

Chapter 744. Development Standards

Article VII. Design Standards

[Two new subsections to add; current Article VII is “reserved” with no sections.]

Section 01. Walkable Neighborhood Design Standards

- A. **Applicability.** The Walkable Neighborhood Design Standards shall apply to the D-5, D-5II, D-8, D-9 and D-10 zoning districts. The standards shall specifically apply to the following circumstances:

TABLE 744-701-1: Applicability	
ACTIVITY	APPLICABILITY OF STANDARDS
<i>Site or Landscape work on less than 50% of the lot</i>	Standards only apply to the work being done, and only to the extent that any non-conforming situations are brought closer to compliance.
<i>Site or Landscape work on 50% or more of the lot.</i>	All site and landscape for the entire lot shall be brought into compliance with the standards.
<i>Rehabilitation, remodeling or additions to buildings that add more than 200 square feet to the building footprint or mass, but less than 50% of the total building</i>	Standards only apply to the work being done, and only to the extent that any non-conforming situations are brought closer to compliance.
<i>New primary structure; or Rehabilitation, remodeling or additions to buildings that add 50% or more of the square footage to the building footprint or mass.</i>	All standards for the entire building and lot shall be met.

- B. **Design Objectives.** To advance the Livability Principles of this code, and to promote walkable and transit-oriented neighborhoods, the design standards in this section have the following objectives. Any exceptions to the standards in this section, or discretionary review processes related to a specific application, shall be judged against these design objectives, in addition to any other criteria in this code for the particular application.
1. Design walkable streetscapes, with slow traffic speeds, well-connected sidewalks, and shade and enclosure offered from street trees.
 2. Orient all buildings to the street to activate the streetscape, while still promoting effective transitions from public spaces to private spaces on the lot.
 3. Promote human-scale buildings and create active, social spaces along the streetscape and private frontages with building massing and architectural details that break up larger masses into smaller components and define outdoor spaces.
 4. Use similar forms and massing, common building elements, and consistent relationships to the streetscape to create compatibility among different building types, and to create effective transitions between different scales of buildings.
 5. Minimize the impact of car access on neighborhood streetscapes by limiting driveways and the extent of front loaded garages along block frontages, and use alternative access patterns integrated towards the interior of the block.
 6. Reinforce the neighborhood character with quality materials, windows, and architectural details that provide interest, depth, texture, and variety visible to those experiencing a neighborhood on foot.
 7. Improve the appearance and livability of neighborhoods with good civic design.
 8. Promote lasting and sustained investment in neighborhoods with quality design.

- C. **Private Frontage Types.** The design of private frontages on lots establishes the relationship of buildings and lots to the streetscape. The proportion of this area designed for social spaces and access for pedestrians, as opposed to dedicated to vehicle access, affects the character and quality of the streetscape. A consistent frontage design among all lots and buildings along a block face reinforces neighborhood character, even where different types or scale of buildings are permitted. The private frontage design standards in Table 744-701-2 coordinate the setback and building placement of specific building types on a block-by-block basis. Where multiple frontage types are permitted, the frontages should be similar for all lots on the same block face or gradually transition to different building placement and frontage types on adjacent lots. In general, the front building line of adjacent buildings shall not differ by more than 5 feet.

TABLE 744-701-2: PRIVATE FRONTAGE DESIGN STANDARDS

FRONTAGE ELEMENT	TERRACE FRONTAGE	NEIGHBORHOOD YARD FRONTAGE
<i>Application</i>	<ul style="list-style-type: none"> • Generally - Applicable D-8, D-9, and D-10. • Exception – Applicable in D-5 and D-5II where: <ul style="list-style-type: none"> ○ Corridors have a high degree of pedestrian amenity in the streetscape; or ○ The context of the block establishes smaller frontages as the predominant pattern (typically 50% or more on the block face or at transitions to adjacent blocks and frontages) 	<ul style="list-style-type: none"> • Generally – Applicable in D-5 and D-5II • Exception – Applicable in D-8, D-9, and D-10 where: <ul style="list-style-type: none"> ○ High speed or higher-volume streets that lack pedestrian amenities needed for a quality frontage; or ○ The context of the block establishes larger frontages as the predominant pattern, (typically 50% or more on the block face or at transitions to adjacent blocks or frontages).
<i>Front Building Line (“Build to Range”)</i>	10’ – 25’	26’ – 50’
<i>Front Entry & Entry Features</i>	All buildings shall have a primary entrance on the front facade. A single-story entry feature may project up to 10’ in front of the front building line, but never more than 5’ from the front lot line, provided it meets the scale and design standards in Section 744-701.D	
<i>Driveway Width* (in front of front building line OR within first 30’ from front lot line)</i>	10% of lot width, up to 24’ maximum Any lot abutting an alley shall get access off the alley and shall not create new driveways from the street, except for lots with over 200’ of street frontage.	15% of lot width, up to 24’ maximum
<i>Front Loaded Garage Placement and Limitations</i>	Prohibited; requires side-loaded, rear-loaded or detached garages.	<ul style="list-style-type: none"> • 0’ – 12’ behind front building line, up to 30% of facade at the front building line; • 12’+ behind front building line, up to 45% of facade at the front building line. • Prohibited if over 45% of facade; • All other cases require side-loaded, rear-loaded or detached garages.
<i>Landscape [See Section 744, Article V for standards and specifications.]</i>	<ul style="list-style-type: none"> • 50% minimum landscape area (living material) • 1 street tree for every 35’ of lot frontage. • Foundation plantings of shrubs or perennial plants on 50% of foundation. 	<ul style="list-style-type: none"> • 65% minimum landscape area (living material) • 1 street tree for every 35’ of lot frontage, and one additional tree per 35’ of frontage where the front building line is more than 35’ from the front lot line. • Foundation plantings of shrubs or perennial plants on 50% of foundation.
<i>Surface Parking Lot Setback and Limits</i>	<ul style="list-style-type: none"> • At least 20’ or behind the front building line, whichever is greater. 	<ul style="list-style-type: none"> • Behind the front building line.

* In cases where driveway width standards limit or prevent private drives to parking areas or garages, the following configurations should be used to access lots: single lanes to expanded parking pads beyond setback; shared drives along lot lines; common lanes and access easements internal to block shared by 3 or more lots; or mid-block alleys accessing all lots on the block. No required parking area, whether in a garage or surface lot, shall be placed between the front building line and the street.

Figure ### Terrace Frontage Elements.

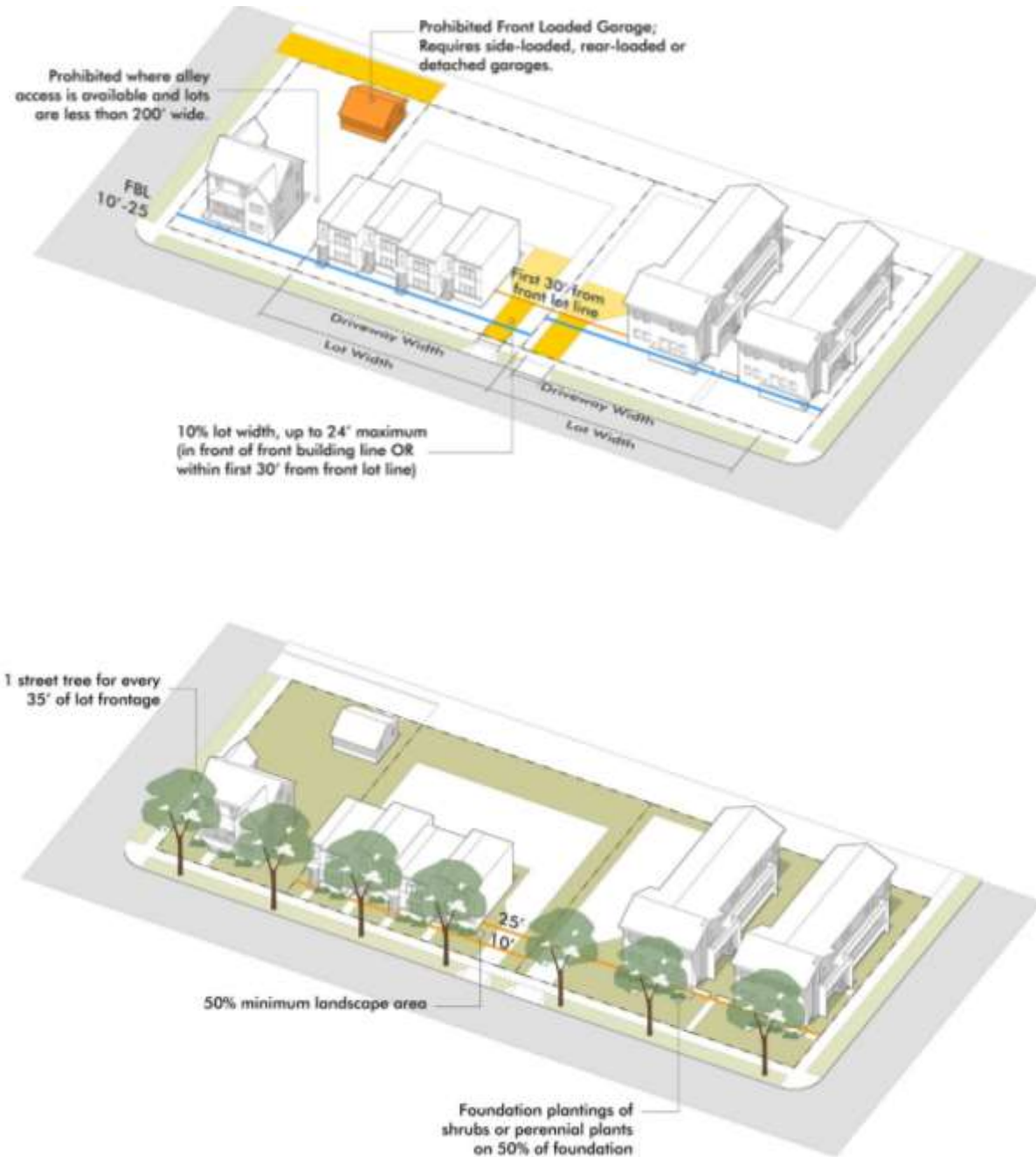
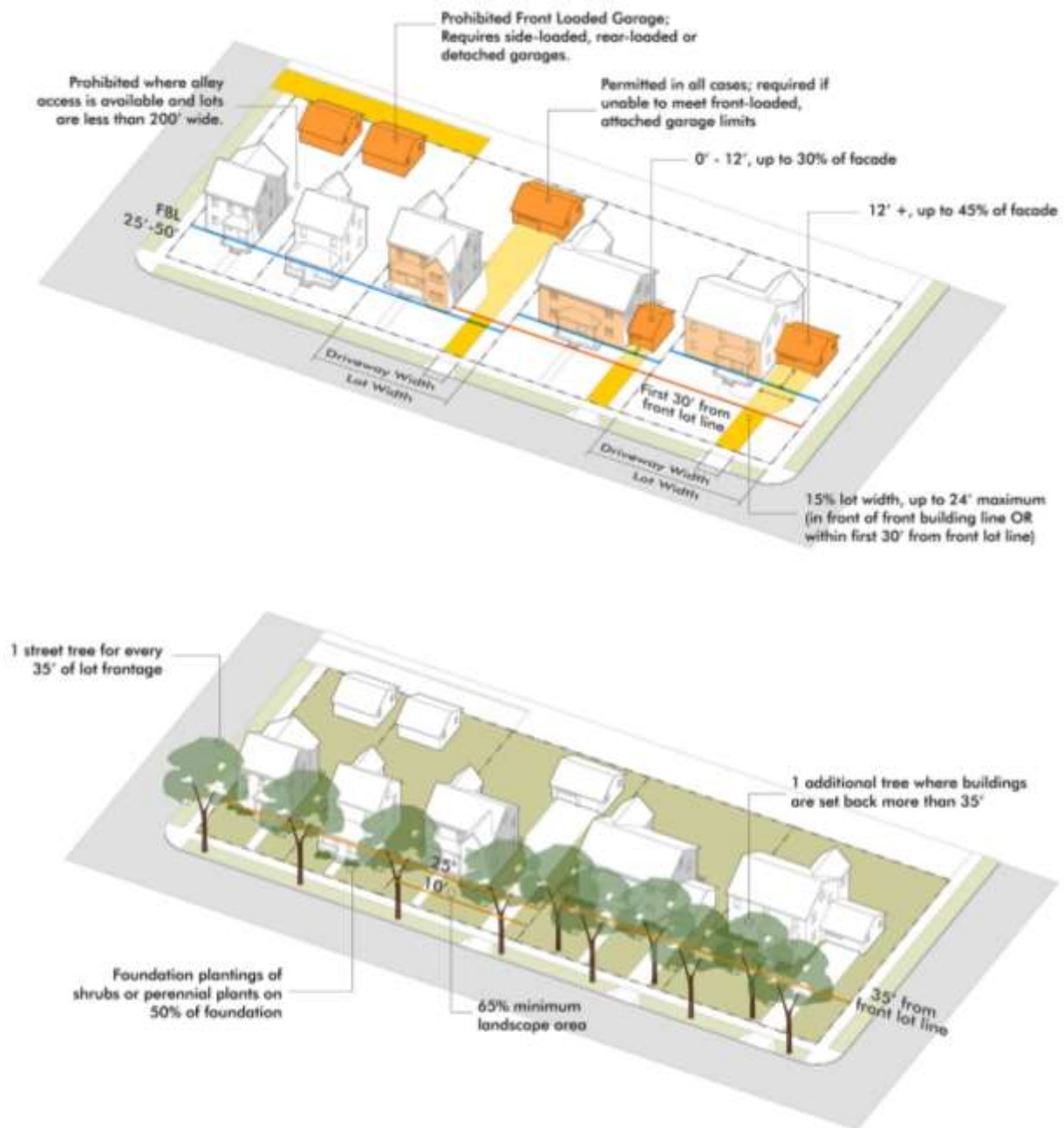


Figure ### Neighborhood Yard Frontage Elements



D. Block and Lot Open Space. Block and lot open space provides for active gathering places, recreation and leisure, and aesthetic enhancements to the buildings and lots serving as an extension of civic spaces connected to streetscapes. The open space required for each building type specified in Table 743.301.7, shall be designed to create usable outdoor space meeting one or more of the following open space types:

1. Public or Common open space designed and platted according to the standards in Table 741.310-2, provided it is on the same or abutting block, and is accessible to the project as public property, through ownership, or by other agreement;
2. Private frontage areas designed according to Section 744.701.C;
3. Courtyards, meeting the standards of Section 744.701.G;
4. Rear yards or uncovered decks or patios, provided they are part of an open area at least 12 feet by 20 feet;
5. Rooftop decks provided they are at least 160 square feet, and at least 12 feet in all directions; or
6. Private balconies or patios, provided they are at least 6 feet by 10 feet.

E. Courtyard Pattern. Residential buildings and lots may be designed to front on a courtyard based on the following design standards.

1. *Applicability.* The courtyard pattern is appropriate where:
 - a. Courtyards are designed as an extension of the public streetscape and open space system for the project, block or neighborhood.
 - b. Blocks and surrounding lots are deep, allowing a different configuration of buildable lots; or
 - c. Other developed areas where existing lot patterns in the vicinity warrant use of this pattern to facilitate infill development and compatible building types.
2. *Eligible Building Types.* The following building types are eligible for this pattern, subject to the limitations stated:
 - a. Small Apartments, up to 5 buildings or 36 units, whichever is less.
 - b. Row Houses, up to 4 buildings or 24 units, whichever is less.
 - c. Multi-unit House, Duplex, or Detached House, up to 8 buildings.
3. *Design Standards and Exceptions.*
 - a. The minimum lot size per building may be reduced up to 30%, provided the courtyard is owned in common by all lots or otherwise established as a shared-space amenity.
 - b. Lots and buildings may front on the courtyard, rather than along a street, provided they otherwise meet the design standards applicable to the front of buildings.
 - c. The front setback may be reduced to 5 feet from the courtyard.
 - d. Vehicle access and parking for each lot shall be designed in a way that minimizes the impact on the public street and the courtyard, and meets all frontage standards applied to the project as a whole.
 - e. Any buildings fronting on the street, or the sides of any buildings adjacent to the street shall still meet requirements for public frontages and orientation standards in this section. Corner buildings may need to meet the front building design standards on both the street front and the courtyard.
 - f. The courtyard shall meet the following design standards:
 - (1) *Size.* 750 to 5,000 square feet.
 - (2) *Proportions.* The courtyard shall be at least 25 feet in all directions and be no wider than 3:1 (length to width).
 - (3) *Frontage & Access.* The courtyard shall have frontage on a public street, or be visible from and directly connected to the streetscape.

- (4) *Landscape:* At least 40% of the area shall be allocated to planter beds, seasonal plantings, foundation plants or other landscape amenities, and otherwise meet the landscape standards applicable to Terrace frontages.

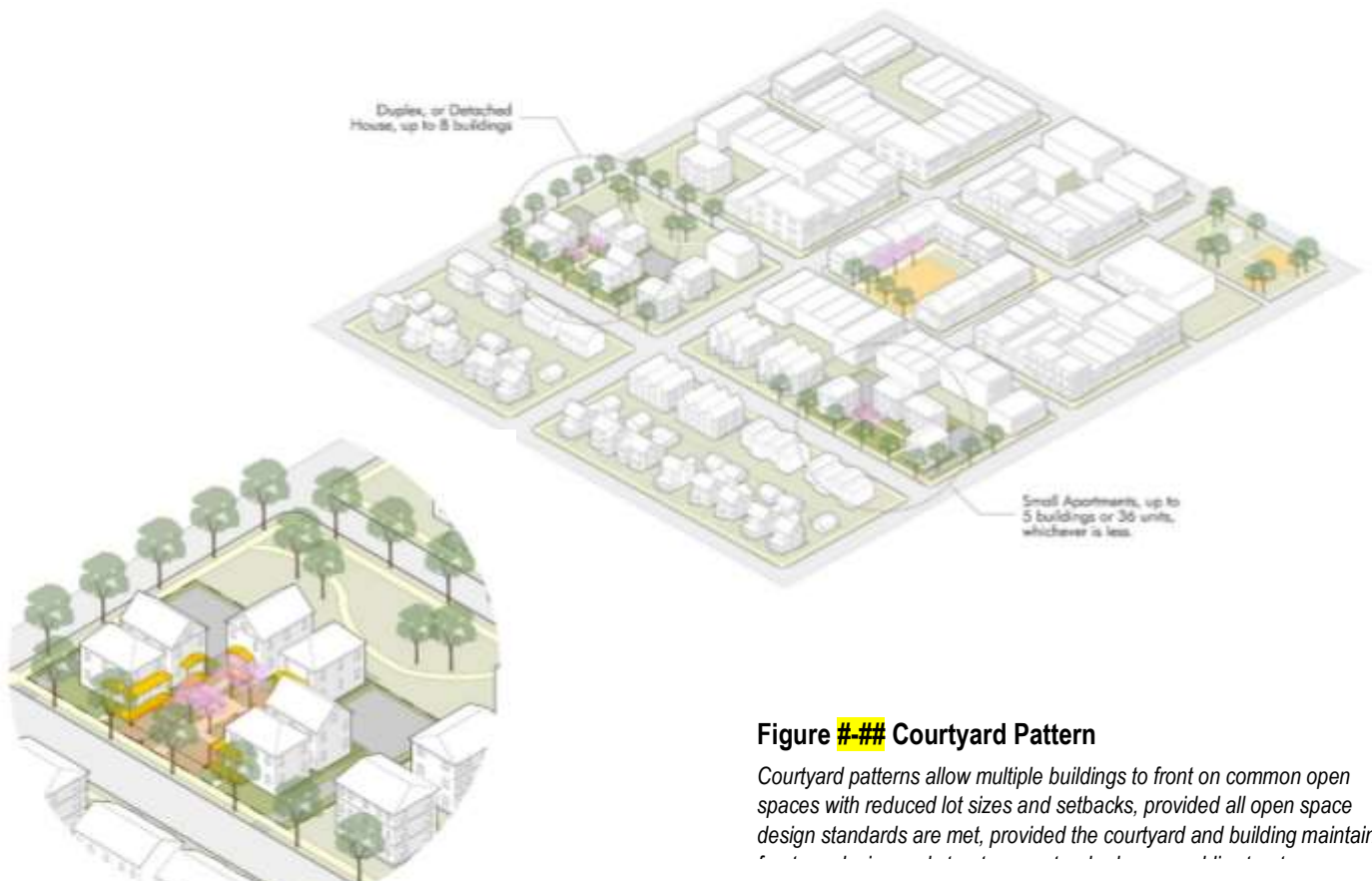


Figure ### Courtyard Pattern

Courtyard patterns allow multiple buildings to front on common open spaces with reduced lot sizes and setbacks, provided all open space design standards are met, provided the courtyard and building maintain



Section 02. Mixed-use and Commercial Design Standards

A. **Applicability.** The Mixed Use and Commercial Design Standards apply to the following property:

1. *Mixed-use Districts.* All applications of the Mixed-Use Districts (MU-1, MU-2, MU-3 and MU-4); and
2. *Transit-Oriented Development.* Any commercially zoned lot (C- districts) in the Transit-Oriented Secondary District established in section 743.207.

The standards shall specifically apply to the following circumstances:

TABLE 744-702-1: Applicability	
ACTIVITY	APPLICABILITY OF STANDARDS
<i>Site or Landscape work on less than 50% of the lot</i>	Standards only apply to the work being done, and only to the extent that any non-conforming situations are brought closer to compliance.
<i>Site or Landscape work on 50% or more of the lot.</i>	All site and landscape for the entire lot shall be brought into compliance with the standards.
<i>Rehabilitation, remodeling or additions to buildings that add more than 200 square feet to the building footprint or mass, but less than 50% of the total building</i>	Standards only apply to the work being done, and only to the extent that any non-conforming situations are brought closer to compliance.
<i>New primary structure; or Rehabilitation, remodeling or additions to buildings that add 50% or more of the square footage to the building footprint or mass.</i>	All standards for the entire building and lot shall be met.

B **Design Objectives.** To advance the Livability Principles of this code, and to promote walkable, mixed-use and transit-oriented development patterns, the design standards in this section have the following objectives. Any exceptions to the standards in this section, or discretionary review processes related to a specific application, shall be judged against these design objectives, in addition to any other criteria in this code for the particular application.

1. Create a dynamic, mixed-use environment, where walking is the predominant mode of transportation within the center, and the center is accessed by many modes including transit, bicycles, walking and cars.
2. Design human scale streetscapes, with slow traffic speeds, well-connected sidewalks, on-street parking, social spaces along streets, and shade and enclosure offered from street trees and building facades.
3. Produce quality public spaces that are usable for a variety of public and semi-public activities.
4. Coordinate urban design, site planning and building layouts on a block scale, relating to the level of design and pedestrian amenity on the associated streetscape.
5. Promote vibrant streetscapes with active uses and attractions located in storefronts and first story of buildings, and frequent windows and doors that activate the street and create visual interest on facades along a block.
6. Avoid long, monotonous, uninterrupted walls or roof planes visible from the street or other public rights-of-way. Large buildings must include details that add architectural interest

and variety such as multiple entrances, projections, recesses, offsets, windows trimmed with frames, sills or lintels, or other ornamentation.

7. Minimize the impact of car access on streetscapes and the character of the district by limiting driveways and the extent of parking, garage entrances or service bays along streetscapes, and use alternative patterns of vehicle access integrated towards the interior of the block.
8. Reinforce the character of unique destinations with quality materials and architectural details that provide interest, depth, texture, and variety visible to people on foot, and which differentiate the place from other districts, activity centers, and station areas.
9. Improve the appearance and vibrancy of districts, activity centers, and station areas with good civic design.
10. Promote lasting and sustained investment in districts, activity centers and station areas with quality design and construction, and durable, adaptable and re-usable buildings.

C. **Private Frontage Types.** The design of private frontages on lots establishes the relationship of buildings and lots to the streetscape. Coordinating the quality and character of the streetscape, the placement of the building, and the details of building design creates better relationships. The private frontage design standards in Table 744-702-2 coordinate the access, building location and building design on a block-by-block bases to create a consistent frontage along the block. Frontage types may be established through a specific plan for each station area or mixed-use district. In the absence of a plan, and when applying these standards on a project-specific basis, the applicability guidance in Table 744-702-2 for each frontage type shall be used, and staff shall select the appropriate frontage type based on the context, and considering the following:

1. The distance of the site from transit stations;
2. The extent that building forms and development patterns on the existing block and adjacent blocks reflect compact, walkable patterns;
3. The relative quality of the public realm and pedestrian connections existing in the rights-of way, and considering the pedestrian amenity zones in the thoroughfare plan; and
4. Whether any pending public or private plans to improve any of the above according to the guidance in the thoroughfare plan exist.

TABLE 744-702-2: PRIVATE FRONTAGE DESIGN STANDARDS

FRONTAGE TYPE ➤	PEDESTRIAN / URBAN	CONNECTOR	BUFFER / SUBURBAN
▼ 'FRONTAGE ELEMENT			
FRONTAGE DESIGN			
<i>Driveway Spacing & Widths</i> (in front of FBL OR within 30' from front lot line)	10% of lot width, up to 16' maximum Any lot abutting an alley shall get access off the alley and shall not create new driveways from the street, except for lots with over 200' of street frontage.	20% of lot width, up to 24' maximum	40% of lot width, up to 36' maximum
<i>Surface Parking Limits</i>	Prohibited – behind building only and setback minimum 50'	25' setback; AND 40% maximum of lot width behind FBL	10' setback
<i>Structured Parking Limits</i>	10% maximum of street wall; or 3 rd story or above; all other behind liner buildings	30% maximum of street wall; or 2 nd story or above; all other behind liner building	10' setback
<i>Landscape [See Section 744, Article V. for standards and specifications.]</i>	1 street tree per 35' of frontage	1 street tree per 35' of frontage	1 street tree per 35' of frontage; Plus 1 frontage landscape tree per every 35'
BUILDING PLACEMENT & FORM			
<i>Front Building Line (FBL)</i>	0' – 10'	0' – 25'	0' -25' – shall meet Connector Facade design standards 26'+ may meet Buffer / Suburban Facade design standards
<i>Required FBL (minimum)</i>	80%	60%	40%
BUILDING SCALE & DESIGN			
<i>Primary Entry Feature</i>	1 per 50'	1 per 100'	1 per building
<i>First Story Transparency</i>	60% - 90%	40% - 90%	25% - 90% OR 60% - 90% within 30' of Primary Entry
<i>Upper Story Transparency</i>	20% - 50%	15% - 40%	15% - 40%
<i>Wall Plane Limits</i>	50' linear feet; and 600 s.f.	100' linear feet; and 1,000 s.f.	150' linear feet; and 2,000 s.f.
<i>Blank Wall Limits</i>	30 linear feet; and 300 s.f	50 linear feet; and 500 s.f	100 linear feet; and 1,000 s.f
APPLICATION OF FRONTAGES			
Unless designated by an official plan for the area approved by the City, frontage types shall be applied for each project according to the following			
<i>Within 600' of a Transit Station (Core Area)</i>	Required by staff designation based on the following performance criteria: <ul style="list-style-type: none"> MU-2 / C-districts – At least 2 blocks MU-3 – At least 4 blocks MU-4 – At least 6 blocks 	Otherwise required if not designated Pedestrian Frontage	Prohibited
<i>Between 601 and ¼ Mile of a Transit Station</i>	Required by staff designation on any other street with a high degree of pedestrian amenity.	Permitted	Permitted only by administrative exception.
<i>Any other location</i>	Permitted	Permitted	Limited to side streets or Arterials where no on-street parking exists.

Figure ### Pedestrian: Frontage Design & Building Placement & Form

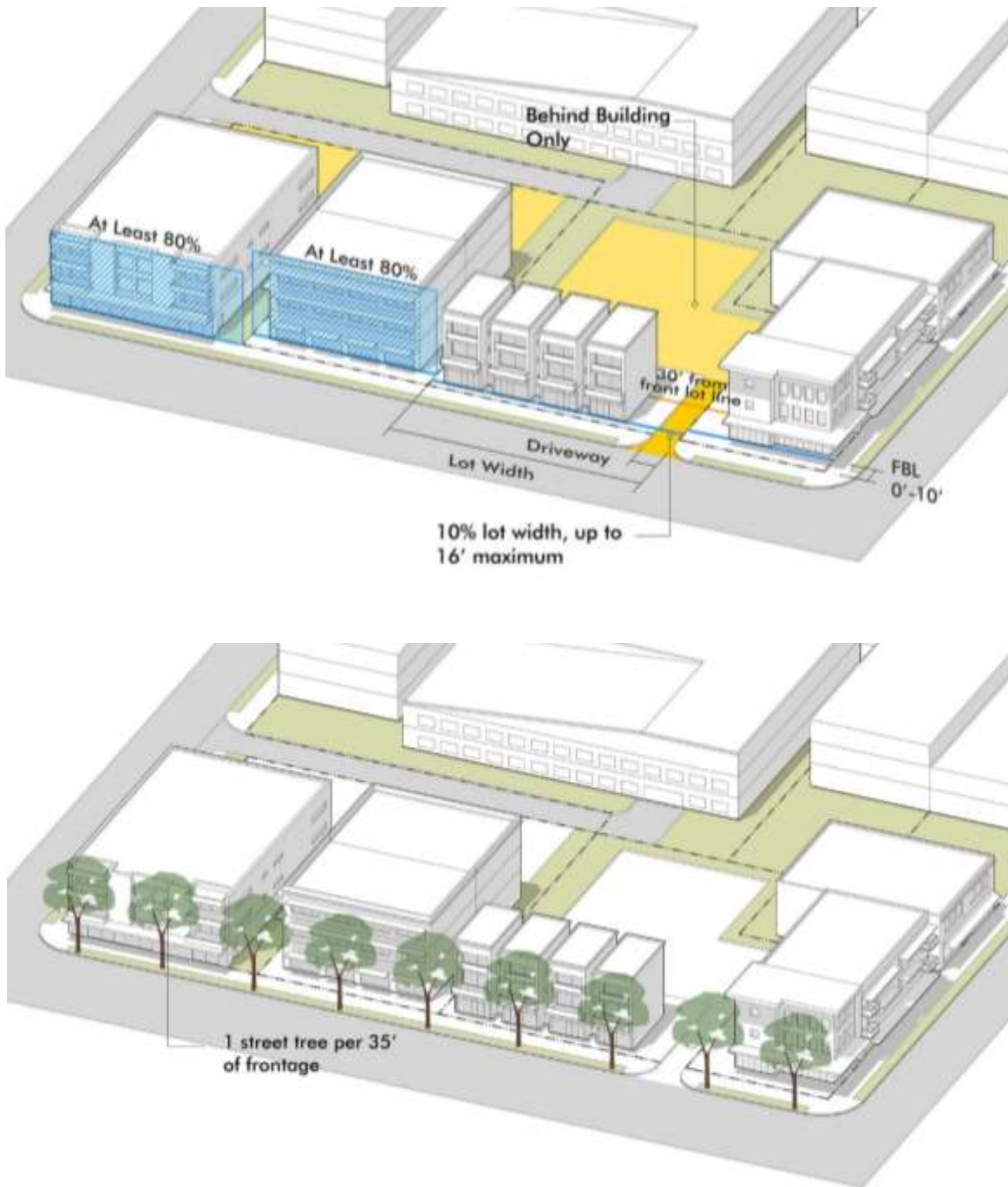


Figure ### Connector: Frontage Design & Building Placement & Form

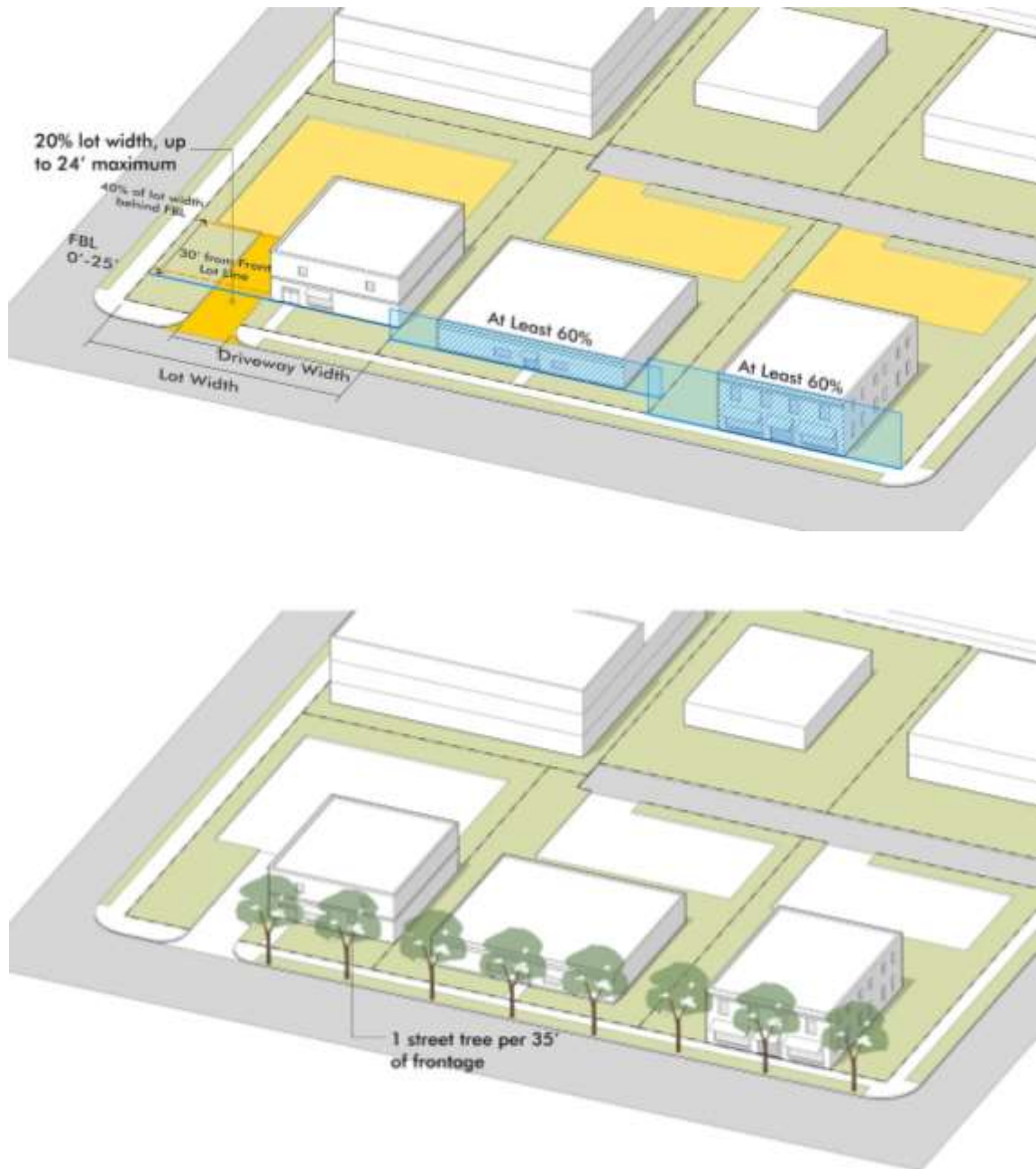
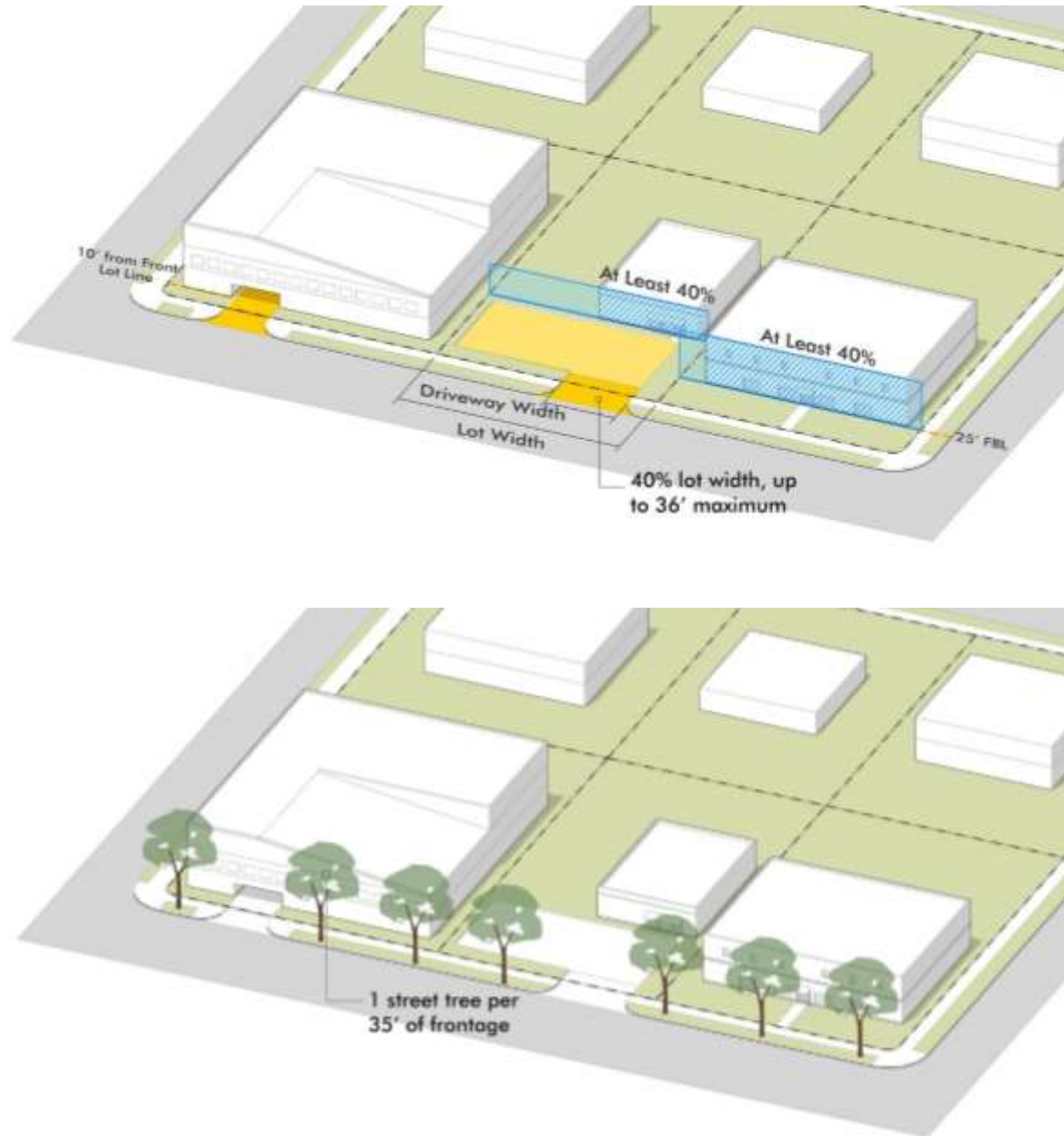


Figure ### Buffer: Frontage Design & Building Placement & Form



D. Frontage Design

1. *Access Limits.* Any lot abutting an alley shall get access off the alley and shall not create new driveways from the street, except for lots with over 200' of street frontage. In all other cases, access to individual lots shall be limited by the width and separation distances specified in Table 744.702-2, measured on center. In cases where access to individual lots is prohibited by these standards, the following strategies should be explored:
 - a. New rear or mid-block alleys, built as shared easements;
 - b. Access from side streets; or
 - c. Cross-access easements or common lanes among 2 or more lots along the block.
2. *Parking Location and Extent.* Surface and structured parking shall be limited to the setback distances specified in Table 744.702-2 and any portion of the parking not behind a building or active open space shall be limited to the percent of the frontage specified in the table.
3. *Landscape.* In addition to any open space standards or landscape standards that otherwise apply, all frontages shall be planted according to the following:
 - a. Street trees are required at the rate specified in Table 744.702-2 and shall be planted every 20 feet to 50 feet on center.
 - b. Street trees shall be planted in the following locations, in order of preference:
 - (1) In the amenity zone where there is a landscape strip at least 6 feet wide, or a tree well at least 24 square feet and minimum 4 feet wide in all directions.
 - (2) Within 4 feet of the sidewalk, where sidewalks are attached and tree wells are not feasible.
 - (3) Within 6 feet of the front property line where right-of-way constraints prohibit the first two locations.
 - c. For any non-building portion of the lot frontage, or where buildings are setback more than 25 feet, additional trees shall be planted in the frontage at the same interval to fill the void with vertical landscape elements.
 - d. Any parking area permitted within 30 feet of the street shall be screened from the street edge with a 2.5-foot to 4-foot wall or ornamental fence complimenting the materials of the building, a dense landscape hedge, or a combination of both.
 - e. Where conditions place constraints on large trees being planted according to this section, small shade trees or ornamental trees may be substituted at a rate of 1 tree for every 20 feet of lot frontage, or large trees can be concentrated at end-caps and mid-block bulb outs that create gateways or focal points on the block.

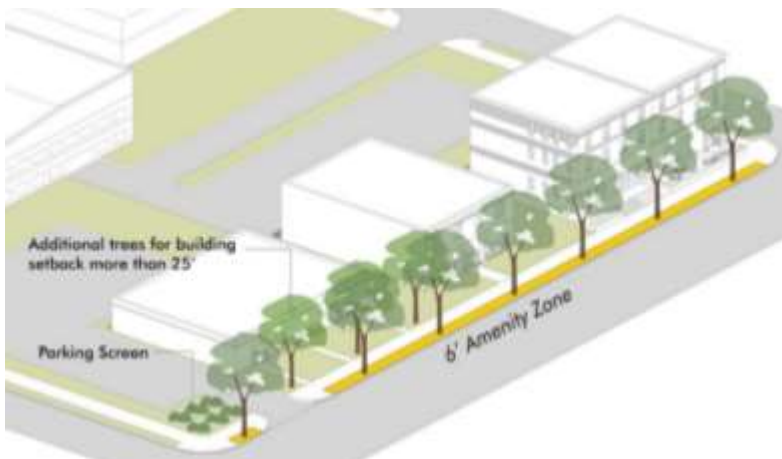


Figure ### Frontage Landscape Design

E. **Building Placement & Form.**

1. *Required Front Building Line.* All buildings shall establish a front building line within the range of the front lot line specified in Table 744.702-2. The required front building line shall extend for the minimum percentage along the frontage specified in the table.
2. *Courtyards, Plazas and Patios.* Courtyards, plazas and patios along the frontage may count to the required front building line provided:
 - a. It is limited to no more than 50 feet or 50% of the lot frontage, whichever is greater;
 - b. There are defining features at the extension of the required front building line, such as decorative walls or fences, landscape features and other human scale details; and
 - c. All building facades fronting the open space meet the standards otherwise applicable along the streetscape.



Figure ### Alternatives to Required Front Building Line. Active outdoor space such as courtyards, plaza, and patios may contribute to the required front building line, provided they are limited in extent and provide some defining features along the required front building line.

3. *Corner Buildings.* Corner lots with property lines on two different frontage types shall apply the standards in the design standards in the following manner:
 - a. The lot shall be determined to front on and meet higher frontage classification.
 - b. The building shall meet the higher classification on the secondary street for at least the first 25 feet from the corner on the secondary frontage.
 - c. An entry feature on the corner and oriented to both streets may satisfy the entire requirement of sub-section 3.b above.
4. *Residential Buildings.* Where buildings with first-floor residential are permitted on the frontage (Residential Building Types), the first story should be elevated at least 2 feet above street level, and with the front building line established at least 10 feet from the sidewalk. The building may be placed within 5 feet of the sidewalk if the first story is raised an additional 6 inches for every foot that it is closer to the street than 10 feet.

F. **Building Scale & Design.**

1. *Primary Entry Features.* Primary public entrances shall be located at intervals at least as frequent as specified in Table 744.702-2 and be clearly defined on all front façades with at least two of the following elements:
 - a. A single-story architectural emphasis such as canopies, awning, porticos, pediments, arches, or arcades.
 - b. Architectural details such as transom or display windows, ornamental tile accents, columns, moldings or other similar accents and material changes.
 - c. Railings, wing walls or plantings integral to the entry structure that incorporate landscaping and/or places for sitting.
 - d. Recesses of the building mass of at least 3 feet deep.



Figure ### Primary Entry Features. The frequency and the design details of entry features activate the streetscape and contribute to the pedestrian quality of the street..

2. *Transparency.* Buildings shall have the percentage of openings on street-facing façades specified in Table 744.702.2 (First Story and Upper Story Transparency), based on the following:
 - a. Where expressed as a first story requirement the percentage shall be measured between 2 feet and 8 feet above the street level, or above the first floor elevation if the building is set back more than 10 feet from the street.
 - b. Where expressed as an upper story requirement, the percentage shall be measured between the floor level and ceiling of each story.
 - c. All street level windows required shall have transparent glazing and provide direct views to the building's interior or to a lit display area extending a minimum of 3 feet behind the window.

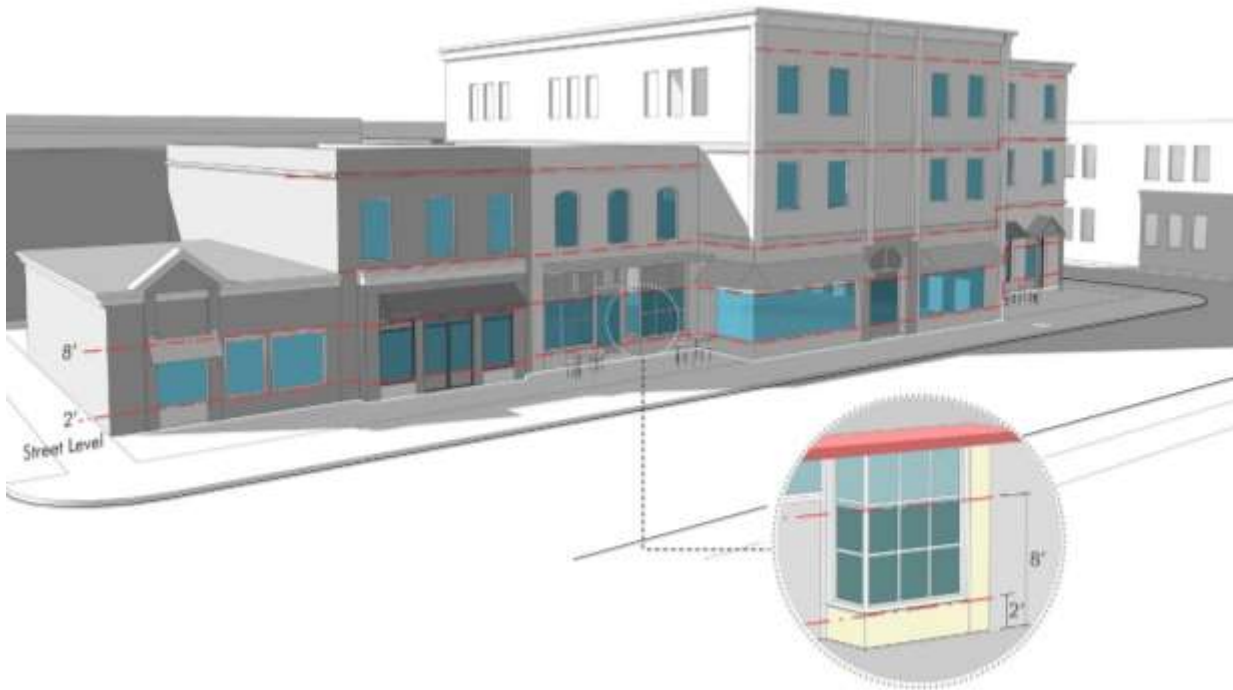


Figure ### Transparency. The transparency of the front facade creates actual and perceived connections between the uses in the building, particularly at street level, and the activity along the streetscale. The degree of transrance and the composition of windows and doors on the facade contribute to the quality and character of the street...

3. *Wall Plane & Blank Wall Limits.* Larger façades shall be broken into smaller components by one or a combination of the following techniques to meet the wall plane limits and blank wall limits in Table 744.702-2 (Massing and Modulation):
 - a. Use structural bays that emphasize vertical breaks in interior components or massing elements of the building, with visible features such as columns, pillars, or pilasters, and material, color changes or other details and accents that project between 4" and 12" off the façade.
 - b. Differentiate massing with projections, balconies, cantilevers or step backs from the main mass associated with different stories. Massing shall create deviations in the wall plane of at least 2 feet if projecting from the façade and at least 4 feet if recessed from the façade.
 - c. Emphasize horizontal differentiation of a base, body and top of all buildings with ornamental details or material changes according to the following.
 - (1) For buildings less than 3 stories, this can be a distinct foundation, a main façade, and an embellished roof structure, such as eaves and fascia for pitched roofs, or cornices and parapets for flat roofs.
 - (2) For buildings 3 to 8 stories or more, the first floor should be clearly differentiated from upper stories to establish the base and an embellished roof structure.
 - (3) For buildings 9 stories or above, the first two stories should be clearly differentiated from the upper stories, and the top story may be differentiated as the top including an embellished roof structure.

- d. Any other blank wall areas in excess of the requirements of Table 744.702-2 shall be broken up by ornamental architectural details complimentary to the materials and architectural style of the building. Significant molding, trim or ornamentation used to break up blank walls or wall planes should project between 4 inches and 2 feet from the wall.

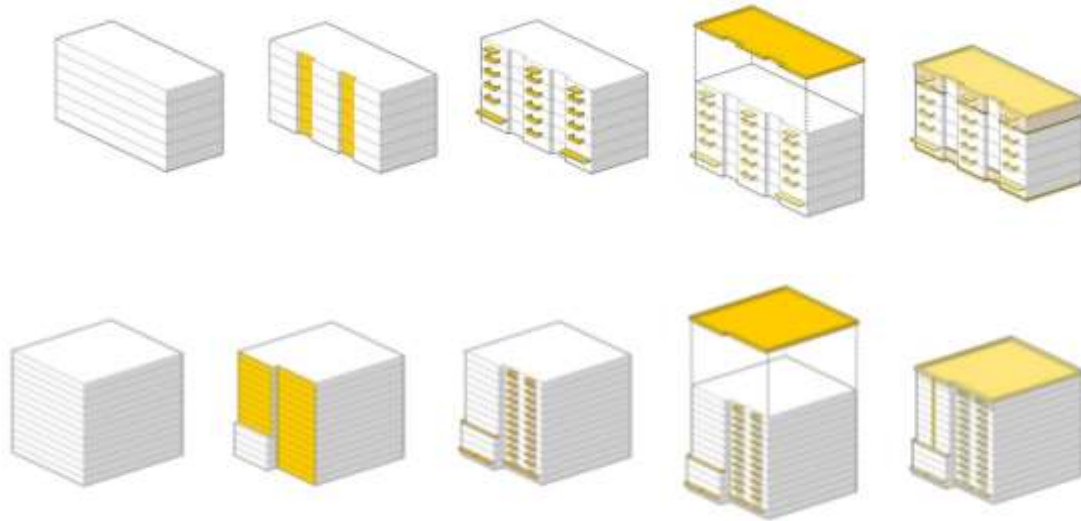


Figure ### Wall Plane & Blank Wall Limits. A series of massing and modulation techniques can be used to meet the Building Scale & Design Standards, that will break down the buildable envelope and better relate building to the site, the streetscape and to adjacent buildings.

- G. **Block and Lot Open Space.** Block and lot open space provides for active gathering places, recreation and leisure, and aesthetic enhancements to the buildings and lots serving as an extension of civic spaces connected to streetscapes. The open space required for each building type specified in Table 742.105-###, shall be designed to create usable outdoor space meeting one or more of the following open space types:
1. Public or Common open space designed and platted according the standards in Table 741.310-2, provided it is on the same or abutting block, and is accessible to the project through ownership or other agreement;
 2. Courtyards, plazas and patios or similar outdoor seating areas that are either designed as an extension of the public streetscape on the frontage, or at least 800 square feet and 20 feet in all directions if internal to the site.;
 3. Rooftop decks provided they are at least 160 square feet, and at least 12 feet in all directions; or
 4. Private balconies or patios for residential units, provided they are at least 6 feet by 10 feet.

[Corresponding amendment to 744.504 of the Landscape Article associated with private frontage designs. Strikethrough shows changes from current Indy Rezone standards:]

Section 04. Street Frontage and Front Yard Landscaping

In all zoning districts except residential lots in D-A, D-S, D-1, D-2, D-3 and D-4 for lots improved with single-family detached dwellings, single-family attached dwellings, two-family dwellings, triplexes, and fourplexes, the front yard shall meet the following standards:

- A. The front yard shall be landscaped with at least one shade tree per 35 feet of street frontage. If overhead electric distribution lines are present, ornamental trees with a maximum mature height of 15 feet shall be planted and the number of trees planted shall be at least one ornamental tree per 20 feet of street frontage.
- B. Trees required by the subsection above shall be planted within 25 feet of the in the amenity zone of-right-of-way, or where right-of-way design constraints prevent this, within 10 feet of the front lot line.
- C. For lots that have a front yard less than 5 feet in depth or where the sidewalk extends from the back of curb to the lot line, tree wells may be installed in the right-of-way to accommodate the required frontage trees, provided the sidewalk surface remains at least 4 feet wide at all locations. For tree wells adjacent to sidewalks measuring 5 feet wide or less, the tree well opening must be covered with a tree grate or surrounded by a fence or wall at least 18 inches in height. The opening in a tree grate for the trunkwell must be expandable or otherwise accommodate the mature diameter of the tree, and include sub-surface techniques to account for root growth and protection.
- D. All planting in the public right-of-way shall meet the requirements of Chapter 701 and may be counted toward fulfilling the requirements of this Article.
- E. On lots adjacent to a landscaped median in the right-of-way, 50% of the vegetation in the median that meets a street frontage and front yard landscaping requirement may be credited towards the landscaping requirements of this Section 744-504.
- F. Planting beds with shrubs, flowers, wildflowers, low grasses or sedges, excluding turfgrass, shall comprise at least 20% of the area of a front yard.
- G. In Dwelling Districts, the front yard is subject to limitations on front yard parking area width shown in Section 744-404.A.2, and the remaining front yard shall be landscaped in grass, shrubbery, trees or flowers, or in combination with other similar and suitable vegetative ground cover plantings.

[Corresponding amendment to 744.302 of the Access and Connectivity Article associated with streetscapes and sidewalk zone concepts. Strikethrough shows changes from current Indy Rezone standards:]

Section 02. Construction of Sidewalks in the Right-of-way

- A. Sidewalks and any alternative pedestrian walkway shall comply with the Americans with Disabilities Act.
- B. Sidewalks shall consist of the walkway and any curb ramps or blended transitions.
- C. Width of sidewalks, exclusive of the width of any curb, landscape area or amenity zone, must be at least the width indicated in Table 744-302-1: Minimum Sidewalk Widths. The sidewalk shall be unobstructed ~~by utility poles, traffic signs, mailboxes, fire hydrants or other similar items,~~ except as detailed in the Sidewalk Zone provisions of the Thoroughfare Plan.

[replace current table 744-302-1 with the following table – note, this corrects provisions for walkable neighborhoods and for mixed use and TOD centers; and it also corrects all other contexts to correspond with the Thoroughfare Plan that establishes a 6' minimum in all contexts]

<i>District</i>	<i>Street Classifications</i>	<i>Minimum Sidewalk Width</i>
D-S, D-A, D-1, D-2, D-3, and D-4, D-6 and D-7	Collector, Local, and Cul-de-sac	6'
	All other streets	6'
D-5, D-5II, D-8, D-9, and D-10	Local Streets	6'
	Collector and Arterial Streets	8'
CBD, MU Districts, and C Districts in the TOD Secondary District	Buffer Frontages and/or Local Streets	6' -8'
	Commuter Frontages and/or Collector Streets	8' – 12'
	Pedestrian Frontages and/or Arterial Streets	12' – 20'
All other streets	All streets	6'

* See Sidewalk Zone provisions and standards in the Thoroughfare Plan for specific streetscape designs strategies for various street types, and contexts.

- D. Sidewalks shall meet the Standards for Street and Bridge Design and Construction (G.O. 49, 1972/Standards for Acceptance of Streets and Bridges of the City-County Council of Indianapolis and Marion County, Indiana), except as indicated otherwise herein.
- E. Sidewalks shall be a minimum of four inches in thickness of Portland cement concrete, except where sidewalks cross concrete drives or driveways the thickness shall be a minimum of six inches, conforming to subsection 604 of the current Indiana Department of Transportation Design Standards and Specifications. Sidewalks along frontages that are identified in the Indy Greenways Full Circle 2014-2024 Master Plan, Marion County Comprehensive Plan, or Indy Parks Connectivity Plan as a greenway or linear path may be constructed with alternate materials and depth standards as approved by the Administrator.
- F. Sidewalks shall be provided along the entire frontage of all abutting eligible public streets, excepting freeways and expressways as indicated in the current Official Thoroughfare Plan for Marion County, Indiana, and other full control of access frontages as determined by the Administrator.
- G. Unless a different location is approved by the Administrator, the sidewalks shall generally be provided within the public right-of-way, one foot from the right-of-way line. The Sidewalk Zone provisions of the Thoroughfare Plan provide more specific design details for design of specific street types and rights-of-way conditions.
- H. Where sidewalks exist in the public right-of-way in front of an adjacent lot and extend to a point equal to the common lot line extended, the sidewalks shall fully connect with such existing sidewalks on the adjacent property to provide a continuous, unobstructed walkway along the public street.