

To the Hearing Examiner and Metropolitan Development Commission,

Protect Decatur Township submits this statement as a formal remonstrance in opposition to the requested variance for the proposed 250-megawatt (MW) hyperscale data center in Decatur Township.

Protect Decatur Township is a community organization of more than 30 residents who, over the past four months, have dedicated themselves to protecting our community from the Sabey data center through door-knocking, collecting petition signatures, and holding community forums. We represent over 1,700 concerned citizens who have signed a petition in opposition to this proposal. Over 1,300 of these signatures are from Decatur Township residents. The Decatur Township community has overwhelmingly expressed a strong sentiment: we reject this proposal.

We are not opposed to development or traditionally scaled data centers (5-10 MW) as a general land use. We are opposed to the petitioner's misuse of a variance to force a **hyperscale** data center into an I-2 district.

Indiana law requires that a variance:

1. Not be injurious to public health, safety, morals, or general welfare;
2. Not substantially and adversely affect adjacent properties; and
3. Be justified by practical difficulties or unnecessary hardship not self-created.

The petitioner's proposal fails each of these elements. A 250-MW, one-million-plus square-foot data center campus will be directly injurious to public health, general welfare, property values, and utility bills for the adjacent properties. Furthermore, there is no documented, justifiable hardship attached to this petition. Economic preference does not qualify as hardship.

The proposed data center campus would be near homes, multiple schools, and a large residential facility for people with disabilities and sensory sensitivities, raising serious public health concerns. This hyperscale data center will be an unavoidable visual obstruction that will introduce continuous industrial noise, diesel generator operation, substantial water and energy consumption, and a strain on local infrastructure and emergency services. The petitioner's commitments specify that the closed-loop system will be the "**primary**" system of cooling. Only after probing did the petitioner's attorney publicly admit that the closed-loop cooling system will not be the "**only**" cooling system in use, though she could not elaborate.¹ Critical operational details and long-term infrastructure demands remain insufficiently disclosed by the petitioner.

Additionally, the state lacks a clear policy definition of a "data center" and has no accompanying zoning classification. Because of this, state and local leaders are calling for a pause to data center development until appropriate policy guardrails are in place. This lack of protections, combined with the petitioner's opaque information, prevents the MDC and community from robust, meaningful review.

¹ Comments from Mindy Westrick Brown, the petitioner's attorney at the Marion County Alliance of Neighborhood Associations meeting on January 17, 2026. Recording available: <https://drive.google.com/file/d/1BBessA1HJrSbL4DJhWbaADYQBg7O-e3S/view?usp=sharing>

This land was originally rezoned I-2 in 2020 with a shared community vision for a research and development park, which promised to create 500+ permanent jobs. Had the community known in 2020 that this site could be used for a one-million-plus square-foot, 250 MW data center, they would not have sought rezoning in the first place.

The permanent, local jobs promised by this original plan are desperately needed in this community, which faces significant financial hardship. The city has documented major challenges in Decatur Township, including a lack of community gathering space, poverty in neighborhoods north of I-465, and limited retail, dining, and entertainment.² 72% of kids in our township come from a low-income background,³ and one in six people live below the poverty line.⁴ With these socioeconomic challenges, the lack of jobs, decreasing property values, and rising utility rates are of high concern for the community when it comes to this petition.

In stark contrast, Sabey is a multi-billion dollar company that is seeking to build without bonding the project, as requested by the community. Additionally, Sabey intends to accept tax abatements to redirect revenue out of the city. Their petition does not serve Decatur Township residents.

Allowing the first hyperscale data center in Indianapolis of this magnitude to proceed through a variance on an I-2 light industrial zone, rather than a rezoning, is of great concern. If permitted, the MDC would be setting a dangerous precedent that enables hyperscale data center developers to bypass elected officials and public involvement throughout Indianapolis and the State of Indiana.

Earlier this month, the Hearing Examiner supported a rezoning of Martindale-Brightwood's I-2 parcel to C-S to allow for a data center. To maintain consistency with this recent recommendation, the MDC and Hearing Examiner should require a complete rezoning to C-S for the Decatur Township parcels.

This petition is not the highest and best use of critically located land within Indianapolis. It does not satisfy statutory variance criteria, and it imposes substantial risk on adjacent residents and impedes long-term community planning.

Decatur Township wants growth and development. As a community facing significant economic hardship, we support development that provides substantial long-term employment opportunities for our residents, that strengthens local commerce, and that aligns with the Comprehensive Plan.

For these reasons, we request that the Commission deny the variance petition and require that any proposal of this nature proceed only through proper rezoning and full legislative review.

Thank you for your time, consideration, and service to the citizens of Indianapolis.

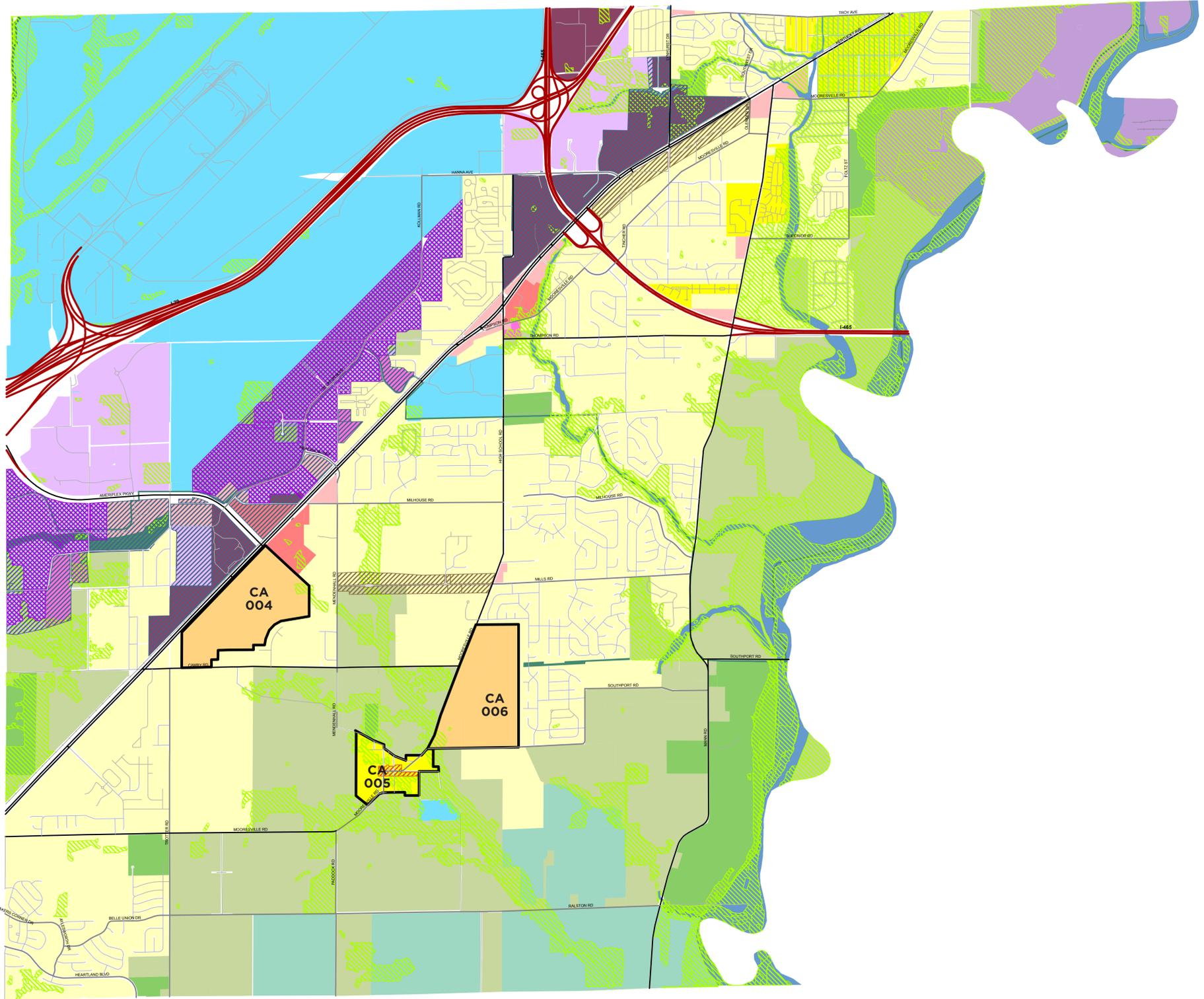
Respectfully submitted by **Protect Decatur Township**
On behalf of Decatur Township residents and community members

² In 2020, the city contracted the Urban Land Institute to provide a Technical Assistance Panel for land use planning assistance on this site. Their presentation of findings is here:

https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/26/2020/09/Decatur-Township-Technical-Advisory-Panel_Final-Report_28pg.pdf

³ WFYI, 2024. <https://www.wfyi.org/news/articles/msd-decatur-township-school-board-candidates-2024-voter-guide>

⁴ Census Reporter, [https://censusreporter.org/profiles/06000US1809717092-decatur-township-marion-county-in/#:~:text=Over%20\\$200K-,Show%20data/Embed,Non%2Dpoverty](https://censusreporter.org/profiles/06000US1809717092-decatur-township-marion-county-in/#:~:text=Over%20$200K-,Show%20data/Embed,Non%2Dpoverty)



Land Use Map DECATUR TOWNSHIP



LEGEND

LIVING TYPOLOGIES

- RURAL OR ESTATE NEIGHBORHOOD
- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD
- CITY NEIGHBORHOOD

MIXED-USE TYPOLOGIES

- VILLAGE MIXED-USE
- URBAN MIXED-USE
- CORE MIXED-USE
- INSTITUTION-ORIENTED MIXED-USE

WORKING TYPOLOGIES

- OFFICE COMMERCIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- HEAVY COMMERCIAL
- OFFICE/INDUSTRIAL MIXED-USE
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

OTHER USES

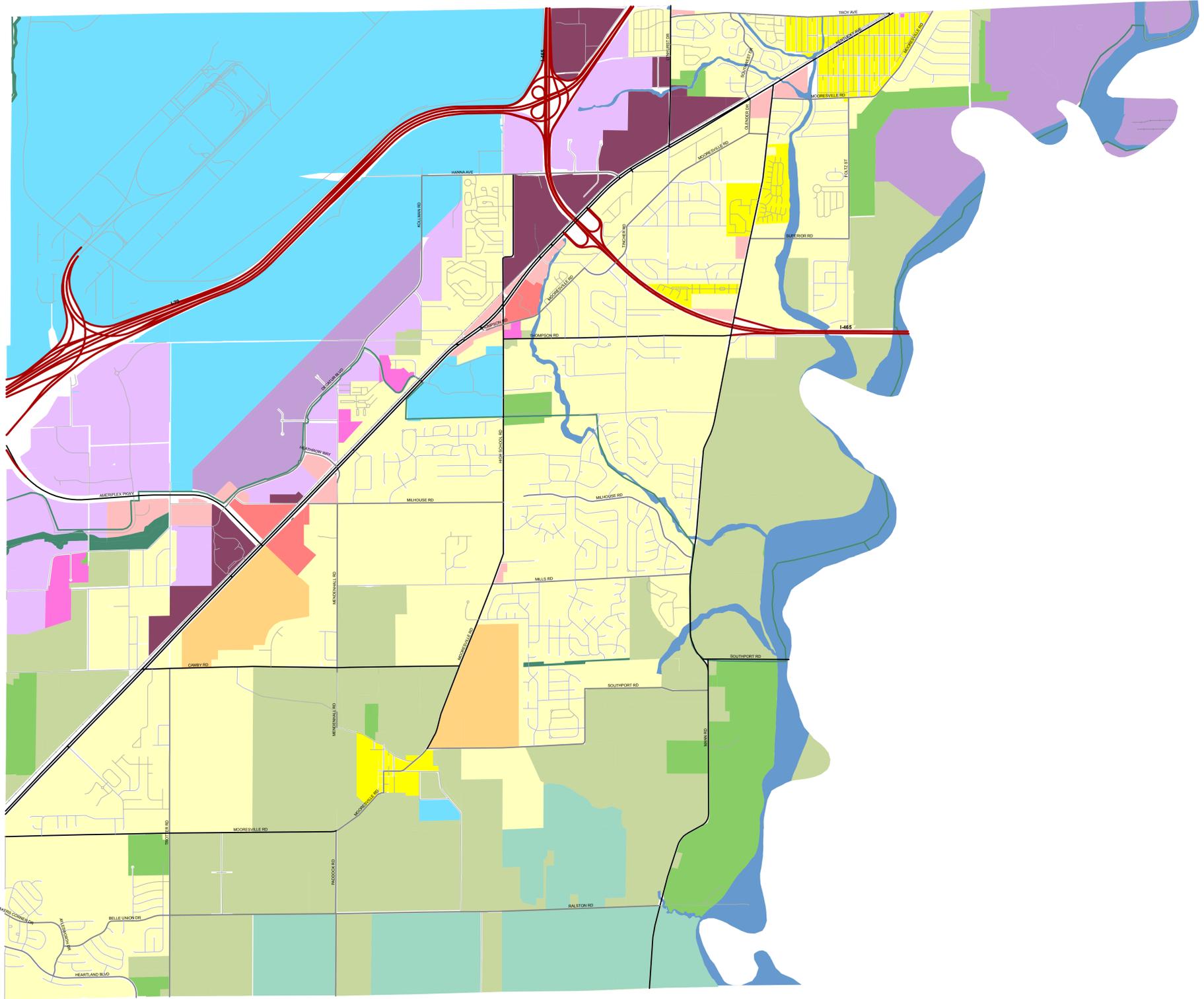
- AGRICULTURAL PRESERVATION
- LARGE-SCALE PARK
- LINEAR PARK
- FLOODWAY
- REGIONAL SPECIAL-USE

OVERLAYS

- ENVIRONMENTALLY SENSITIVE AREA (ES)
- TRANSIT-ORIENTED DEVELOPMENT (TOD)
- TOWN CENTER (TC)
- RESIDENTIAL CORRIDOR RESERVE (RR)
- INDUSTRIAL RESERVE (IR)
- AIRPORT VICINITY (AV)
- CRITICAL AREA (CA)

..... This plan does not apply to areas covered in dots.

The MARION COUNTY LAND USE PLAN consists of two major components: A Land Use Pattern Book and Land Use Maps. The Land Use Pattern Book is the written component of the Marion County Land Use Plan, and lays out the land uses, typologies, and overlays that are applied in the Land Use Maps. The Land Use Pattern Book, as amended from time to time, is a separate document which must be consulted in conjunction with the Land Use Plan Maps when evaluating or making decisions about land use and development.



Land Use Map DECATUR TOWNSHIP - TYPOLOGIES/USES



LEGEND

LIVING TYPOLOGIES

- RURAL OR ESTATE NEIGHBORHOOD
- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD
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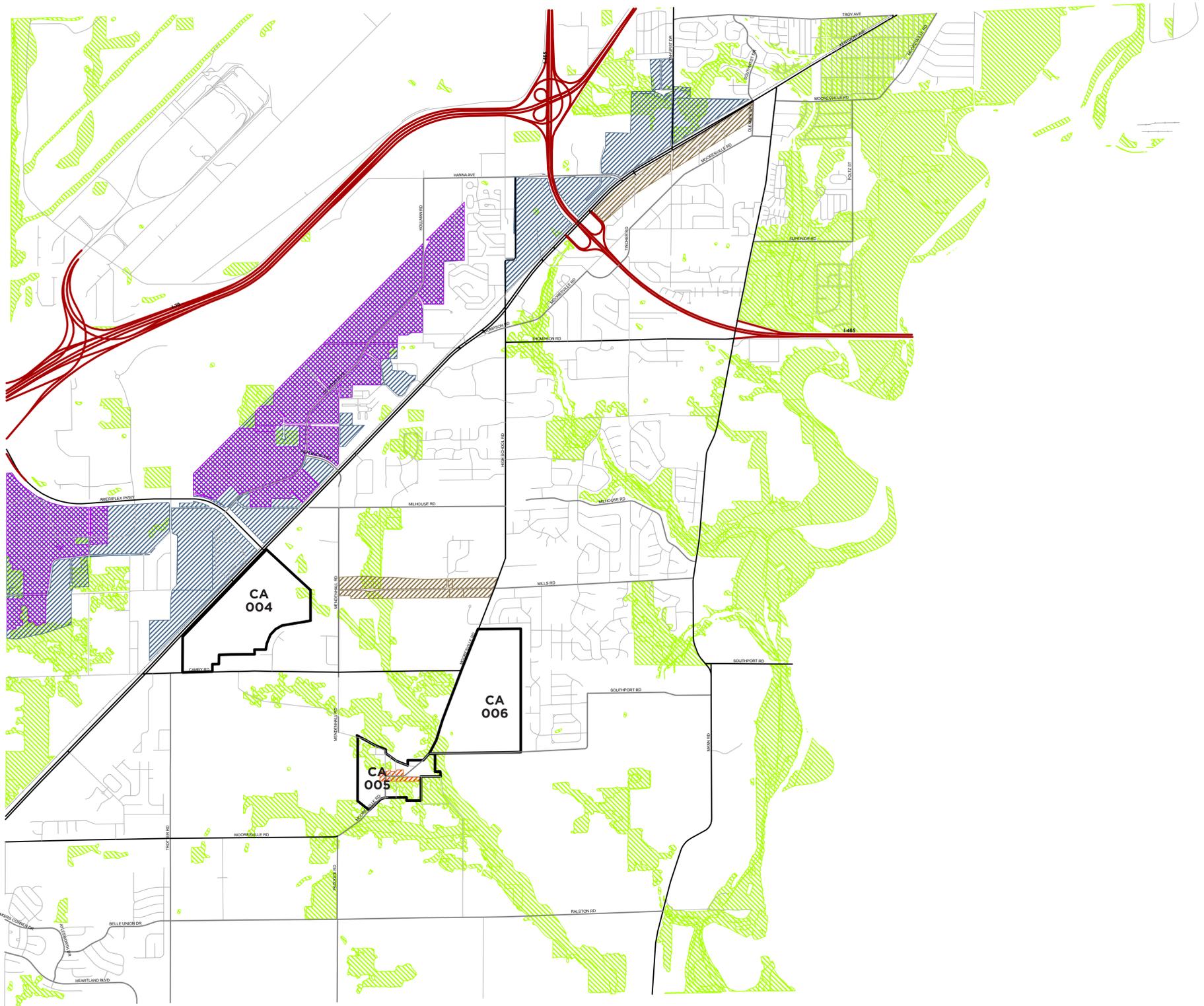
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Land Use Map DECATUR TOWNSHIP- OVERLAYS



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MARION COUNTY
LAND USE PLAN

PATTERN

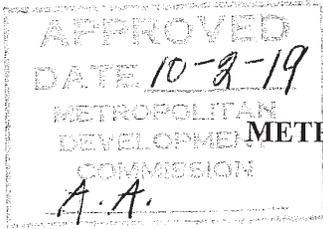
BOOK

ADOPTED BY THE
METROPOLITAN DEVELOPMENT COMMISSION AS AN ELEMENT OF
THE COMPREHENSIVE PLAN FOR INDIANAPOLIS AND MARION COUNTY.

OCTOBER 2, 2019

2019-CPS-R-002





**METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA**

RESOLUTION NO. 2019-CPS-R-002

RESOLUTION amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, the Marion County Land Use Plan Pattern Book.

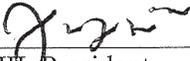
Be it resolved that, pursuant to I.C. 36-7-4, the Metropolitan Development Commission of Marion County, Indiana, hereby amends the Comprehensive or Master Plan for Marion County, Indiana, by the adoption of the Marion County Land Use Plan Pattern Book, a copy of which is on file and available for inspection during normal business hours in the office of the Department of Metropolitan Development, as an amendment to the Comprehensive or Master Plan of Marion County, Indiana. Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 2019-CPS-R-002 amending the Comprehensive or Master Plan of Marion County, Indiana, Marion County Land Use Plan Pattern Book.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 2019-CPS-R-002, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, the Board of Commissioners of Marion County, Indiana and to the legislative authorities of the incorporated cities and towns of Marion County, Indiana that are directly affected by this plan: Beech Grove, Lawrence, Southport, Speedway, Clermont, Crows Nest, Cumberland, Highwoods, Homecroft, Meridian Hills, North Crows Nest, Rocky Ripple, Spring Hill, Warren Park, Williams Creek, and Wynnedale. The Director shall also file one (1) summary of the plan in the office of the Recorder of Marion County.

DATE: 10.2.2019

METROPOLITAN DEVELOPMENT
COMMISSION OF MARION COUNTY,
INDIANA

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 25th DAY
OF September, 2019



John J. Dillon III, President



Christopher Steinmetz
Assistant Corporation Counsel



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ACKNOWLEDGEMENTS

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The authors wish to extend a special thanks to the 800+ Marion County residents who participated in the development of this Pattern Book, including those who provided feedback through listening sessions and public comment. The authors also wish to thank the nearly 300 residents who committed to making Indianapolis Healthier, more Resilient, more Inclusive, and more Competitive through their participation in the 2017 People's Planning Academy.



INTRODUCTION

The **Marion County Land Use Plan** is one element of the **Comprehensive Plan for Indianapolis and Marion County**. The Comprehensive Plan is the long-term vision for how Indianapolis and Marion County grows and develops as a healthy, inclusive, resilient, and competitive city. It is not a single plan, but instead is organized into seven distinct elements, including land use.

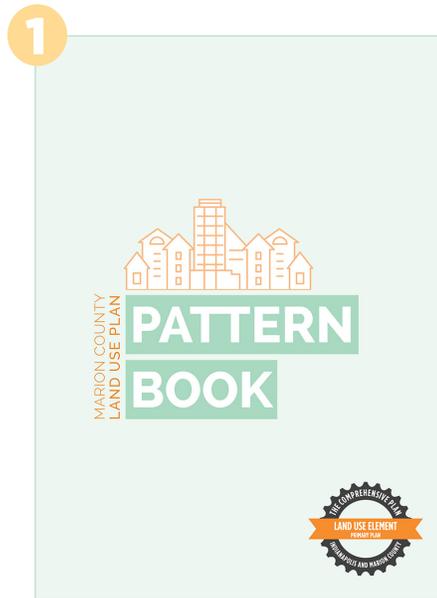
COMPREHENSIVE PLAN ELEMENTS:



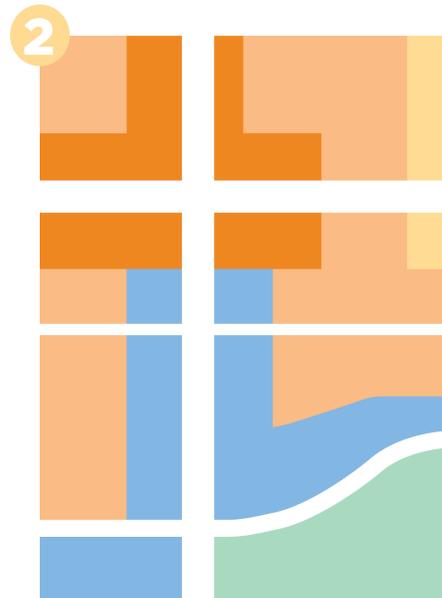
The Land Use Plan is required by state statute as a basis for zoning and must include objectives and policies for future land use development. It is a policy document, not law, designed to promote the orderly development and redevelopment of the county.

The Land Use Plan has two components:

The Marion County Land Use Plan consists of two major components: The **Pattern Book (this document)** and The **Land Use Map**. The Land Use Pattern Book is the written component of the Marion County Land Use Plan, and lays out the land uses and typologies that are applied in the Land Use Map.



The **Pattern Book** outlines the classification system and conditions for each land use.



The **Land Use Map** applies the system outlined in the Pattern Book to geographical areas.

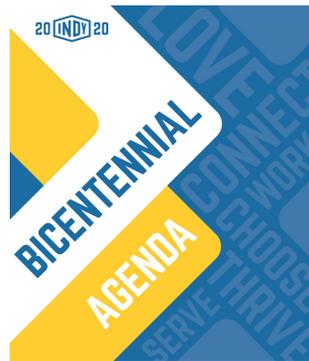
The Pattern Book lays out a land use classification system that guides the orderly development of the county and protects the character of neighborhoods while also being flexible and adaptable enough to allow neighborhoods to grow and change over time. It provides a logical framework for city officials and residents to make informed decisions based on planning rationale that relates to the goals of making Indianapolis healthier, more resilient, more inclusive, and more competitive.

The Pattern Book serves as a policy guide for anyone who wants to make a decision about land and development—property owners, developers, neighbors, neighborhood organizations, grant writers, City zoning staff, City boards and commissions, school districts, utilities and City infrastructure planners.

WHAT VALUES GUIDE THE LAND USE PLAN?

As a component of **Plan 2020**, a planning initiative for Indianapolis' Bicentennial legacy, the Marion County Land Use Plan is guided by the **Plan 2020 Bicentennial Agenda** (the Comprehensive Plan's Vision and Values component).

The four major goals set out in the Bicentennial Agenda are to make Indianapolis **healthier**, more **resilient**, more **inclusive**, and more **competitive**.



While the Plan 2020 Bicentennial Agenda provided the core goals, public input helped to guide the objectives during 'Listening Sessions' facilitated by Mayor's Neighborhood Advocates and Department of Metropolitan Development (DMD) staff. The Mayor's Neighborhood Advocates are appointed by the Mayor to represent the interests of Indianapolis residents in city initiatives and plans and to respond to community concerns. For the Land Use Plan, they facilitated Listening Sessions at meetings of registered neighborhood organizations across the county. They also spoke to residents one-on-one during their community hours.

While Mayor's Neighborhood Advocates were working with neighborhood organizations, DMD staff sought out 'equity partners' that work specifically with populations historically underrepresented in planning processes.

During Listening Sessions, residents were asked to respond to three questions about their neighborhoods: **"What do you like about your neighborhood?"**, **"What's missing in your neighborhood?"** and **"What's the one thing you would add (to your neighborhood) that would make you most happy?"**

So, what did we learn from the answers to these questions? When asked what residents *like* about their neighborhoods, we learned that what people value most about their communities is related to their **location** and their '**sense of place**'. Many of the answers we received were qualitative. We found that residents want their neighborhoods to have proximity or access to downtown and amenities, but they also want it to feel like a separate enclave with its own identity.



Residents value **connectedness** but also want their neighborhoods to be **complete communities** with neighborhood-serving amenities.

When asked what's *missing* in their neighborhoods, residents most often responded with uses that relate to meeting their **basic needs**. Many residents felt that their neighborhoods lacked places to buy food and other basic necessities, and responded with places like grocery stores, places to eat, and drug stores. Some neighborhoods also mentioned that they wanted vacant houses to be occupied. However, when asked what's the *one thing* that residents would add to their neighborhoods that would make them *most happy*, we heard responses that were more aspirational and centered around the **well-being of the community**.

- “Places for kids to play safely”
- “Cultural Centers”
- “Community Space”
- “A Wellness Center”
- “Community Gardens”
- “Third Places”

how to use this document:

Steps:

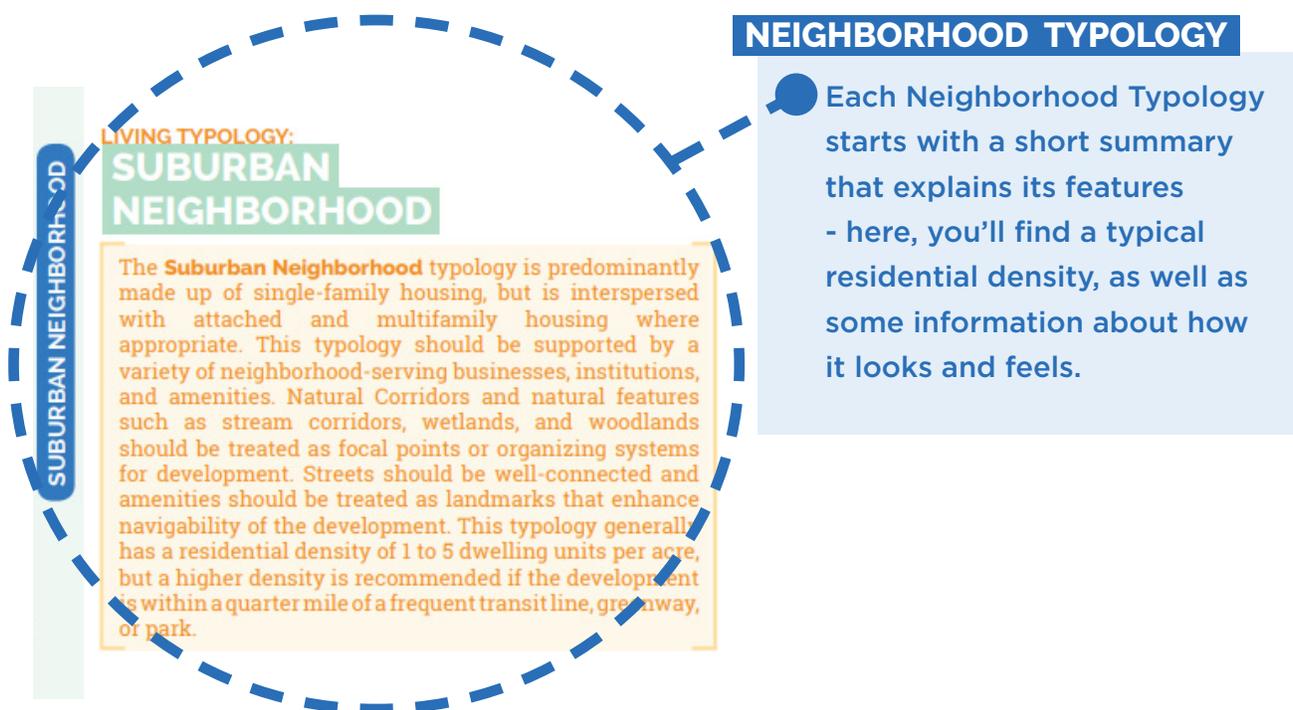
Step 1: Find the property on the Land Use Map

Visit the City's website (www.indy.gov) to locate a specific parcel, address, or neighborhood on the Land Use Map, which shows the Neighborhood Typologies for the area.

Step 2: Identify the Neighborhood Typology

The Pattern Book is built around **Neighborhood Typologies**, which are combinations of uses that work well together to create a thriving community. Typologies provide guidance on what uses might be appropriate based on the context of the neighborhood or area. This document outlines three typologies: **living**, **mixed-use**, and **working**.

Living typologies are primarily residential neighborhoods but also include small shops, schools, and places of worship. Mixed-use typologies include a balance of places where people live and work. Finally, working typologies are primarily where people work and are too intense to be near homes.



Step 4: Check for Overlays

Overlays are applied in areas where the land uses allowed in the neighborhood typologies need to be adjusted due to special circumstances, such as an environmentally sensitive area or an area ideal for transit-oriented development.

OVERLAY MODIFICATIONS

If a property is in an overlay, you can look here to see how it adds, modifies, or removes the recommended land uses within the base typology.

emergency vehicle areas to buffer surrounding residential uses.

Small-Scale Parks

- With the exception of minimally-improved natural areas or golf courses, parks should be integrated as focal points and should not have more than 25% of their perimeter comprised of adjoining rear or side yards.
- Should be situated along streets on which the front door of housing units is located.
- If a component of a master-planned development, continuous pedestrian infrastructure (sidewalk, greenway, or off-street path) between the proposed site and any residential uses within the development should be provided.

Community Farms/Gardens

- Should be limited to three acres each.
- May include sales of products grown onsite.

Competitive 3.1

Resilient 2.4 Competitive 3.1

Resilient 2.4 Competitive 1.1

Healthy 1.1 Inclusive 2.2

Resilient 3.4

Healthy 2.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

LAND USES

TYPOLOGY LAND USES

These land uses are mapped within the typology system.

DETACHED HOUSING

Detached housing refers to detached single-family homes. While this type of housing may include a secondary dwelling unit (such as a mother-in-law suite or carriage house), the secondary dwelling unit is usually smaller than the primary home and the entire property is under a single ownership.

ATTACHED HOUSING

Duplexes, triplexes, quads, townhouses, row houses, stacked flats, and other, similar legally-complete dwellings joined by common walls and typically with each unit on its own lot or part of a condominium.

SMALL-SCALE MULTIFAMILY HOUSING

Single or multiple buildings each with five or more legally-complete dwelling units in a development of less than two acres and at a height of less than 40 feet.

LARGE-SCALE MULTIFAMILY HOUSING

Single or multiple buildings each with five or more legally-complete dwelling units in a development of more than two acres and at a height greater than 40 feet.

ASSISTED LIVING FACILITIES/NURSING HOMES

A residential facility that provides a combination of housing, social activity, supportive services, personalized assistance, and health care.

GROUP HOMES

A residential facility for 2 or more individuals meeting the definition of a handicapped person under the Federal Fair Housing Act and court decisions interpreting that act, including persons with developmental disabilities and persons with psychiatric disorders or addictions.

BED AND BREAKFAST

The commercial rental of up to 6 bedrooms within a private, owner-occupied, single-family detached dwelling unit, and providing temporary accommodations, typically including a morning meal, to overnight guests.

HOTELS, MOTELS, OR HOSTELS

Any building or group of buildings containing guest rooms designed or intended to be occupied for sleeping purposes by guests for a fee.

BOUTIQUE HOTELS

Boutique hotels are generally smaller in scale and intensity than other hotels, with a maximum of 25 guest rooms. They have a high degree of street-level activation.

SMALL-SCALE OFFICES, RETAILING, AND PERSONAL OR PROFESSIONAL SERVICES

Commercial uses with minimal outdoor operations, storage, or display on lots of less than 1.5 acres and a height of less than 35 feet.

LARGE-SCALE OFFICES, RETAILING, AND PERSONAL OR PROFESSIONAL SERVICES

Commercial uses with minimal outdoor operations, storage, or display on lots of more than 1.5 acres and a height of more than 35 feet.

HEAVY COMMERCIAL USES

Heavy commercial uses generally include outdoor operations, storage, and/or display.

LIGHT INDUSTRIAL USES

These industrial uses create minimal emissions of light, odor, noise, or vibrations. Examples include warehousing and logistics facilities. These land uses do not use, store, produce, emit, or transport hazardous materials.

ARTISAN MANUFACTURING AND FOOD PRODUCTION

The small-scale, on-site making, fabrication, production, or preparation of food, beverages, crafts, or products by an artist, artisan, or skilled craftsperson, and may include direct sales and consumption on site. These uses are similar in scale to neighborhood-serving commercial and office uses, and do not create emissions of light, odor, noise, or vibrations. Typically, these uses are small businesses that generate little truck traffic and have minimal outdoor operations, storage, or display.

HEAVY INDUSTRIAL USES

Found only in the Heavy Industrial District, these industrial uses create emissions of light, odor, noise, or vibrations. All uses requiring an air permit and/or wastewater permit from the Indiana Department of Environmental Management (IDEM) is considered Heavy Industrial, but not all Heavy Industrial uses necessary require an IDEM permit.

SMALL-SCALE SCHOOLS, PLACES OF WORSHIP, AND OTHER PLACES OF ASSEMBLY

Schools, places of worship, and other places of assembly that are generally less than five acres in size.

LARGE-SCALE SCHOOLS, PLACES OF WORSHIP, AND OTHER PLACES OF ASSEMBLY

Schools, places of worship, and other places of assembly that are generally more than five acres in size. Particularly large centers of education such as township high schools and universities would not be included in this definition, and are considered to be regional special uses.

NEIGHBORHOOD-SERVING INSTITUTIONS/INFRASTRUCTURE

Generally small-scaled or low-intensity public, semi-public, and private land uses that serve a specific institutional purpose for the surrounding neighborhoods. Examples are charitable and philanthropic institutions, government office buildings, libraries, fire stations, and police roll-call sites.

COMMUNITY-SERVING INSTITUTIONS/INFRASTRUCTURE

Public, semi-public, and private land uses that serve a specific institutional purpose for a significant portion of the county. Examples are government complexes, small claims courts, and probation centers.

SMALL-SCALE PARKS

Public or private parks that are generally under 10 acres in size.

COMMUNITY FARMS/GARDENS

An area of land less than two or three acres in size (depending on the district in which it is located) managed and maintained by a group of individuals to cultivate fruits, flowers, vegetables or ornamental plants.

SURFACE PARKING (AS A PRIMARY USE)

A surface parking lot that is not subordinate to another use.

STRUCTURED PARKING (AS A PRIMARY USE)

A parking structure that is not subordinate to another use.

WORKING FARMS

This use includes production agriculture, composting, forestry, greenhouses, plant nurseries, agritourism, limited livestock, and sale of agricultural products produced on site. Working farms are larger than three acres in size.

WIND OR SOLAR FARMS

This use consists of solar or wind technology that produces energy and is not subordinate to another use (such solar panels on the roof of a house).

NON-TYOLOGY LAND USES

These stand-alone land uses are mapped outside of the typology system due to their scale or the nature of their use.

AGRICULTURAL PRESERVATION

The 'Agricultural Preservation' land use is intended for areas that should be protected for agricultural use. These areas may also be appropriate for parks.

LARGE-SCALE PARKS

Large-Scale Parks are generally over 10 acres in size.

LINEAR PARKS

This land use category is intended for public or private property designated for active or passive recreation and is primarily used for the passage of people or wildlife. Examples are greenways, parkways, trails, off-street paths, and conservation areas.

FLOODWAYS

The Floodway category delineates areas that exhibit a great potential for property loss and damage from severe flooding, or for water quality degradation. No development should occur within the floodway. Nonconforming uses currently within a floodway should not be expanded or altered.

REGIONAL SPECIAL USE

This category provides for public, semi-public and private land uses that serve a specific institutional purpose for a significant portion of the county. Examples are large-scale, generally stable institutional uses such as cemeteries, hospitals, universities, high schools, government complexes, large museums, the Indiana State Fairgrounds, and the Indianapolis Motor Speedway.

Long Range Planning staff should provide guidance regarding any property use changes in this typology. Partial property changes should remain thematically or economically supportive of the special use while also being contextually sensitive to adjacent existing development and land use plans. Redevelopment, use changes, or other significant changes to the entire property must be informed by a planning study conducted by Department of Metropolitan Development to determine Land Use Plan recommendations.

T Y P O L O G I E S

LIVING TYPOLOGIES

Living Typologies are primarily residential neighborhoods - places where people live. They may have some other uses mixed in, such as small shops, schools, or places of worship, but homes are the priority in these typologies.

RURAL OR ESTATE NEIGHBORHOOD

The Rural or Estate Neighborhood typology applies to both rural or agricultural areas and historic, urban areas with estate-style homes on large lots. In both forms, this typology prioritizes the exceptional natural features – such as rolling hills, high quality woodlands, and wetlands – that make these areas unique. Development in this typology should work with the existing topography as much as possible. Typically, this typology has a residential density of less than one dwelling unit per acre unless housing is clustered to preserve open space.

SUBURBAN NEIGHBORHOOD

The Suburban Neighborhood typology is predominantly made up of single-family housing, but is interspersed with attached and multifamily housing where appropriate. This typology should be supported by a variety of neighborhood-serving businesses, institutions, and amenities. Natural Corridors and natural features such as stream corridors, wetlands, and woodlands should be treated as focal points or organizing systems for development. Streets should be well-connected and amenities should be treated as landmarks that enhance navigability of the development. This typology generally has a residential density of 1 to 5 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.

TRADITIONAL NEIGHBORHOOD

The Traditional Neighborhood typology includes a full spectrum of housing types, ranging from single family homes to large-scale multifamily housing. The development pattern of this typology should be compact and well-connected, with access to individual parcels by an alley when practical. Building form should promote the social connectivity of the neighborhood, with clearly defined public, semi-public, and private spaces. Infill development should continue the existing visual pattern, rhythm, or orientation of surrounding buildings when possible. A wide range of neighborhood-serving businesses, institutions, and amenities should be present. Ideally, most daily needs are within walking distance. This typology usually has a residential density of 5 to 15 dwelling units per acre, but a higher density is

recommended if the development is within a quarter mile of a frequent transit line, greenway, or park

CITY NEIGHBORHOOD

The City Neighborhood typology consists largely of multifamily housing, and is stepped down to other living typologies with attached housing. This typology is dense and walkable with a full range of city services and public amenities. Ideally, block lengths are shorter than 500 feet and publicly-accessible pedestrian connections are provided through large developments. Access to individual parcels is generally by an alley or internal parking structures. Public spaces are typically of a smaller and more intimate scale in the form of smaller parks, streetscapes, and interior courtyards or rooftop spaces. Residential development activates the sidewalk with externalized doors and public or semi-public spaces. The City Neighborhood typology typically has a residential density in excess of 15 dwelling units per acre.

MIXED-USE TYPOLOGIES

Mixed-Use Typologies have a balance of places where people live and places where people work. Generally, only uses that are compatible with residential uses are recommended in these typologies. More intense uses, such as hospitals or universities in the 'Institution-Oriented Mixed-Use' have conditions attached to them that mitigate their impact on nearby residential neighborhoods.

VILLAGE MIXED-USE

The Village Mixed-Use typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian-scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre.

URBAN MIXED-USE

The Urban Mixed-Use typology provides dense, pedestrian-oriented development with a wide range of businesses, services, and institutions that serve both adjacent neighborhoods and the broader Indianapolis community. Buildings are four to eight stories in height with entrances and large windows facing the street. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Public spaces may also be programmable for community events. Off-street parking should be behind buildings or in garages. Where block lengths are longer than 500 feet, public pedestrian paths should be provided as cut-through's. This typology has a residential density of at least 25 to 75 units per acre.

CORE MIXED-USE

The Core Mixed-Use typology is intended for the core of the City's Central Business District and along logical extensions from the core (such as the North Meridian Street corridor). It is characterized by dense, compact, and tall building patterns and a substantial degree of activity. Businesses, services, and institutions in this typology serve the entire region as well as residents and tourists. There is a wide range of public spaces, with some designed to accommodate events and festivals. Buildings are at least six stories in height and all off-street parking should be in garages. While buildings in this typology are larger than in other mixed-use typologies, they should still be designed with the pedestrian in mind, with entrances and large windows facing the street. Ideally, this typology has a tight street grid with frequent intersections and small blocks. In areas where small blocks are not practical due to existing development, public pedestrian paths should be provided as cut-through's. This typology has a residential density in excess of 50 units per acre.

INSTITUTION-ORIENTED MIXED-USE (CAMPUS)

The Institution-Oriented Mixed-Use (Campus) typology contains a mix of land uses within and surrounding a significant regional institution campus, such as a university or hospital. This typology is meant to promote development that is permeable to pedestrians and integrates into its surrounding context. Uses in this typology will often be thematically or economically linked to the anchor institution. Residential areas of this typology have a density of 8 to 15 dwelling units per acre.

WORKING TYPOLOGIES

Working Typologies are primarily non-residential areas - places where people work. Generally, these typologies are intended for uses that are too intense to be near homes - either because of their scale and form (such as a business park) or because they may cause a nuisance (such as heavy industrial uses).

OFFICE COMMERCIAL

The Office Commercial typology provides for single and multi-tenant office buildings. It is often a buffer between higher intensity land uses and lower intensity land uses. Office commercial development can range from a small freestanding office to a major employment center. This typology is intended to facilitate establishments such as medical and dental facilities, education services, insurance, real estate, financial institutions, design firms, legal services, and hair and body care salons.

COMMUNITY COMMERCIAL

The Community Commercial typology provides for low-intensity commercial and office uses that serve nearby neighborhoods. These uses are usually in freestanding buildings or small, integrated centers. Examples include small-scale shops, personal services, professional and business services, grocery stores, drug stores, restaurants, and public gathering spaces.

REGIONAL COMMERCIAL

The Regional Commercial typology provides for general commercial and office uses that serve a significant portion of the county rather than just the surrounding neighborhoods. Uses are usually in large freestanding buildings or integrated centers. Typical examples include shopping malls, strip shopping centers, department stores, and home improvement centers.

HEAVY COMMERCIAL

The Heavy Commercial typology provides for consumer-oriented general commercial and office uses that tend to exhibit characteristics that are not compatible with less intensive land uses. They are often dominated by exterior operations, sales, and display of goods. Examples include vehicle sales and commercial lumber yards.

OFFICE/INDUSTRIAL MIXED-USE (BUSINESS PARK)

The Office/Industrial Mixed-Use (Business Park) typology is intended to provide for light industrial, distribution, and office uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. The typology is characterized by groups of buildings within office/warehouse parks. Examples of typical uses include warehousing, wholesaling, research and development facilities, testing and evaluation facilities, offices, education resource centers, assembly of high technology products, and conference centers. Industrial or truck traffic should be separated from local/residential traffic in this typology.

LIGHT INDUSTRIAL

The Light Industrial typology provides for industrial, production, distribution, and repair uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Typical uses include warehousing, self-storage, assembly of parts, laboratories, wholesaling, and printing. Industrial or truck traffic should be separated from local/residential traffic.

HEAVY INDUSTRIAL

The Heavy Industrial typology provides for industrial, production, distribution, and repair uses that are intense and may create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Outdoor operations and storage are common. Typical uses include food processing, milling, storage of petroleum products, recycling, welding, and concrete mixing. Industrial or truck traffic should be separated from local/residential traffic.

OVERLAYS

Overlays are used in places where the land uses that are allowed in a typology need to be adjusted. They may be needed because an area is environmentally sensitive, near an airport, or because a certain type of development should be promoted. Overlays can add uses, remove uses, or modify the conditions that are applied to uses in a typology

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Corridor Reserve (RR) overlay is intended for areas where the residential nature of a corridor is at risk due to encroachment from other land uses. An example might be residential areas that are being overtaken by school, hospital, or corporate campuses.

INDUSTRIAL RESERVE (IR)

The Industrial Reserve (IR) overlay is intended for areas that are prime for industrial development due to factors such as large parcel size, proximity to compatible uses, and/or interstate access.

AIRPORT VICINITY (AV)

The Airport Vicinity (AV) overlay is intended to provide for development that appropriately responds to the unique needs and constraints of airports.

CRITICAL AREA (CA)

Critical Area (CA) overlays are intended for special circumstances where custom modifications need to be made. If the property in question falls into a Critical Area overlay, please refer to the 'Critical Areas' section for further guidance.

CITY NEIGHBORHOOD

Assisted Living Facilities/Nursing Homes - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Group Homes - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Bed and Breakfast - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Community Farms/Gardens - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Removed Uses

Large-Scale Multi-Family Housing

Large-Scale Retailing and Personal or Professional Services

Large-Scale Offices

Structured Parking

Resilient 1.1.3

VILLAGE MIXED-USE

MIXED-USE TYPOLOGY:
VILLAGE MIXED-USE

The **Village Mixed-Use** typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian-scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre.

recommended land uses

Conditions for All Land Use Types

- All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer.
Resilient 3.1
- All development should include sidewalks along the street frontage.
Healthy 1.1
Inclusive 2.2
- In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.
Healthy 1.1, 3.1
Competitive 1.1
- Where possible, contributing historic buildings should be preserved or incorporated into new development.
Competitive 1.3, 3.1

Conditions for All Housing

- Should be within a one-quarter-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity that is available at no cost to the user.
Healthy 1.2
Inclusive 1.3
Competitive 1.1
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
Healthy 3.1
Resilient 2.4
Competitive 1.1

Detached Housing

The house should extend beyond the front of the garage. Garages should be loaded from an alley or sides street when possible, and should be detached if located on the side of the house.

Healthy 3.1
Competitive 1.1

Attached Housing

Recommended without additional conditions.

Inclusive 1.2, 2.1
Resilient 3.2
Competitive 1.2

Small-Scale Multi-Family Housing

Mixed-Use structures are preferred.

Resilient 2.4
Competitive 2.2

Parking should be either behind or interior to the development.

Healthy 1.1
Resilient 2.4
Competitive 3.1

Large-Scale Multi-Family Housing

Should be located along an arterial or collector street.

Resilient 2.3, 3.1

Mixed-Use structures are preferred.

Resilient 2.4
Competitive 2.2

Parking should be either behind or interior to the development.

Healthy 1.1
Resilient 2.4
Competitive 3.1

Assisted Living Facilities/Nursing Homes

Should be in harmony with the surrounding neighborhoods and should site and screen their parking, service, and emergency vehicle areas to buffer surrounding residential uses.

Resilient 3.4
Competitive 3.1

Should not be within 1000 feet of a highway, freeway, or expressway.

Healthy 4.1

Group Homes

Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.

Resilient 3.4
Competitive 3.1

Should be located adjacent to residential uses.

Healthy 3.3

Should not be located on the same block as another group home.

Bed and Breakfast

Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.

Resilient 3.4
Competitive 3.1

Small-Scale Offices, Retailing and Personal or Professional Services

Mixed-Use structures are preferred.

Resilient 2.4
Competitive 2.2

Automotive uses (such as gas stations and auto repair) and uses with drive-through lanes are excluded.

Resilient 3.4

Should not include outdoor display of merchandise.

Competitive 3.1

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

- If proposed within a one-half mile along an adjoining street of an existing or approved residential development, then connecting pedestrian infrastructure (sidewalk, greenway, or off-street path) should be in place or provided.
- Mixed-use structures are preferred.
- Schools should not be within 1000 feet of a highway, freeway, or expressway.

- Healthy 1.1
Inclusive 2.2
- Resilient 2.4
Competitive 2.2
- Healthy 4.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

- Should be located along an arterial or collector street.
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.
- Should be located within one-half mile of a bus or rapid transit stop.
- Schools should not be within 1000 feet of a highway, freeway, or expressway.

- Resilient 2.3, 3.1
- Healthy 1.1
Inclusive 2.2
- Inclusive 1.3, 2.2
- Healthy 4.1

Small-Scale Parks

- Ballards or other vehicular barriers should be present.

- Resilient 2.3

Artisan Manufacturing and Food Production

- Automotive uses are excluded.
- Mixed-use structures are preferred.
- Operations should be fully contained within buildings.
- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- Should include a commercial component that is open to the public.

- Resilient 3.4
- Resilient 2.4
Competitive 2.2
- Resilient 3.4
- Resilient 3.4
Competitive 3.1
- Competitive 1.1

Structured Parking

- Should include ground-floor office or retail uses.

- Resilient 2.4
Competitive 2.2

Community Farms/Gardens

- Should be limited to one-quarter acre each.
- May include sales of products grown onsite.

- Resilient 3.4
- Healthy 2.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Detached Housing - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Attached Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Multifamily Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Assisted Living Facilities/Nursing Homes - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Group Homes - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Bed and Breakfast - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

VILLAGE MIXED-USE

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Community Farms/Gardens - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Removed Uses

Artisan Manufacturing and Food Production

Large-Scale Multi-Family Housing

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

Structured Parking

Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Attached Housing - A residential density of 15+ units per acre is recommended.

Small-Scale Multi-Family Housing - A residential density of 15+ units per acre is recommended.

Large-Scale Multi-Family Housing - A residential density of 15+ units per acre is recommended.

Healthy 4.2
Inclusive 1.2
Resilient 3.3

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

VILLAGE MIXED-USE

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Resilient 2.1

Healthy 4.2
Inclusive 1.2
Resilient 3.3

Resilient 3.1

Removed Uses

- Detached Housing
- Community Farms/Gardens

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small-Scale Multi-Family Housing - Should include ground-floor office, retail, or personal or professional services.

Resilient 2.4
Competitive 2.2

Large-Scale Multi-Family Housing - Should include ground-floor office, retail, or personal or professional services.

Resilient 2.4
Competitive 2.2

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Resilient 2.1

Healthy 2.1
Inclusive 1.1, 2.1
Resilient 3.2

Removed Uses

- Detached Housing
- Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly
- Artisan Manufacturing and Food Production

Resilient 3.4
Competitive 1.1

Resilient 3.4

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Corridor Reserve (RR) overlay is intended for areas where the residential nature of a corridor is at risk due to encroachment from other land uses. An example might be residential areas that are being overtaken by school, hospital, or corporate campuses.

Added Uses

No uses are added.

Modified Uses

No uses are modified.

Removed Uses

- Large-Scale Multi-Family Housing
- Assisted Living Facilities/Nursing Homes
- Small-Scale Offices, Retailing, and Personal and Professional Services
- Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly
- Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly
- Artisan Manufacturing and Food Production
- Structured Parking

Resilient 3.3

INDUSTRIAL RESERVE (IR)

The Industrial Reserve (IR) overlay is not appropriate in this typology.

AIRPORT VICINITY (AV)

The Airport Vicinity (AV) overlay is not appropriate in this typology.

CRITICAL AREA (CA)

Critical Area (CA) overlays are intended for special circumstances where custom modifications need to be made. If the property in question falls into a Critical Area overlay, please see its corresponding text for further guidance.

MIXED-USE TYPOLOGY:

URBAN MIXED-USE

The **Urban Mixed-Use** typology provides dense, pedestrian-oriented development with a wide range of businesses, services, and institutions that serve both adjacent neighborhoods and the broader Indianapolis community. Buildings are four to eight stories in height with entrances and large windows facing the street. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Public spaces may also be programmable for community events. Off-street parking should be behind buildings or in garages. Where block lengths are longer than 500 feet, public pedestrian paths should be provided as cut-through's. This typology has a residential density of at least 25 to 75 units per acre.

recommended land uses

Conditions for All Land Use Types

- All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer. ○ Resilient 3.1
- All development should include sidewalks along the street frontage. ○ Healthy 1.1
Inclusive 2.2
- Mixed-Use structures are preferred for all land uses except Public Administration, Associations, and Region-Serving Institutions/Infrastructure, Entertainment, and Small-Scale Parks. ○ Resilient 2.4
Competitive 2.2
- In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged. ○ Healthy 1.1, 3.1
Competitive 1.1
- Where possible, contributing historic buildings should be preserved or incorporated into new development. ○ Competitive 1.3, 3.1

Conditions for All Housing

- Should be within a one-quarter-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity that is available at no cost to the user. ○ Healthy 1.2
Inclusive 1.3
Competitive 1.1
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection. ○ Healthy 3.1
Resilient 2.4
Competitive 1.1

Attached Housing

Should have a minimum of 10 units per acre.

Resilient 2.4
Competitive 2.2

Small-Scale Multi-Family Housing

- Should be located along an arterial or collector street.
- The primary entrance should be served by an arterial or collector street.
- Mixed-Use structures are preferred.
- Parking should be either behind or interior to the development.

Resilient 2.3, 3.1

Resilient 2.4
Competitive 2.2

Healthy 1.1
Resilient 2.4
Competitive 3.1

Large-Scale Multi-Family Housing

- Should be located along an arterial or collector street.
- Mixed-Use structures are preferred.
- Parking should be either behind or interior to the development.

Resilient 2.3, 3.1

Resilient 2.4
Competitive 2.2

Healthy 1.1
Resilient 2.4
Competitive 3.1

Assisted Living Facilities/Nursing Homes

- Should be in harmony with the surrounding neighborhoods and should site and screen their parking, service, and emergency vehicle areas to buffer surrounding residential uses.
- Should not be within 1000 feet of a highway, freeway, or expressway.

Resilient 3.4
Competitive 3.1

Healthy 4.1

Group Homes

- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- Should be located adjacent to residential uses.
- Should not be located on the same block as another group home.

Resilient 3.4
Competitive 3.1

Healthy 3.3

Bed and Breakfast

- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- Appropriate as an adaptive reuse of existing detached housing.

Resilient 3.4
Competitive 3.1

Competitive 1.3

Boutique Hotels

- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- Unless the development requires fewer than 10 spaces, at least 50% of required parking should be provided in structured parking (private or shared).

Resilient 3.4
Competitive 3.1

Competitive 1.1

Small-Scale Offices, Retailing and Personal or Professional Services

- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.
- Automotive uses (such as gas stations and auto repair) and uses with drive-through lanes are excluded.
- Mixed-use structures are preferred.
- Should not include outdoor display of merchandise.

- Healthy 1.1
Inclusive 2.2
- Resilient 3.4
- Resilient 2.4
Competitive 2.2
- Competitive 3.1

Large-Scale Offices, Retailing and Personal or Professional Services

- Retailing is only recommended as a ground-floor use in a mixed-use structure; offices are only recommended on upper floors. .
- Should be located along an arterial or collector street.
- Should not include outdoor display of merchandise.

- Resilient 2.4
Competitive 2.2
- Resilient 2.3, 3.1
- Competitive 3.1

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.
- Mixed-use structures are preferred.
- Schools should not be within 1000 feet of a highway, freeway, or expressway.

- Healthy 1.1
Inclusive 2.2
- Resilient 2.4
Competitive 2.2
- Healthy 4.1

Artisan Manufacturing and Food Production

- Automotive uses are excluded.
- Mixed-use structures are preferred.
- Operations should be fully contained within buildings.
- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas.
- Should include a commercial component that is open to the public.

- Resilient 3.4
- Resilient 2.4
Competitive 2.2
- Resilient 3.4
- Resilient 3.4
Competitive 3.1
- Competitive 1.1

Small-Scale Parks

- Ballards or other vehicular barriers should be present.

- Resilient 2.3

Structured Parking

- Should include ground-floor office or retail uses.

- Resilient 2.4
Competitive 2.2

Community Farms/Gardens

- Should be limited to one-half acre each.
- May include sales of products grown onsite.

○ Resilient 3.4

○ Healthy 2.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Attached Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

○ Resilient 1.1.2, 1.4

Small-Scale Multifamily Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

○ Resilient 1.1.2, 1.4

Assisted Living Facilities/Nursing Homes - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

○ Resilient 1.1.2, 1.4

Group Homes - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

○ Resilient 1.1.1, 1.4

Bed and Breakfast - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

○ Resilient 1.1.1, 1.4

Boutique Hotels - Any developing impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development

○ Resilient 1.1.2, 1.4

URBAN MIXED-USE

should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Community Farms/Gardens - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Removed Uses

Artisan Manufacturing and Food Production

Large-Scale Multi-Family Housing

Large-Scale Retailing and Personal and Professional Services

Large-Scale Offices

Structured Parking

Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No Uses are Added

Modified Uses

Small-Scale Offices, Retailing, and Personal and Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Retailing and Personal and Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Offices - Development should be supportive

of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Boutique Hotels - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than a third of the frontage used for parking)

Removed Uses

Community Farms/Gardens

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Attached Housing - Only appropriate in live/work arrangements.

Small-Scale Multi-Family Housing - Should include ground-floor office, retail, or personal or professional services.

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Removed Uses

Large-Scale Retailing and Personal and Professional Services

Large-Scale Offices

Artisan Manufacturing and Food Production

RESIDENTIAL CORRIDOR RESERVE (RR)

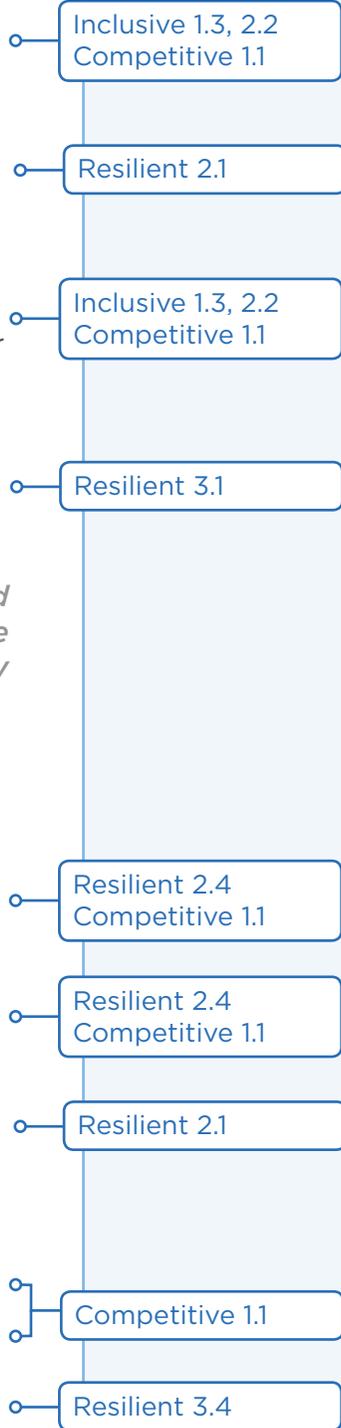
The Residential Corridor Reserve (RR) overlay is intended for areas where the residential nature of a corridor is at risk due to encroachment from other land uses. An example might be residential areas that are being overtaken by school, hospital, or corporate campuses.

Added Uses

No uses are added.

Modified Uses

No uses are modified.



CORE MIXED-USE

MIXED-USE TYPOLOGY:

CORE MIXED-USE

The **Core Mixed-Use** typology is intended for the core of the City’s Central Business District and along logical extensions from the core (such as the North Meridian Street corridor). It is characterized by dense, compact, and tall building patterns and a substantial degree of activity. Businesses, services, and institutions in this typology serve the entire region as well as residents and tourists. There is a wide range of public spaces, with some designed to accommodate events and festivals. Buildings are at least six stories in height and all off-street parking should be in garages. While buildings in this typology are larger than in other mixed-use typologies, they should still be designed with the pedestrian in mind, with entrances and large windows facing the street. Ideally, this typology has a tight street grid with frequent intersections and small blocks. In areas where small blocks are not practical due to existing development, public pedestrian paths should be provided as cut-through’s. This typology has a residential density in excess of 50 units per acre.

recommended land uses

Conditions for All Land Use Types

- All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer.

○ Resilient 3.1
- All development should include sidewalks along the street frontage.

○ Healthy 1.1
Inclusive 2.2
- Mixed-Use structures are preferred for all land uses except Public Administration, Associations, and Region-Serving Institutions/Infrastructure, Entertainment, and Small-Scale Parks.

○ Resilient 2.4
Competitive 2.2
- In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.

○ Healthy 1.1, 3.1
Competitive 1.1

Conditions for All Housing

- Should be within a one-quarter-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity that is available at no cost to the user.

○ Healthy 1.2
Inclusive 1.3
Competitive 1.1
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.

○ Healthy 3.1
Resilient 2.4
Competitive 1.1

Small-Scale Multifamily Housing

Should have either retail uses or externalized residential doors at-grade.

Healthy 3.1
Competitive 1.1

Large-Scale Multifamily Housing

Should have either retail uses or externalized residential doors at-grade.

Healthy 3.1
Competitive 1.1

Parking should be in structures or behind or interior to the development.

Healthy 1.1
Resilient 2.4
Competitive 3.1

Boutique Hotels

Unless the development requires fewer than 10 spaces, at least 50% of required parking should be provided in structured parking (private or shared).

Competitive 1.1

Motels, Hotels, or Hostels

The primary entrance should be served by an arterial street.

Resilient 2.3, 3.1

Should have a floor-area ratio of at least 6:1.

Resilient 3.4

Parking should be in structures or behind or interior to the development.

Healthy 1.1
Resilient 2.4
Competitive 3.1

Offices

Recommended without additional conditions.

Inclusive 1.3
Competitive 2.1

Small-Scale Offices, Retailing, and Personal or Professional Services

Automotive uses (such as gas stations and auto repair) and uses with drive-through lanes are excluded.

Resilient 3.4

Should not include outdoor display of merchandise.

Competitive 3.1

Large-Scale Offices, Retailing and Personal or Professional Services

The primary entrance should be served by an arterial street.

Resilient 2.3, 3.1

Should not include outdoor display of merchandise.

Competitive 3.1

Regionally-Serving Public Administration

Sufficient handicapped parking options should be available either onsite or adjacent.

Inclusive 1.3

Ballards or other vehicular barriers should be present.

Resilient 2.3

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

Schools should not be within 1000 feet of a highway, freeway, or expressway.

Healthy 4.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

Should be located along an arterial or collector street.

Resilient 2.3, 3.1

Schools should not be within 1000 feet of a highway, free-

way, or expressway.

Small-Scale Parks

Ballards or other vehicular barriers should be present.

Structured Parking

Should include ground-floor office or retail uses.

- Healthy 4.1
- Resilient 2.3
- Resilient 2.4
Competitive 2.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Small-Scale Multifamily Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains.

Resilient 1.1.2

Boutique Hotels - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features.

Resilient 1.1.2

Hotels, Motels, or Hostels - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features.

Resilient 1.1.2

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features.

Resilient 1.1.2

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features.

Resilient 1.1.2

Removed Uses

Large-Scale Multi-Family Housing

Large-Scale Retailing and Personal or Professional Services

Large-Scale Offices

Entertainment Venues

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assem-

Resilient 1.1.3

INSTITUTION-ORIENTED MIXED-USE

- Only limited surface parking should be present. The majority of required parking should be located within structured parking (private or shared).
 Competitive 1.1
- Parking lots should be located towards the interior of the development.
 Competitive 1.1
- Connections to adjacent residential uses should be provided through campuses whenever possible.
 Healthy 1.1
Inclusive 2.2

Research and Technology Businesses, and Institutions with a High Degree of Thematic or Economic Link to the Anchor Institution

- Should be located along an arterial or collector street.
 Resilient 2.3, 3.1

Services with a High Degree of Thematic or Economic Link to the Anchor Institution

- Should be located along an arterial or collector street.
 Resilient 2.3, 3.1

Conditions for All Housing

- Should be within a one-half-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity that is available at no cost to the user.
 Healthy 1.2
Inclusive 1.3
Competitive 1.1
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
 Healthy 3.1
Resilient 2.4
Competitive 1.1

Detached Housing

- Only appropriate as infill housing.
- Secondary units are encouraged.
 Inclusive 1.2, 2.1
Resilient 3.2
Competitive 1.2

Attached Housing

- Should be oriented towards the street with parking either behind or interior to the development.
 Healthy 1.1
Resilient 2.4
Competitive 3.1

Small-Scale Multi-Family Housing

- Should be located along an arterial or collector street.
 Resilient 2.3, 3.1
- Should be oriented towards the street with parking either behind or interior to the development.
 Healthy 1.1
Resilient 2.4
Competitive 3.1

Large-Scale Multi-Family Housing

- Should be located along an arterial or collector street.
 Resilient 2.3, 3.1
- In existing, predominantly platted, single-family neighborhoods, site layouts should include a street frontage of a length at least the average depth of the development.
- Should be oriented towards the street with parking either behind or interior to the development.
 Healthy 1.1
Resilient 2.4
Competitive 3.1

Assisted Living Facilities/Nursing Homes

- Should be located along an arterial or collector street. ○ Resilient 2.3, 3.1
- Should not be within 1000 feet of a highway, freeway, or expressway. ○ Healthy 4.1

Group Homes

- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas. ○ Resilient 3.4
Competitive 3.1
- Should be located adjacent to residential uses. ○ Healthy 3.3
- Should not be located on the same block as another group home.

Bed and Breakfast

- Appropriate as a reuse of formerly residential detached houses. ○ Resilient 3.4
Competitive 1.3
- Should be in harmony with the character of the surrounding neighborhood in terms of materials, building placement, entrance location, and vehicle and service areas. ○ Resilient 3.4
Competitive 3.1

Boutique Hotels

- Unless the development requires fewer than 10 spaces, At least 50% of required parking should be provided in structured parking (private or shared). ○ Competitive 1.1

Hotels, Motels, or Hostels

- Unless the development requires fewer than 10 spaces, At least 50% of required parking should be provided in structured parking (private or shared). ○ Competitive 1.1
- Should be located along an arterial or collector street. ○ Resilient 2.3, 3.1

Offices

- Should be located along an arterial or collector street. ○ Resilient 2.3, 3.1

Small-Scale Retailing and Personal or Professional Services

- Should be located along an arterial or collector street. ○ Resilient 2.3, 3.1
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. ○ Healthy 1.1
Inclusive 2.2
- Automotive uses (such as gas stations and auto repair) and uses requiring a distance of separation of greater than 20 feet under the zoning ordinance (such as liquor stores, adult uses, and drive-through lanes) are excluded when adjacent to residential areas or the dense cores of institution campuses. ○ Resilient 3.4
- Should not include outdoor display of merchandise. ○ Competitive 3.1

Large-Scale Retailing and Personal or Professional Services

- Should be located along an arterial or collector street. ○ Resilient 2.3, 3.1
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. ○ Healthy 1.1
Inclusive 2.2

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

- Should be Located along an arterial or collector street. ○ Resilient 2.3, 3.1
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. ○ Healthy 1.1
Inclusive 2.2
- Schools should not be within 1000 feet of a highway, freeway, or expressway. ○ Healthy 4.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

- Should be Located along an arterial or collector street. ○ Resilient 2.3, 3.1
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. ○ Healthy 1.1
Inclusive 2.2
- Schools should not be within 1000 feet of a highway, freeway, or expressway. ○ Healthy 4.1

Small-Scale Parks

- If a component of a master-planned development, continuous pedestrian infrastructure (sidewalk, greenway, or off-street path) between the proposed site and any residential uses within the development should be provided. ○ Healthy 1.1
Inclusive 2.2
- Ballards or other vehicular barriers should be present. ○ Resilient 2.3

Structured Parking

- Only recommended as a primary use when functionally connected to an anchor institution. ○ Competitive 1.1

Community Farms/Gardens

- Should be limited to three acres each. ○ Resilient 3.4

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Detached Housing - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 30% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Attached Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Multifamily Housing - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Assisted Living Facilities/Nursing Homes - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Group Homes - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 30% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Bed and Breakfast - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 30% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Boutique Hotels - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Hotels, Motels, or Hostels - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Services with a High Degree of Thematic or Economic Link to the Anchor Institution - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Community Farms/Gardens - Should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Additionally, development should preserve or add at least 30% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.1, 1.4

Removed Uses

Resilient 1.1.3

Large-Scale Multi-Family Housing

Large-Scale Retailing and Personal or Professional Services

Large-Scale Offices

Anchor Institutions, Including Major Universities and Hospitals

Research and Technology Businesses, and Institutions with a High Degree of Thematic or Economic Link to the Anchor Institution

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

Structured Parking

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Attached Housing - A residential density of 15+ units per acre is recommended.

Small-Scale Multi-Family Housing - A residential density of 15+ units per acre is recommended.

Large-Scale Multi-Family Housing - A residential density of 15+ units per acre is recommended.

Boutique Hotels - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than a third of the frontage used for parking.

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.) Uses should not be auto-related, require outdoor storage, or have more than minor, accessory outdoor display.

Large-Scale Offices - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Research and Technology Businesses, and Institutions with a High Degree of Thematic or Economic Link to the Anchor Institution - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Services with a High Degree of Thematic or Economic Link to the Anchor Institution - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Healthy 4.2
Inclusive 1.2
Resilient 3.3

Inclusive 1.3, 2.2
Competitive 1.1

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Removed Uses

- Detached Housing
- Structured Parking
- Community Farms/Gardens

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Attached Housing - Buildings should include ground floor office or retail uses.

Small-Scale Multi-Family Housing - Condition that use should be within a one-half-mile distance of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity does not apply.

Large-Scale Multi-Family Housing - Condition that use should be within a one-half-mile distance of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity does not apply.

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Large-Scale Retailing and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Large-Scale Offices - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Research and Technology Businesses, and Institutions with a High Degree of Thematic or Economic Link to the Anchor Institution - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Services with a High Degree of Thematic or Economic



INSTITUTION-ORIENTED MIXED-USE

Link to the Anchor Institution - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Healthy 1.1, 3.1
Inclusive 2.2
Competitive 1.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Healthy 1.1, 3.1
Inclusive 2.2
Competitive 1.1

Assisted Living Facilities/Nursing Homes - Vehicular access should be provided from a street with few or no pedestrian destinations.

Resilient 2.1

Structured Parking - Should include ground-floor office, retail, or personal or professional services.

Resilient 2.4
Competitive 2.2

Removed Uses

Detached Housing - Where detached housing already exists, secondary units are encouraged. Detached housing is not recommended as new development.

Healthy 2.1
Inclusive 1.1, 2.1
Resilient 3.2

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Corridor Reserve (RR) overlay is intended for areas where the residential nature of a corridor is at risk due to encroachment from other land uses. An example might be residential areas that are being overtaken by school, hospital, or corporate campuses.

Added Uses

No uses are added.

Modified Uses

Detached Housing - Condition that this use is only appropriate as infill housing does not apply.

Resilient 3.3

Removed Uses

- Large-Scale Multi-Family Housing
- Assisted Living Facilities/Nursing Homes
- Hotels, Motels, or Hostels
- Small-Scale Offices, Retailing, and Personal or Professional Services
- Large-Scale Retailing and Personal or Professional Services
- Large-Scale Offices
- Anchor Institutions, Including Major Universities and Hospitals
- Research and Technology Businesses, and Institutions with a High Degree of Thematic or Economic Link to the Anchor Institution
- Services with a High Degree of Thematic or Economic Link to the Anchor Institution

Resilient 3.3

OFFICE COMMERCIAL

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

- Encouraged in multi-tenant environments or as adaptive reuse of an existing structure. Competitive 1.3
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. Healthy 1.1
Inclusive 2.2
- Schools should not be within 1000 feet of a highway, freeway, or expressway. Healthy 4.1

Small-Scale Parks

- A sidewalk or pedestrian path is required within the park. Healthy 1.1, 3.2
- Pedestrian connections to employment centers should be provided.

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area. Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area. Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area. Resilient 1.4

Removed Uses

Large-Scale Offices Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Offices - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Small-Scale Parks - Ballards or other vehicular barriers should be present.

Resilient 2.3

Removed Uses

No uses are removed.

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Offices - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Small-Scale Parks - Ballards or other vehicular barriers should be present.

Resilient 2.3

Removed Uses

No uses are removed.

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. Healthy 1.1 Inclusive 2.2
- Schools should not be within 1000 feet of a highway, freeway, or expressway. Healthy 4.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

- Only recommended as adaptive reuse. Resilient 3.4
- Only recommended if the use contributes to the economic viability of the district/if the use generates a customer base for commercial uses. Resilient 3.4
- If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided. Healthy 1.1 Inclusive 2.2
- Schools should not be within 1000 feet of a highway, freeway, or expressway. Healthy 4.1

Small-Scale Parks

- A sidewalk or pedestrian path is required within the park. Healthy 1.1, 3.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area. Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Removed Uses

Large-Scale Offices, Retailing, and Personal or Professional Services

Resilient 1.1.3

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Small-Scale Parks - Ballards or other vehicular barriers should be present.

Resilient 2.3

Removed Uses

No uses are removed.

TOWN CENTER (TC)

The Town Center (TC) overlay is intended for new and historic neighborhood centers. Its purpose is to promote development with a high degree of pedestrian connectivity that has a slightly higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Small-Scale Parks - Ballards or other vehicular barriers should be present.

Resilient 2.3

Removed Uses

No uses are removed.

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Corridor Reserve (RR) overlay is not appropriate in this typology.

INDUSTRIAL RESERVE (IR)

The Industrial Reserve (IR) overlay is not appropriate in this typology.

AIRPORT VICINITY (AV)

The Airport Vicinity (AV) overlay is intended to provide for development that appropriately responds to the unique needs and constraints of airports.

Added Uses

No uses are added.

Modified Uses

No uses are modified.

Removed Uses

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

Resilient 3.4

Large-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

Resilient 3.4

CRITICAL AREA (CA)

Critical Area (CA) overlays are intended for special circumstances where custom modifications need to be made. If the property in question falls into a Critical Area overlay, please see its corresponding text for further guidance.

WORKING TYPOLOGY:

REGIONAL COMMERCIAL

The **Regional Commercial** typology provides for general commercial and office uses that serve a significant portion of the county rather than just the surrounding neighborhoods. Uses are usually in large freestanding buildings or integrated centers. Typical examples include shopping malls, strip shopping centers, department stores, and home improvement centers.

recommended land uses

Conditions for All Land Use Types

- All land use types except small-scale parks in this typology must have adequate municipal water and sanitary sewer.
 Resilient 3.1
- All development should include sidewalks along the street frontage.
 Healthy 1.1
Inclusive 2.2

Large-Scale Multi-Family Housing

- Should be within a one-half-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly-accessible recreational or cultural amenity that is available at no cost to the user.
 Healthy 1.2
Inclusive 1.3
Competitive 1.1
- Must be located within one-half mile of a bus or rapid transit using sidewalks or off-street paths.
 Healthy 4.2
Inclusive 1.2, 2.2
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
 Healthy 3.1
Resilient 2.4
Competitive 1.1

Hotels, Motels, or Hostels

- Should be adjacent to interstate interchanges if present. If no interchange is present, should be located along arterial streets.
 Resilient 2.3
- Pedestrian connections between buildings should be provided.
 Healthy 1.1

Large-Scale Offices

- Pedestrian connections between buildings should be provided.
 Healthy 1.1
- Street connections to perimeter roads should be provided
 Resilient 2.3

Small-Scale Offices, Retailing, and Personal or Professional Services

- Outdoor display of merchandise should be limited.
 Competitive 3.1

REGIONAL COMMERCIAL

If adjacent to residential uses or a Living Typology, outdoor display of merchandise is not recommended.

Competitive 3.1

Large-Scale Offices, Retailing, and Personal or Professional Services

Should be located along an arterial street.

Resilient 2.3, 3.1

Outdoor display of merchandise should be limited.

Competitive 3.1

If adjacent to residential uses or a Living Typology, outdoor display of merchandise is not recommended.

Competitive 3.1

Pedestrian connections between buildings should be provided.

Healthy 1.1

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly

If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.

Healthy 1.1
Inclusive 2.2

Schools should not be within 1000 feet of a highway, freeway, or expressway.

Healthy 4.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

Should be located along an arterial or collector street.

Resilient 2.3, 3.1

If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.

Healthy 1.1
Inclusive 2.2

Schools should not be within 1000 feet of a highway, freeway, or expressway.

Healthy 4.1

Structured Parking

Should be limited in height when adjacent to attached or detached residential.

Resilient 3.4

Small-Scale Parks

Recommended without additional conditions.

Healthy 1.2, 3.2

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Hotels, Motels, or Hostels - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Schools, Places of Worship, Neighborhood-Serving Institutions/Infrastructure, and Other Places of Assembly - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Small-Scale Parks - Should preserve or add at least 50% of the entire parcel as tree canopy or naturalized area.

Resilient 1.4

Removed Uses

Large-Scale Multi-family Housing

Large-Scale Retailing and Personal or Professional Services

Large-Scale Offices

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly

Surface Parking

Structured Parking

Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity

and a higher density than the surrounding area.

Added Uses

No uses are added. Modified Uses

Large-Scale Multi-Family Housing - Should include ground-floor office, retail, or personal or professional services.

Healthy 4.2
Inclusive 1.2
Resilient 3.3

Hotels, Motels, or Hostels - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one-third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Small-Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.) Accessory, structured parking should include ground floor office or retail uses. Only minor amounts of accessory surface parking should be present.

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Retailing and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Large-Scale Schools, Places of Worship, Community-Serving Institutions/Infrastructure, and Other Places of Assembly - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Structured Parking - Should include ground-floor office, retail, or personal or professional services.

Resilient 2.4
Competitive 2.2

Small-Scale Parks - Ballards or other vehicular barriers should be present.

Resilient 2.3

Removed Uses

Surface Parking

Resilient 3.1

TOWN CENTER (TC)

The Town Center (TC) overlay is not appropriate in this typology.

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Reserve (RR) overlay is not appropriate in this typology.

INDUSTRIAL RESERVE (IR)

The Industrial Reserve (IR) overlay is not appropriate in this typology.

AIRPORT VICINITY (AV)

The Airport Vicinity (AV) overlay is intended to provide for development that appropriately responds to the unique needs and constraints of airports.

Added Uses

WORKING TYPOLOGY:

HEAVY COMMERCIAL

The **Heavy Commercial** typology provides for consumer-oriented general commercial and office uses that tend to exhibit characteristics that are not compatible with less intensive land uses. They are often dominated by exterior operations, sales, and display of goods. Examples include vehicle sales and commercial lumber yards.

recommended land uses

Heavy Commercial Uses

Should be located along an arterial or collector streets. Resilient 2.3

Small-Scale Offices, Retailing, and Personal or Professional Services

Should be subordinate to and serving the primary heavy commercial uses. Resilient 3.4

Should be adjacent to interstate interchanges if present. If no interchange is present, should be located along arterial streets at the edge of the heavy commercial typology. Resilient 2.3

Should be located and served in such a way that the use will not interfere with heavy commercial traffic or loading. Resilient 2.3

Surface Parking

Recommended without additional conditions. Resilient 3.4

Wind or Solar Farms

Recommended without additional conditions. Resilient 3.4

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

LIGHT INDUSTRIAL

WORKING TYPOLOGY:

LIGHT INDUSTRIAL

The **Light Industrial** typology provides for industrial, production, distribution, and repair uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Typical uses include warehousing, self-storage, assembly of parts, laboratories, wholesaling, and printing. Industrial or truck traffic should be separated from local/residential traffic.

recommended land uses

Light Industrial Uses

- Industrial truck traffic should not utilize local, residential streets. Resilient 2.3
- Streets internal to industrial development must feed onto an arterial street. Resilient 2.3
- Removed as a recommended land use where they would be adjacent to a living or mixed-use typology. Resilient 3.4
Inclusive 3.1

Heavy Commercial Uses

- Removed as a recommended land use where they would be adjacent to a living typology. Resilient 3.4

Small-Scale Offices, Retailing, and Personal or Professional Services

- Should be subordinate to and serving the primary uses of production, warehousing, and offices. Resilient 3.4
- Should be adjacent to interstate interchanges if present. If no interchange is present, should be located along arterial streets at the edge of the light industrial typology. Resilient 2.3
- Should be located and served in such a way that the use will not interfere with industrial traffic or loading. Resilient 2.3

Wind or Solar Farms

- Recommended without additional conditions. Resilient 3.4

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 20% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Removed Uses

- Heavy Commercial Uses
- Light Industrial Uses
- Wind or Solar Farms

Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a rapid transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

Added Uses

No uses are added.

Modified Uses

Small Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)

Inclusive 1.3, 2.2
Competitive 1.1

Light Industrial Uses - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.) Only small-scale light industrial uses are appropriate in this overlay.

Inclusive 1.3, 2.2
Competitive 1.1

Removed Uses

- Heavy Commercial Uses
- Wind or Solar Farms

Resilient 3.1

overlay modifications

ENVIRONMENTALLY SENSITIVE AREAS (ES)

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

Added Uses

No uses are added.

Modified Uses

Small-Scale Offices, Retailing, and Personal or Professional Services - Any development impacting wetlands or high-quality woodlands should include a one-for-one replacement of such features. Additionally, development should preserve or add at least 10% of the entire parcel as tree canopy or naturalized area.

Resilient 1.1.2, 1.4

Removed Uses

Heavy Commercial Uses
Light Industrial Uses
Wind or Solar Farms
Heavy Industrial Uses

Resilient 1.1.3

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The Transit-Oriented Development (TOD) overlay is not appropriate in this typology.

TOWN CENTER (TC)

The Town Center (TC) overlay is not appropriate in this typology.

RESIDENTIAL CORRIDOR RESERVE (RR)

The Residential Corridor Reserve (RR) overlay is not appropriate in this typology.

INDUSTRIAL RESERVE (IR)

The Industrial Reserve (IR) overlay is intended for areas that are prime for industrial development due to factors such as large parcel size, proximity to compatible uses, and/or interstate access.

Added Uses

No uses are added.

Modified Uses

No uses are modified.

HEAVY INDUSTRIAL

Removed Uses

- Small Scale Offices, Retailing, and Personal or Professional Services
- Heavy Commercial Uses
- Wind or Solar Farms

Competitive 2.3

AIRPORT VICINITY (AV)

The Airport Vicinity (AV) overlay is intended to provide for development that appropriately responds to the unique needs and constraints of airports.

Added Uses

- Surface Parking
- Structured Parking

Resilient 2.3, 3.1
Competitive 2.4

Modified Uses

No uses are modified.

Removed Uses

No uses are removed.

CRITICAL AREA (CA)

Critical Area (CA) overlays are intended for special circumstances where custom modifications need to be made. If the property in question falls into a Critical Area overlay, please see its corresponding text for further guidance.

PLANNING RATIONALE

This chapter outlines the planning rationale for the recommendations made in this Pattern Book. It explains how each of the conditions applied to different land uses relates to the four goals of the Bicentennial Agenda: To make Indianapolis Healthier, More Resilient, More Inclusive, and More Competitive.

To look up the rationale for a condition, refer to the call-out box to find the section of this chapter that explains the rationale for that condition.

Resilient 3.4
Competitive 3.1

For example, the call-out box above refers to Section 3.4 of 'Make Indy More Resilient' (Compatibility) and Section 3.1 of 'Make Indy more Competitive' (Aesthetics).



Make Indy HEALTHIER

FROM THE
PLAN 2020
BICENTENNIAL
AGENDA

"...nothing is more vital to the long-term prosperity of our city than the physical and mental health of our population."

1. ACTIVE LIVING

1.1 WALKABILITY

When land uses are separated into different areas, commuting and running errands by foot, transit, or bike is much more difficult. However, when neighborhoods mix shops, workplaces, and gathering places in with housing, walking to the store to grab milk or riding your bike to work is a more attractive option. Transit is also more viable because when there are people, jobs, and destinations in the same area, there are more bus riders to serve during more times of the day.

To promote active living, it's not enough for neighborhoods to be compact and mixed-use. Walking also needs to be enjoyable and feel safe. By placing buildings with activated ground floors (uses and features on the first floor that engage pedestrians, such as front

doors, windows, and seating) adjacent to sidewalks and putting parking lots behind the buildings instead of in front of them, a more pedestrian-friendly environment can be created.

For residential uses, this means creating a clear connection between the front door and the sidewalk. Attached housing and multifamily housing should have externalized entry to individual units instead of having all the units enter from a central corridor. Transitional space between the public sidewalk and private entry - such as front porches and screened seating area - can help spaces feel public enough to engage with passersby but private enough that residents want

learn more!
www.activelivingresearch.org

the big picture

In Indiana, almost a third of all adults are obese. We have the 10th highest rate of obesity in the nation.¹ In lower-density areas with poorly connected street networks, active modes of transportation are less viable. In these types of areas, people are more dependent on their cars. In traditional dense, mixed-use neighborhoods, however, physical activity is built in to day-to-day life because walking, bicycling, and riding transit are safe and convenient options. Walk Score, an organization that scores cities and neighborhoods based on how accessible they are via these active modes of transportation, gives Indianapolis a Walk Score of 30 out of 100, a Bike Score of 41 out of 100, and a Transit Score of just 24 out of 100.

learn more!
www.walkscore.com

¹stateofobesity.org

to use them. This creates an active pedestrian environment that is engaging and feels safer because there are people coming and going.

For non-residential uses such as shops and offices, this can be achieved by making a transparent street-wall so that the sidewalk feels visible, and extending the use of the space to the sidewalk with outdoor seating and other amenities.

1.2 PARKS

Access to parks and greenways is a critical component to active living. This is especially true for families with children, who might rely on parks, greenways, and playgrounds as a resource to meet recommended levels of physical activity. Greenways and linear parks can create active transportation opportunities for residents, who may opt to walk or bike to some destinations rather than drive if more comfortable infrastructure were available. Parks and greenways also provide opportunities for ‘active leisure’, making them an important resource for older adults and others who might not be able to participate in more strenuous physical activity. Health benefits of green space include reduced risks of chronic disease including diabetes, obesity, and autoimmune diseases.

learn more!
www.pps.org

Concentrating denser housing types around parks and greenways and planning development of new housing around existing park amenities will increase the percentage of the population that has a park within a convenient distance of their home. Parks should also be promoted in mixed-use areas to encourage their accessibility and use. Parks should be an integral part of everyday life for residents.

Pedestrian connections through sidewalks or greenways are just as critical as proximity. If there is no pedestrian connection to a nearby park, it’s possible that the area might not be ready for residential development. Parks should also have pedestrian connections within them to connect amenities and encourage walking.

2. FOOD ACCESS

2.1 HOUSING DENSITY & DIVERSITY

Whether or not a neighborhood can attract a grocery store is largely a question of economics. Many Indianapolis neighborhoods simply do not have the population and income density to attract a grocery

store. In order for healthy food to be equitably accessible throughout the city, our neighborhoods must have a wide and diverse range of housing options. When all of the high income households are concentrated in a few select neighborhoods, grocery stores concentrate around them and the rest of the city gets left behind.

2.2 COMMUNITY GARDENS

While they cannot on their own solve the issue of food deserts in Indianapolis, community gardens provide an opportunity to educate and advocate for healthy eating. Researchers have found that not only can community gardens increase the consumption of healthy fruits and vegetables, but that gardening can actually decrease stress and increase levels of self-esteem.

3. MENTAL HEALTH

3.1 SOCIAL INTERACTION

According to the Project for Public Spaces, “positive social networks, civic engagement, and social interaction have all been shown to decrease risks of mental health disorders, as well as some physical health problems.” Research shows that architectural features that encourage social interaction, such as front porches, reduce levels of psychological distress. Conversely, features that prevent interaction, such as parking on the first floor of buildings, can actually cause people to feel isolated and uneasy. Communities with a mix of uses, a compact development pattern, and a well-connected street grid foster a strong sense of community and higher levels of social

the big picture

The built environment can have an impact on mental health as well as physical health. By creating vibrant, active, and engaging spaces that encourage social interaction, instill a sense of belonging, and increase access to nature and greenspace, development patterns can greatly influence the mental health of Indianapolis residents.

the big picture

According to Walk Score, Indianapolis ranks worse than any other city in the nation for access to healthy food. The lack of availability of healthy food in a neighborhood is often an indicator of the obesity levels of residents. Consumption of unhealthy food, often the only available food within a convenient distance of a home, can lead to obesity and other chronic diseases including heart disease, cancer, and stroke.

interaction among residents. Mixed-use development also promotes the co-location of housing and social gathering places such as cafes and barber shops. Transit can also provide benefit by connecting people to places and decreasing the risk of isolation for residents who lack other transportation options.

3.2 THE NATURAL ENVIRONMENT

In addition to the physical health benefits that can come from park access, people who have access and proximity to green space have lower levels of stress, depression, and even some autoimmune disorders. This is even true of people who live in neighborhoods with more street trees. Access to parks, open space, community gardens, and natural features such as high-quality woodlands can help to improve the mental well-being of Indianapolis residents. Protection of high-quality natural resources throughout the county is beneficial to the greater community even when residents may not have direct access to the property.

3.3 GROUP HOMES

Group Homes (shared housing for persons with disabilities or individuals in recovery) often generate opposition from neighborhood residents due to fears of the perceived negative effects the home or its residents will have on property values and the safety of the community. However, many studies have disputed these fears, and the American Planning Association actually recommends that group homes be scattered throughout residential neighborhoods. Social integration into neighborhoods can lead to better outcomes for individuals living in group homes.

4. AIR QUALITY

4.1 ASTHMA

Contributors to poor air quality include ‘point sources’ such as industrial uses, but other causes, such as traffic, should also be considered in land use planning. Exposure to traffic pollution is especially dangerous to children, as it can stunt lung growth, trigger asthma, and may even effect a child’s ability to learn. Places where children and other vulnerable populations spend long periods of time should be separated from highways, which are a major source of air pollution.

4.2 TRANSIT ORIENTED DEVELOPMENT

Transit-Oriented Development can help reduce some of the emissions caused by vehicles. By concentrating development around transit stations and promoting a mix of housing, employment centers, shops, and neighborhood services within walking distance, residents’ reliance on cars, and therefore greenhouse gas emissions, can be reduced.

Make Indy MORE INCLUSIVE

FROM THE
PLAN 2020
BICENTENNIAL
AGENDA

“As a community, we must acknowledge diversity in all facets and areas as a defining element of who we are. Indianapolis is a place of opportunity that should provide hope to residents old and new.”

1. ECONOMIC MOBILITY

1.1 HOUSING DIVERSITY

Having a wide variety of housing options within a neighborhood, rather than segregating low- and high-income housing, leads to better outcomes for low-income residents. Researchers have found that children of low-income families who live in low poverty neighborhoods have higher rates of college graduation than children who live in areas of concentrated poverty. A diverse housing stock can help to make Indy a more inclusive city by providing the kinds of mixed-income neighborhoods that help disadvantaged children to thrive.

Housing diversity also leads to income diversity and a reduced risk of displacement, as neighborhoods have a wider range of options for residents with a range of incomes. By having a variety of housing types and lot sizes, neighborhoods are more able to maintain affordable housing options as they grow and change.

the big picture

Intergenerational income mobility is the ability of a child to earn more in their lifetime than their parents. In a 2014 study, Indianapolis ranked 47th out of the 50th largest cities in intergenerational mobility. In Indianapolis, a child born into the lowest quintile of income distribution has only a 4.9 percent chance of entering the top quintile of income distribution within their lifetime.¹

learn more!
www.equality-of-opportunity.com

¹Chetty, Raj, Nathaniel Hendren, Patrick Kline, and Emmanuel Saez. 2014. *Where is the Land of Opportunity? The Geography of Intergenerational Mobility in the United States*. Equality of Opportunity Project.

1.2 TRANSIT-ORIENTED DEVELOPMENT

While Indianapolis has relatively low housing costs, much of that savings is counteracted by high transportation costs. Marion County residents spend as much for transportation as they do for housing. At the time of writing, Marion County residents spend 23% of their income on transportation. Concentrating housing development around transit can decrease the reliance residents have on vehicles, thereby decreasing their transportation costs and giving them more

learn more!
www.htaindex.cnt.org

room to invest in assets that appreciate in value such as homeownership, savings, and investments, as well as other opportunities such as education.

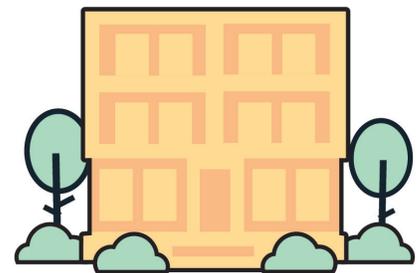
1.3 ACCESS TO EDUCATION, JOBS, SERVICES, & COMMUNITY

Promoting housing near transit is just one part of the equation. Transit can only be a successful tool for economic mobility if it connects residents to the education, jobs, services, and community amenities that provide opportunities for success. Additionally, complete communities should have cultural, educational, and other community amenities within close proximity to housing. Education, jobs, services, and community amenities should be accessible to all.

2. NEIGHBORHOODS FOR ALL AGES + ABILITIES

2.1 HOUSING DIVERSITY

An inclusive neighborhood should provide a diverse range of affordable housing options for people of all ages. This includes rental units for residents that are not ready to buy homes, housing that can accommodate families, and housing that meets the needs of older residents who may be ready to downsize and may have specific needs relating to their ability. Residents who choose to age in place should have a variety of options depending on the level of independence and support they need.



'Stacked Flats', which consist of single-level residential units stacked vertically, are a good option for older adults looking to downsize to a smaller home with fewer stairs.

MAKE INDY MORE INCLUSIVE

2.2 WALKABILITY + TRANSIT ACCESS

Walkable neighborhoods are more inclusive of residents who are unable to drive or do not desire to drive by allowing them to access shops, services, and other amenities without using a vehicle. Transit helps older adults to access health care and human services more easily (American Planning Association, 2014) and helps teenagers to access education and job opportunities without having to rely on family members for transportation. Additionally, transit access allows people with disabilities to be more independent.

3. ENVIRONMENTAL EQUITY

3.1 HAZARDS

Some uses, such as light and heavy industrial uses, are never appropriate in a neighborhood setting. Like many cities across the nation, Indianapolis has a history of disproportionate burden of environmental hazards in low-income and minority neighborhoods. Hazardous uses should never be located in proximity to residential areas, regardless of race or income.

3.1 ASSETS

Just as environmental hazards are never appropriate in neighborhoods regardless of their demographic makeup, environmental assets such as parks should be available and accessible to all neighborhoods, regardless of race or income. Equity in environmental assets should extend to the protection of environmentally sensitive areas.

learn more!
www.parkscore.tpl.org

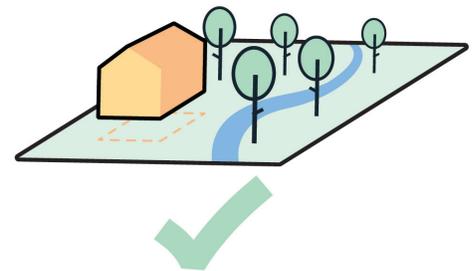
“A community’s resilience can be measured by how it functions when it encounters change or controversy.”

1. PRESERVING + PROMOTING NATURAL RESOURCES

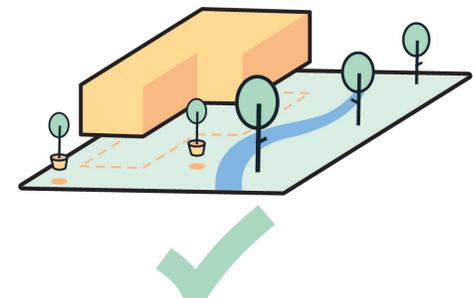
1.1 DEVELOPMENT IN ENVIRONMENTALLY SENSITIVE AREAS

Preserving existing wetlands and high-quality woodlands can have a range of positive impacts on the city and its residents, including improved air quality, reduced risk of flooding, and an improved quality of life for residents. In areas that are designated in the Land Use Map as ‘Environmentally Sensitive’, recommendations are made based on the scale and intensity of the land use.

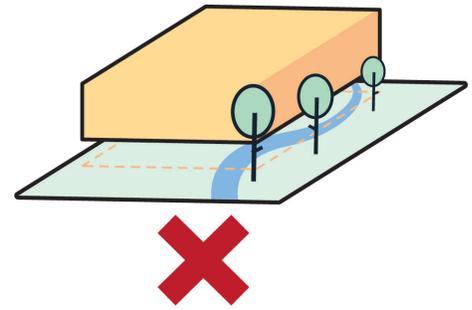
- **1.1.1 Low-impact uses**, such as single-family homes, can often be oriented on a site in such a way that their impact on natural resources, including trees and wetlands, is minimal. Land uses that are appropriate for this type of treatment in Environmentally Sensitive areas should have a small footprint, generate little traffic, and should not have significant parking needs.



- **1.1.2 Medium-impact uses**, such as small scale offices and retailing, have more people coming and going and have a higher demand for parking. Buildings may or may not be larger than those of low-impact uses. In Environmentally Sensitive areas, medium-impact uses should include a one-for-one replacement of trees or wetlands that are negatively impacted by the development. This mitigation should occur on the same site as the development, and should be of the same or higher quality, and connected to the same hydrological or ecosystem as the impacted environmental assets



- **1.1.3 High-impact uses**, such as large schools and big box stores, have large footprints, require a significant amount of parking, and have many more people coming and going. These uses have an impact on natural resources that cannot be mitigated, and are therefore not appropriate in Environmentally Sensitive areas.



1.2 PRESERVATION OF OPEN SPACE

Some areas of the county are defined by their high-quality natural environment. Preserving scenic views, rolling hills, tree coverage, and other natural features is critical to their success. In these areas, clustering development can actually allow for larger continuous areas of open space and will ensure that their valuable natural resources are preserved for future generations.

1.3 PRESERVATION OF HIGH-QUALITY FARM LAND

Marion County has some of the best soil quality for agriculture in the state, yet much of the land throughout the county has already been developed. With food systems becoming a more important part of the conversation about resiliency, the limited agricultural land we have left should be preserved.

1.4 NATURALIZED AREAS

Tree canopy, and naturalized areas such as prairies, wetlands, and naturalized stream corridors have many benefits to the environmental health of Marion County. They can reduce flooding, provide natural habitat for wildlife, shade neighborhoods, repair soil, and improve air quality.

1.5 HYDROLOGY

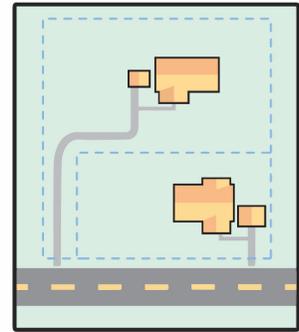
Where possible, the natural states of our streams and other waterways should be maintained. Protecting the natural functions of our waterways will help to manage stormwater while also contributing to a richer ecology.

2. SAFETY

2.1 EMERGENCY VEHICLES

In case of emergency, homes need to be safely accessible by emergency vehicles. This means they must be visible from the street, so that they can be found quickly. To achieve visibility from the street, flag lots should be avoided.

In areas with high levels of pedestrian activity, uses that generate an above-average number of calls to emergency vehicles (such as hospitals) should be avoided unless a vehicular access point can be provided from a street with few or no pedestrian destinations.



'Flag lots' should be avoided.

2.2 MULTIPLE ACCESS POINTS

In times of emergency, having multiple access points to a neighborhood or development is critical to safety. Multiple access points reduce the risk of traffic becoming stalled if the area needs to be evacuated, and give safety vehicles such as firetrucks and ambulances more options to easily access the scene of an emergency.

2.3 TRAFFIC

Traffic can play a major role in determining whether a certain use is appropriate for a neighborhood or area. Uses that generate a large volume of traffic likely aren't appropriate in quiet neighborhoods or in areas with a high degree of pedestrian activity. Some uses, such as warehousing, have even more specific needs and constraints due to the truck traffic that is associated with their operations.

Densely populated neighborhoods, mixed-use neighborhood, and other places where people gather (such as university campuses) should have bollards or other barriers in places in public spaces such as parks and plazas to separate traffic from groups of people.

2.4 EYES ON PUBLIC SPACES

Orienting uses towards the streets and other public spaces and activating sidewalks and the ground floors of buildings through window transparency and externalized front doors increases the number of people that have their eye on our public spaces. This ultimately creates a safer pedestrian environment where people can watch out for each other and wrong-doers feel less shielded from witnesses. Neighborhood streets are not the only streets that need to be activated – while busier arterial streets are used by more people, they are often less activated. This makes them uncomfortable for pedestrians, and it means that businesses, homes, and parked cars are more vulnerable.

Mixed-use development also promotes eyes on public spaces by ensuring that places are active at all times of the day, not just evenings (like areas that are primarily residential) or weekdays (like areas that are primarily commercial).

2.5 FLOODING

In addition to their other ecological benefits, protecting waterways and wetlands can help to improve stormwater infiltration, reducing the risk of flooding during storm events.

3. ECONOMIC RESILIENCE

3.1 SUPPORTING CITY INVESTMENTS

In order to promote the responsible use of public resources, development should be concentrated on properties that already have adequate infrastructure, such as streets, parks, schools, and sewers. If a property does not have appropriately improved facilities to handle the proposed use, it may not be ready for development.

Making efficient use of city investments also translates to reduced maintenance costs, meaning that the city would have more resources for other improvements and services.

3.2 HOUSING DIVERSITY

Areas with little housing diversity are more vulnerable during economic downturns and can also create an unbalanced tax base. For instance, an area that has only mid-range single-family homes places

a large burden on schools while not providing the density to provide the kind of tax base that supports city services and infrastructure. Housing diversity also makes neighborhoods less vulnerable to changing preferences. Areas with little housing diversity, such as large single-family developments or areas with only apartments are at risk of decline if that housing type becomes less desirable or less needed.

3.3 DURABILITY

Some housing types are more ‘durable’ than others – this means that are more resilient to the intensity of surrounding uses. For example, apartments are a more appropriate use for a downtown neighborhood than a single family home, which might do better in a quieter residential area. Medium-density housing such as townhomes or duplexes are appropriate somewhere in-between. At the neighborhood scale, apartments may be more appropriate on a busier corridor than a single-single family home. Locating land uses based on their durability will help ensure that they hold their value over time.

In some cases, non-residential uses and inappropriately dense housing should be restricted to ensure that the residential character of a neighborhood or key corridor remains durable over time.

3.4 COMPATIBILITY

Compatibility between land uses is key to maintaining stable property values and resilient neighborhoods. Compatibility should be considered at the typology level, where transitions in scale and character between typologies should happen gradually rather than abruptly. It should also be considered parcel by parcel, where uses integrated into residential neighborhoods should respect the existing scale and character of the built environment. Uses that create a higher level of disturbance (such as loading zones or pick-up/drop-off areas) should include buffers along their perimeter.

Some uses (such as large multi-family development and some institutional uses) have the tendency to grow in such a way that they eventually protrude into residential neighborhoods, eliminating pedestrian and vehicular connections and ultimately having a negative impact on the character of the neighborhood. This can be seen when some hospitals or schools aren’t sensitive to their context, or when large areas of surface parking from corporate campuses degrade the built environment. Development should always be sensitive to it’s context, and respond with similar development patterns and appropriate transitions in scale and intensity.

Make Indy MORE COMPETITIVE

FROM THE
PLAN 2020
BICENTENNIAL
AGENDA

"We must create a city that current residents and businesses do not want to leave and that new residents and businesses want to move to."

1. ADAPTING TO MARKET CHANGES

1.1 VIBRANT, WALKABLE PLACES

Vibrant walkable places can be created by allowing for more density (so that there are enough residents to support vibrant small businesses and restaurants), by activating buildings at-grade (through transparency, externalized entryways, and public-private space) to create a more interesting and engaging pedestrian experience, by creating pedestrian connections between destinations, and by promoting a range of uses in the same area (so that the area is activated throughout the entire day).

In some places, such as areas with lower residential density or along transit lines, clustering commercial uses together can create vibrant nodes of activity.

1.2 "MISSING MIDDLE HOUSING"

A national preference survey conducted by the National Association of Realtors found that over half of millennials and over 40% of other age cohorts would prefer to live in an attached home in a mixed-use neighborhood with a shorter commute¹, and 52% of Indianapolis residents would prefer to live in a mixed-use neighborhood². In order for Indianapolis to be more competitive both regionally and nationally, it needs to provide a range of housing options, including townhomes, condos, and stacked flats within walking distance to restaurants, shops, and services.

¹ NAR & Portland State University. 2015. "2015 Community and Transportation Preferences Survey."

² MIBOR, 2012 "MIBOR Community Preference Survey."

³

1.3 ADAPTIVE REUSE

Planning for the adaptive reuse of historic or underutilized buildings can help neighborhoods to grow and change with market shifts. This is especially important to consider in areas that are largely made up of a single land use, such as large shopping centers and office complexes.

Historic buildings can contribute to the character and quality of neighborhoods, making them more vibrant, competitive places.

2. ATTRACTING + RETAINING BUSINESSES

2.1 ACCESS TO EMPLOYMENT

There is a disconnect between the location of high-quality blue-collar jobs in the Indianapolis region and the people who need those jobs the most. While many manufacturing, logistics, and warehousing jobs are located outside of the urban core (or even outside of the county), low-income residents are concentrated closer to downtown in the first-ring suburbs and in primarily residential suburban areas further from downtown, but not near employment. This lack of proximity makes it difficult for low-income families to find the kind of stable, full-time jobs with benefits that would help them to be self-sufficient. This can be corrected in a couple of ways. One way is by bringing people to the jobs through reliable, high-frequency transit. If more employers locate near transit lines, it will be easier for them to access their workforce. The second way this issue can be corrected is by allowing some uses, such as artisan manufacturing, to locate where the people are – in neighborhoods.

2.2 NEIGHBORHOODS THAT ARE GOOD FOR BUSINESS

Mixed-use, walkable neighborhoods command higher rents for retail space than areas that are purely commercial. Neighborhoods with these characteristics, such as Fountain Square, Irvington, and Broad Ripple have retail rents per square foot of \$13.42, \$14.68, \$23.72, respectively, compared to just \$12.98 for the city as a whole. Neighborhoods that promote foot traffic ultimately generate more business for retail than areas that are only accessible by vehicle.

2.3 INDUSTRIAL PRESERVATION

Our logistics and industry businesses provide opportunities for Indianapolis residents in the form of high-quality, well-paying, full-time employment while also supporting the tax base so that infrastructure can be built and maintained and city services can be provided. However, undeveloped land that has the necessary proximity to transportation systems is dwindling. Once these large tracts of land are divided into smaller parcels, they become difficult to reassemble for large developments. Additionally, once non-compatible land uses are developed, the value for industry, and the jobs it supports, become threatened. Land for industrial uses needs to be preserved so that these job-creators can continue to grow and thrive.

2.4 AIRPORT

Indy is known for having a great airport, and the ease of travel in and out of the city is a key factor to making Indianapolis attractive to businesses. Thoughtfully locating travel amenities such as hotels and parking facilities can help to support this asset.

3. LASTING VALUE

3.1 AESTHETICS

Aesthetics are an important factor in ensuring that neighborhoods and individual properties hold their value over time. At the scale of individual properties, quality, durable materials and carefully considered facades are just a couple of factors that can contribute to a higher aesthetic value. Native trees and plants are better suited to our climate and conditions. Because of this, they often contribute aesthetic value longer than their non-native counterparts and they cost less to maintain because they require less water and fertilizer. At the neighborhood scale, thoughtful and engaging streetscapes, unique landmarks, and interesting sight lines are examples of aesthetic improvements that help create lasting value.

MARION COUNTY LAND USE PLAN

Critical Area 001

WASHINGTON TOWNSHIP

This Critical Area is intended to promote development that is oriented towards and provides access to trails and greenways. All new development should have a primary entrance facing the trail or greenway. Existing development should retrofit to provide a public access point to the trail or greenway and wherever possible, provide a direct, protected pedestrian connection between the trail/greenway and the primary entrance(s). Existing development should provide significant screening for dumpsters, loading docks/ areas, and parking. Addressing on all development should be provided on both the trail and vehicular access sides to accommodate wayfinding and emergency access. Pedestrian amenities, including benches, lighting, public art, and drinking fountains are encouraged.

Added Uses

No Uses are added.

Modified Uses

Multi-family Housing - Buildings should be located along the trail/greenway frontage with parking internal to the development. Clear delineation of public, semi-public, and private spaces through the use of landscaping, walls, or fences should be provided.

Small-Scale Offices, Retailing and Personal or Professional Services - Where present, outdoor seating and similar public spaces should be located along the trail or greenway.

Removed Uses

Detached Housing - Removed from recommended uses in the Village Mixed-Use Typology.

ADOPTED BY THE
METROPOLITAN DEVELOPMENT COMMISSION
AS AN ELEMENT OF THE COMPREHENSIVE PLAN
FOR INDIANAPOLIS AND MARION COUNTY

DECEMBER 5, 2018
2018-CPS-R-006



MARION COUNTY LAND USE PLAN

Critical Area 002

WASHINGTON TOWNSHIP

This Critical Area is intended to preserve existing open space and natural resources with private development in the Suburban Neighborhood Typology. If greenways or trails are present in or adjacent to the Critical Area, a public access should be provided as a component of the development.

Added Uses

No Uses are added.

Modified Uses

All Housing - Development may increase density to a maximum of 10 units per acre if at least 50% of the existing open space is preserved as publicly accessible open space or park. Open space should be oriented to preserve any existing natural resources such as (but not limited to) woodlands.

Removed Uses

No Uses are removed.

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2018-CPS-R-006



MARION COUNTY LAND USE PLAN

Critical Area 003

FRANKLIN TOWNSHIP

This Critical Area is intended to ensure that future development provides appropriate protections to the surrounding neighborhoods and is developed as an integrated center that will stimulate jobs and a balanced property tax base. Any development on the north, east, or south edge of this Critical Area should include a landscaped buffer demonstrably sufficient in size to substantially mitigate any light, noise, or visual intrusion to adjacent properties. The primary entrances for developments on Post Road should be aligned so that the entrances and exits of traffic from Post Road are orderly and coordinated on both sides of the road.

Added Uses

No Uses are added.

Modified Uses

Heavy Commercial Uses - More intense or taller uses should be placed central to the development. Truck fueling stations/truck stops are not recommended. Truck parking, docks, and maneuvering areas should be screened from any surrounding use that is not industrial or heavy commercial.

Light Industrial Uses - More intense or taller uses should be placed central to the development. Truck fueling stations are not recommended. Truck parking, docks, and maneuvering areas should be screened from any surrounding use that is not industrial or heavy commercial.

Small-Scale Retailing and Personal or Professional Services - Should be limited to Post Road frontage.

Hotel, Motel, or Hostel - Should be limited to Post Road frontage.

Removed Uses

Truck/Fueling Stations

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FOR INDIANAPOLIS AND MARION COUNTY

DECEMBER 5, 2018
2018-CPS-R-008



MARION COUNTY LAND USE PLAN

Critical Area 004

DECATUR TOWNSHIP

This Critical Area is intended to support a mix of retail, offices, and residential uses with the goal of increasing the economic diversity of Decatur Township. Housing for all ages is a priority in this critical area. Development within this Critical Area should be master-planned, walkable suburbanism with a high degree of both vehicular and pedestrian connectivity. Buildings and landscaping should incorporate a high quality of design, and should act as a gateway for the township. This Critical Area should create a destination that draws consumers and employees from outside the surrounding community.

Added Uses

Large-Scale Retailing

Large-Scale Offices

Hotel, Motel, or Hostel - Should be located along an arterial or collector street.

Light Industrial Uses - If significant development (such as, but not limited to, the establishment of an economic development area, infrastructure improvements, or building construction) of the Critical Area does not occur within 5 years of adoption, light industrial uses are added as a recommended use. Individual buildings should be limited to a maximum footprint of 200,000 square feet. Aggregate footprint of light industrial buildings (not including research and production of high-technology or biotechnology-related goods) should be limited to a maximum of 40% of the aggregate square footage of all buildings in the critical area.

Modified Uses

All Uses - Heights for buildings adjacent to residential typologies should provide a transition from the core of the area to the adjacent uses. In general, these buildings should be no more than 150% of the height of existing residential development or 35 feet, whichever is less.

Removed Uses

No uses are removed.

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METROPOLITAN DEVELOPMENT COMMISSION
AS AN ELEMENT OF THE COMPREHENSIVE PLAN
FOR INDIANAPOLIS AND MARION COUNTY

DECEMBER 5, 2018
2018-CPS-R-009



MARION COUNTY LAND USE PLAN

Critical Area 005

DECATUR TOWNSHIP

This Critical Area is intended to preserve the traditional, small town character of West Newton. New development should promote multi-modal connectivity and should be limited to a residential density of no more than 8 dwelling units per acre.

Added Uses

No uses are added.

Modified Uses

All Uses - Infill development should be sensitive to the massing (shape and form) and character of adjacent uses. Materials should be compatible with existing buildings in West Newton, such as wood siding and brick.

Small-Scale Offices, Retailing, and Personal or Professional Services - At grade level, adjacent to pedestrian pathways, glass and/or glazing materials should have high transmissivity of visible light and low reflectivity qualities. Building entrances should face the public street and be directly linked to the sidewalk by a pedestrian path.

Small-Scale Multi-Family Housing - Should have either neighborhood-serving commercial uses or externalized residential doors at-grade.

Removed Uses

Large-Scale Multi-Family Housing

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FOR INDIANAPOLIS AND MARION COUNTY

DECEMBER 5, 2018
2018-CPS-R-009



MARION COUNTY LAND USE PLAN

Critical Area 006

DECATUR TOWNSHIP

This Critical Area is intended to promote master-planned, walkable suburbanism with a high degree of both vehicle and pedestrian connectivity. Development should include a spectrum of housing types and a mix of neighborhood-serving commercial uses and neighborhood gathering places. Development should not consist of a single housing type or land use.

Added Uses

No uses are added.

Modified Uses

Multi-family Housing - Should be located at the core of the site, rather than the edges.

All Uses - Development should emphasize horizontal, rather than vertical mixed use, with different uses in different buildings. Site design should include a well-connected intrasite pedestrian network with buildings connected directly to pedestrian sidewalks or pathways. Vehicular drives and parking should be designed to minimize conflicts with pedestrian access. Development at the edges of the site should be sensitive to the massing and character of adjacent uses.

Removed Uses

No uses are removed.

ADOPTED BY THE
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DECEMBER 5, 2018
2018-CPS-R-009



DEFINITIONS

ADAPTIVE REUSE: The process of taking an old building and reusing it for a purpose other than it was designed.

ARTERIAL STREET: A high-capacity road with the primary function to deliver traffic from collector roads to freeways or expressways, and between urban centers. To identify the classification of specific roads, refer to the Marion County Thoroughfare Plan.

BUFFER: A feature used to lessen or moderate the impact of potentially incompatible uses, such as an intervening land use, an undeveloped area, landscaped vegetation, and a fence or wall.

CENTRAL BUSINESS DISTRICTS: Four zoning areas of Indianapolis identified as commercial and business centers. To identify specific Central Business Districts, refer to the Zoning Ordinance.

COLLECTOR STREET: A street primarily designed and intended to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land uses. To identify the classification of specific roads, refer to the Marion County Thoroughfare Plan.

COMPACT: Designed in a way that preserves open space and makes efficient use of land and resources.

DENSITY: Measures the amount of residential development on a given parcel of land. It is measured in dwelling units per acre – the larger the number of units recommended per acre, the higher the density; the fewer units recommended, the lower the density.

FLOOR AREA RATIO (FAR): Floor Area Ratio is the ratio of total square footage of all floors in all buildings within a development or parcel to the square footage of that development or parcel. The sum of the floor area for each floor in all buildings within the parcel is divided by the Lot Area of the parcel to yield the Floor Area Ratio.

INTENSIFICATION: The development or redevelopment of a site at a density or use higher than what currently exists.

LAND USE: The recommended type of activity that should occur on a property.

LOCAL STREET: A low-capacity road with the primary function to direct access to residential commercial, industrial or other abutting property. To identify the classification of specific roads, refer to the

Marion County Thoroughfare Plan.

MASSING: The 3-dimensional form of a building.

MIXED-USE: Properties on which various uses like office, commercial, institutional, and residential are vertically combined in a single building or horizontally combined on a single site in an integrated development.

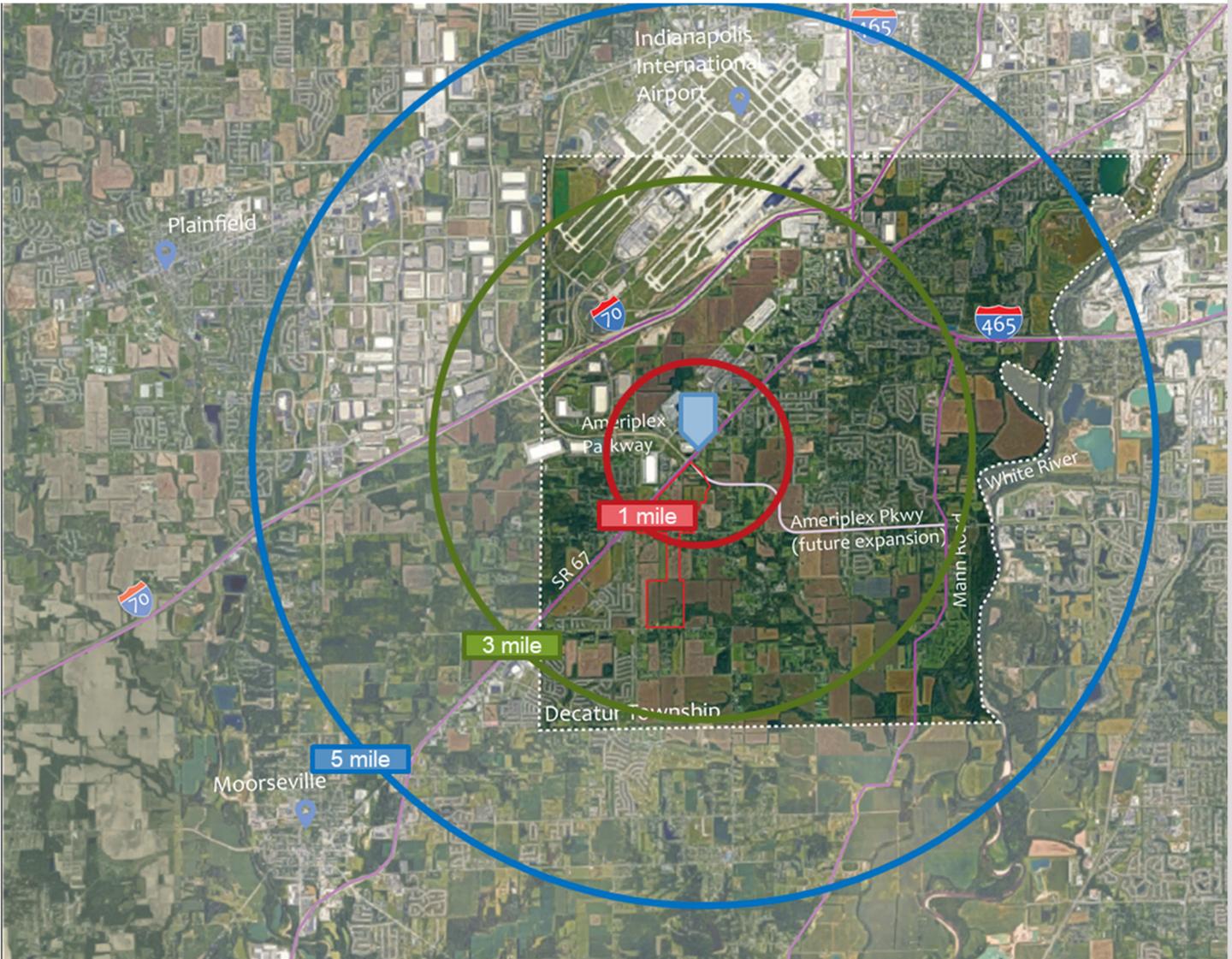
NATURALIZED AREA: An ecologically diverse and undeveloped area of land that is minimally manicured and suitable for plant and animal habitat.

PEDESTRIAN INFRASTRUCTURE: The physical structures that improve the safety and comfort of pedestrians and increases their visibility, including sidewalks, trails, crosswalks, crossing lights, and similar features.

TRANSIT-ORIENTED DEVELOPMENT (TOD): A type of development pattern that includes a mixture of housing types with office, retail and/ or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

TREE CANOPY: The layer of leaves, branches, and stems of trees that cover the ground when viewed from above.

TPOLOGY: A combination or “bucket” of compatible land uses that work well together to create a development, neighborhood, or district development pattern. Typologies provide guidance on what uses might be appropriate based on the context of the neighborhood or area.



Technical Assistance Panel Report | DECEMBER 3-4, 2019

DECATUR TOWNSHIP

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ABOUT

About the Urban Land Institute

The Urban Land Institute is a global membership organization comprising more than 40,000 real estate and urban development professionals dedicated to advancing the Institute's mission to provide leadership in the responsible use of land and in creating and sustaining thriving communities.

ULI's interdisciplinary membership represents all aspects of the industry, including developers, property owners, investors, architects, urban planners, public officials, real estate brokers, appraisers, attorneys, engineers, financiers, and academics. Established in 1936, the Institute has a presence in the Americas, Europe and Asia Pacific Region, and members in 81 countries.

ULI's impact on land use decision making is based on its members sharing expertise on the variety of factors affecting the built environment, including urbanization, demographic and population changes, new economic drivers, technology advancements, and environmental concerns. Peer-to-peer learning is shared through thousands of convenings each year that reinforce ULI's position as an authority on land use and real estate.

ULI's Advisory Services program, which began in 1947, assembles member-lead teams to help find creative practical solutions to complex land use planning and development projects, programs and policies. National panels are available for 3-day or 5-day assignments.

More information is available at uli.org. Follow ULI on Twitter, Facebook, LinkedIn and Instagram.

About ULI Indiana

ULI Indiana was founded in 2007 and has over 350 members across the state, with the majority in Central Indiana.

The Indiana district council is supported by over 45 corporate and philanthropic sponsors and by contract assignments like Technical Assistance Panels (TAPs).

Local TAPs are available for assignments ranging from 1/2 day to 2 days.

ULI Indiana also offers over 15 general audience events per year, as well as affinity groups such as the Women's Leadership Initiative (WLI) and Young Leaders Group (YLG).

In 2020 ULI Indiana launched a Diversity Initiative to expand the number of minorities and women working in real estate development.

Learn more at Indiana.uli.org, and follow us on Twitter, Facebook, LinkedIn and Instagram.

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City of Indianapolis, Department of Metropolitan Development



ON THE COVER: Aerial view of the study area in context. (Image credit ULI Indiana.)

ABOUT

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PANELISTS

Jacque Haynes (Chair)
Eva Gribler
Daniel Liggett

TAP COMMITTEE VOLUNTEERS

Debra Kunce
Andrea Wesson

ULI INDIANA STAFF

Jennifer Milliken
Megan Adams

Acknowledgments

On behalf of ULI Indiana, the panel would like to thank the City of Indianapolis, Department of Metropolitan Development, for their sponsorship of this effort. Special appreciation goes to the host organizations, the Decatur Township Civic Council and Partners for Prosperity, for their work in preparation, support, and coordination leading up to and during the panel. The panel would also like to thank the community stakeholders from across Decatur Township and Indianapolis who shared their perspectives, experiences, and insights with the panel.



BACKGROUND

The Urban Land Institute is an independent, unbiased (non-lobbying and nonpartisan) professional association, founded in 1936 and with over 40,000 members worldwide. Among other activities, ULI brings its members together in small groups to combine and leverage their expertise to help solve challenging community land use issues. These small groups, called panels, have been used on several occasions by the City of Indianapolis to generate ideas and test theories for different parts of the City. TAP results are non-binding—i.e. they aren't adopted into the City long-range plan—however, they can be a useful guide to the decision-making that takes place during the City's official planning processes.

ULI Indiana was asked to provide a Technical Assistance Panel (TAP) for the southwest portion of the City of Indianapolis also known as Decatur Township. In this area the question of appropriate land use has been a topic of discussion for years, with little consensus. Located within the City limits, close by the Indianapolis International Airport and I-465, the area has experienced pressure for industrial /office flex space, and some of this has taken place, notably at Ameriplex. At the same time, many parts of the Township retain a rural character, with agriculture land and some areas of wooded, rolling hills.

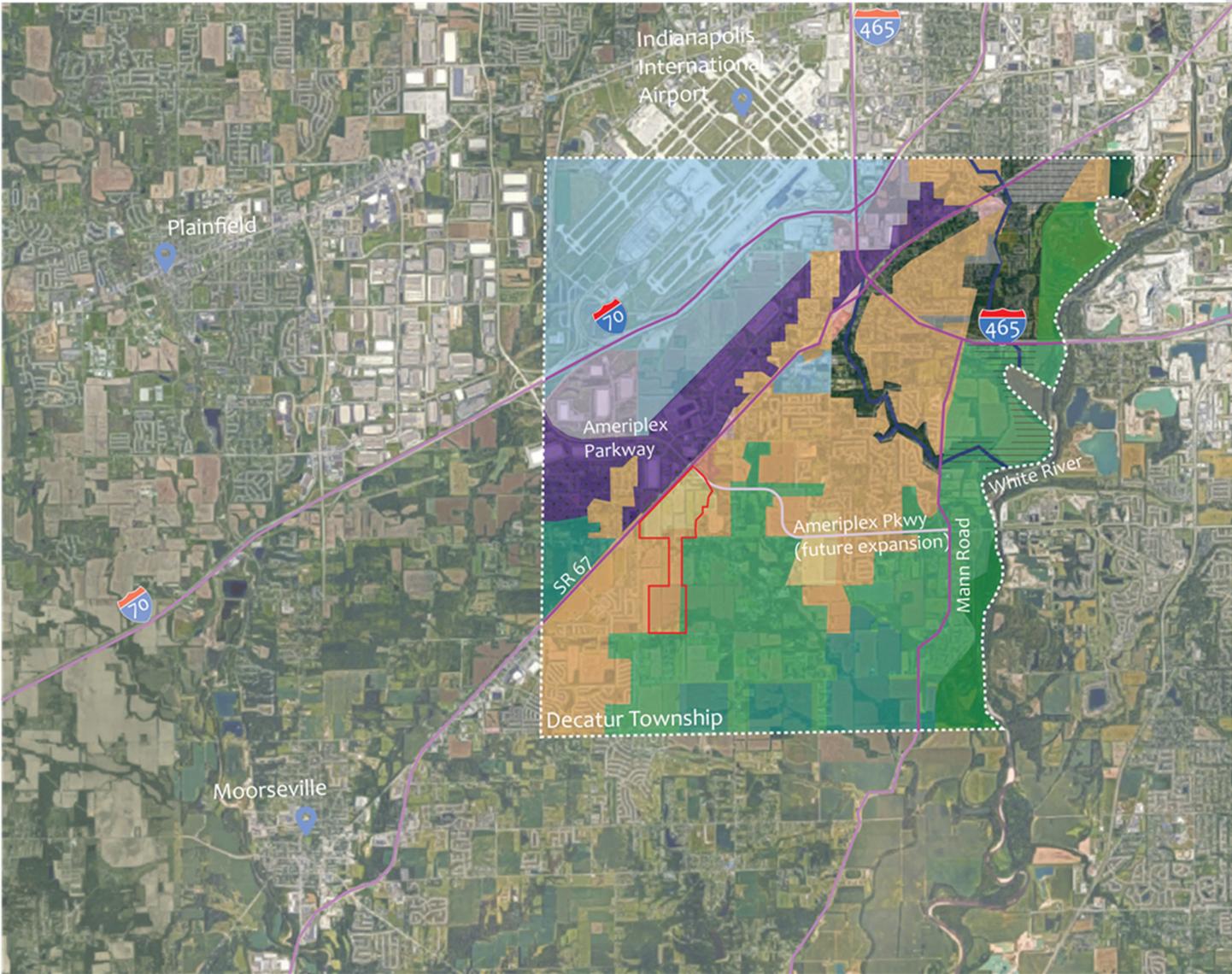
Residents and property owners are similarly divided. One coalition of residents has banded together in two separate organizations, as the Decatur Township Civic Council (DTCC) and Partners for Prosperity (PfP). These groups of engaged citizens were asked by the City to serve as hosts for the ULI TAP. The DTCC/PfP are against further industrial development in the area, especially if it would creep southeast of Kentucky Ave./SR-67, a major highway and boundary bisecting the Township. They are in favor of more residential opportunities—especially “move-up” and senior “move-down” housing—and more retail opportunities, including big box/national and boutique/local retail and restaurants. In their words, they want a *complete community*.

At the same time, other residents and property owners would welcome more industrial / office flex space. When meeting with this faction, the ULI Indiana panel learned that much of the vacant land in the area has been marketed for retail use for over a decade, without attracting any buyers.

Two facts are influencing the City and the DTCC/PfP to finally decide on the best future for Decatur Township:

- 1) While the Metropolitan Development Commission (MDC) adopted a citywide comprehensive land use plan the at the end of 2018, it also provided a five-year window for further discussion. Therefore there is some sense of urgency for a resolution.
- 2) The Department of Public Works (DPW) is currently in the planning stages of an Ameriplex Parkway extension, which would begin at the current intersection of Ameriplex Parkway with Kentucky Avenue/SR-67 and extended eastward, providing improved east-west access through the area. As major roadway projects like this always exert a strong influence on area land use patterns, it is important to get ahead of this project and direct its influence appropriately.

BACKGROUND

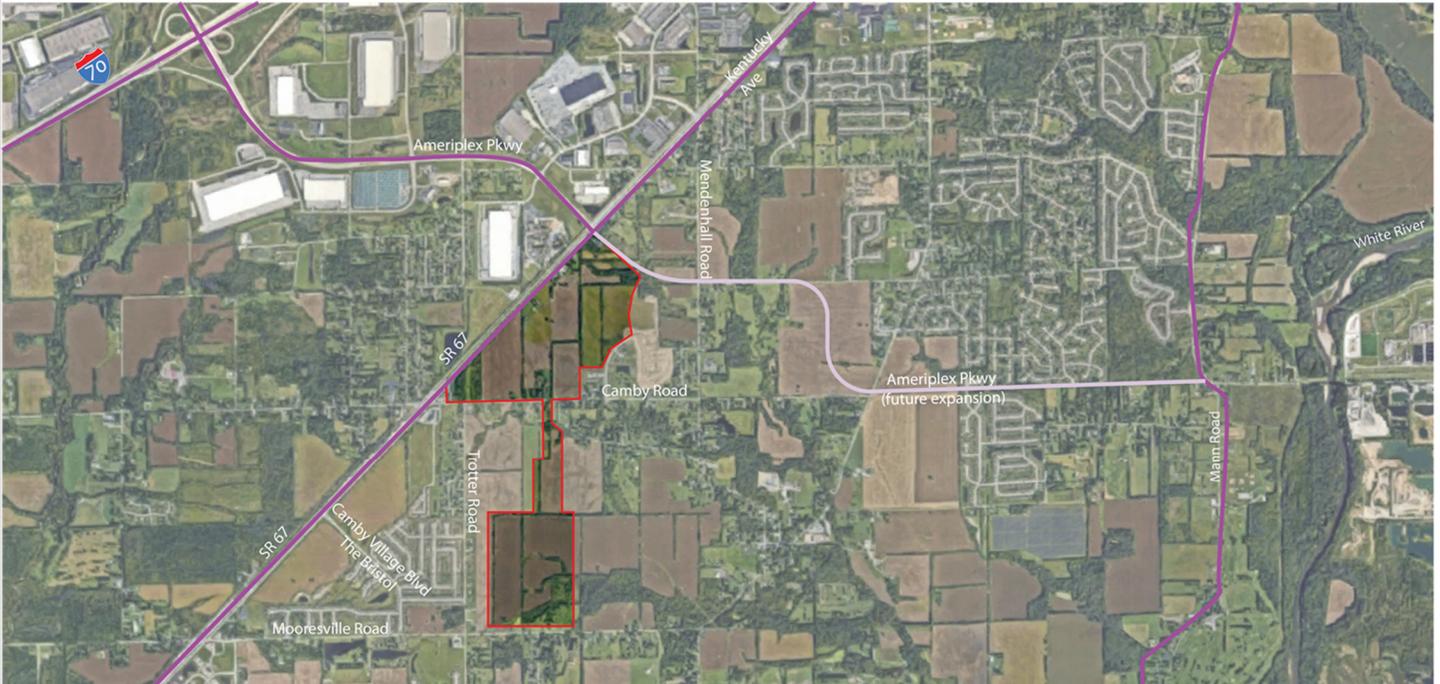


- Regional Special-Use
- Light Industrial
- Industrial Reserve
- Agricultural Preservation
- Rural or Estate Neighborhood
- Large-Scale Park
- Critical Areas (004 & 006) Village Mixed-Use
- Suburban Neighborhood
- Office Commercial
- Community Commercial

- Residential Corridor Reserve
- Environmentally Sensitive Area (ES)
- Airport Vicinity
- Water/Floodway
- Traditional Neighborhood

Land Use Plan: A component of the Comprehensive Plan for Indianapolis and Marion County.

ASSIGNMENT



The targeted area is defined as the area bounded by the future AmeriPlex Parkway extension to the North and Camby Road to the South, including a small portion that extends South to Mooresville Road, and SR 67 to the West and Mendenhall Road to the East.

In context of the background described, the host committee asked ULI Indiana to answer the following questions:

- What would it take to create, and which areas would be best suited for, a neighborhood/village mixed-use solution with retail within the targeted area?
- What housing types should be considered viable in the targeted area? What product types lacking in the community could be accommodated in the targeted area?
- What are the key catalysts to spur other development?
- What might our land-use map look like in 5 years?

PROCESS

Beginning with the establishment of the assignment, ULI Indiana identified a panel of its members with expertise related to the questions, and with no conflicts of interest with regard to the targeted area. The panelists donated their time for the duration of the TAP assignment.

ULI volunteers, with the assistance of the host committee, developed a briefing book comprising essential data and information about the area for the panelists to review.

In the meantime, the host committee identified area stakeholders who should be interviewed by the panelists during the TAP.

Following is the TAP agenda.

DAY 1 – December 3, 2019

10am	Arrival—Community Room, Decatur Township School of Excellence
10:30 am – 11:00 am	Panelist & Host Group Orientation
11 am – noon	Site Tour (conducted by the host committee)
12:00 pm – 12:45 pm	Host Group & Panelist Lunch
12:45 am – 1:00 pm	Host Group Kick-off Introduction with Interviewees
1:00 pm – 2:00 pm	Stakeholder Interviews
2:00 pm – 3:00 pm	Stakeholder Interviews
3:00 pm – 4:00 pm	Stakeholder Interviews
4:00 pm – 5:00 pm	Stakeholder Interviews

DAY 2 – December 4, 2019

9:00 am – 4 pm	Panel deliberations; panel develops presentation
4:30 pm – 5:30 pm	Presentation—Community Room, Decatur Township School of Excellence



PROCESS

Sponsor | City of Indianapolis, Department of Metropolitan Development

Hosts | Decatur Township Partners for Prosperity/Decatur Township Civic Council, as led by committee members:

- Pat Andrews
- Kirk Farmer
- Jason Holliday
- Gregg West

Panelists

JACQUE HAYNES, CCIM | Senior Associate, Midland Atlantic Properties



With 30 years in commercial real estate, Jacquie has extensive experience in development, acquisition/dispositions, leasing and asset management providing clients with strategic and collaborative means to improve their real estate holdings. Since the late '90s she has focused on retail assets including neighborhood and community shopping centers and retail development. She represented Duke Realty in the disposition of 40+ acres, with multiple buyers and transactions, that led to the development of over one million square feet of retail, hospitality and restaurants at Anson in Whitestown, IN. She currently represents Valvoline and MyEyeDr in site acquisitions throughout Indiana along with retail leasing and out lot sales, and continues to market and sell retail investments.

Eva Gribler | Director of Research, Onyx + East



Eva is a strategic marketing professional with extensive experience in consumer insights, strategy development, data analytics and product/brand management in the real estate industry. Her strong suit is in anticipating trends and results within the residential new construction market. Eva is responsible for developing a deep understanding of local real estate market conditions to guide decision-making for senior operating teams. She also supervises and mentors the marketing team to ensure execution of marketing plans and the development and implementation of comprehensive marketing programs to drive business and deliver results.

Daniel Liggett, PLA, LEED AP, ASLA | Associate, Rundell Ernstberger Associates



Daniel is an urban designer and landscape architect graduate at Rundell Ernstberger Associates (REA), a land planning, urban design, and landscape architecture firm working throughout the Midwest. His experience includes all phases of design, including master planning, site design, construction documentation and graphic design. He has contributed toward major site design projects such as the Indianapolis Cultural

Trail. Liggett's academic research focused on framework master planning, increasing livability in cities, and housing development typologies. He is a guest reviewer at Ball State University in both the urban design and landscape architecture programs. Daniel has served on two national ULI Advisory Service Panels.

Stakeholders (as Interviewed on December 4, 2019)

1:00 PM

- Matt Dunn (Westport Homes)
- Chase Lyday (Metropolitan School District of Decatur Township)
- Ty Rinehart (Lennar Homes)
- Mike Stoia (Decatur Township Resident)
- Jo Vickers (Decatur Township Partners for Prosperity)

2:00 PM

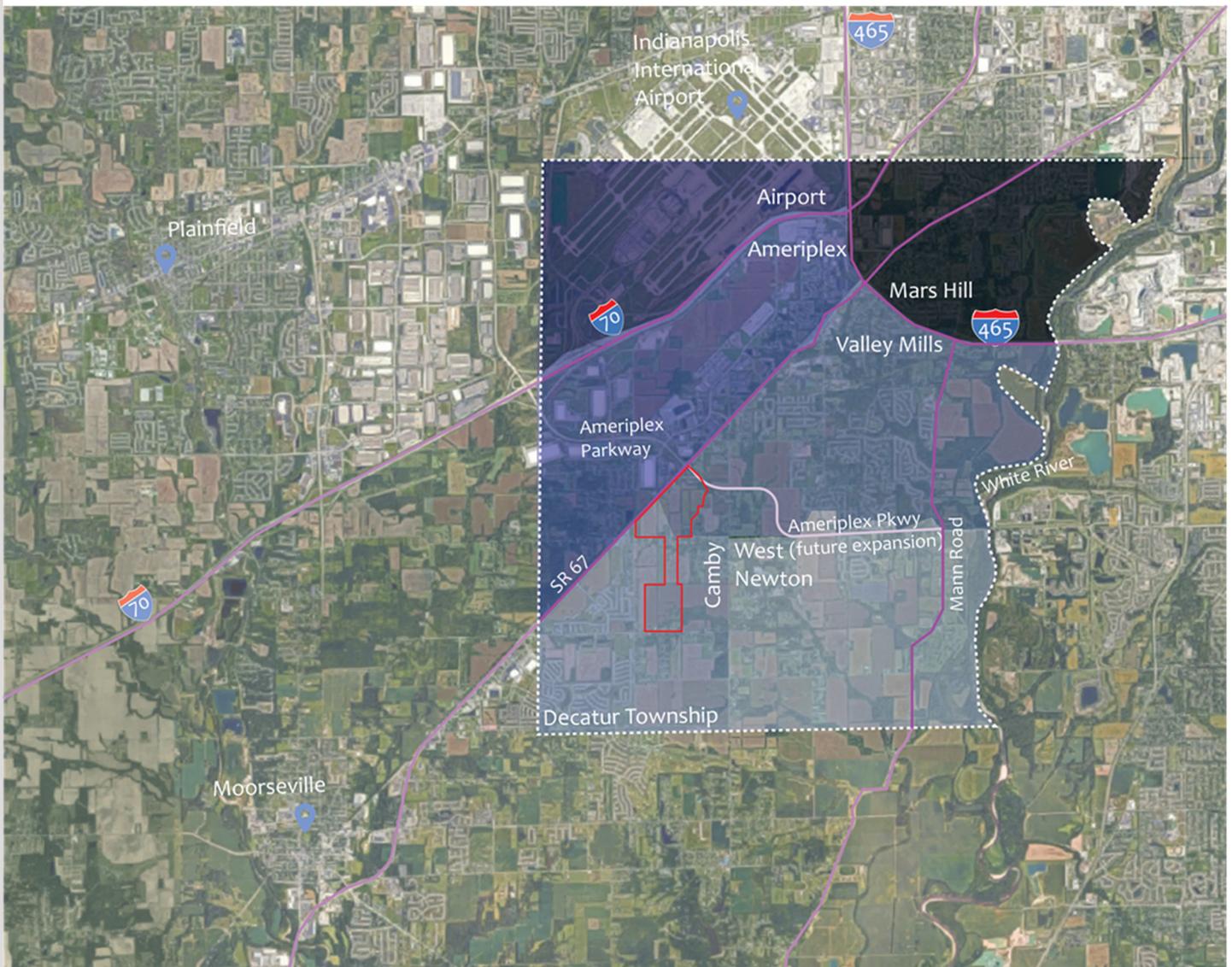
- Pascal Arnes (Decatur Township Fire Department)
- Judy Collins (Metropolitan School District of Decatur Township School Board)
- Emily Mack (Indianapolis Department of Metropolitan Development)
- Joe McNeil (Valley Mills CC)
- Jan McWhirter (Near Neighbor)
- Tim McWhirter (Near Neighbor)
- Matt Prusiecki (Metropolitan School District of Decatur Township)
- Chris Wilkes (Holladay Properties)

3:00 PM

- Robert Behning (Indiana House of Representatives)
- Kathleen Blackham (Indianapolis Department of Metropolitan Development, Current Planning)
- Dale Henson (Metropolitan School District of Decatur Township School Board)
- Ian Nicolini (Develop Indy)
- Robin Robinson (Camby Village HOA)
- Jeneene West (Realtor)

4:00 PM

- Sheldon Phelps (Chrysalis Consulting)
- Dale Yaeger (Yaeger Family landowners)
- Jay Yaeger (Yaeger Family landowners)
- Joe Yaeger (Yaeger Family landowners)

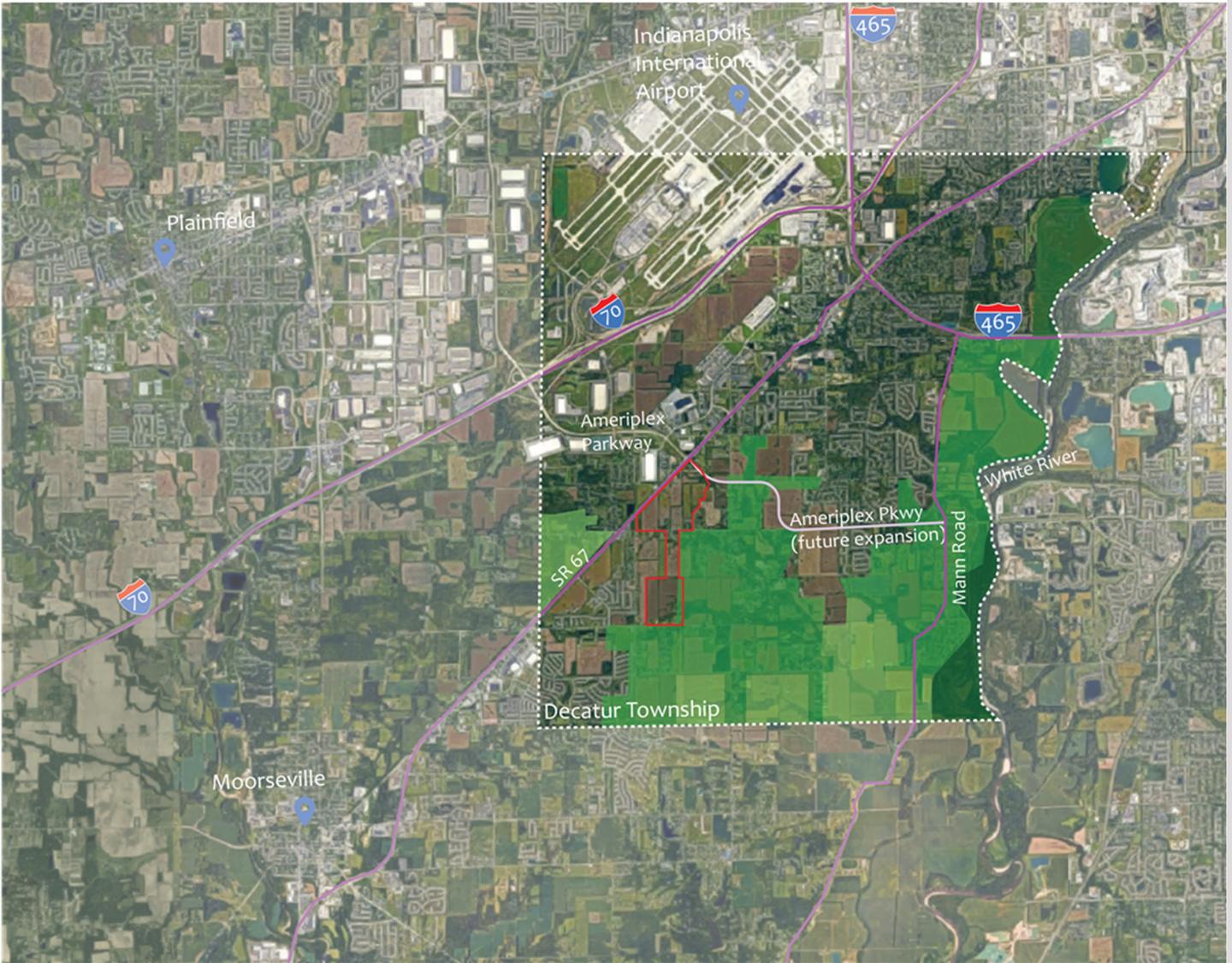


ABOVE: Decatur Township is made up of multiple neighborhoods with strong physical and perceptual barriers. BELOW: Most people arrive in Decatur Township via SR67/Kentucky Avenue, which lacks visual appeal.

Challenges



- Lack of community gathering space such as community center, YMCA
- Gateway to community lacks curb appeal
- Not a destination
- Lack of medical facilities, especially important for older residents
- Lack of public transit
- Negative perception of school system
- Poverty in neighborhoods north of I-465
- Lack of housing variety: move-up, empty nester, retirement, assisted
- Limited retail, dining and entertainment
- Physical challenges/barriers of railroad, Highway 67, airport-owned property



ABOVE: The eastern and southern portions of Decatur Township have ample greenspace, including Southwestway Park (587 acres), which will become more accessible following the extension of Ameriplex Parkway. BELOW: The Quaker village of West Newton has rolling hills with rural charm.

Assets & Opportunities

- Strong sense of community pride and involvement
- Convenient—20 minutes from downtown Indianapolis, Greenwood, & northwest Indianapolis
- Readily accessible workforce nearby: Fed Ex, Airport, Infosys, Nice Pak, etc.
- Affordable and attainable workforce housing in area
- Large tracts of land viable for development
- Market demand for industrial/office-flex development
- Highway 67 corridor connects southwest Indianapolis to southern Indiana
- Greenspace and rural character



FINDINGS

Five Primary Findings

The vision of a *complete community* is compelling. Most urban planners would probably say that every community should, ideally, be a complete community—with a wide array of land uses and opportunities for working, shopping and living.

It is somewhat ironic that for many communities, the missing piece is jobs. Economic developers, including those in Indianapolis, exert massive effort and financial incentives to attracting jobs. In Decatur Township, the land use pressure is reversed. The demand is for employment-generating uses, while the demand for residential and retail uses has lagged somewhat behind.

The ULI panel's primary findings are summarized in five points. Additional findings are presented in the following sections.

1. The key to achieving the DTCC/PfP vision of a more complete community, with more retail and residential opportunities, is to continue to allow some additional industrial development, in a highly controlled way.

Because of the demand for Industrial development, Decatur Township has a unique advantage of being able to hold developers to a higher standard of development requirements incorporating green space, pocket parks, and walkable amenities into the development, or make contributions towards off site community amenities.

To reframe one of the four questions we were asked, the catalyst that would need to happen for change is already happening, in two parts:

- A. The demand for industrial/office flex space is an asset to the community, even when it may not seem like it, because it:
 - Adds jobs, increasing daytime population to support restaurants and businesses,
 - Brings utilities and infrastructure to support future residential development, and
 - Increases assessed value, and potentially generates TIF revenue, to flow back into the City for community improvements. [Currently, Decatur Township citizens are not seeing the direct benefits of increased tax revenue within their community, but we believe they could and should.]
- B. The construction of the AmeriPLEX Parkway extension will further accelerate this process of converting industrial demand to retail and residential demand.

What do we mean by highly controlled? We don't believe that having industrial development southeast of Kentucky Ave./SR-67 — by itself — will negatively impact the future of Decatur Township.

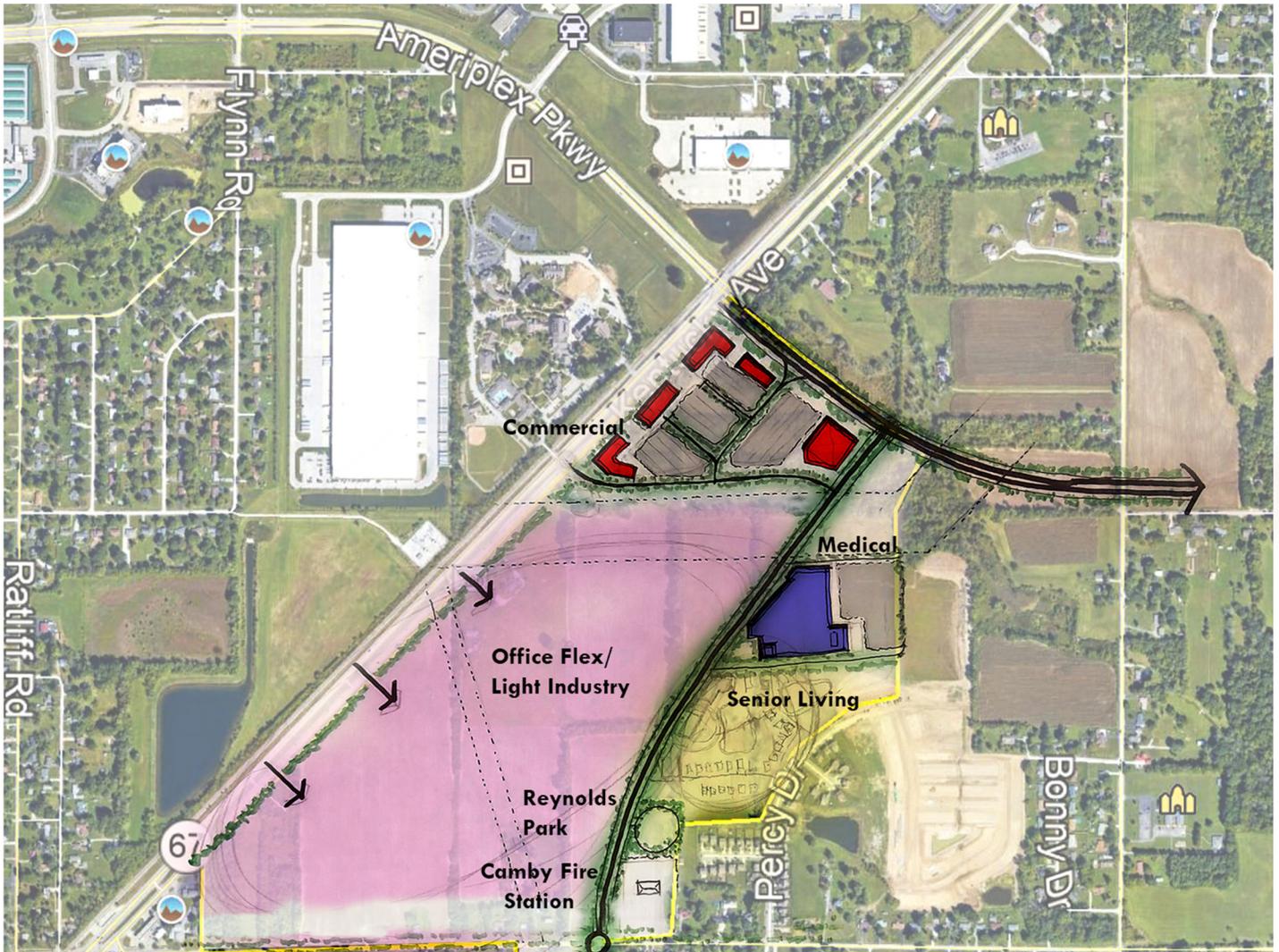
However, we do believe that such development should be appropriately buffered by transitional land uses, slower capacity streets, green space and water features. In addition the building development standards, such as exterior design, should be at least equivalent to the existing AmeriPLEX development.

2. The AmeriPLEX Parkway extension will create a crucial east-west connection that funnels traffic between area residential and industrial uses; this added traffic will provide additional impetus for the desired retail development.

The area southeast of Kentucky Ave./SR-67 and the AmeriPLEX Parkway Extension thus becomes that “*best suited for a neighborhood/village mixed-use solution with retail within the targeted area.*”



Quality buffering and development standards as seen at AmeriPLEX.



Development in this area can be accelerated by allocating some space to community service uses, for example:

- A planned future fire station, situated here, could provide a community landmark and set a high quality design precedent for the area.
- Medical office space, much needed in the area, could be located here and help drive demand to complementary uses.
- Public offices could be moved here—for example the Indiana Bureau of Motor Vehicles and the Department of Revenue offices, currently located west of Kentucky Ave./SR-67 at AmeriPLEX—which would contribute to the “community” center.

Potential arrangement for 20-30 acres of retail, office and community service uses (in red and blue); potential senior housing in yellow.

Community and office uses would increase foot traffic in the center and help incentivize the desired retail uses such as local restaurants and shops. The panel advises that just 20 acres would accommodate over 75,000 square feet of retail and service businesses.

FINDINGS

Examples of housing types with potential market demand in Decatur Township.



3. There is an opportunity for more diverse housing types in Decatur Township.

The panel agrees that there is the opportunity in Decatur Township for move-up single family, empty nester and senior housing. This is based on expected population growth from 2019-2024 in the 65-74 and 75-84 age groups, as well as the observed lack of existing housing in these types.

4. The potential land use map in five years could look like the illustration shown at right.

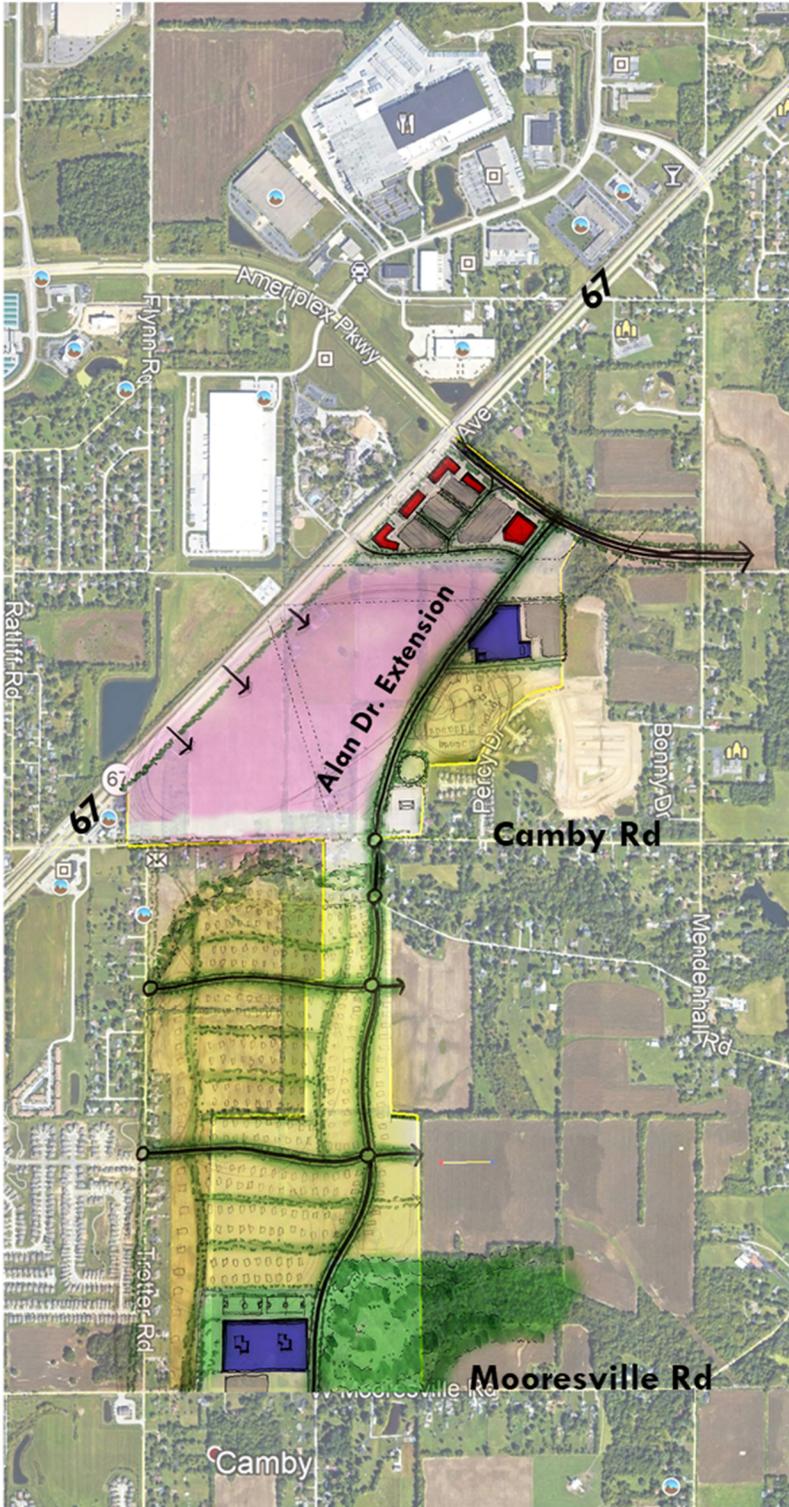
This is a conceptual plan and could vary in some respects, however other aspects are important to maintain.

In general, the roadway labeled "Alan Drive Extension" is the organizing spine to which much of the development throughout the study area would respond.

- It would provide internal site connections for residents, instead of requiring them to use Kentucky Ave./SR67 for circulation. This in itself would reduce the feeling of traveling through an industrial area.
- It would create an intersection at the future location of the Ameriplex Parkway extension, making that area more easily developed and accessible (i.e. more marketable).
- It would help to provide a more adequate buffer between proposed flex space (in pink) and the existing residential to the east.

FINDINGS

Potential Land Use Plan



In its final design, however, the roadway could curve in different ways, following natural site features to make the drive more interesting and/or allow for more efficient organization of land to the west.

FINDINGS

5. Decatur Township can help to ensure these outcomes by following standard public processes, both formal and informal.

When these findings were presented at the conclusion of the TAP, members of the DTCC/PfP expressed skepticism that future development would be held to the standards recommended by this TAP.

Formally, processes exist for community members to come forward and make comments on development proposals before the City.

Informally, what happens in many neighborhoods is that developers approach community groups first to show them their plans and attempt to reach some consensus, before submitting plans to the City.

Unfortunately, past actions of the DTCC/PfP have created barriers to these processes working effectively. They have soundly rejected so many proposals that they are no longer asked what they think.

In order to exert appropriate influence moving forward, community members should be respectful and also open to some flexibility in their community vision.

LAND USE

Housing Opportunities

Based on a review of area demographics versus available housing supply, the panel believes there is demand for:

- Senior Living Facility
- Empty Nester Housing—Affordable
- Single Family — \$200-300K

SENIOR LIVING FACILITY

Demand for a senior living facility is demonstrated by expected population growth from 2019 to 2024 in the age groups of 65-74 and 75-84. In addition, stakeholders interviewed expressed the lack of such facilities currently available. A senior living facility could be appropriately located adjacent to retail, industrial, or other residential.



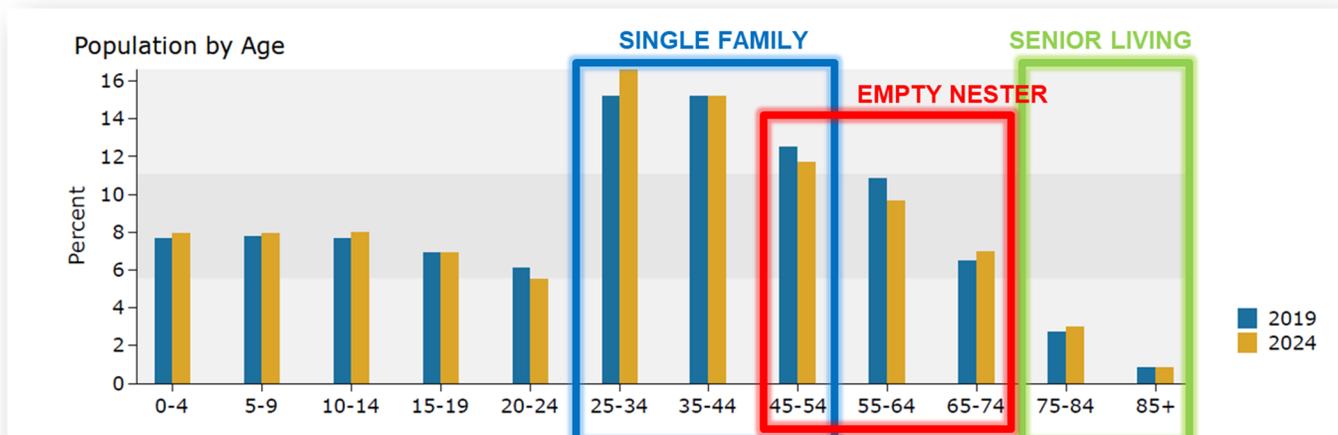
SOURCE: www.epcon.com

EMPTY NESTER HOUSING—AFFORDABLE

The panel's research also showed that by 2024, 33.7% of the households in Decatur Township will be aged 55+, while there is a shortage of housing specifically designed to cater to the empty nester buyer. Such housing should help provide a transition from family to post-family/low-maintenance living, and located independently from family housing. It could include detached, paired patio homes, or four-plex housing styles, which would help to achieve the targeted averaged sales price of just \$195,842.

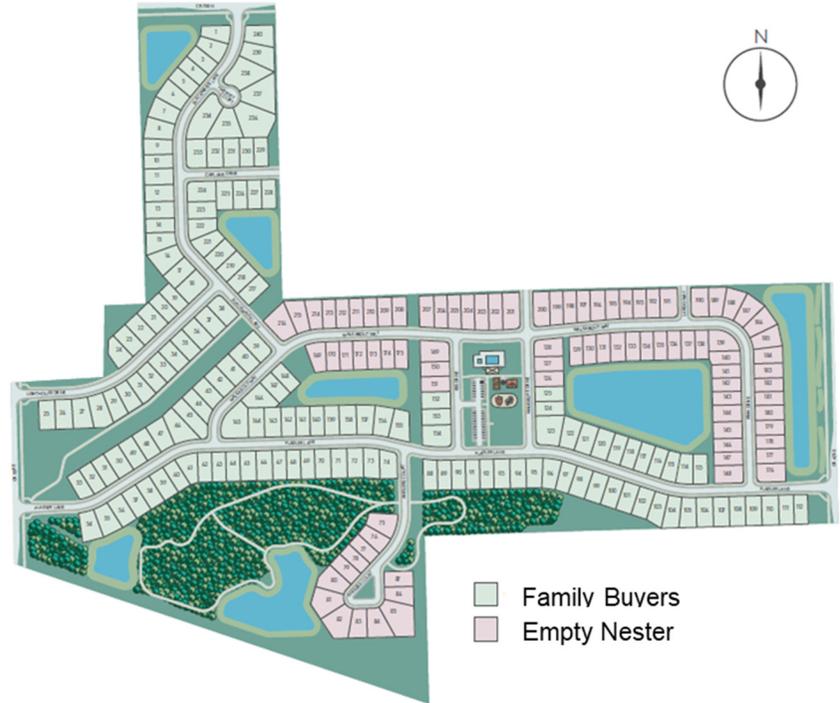


SOURCE: www.delwebb.com

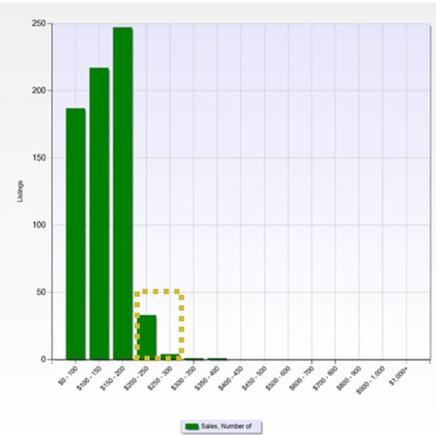


LAND USE

Right: Example of a section of empty nester housing as separated from family buyers.

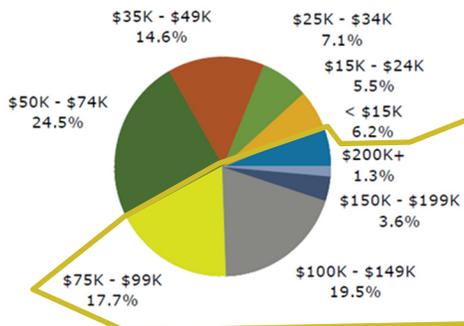


Historic Sales x Price Range



SOURCE: www.matrix.miborblc.com

2019 Household Income



SOURCE: www.esri.com

SINGLE FAMILY—\$200-300K

The panel is also cautiously optimistic that the market can support some additional new construction housing at prices from \$200-300K.

Currently, 94% of the resale homes sold in the area are below \$200K. However, 42% of households make greater than \$75K in income, suggesting they could afford higher priced homes if available.

Also, the average age of resale homes is 30 years old, so there is definite demand for newer housing.

Finally, the area enjoys a healthy sales rate, with an average of 28 days on the market (median of 8 days on the market.)

Retail & Restaurant Opportunities

Demand for retail and restaurants will increase with population growth and creation of a signalized corner at a main intersection with both north/south and east/west traffic.

Retail shops, restaurants and personal care services are best suited at the intersection of Highway 67 and Ameriplex Parkway Extension. Approximately 20 acres designated for these land uses can accommodate +/- 75,000 square feet including a variety of business types. Examples of a shopping center of this size and scale are shown below.

The panel cautions that retail demand is impacted by the amount of existing retail in the trade area, as shown on the following page.

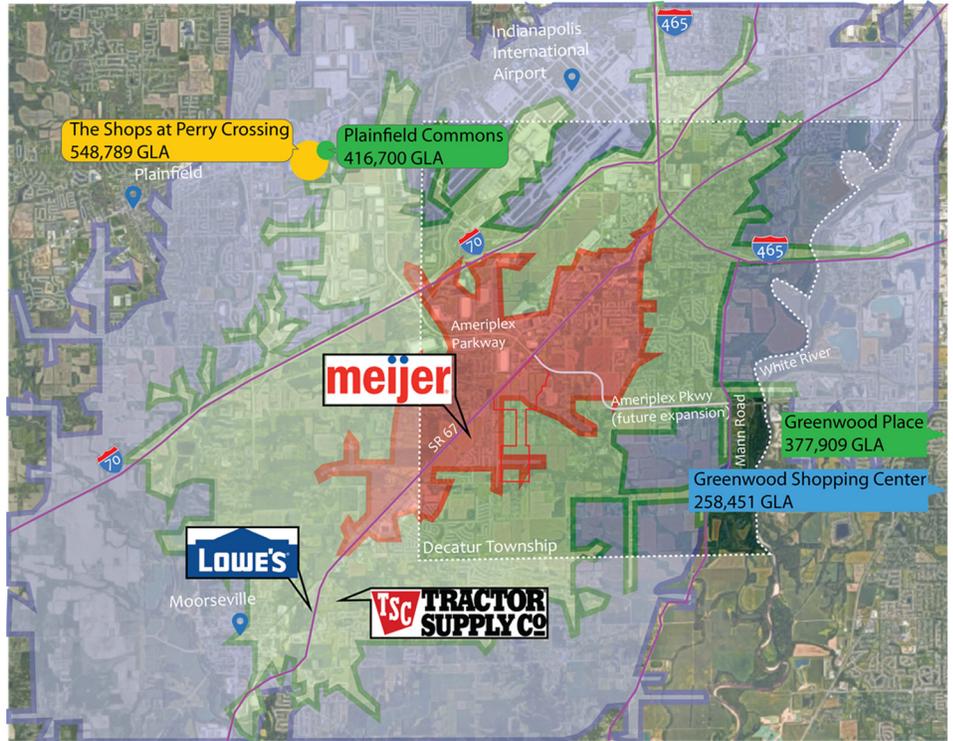
POTENTIAL BUSINESS TYPES

- Coffee Shops
- Fast Casual Restaurants
- Specialty Grocer
- Local Hardware
- Locally Owned Restaurants
- Hair Salons
- Day Spas
- Financial Institutions
- Fitness
- Boutiques
- Medical / Dental



LAND USE

Examples of existing retail within the trade area



Marwood Plaza



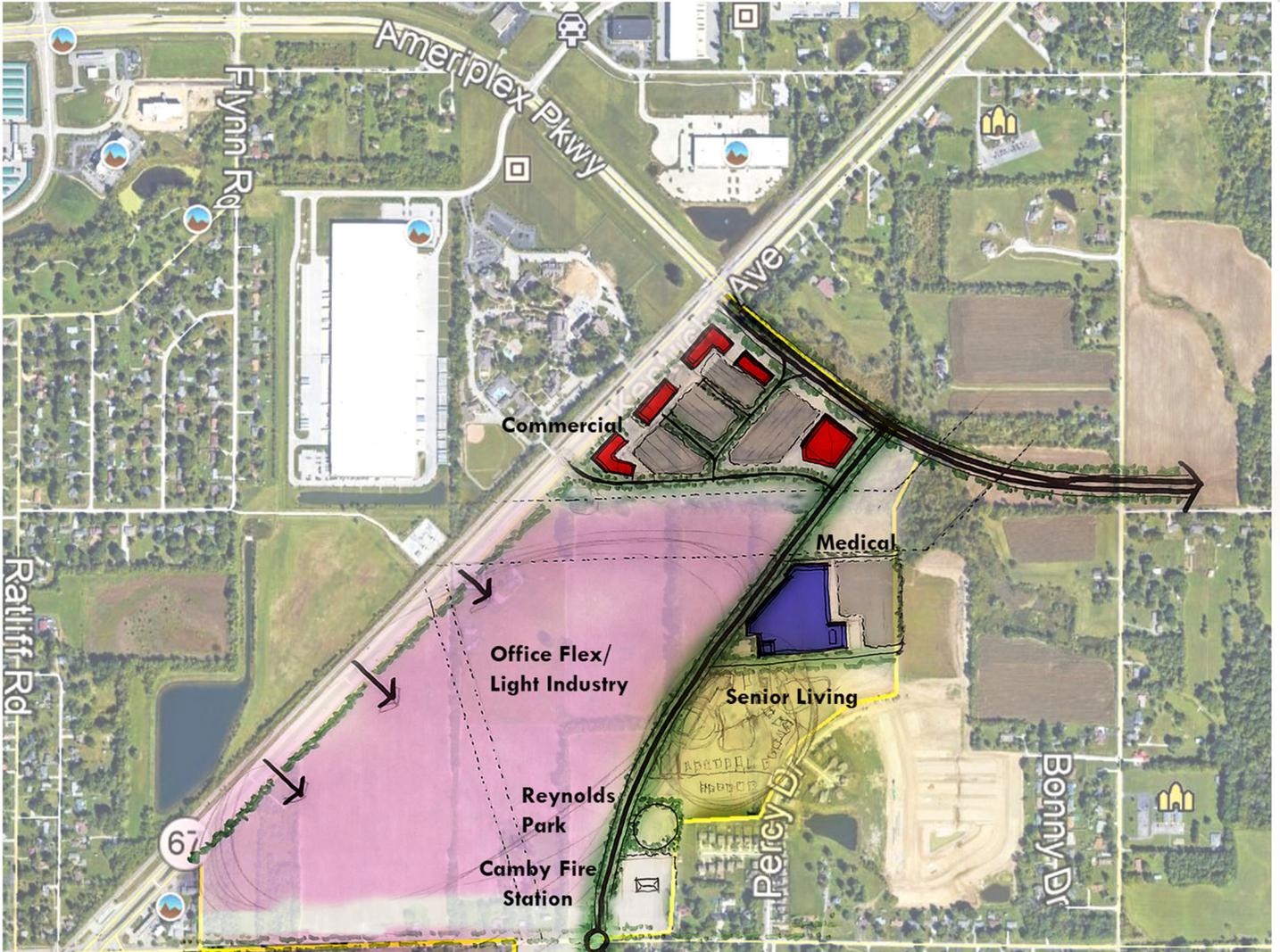
*Divisible

Heartland Crossing

LAND USE

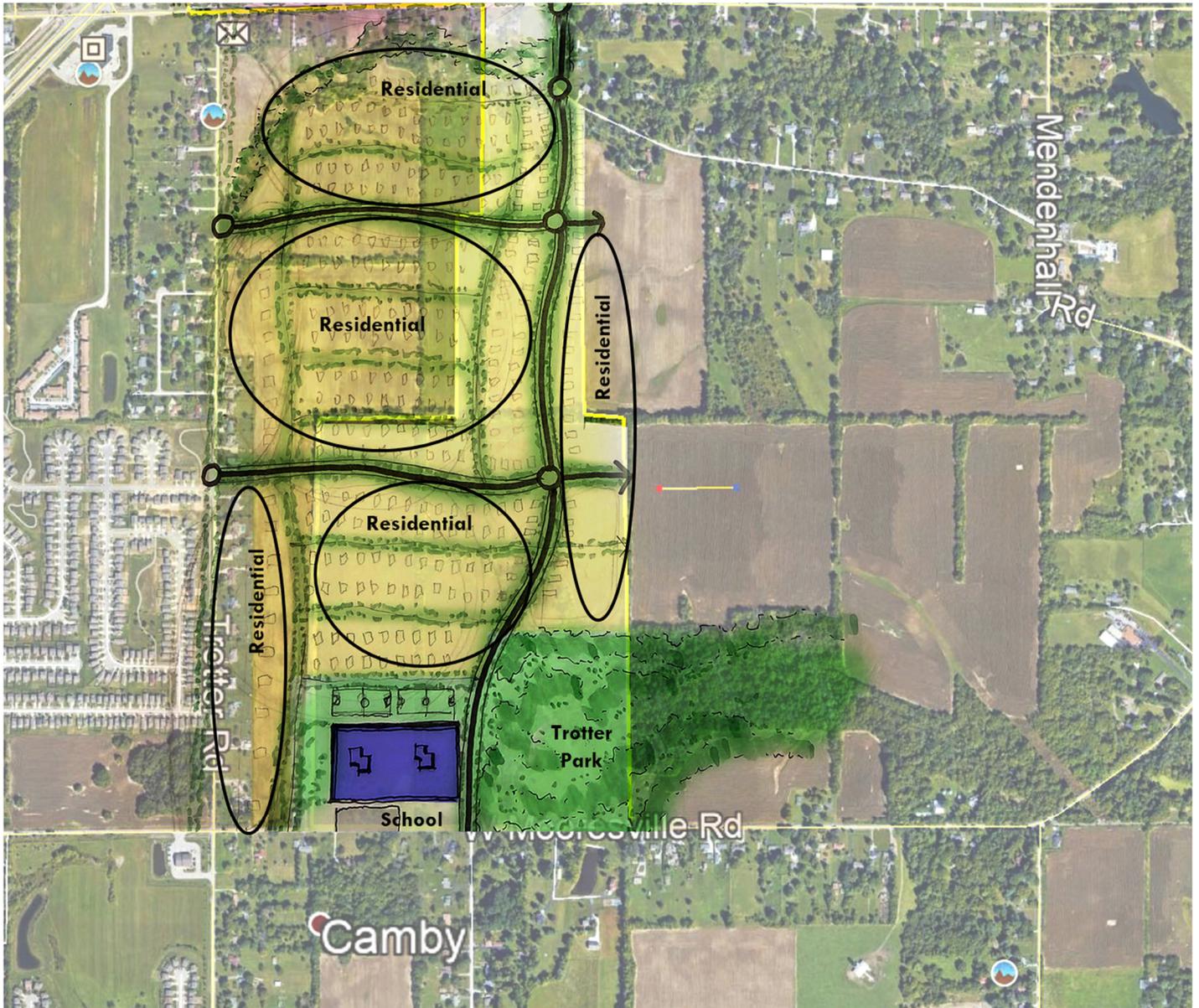
Potential Land Use

Potential Land Use—North
(Commercial/Mixed Use)



LAND USE

Potential Land Use—South
(Residential/Mixed Use)



COMMUNITY

Beyond their basic findings and land use recommendations, the panel wished to provide guidance on certain community initiatives that they believe can help Decatur Township to better leverage some of its assets and opportunities, as described at right. There is obviously a strong sense of community pride and involvement in Decatur Township, and the panel was told that Partnership for Prosperity was founded in order to be proactive about their community. Thus PforP is an excellent platform to organize these initiatives.

The panel was impressed with the ample greenspace in the southern and eastern parts of the township (shown on page 11), notably its connection to Southwestway Park and closer grounds like the school-owned cross-country trails off Mooresville Road. This is complemented by rolling hills with rural character, particularly around West Newton. These are community assets to be promoted. But currently, the community lacks gathering spaces, destinations, or strong gateways. The following community initiatives would help to improve on this dynamic, and are presented in a range from programmatic initiatives (like community events) to physical improvements requiring capital investments.

Community Events

Community is built in part through shared events, and the following types of events have been successful in other communities and are recommended here:

- Ice cream social—possibly named after Antrim
- Quaker heritage event—possibly in West Newton
- Farmers Market
- Movie Nights in the splash pad park or cross-country park

Other Programmatic Initiatives

- Gateway beautification
 - Business groups adopting areas
 - Façade grants for building improvements
 - Landscaping
 - More prominent entry/sense of arrival
- Pop-up retail/incubator space
- Food trucks
- Community Center (usable barn/vacant Marsh)
- Activate existing parks
- Community marketing

SOME COMMUNITY ASSETS & OPPORTUNITIES

- Strong sense of community pride and involvement
- Greenspace and rural character

SOME COMMUNITY CHALLENGES

- Lack of community gathering space such as community center, YMCA
- Gateway to community lacks curb appeal
- Not a destination

A POTENTIAL RESOURCE

Patronicity.com combines community fundraising with traditional community grants. They work with the Indiana Housing & Community Development Authority through its CreatINg Places program. Patronicity works with the community to vet all projects, coach their fundraising campaign, and disburse funds. Successful projects then receive a matching grant from IHCD.



Physical Improvements

GATEWAY SIGNS

- Creates identity/sense of place
- Celebrates the unique identity of a place
- Community landmark/wayfinding
- Informative



POCKET PARKS

- Provides local access to green-space
- Community gathering locations
- Health/social/economic benefits





TRAILS AND STREETScape

- Provides connectivity to local destinations/amenities
- Landscape enhancements





Indiana

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Urban Land Institute Indiana

ULI Decatur Township Technical Assistance Panel

DECATUR TOWNSHIP, INDIANAPOLIS, IN

DECEMBER 3-4, 2019

Southwestway
Park

The
Library Decatur Branch

100
Years
Service



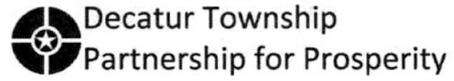
The Urban Land Institute

The Urban Land Institute provides leadership in responsible use of land and in creating and sustaining thriving communities worldwide. Founded in 1936, ULI is an independent global nonprofit supported by members representing the entire spectrum of real estate development and land use disciplines. ULI Indiana is one of 53 ULI District Councils in North America. There are also ten (10) in Europe and six (6) in Asia. Members say we provide information they can trust and that ULI is a place where leaders come to grow professionally and personally through sharing, mentoring, and problem solving.

ULI Indiana's Technical Assistance Panels

- ULI facilitates an open exchange of ideas, information, and experience among industry leaders and policy makers dedicated to creating better places. ULI focuses on outreach to encourage creative, practical solutions for the most challenging issues facing today's urban, suburban, and rural communities around the world.
- ULI's Advisory Services Panels work with communities to:
 - Deliver fresh insights and discover innovative solutions to complex real estate development and land use challenges;
 - Provide candid and unbiased input from expert land use professionals who volunteer their time and expertise to serve as panelists; and
 - Kickstart critical conversations and deliver results in two day to one week concentrated efforts.

Partners



TAP Panelists



Jacque Haynes, CCIM
Senior Associate, Midland Atlantic



Daniel Liggett
Associate, Rundell Ernstberger Associates



Eva Gribler
Director, Market Intelligence, Pulte Homes

Interviewees

Discussions held in 4 groups (December 3, 2019)

1:00 PM

- Jo Vickers (DTPfP)
- Chase Lyday (MSDDT)
- Ty Rinehart (Lennar Homes)
- Matt Dunn (Westport Homes)
- Mike Stoia (DT Resident)

2:00 PM

- Emily Mack (DMD)
- Jan McWhirter (Near Neighbor)
- Tim McWhirter (Near Neighbor)

- Joe McNeil (Valley Mills CC)
- Judy Collins (MSDDT School Board)
- Matt Prusiecki (MSDDT)
- Pascal Arnes (DTFD)
- Chris Wilkes (Holladay Properties)

3:00 PM

- Robert Behning (IN House of Reps)
- Dale Henson (MSDDT School Board)
- Robin Robinson (Camby

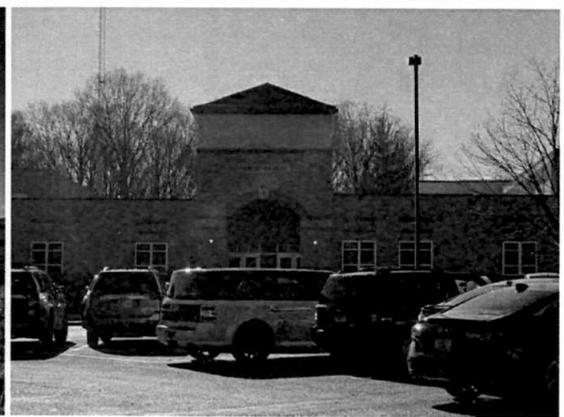
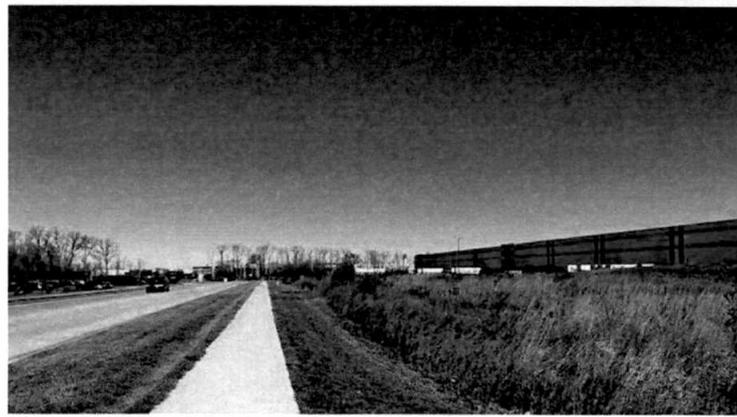
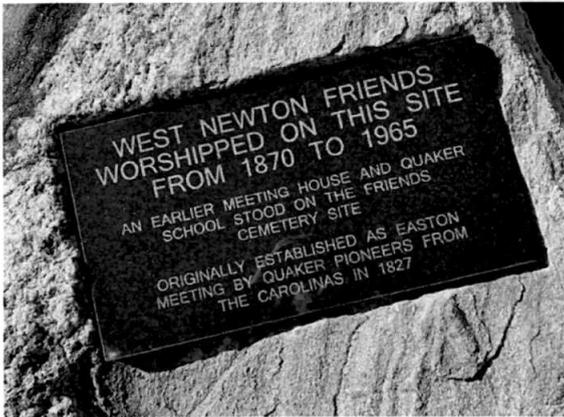
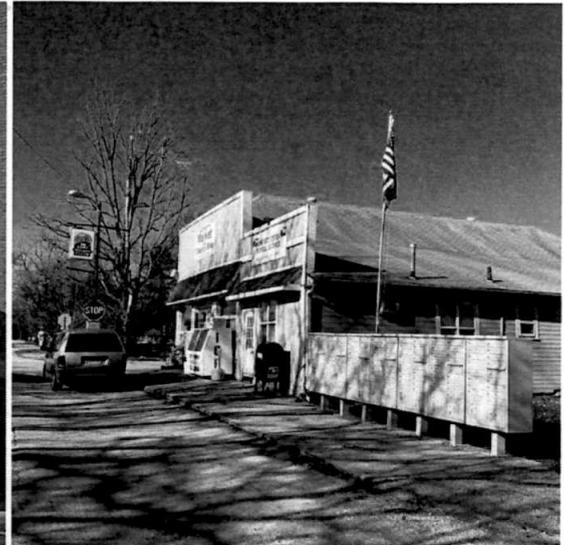
Village HOA)

- Jeneene West (Realtor)
- Ian Nicolini (Devel Indy)
- Kathleen Blackham (DMD/Current Planning)

4:00 PM

- Joe Yaeger (Yaeger Family landowners)
- Dale Yaeger (Yaeger Family landowners)
- Jay Yaeger (Yaeger Family landowners)
- Sheldon Phelps (Chrysalis Consulting)

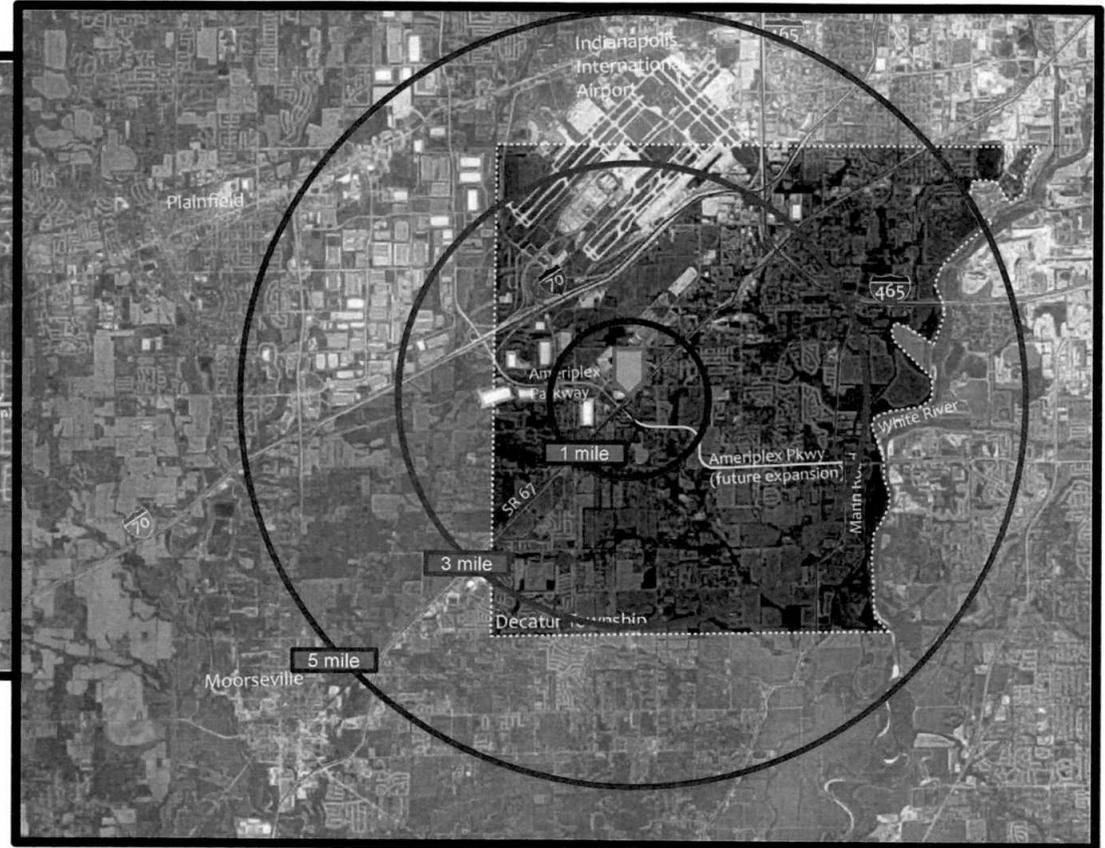
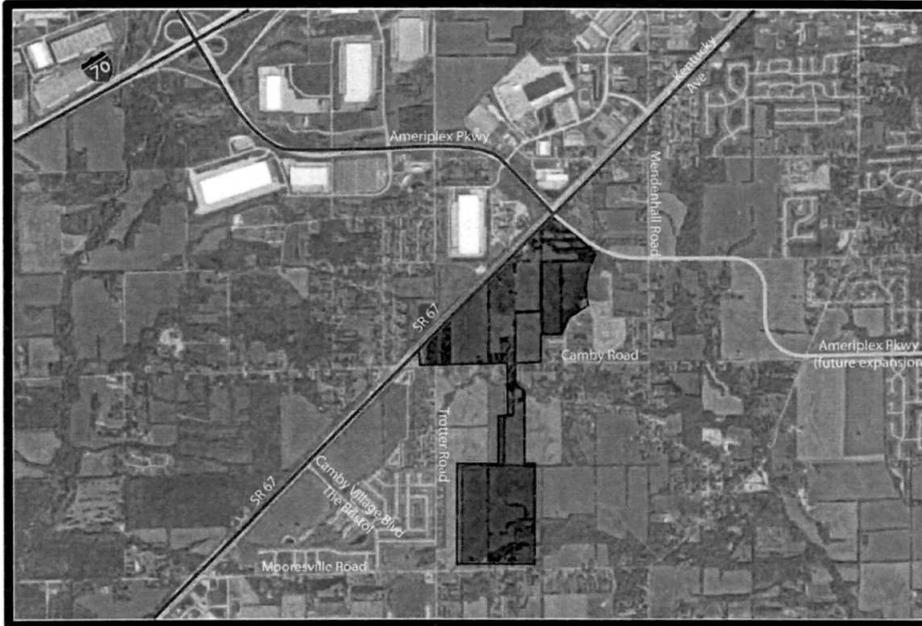
Current Context



Decatur Township Community



Site Boundaries



Summary of Problem & Questions to Answer

Summary of Problem

Success at the ULI TAP Focus Area is crucial to preferred future development in Decatur Township. Success will provide needed retail, professional services and move-up housing. This development will be of benefit to Decatur Township residents by contributing to a whole, fully featured, complete community. It will make use of the land as it is envisioned in the Comprehensive Plan, adopted in January of this year. It will be preferred growth compared to warehouse development, pressure for which is looming. Success in the ULI TAP Focus Area will be the **catalyst for further growth in the township that will bring a diversity of services as well as a variety of living, playing, and working opportunities to our current and future residents.**

Questions

1. What would it take to create, and which areas would be best suited for, a neighborhood/village mixed-use solution with retail within the targeted area?
2. What housing types should be considered viable in the targeted area? What product types lacking in the community could be accommodated in the targeted area?
3. What are the key catalysts to spur other development?
4. What might our land-use map look like in 5 years?



Assets Opportunities & Challenges

Assets & Opportunities

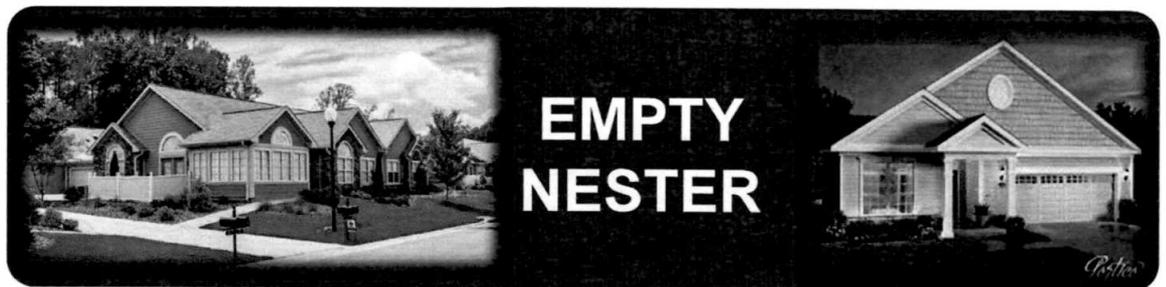
- Strong Sense of Community Pride and Involvement
- 20 minutes from Downtown Indy, Greenwood, & NW Indy
- Readily Accessible Work Force: Fed Ex, Airport, Infosys, Nice Pak, Etc
- Affordable and Work Force Housing
- Large Tracts of Land Viable for Development
- Demand for Industrial / Office-Flex Development
- Highway 67 Commercial Corridor Connecting SW Indy to Southern Indiana
- Southwestway Park (587 Acres) and Cross Country Park
- TIF Funding and other Financial Incentives

Challenges

- Lack of Community Gathering Space: Community Center, YMCA
- Gateway Curb Appeal
- Not Destination Driven
- Lack of Medical Facilities
- Transit
- Negative Perception of School System
- Poverty in Neighborhoods North of 465
- Lack of Transitional Housing: Step up, Empty Nester, Retirement, Assisted
- Limited Retail and Dining and Entertainment
- Physical Challenges of Railroad, Highway, Airport Ground

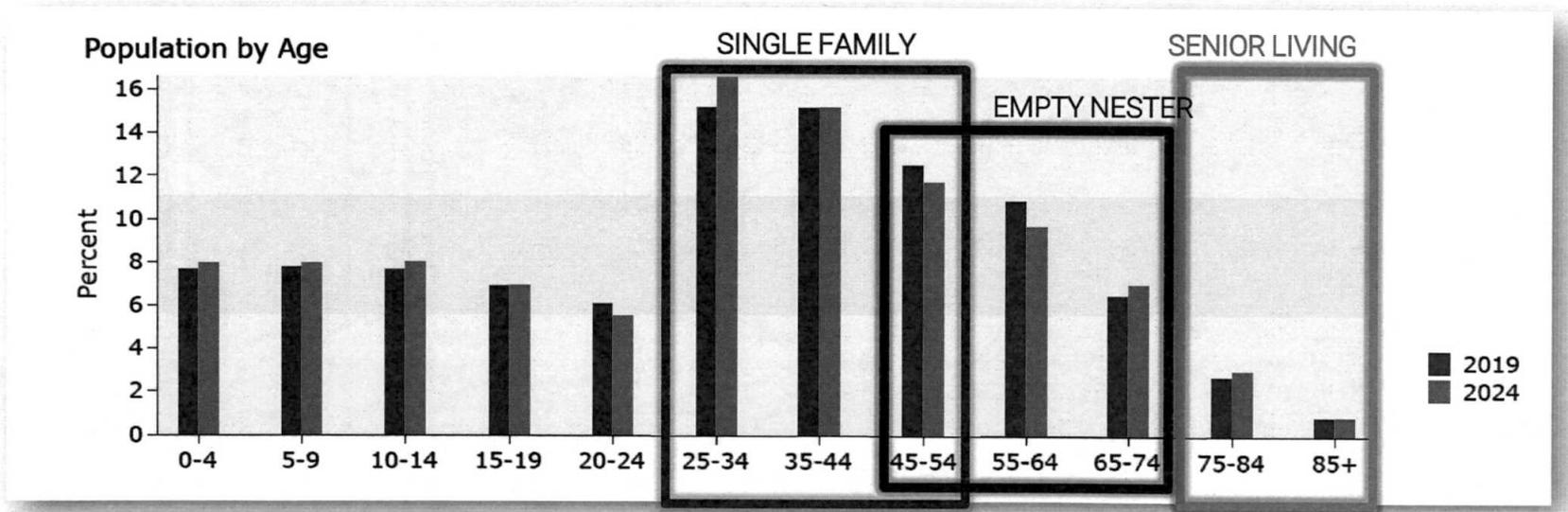
What housing types should be considered viable in the targeted area? What product types lacking in the community could be accommodated in the targeted area?

Types of Housing



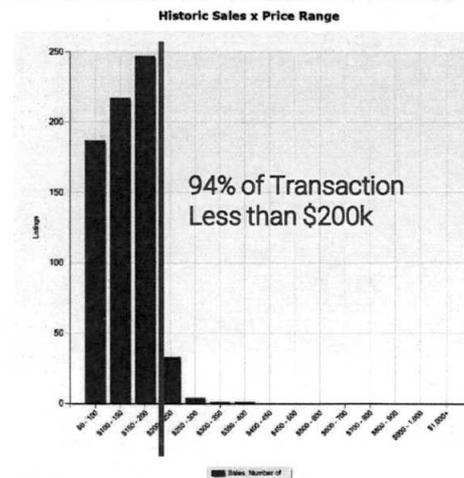
SENIOR LIVING FACILITY

- Population growth from 2019 to 2024 specifically in ages 65-74 and 75-84.
- Panel interviewees expressed the lack of facilities in Decatur Township
- Could be suitable adjacent to retail, industrial, or other residential

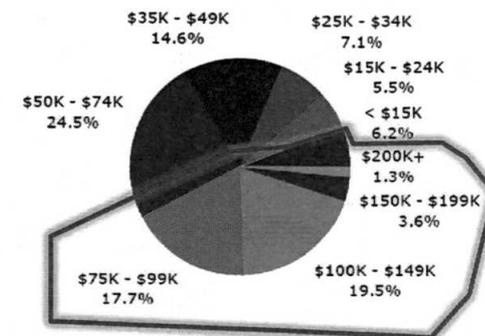


SINGLE FAMILY DETACHED (\$200k - \$300k)

- Average Resale Price - \$149k New Const. - \$202k
- 94% of resale transactions <\$200k
- 42% of population make greater than \$75k
- Average Resale Age – 30 years old
- Healthy Days on Market - Avg (28)/Median (8)
- New Construction transacts at 35% premium to resale



2019 Household Income



SOURCE: www.esri.com

Market Analysis

Status: Active (63)

	List Price	Beds	Baths	Sqft M/U	\$/Sqft M/U	Acres	Year Built	Sale Price	SP/LP%	DOM
Min	\$29,900	2	1	744	\$28.05	0.00	1900	-	-	3
Max	\$399,900	7	4	3036	\$308.09	38.00	2019	-	-	254
Avg	\$162,576	3	2	1734	\$96.35	1.00	1988	-	-	46
Median	\$167,900	3	2	1611	\$93.12	0.18	2000	-	-	36

Status: Sold (587)

	List Price	Beds	Baths	Sqft M/U	\$/Sqft M/U	Acres	Year Built	Sale Price	SP/LP%	DOM
Min	\$26,900	1	1	576	\$24.28	0.00	1876	\$18,000	54.11%	
Max	\$350,000	6	4	4502	\$180.77	7.97	2019	\$355,000	123.67%	312
Avg	\$151,881	3	2	1683	\$92.91	0.33	1989	\$149,261	97.94%	23
Median	\$150,000	3	2	1536	\$94.50	0.19	1998	\$150,000	99.56%	8

Status: All (650)

	List Price	Beds	Baths	Sqft M/U	\$/Sqft M/U	Acres	Year Built	Sale Price	SP/LP%	DOM
Min	\$26,900	1	1	576	\$24.28	0.00	1876	\$18,000	54.11%	
Max	\$399,900	7	4	4502	\$308.09	38.00	2019	\$355,000	123.67%	312
Avg	\$152,917	3	2	1688	\$93.24	0.39	1989	\$149,261	97.94%	26
Median	\$154,900	3	2	1540	\$94.19	0.19	1998	\$150,000	99.56%	10

SOURCE: www.matrix.miborblc.com

EMPTY NESTER HOUSING (AFFORDABLE)

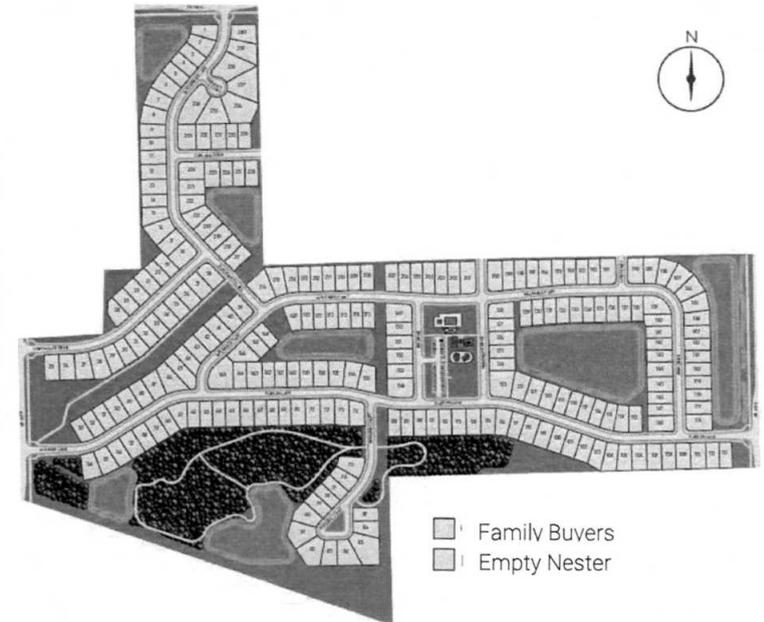
- Transition from family to post family / low maintenance living
- Shortage of empty nester housing specifically designed to cater to the empty nester buyer
- In 2024, 33.7% of the HH population will 55+ with an avg HH value of \$195,842
- Located in independent section of community, not intermixed with family buyers
- Could include detached, paired patio homes, or four-plex



SOURCE: www.epcon.com



SOURCE: www.delwebb.com

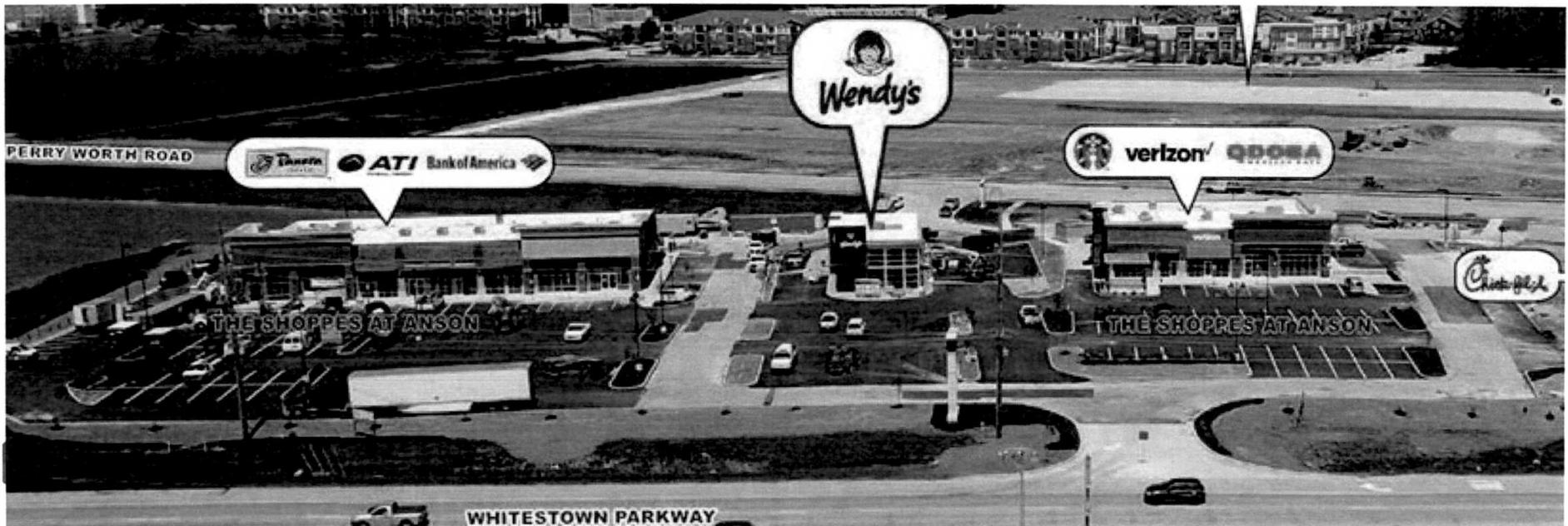


What would it take to create, and which areas would be best suited for, a neighborhood/village mixed-use solution with retail within the targeted area?

Retail & Restaurant Opportunities

- Retail Shops, Restaurants and Personal Care Services are best suited at the intersection of HWY 67 and Ameriplex Parkway Extension

Demand for retail and restaurants will increase with population growth and creation of a signaled corner at a main intersection with both north/south and east/west traffic.

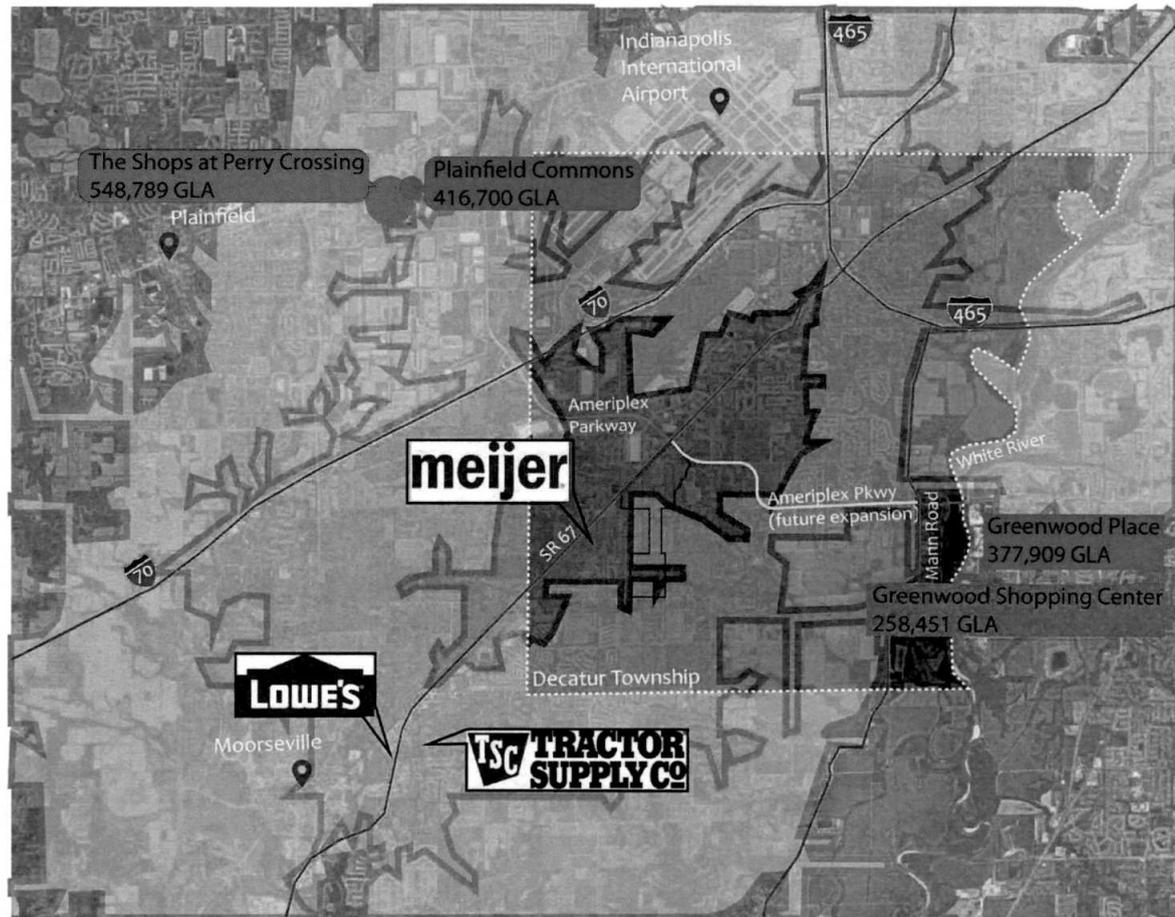


Retail & Restaurant Opportunities

- +/- 20 Acres Designated for this product type can accommodate +/- 75,000 SF including a variety of business types:
 - Coffee Shops - Fast Casual Restaurants - Specialty Grocer
 - Local Hardware - Locally Owned Restaurants - Hair Salons - Day Spa's
 - Financial Institutions - Fitness - Boutiques - Medical / Dental



Existing Retail within the Trade Area



Heartland Crossing



Marwood Plaza

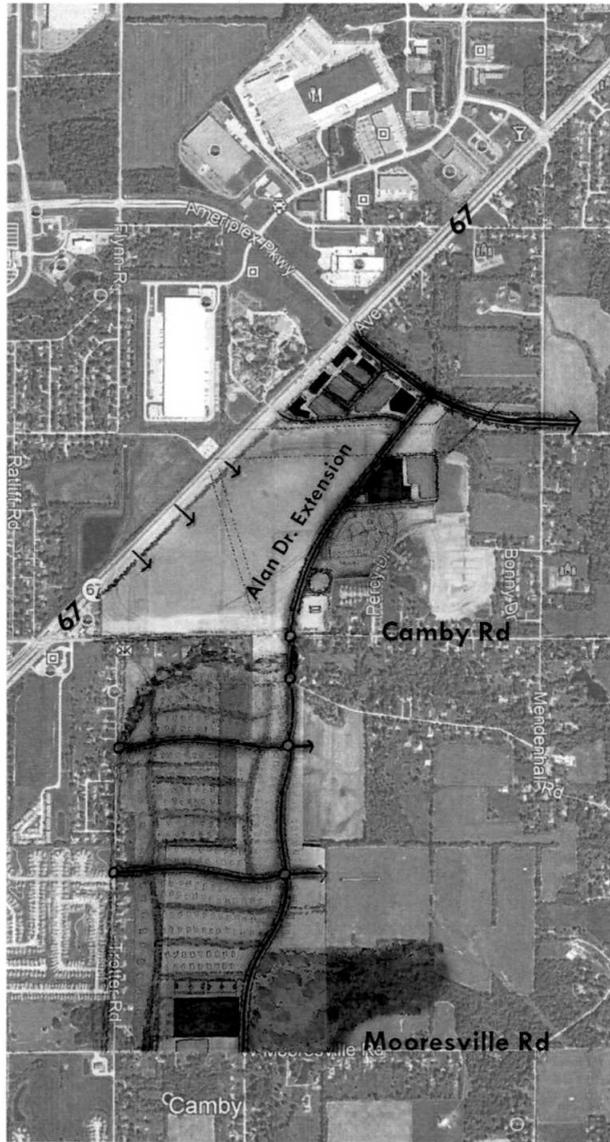
What are the key catalysts to spur
other development?

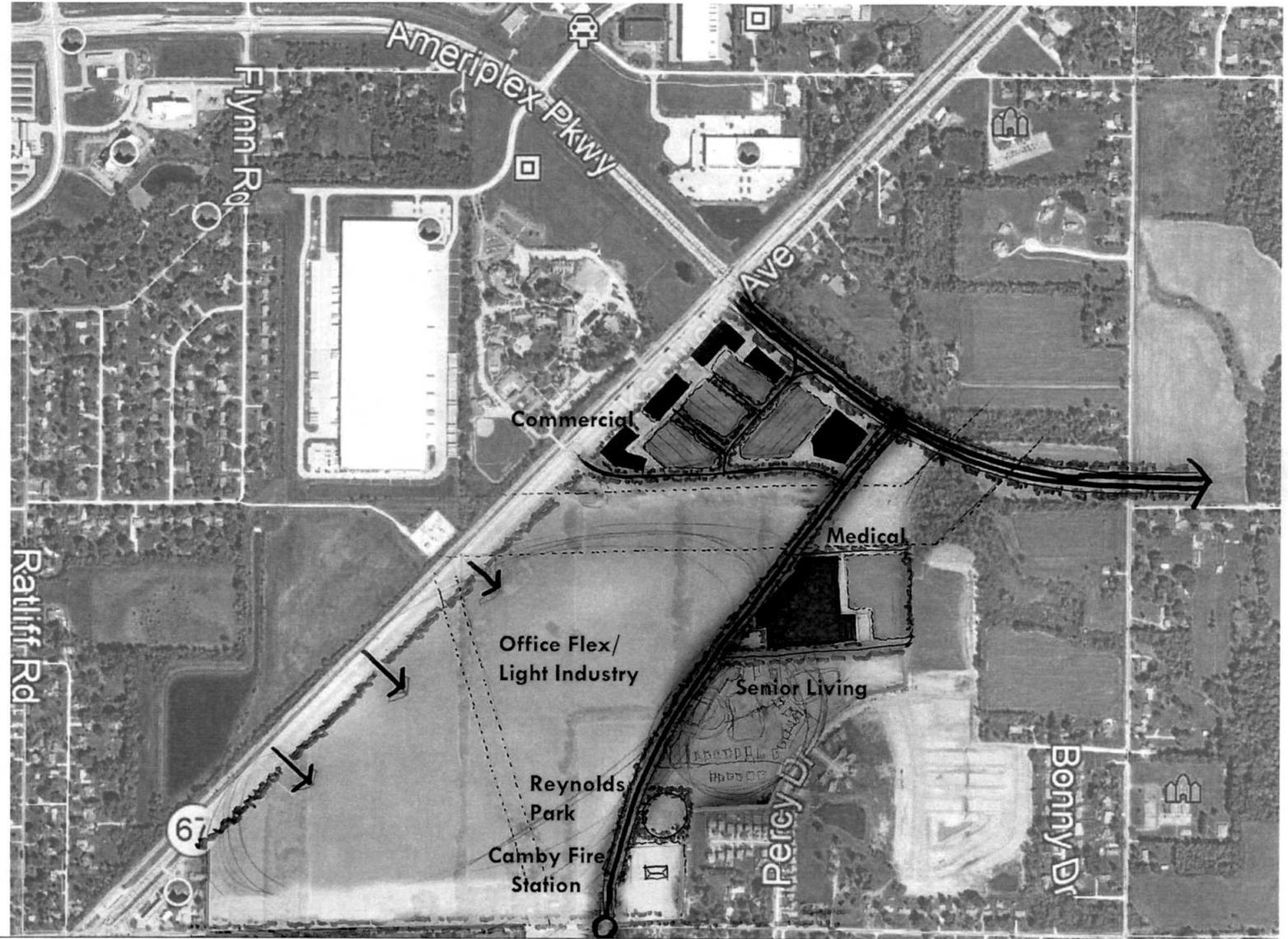
What Would it Take...A Catalyst

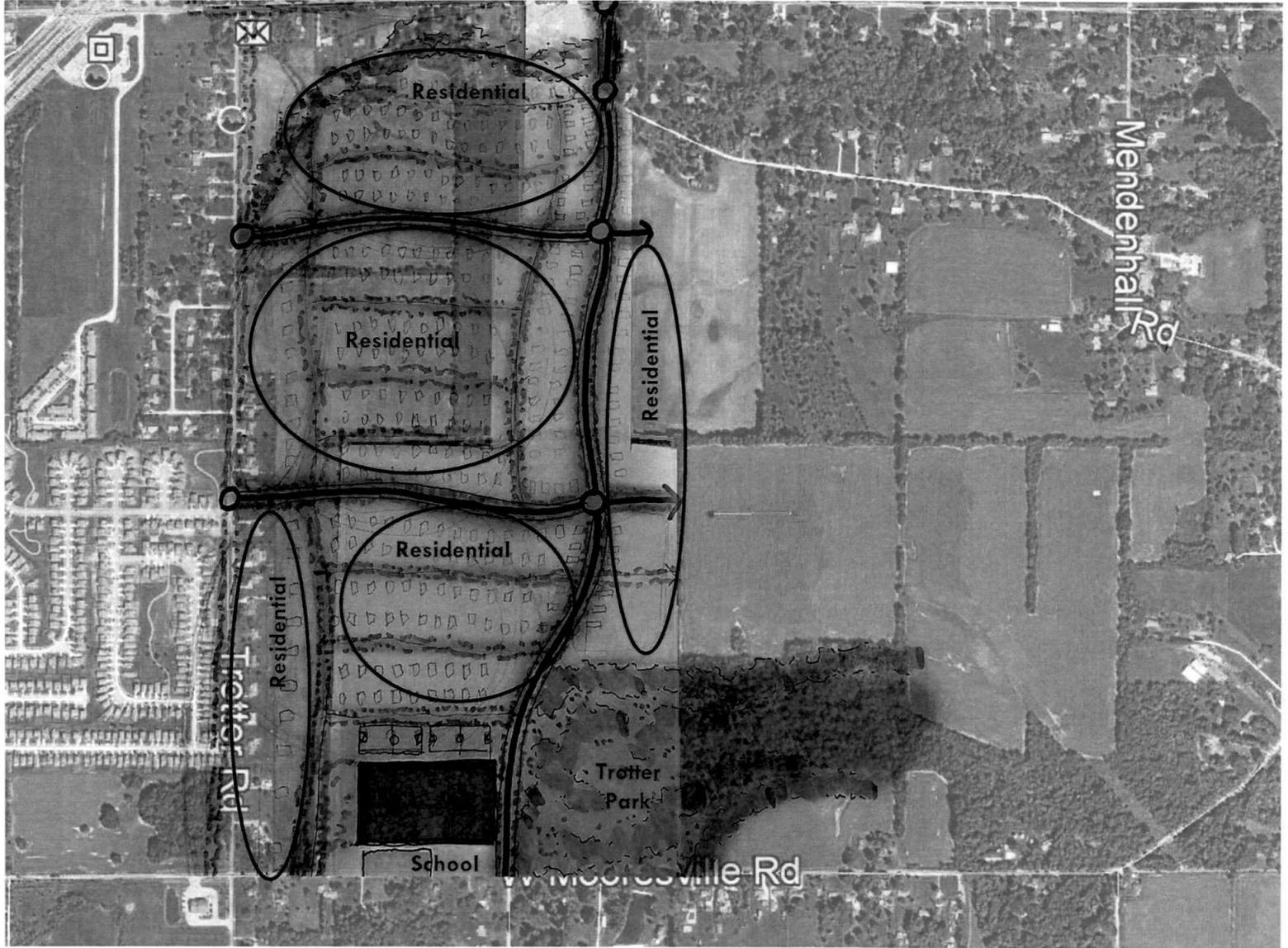
- Ameriplex Parkway Expansion creates an opportunity for controlled retail and commercial development to occur on the south east side of HWY 67
- Permitting Industrial / Office – Flex development within the Study Area would
 - Increase Assessed Value for Decatur Township
 - Add jobs
 - Increase daytime population to support restaurants and businesses
 - Bring utilities and infrastructure to support residential development
 - Generate TIF revenue to flow back into DT for community improvements

Because of the demand for Industrial development, Decatur Township has a unique advantage of being able to hold developers to a higher standard of development requirements incorporating green space, pocket parks, and walkable amenities into the development, or make contributions towards off site community amenities.

What might our land-use map look
like in 5 years?







Community Initiatives

Community Events and Programming

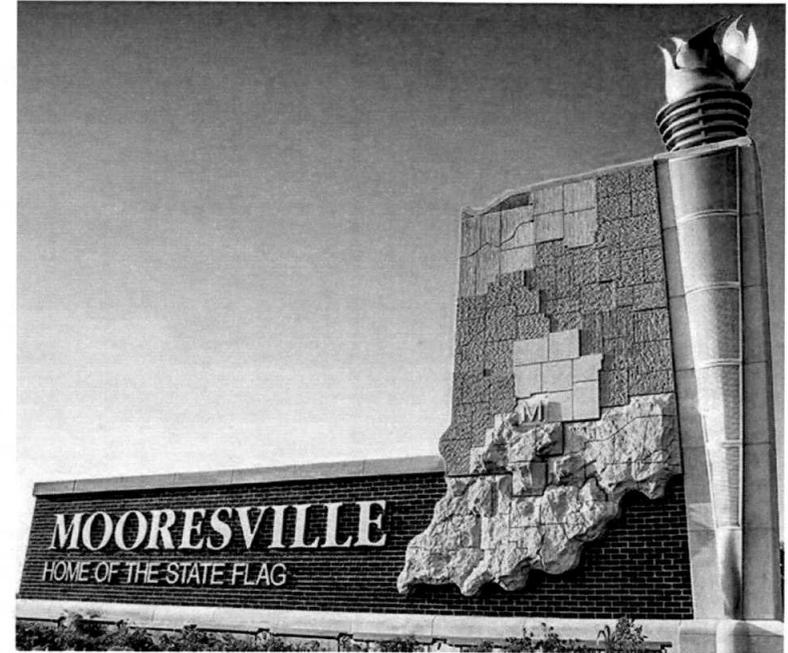
- Partnership for Prosperity is an excellent platform to be proactive and assist in organizing community events such as:
 - Ice Cream Social named after Antrim
 - Quaker Heritage Event – possibly in West Newton
 - Farmers Market
 - Movie Nights in the splash pad or cross-country park
 - Proactive

Proactive Initiatives

- Gateway Beautification
 - Business groups adopting areas
 - Façade grants for building improvements
 - Landscaping
 - More prominent entry sense of arrival signs
- Pop-up retail/incubator space
- Food Trucks
- Community Center (usable barn/vacant Marsh)
- Activate existing parks
- Community Marketing

Gateway Signs

- Creates identity/sense of place
- Celebrates the unique identity of a place
- Community landmark/wayfinding
- Informative



Pocket Parks

- Provides local access to greenspace
- community gathering locations
- Health/social/economic benefits



Trails and Streetscape

- Provides connectivity to local destinations/amenities
- Landscape enhancements



- **Patronicity**- Crowdgranting is the combination of crowdfunding and the traditional granting process. An organization with granting or philanthropy dollars can offer our crowdfunding platform to their community. We take it from there, vetting all projects, coaching every campaign, and disbursing funds. Successful projects then receive a matching grant.
 - **Goal**-To empower Indiana residents, businesses, and community orgs to play a role in achieving community improvements and building community pride
 - **Process** -Communities generate public engagement through the implementation of creative neighborhood improvements by incentivizing individual donations with matching IHEDA funds.
 - **Impact**
 - **Projects** 89
 - **Patrons** 20,252
 - **Crowdfunding** \$3,225,674
 - **Matching Grants** \$2,641,950
 - **Total** Funding \$5,867,624





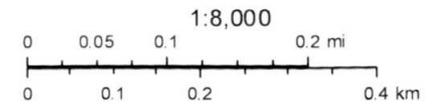
OUR THANKS TO
Our Partners, Panelists, Volunteers, & ULI Indiana



Q & A

Contact Indiana@uli.org

Kentucky Road (SR 67) & Camby Road Rezoning Project



Metropolitan Development

DEC 05 2019

Division of Planning

Sabey Data Center Plan

LOW IMPACT

- ✓ Two secure buildings (~900,000 sq ft)
- ✓ ~80% fewer peak-hour trips than the prior plan
- ✓ Hundreds of union construction jobs; 100 long-term careers
- ✓ Closed-loop cooling; office-scale annual water use

Public notice: New hearing date **February 26, 2026.** [Read legal notice](#) • [Indianapolis Chamber of Commerce endorsement](#)

Decatur Technology Park

Sabey Data Center Plan

LOW IMPACT

- ✓ Two secure buildings (~900,000 sq ft)
- ✓ ~80% fewer peak-hour trips than the prior plan
- ✓ Hundreds of union construction jobs; 100 long-term careers
- ✓ Closed-loop cooling; office-scale annual water use

BILLS

Power rates are set publicly by the IURC. This project is not related to any rate increases and does not change sabeydecaturredatacenter.com determined.



Petition AGAINST Sabey Data Ce...

We, Decatur Township residents and the wider community, oppose the Sabey Data Center in Decatur Township between Kentucky Avenue and more

Last edit was 2 minutes ago

➕ Add layer 👤 Share 👁 Preview

Petition upload.xlsx

▼ Uniform style

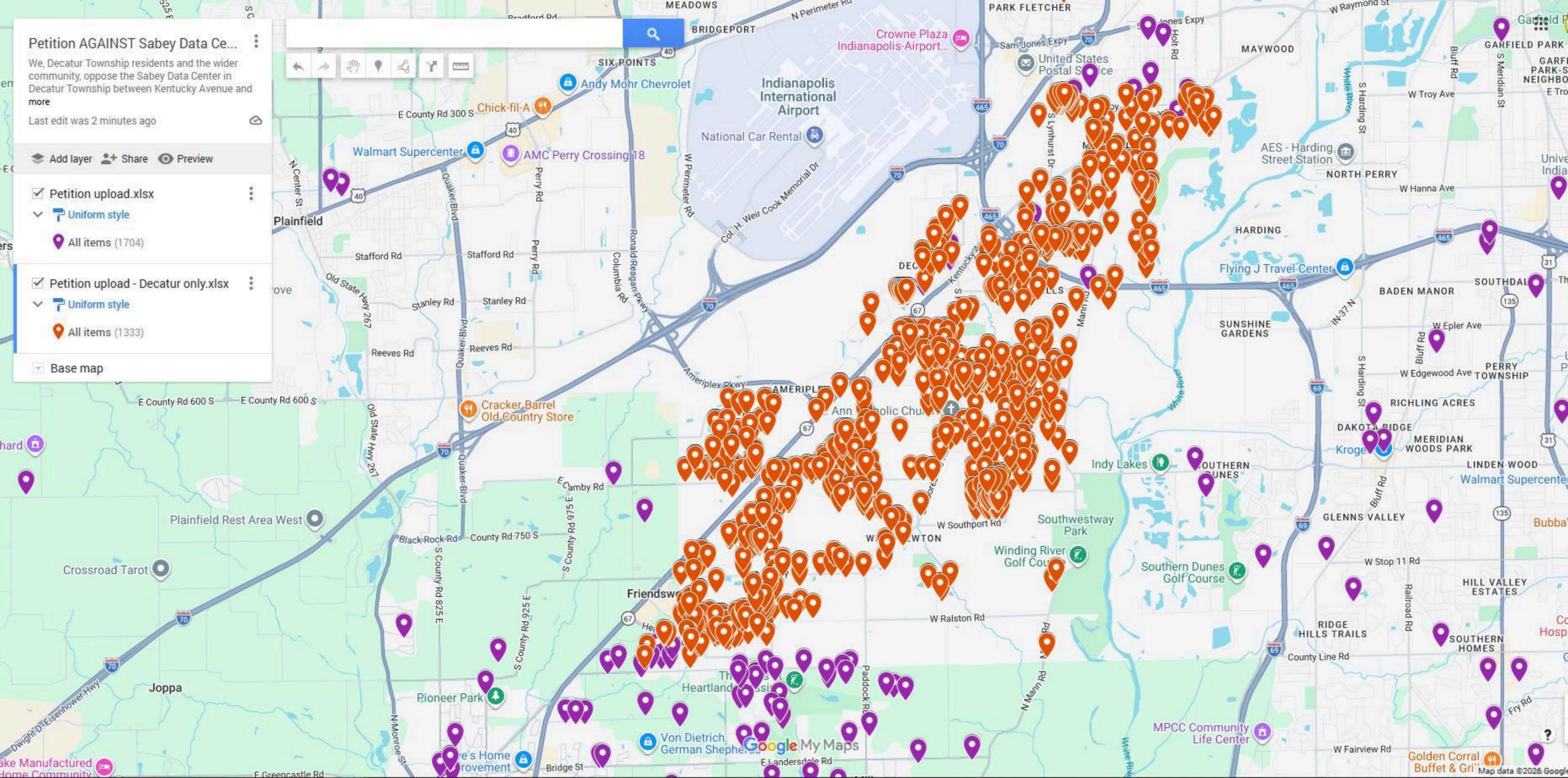
📍 All items (1704)

Petition upload - Decatur only.xlsx

▼ Uniform style

📍 All items (1333)

🗺 Base map



Petition AGAINST Sabey Data Ce...

We, Decatur Township residents and the wider community, oppose the Sabey Data Center in Decatur Township between Kentucky Avenue and more

Last edit was 7 minutes ago

Add layer Share Preview

Petition upload.xlsx

Uniform style

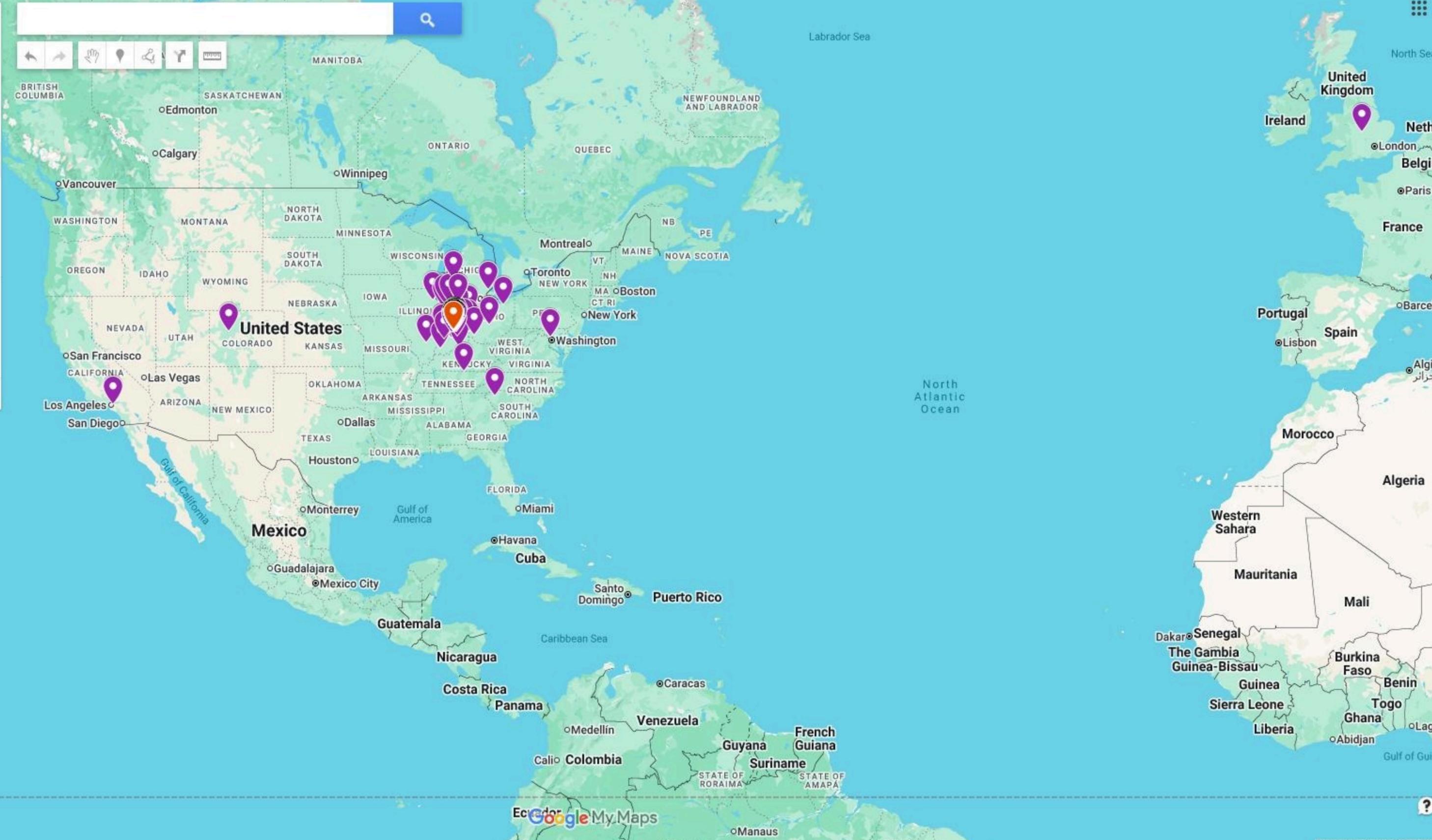
All items (1704)

Petition upload - Decatur only.xlsx

Uniform style

All items (1333)

Base map



STATE OF INDIANA)
) SS:
COUNTY OF MARION)

AFFIDAVIT OF NOTICE OF PUBLIC HEARING

METROPOLITAN DEVELOPMENT COMMISSION ✓
METROPOLITAN BOARD OF ZONING APPEALS
HEARING OFFICER
PLAT COMMITTEE
INDIANAPOLIS-MARION COUNTY, INDIANA

I (we) Mark R. Leach do hereby certify that notice of public hearing to consider, case no. 2019-20N-122 / 2020-VAR-001 was sent by certified, registered or first class mail to the last known address of each of the following persons, they being all persons to whom notice was required to be sent by the Rules, Regulations and Order of the Metropolitan Development Commission, Metropolitan Board of Zoning Appeals, Hearing Officer and Plat Committee of Marion County, Indiana:

OWNER'S NAME

ADDRESS

See attached list.

Metropolitan Development
JAN 22 2020
Division of Planning

Division of Planning
JAN 22 2020
Metropolitan Development

And that said notices were mailed by certified, registered or first class mail on 21st day of January, 20 20 being at least twenty-three (23) days prior to the scheduled public hearing (10 days, if petition goes before the Hearing Officer).

I (we) further certify that the notice required by said Rules, Regulations and Order to be posted in a conspicuous place on the property described in the petitioner's petition was posted on 21st day of January, 20 20 being at least twenty-three (23) days prior to the scheduled public hearing (10 days, if petition goes before Hearing Officer).

Mark R Leach
Petitioner, Attorney, or authorized agent

STATE OF INDIANA,
COUNTY OF MARION, SS:

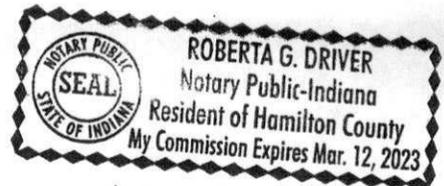
Subscribed and sworn to before me this 22 day of January, 20 20.

[Signature]
Notary Public

Printed Name of Notary

My commission expires: _____

My County of Residence: _____



#665324



Legal Notice of Public Hearing Metropolitan Development Commission

200 East Washington Street Suite 1842, Indianapolis, IN 46204 317-327-5155

99 TO WHOM IT MAY CONCERN:

You are receiving this notice of a public hearing as a nearby property owner, or as a representative of a registered neighborhood organization, or as an affected City-County Councilor.

A **Public Hearing** has been scheduled for **Thursday, February 13, 2020, at 1:00 PM** in the Beurt SerVass Public Assembly Room on the Second Floor of the City-County Building, 200 East Washington Street, Indianapolis, Indiana. At this hearing, the Hearing Examiner of the Metropolitan Development Commission will consider the following petition:

Case Number: 2019-ZON-122 / 2020-VAR-001
Address: 6400, 6449, 6455, 6500, 6559, 6565, 6600 and 6833 Kentucky Avenue; 6700, 7700, 7924, 7944, 8002, 8032 and 8210 Camby Road (*Approximate Address*)
Location: Decatur Township, Council District #22
Petitioner: Hillwood Enterprises LLC, by J. Murray Clark
Request: Rezoning of 172.94 acres from the D-A, D-3, D-6II, C-1, C-3 and C-5 districts to the I-2 district.

Metropolitan Development
JAN 22 2020
Division of Planning

Variance of use of the Consolidated Zoning and Subdivision Ordinance to provide for C-3 uses; vocational, technical or industrial school or training facility; hotel, motel or hostel; and heavy general retail (not permitted).

Vicinity Map (approximate location is marked)

The legal description and the details of the proposal are on file in the Department of Metropolitan Development, Suite 1842, City-County Building. All information may be reviewed between the hours of 8:00 AM to 4:45 PM, Monday through Friday, excluding legal holidays.

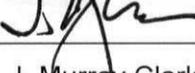


All interested persons wishing to speak to this petition, either for or against, will be given an opportunity to be heard, in accordance with the Rules of Procedure. Written comments regarding this proposal may be filed with the Secretary of the Metropolitan Development Commission before the hearing at the above address and such comments will be considered.

The hearing may be continued to a future date from time to time when found necessary. Any change in room location will be posted at the Public Assembly Room. For special accommodations needed by physically challenged individuals planning to attend, please call at least 48 hours prior to the meeting 317-327-5155.

Contacting the Hearing Examiner or any member of the Metropolitan Development Commission regarding a pending or future proposal is strictly PROHIBITED by both the Rules of Procedure and Indiana State Statute in order to ensure a fair hearing.

Petitioner or Agent for Petitioner Contact Information

Signature: 
 Printed Name: J. Murray Clark
 Street Address: 300 North Meridian Street, Suite 2500
 City, State, Zip: Indianapolis, IN 46204
 Phone Number: 317-237-0300 FAX: 317-237-8533
 Email: Murray.clark@faegrebd.com

General Information about this Legal Notice of the Metropolitan Development Commission (MDC)

Why am I getting this?	You are receiving this formal notice for one of three reasons. You are either a property owner within two (2) properties distance or within 660 feet of the property which is the subject of this petition; or you are a neighborhood representative; or you are a City-County Councilor.
Do I need to do anything or go anywhere?	This notice does <u>not</u> require you to attend the hearing or do anything. This notice simply informs you that a petition has been filed pertaining to property near you and that this is an opportunity to be informed and speak to that petition.
What is the Hearing Examiner?	The Hearing Examiner is appointed by the Metropolitan Development Commission (MDC) to act on their behalf and is authorized by State Statute. The Hearing Examiner makes a recommendation to the MDC. This recommendation may be appealed to the full MDC.
What is the Metropolitan Development Commission?	The Metropolitan Development Commission (MDC) is an official decision-making body authorized by State Statute consisting of nine (9) citizens of Marion County who serve without compensation. The MDC members are appointed by the Mayor, City-County Council and the County Commission. Among its powers, the MDC has the authority to approve or deny rezoning petitions as well as variance, plat and approval petitions that are filed in conjunction with another petition.
What is a Rezoning?	All property in Marion County is designated with a zoning classification. Marion County uses over four (4) dozen different zoning classifications known as Districts. A rezoning, attempts to change that zoning classification. The zoning ordinance identifies uses that are permitted in various zoning districts and the basic standards that development must meet, such as height and setback from property lines.
What is a Variance?	A variance is permission to deviate or depart from the zoning ordinance. The zoning ordinance identifies uses that are permitted in various zoning districts and the basic standards that development must meet, such as height and setback from property lines.
What do the Zoning Districts mean?	<p>D-A is the Dwelling Agriculture District, which holds the agricultural lands of Marion County and provides for a variety of agricultural uses. Most agricultural uses (farms) are permitted in this District. A single-family dwelling is intended to be permitted as a part of such agricultural uses. A secondary provision of this district is large estate development of single-family dwellings. The district does not require public water and sewer facilities.</p> <p>D-3 is Dwelling District Three, provides for low or medium intensity residential development at typically 2.6 units per acre. Land in this district should have good thoroughfare access, be relatively flat in topography, and be afforded pedestrian linkages to community and neighborhood services and facilities. Two-family dwellings are permitted on corner lots only.</p> <p>D-6II is Dwelling District Six II, which is intended principally for medium intensity residential development as a transition between areas of high intensity uses and low intensity uses, or land areas characterized by more challenging terrain or unusual land configuration. D-6II permits multifamily dwellings, triplex, fourplex, two-family and single-family attached dwellings with a typical density of 9 to 12 units per acre.</p> <p>C-1 is the Office-Buffer District, which includes most types of office uses.</p> <p>C-3 is the Neighborhood Commercial District characterized extensive range of retail sales and personal, professional and business services required to meet the demands of the residential neighborhood in proximity. C-3 generally does not allow those businesses that require the outdoor display, sale or storage of merchandise; or require outdoor operations.</p> <p>C-5 is the General Commercial District designed for those retail sales and service functions whose operations are typically characterized by automobiles, outdoor display, or sales of merchandise; by major repair of motor vehicles; by outdoor commercial amusement and recreational activities; or by activities or operations conducted in buildings or structures not completely enclosed.</p> <p>I-2 is the Light Industrial District is for those industries that present minimal risk and typically do not create objectionable characteristics (such as dirt, noise, glare, heat, odor, etc.) that extend beyond the lot lines with a limited amount of outdoor storage permitted. Permitted uses include manufacturing using mechanical manipulation of materials, contractors, warehousing and distribution, truck stops, vehicle storage and auction, contractors, equipment sales & service, repair of consumer goods, printing services, dry cleaning, medical labs, day care, etc.</p>
May I contact the petitioner?	Consult the zoning code for specific details: http://www.indy.gov/dmd Yes. The petitioner's contact information is on the front side of this notice.
May I contact Department of Metropolitan Development (DMD) Staff?	Yes. While you cannot contact the Commission members directly, you may contact DMD staff. A DMD staff planner is available to discuss questions you may have regarding the hearing process or the basis for the staff recommendation that is written in the Staff Report. The Staff Planner assigned to this case is Keith Holdsworth Senior Planner. He can be reached at 317-327-5114 or by e-mail at Keith.Holdsworth@Indy.Gov .
What is a Staff Report?	The Mayor's Neighborhood Advocate is Rosemary Stockdale, who can be reached at 317-833-4938, or by email at Rosemary.Stockdale@Indy.Gov . Neighborhood Advocates serve as a bridge between citizens and city government, acting as ombudsmen and providing a communication link between neighborhoods and the City.
How do I get a Continuance?	The planner assigned to the petition prepares a written Staff Report prior to the hearing that includes an objective planning analysis and recommendation. The Staff Report is available to the public and petitioner six (6) days prior to the hearing date listed on the front side of this notice.
What about Commitments or Conditions?	An "automatic" continuance of the petition is allowed by right (except for Supplemental Review petitions), one for the petitioner (those presenting the petition) and one for the remonstrator (those against the petition), if it is the first continuance request made by that party. This request must be in compliance with the Rules of Procedure, which are available online and in the City-County Building, 200 East Washington Street, Suite 1842. All automatic continuances are for approximately one-month to a regularly scheduled hearing. The request for an automatic continuance must include the new date of the hearing. The petition will be automatically scheduled for the same body as originally scheduled. The person requesting the continuance shall give notice to everyone required to be served with notice and to attorneys or agents who have entered their appearance or are known by the person requesting the continuance to represent petitioner or remonstrator. However, registered neighborhood organizations are only required to give notice to attorneys, agents, petitioner and remonstrators of record. A request for automatic continuance must be filed in writing with the Administrator no later than seven (7) calendar days prior to the day of the scheduled hearing. The Hearing Examiner or MDC decides all other continuance requests. Continuances do not require a fee.
Can I appeal?	If the petition is approved, commitments or conditions may be attached to its approval. After the hearing process has been completed, the commitments or conditions may be obtained by mailing a self-addressed, stamped envelope, with the petition number, to the staff planner.
Where can I get more information?	Any decision of the Hearing Examiner may be appealed to the full Metropolitan Development Commission. Appeals must be made within five (5) business days and be in accordance with the MDC's Rules of Procedure. Please contact the Current Planning staff shortly after the hearing to determine the appropriate procedures.
	In addition to contacting the petitioner or city staff as indicated above, you might also contact your City-County Councilor, your neighborhood organization, the Indianapolis Neighborhood Resource Center, or the public library. Online resources include: Current Planning (Zoning) office for general information: http://www.indy.gov/dmd Determine the neighborhood organizations in your area: http://maps.indy.gov/Indy.Organizations.Web/ Determine your elected officials, including City-County Councilors: https://www.indy.gov/agency/city-county-council or http://maps.indy.gov/MyNeighborhood/

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Legal Notices must be sent to surrounding property owners of record as indicated in the Assessor's Office (2 owners deep or 660 feet, whichever is lesser)

STONE, GEORGE M JR PROPERTY OWNER	7710 CAMBY RD	CAMBY, IN 46113-9203	PARCEL NUMBER: 2009191
ANDERSON, FRANK M & ROSA L PROPERTY OWNER	7720 CAMBY RD	CAMBY, IN 46113-9203	PARCEL NUMBER: 2008968
HAZELWOOD, MANDI PROPERTY OWNER	6918 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013786
WEIR, ANASTASIA PROPERTY OWNER	7717 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013789
VILES, THOMAS C SR PROPERTY OWNER	6912 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013787
HILL, DANIEL J & SARAH N MATTHEWS PROPERTY OWNER	7729 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013791
MOREL, JOHN R & SANDRA L PROPERTY OWNER	7723 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013790
PFLASTERER, LINDA ELIZABETH PROPERTY OWNER	6906 PERCY DR	CAMBY, IN 46113-7600	PARCEL NUMBER: 2013788
THOMPSON, BRENDAN PROPERTY OWNER	7735 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013792
GRAY, MARTY PROPERTY OWNER	7741 IRENE CT	CAMBY, IN 46113	PARCEL NUMBER: 2013793
EARICKSON, DANIELLE M PROPERTY OWNER	7730 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013796
GO ACQUISITIONS LLC PROPERTY OWNER	3645 E 700 N	WHITELAND, IN 46184-9415	PARCEL NUMBER: 2013795
BOURAIMA, SIKIROU PROPERTY OWNER	7712 IRENE CT	CAMBY, IN 46113	PARCEL NUMBER: 2013799
LOMORO, CLIFF PROPERTY OWNER	7724 IRENE CT	CAMBY, IN 46113	PARCEL NUMBER: 2013797
DAY, BETHANY D PROPERTY OWNER	7718 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013798
BERNATOWICZ, SANDRA D PROPERTY OWNER	7742 IRENE CT	CAMBY, IN 46113	PARCEL NUMBER: 2013794
NOSAL, RICK & VIRGINIA A PROPERTY OWNER	7740 CAMBY RD	CAMBY, IN 46113-9203	PARCEL NUMBER: 2004821
GRIFFIN, ROBERT W PROPERTY OWNER	7706 IRENE CT	CAMBY, IN 46113-7603	PARCEL NUMBER: 2013800
MELICK, TERESA PROPERTY OWNER	6853 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013808

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MENDENHALL, MARGARET A LIVING TRUST 11/30/1999 PROPERTY OWNER	7285 SKUNK HOLLOW RD	MARTINSVILLE, IN 46151-9282	PARCEL NUMBER: 2006197
PAHUD, STEVEN L & HERSHBERGER, LINDSEY K PROPERTY OWNER	6847 PERCY DR	CAMBY, IN 46113-7601	PARCEL NUMBER: 2013809
SMITHHART, JUDITH PROPERTY OWNER	6841 PERCY DR	CAMBY, IN 46113-7601	PARCEL NUMBER: 2013810
SMITH, NICHOLE DENISE PROPERTY OWNER	6835 PERCY DR	CAMBY, IN 46113-7601	PARCEL NUMBER: 2013811
CURRIE, DANA PROPERTY OWNER	6829 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013812
PHILLIPS, PAMELA PROPERTY OWNER	6821 PERCY DR	CAMBY, IN 46113-7601	PARCEL NUMBER: 2013813
FOUST, TERRY RAY & ROBBIE PROPERTY OWNER	6815 PERCY DR	CAMBY, IN 46113-7601	PARCEL NUMBER: 2013814
UPCHURCH, THOR & ANGEL PROPERTY OWNER	7604 CLOUDY CT	CAMBY, IN 46113-7604	PARCEL NUMBER: 2013820
GILBERT, RONALD PROPERTY OWNER	7605 CLOUDY CT	CAMBY, IN 46113	PARCEL NUMBER: 2013819
JENNINGS, JAMES A & DEBRA A PROPERTY OWNER	7611 CLOUDY CT	CAMBY, IN 46113	PARCEL NUMBER: 2013818
FODDRILL, SANDRA K & KIM E PROPERTY OWNER	7617 CLOUDY CT	CAMBY, IN 46113-7604	PARCEL NUMBER: 2013817
STRAHAN, DILAS PROPERTY OWNER	6809 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013815
PARKER, AMBER PROPERTY OWNER	6803 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013816
PAETZEL, STASHA JOY PROPERTY OWNER	7610 CLOUDY CT	CAMBY, IN 46113-7604	PARCEL NUMBER: 2013821
HARPOLD, TRAVIS PROPERTY OWNER	7616 CLOUDY CT	CAMBY, IN 46113-7604	PARCEL NUMBER: 2013822
NYE, CARRIE PROPERTY OWNER	6751 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013823
COLLINS, SHERITA PROPERTY OWNER	6745 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013824
TAYLOR, SHAWN & KAREN DENSON PROPERTY OWNER	6739 PERCY DR	CAMBY, IN 46113	PARCEL NUMBER: 2013825
CAMBY HOLDINGS LLC PROPERTY OWNER	3200 STEEPLE POINT PL	FLOWER MOUND, TX 75022-4777	PARCEL NUMBER: 2014141

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WEAVER, SARAH D & DENNIS PROPERTY OWNER	7717 CAMBY RD	CAMBY, IN 46113-9263	PARCEL NUMBER: 2003625
JOHNSTON, DAVID M & KATHY E KESLER PROPERTY OWNER	7725 CAMBY RD	CAMBY, IN 46113-9263	PARCEL NUMBER: 2003375
SPEARS, DAVID M & DEBORAH DIANE PROPERTY OWNER	7750 REYNOLDS RD	CAMBY, IN 46113-9269	PARCEL NUMBER: 2008753
YOUNG, CHARLES EUGENE & LOUEVA GAY CO TRUSTEES CHARLES EUGENE YOUNG & LOUEVA GAY YOUNG REVOCABLE LIVING TRUST PROPERTY OWNER	7818 REYNOLDS RD	CAMBY, IN 46113	PARCEL NUMBER: 2003305
MILLER, LARRY L & SANDRA L PROPERTY OWNER	7830 REYNOLDS RD	CAMBY, IN 46113	PARCEL NUMBER: 2011304
YOUNG, CHARLES E II PROPERTY OWNER	7838 REYNOLDS RD	CAMBY, IN 46113-9269	PARCEL NUMBER: 2008445
CRIBBS, DAVID A & SANDY PROPERTY OWNER	7737 CAMBY RD	CAMBY, IN 46113-9263	PARCEL NUMBER: 2003930
POYNTER, STEVE A PROPERTY OWNER	7801 CAMBY RD	CAMBY, IN 46113-9264	PARCEL NUMBER: 2003107
KIVETT, BELINDA PROPERTY OWNER	7993 E LANDERSDALE RD	CAMBY, IN 46113-8516	PARCEL NUMBER: 2008326
BRUCE, MAURICE PROPERTY OWNER	7845 CAMBY RD	CAMBY, IN 46113-9264	PARCEL NUMBER: 2008328
SCHOOL, METROPOLITAN DISTRICT OF DECATUR TWP ATTN: JEFF BAER PROPERTY OWNER	5275 KENTUCKY AVE	INDIANAPOLIS, IN 46221-3616	PARCEL NUMBER: 2001968
JOHNSON, HERBERT L TRUSTEE OF THE HERBERT L JOHNSON TRUST ORIGINALLY DATED 03/24/1997 RESTATED 12/02/2011 PROPERTY OWNER	7917 CAMBY RD	CAMBY, IN 46113-9253	PARCEL NUMBER: 2002568
YARNELL, ROBERT S PROPERTY OWNER	7931 CAMBY RD	CAMBY, IN 46113-9253	PARCEL NUMBER: 2005620
HAUSE, RODNEY P & DEBORAH G PROPERTY OWNER	7947 CAMBY RD	CAMBY, IN 46113-9253	PARCEL NUMBER: 2010776
PALMER, CHARLES WAYNE PROPERTY OWNER	3480 LAKESHORE BLVD	SAINT CLOUD, FL 34769-1987	PARCEL NUMBER: 2001971
COBIN, ERNEST & PAMELA J PROPERTY OWNER	8015 CAMBY RD	CAMBY, IN 46113-9265	PARCEL NUMBER: 2000522
MCWHIRTER, TIMOTHY W & JANICE F MCWHIRTER CO TRUSTEES OF THE TIMOHTY W MCWHIRTER & JANICE F MCWHIRTER REVOCABLE LIVING TRUST 8/21/07 PROPERTY OWNER	8135 CAMBY RD	CAMBY, IN 46113-9266	PARCEL NUMBER: 2008954
MCWHIRTER, TIMOTHY W & JANICE F MCWHIRTER TRUSTEES OF REVOCABLE LIVING TRUST PROPERTY OWNER	8135 CAMBY RD	CAMBY, IN 46113-9266	PARCEL NUMBER: 2008359
HATTON, REX L & KAY L PROPERTY OWNER	7102 TROTTER RD	CAMBY, IN 46113-9401	PARCEL NUMBER: 2007889

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NARDI, ERIC PROPERTY OWNER	7100 TROTTER RD	CAMBY, IN 46113-9401	PARCEL NUMBER: 2007910
MC KINNEY, REX & JUDY E MC KINNEY TRUSTEES PROPERTY OWNER	8301 CAMBY RD	CAMBY, IN 46113-9254	PARCEL NUMBER: 2007589
PIERSON, MAXINE M %JOHN L HESS PROPERTY OWNER	2000 E 116TH ST STE 106	CARMEL, IN 46032-3581	PARCEL NUMBER: 2005032
UNITED STATES POSTAL SERVICE CENTRAL REGION OFFICE PROPERTY OWNER		CHICAGO, IL 60699	PARCEL NUMBER: 2008735
INDIANA MEMBERS CREDIT UNION PROPERTY OWNER	5103 MADISON AVE	INDIANAPOLIS, IN 46227-4237	PARCEL NUMBER: 2008297
GOINS, WILLIAM J C/O BIG FOOT PROPERTY OWNER	3855 JONESVILLE RD	COLUMBUS, IN 47201-7703	PARCEL NUMBER: 2001702
SPURLIN TRUST LLC PROPERTY OWNER	8340 CAMBY RD	CAMBY, IN 46113	PARCEL NUMBER: 2008534
BRAEGGER, NAOMI L AS TRUSTEE OF THE REVOCABLE TRUST OF NAOMI L BRAEGGER PROPERTY OWNER	6367 E LANDERSDALE RD	CAMBY, IN 46113-8508	PARCEL NUMBER: 2008537
EVANS FAMILY IRREVOCABLE TRUST PROPERTY OWNER	2909 S TAFT AVE	INDIANAPOLIS, IN 46241-5923	PARCEL NUMBER: 2000723
BAIN, JACK H & SANDRA JEANNE PROPERTY OWNER	6829 MORGAN AVE	CAMBY, IN 46113-8207	PARCEL NUMBER: 2001704
MIDWEST LOGISTICS PARTNERS L P %HOLLADAY PROPERTIES PROPERTY OWNER	3454 DOUGLAS RD STE 250	SOUTH BEND, IN 46635-1776	PARCEL NUMBER: 2000816
CLAYTON PROPERTIES GROUP INC PROPERTY OWNER	9225 HARRISON PARK CT	INDIANAPOLIS, IN 46216-1089	PARCEL NUMBER: 2014142
MC NEW, DANNY ALAN PROPERTY OWNER	6320 MENDENHALL RD	INDIANAPOLIS, IN 46221-9709	PARCEL NUMBER: 2001587
CRAWLEY, WM DANIEL JR & CLAUDIA PROPERTY OWNER	6141 KENTUCKY AVE	INDIANAPOLIS, IN 46221-9702	PARCEL NUMBER: 2008412
CHESTNUT, BENJAMIN F JR PROPERTY OWNER	6612 RUBY ST	PLAINFIELD, IN 46168-8776	PARCEL NUMBER: 2003080
DAMAR HOMES INC PROPERTY OWNER	6067 DECATUR BLVD	INDIANAPOLIS, IN 46241-9606	PARCEL NUMBER: 2010830
AMERIPLEX 1 LLC %IDI LOGISTICS PROPERTY OWNER	1100 PEACHTREE ST NE STE 1000	ATLANTA, GA 30309-4501	PARCEL NUMBER: 2012840
DAMAR FOUNDATION INC PROPERTY OWNER	6067 DECATUR BLVD	INDIANAPOLIS, IN 46241-9606	PARCEL NUMBER: 2006697
YOUNG, CHARLES EUGENE & LOUEVA GAY YOUNG CO-TRUSTEES OF YOUNG REVOCABLE LIVING TRUST PROPERTY OWNER	7818 REYNOLDS RD	CAMBY, IN 46113-9269	PARCEL NUMBER: 2007585

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MOORE, RONALD E JR PROPERTY OWNER	6363 KENTUCKY AVE	INDIANAPOLIS, IN 46221-9704	PARCEL NUMBER: 2003193
SAMARKAND PROPERTIES LTD % GEORGE R KLEIN PROPERTY OWNER	485 E ARCH ST	INDIANAPOLIS, IN 46202-3370	PARCEL NUMBER: 2000080
INDPLS POWER & LIGHT CO ATTN: WILLIE ROPER PROPERTY OWNER	1 MONUMENT CIR	INDIANAPOLIS, IN 46204-2901	PARCEL NUMBER: 2010927
DAMAR SERVICES INC PROPERTY OWNER	6067 DECATUR BLVD	INDIANAPOLIS, IN 46241-9506	PARCEL NUMBER: 2014789
FARMER, DAVID PROPERTY OWNER	6455 S KENTUCKY AVE	CAMBY, IN 46113-9219	PARCEL NUMBER: 2004144
REI REAL ESTATE SERVICES LLC PROPERTY OWNER	11711 N PENNSYLVANIA ST STE 200	CARMEL, IN 46032-6931	PARCEL NUMBER: 2006013
MANCHESTER INVESTMENTS LLC PROPERTY OWNER	4773 AUSTIN TRCE	ZIONSVILLE, IN 46077-9669	PARCEL NUMBER: 2001658
HARRELL, EDWARD DAVID & DENISE M PROPERTY OWNER	PO BOX 314	CAMBY, IN 46113-0314	PARCEL NUMBER: 2003301
SNYDER, CAROLE A PROPERTY OWNER	8212 N HALL RD	MONROVIA, IN 46157-9253	PARCEL NUMBER: 2000527
LARCH, MARTIN H & JANET B PROPERTY OWNER	6975 MILHOUSE RD	INDIANAPOLIS, IN 46221-4426	PARCEL NUMBER: 2003354
VAN SLYKE, JAMES L PROPERTY OWNER	7924 CAMBY RD	CAMBY, IN 46113-9441	PARCEL NUMBER: 2008507
YEAGER FARMS LLC PROPERTY OWNER	5230 MADISON AV	INDIANAPOLIS, IN 46227	PARCEL NUMBER: 2002499
YEAGER FARMS LLC % JOSEPH H YEAGER YEAGER INSURANCE AGENCY INC PROPERTY OWNER	5230 MADISON AV	INDIANAPOLIS, IN 46227	PARCEL NUMBER: 2000348
5 YS GUYS LLC PROPERTY OWNER	5230 MADISON AVE	INDIANAPOLIS, IN 46227-4203	PARCEL NUMBER: 2002482
MEYER, TERRY ANN PROPERTY OWNER	5893 CROSS BRIDGE CIR	PLAINFIELD, IN 46168-9249	PARCEL NUMBER: 2005026

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Legal Notices must be sent to following City-County Councillors

COUNCIL DISTRICT: 20
JASON HOLLIDAY

5137 EMMERT DR

INDIANAPOLIS, IN 46221

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Legal Notices must be sent to following Neighborhood Organizations

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ARTS COUNCIL OF INDIANAPOLIS JULIA MOORE, DIRECTOR OF PUBLIC ART	924 N PENNSYLVANIA ST	INDIANAPOLIS, IN 46204
MARION COUNTY ALLIANCE OF NEIGHBORHOOD ASSOCIATIONS CATHY BURTON, PRESIDENT	P.O. BOX 1082	INDIANAPOLIS, IN 46206
AMERIPLEX CHRIS WILKES, SENIOR VICE PRESIDENT	5757 DECATUR BOULEVARD	INDIANAPOLIS, IN 46241
DECATUR TOWNSHIP FIRE DEPARTMENT PASCAL ARNES, FIRE CHIEF	5410 S. HIGH SCHOOL ROAD	INDIANAPOLIS, IN 46221
MCANA-DECATUR TOWNSHIP (2) PAT ANDREWS, VICE PRESIDENT	7631 REYNOLDS ROAD	CAMBY, IN 46113
JUSTUS CORP CHARITY SATINA BADGETT, FOUNDER/ CEO	1745 LAMBERT ST	INDIANAPOLIS, IN 46221
GODS HELPING HAND SUZETT MOFFITT, PRESIDENT/DIRECTOR OF PROGRAMS	2401 N TIBBS AVENUE	INDIANAPOLIS, IN 46222
ZETA PHI BETA SORORITY, INC UPSILON OMEGA ZETA CHAPTER KAREN RAINE, PRESIDENT	6455 N TREMONT STREET	INDIANAPOLIS, IN 46260
DECATUR TOWNSHIP CIVIC COUNCIL PAT ANDREWS, CHAIR, LAND USE COMMITTEE	7631 REYNOLDS ROAD	CAMBY, IN 46113
KHEPRW INSTITUTE IMHOTEP ADISA,	PO BOX 88856	INDIANAPOLIS, IN 46208
INDIANAPOLIS NEIGHORHOOD RESOURCE CENTER MAURY PLAMBECK, NEIGHBORHOOD DEVELOPMENT DIRECTOR	708 E. MICHIGAN ST. INRC	INDIANAPOLIS, IN 46202
DECATUR TOWNSHIP NEIGHBORHOOD COALITION TONY JULIAN, LAND USE COMMITTEEMAN	7536 MILHOUSE ROAD	INDIANAPOLIS, IN 46241
TOWN OF PLAINFIELD JOE E. JAMES, DIRECTOR OF PLANNING	206 W. MAIN STREET	PLAINFIELD, IN 46168
TROTTER ROAD NEIGHBORHOOD ASSOCIATION MICHAEL STOIA, CHAIR OF PLANNED DEVELOPMENT AND LAND USE	7617 TROTTER ROAD	CAMBY, IN 46113
MCANA-DECATUR TOWNSHIP TERRY SYLVESTER, DIRECTOR-DECATUR TOWNSHIP	5504 W. THOMPSON ROAD	INDIANAPOLIS, IN 46221
WHOLE COMMUNITY FOODS INCORPORATED ADRIAN HARMON, CEO/FOUNDER	734 N.LINWOOD AVE	INDIANAPOLIS, IN 46201
DEVELOP INDY JIM RAWLINSON, REGULATORY & PERMITTING OMBUDSMAN	111 MONUMENT CIRCLE 1950	INDIANAPOLIS, IN 46204
INDIANAPOLIS ENVIRONMENTAL EQUITY COUNCIL PAULA BROOKS, COORDINATOR	2424 DR M L KING JR ST	INDIANAPOLIS, IN 46206
METROPOLITAN SCHOOL DISTRICT OF DECATUR TOWNSHIP KIRK FARMER, CHIEF FINANCIAL OFFICER	5275 KENTUCKY AVENUE	INDIANAPOLIS, IN 46221

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Legal Notices must be sent to following Neighborhood Organizations

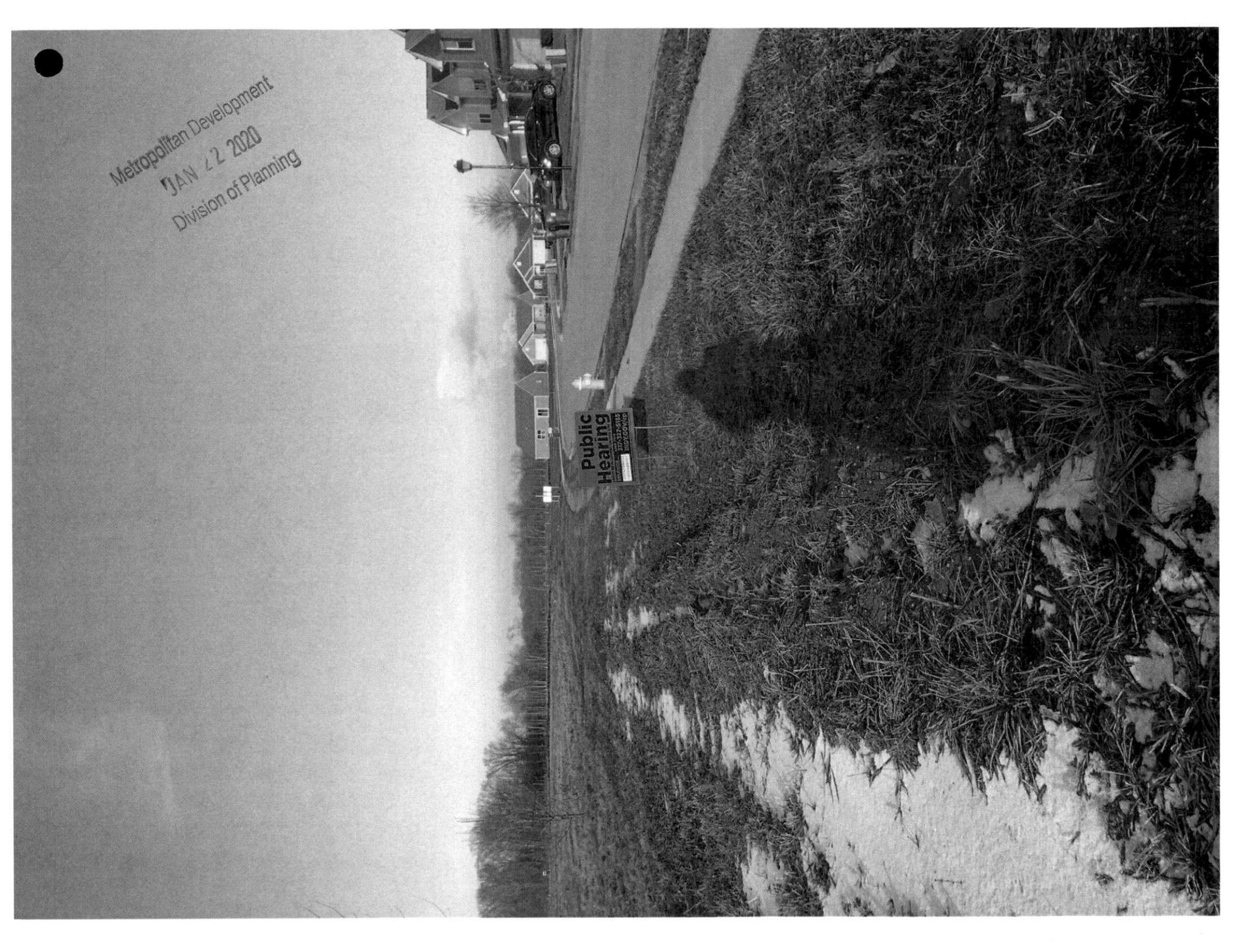
INDIANAPOLIS METROPOLITAN POLICE DEPARTMENT WILLIAM CARTER, SERGEANT-NUISANCE ABATEMENT	50 N. ALABAMA STREET ROOM E320A	INDIANAPOLIS, IN 46204
RENEW INDIANAPOLIS, INC. STEPHANIE QUICK, DIRECTOR OF REAL ESTATE DEVELOPMENT	1704 BELLEFONTAINE ST	INDIANAPOLIS, IN 46202
TROTTER RD NEIGHBORHOOD ASSOCIATION HERB BAZEMORE,	7705 TROTTER RD.	CAMBY, IN 46113
INDIANAPOLIS AIRPORT AUTHORITY JAROD KLASS, SR. DIRECTOR OF PLANNING & DEVELOPMENT	7800 COL H WEIR MEMORIAL DR SUITE 100	INDIANAPOLIS, IN 46241

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Public
Hearing

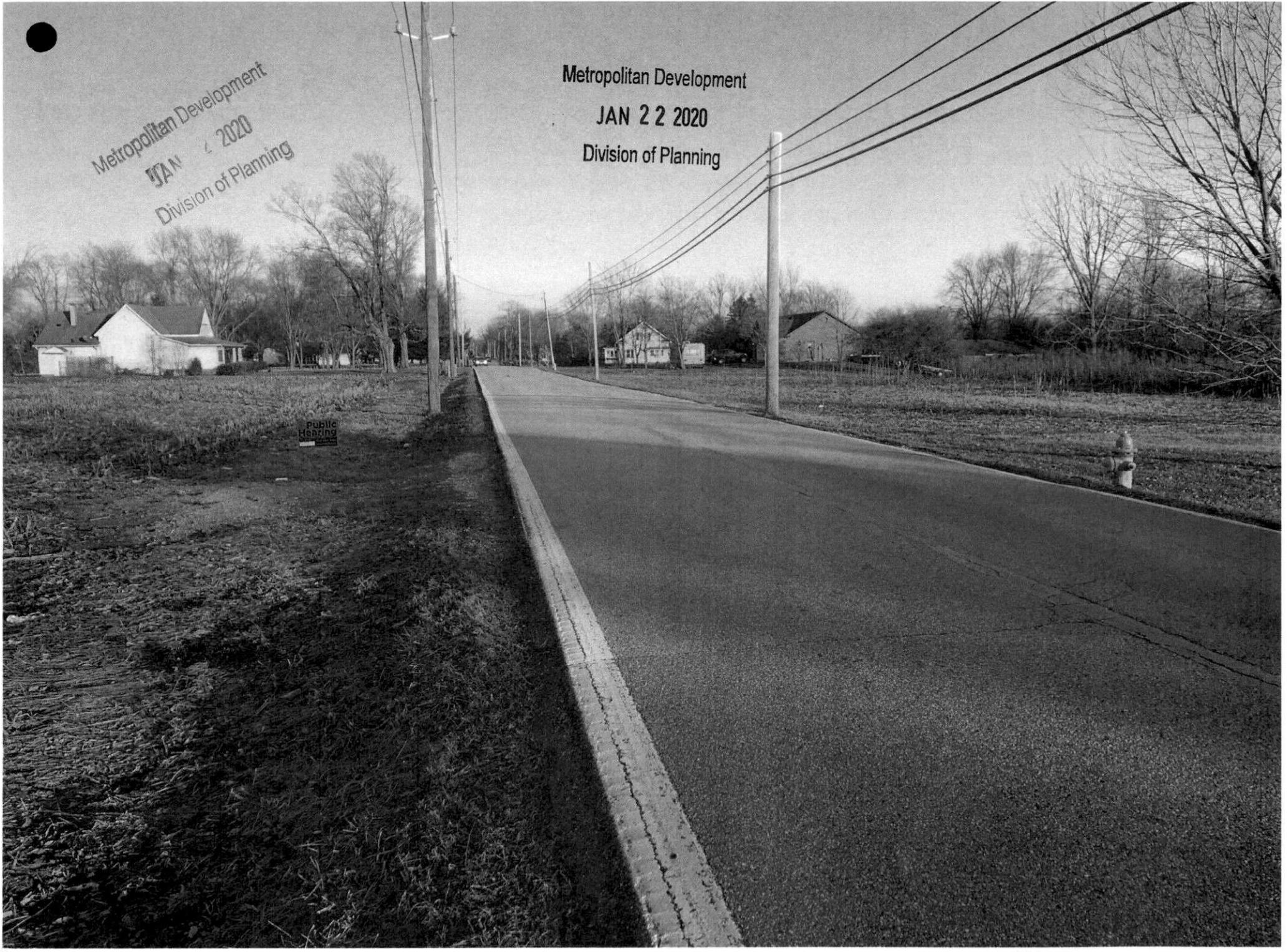
777-337-0100
WWW.COUNTY



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Public
Hearing



Metropolitan Development

JAN 22 2020

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Public Hearing
COUNTY BOARD OF INDIANAPOLIS
317-327-5155
2019Z03122
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