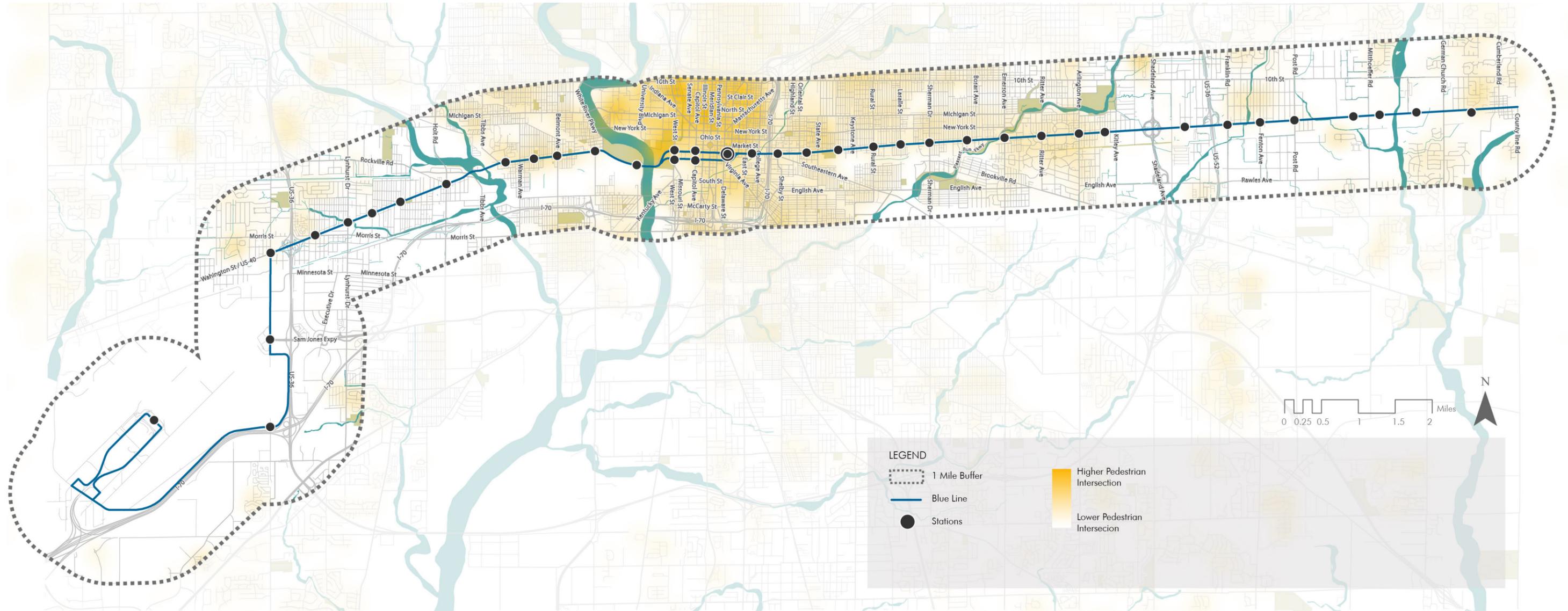


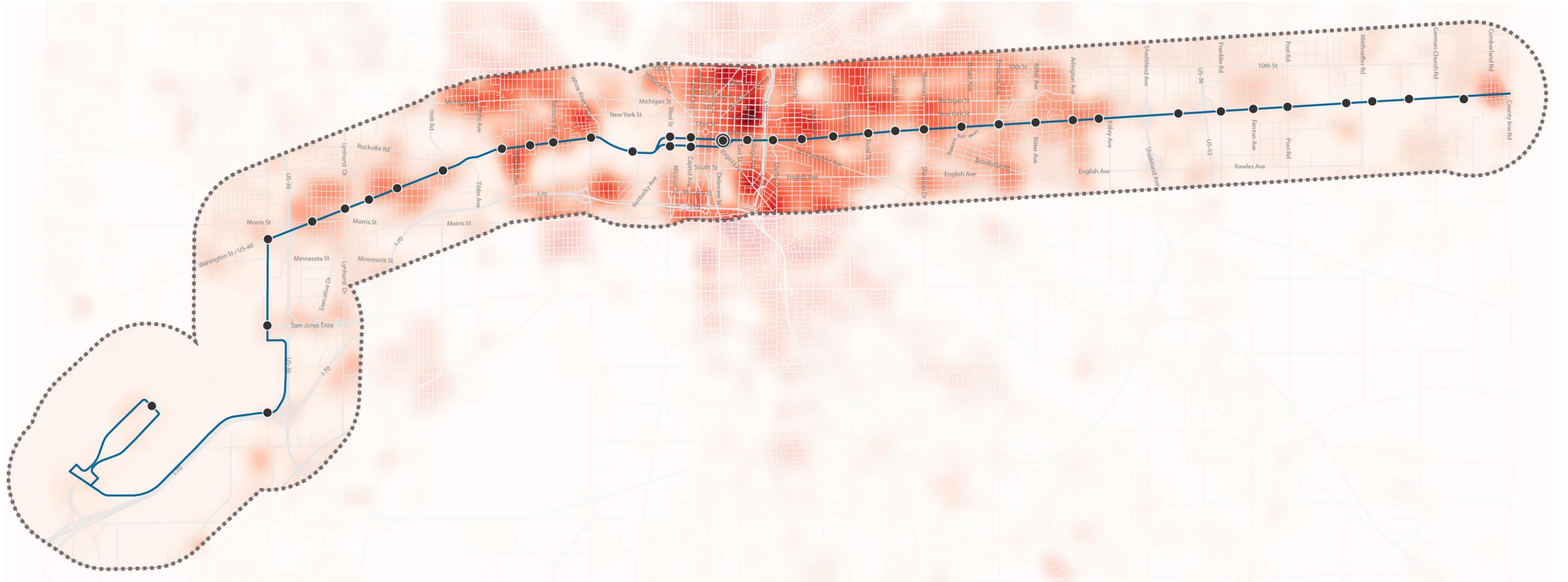
# CAPACITY FOR CHANGE

“Capacity for change” is illustrated using the following spatial datasets: pedestrian network density, intersection density, market value analysis, value per acre, large-scale lots, and underutilized property. These various layers, displayed on subsequent pages, provide insight about the level of intervention needed to produce walkable environments around defined bus rapid transit stations, taking into account both physical and economic conditions. Economic health has been defined in variants of Red indicating the consumer market condition, as defined by the Market Value Analysis, as well as the efficiency of existing infrastructure and property tax production, as defined by the Value per Acre mapping. The lightest tint indicates areas with relatively weaker economic health. Physical potential has been defined in variants of Blue indicating the level of intervention that is needed, both from the public sector and private sector, to create walkable conditions for people using transit. This is defined by a number of spatial conditions, including pedestrian network density, intersection density, proportion of large-scale lots, and underutilized properties. Together, levels of economic health and physical potential point to where walkable conditions have the greatest capacity to be realized, as the dark Purple shade shows areas with strong economic health and higher physical potential (a lower level of intervention is needed).



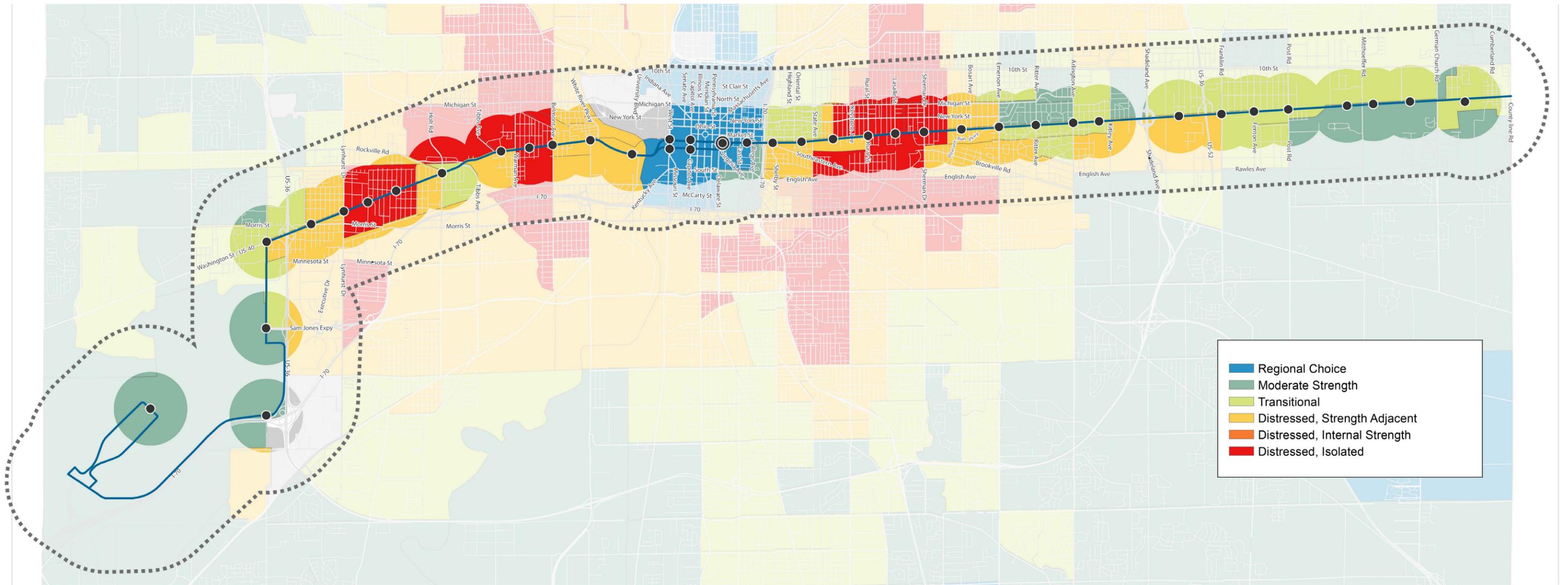
## Pedestrian Network Density

Pedestrian network density shows where the consistency of sidewalk infrastructure along the Blue Line corridor is the greatest. Areas colored as a darker tint show where sidewalk infrastructure currently is concentrated along Washington.



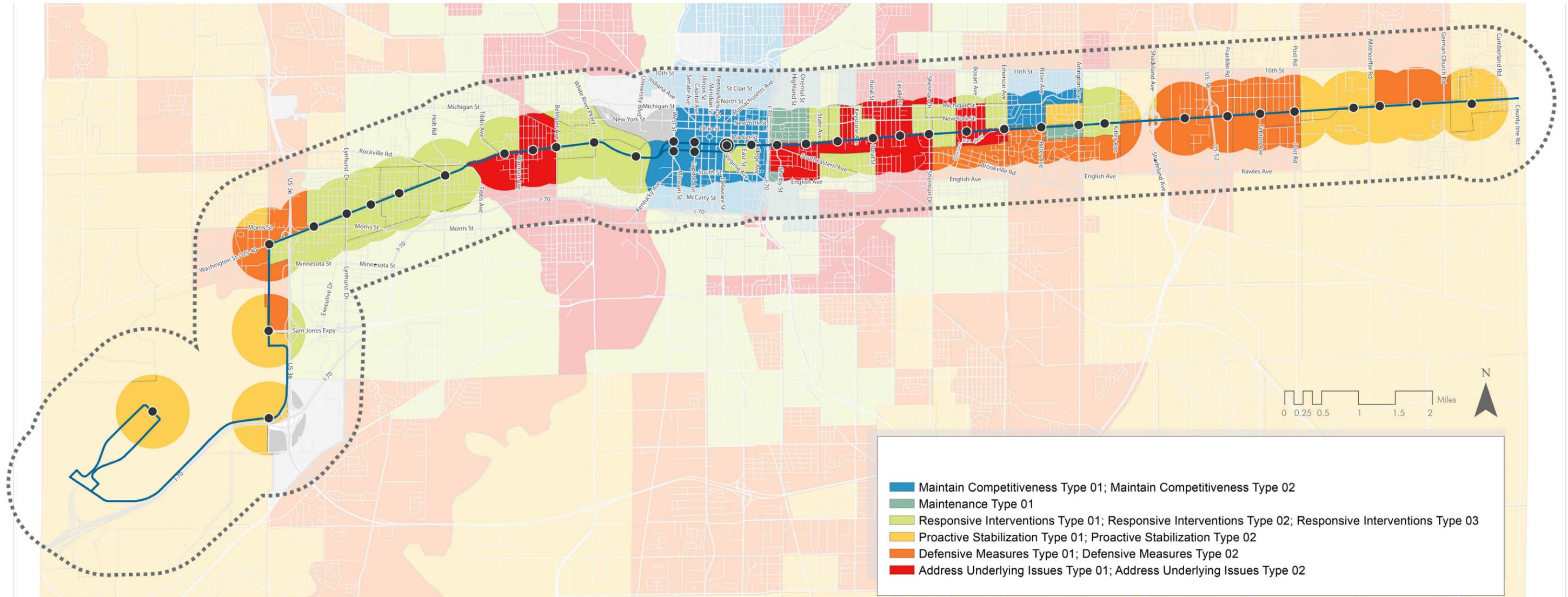
## Intersection Density

Intersection density shows where the consistency of intersections along the Blue Line corridor is the greatest. This is important to walkability because a greater number of intersections indicates smaller block lengths and more opportunities for people to cross the street. Areas colored as a darker tint show where existing intersections are concentrated along Washington.



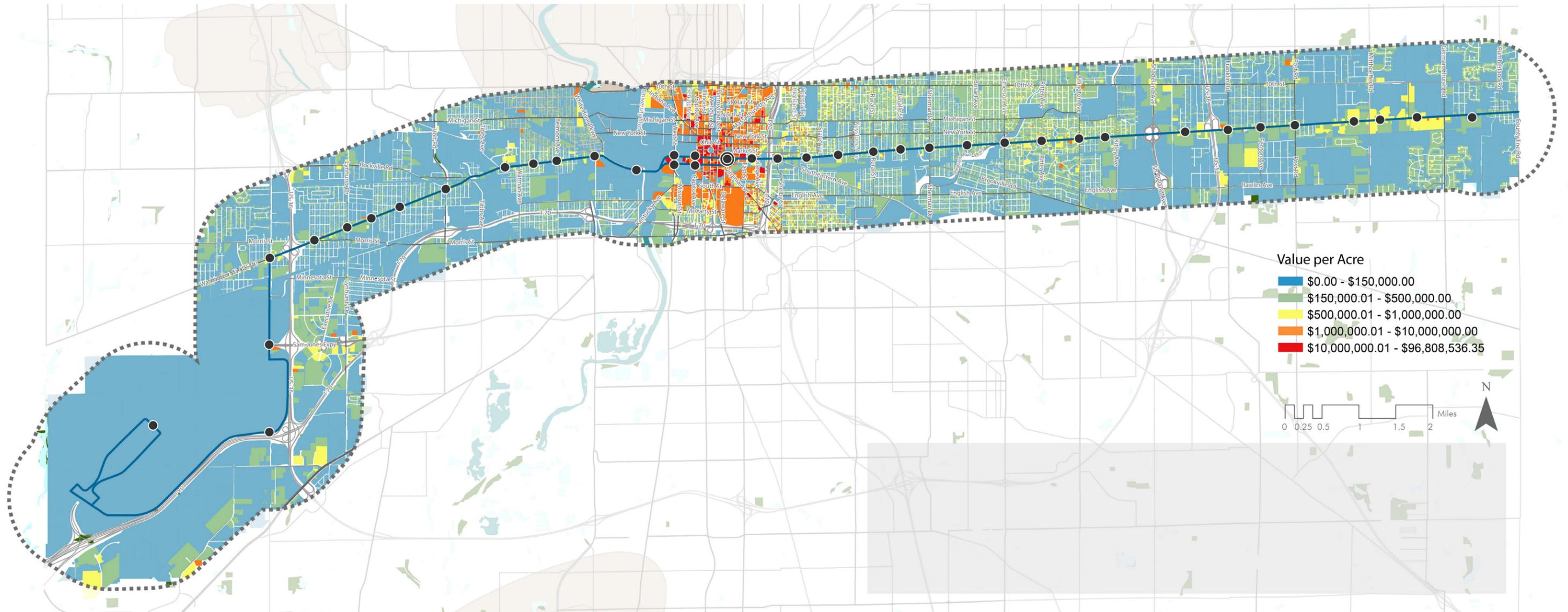
# Market Value Analysis -- Market Condition

The Market Value Analysis ("MVA") was completed by a previous study using an independent methodology, utilized by Indy in the Neighborhood Investment Strategy document. This layer provides spatial information about where consumer markets affecting real estate development are strongest. The MVA is a tool designed to assist the private market and government officials identify and comprehend elements of the local real estate market.



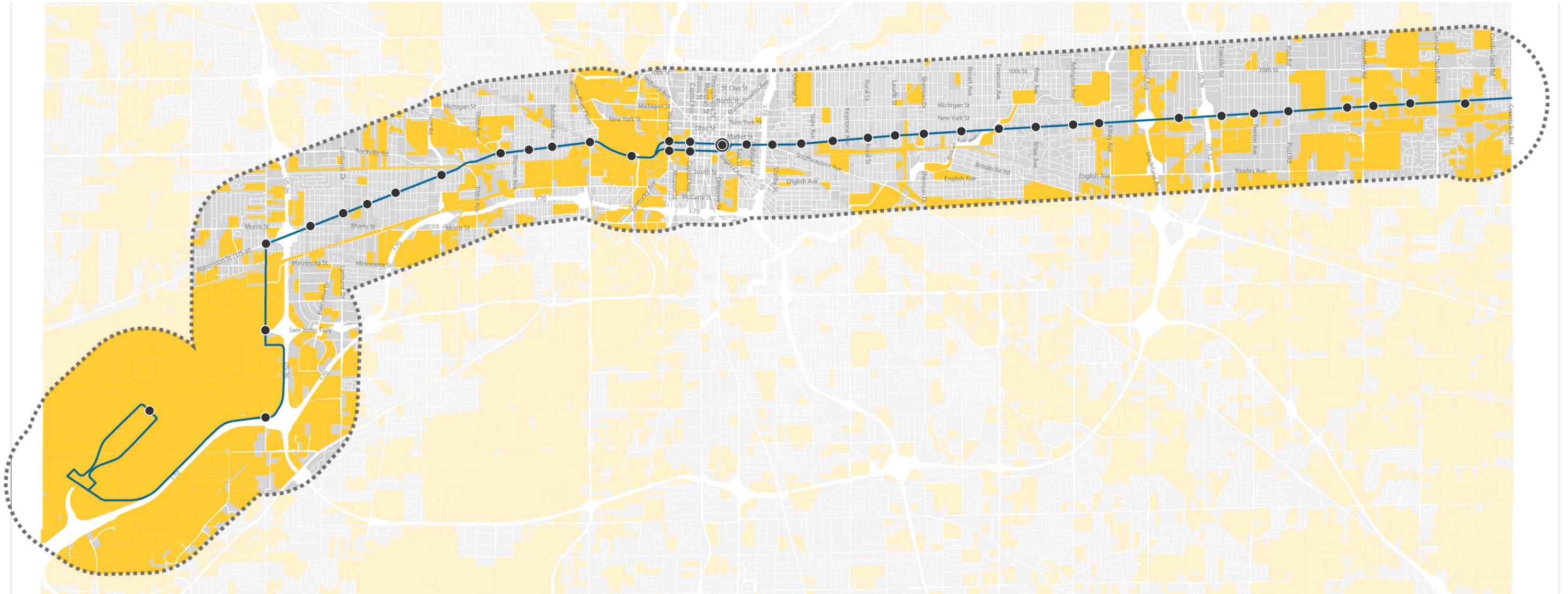
## Market Value Analysis -- Recommended Tools

The Market Value Analysis was completed by a previous study using an independent methodology, utilized by Indy in the Neighborhood Investment Strategy document. This layer provides spatial information about where and how public resources might be best invested in the county, defined through short-term tools tailored to address potential challenges and leverage opportunities



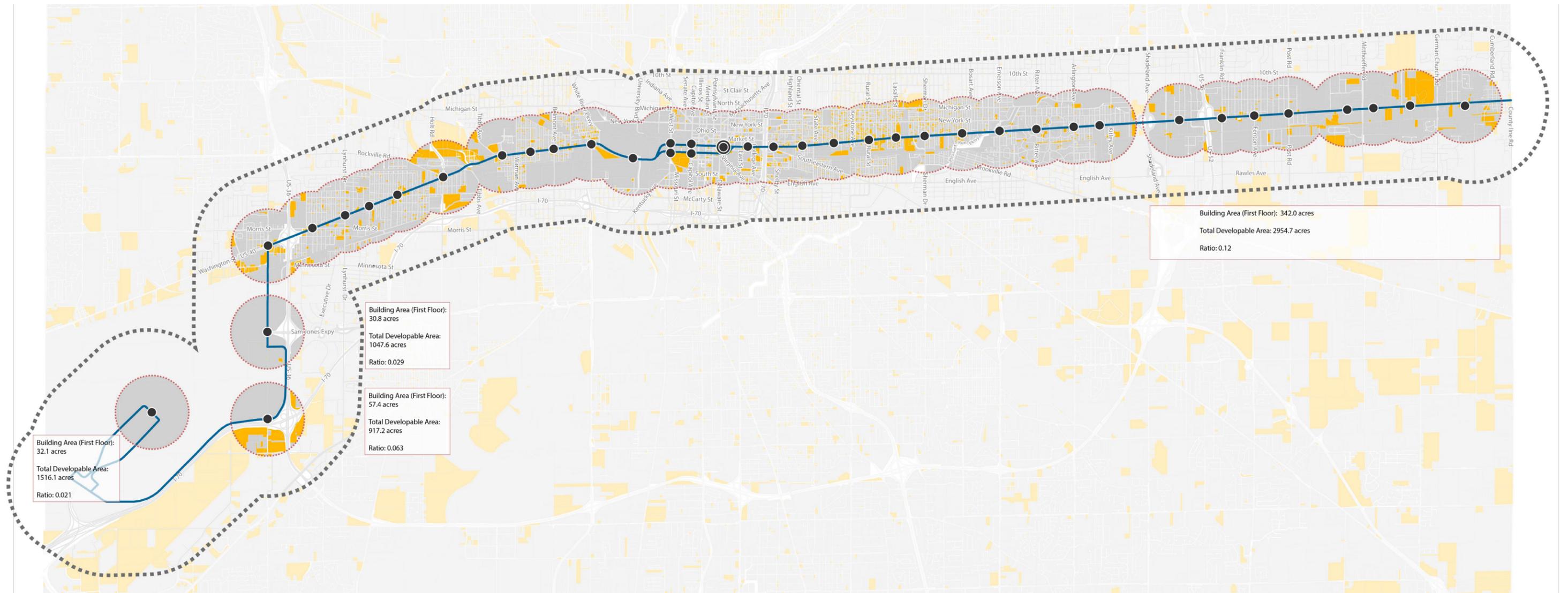
## Value per Acre

Value per acre is an indication of efficiency of investment, both in public infrastructure and private development. Using assessment data for each parcel, divided by the acreage, this map illustrates where in the corridor land is producing property taxes, and utilizing public infrastructure, most efficiently. Places that are colored red have the highest values per acre, likely producing a return-on-investment on the public's collective investment in physical infrastructure such as roads, pipes, and sewers. These are the areas that are also likely to be producing the most collective wealth for the county, enabling the community to invest in itself. Places colored in blue produce a relatively low value per acre, and are less likely to be producing a return-on-investment on infrastructure. These areas typically require financial support from areas of the county that produce a return-on-investment until they are capable of solvency.



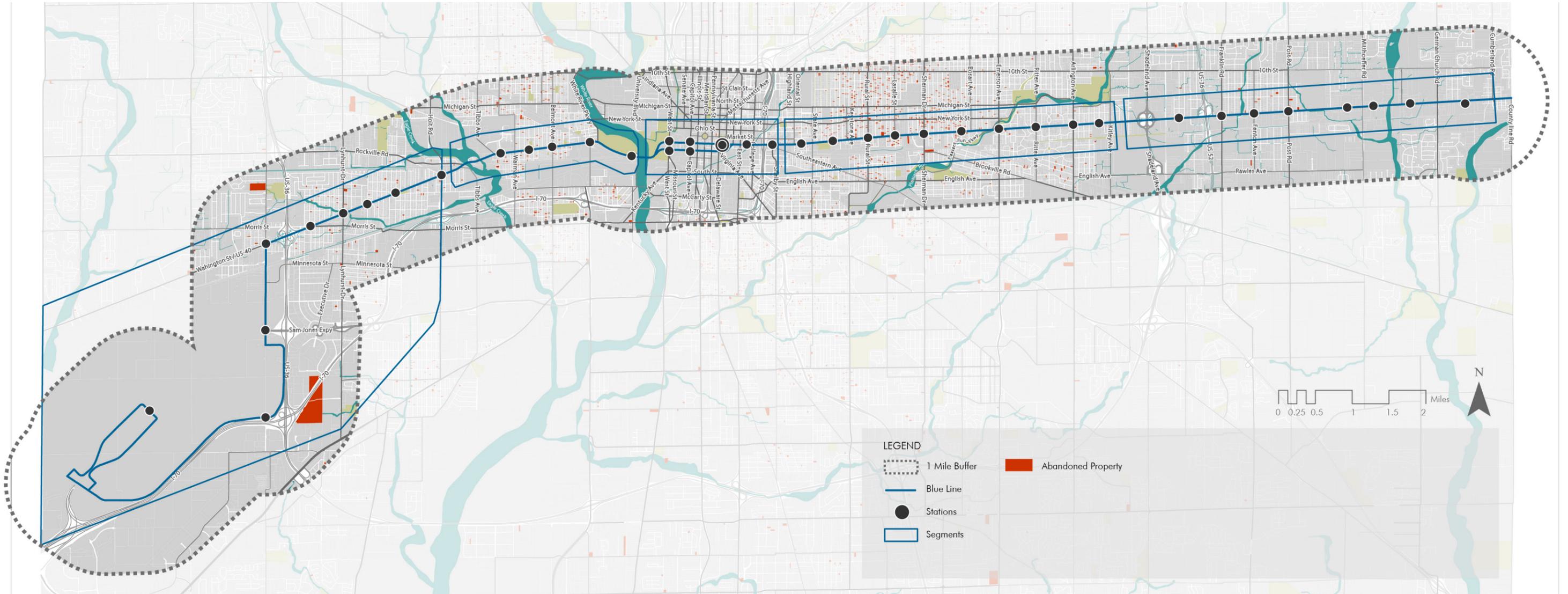
## Large-Scale Lots (over 5 acres)

Large-scale lots typically require a different approach to development than small-scale lots. Large areas of land, if built on by a small number of developers, require a supplemental planning process to ensure the outcome of development is coherent. The large lots that are illustrated may also be undeveloped property, or existing development with reinvestment potential. Undeveloped property will likely require a large public investment, or the new responsibility to take on the maintenance, in infrastructure to support new buildings. In these areas, it is critical that any new infrastructure being proposed is supported financially by adjoining property taxes, so that the public is not responsible for shifting resources to maintain new liabilities in the future. Areas with existing development on large pieces of property may also pose challenges. If large developed property does not currently support walkability, redevelopment to support transit will likely require private/public partnerships geared at retrofitting the site.

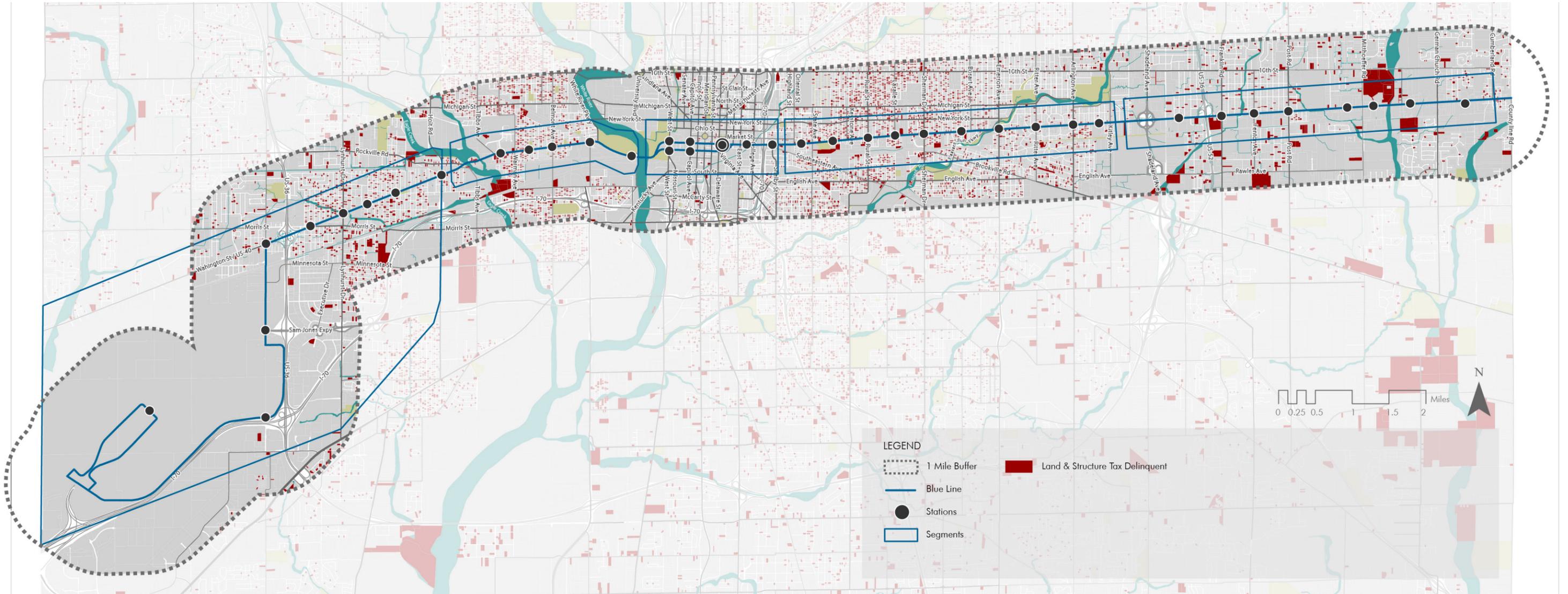


## Underutilized Property (Vacant, Tax Delinquent, & “Upside Down”)

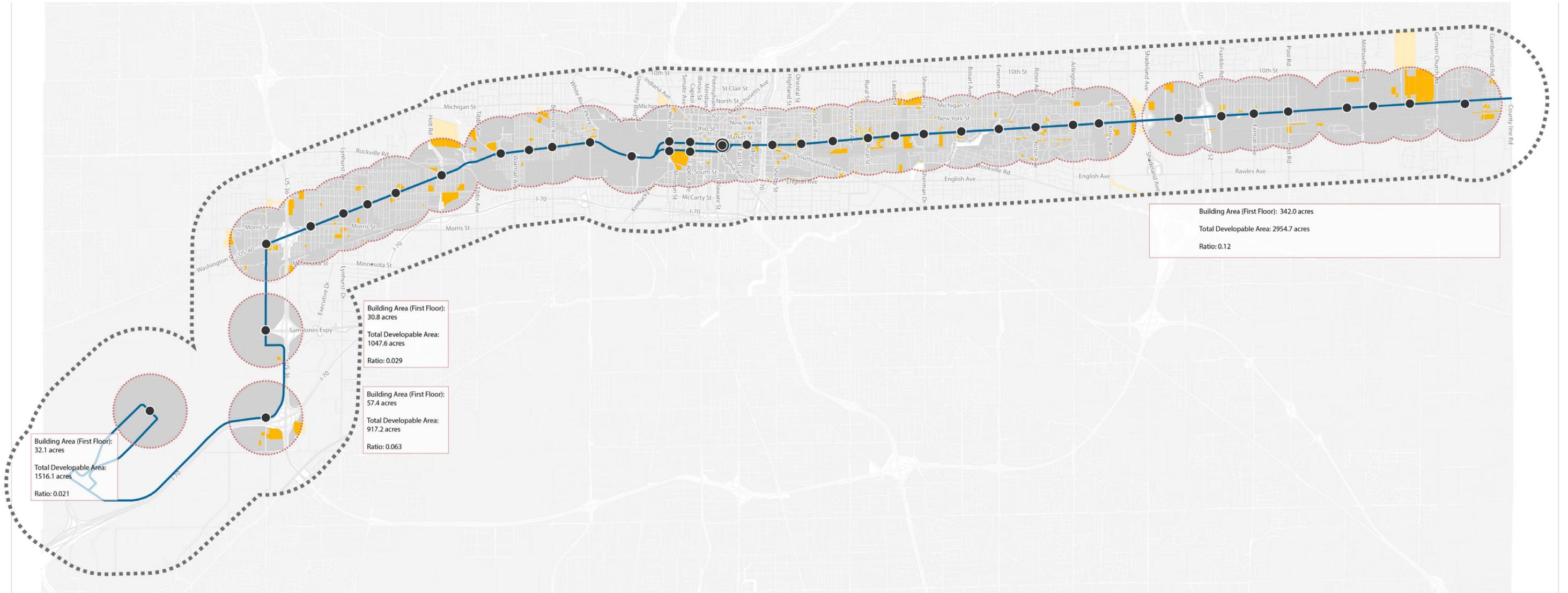
Underutilized property is illustrated as properties that are either vacant, tax delinquent, or “upside down”. These are properties that are currently not being used to their fullest potential for various reasons. Vacant properties mean that there is no personal property inside the home for someone to live there. Tax delinquent property means that there is a tax lien on the property that would prohibit it from being sold or refinanced until the taxes are paid. It is common for out-of-state land speculators to not pay property taxes, for example. “Upside down” properties are properties with land values greater than improvements, meaning that the investment -- buildings, etc. -- is of very low value, and likely unusable. It may also mean that the property does not contain any improvements, or that the improvements are exempt from paying taxes.



Abandoned Property



Tax Delinquent Property



“Upside Down” Property (land more valuable than improvements)