



Information Update – Zoning for TOD

To: Chair and Board of Directors
Through: President/CEO Inez P. Evans
From: Director of Strategic Planning Brooke Thomas
Date: May 12, 2021

ZONING FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

BACKGROUND:

In July 2018, IndyGo submitted, and was subsequently awarded, a \$320,000 Pilot Program for TOD Planning grant award from the FTA to *integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment*, or in our case, the Blue Line Bus Rapid Transit route. Matched locally by IndyGo (\$40,000) and the City of Indianapolis, Department of Metropolitan Development (\$40,000) the total project budget was \$400,000.

IndyGo, in partnership with the City of Indianapolis, Department of Metropolitan Development and the Indianapolis Metropolitan Planning Organization, has led this highly collaborative effort for the past two years. This project is deeply rooted in over a decade's worth of land use and transportation planning, including the many successes of the Indy Connect Initiative and the adoption of the Marion County Transit Plan, the updated Marion County Land Use Plan, as well as the more recent completion of the Purple Line TOD Strategic Plan, and update to the Red Line TOD Strategic Plan. It is anticipated that the proposed amendments to the Indianapolis-Marion County Consolidated Zoning and Subdivision Control Ordinance will be adopted by the Indianapolis City-County Council in mid-July and made effective on September 1, 2021. These changes, which are most easily described as a combination of strategic text amendments and a new protective overlay district, will be reflected in IndyGo's August 2021 update to the Blue Line Small Starts grant application to hopefully maintain, or increase, our small starts rating from the FTA.

Once amended, the ordinance will better enable and accommodate transit-supportive development where it is needed most. With these new regulations in place, local land use policy and decision-makers will have the tools that they need to ensure that residents near IndyGo's rapid and frequent transit corridors will have reliable access to jobs, education, and healthcare, and not just for the present generation but for future generations as well. These issues were identified in 2009 by the Central Indiana Transit Taskforce and were reinforced through the public process and transit referendum that resulted in an overwhelming support for investing in mass transit in 2016, and they are just as relevant today as they were then.

RECOMMENDATION:

Receive the report.

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