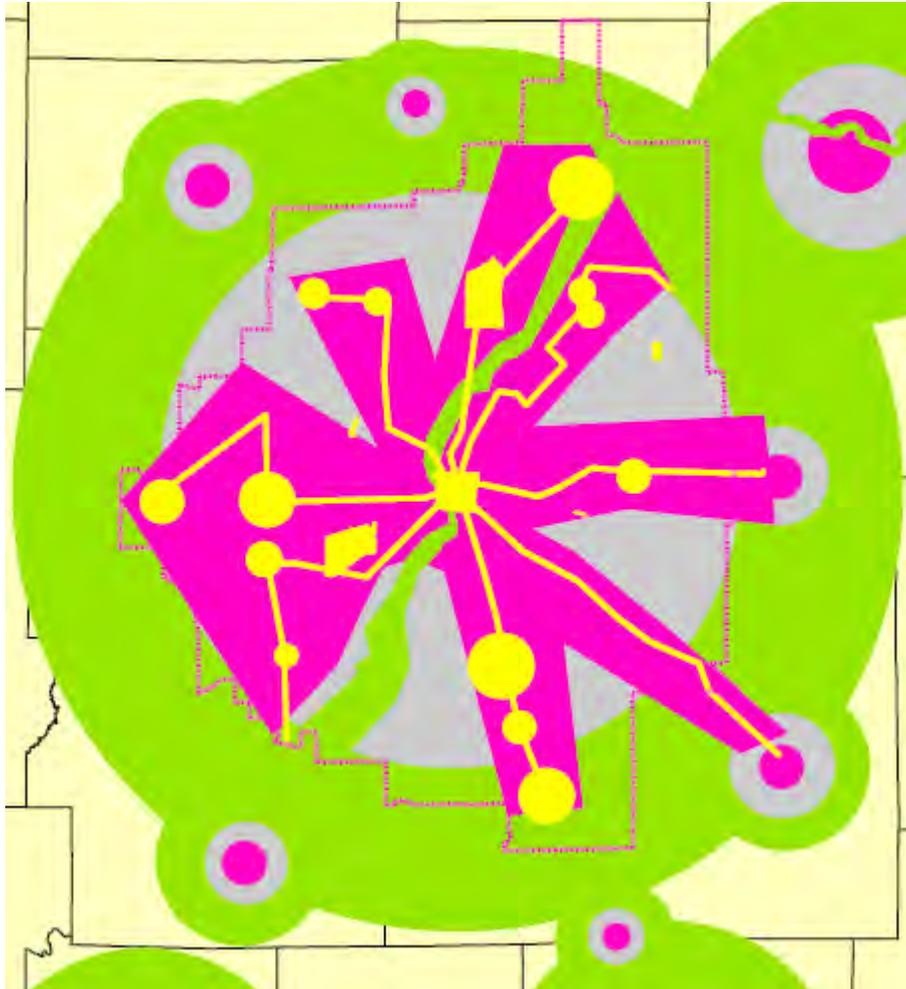


# THE CENTRAL INDIANA GREEN CONNECTOR

A CATALYST FOR INTEGRATION OF SMART LAND USE AND  
BALANCED TRANSPORTATION IN A POLICY FRAMEWORK OF  
STATEWIDE MANAGED GROWTH



a HARMONI/Historic Midnorth Neighborhoods Initiative supported inquiry

## ***Preface***

HARMONI/Historic Midnorth Neighborhoods Initiative understands that the historic first tier suburbs of Indianapolis are a critical component of a vital core city and its metropolitan region. Those “suburbs” were based on land use and circulation patterns that had worked so well in an earlier era but have been battered by the impacts of successive waves of growth.

The HARMONI neighborhoods were based on walkable street patterns and balanced transportation. Trolley lines, Interurban corridors, and the historic park and boulevard system begun by George Kessler formed the visible functional infrastructure of a balanced urban system and a background Green Infrastructure.

Over the past decades, unmanaged waves of centrifugal growth were accommodated by street system expansion and, counter-intuitively, transit system abandonment. Inner city and midtown neighborhoods became burdened by traffic, attrition of street tree space, and loss of neighborhood scale and amenities. Suburbanization purposely created drivable communities rather than walkable neighborhoods, and in fact, the commuting and cross commuting patterns that resulted diminished the walkability of the traditional neighborhoods between them and the core. The disinvestment in older neighborhoods was inevitable and only relatively recently reversed through a combination of market and managed interventions.

In the face of this familiar pattern of growth and decline, and despite the burden of suburban growth induced traffic impacts, HARMONI midnorth neighborhoods have for the most part retained their sense of place attesting to “good bones” of walkable neighborhood scale and a committed population that values the essentials of urbanism.

But the integrity of the neighborhoods is threatened by past and yet unmitigated disinvestment at critical nodes of former neighborhood convenience, and by the continuing burden of traffic along suburban commuting routes that traverse the neighborhoods. There are topical fixes for some of these impacts, but systemic remedies on a regional scale are needed to ultimately realize a truly livable array of neighborhoods throughout the region.

Rather than simply thrive at the expense of others, HARMONI seeks a synergy of walkable neighborhoods, accessible open space, preservation of land resources, and balanced transportation throughout the urbanized region. Harmoni believes that new visions for managing the region’s growth and that of its adjoining/converging regions are *imperative*.

from **BIG IDEA**  
to **GREAT IDEA**

The Indiana Commerce Connector reimagined  
as the **Central Indiana Green Connector**:  
a catalyst for smart growth and livable communities

An SKA Academy Issue Paper on Transportation, Land Use, and Governance

APRIL 2008

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**FROM BIG IDEA TO GREAT IDEA:**

***The Indiana Commerce Connector Reimagined as the Central Indiana Green Connector***

An SKA Academy Issues Paper on Transportation, Land Use, and Governance

*John Kinsella, Meg Storrow: Storrow Kinsella Associates Inc*

APRIL, 2008

**ABSTRACT**

*Many Indiana towns and cities have experienced population and economic development shifts that mirror national trends of suburban metropolitan area growth accompanied by core city/rural region decline in population and economic health. Transportation has become the variable accommodator of this population and employment migration trend. It has become the hugely expensive, some say unsustainable, engine of economic development, largely serving dispersed growth patterns that consume diminishing land and energy resources, creates sprawl, and induces congestion. This paper examines the nexus between transportation infrastructure in Indiana, a centrally managed and planned federal and state system that responds or reacts to economic development-driven demand very well, and land use change, a relatively unplanned dynamic process that both generates and is generated by transportation infrastructure. The trigger for this examination and a vision for planned growth is the Indiana Commerce Connector. That interstate extension and Indianapolis outer beltway was proposed (and later withdrawn) by Governor Mitch Daniels. It is reimagined here as the Central Indiana Green Connector, a catalyst for an integrated metropolitan land use and transportation initiative. It proposes new state policy, new enabling legislation, and a coalition of traditionally competing interests aligned around a common cause of sustainability.*

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## **FROM BIG IDEA TO GREAT IDEA:**

### ***The Indiana Commerce Connector Reimagined as the Central Indiana Green Connector***

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#### ***Summary of the Paper***

On November 9, 2006, Indiana Governor Mitch Daniels proposed The Indiana Commerce Connector, a 70+ mile outer belt toll-based Indianapolis region Interstate connector linking Interstates 65, 69, 70 and 74. On March 24, 2007, the proposal was withdrawn, in spite of strong support from Indianapolis region jurisdictions and economic development agencies, because of legislative opposition regarding the project's development pace, the sense of a "blank check" and the toll-based funding itself. Citizen concerns echoed the long-running debate generated by I-69 new terrain extension, particularly with regard to urban area impacts. One of those concerns is the growing sense that continued road expansion and growth in urban road system capacity actually contributes to sprawl and congestion. Studies and history confirm that phenomenon.

A contrarian view to that popular and valid concern is that the INDOT Indiana Commerce Connector plan, a big idea, could become a great idea, the *Central Indiana Green Connector*, if it were coupled with four concepts:

- 1 Regional urban growth boundary policies that address sprawl and congestion; that mandate rather than promote conservation of high value agricultural lands and open space through a variety of proven methods. Base it on uniform statewide policy keyed to transportation funding distribution.
- 2 A comprehensive public local and regional mass transit system and its local subsets that are intrinsically linked to those land use growth policies.
- 3 Strategic structuring of the proposed connector corridor, its feeder freeways and arterials, and the resultant growth nodes to form the framework for regional urban growth management boundaries and related public/rapid transit systems as well as enhanced intermodal logistics. The growth nodes are the basis for *Transit Oriented Development* coincident with strategically located connector exits/entries and existing growth centers, often perimeter county seats, all linked to a metropolitan rapid transit system.
- 4 A no-build policy for additional vehicular capacity on existing arterials and freeway facilities and those serving the proposed Green Connector within the region defined by intersecting urban growth boundaries. Shift transportation investment from system expansion to system enhancement. The purpose: to flatten the trend of inexorably rising *vehicle miles traveled* that is outpacing population growth. That trend is a result of sprawl and assumptions regarding the sustainability of growth without limits.

How is this achieved? Models exist. Replicate the very successful models created by places like Portland, Oregon, where state and regional land use and transportation policies have been integrated to create highly livable and thriving cities and regions. Begin now because it takes time to build coalitions that reconcile opposing views around common values.

### ***The Indiana Commerce Connector: a tipping point event***

The Indiana Commerce Connector concept, an outer belt toll-based Indianapolis region Interstate connector linking Interstates 65, 69, 70 and 74, promoted by Indiana Governor Daniels, is an “idea” in search of the prefix “great”.

The concept is innovative. It could well achieve many of its economic development and transportation objectives that Governor Daniels has articulated

The concept has logical underpinnings and economic development payback that are compelling on several levels. But it is critically under attack because of unintended but predictable consequences of sprawl and out-of-control traffic demand that many feel would result.

Those probable effects counter many of the claimed benefits of the concept. There is good evidence from precedent here and elsewhere that congestion reduction would be temporary, and that the initiative would spawn a higher level of sprawl and congestion over time.

But is it possible that this big idea could become a transformative *Great Idea* for the Central Indiana Region and a model for other Midwestern regional “city states”? What would it take for this to become the *Central Indiana Green Connector*, still a huge infrastructure project but one that supports smart regional growth, and enlightened *balanced* transportation and land use integration; one that captures and leverages the economic development spin-off inherent in such an undertaking to fund renewal and repopulation of rural communities, preservation of farmland and open space, and a public transit network that provides regional mobility while flattening the inexorable rise in energy-consuming *vehicle miles traveled*.

Consider the Indiana Commerce Connector initiative as only part, albeit the basis, of a much larger idea for a new framework for intelligent regional growth, quality of life based community and economic development, and rational, self-regulating, resource-conserving transportation.

### **How does it happen?**

Here is a bullet-point distillation of how this might be achieved. Be forewarned: it is neither easy nor inexpensive, but neither is the cumulative effort of growing and maintaining existing systems, then mitigating their impacts:

- Plan the proposed outer belt interstate connector as the interface between the Indianapolis urbanized area and the still largely rural regions beyond. Complete the outer belt loop to encircle the metropolitan region giving balanced access and economic development connectivity.
- Mitigate the corridor’s impact on agricultural, open space, and natural resources by setting aside a contiguous area as a regional farmland and open space resource, wildlife corridor, bicycle-pedestrian greenways, with major regional park “nodes” at significant natural and sensitive areas. Expand that buffer as a conservation corridor that preserves a wide swath of productive agricultural land through proven methods that

- are equitable to land owners rightful interests. Purchase or transfer of development rights for prime agricultural land removes the economic disincentive to continued farmland stewardship, while outright purchase of critical lands preserves needed open space for growing urban populations.
- Limit suburban development within the Connector's wide area conservation corridor through overlay district land use controls and urban growth boundaries, supported by transfer of development rights to higher intensity development nodes that can support viable rapid/regional transit, i.e. *Transit Oriented Development*. These nodes would coincide with strategically located connector exits/entries and existing growth centers, often county seats.
  - Develop, as a longer term initiative, a regional rapid transit system to interconnect the higher density nodes of adjacent growth centers with Indianapolis and each other, one that is scalable to also provide regional inter-city connections to Muncie, Bloomington, Lafayette and their respective Universities to create a 21<sup>st</sup> Century version of the vaunted Research Triangle of Raleigh-Durham-Chapel Hill in North Carolina. While it may seem a stretch today to plan transit-connected rural county seats and economic regions, it takes just one new major investment such as the Honda and Toyota developments to dramatically shift hub and spoke patterns to a network demand model of cross commutes and supply chains.
  - Establish an *absolute* no-build policy for additional vehicular capacity on existing arterials and freeway facilities within the region defined by the Green Connector. Embed that policy in Regional Transportation Plans which are the basis for gas-tax supported federally funded roadway construction and maintenance. Reallocate funds now dedicated to road system expansion to system enhancement and local and rapid public transit, as well as pedestrian and bicycle facilities supportive of walkable urbanism.
  - Reduce existing vehicular travel lane overbuild that now burdens destination cities with neighborhood level traffic management issues, such as experienced by the Mid North Neighborhoods of Indianapolis, by converting existing non-peak overcapacity to transit lanes, accommodation of bicycle pedestrian facilities, or for reestablishment of parkway character to historic boulevard arterials/commuter routes.
  - Discourage the strip development that typically follows overbuilt commuter corridors by use of smart growth policies and mechanisms and land use regulatory tools that encourage higher-intensity compact development as nodes at transit-based intervals. Many of these already identified candidate nodes are ripe for renewal being areas of disinvestment bypassed by the *greenfields* development common to suburbanization.
  - Avoid the greenbelt-jumping phenomenon, an even more insidious form of sprawl, by regional governance of the transportation/land use nexus and by establishment of statewide growth policies and enabling legislation. Legislation that mandates all jurisdictions in the state to define urban growth boundaries and establish open space preservation strategies is a prerequisite tool to effective regional development. This is a strategy that has being adopted or being seriously considered by a growing number of states.

- Develop a comprehensive array of investment channeling tools that promote compact development and reinvestment in aging infrastructure, while preserving farmland and open space.

### **Are there models for doing this?**

There are lots of models that predict the effects of *not* doing it: Atlanta, Houston, Detroit, and Los Angeles. Those cities are now dealing with the costly effects of runaway sprawl and congestion by implementing measures outlined here. But retrofit of basic infrastructure to accommodate and mitigate sprawl, after the fact, is very costly and socially disruptive. On the market side, sprawl is a process that induces disinvestment in core urban areas and, increasingly, of first tier suburban areas. In addition to overextending basic infrastructure, sprawl irreversibly consumes open space and agricultural resources while creating demand for those very resources. The now commonly accepted truism is that a region “cannot build its way out of congestion”, i.e., by building more road capacity to accommodate sprawl. It is understood that more capacity induces more traffic while facilitating yet further sprawl. Consideration of measures such as congestion pricing come about after serious congestion is a fact, and then work equitably only if there are good alternative transportation systems in place.

A good model for change is Portland, Oregon. It is a city/region similar in scale to Indianapolis that has developed a thriving economy and high quality of life supported by effective public transit. Its success is based on urban growth boundaries and smart growth policies managed by strong regional governance. Those policies are supported (actually mandated) by state policy and enabling legislation that was established 35 years ago by a progressive Governor.

Portland, alone among cities of its size, has stemmed a trend for growth in vehicle miles traveled that had ballooned by a factor of four times the region’s population growth. The trend has now been flattened to manageable proportions. The “green dividend” of this has been that Portland residents save over a billion dollars a year just in out-of-pocket transportation expenses, money that flows back into the local economy. Effective governance has been the key to this model’s success. The Portland region’s growth boundary, and integrated land use and transportation policy is guided by “Metro” (formerly called Metropolitan Service District, technically an MPO) a directly-elected regional land use and transportation planning agency that plans, implements, and manages transportation systems, the only such in the country.

Other cities and regions with variants of growth boundaries and smart growth policies are conserving farmland and creating useful contiguous open space by conservation easements and purchase or transfer of development rights, while directing growth to towns and cities where higher density makes sense, and where public transit is viable because of that clustered density.

In summary, there are many successful models for the constituent parts of the Central Indiana Green Connector concept, and for the principles and strategies for smart growth and related sustainable transportation that it represents. Those principles are becoming well understood by a growing sector of this region’s planning community and agency officials, and by an increasingly knowledgeable and vocal public. So the tools are known but not in place. We

believe the leadership to assemble those tools has not yet come forward but the talent is here, and the need is here. A model for leadership and action could be that of former Oregon Governor Tom McCall who not only established landmark state legislation for smart growth, but also co-founded the powerful *1000 Friends of Oregon*, an organization that continues to lead that state's stewardship of its resources and wise economic development.

See <http://www.friends.org/index.html>

### **When? Now is the time; later could be too late**

The unique infrastructure project that the self-funded Indiana Commerce Connector proposed by Indiana's Governor Daniels represents, if reframed to be congruent with the larger set of imperatives discussed here, could move the region towards actualization of smart growth concepts. That needn't be an oxymoron of mutually exclusive ideas. The alternative is that some variant of the Commerce Connector will likely happen, in some form at some time in the unplanned future, incrementally, by default. The existence of near-term plans to increase existing regional interstate lane count by 25% or more, and plans to add dedicated truck lanes across central Indiana, all without related land use planning, are part of an emerging grim vision of the region's future.

A more hopeful vision is that the Commerce Connector, a big but flawed idea with little initial public or legislative support, could be transformed into a *great idea*. That vision aligns an aspiring and thriving city and region, now in jeopardy because of growth impacts, into a common quest for greatness and responsible stewardship. Now could be the time: sustainability has become a broadly shared value and a basic economic development principle; global environmental issues are a shared grass roots concern with local application; rising energy costs are acknowledged to be more than a temporary phenomenon; and *quality of life* is the only acceptable measure of endgame success for the region and its constituent neighborhoods. The current economic downturn presents a unique opportunity to establish an intelligent and sustainable framework for the economic future of the region that builds on that premise. National developers that had set up shop in Indiana on a speculative basis that fed into the bubble have retrenched for the moment. Their stalled efforts can be seen from the air as suburban enclaves fracturing the rural patchwork quilt of cornfields, woodlots and small towns.

### **The Oregon model**

The discussion that follows (italicized) has been reproduced, unedited, from the website of **Metro**, the elected regional government serving a three county, twenty-five city region centered on Portland, Oregon. With a population over 1.3 million, and a land area of about 400 square miles, the Portland Metro region is similar to the Indianapolis Metropolitan Planning Area in scale and population.

*Urban growth boundaries were created as part of the statewide land-use planning program in Oregon in the early 1970s. Governor Tom McCall and his allies*

*convinced the Oregon Legislature in 1973 to adopt the nation's first set of land-use planning laws. McCall, with the help of a unique coalition of farmers and environmentalists, persuaded the Legislature that the state's natural beauty and easy access to nature would be lost in a rising tide of urban sprawl. The new goals and guidelines required every city and county in Oregon to have a long-range plan addressing future growth that meets both local and statewide goals. In short, state land-use goals require:*

- *setting urban growth boundaries*
- *using urban land wisely*
- *protecting natural resources.*

### **What is an urban growth boundary?**

*The boundary controls urban expansion onto farm and forest lands. Land inside the urban growth boundary supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection that create thriving places to live, work and play. The urban growth boundary is one of the tools used to protect farms and forests from urban sprawl and to promote the efficient use of land, public facilities and services inside the boundary. Other benefits of the boundary include:*

- *motivation to develop and re-develop land and buildings in the urban core, helping keep core "downtowns" in business*
- *assurance for businesses and local governments about where to place infrastructure (such as roads and sewers), needed for future development*
- *efficiency for businesses and local governments in terms of how that infrastructure is built. Instead of building roads further and further out as happens in urban "sprawl," money can be spent to make existing roads, transit service and other services more efficient*

*The location of the Metro urban growth boundary involved more than simply drawing a line on a map. The plans and growth projections of Washington, Multnomah and Clackamas counties, along with 24 cities and more than 60 special service districts had to be accommodated. The current urban growth boundary encompasses approximately 400 square miles (about 256,360 acres). As of February 2000, about 1.3 million people lived within the urban growth boundary. The boundary was based on projections of the need for urban land as well as individual property owners' land development plans.*

### **What lesson does the Portland model offer Indiana and Indianapolis?**

Indianapolis region planners, elected officials and agency heads have worn a path to Portland to experience and understand that city's success with urban revitalization and alternative transportation, and to observe various systems as possible models for future application here.

Less understood is that the effectiveness of those systems, ranging from bicycle networks, walkable neighborhoods and districts, trolley and light rail systems, and the compact vital urban structure they serve are the direct result of statewide land use policies that mandate urban growth boundaries. Those policies also created the imperative for effective representational regional government to not only plan but to implement and manage the interrelated systems that bind the multi-jurisdiction region together as one place. Those policies were created to confront and control the same urban sprawl and central city disinvestment that impacts Indianapolis and many other Indiana cities, and their adjacent agrarian and natural resources.

### **Visualizing the region and the concept**

An accompanying graphic, CENTRAL INDIANA GREEN CONNECTOR/Vision Plan Policy Zones, illustrates how existing urbanized areas of the Indianapolis Metropolitan Planning Region are expected to expand by the planning horizon year 2030. It propose, at a conceptual level, growth management boundaries that channel that expansion as smart growth supportive of compact urbanism, balanced transportation, regional comprehensive transit, and conservation of farmland and open space. It also shows regional adjacencies and statewide patterns of urban convergence that make growth policy on a state level an imperative first step.

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# Indiana's Green Connector

From Big Idea to Great Idea:  
the Indiana Commerce Connector Reimagined

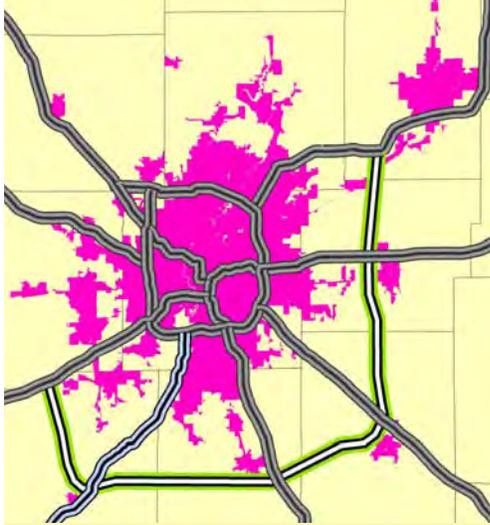
From Big Idea to Great Idea: Central Indiana GREEN Connector



## The Indiana Commerce Connector

*Could it be . . .*

- A catalyst for urban growth management?
- A framework for metropolitan agriculture and Indiana rural heritage?
- A basis for preservation of open space and natural resources?



*Central Indiana Commerce Connector*

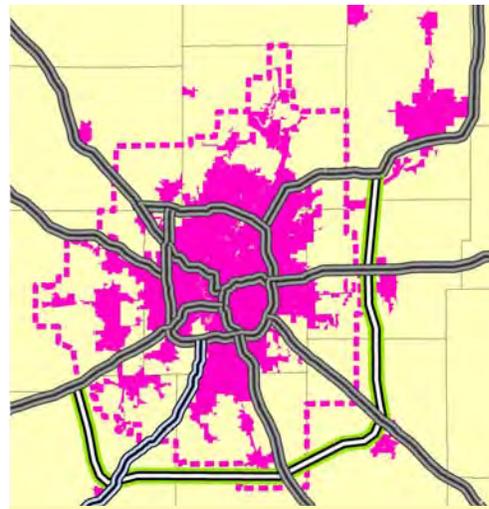
From Big Idea to Great Idea: Central Indiana's GREEN Connector



## The Indianapolis region is urbanizing without “Smart Growth”

Most of this growth is suburban and displacing open space and agricultural resources.

- 2030 Projected Urbanized Area
- Current Urbanized Area (2000 census)



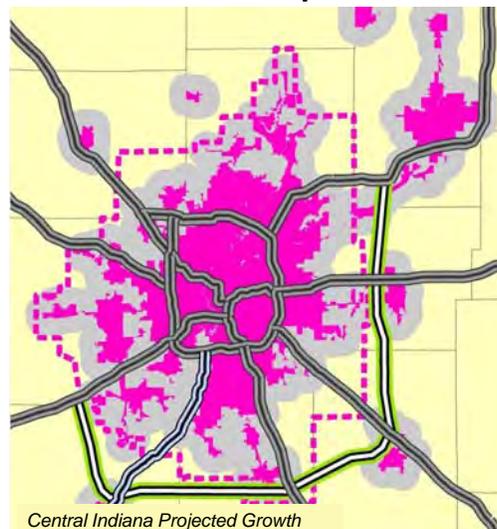
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## Anderson and Columbus urbanizing areas are merging with Indianapolis

A Smart Growth Management Boundary can direct economic growth and preserve rural resources

- 2030 Projected Urbanized Area
- Current Urbanized Area (2000 census)
- Proposed 2030 Smart Growth Management Boundary



From Big Idea to Great Idea: Central Indiana GREEN Connector

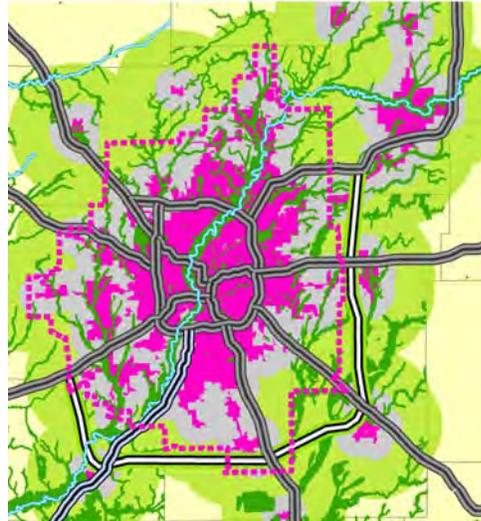


## Urban Growth Management

### considers:

- Balanced multi-modal transportation
- Containment of sprawl and vehicular congestion
- Focused economic development intensity at nodes to support mass transit
- Preservation of agriculture and open space resources to support Indiana's regional economies

- Smart Growth Management Boundary
- Metro Region Rural Preservation Area



Central Indiana Smart Growth Management

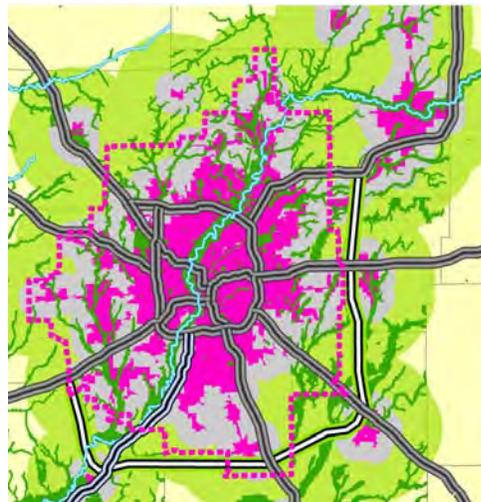
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## Open space and natural resource greenbelt and green corridors

- Floodplains to protect aquifers and water resources
- Wildlife habitat for healthy ecosystems
- Open space for accessible recreation
- Metropolitan agriculture as the local breadbasket

- Smart Growth Management Boundary
- Sensitive Resource Areas
- Metro Region Rural Preservation Area



Central Indiana Smart Growth Management

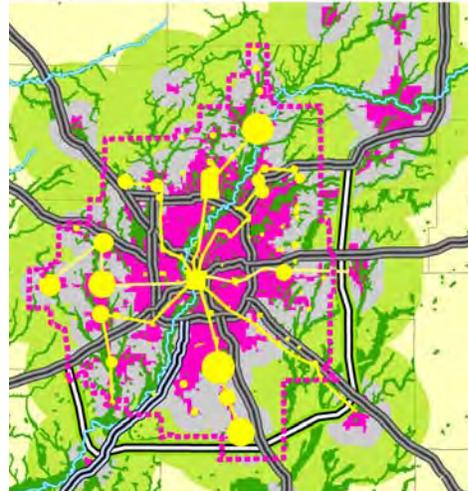
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# Regional Transit to promote compact development and intense economic development

Connect the most intensely developed districts to maximize ridership and ROI

- Metro Region Rural Preservation Area
- Commuter Transit Connections
- Transit Served Compact Development
- Current Urbanized Area (2000 census)
- Smart Growth Management Boundary



Central Indiana Commuter Transit Connections

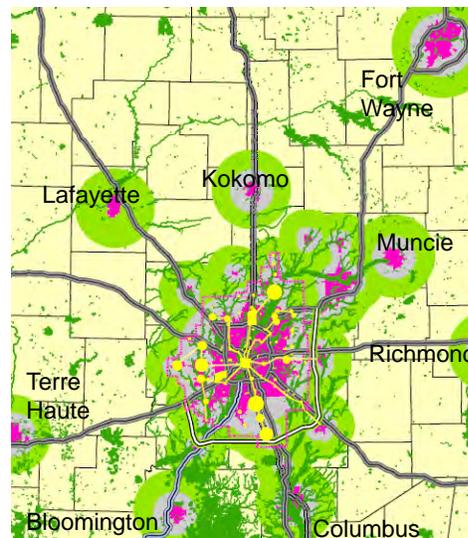
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# Growth management is a statewide issue

Metropolitan areas are merging along transportation corridors.

- Metro Region Rural Preservation Area
- Commuter Transit Connections
- Transit Served Compact Development
- Current Urbanized Area (2000 census)
- Smart Growth Management Boundary



State Wide Growth Management

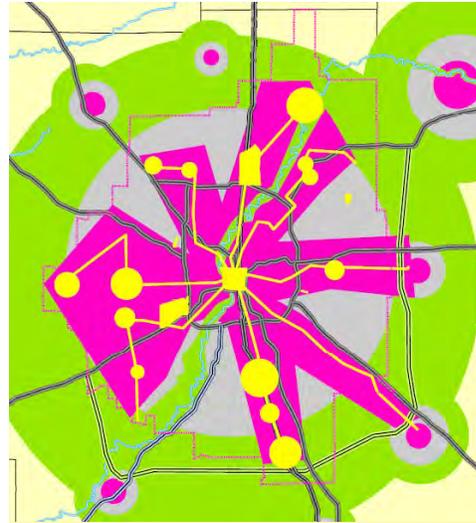
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## Growth management creates areas for policy focus

Different tools apply in different regional areas.

-  Metro Region Rural Preservation Area
-  Commuter Transit Connections
-  Transit Served Compact Development
-  Current Urbanized Area (2000 census)
-  Smart Growth Management Boundary



State Wide Growth Management

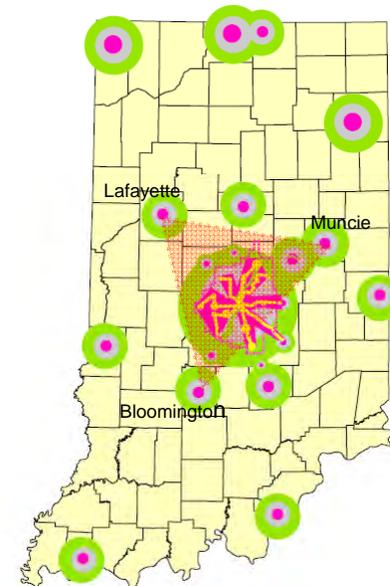
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## Growth management links Indiana's core communities

Economic development initiatives can have a regional focus.

- Position Central Indiana's University resources
- Create Hoosier Technology Triangle linkages
- Integrate economic development initiatives



The Hoosier Technology Triangle

From Big Idea to Great Idea: Central Indiana GREEN Connector



## State and regional economies are an interdependent system

- Regional rail
- Statewide policy on growth management
- Protect Indiana's rural heritage
- Leverage infrastructure investment to facilitate land use policy



*An Indiana positioned for the future*

From Big Idea to Great Idea: Central Indiana GREEN Connector

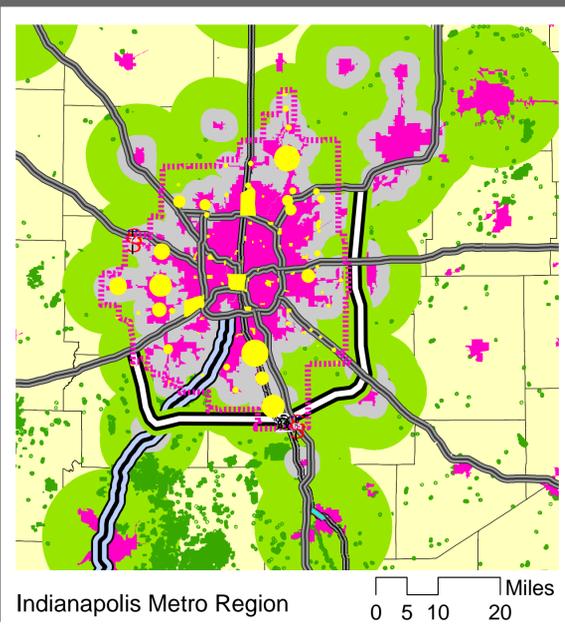
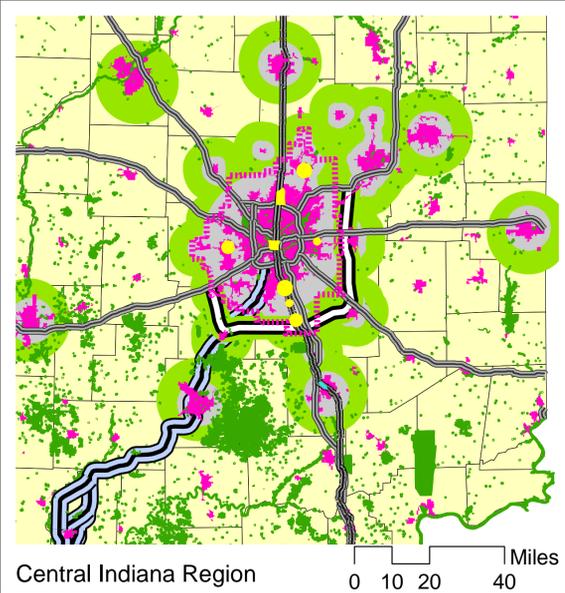
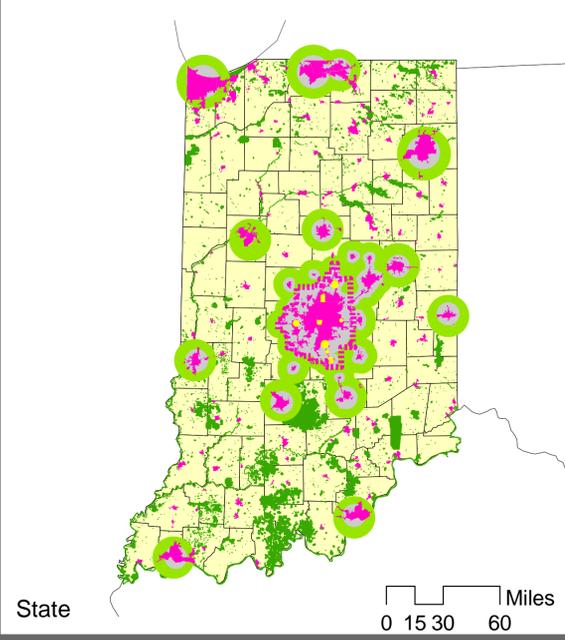
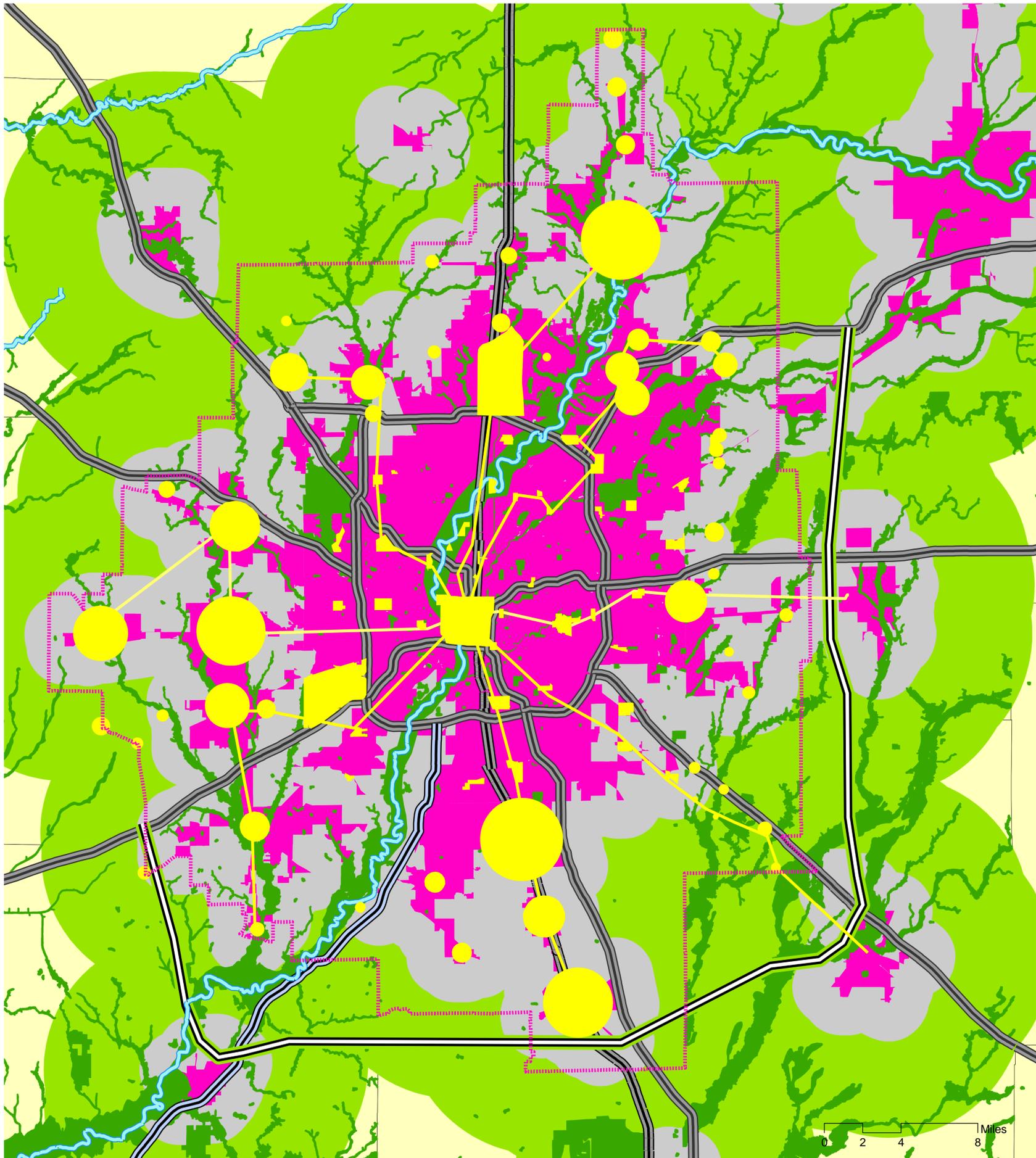


## Smart Growth Defined

- Concentrate growth in the center of a city to avoid urban sprawl
- Compact, transit-oriented, walkable, bicycle-friendly land use
- Streets that work for everyone
- Mixed-use development with a range of housing choices
- Long-range regional considerations of sustainability

From Big Idea to Great Idea: Central Indiana's GREEN Connector





# Central Indiana Green Connector

## VISION PLAN POLICY ZONES

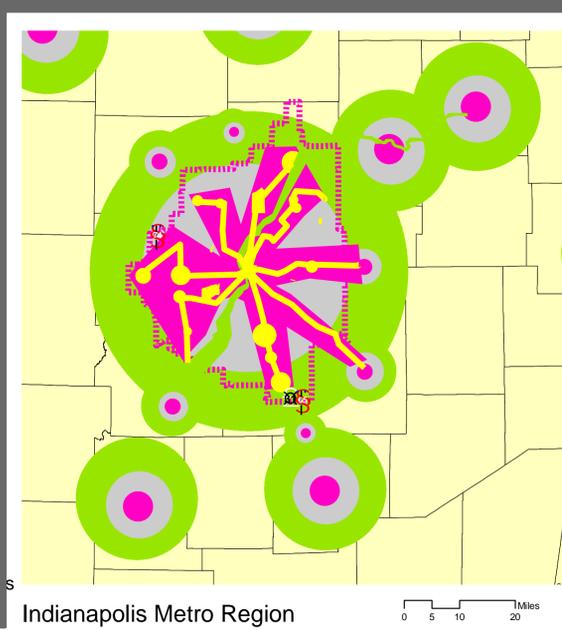
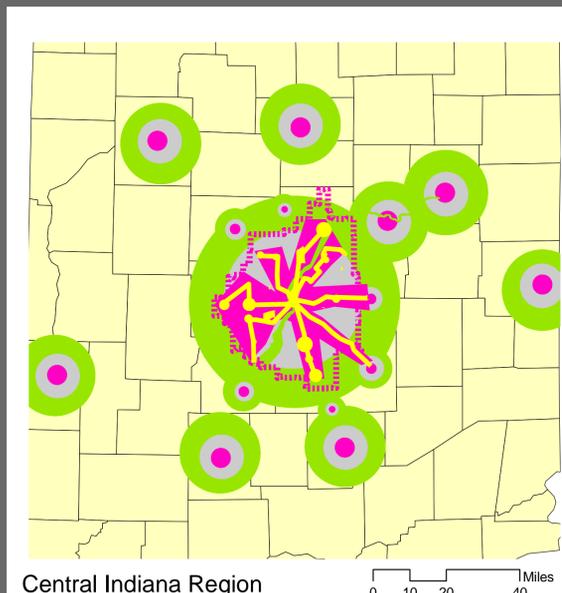
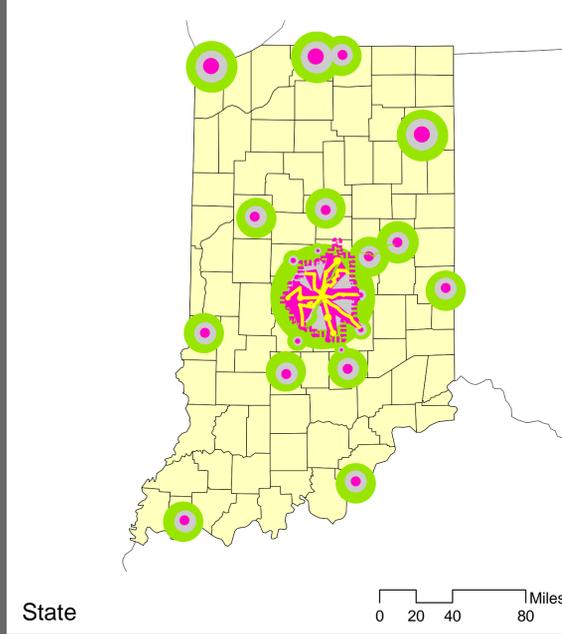
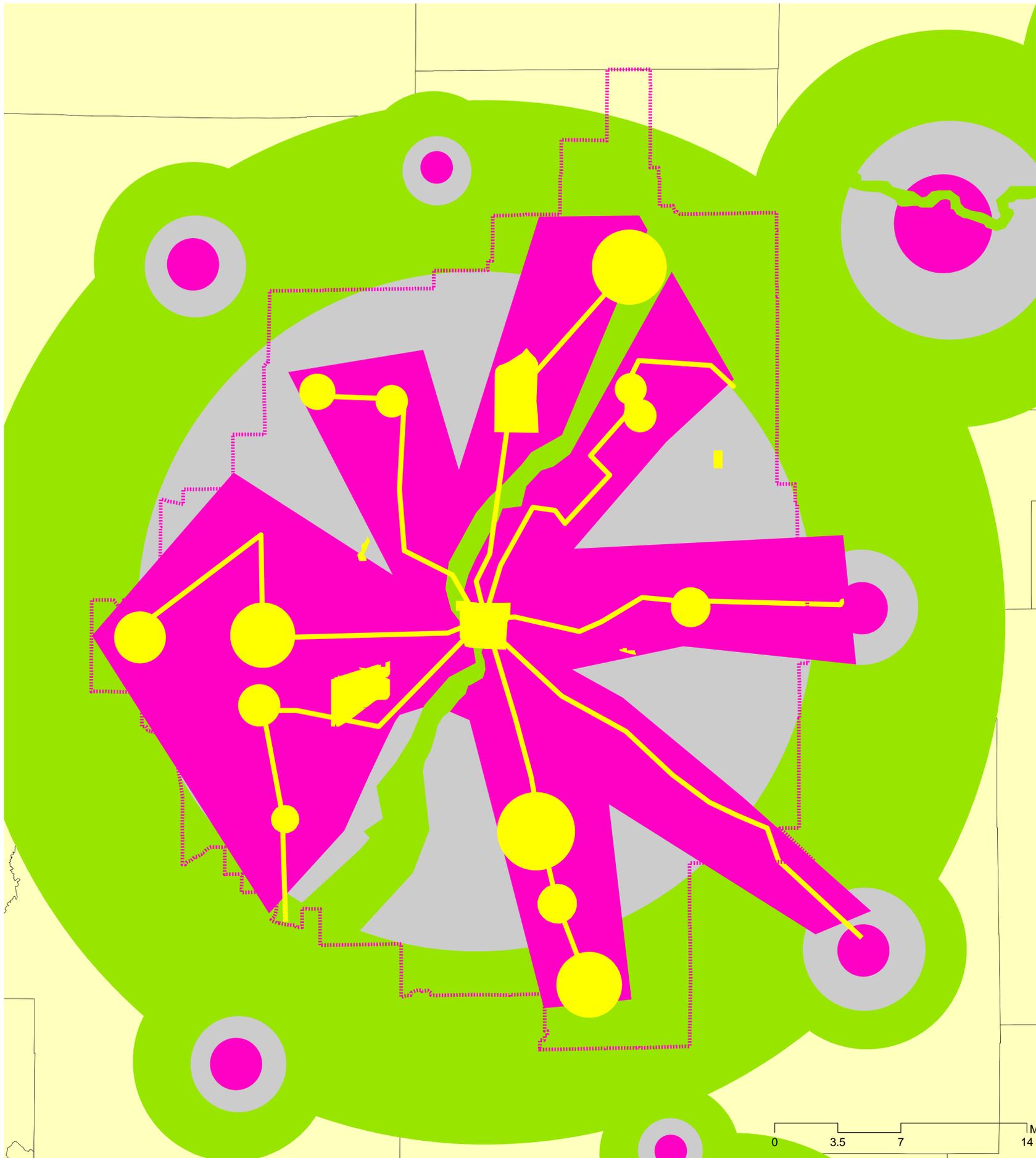
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### Legend

- Urbanized Areas**  
Existing Urbanized Areas from 2000 census data.
- 2030 Projected Urbanized Area**  
Predicted expansion of urbanized area per FHWA projections.
- Smart Growth Management Boundary**  
Vision of a future growth boundary. Supports compact urban development and balanced transportation.
- Transit Served Compact Development**  
Higher intensity development districts that support regional transit nodes.
- Metro Region Rural Preservation Area**  
Agriculture open space and natural resource conservation area.
- Rural Indiana**  
Non-urbanized Indiana heritage area.
- Sensitive Resource Areas**  
Critical resource conservation areas with rural/urban interface.
- Green Commerce Connector**  
Proposed outer belt connector for Interstate 69 around the Indianapolis metropolitan region.
- Interstates**  
Interstate corridors that converge on the metropolitan Indianapolis region.
- Proposed I-69**  
Proposed highway expansion project to support the national commerce corridor.
- Commuter Transit Connections**  
Potential transit corridors between Regional Transit Oriented Districts.



This map was developed from data provided by but not limited to: IDNR, IGIC (formerly INGISI), IMAGIS, SAVI, IUPUI (LUCI), MPO, Rails to Trails, and local jurisdictions/municipalities.  
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 Created by: Storrow Kinsella Associates



# Central Indiana Green Connector

## LAND USE & TRANSPORTATION POLICY AREAS AND TOOLS

APRIL 2008

### Legend

- Urbanized Areas**  
District that supports urbanized development  
Tools include: TDR receiving zone, tax-to-transit
- 2030 Projected Urbanized Area**  
Land area that reflects current growth projections  
Tools include: regional planning, P.P. partnership
- Smart Growth Management Boundary**  
District that supports urban development patterns  
Tools include: job growth, tax share, mode-choice
- Transit Served Compact Development**  
District that supports transit oriented development  
Tools include: TIF, LEED premiums, FAR bonus
- Metro Region Rural Preservation Area**  
District that supports natural resource preservation  
Tools include: PDR/TDR sending zone, tax-to-transit
- Rural Indiana**  
District that supports agricultural economies  
Tools include: farming incentives, land use planning
- Green Commerce Connector**  
A green commerce corridor can move goods, preserve open space and use emerging technologies
- Interstates**  
The Interstates provide regional and national links; lanes could be dedicated "commerce and commute"
- I-69 Proposed MPA**  
Other highway expansion projects should exhibit principles of green economies and provide amenities
- Commuter Transit Connections**  
Transit can move people for the lowest cost and support economic revitalization along the lines



North

This map was developed from data provided by but not limited to: IDNR, IGIC (formerly INGISI), IMAGIS, SAVI, IUPUI (LUCI), MPO, Rails to Trails, and local jurisdictions/municipalities.

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