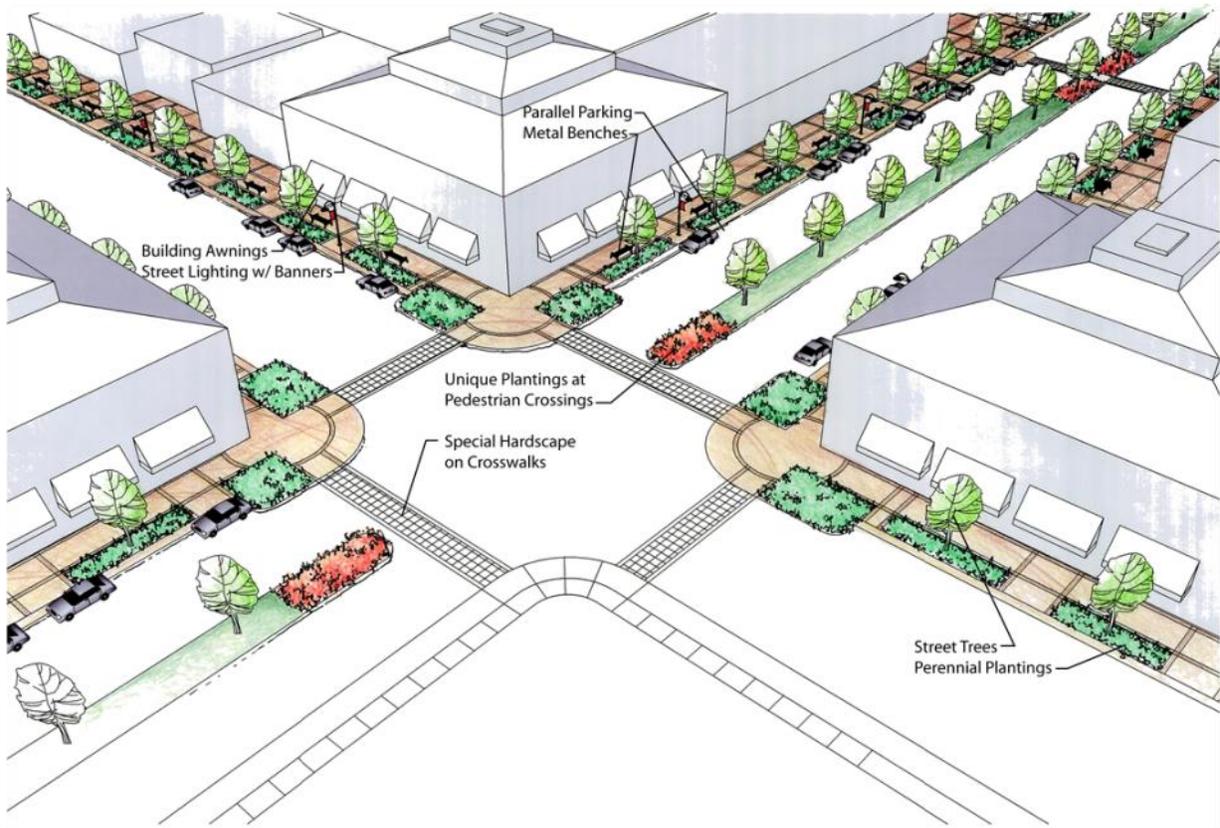
Proposed Graham Road Elevation



Proposed Graham Road Elevation

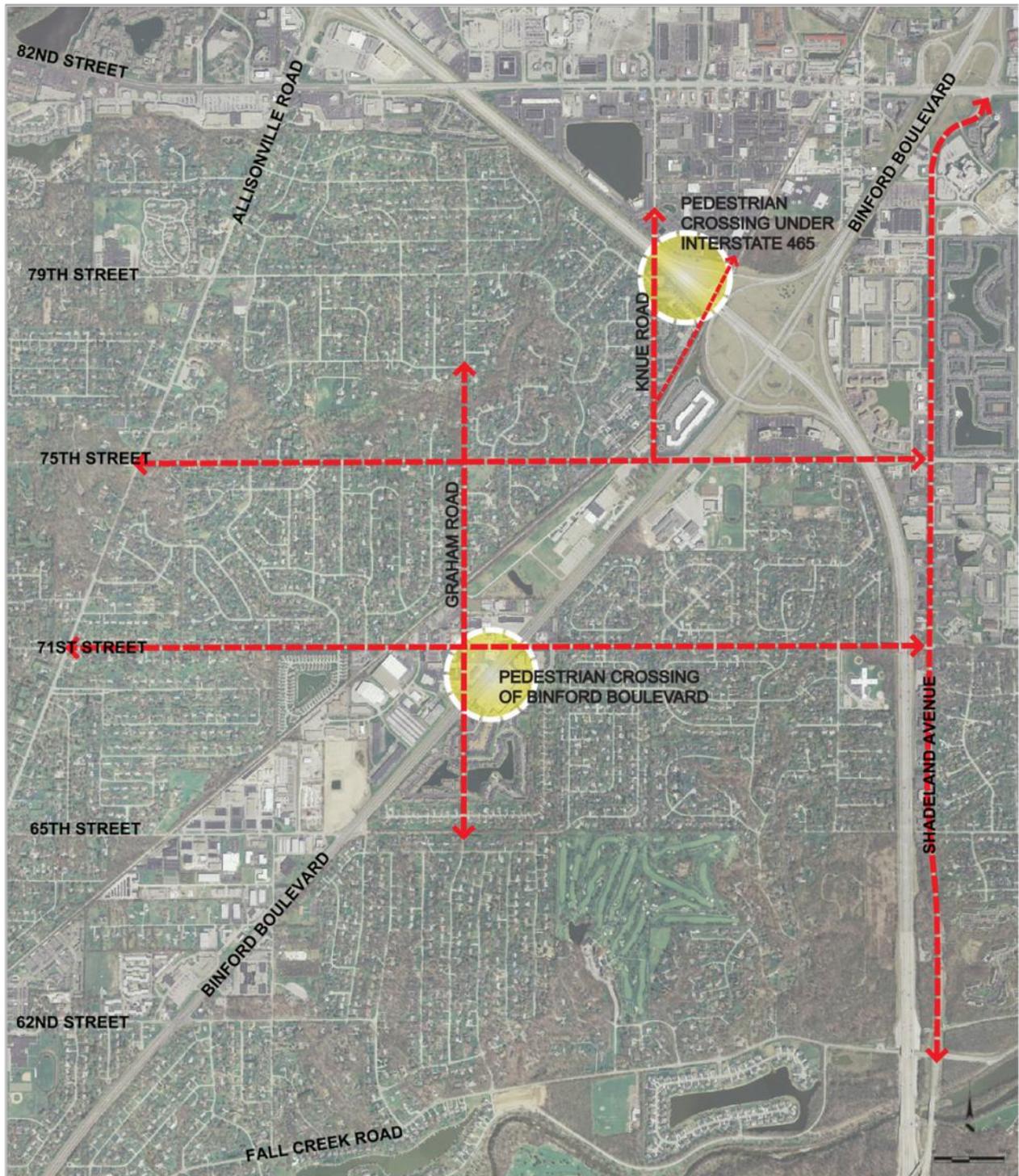
Typical Graham Road Sections





Streetscape Perspective





Connectivity Map





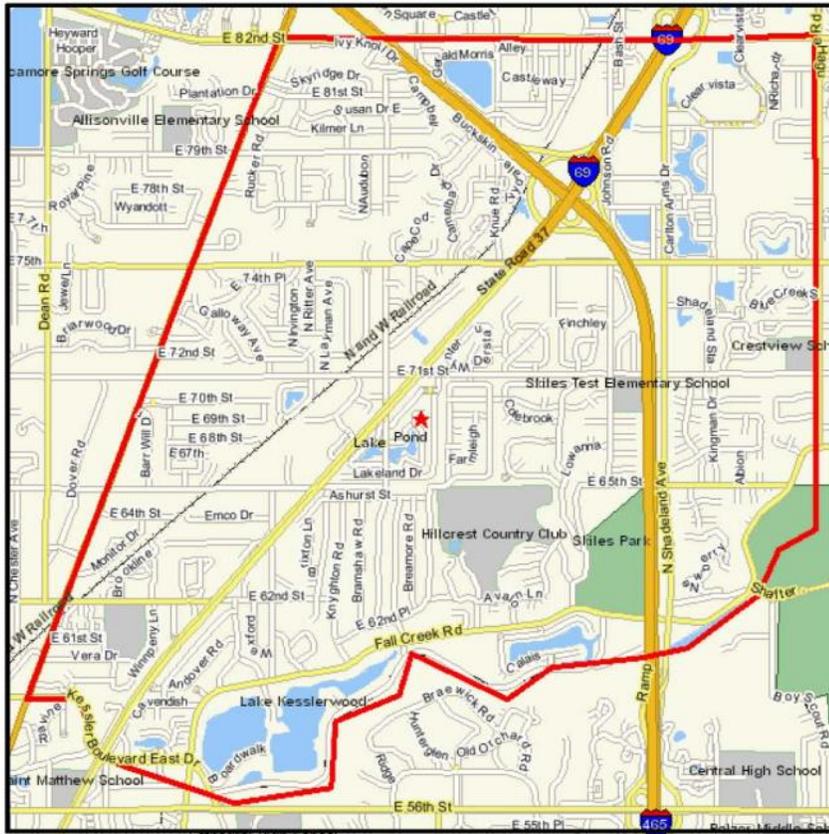
Appendix C: Demographic Data

Binford Village Study

Area Map

Prepared For: Division of Planning

Order #: 96772102
Site: 01



BRAG,
Coord: 39.880444, -86.066610
Polygon - See Appendix for Points

- | | |
|--|---------------------|
| | Point |
| | Interstate Highways |
| | US Highways |
| | State Highways |
| | Major Highways |
| | Major Roads |
| | Roads |
| | Railroads |
| | Landmarks |
| | Parks |
| | Hydrography |
| | Airports |
| | Zip Code |

0 miles 0.37 0.75



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
Population		
2013 Projection	20,113	
2008 Estimate	20,141	
2000 Census	20,272	
1990 Census	19,657	
Growth 1990-2000	3.13%	
2000 Population by Single Race Classification		
	20,272	
White Alone	16,391	80.86
Black or African American Alone	2,706	13.35
American Indian and Alaska Native Alone	40	0.20
Asian Alone	445	2.20
Native Hawaiian and Other Pacific Islander Alone	6	0.03
Some Other Race Alone	346	1.71
Two or More Races	337	1.66
2000 Population Hispanic or Latino by Origin		
	20,272	
Not Hispanic or Latino	19,594	96.66
Hispanic or Latino:	678	3.34
Mexican	452	66.67
Puerto Rican	73	10.77
Cuban	13	1.92
All Other Hispanic or Latino	140	20.65
2000 Hispanic or Latino by Single Race Class.		
	678	
White Alone	297	43.81
Black or African American Alone	24	3.54
American Indian and Alaska Native Alone	2	0.29
Asian Alone	3	0.44
Native Hawaiian and Other Pacific Islander Alone	0	0.00
Some Other Race Alone	305	44.99
Two or More Races	49	7.23
2000 Population by Sex		
	20,272	
Male	9,772	48.20
Female	10,500	51.80
Male/Female Ratio	0.93	



Prepared On: Thurs Jun 04, 2009 Page 1 Of 11

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.



Prepared For: Division of Planning

Prepared By:

Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.890444/-86.066610, aggregate

Description	Polygon 1	%
2000 Population by Age	20,272	
Age 0 - 4	1,231	6.07
Age 5 - 9	1,329	6.56
Age 10 - 14	1,427	7.04
Age 15 - 17	895	4.41
Age 18 - 20	686	3.38
Age 21 - 24	1,167	5.76
Age 25 - 34	2,851	14.06
Age 35 - 44	3,155	15.56
Age 45 - 49	1,663	8.20
Age 50 - 54	1,323	6.53
Age 55 - 59	946	4.67
Age 60 - 64	782	3.86
Age 65 - 74	1,484	7.32
Age 75 - 84	1,042	5.14
Age 85 and over	289	1.43
Age 16 and over	16,010	78.98
Age 18 and over	15,390	75.92
Age 21 and over	14,704	72.53
Age 65 and over	2,816	13.89
2000 Median Age	36.74	
2000 Average Age	37.55	



Prepared On: Thurs Jun 04, 2009 Page 2 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
2000 Male Population by Age	9,772	
Age 0 - 4	608	6.22
Age 5 - 9	680	6.96
Age 10 - 14	768	7.86
Age 15 - 17	469	4.80
Age 18 - 20	347	3.55
Age 21 - 24	565	5.78
Age 25 - 34	1,458	14.92
Age 35 - 44	1,507	15.42
Age 45 - 49	783	8.01
Age 50 - 54	641	6.56
Age 55 - 59	445	4.55
Age 60 - 64	355	3.63
Age 65 - 74	669	6.85
Age 75 - 84	403	4.12
Age 85 and over	73	0.75
2000 Median Age, Male	34.93	
2000 Average Age, Male	35.95	
2000 Female Population by Age	10,500	
Age 0 - 4	622	5.92
Age 5 - 9	649	6.18
Age 10 - 14	660	6.29
Age 15 - 17	426	4.06
Age 18 - 20	339	3.23
Age 21 - 24	602	5.73
Age 25 - 34	1,393	13.27
Age 35 - 44	1,648	15.70
Age 45 - 49	881	8.39
Age 50 - 54	682	6.50
Age 55 - 59	500	4.76
Age 60 - 64	428	4.08
Age 65 - 74	816	7.77
Age 75 - 84	639	6.09
Age 85 and over	216	2.06
2000 Median Age, Female	38.40	
2000 Average Age, Female	39.05	



Prepared On: Thurs Jun04, 2009 Page 3 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.890444/-86.066610, aggregate

Description	Polygon 1	%
2000 Population Age 15+ by Marital Status	16,251	
Total, Never Married	4,679	28.79
Married, Spouse present	8,589	52.85
Married, Spouse absent	475	2.92
Widowed	873	5.37
Divorced	1,635	10.06
Males, Never Married	2,401	14.77
Previously Married	677	4.17
Females, Never Married	2,278	14.02
Previously Married	1,831	11.27
2000 Population Age 25+ by Educational Attainment	13,537	
Less than 9th grade	232	1.71
Some High School, no diploma	475	3.51
High School Graduate (or GED)	2,160	15.96
Some College, no degree	2,793	20.63
Associate Degree	782	5.78
Bachelor's Degree	4,541	33.55
Master's Degree	1,601	11.83
Professional School Degree	602	4.45
Doctorate Degree	249	1.84
Households		
2013 Projection	8,733	
2008 Estimate	8,692	
2000 Census	8,672	
1990 Census	8,307	
Growth 1990-2000	4.39%	
2000 Households by Household Type	8,672	
Family Households	5,258	60.63
Nonfamily Households	3,414	39.37
2000 Group Quarters Population	196	
2000 Households Hispanic or Latino	188	2.17



Prepared On: Thurs Jun 04, 2009 Page 4 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 856 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
2000 Households by Household Size	8,672	
1-person household	2,742	31.62
2-person household	3,092	35.65
3-person household	1,175	13.55
4-person household	1,021	11.77
5-person household	429	4.95
6-person household	147	1.70
7 or more person household	66	0.76
2000 Average Household Size	2.31	
2000 Households by Household Income	8,663	
Income Less than \$15,000	810	9.35
Income \$15,000 - \$24,999	828	9.56
Income \$25,000 - \$34,999	1,092	12.61
Income \$35,000 - \$49,999	1,335	15.41
Income \$50,000 - \$74,999	1,771	20.44
Income \$75,000 - \$99,999	1,022	11.80
Income \$100,000 - \$149,999	1,076	12.42
Income \$150,000 - \$249,999	489	5.64
Income \$250,000 - \$499,999	157	1.81
Income \$500,000 or more	83	0.96
2000 Average Household Income	\$72,956	
2000 Median Household Income	\$53,767	
2000 Per Capita Income	\$31,257	
2000 Household Type, Presence of Own Children	8,672	
Single Male Householder	1,095	12.63
Single Female Householder	1,647	18.99
Married-Couple Family, own children	1,809	20.86
Married-Couple Family, no own children	2,427	27.99
Male Householder, own children	117	1.35
Male Householder, no own children	126	1.45
Female Householder, own children	517	5.96
Female Householder, no own children	262	3.02
Norfamily, Male Householder	378	4.36
Norfamily, Female Householder	294	3.39



Prepared On: Thurs Jun 04, 2009 Page 5 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.890444/-86.066610, aggregate

Description	Polygon 1	%
2000 Households by Presence of People	8,672	
Households with 1 or more People under Age 18:		
Married-Couple Family	1,859	21.44
Other Family, Male Householder	136	1.57
Other Family, Female Householder	556	6.41
Norfamily, Male Householder	27	0.31
Norfamily, Female Householder	8	0.09
Households no People under Age 18:		
Married-Couple Family	2,377	27.41
Other Family, Male Householder	107	1.23
Other Family, Female Householder	223	2.57
Norfamily, Male Householder	1,447	16.69
Norfamily, Female Householder	1,933	22.29
2000 Households by Number of Vehicles	8,672	
No Vehicles	421	4.85
1 Vehicle	3,221	37.14
2 Vehicles	3,723	42.93
3 Vehicles	1,033	11.91
4 Vehicles	220	2.54
5 or more Vehicles	74	0.85
2000 Average Number of Vehicles	1.74	
2000 Families by Poverty Status	5,325	
Income At or Above Poverty Level:		
Married-Couple Family, own children	1,888	35.46
Married-Couple Family, no own children	2,320	43.57
Male Householder, own children	134	2.52
Male Householder, no own children	140	2.63
Female Householder, own children	393	7.38
Female Householder, no own children	226	4.24
Income Below Poverty Level:		
Married-Couple Family, own children	60	1.13
Married-Couple Family, no own children	47	0.88
Male Householder, own children	0	0.00
Male Householder, no own children	0	0.00
Female Householder, own children	97	1.82
Female Householder, no own children	19	0.36



Prepared On: Thurs Jun 04, 2009 Page 6 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 856 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
2000 Population Age 16+ by Employment Status	15,957	
In Armed Forces	28	0.18
Civilian - Employed	11,192	70.14
Civilian - Unemployed	225	1.41
Not in Labor Force	4,512	28.28
2000 Civilian Employed Pop. Age 16+ by Occupation	11,192	
Management, Business and Financial Operations	2,420	21.62
Professional and Related Occupations	3,170	28.32
Service	1,313	11.73
Sales and Office	3,088	27.59
Farming, Fishing and Forestry	3	0.03
Construction, Extraction, and Maintenance	378	3.38
Production, Transportation, and Material Moving	819	7.32
2000 Pop. Age 16+ by Occupation Classification	11,192	
Blue Collar	1,197	10.70
Service and Farm	1,316	11.76
White Collar	8,679	77.55
2000 Workers Age 16+, Transportation To Work	11,007	
Drove Alone	9,396	85.36
Car Pooled	888	8.07
Public Transportation	71	0.65
Walked	140	1.27
Motorcycle	0	0.00
Bicycle	22	0.20
Other Means	23	0.21
Worked at Home	467	4.24
2000 Workers Age 16+ by Travel Time to Work	10,540	
Less than 15 Minutes	3,010	28.56
15 - 29 Minutes	5,164	48.99
30 - 44 Minutes	1,879	17.83
45 - 59 Minutes	219	2.08
60 or more Minutes	268	2.54
2000 Average Travel Time to Work in Minutes	22.54	



Prepared On: Thurs Jun 04, 2009 Page 7 Of 11

Prepared For: Division of Planning

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.

Prepared By:



Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.890444/-86.066610, aggregate

Description	Polygon 1	%
2000 Tenure of Occupied Housing Units	8,672	
Owner Occupied	4,832	55.72
Renter Occupied	3,840	44.28
2000 Occ Housing Units, Avg Length of Residence	9	
2000 Tenure By Age of Householder	8,690	
Owner Occupied	4,872	
Householder 15 to 24 Years	10	0.21
Householder 25 to 34 Years	353	7.25
Householder 35 to 44 Years	1,228	25.21
Householder 45 to 54 Years	1,201	24.65
Householder 55 to 59 Years	440	9.03
Householder 60 to 64 Years	376	7.72
Householder 65 to 74 Years	723	14.84
Householder 75 to 84 Years	497	10.20
Householder 85 and over	44	0.90
Renter Occupied	3,819	
Householder 15 to 24 Years	685	17.94
Householder 25 to 34 Years	1,049	27.47
Householder 35 to 44 Years	764	20.01
Householder 45 to 54 Years	423	11.08
Householder 55 to 59 Years	136	3.56
Householder 60 to 64 Years	142	3.72
Householder 65 to 74 Years	239	6.26
Householder 75 to 84 Years	274	7.17
Householder 85 and over	106	2.78



Prepared On: Thurs Jun 04, 2009 Page 8 Of 11

Claritas Tech Support: 1 800 856 6511

© 2009 CLARITAS INC. All rights reserved.



Prepared For: Division of Planning

Prepared By:

Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
2000 Pop 65 and over by HH Type and Relationship		
Total for Pop 65 and over	2,708	
In Households:	2,629	
In Family Households:	1,732	63.96
Householder	922	34.05
Male	861	31.79
Female	61	2.25
Spouse	712	26.29
Parent	38	1.40
Other Relatives	60	2.22
Nonrelatives	0	0.00
In Non-Family Households:	897	33.12
Male householder	141	5.21
Living Alone	141	5.21
Not Living Alone	0	0.00
Female Householder	749	27.66
Living Alone	742	27.40
Not Living Alone	7	0.26
Nonrelatives	6	0.22
In Group Quarters:	79	
Institutionalized population	72	2.66
Noninstitutionalized population	7	0.26
2000 All Owner-Occupied Housing Values		
	4,872	
Value Less than \$20,000	0	0.00
Value \$20,000 - \$39,999	0	0.00
Value \$40,000 - \$59,999	27	0.55
Value \$60,000 - \$79,999	84	1.72
Value \$80,000 - \$99,999	291	5.97
Value \$100,000 - \$149,999	1,604	32.92
Value \$150,000 - \$199,999	1,563	32.08
Value \$200,000 - \$299,999	876	17.98
Value \$300,000 - \$399,999	191	3.92
Value \$400,000 - \$499,999	116	2.38
Value \$500,000 - \$749,999	103	2.11
Value \$750,000 - \$999,999	0	0.00
Value \$1,000,000 or more	16	0.33
2000 Median All Owner-Occupied Housing Value		
	\$163,747	



Prepared On: Thurs Jun 04, 2009 Page 9 Of 11

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.



Prepared For: Division of Planning

Prepared By:

Pop-Facts: Census Demographic Overview 2008 Report

BRAG Area

Polygon 1: BRAG, 39.880444/-86.066610, aggregate

Description	Polygon 1	%
2000 Housing Units by Units in Structure	9,309	
1 Unit Attached	551	5.92
1 Unit Detached	4,869	52.30
2 Units	116	1.25
3 to 19 Units	3,117	33.48
20 to 49 Units	231	2.48
50 or More Units	453	4.87
Mobile Home or Trailer	0	0.00
Boat, RV, Van, etc	0	0.00
2000 Housing Units by Year Built	9,309	
Housing Units Built 1999 to March 2000	122	1.31
Housing Unit Built 1995 to 1998	288	3.09
Housing Unit Built 1990 to 1994	495	5.32
Housing Unit Built 1980 to 1989	2,154	23.14
Housing Unit Built 1970 to 1979	2,148	23.07
Housing Unit Built 1960 to 1969	2,601	27.94
Housing Unit Built 1950 to 1959	1,159	12.45
Housing Unit Built 1940 to 1949	192	2.06
Housing Unit Built 1939 or Earlier	179	1.92
2000 Median Year Structure Built **	1973	
2000 Average Contract Rent	\$623	

**1939 will appear when at least half of the Housing Units in this reports area were built in 1939 or earlier.



Prepared On: Thurs Jun 04, 2009 Page 10 Of 11

Claritas Tech Support: 1 800 866 6511

© 2009 CLARITAS INC. All rights reserved.



Prepared For: Division of Planning

Prepared By:



Binford Village

Prepared for:

Indianapolis Metropolitan Planning Organization

200 East Washington Street
Suite 1922
Indianapolis, Indiana 46204
T: 317.327.5142
F: 317.327.5950



Prepared by:

The Schneider Corporation

8901 Otis Avenue
Indianapolis, Indiana 46216
T: 317.826.7100
F: 317.826.7200

