

AMENDMENTS TO INDY REZONE PROPOSAL FACT SHEET

GOALS + OBJECTIVES



To create community and economic development potential within Bus Rapid Transit (BRT) corridors; this includes IndyGo's Red, Blue and Purple lines;



To facilitate the development of compact, walkable mixed-density neighborhoods and mixed-use, commercial centers within 1/2 mile of existing and proposed BRT stops;



To amend Indy Rezone—the Indianapolis-Marion County Consolidated Zoning Ordinance—to support TOD patterns, corresponding with public investments in transit; and



To limit non-contributing or unproductive development patterns and uses along transit corridors.

How will the City of Indianapolis meet the TOD goals and objectives?

To further the goals and objectives of Transit-Oriented Development, the Department of Metropolitan Development will propose strategic amendments to Indy Rezone and the addition of a TOD Overlay District.

There was a major ordinance update a few years ago.

Why do we need another one?

The Department of Metropolitan Development believes that Indy Rezone (2015) created a framework that supports the goals of Transit-Oriented Development. However, after 5- years of administering the regulations, staff has identified limitations to fully implementing TOD development patterns.



What strategic amendments are being proposed?

The Department of Metropolitan Development believes that Indy Rezone (2015) can be revised to promote housing diversity, enhanced walkability, and context-based design that supports connectivity. The proposed amendments will include:

Recalibrating the lot and yard standards in Dwelling Districts across Marion County to support and encourage infill-housing development;

Revising the development standards for Mixed-Use Districts to promote this land use tool for commercial and neighborhood development;

Adding design standards that support walkability, improved streetscapes, better residential and commercial design as well as a variety of housing types that will support greater housing options and affordability.

What is the Transit-Oriented Development Overlay District?

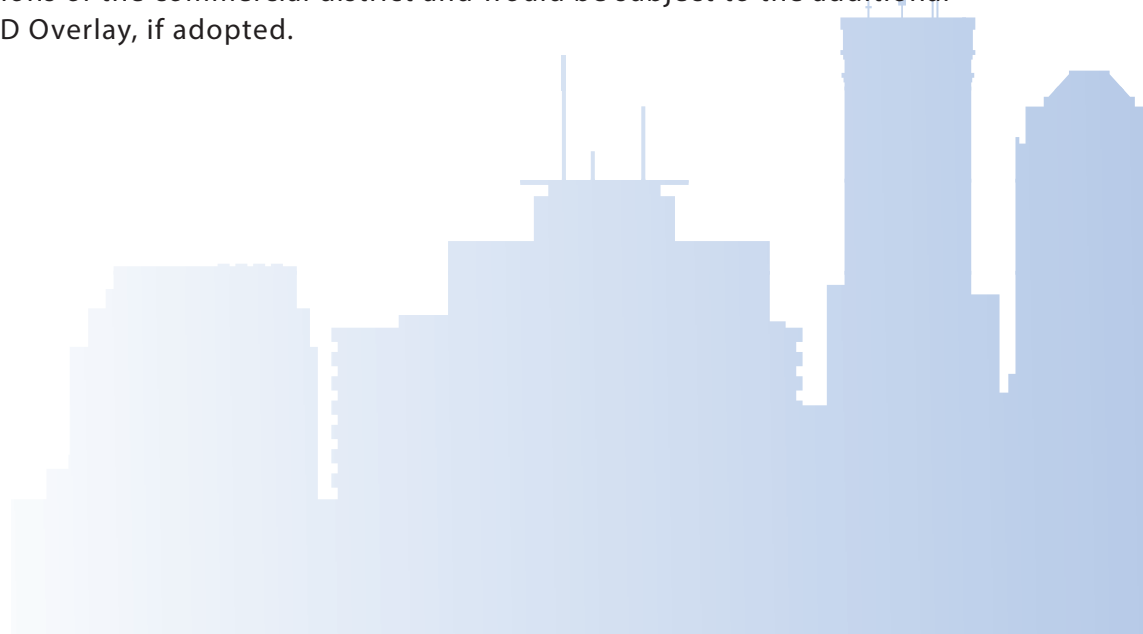
The TOD Overlay District, or Secondary District, is a buffer area that includes the property and uses within 1,000 feet of IndyGo's BRT lines. For comparison, the City has other Secondary Districts including Regional Center, Flood Control, and Wellfield Districts.

The goals of an Overlay District are to provide additional development standards, require higher levels of scrutiny for development projects, restrict certain uses and to identify design standards that can enhance the value of a limited, specific geographical area. Each Overlay District has prescribed standards that aim to meet the unique objectives of that area.

Does an Overlay District change the zoning for individual properties?

No, the base zoning for individual parcels will not change; however, future development may have more development requirements in addition to what is required under the current zoning.

For example: a property that is currently zoned commercial, that is within the proposed TOD Overlay District, will follow the regulations of the commercial district and would be subject to the additional design requirements of the TOD Overlay, if adopted.



Will certain uses be prohibited in the TOD Overlay?

Each Overlay District purposefully limits and/or restricts certain uses either through prohibition or design, or a combination of those strategies. With the goals of limiting non-contributing uses near BRT stops and promoting walkable, safely-connected neighborhoods, the Overlay district will limit and restrict auto-oriented uses (gas stations, car wash and oil change facilities, for example) as well as set strict standards for parking and drive-thru design.

What if I have a residential property within the TOD Overlay District?

The development and design standards of the TOD Overlay District will only apply to commercially and mixed-use-zoned properties. Residential and Industrial properties will continue to follow the standards of the base-zoning district. Those properties within historic districts and/or the Regional Center will also be subject to the requirements and set forth by the Indianapolis Historic Preservation Commission and the Regional Center Guidelines.

Should Indianapolis' neighborhoods be concerned about increased gentrification due to these amendments?

The creation of the TOD Overlay District could encourage more and higher density development, which certainly contributes to neighborhood change; however, displacement does not have to be a consequence. The TOD Overlay District is a useful tool that will help provide more housing choice, better connectivity to all modes of transportation, mixed-use development, and commercial development potential along the BRT routes. The Department of Metropolitan Development has taken steps to mitigate negative impacts of development including providing financial support to the Equitable Transit-Oriented Development Fund. The fund will preserve or create development of affordable housing along mass transit lines.



How does the City incentivize affordable housing and equity? Do these Ordinance changes further that goal?

The City uses proximity to Bus Rapid Transit routes as a first-tier priority in reviewing applications for funding the construction of affordable housing. By creating zoning regulations that encourage higher density, mixed-used developments, as well as creating the regulatory framework that encourages diverse housing options, the City will enhance the opportunities for developers to seek out development potential, county-wide. The strategic amendments seek to provide design alternatives to reduce some of the common barriers that add costs to building without improving quality.

Has the City worked with any organization that is experienced in Transit-Oriented Development?

To develop an understanding of TOD principles and their application, the City has partnered with local, regional and national transportation, housing, and zoning practitioners who have experience with Transit-Oriented Development, including: Bloomberg Philanthropies' American Cities Climate Challenge (ACCC), National Resource Defense Council (NRDC), Metropolitan Planning Organization (MPO), IndyGo, and Gould Evans (nationally recognized land use consultants group).

What is the project timeline?

In 2019, DMD began reassessing how Indy's development regulations and outcomes relate to the transportation system, and exploring how our rules could be improved to support the creation and enhancement of walkable neighborhoods. Following a thorough assessment of existing conditions, collection of public feedback, and identification of key challenges, a Problem Statement and Statement of Need was produced.

In January 2020, the project team outlined high-level recommendations for how TOD can be better supported in Indy, while defining the potential impacts and benefits to daily life. The recommendations resulted in the proposed changes to Indy Rezone.

The Department of Metropolitan Development intends to solicit feedback on the proposed amendments from the public and key stakeholders in Fall 2020. The proposal will be offered to the City-County Council approval in early 2021.

How can I ask questions, express comments or concerns?

The proposed draft will be posted for input through CiviComment/Konveio. Questions or concerns can be posted using this service online, or e-mailed to Shannon.Norman@indy.gov. There will also be a public hearing regarding this proposal before the Metropolitan Development Commission as well as the City-County Council.

