I am pleased to submit this one-month progress report following the Planning for Economic and Fiscal Health workshop conducted by Smart Growth America on June 11-12, 2014.

1. **IndyRezone is a critical first step; city planning and resource allocation must reinforce one another. Development patterns need to be adapted to changing market realities.**
   - IndyRezone continues to move forward through the public comment process. Of particular relevancy are: changes allowing invisible density in some districts (granny flats, carriage houses); changes to the subdivision control ordinance requiring greater pedestrian and vehicular connectivity between developments, and for the first time requiring commercial and industrial subdivisions to go through the subdivision control process; and the addition of two new mixed-use districts designed to accommodate transit-oriented development patterns.
   - The Comprehensive Land Use Plan element of Plan 2020 has developed a draft land use classification system that significantly changes the way we do land use planning. The old system uses single-use categories applied to each of the 350,000 parcels in the county. The new system does away with single-use categories all together as a way to begin evolving development patterns toward mixed-use districts. It uses a district system that includes a range of recommended land uses, each with a set of infrastructure and contextual criteria to inform the location of such uses within the district. It also includes mixed-use districts for the first time.

2. **Continue to invest in downtown and the limited number of mixed-use villages Marion County currently has (a “build on strengths” strategy), while simultaneously developing strategies to add “hearts” to suburban areas and retrofitting the amenities and places that are in demand (an “address weaknesses” strategy).**
   - A major theme coming out of the Bicentennial Plan component of Plan 2020 is the desire to grow from four urban villages to ten as a way of building the walkable, mixed-use neighborhoods demanded by future demographics as well as a way to support rapid transit.
   - An additional priority coming out of the Bicentennial Plan component of Plan 2020 is the desire for every neighborhood to have some sort of “third place.” While a small fraction of the scale of a village, it is desired that everyone has walkable access to a park, library, local retail, or other community gathering place. The Comprehensive Land Use Plan will serve as an enabler through a move toward a mixed-use district-based system.
• The Comprehensive Land Use Plan element of Plan 2020 is for the first time including a transit-oriented overlay district in order to support development of new villages as well as support rapid transit. These overlays will set the stage for discussions on future rezoning to a new transit-oriented, mixed-use district that is part of IndyRezone.

3. Revisit regionalism in the Central Indiana context.

• One element of Plan 2020 is the development, for the first time, a Comprehensive Economic Development Strategy (CEDS) for the region. A consultant has been selected and the kick-off is scheduled for the first week of October. This process is being led by our regional economic development organization The Indy Partnership, which has recently merged with the Indy Chamber and DevelopIndy, the Marion County economic development organization. It will be done in partnership with the Central Indiana Regional Council of Elected Officials, a group Mayor Ballard spearheaded as a way to bring together the leaders of the largest 18 towns and cities in the region.

• The Indy Chamber and the Mayor’s Office have proposed consideration at the State Legislature of a commuter tax to address the realities that the economic region is now bigger than Marion County. Our current State taxing structure does not recognize the inequalities realized when 200,000 commuters cross county borders every day.

4. Double-down on improving transit service.

• The Thoroughfare Plan element of Plan 2020 is for the first time including right-of-way needs for modes other than the automobile, in compliance with our local complete streets ordinance. The plan will move from an archaic, text-based plan to a linear-reference system GIS plan that integrates the right-of-way needs for each system on a particular segment of street. This allows for better accommodation as well as more strategic acquisition and usage of land.

• The Comprehensive Land Use Plan element of Plan 2020 is enabling mixed-use villages and more density variation in support of future rapid transit corridors.

• IndyGo, our local public transportation service, has just launched a Comprehensive Operational Analysis (COA or Bus Plan). The plan will include a “no new revenue” plan for 2015 that reconfigures routes in coordination with the opening of our new downtown transit center, and a “new revenue” plan for 2021 that reconfigures the system around future rapid transit lines. Currently, two realistic but divergent scenarios have been developed to illustrate the full spectrum of possibilities ranging from a system built to maximize ridership to a system built to maximize coverage. The public process will involve melding these two scenarios together.

5. Explore ways to connect land use planning with public finance.

• We continue to assemble data for participation in SGA’s Better Budgets study comparing the fiscal impacts of alternative development patterns.

• The Comprehensive Land Use Plan element of Plan 2020 plans to issue an RFP for research services to assess tax base implications of the new land use classification districts with the goal of understanding how the plan performs from a public finance perspective for each taxing jurisdiction.