

# What is TOD?

Transit-oriented development (TOD) includes a mix of homes, offices, retail, and other destinations located around a transit station. Dense, walkable, mixed-use development near transit attracts people and creates more vibrant, connected communities. Successful TOD includes both convenient access to transit that fosters development, as well as density that encourages people to use the transit system.

## Key features of TOD



SAFE STREETS TO WALK AND RIDE BIKES



MODERATE TO HIGH DENSITY HOUSING NEAR TRANSIT



EASY ACCESS TO SHOPS AND JOBS



IMPROVED PUBLIC SPACES



OPTIMIZED PARKING STANDARDS

## What are the benefits of TOD?



### HOUSING

Affordable housing near transit is in high demand; during the Great Recession, residential values performed 42% better when they were located near high quality transit service.



### ECONOMIC GROWTH

Investments in transit typically generate at least \$3 for every \$1 invested. . Cleveland's HealthLine generated \$114.54 in economic development for every dollar, leveraging nearly \$6 billion in development along the corridor.



### HOUSEHOLD SAVINGS

Indy households spend about \$12,000 per year on transportation. On average, households in "transit rich" neighborhoods save \$6,000. Health care costs may decrease, too, as biking and walking can improve mental and physical well-being.



### UPWARD MOBILITY

Only 1 in 20 kids born in poverty in Indianapolis can climb to the top of the economic ladder, making Indy one of the least upwardly mobile cities in the U.S.. Transit-oriented development allows low-cost access to work and school.



### EMPLOYMENT

59% of transit trips are trips to work, and businesses located on transit routes have significantly less employee turnover. Indianapolis currently ranks 64th in job access via transit.



### MOBILITY FOR NON-DRIVERS

Those who cannot drive due to being too young, old, having a disability, etc. can face major isolation. They make 15% fewer trips to the doctor, 59% fewer shopping and restaurant trips, and 65% fewer trips for social, family, and religious activities than drivers.

## Auto-Focused PHILOSOPHY OF THE PAST

- 60% of Indy residents are especially vulnerable to poor air quality.
- On average, there are 185 bicycle crashes each year.
- Compared to its peers, Indy has the second highest combined average housing and transportation costs.

## People-Focused PHILOSOPHY OF INDY'S FUTURE

- Uses social indicators to direct infrastructure investment to communities with the greatest need
- Integrates transportation planning with land use policies
- Minimizes greenhouse gas emissions
- Balances the needs of pedestrians, motorists, cyclists, and other non-motorists

# What are the proposed updates, and what are their benefits?

*Proposed Updates to Indy Rezone*

The City of Indianapolis has made a shift in the way we view transportation and the built environment and how they affect the lives of our residents. In the past, we made getting the automobile quickly and easily through our city a top priority. We have learned that auto-oriented philosophy has negatively impacted health, safety, environmental, and economic outcomes.

In recent years, we have taken steps to look at our infrastructure in a more holistic way. This includes investing in our public transit system, preserving housing affordability, and establishing social indicators to guide infrastructure investment. The proposed update to Indy Rezone is the next step to realizing our community's collective vision.

The proposed updates to IndyRezone will ensure there are regulations to support the kind of development that the community wants. Key changes to the ordinance include:

## Countywide Updates

The purpose statements for the zoning districts have been revised to better reflect desired urban design characteristics and align with the Marion County Land Use Pattern Book. The revisions include more accurate illustrations and examples of building types. Refined development standards will enable more diverse housing types, including "missing middle housing" not currently allowed. Specific changes to the residential and mixed-used districts include:



### THE RESIDENTIAL DISTRICTS

[D-5, D-5II, D-8, D-9, and D-10]

These include walkable neighborhood design standards, which address lot area/width, setbacks, building height, open space, and allowed housing types.



### THE MIXED-USE DISTRICTS

[MU-2, MU-3, MU-4]

These include neighborhood typologies, which align with those established in the Marion County Land Use Plan.

### TOD SECONDARY DISTRICT

The areas within 1,000 feet of bus rapid transit lines are the most critical for TOD and require special attention in the ordinance. The TOD Secondary District section provides development standards for compact and walkable development patterns in these areas. The TOD Secondary District places restrictions on land uses that undermine TOD.

[VISIT INDYTOD.COM FOR MORE INFO](http://INDYTOD.COM)

#### SOURCES

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