



ZONING DISTRICTS & DESCRIPTION

Note: This is a summary only; consult the actual ordinance for legal authority

Dwelling Zoning Districts

D-A	Agriculture, SFR on 3 acres min
D-S	SFR on 1 acre min
D-1	SFR on 24K sf min
D-2	SFR on 15K sf min, 2FR on 20K sf min, corners only
D-3	SFR on 10K sf min, 2FR on 15K sf min, corners only
D-4	SFR on 7200 sf min, 2FR on 10K sf min
D-5	SFR on 5K sf min, 2FR on 7200 sf min
D-5II	SFR on 2800, 2FR on 5K, SFR Attached on 2400 sf
D-6	2FR, SFR Attached, 3FR, 4FR, MF, Live-Work in Suburban setting (6-9 du/ac) next to SFR
D-6II	2FR, SFR Attached, 3FR, 4FR, MF, Live-Work in Suburban setting (9-12 du/ac) near SFR
D-7	2FR, SFR Attached, 3FR, 4FR, MF, Live-Work as Transition between Suburban and Urban settings
D-8	SFR, SFR Attached, 2FR, 3FR, 4FR, MF, Live-Work in Urban setting of mixed development
D-9	SFR Attached, MF, Live-Work High-rise in Suburban setting
D-10	SFR Attached, MF, Live-Work High-rise in Urban setting
D-11	Mobile Home community
D-P	Planned, creative, negotiated dwelling district

Commercial Zoning Districts

C-1	Office
C-3	Neighborhood Retail
C-4	Regional Commercial
C-5	Auto-related Commercial
C-7	Truck, Big stuff Commercial/Industrial
C-S	Special, creative, negotiated commercial district

Mixed-Use Zoning Districts

MU-1	Freestanding MU tower / node
MU-2	MU neighborhood, corridor-type development
MU-3	MU village (20-50 acres)
MU-4	MU village w/ rapid transit (8-25 acres)

Central Business Zoning Districts

CBD-1	Monument Circle & surrounding blocks (4x4)
CBD-2	Balance of downtown generally
CBD-3	The Mall & surrounding blocks (Illinois-Delaware)
CBD-S	Special, superior, negotiated district in the CBD

Industrial Zoning Districts

I-1	Restricted, Inside only
I-2	Light, Assembly, Packaging
I-3	Medium, Shaping, Cutting
I-4	Heavy, Blending, Heat/Chill, Liquids, Hazardous

SFR=single family residence; MF=multifamily

Development Plan Districts

Park Districts

PK-1	Parks
PK-2	Park-like development

Hospital Districts

HD-1	Hospitals
HD-2	Hospital services, MF& group living, Day care

Historic Preservation District

HP-1	Historic Preservation - Lockerbie
------	-----------------------------------

University Quarter Districts

UQ-1	University
UQ-2	University-related housing

Speedway Districts

SZ-1	Speedway Main Street District
SZ-2	Speedway Industrial District

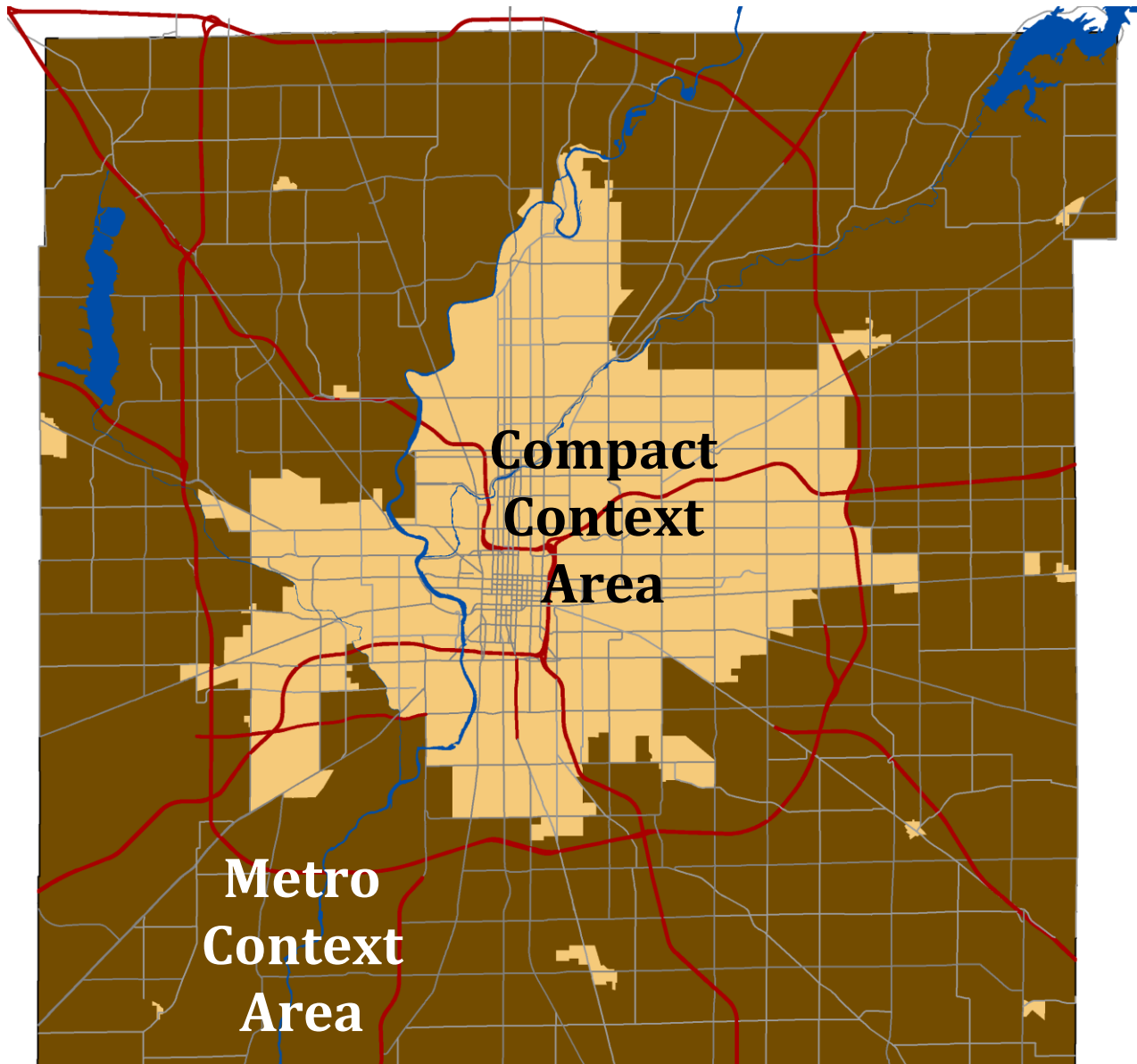
Special Use (SU) Districts

SU-1	Religious Use
SU-2	School
SU-3	Golf Course
SU-5	Radio Receiving or Broadcasting Tower
SU-6	Hospital, Sanitarium, Nursing Home
SU-7	Charitable Institution
SU-8	Correctional Institution *
SU-9	Government Buildings or Grounds
SU-10	Cemetery *
SU-13	Sanitary Landfill *
SU-16	Indoor or Outdoor Entertainment or Recreation
SU-18	Light or Power Substation *
SU-23	Permanent Sand or Gravel Plant *
SU-28	Petroleum Refinery and Storage *
SU-34	Club Room or Ballroom
SU-35	Telecommunications Broadcast Tower *
SU-37	Library
SU-38	Community Center
SU-39	Water Tank *
SU-41	Sewage/Garbage Disposal Plant
SU-42	Gas Utility
SU-43	Power Transmission Lines
SU-44	Off-track Mutuel Wagering Facilities
SU-45	Zoo, Aquarium and related facilities
SU-46	Airport

* Use restricted to SU district only

Context Areas

In order to address the wide variety of land use and development contexts in Marion County, Indiana, the Zoning Ordinance has adopted the Primary and Secondary Districts identified in Chapter 742. In addition, there are some cases where an existing zoning district has been applied in areas that were platted and developed prior to 1945 and areas platted after that date. In order to tailor development standards to promote compatible development and redevelopment in these two types of areas, the Zoning Ordinance sometimes includes different development standards for the following two types of context areas.



Compact Context (C) areas were generally platted and developed before 1945 and areas platted after that date that are generally characterized by smaller platted lots, narrower platted streets, greater walkability, a more varied mix of uses, and a need to promote redevelopment of lots and parcels that may not meet modern platting standards. Compact Context standards shall apply in the areas indicated in light orange on the map.

Metro Context (M) areas were generally platted and developed after 1945 and are generally characterized by larger lots and wider streets designed for higher levels of automobile ownership, access, and circulation, greater separation of uses, and a mix of developed and undeveloped land. Metro Context standards shall apply in the areas designated in dark brown on the map.

D-A (Dwelling Agricultural) District

The D-A district holds the agricultural lands of Marion County and provides for a variety of agricultural uses. It is intended to provide for animal and poultry husbandry, farming, cultivation of crops, dairying, pasturage, floriculture, horticulture, viticulture, apiaries, aquaculture, hydroponics, together with necessary, accompanying accessory uses, buildings, or structures for housing, packing, treating, or storing said products; or lands devoted to a soil conservation or forestry management program. 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. This district fulfills the very low density residential classification of the Comprehensive General Land Use Plan. This district does not require public water and sewer facilities.

TABLE 742-103-1 D-A DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum lot area	3 acres
Minimum lot width	250 ft.
Minimum street frontage	125 ft.
Minimum open space	85%
SETBACKS	
Minimum depth front yard	See Table 744-201-1
Minimum width of side yard	30 ft.
Minimum width of side yard (aggregate)	75 ft.
Minimum depth of rear yard	75 ft.
BUILDING STANDARDS	
Maximum height of primary building	35 ft.
Maximum height of accessory building	24 ft.
Minimum main floor area (1-story)	1200 sq. ft.
Minimum main floor area (above 1-story)	800 sq. ft.

D-S (Dwelling Suburban) District

The D-S district is intended for suburban areas of extreme topography, areas conducive to estate development, or areas where it is desirable to permit only low density development (such as adjacent to floodplains, aquifers, urban conservation areas, within the extended alignment of airport runways, etc.). Generous front yards with trees along roadways that follow the natural terrain of the land are envisioned for the D-S district. Estate development in a natural setting is the typical realization of the district. The D-S district provides for single-family residential lots consisting of at least one acre. A typical density for the D-S district is 0.4 units per gross acre. This district fulfills the lowest density residential classification of the Comprehensive General Land Use Plan. Development plans would likely use the cluster option when subdividing and should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site considerations, including vegetation, topography, drainage and wildlife.

TABLE 742-103-2 D-S DISTRICT SELECTED DIMENSIONAL STANDARDS		
LOT STANDARDS		
Minimum lot area	1 acre	
Minimum lot width	150 ft.	
Minimum street frontage	75 ft.	
Minimum open space	85%	
SETBACKS		
	METRO	COMPACT
Minimum depth front yard	See Table 744-201-1	
Minimum width of side yard	15 ft.	15 ft.
Minimum width of side yard (aggregate)	35 ft.	30 ft.
Minimum depth of rear yard	25 ft.	25 ft.
BUILDING STANDARDS		
Maximum height of primary building	35 ft.	
Maximum height of accessory building	24 ft.	
Minimum main floor area (1-story)	1200 sq. ft.	
Minimum main floor area (above 1-story)	800 sq. ft.	

D-1 District

The D-1 district is intended for use in suburban areas. The D-1 district has a typical density of 0.9 units per gross acre which fulfills the lowest density residential classification of the Comprehensive General Land Use Plan. The D-1 District provides for estate-style development characterized by generous front yards for trees and a bucolic atmosphere, appropriately served by gently curving roadways. Under most circumstances, public water and sewer facilities should be present but are not mandatory. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site considerations, including vegetation, topography, drainage and wildlife. Use of the cluster option when subdividing would maximize site advantages.

D-2 District

The D-2 district is intended for use in suburban areas. Ample yards, trees and passive open spaces easily serving each individual lot are envisioned for this district. The D-2 district has a typical density of 1.9 units per gross acre. Two-family dwellings are permitted on corner lots in this district. This district fulfills the lowest density recommendation of the Comprehensive General Land Use Plan. Public water and sewer facilities must be present. Development plans, which may include the use of clustering, should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-3		
D-1 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum lot area	24,000 sq. ft.	
Minimum lot width	90 ft.	
Minimum street frontage	45 ft.	
Minimum open space	80%	
		SETBACKS
		METRO
		COMPACT
Minimum depth front yard	See Table 744-201-1	
Minimum width of side yard	8 ft.	8 ft.
Minimum width of side yard (aggregate)	22 ft.	16 ft.
Minimum depth of rear yard	25 ft.	25 ft.
		BUILDING STANDARDS
Maximum height of primary building	35 ft.	
Maximum height of accessory building	24 ft.	
Minimum main floor area (1-story)	1200 sq. ft.	
Minimum main floor area (above 1-story)	800 sq. ft.	

TABLE 742-103-4		
D-2 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum lot area, single-family	15,000 sq. ft.	
Minimum lot area, two-family	20,000 sq. ft.	
Minimum lot width, single-family	80 ft.	
Minimum lot width, two-family	120 ft.	
Minimum street frontage	40 ft.	
Minimum open space	75%	
		SETBACKS
		METRO
		COMPACT
Minimum depth front yard	See Table 744-201-1	
Minimum width of side yard	7 ft.	7 ft.
Minimum width of side yard (aggregate)	19 ft.	14 ft.
Minimum depth of rear yard	25 ft.	25 ft.
		BUILDING STANDARDS
Maximum height of primary building	35 ft.	
Maximum height of accessory building	24 ft.	
Minimum main floor area (1-story)	1200 sq. ft.	
Minimum main floor area (above 1-story)	800 sq. ft.	

D-3 District

The D-3 district provides for low or medium intensity residential development. 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 (schools, parks, shopping areas, etc.). Recreational facilities developed for the neighborhood complement the treed yards on the individual lots. Predominantly single-family detached dwellings are envisioned with two-family dwellings on corner lots in this district. The D-3 district has a typical density of 2.6 units per gross acre. This district fulfills the low density residential classification of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans, which may include the use of clustering, should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site considerations, including vegetation, topography, drainage and wildlife.

D-4 District

The D-4 district is intended for low or medium intensity single-family and two-family residential development. Land in this district needs good thoroughfare access, relatively flat topography, and nearby community and neighborhood services and facilities with pedestrian linkages. Provisions for recreational facilities serving the neighborhood within walking distance are vitally important. Trees fulfill an important cooling and drainage role for the individual lots in this district. The D-4 district has a typical density of 4.2 units per gross acre. This district fulfills the low density residential classification of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans, which may include the use of clustering, should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-5 D-3 DISTRICT SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum lot area, single-family	10,000 sq. ft.	
Minimum lot area, two-family	15,000 sq. ft.	
Minimum lot width, single-family	70 ft.	
Minimum lot width, two-family	105 ft.	
Minimum street frontage	35 ft.	
Minimum open space	70%	
		SETBACKS
		METRO
		COMPACT
Minimum depth front yard	See Table 744-201-1	
Minimum width of side yard	6 ft.	4 ft.
Minimum width of side yard (aggregate)	16 ft.	8 ft.
Minimum depth of rear yard	20 ft.	20 ft.
		BUILDING STANDARDS
Maximum height of primary building	35 ft.	
Maximum height of accessory building	24 ft.	
Minimum main floor area (1-story)	1200 sq. ft.	
Minimum main floor area (above 1-story)	800 sq. ft.	

TABLE 742-103-6 D-4 DISTRICT SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum lot area, single-family	7,200 sq. ft.	
Minimum lot area, two-family	10,000 sq. ft.	
Minimum lot width, single-family	60 ft.	
Minimum lot width, two-family	90 ft.	
Minimum lot frontage	30 ft.	
Minimum open space	65%	
		SETBACKS
		METRO
		COMPACT
Minimum depth front yard	See Table 744-201-1	
Minimum width of side yard	5 ft.	4 ft.
Minimum width of side yard (aggregate)	13 ft.	8 ft.
Minimum depth of rear yard	20 ft.	20 ft.
		BUILDING STANDARDS
Maximum height of primary building	35 ft.	
Maximum height of accessory building	24 ft.	
Minimum main floor area (1-story)	900 sq. ft.	
Minimum main floor area (above 1-story)	660 sq. ft.	

D-5 District

The D-5 district is intended for medium intensity residential development and is not intended for suburban use. The application of this district will be found within urban, built-up areas of the community, and where all urban public and community facilities, and services are available. A rectilinear development pattern is envisioned to achieve the fine-grain of accessibility requisite for all modes of travel. Due to its strong reliance upon complete urban facilities, D-5 district location should be applied judiciously. Trees fulfill a critical cooling and drainage role for the individual lots in this district. Two-family dwellings are permitted on any lot in this district. The D-5 district has a typical density of 4.5 units per gross acre. This district fulfills the low and medium density residential classification of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

D-5II District

The D-5II district provides the smallest single-family lot size in the zoning ordinance. To accommodate tight contextual constraints, it accommodates single-family attached dwellings and single-family detached dwellings using the zero-lot line development option. The district is intended for suburban use and where infill development is needed. The district must be applied judiciously in suburban areas, however, due to the unique characteristics of this district. Trees, as well as lot orientation, fulfill a critical cooling and drainage role for the individual lots in this district. Provisions for recreational facilities serving the neighborhood within walking distance are vitally important. Two-family dwellings are permitted on any lot in this district. The D-5II district has a typical density of 5 units per gross acre. It is intended for carrying out both the low density and medium density residential recommendation of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site considerations, including vegetation, topography, drainage and wildlife.

**TABLE 742-103-7
D-5 DISTRICT
SELECTED DIMENSIONAL STANDARDS**

		LOT STANDARDS	
Minimum lot area, single-family		5,000 sq. ft.	
Minimum lot area, two-family		7,200 sq. ft.	
Minimum lot width, single-family		50 ft.	
Minimum lot width, two-family		70 ft.	
Minimum street frontage		25 ft.	
Minimum open space		60%	
		SETBACKS	
		METRO	COMPACT
Minimum depth front yard		See Table 744-201-1	
Minimum width of side yard		4 ft.	3 ft.
Minimum width of side yard (aggregate)		10 ft.	3 ft.
Minimum depth of rear yard		20 ft.	20 ft.
		BUILDING STANDARDS	
Maximum height of primary building		35 ft.	
Maximum height of accessory building		24 ft.	
Minimum main floor area (1-story)		900 sq. ft.	
Minimum main floor area (above 1-story)		660 sq. ft.	

**TABLE 742-103-8
D-5II DISTRICT
SELECTED DIMENSIONAL STANDARDS**

		LOT STANDARDS	
Minimum lot area, single-family detached		2,800 sq. ft.	
Minimum lot area, two-family		5,000 sq. ft.	
Minimum lot area, single-family attached		2,400 sq. ft.	
Minimum lot width, single-family detached		40 ft.	
Minimum lot width, two-family		60 ft.	
Minimum lot width, single-family attached		20 ft.	
Minimum open space		55%	
		SETBACKS	
		METRO	COMPACT
Minimum depth front yard		See Table 744-201-1	
Minimum width of side yard		3 ft.	3 ft.
Minimum width of side yard (aggregate)		10 ft.	6 ft.
Minimum depth of rear yard		10 ft.	10 ft.
		BUILDING STANDARDS	
Maximum height of primary building		35 ft.	
Maximum height of accessory building		24 ft.	
Minimum main floor area (1-story)		800 sq. ft.	
Minimum main floor area (above 1-story)		660 sq. ft.	

D-6 District

The D-6 district provides for medium intensity residential development of a variety of housing types: multifamily dwellings, triplex, fourplex, two-family and single-family attached dwellings. The district is intended for developments in suburban areas well served by major thoroughfares, sanitary sewers, and school and park facilities. In its application, the district need not be directly associated with more intense land uses such as commercial or industrial areas. The development pattern envisioned is one of trees lining curving drives with the ample open space provided for in the district affording a wide variety of on-site recreational facilities. The D-6 district has a typical density of 6 to 9 units per gross acre. This district fulfills the medium density residential recommendation of the Comprehensive General Land Use Plan. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-9 D-6 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	150 ft.
SETBACKS	
Minimum depth front yard	See Table 744-201-2
Minimum width of perimeter yard	30 ft.
BUILDING STANDARDS	
Maximum height of primary building	45 ft.
Maximum transitional building height	35 ft.
Maximum height of accessory building	25 ft.
DEVELOPMENT AMENITIES	
Maximum floor area ratio	0.40
Minimum livability space ratio	1.80

D-6II District

The D-6II district 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, such as remnant parcels of land resulting from public works improvements, exhausted mining operations, and changed intensity factors (such as between interstate highway locations, commercial development and lower-density residential areas). Consequently, the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage, and wildlife, should be incorporated into the development plans and to promote the environmental aesthetic. Permitting a variety of housing types affords flexibility to and opportunity to fulfill the sites challenges. Selective on-site recreational facilities and open space activities must be provided to maximize efficiency, site opportunities, and residents' needs. The district should be in close proximity to major thoroughfares, sewers, school and park facilities. The D-6II district has a typical density of 9 to 12 units per gross acre fulfilling the medium density residential recommendation of the Comprehensive General Land Use Plan.

TABLE 742-103-10 D-6II DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	150 ft.
SETBACKS	
Minimum depth front yard	See Table 744-201-2
Minimum width of perimeter yard	25 ft.
BUILDING STANDARDS	
Maximum height of primary building	45 ft.
Maximum transitional building height	35 ft.
Maximum height of accessory building	25 ft.
DEVELOPMENT AMENITIES	
Maximum floor area ratio	0.55
Minimum livability space ratio	1.30

D-7 District

The D-7 district is intended for medium density residential development, accommodating multifamily dwellings, triplex, fourplex, two-family and single-family attached dwellings. The district may be applied anywhere within the metropolitan area, provided, however, it should be closely associated with the primary intensity generators, such as commercial shopping centers or industrial employment centers. The district requires superior street access and all public utilities and facilities. Provisions for various modes of travel and pedestrian linkages are critical. Well-planned, on-site recreational facilities, selected to fit the site and residents' needs, must be developed to answer the demands of the higher density of residents. The D-7 district has a typical density of 12 to 15 units per gross acre fulfilling the medium density residential recommendation of the Comprehensive General Land Use Plan. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-11 D-7 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	100 ft.
SETBACKS	
Minimum depth front yard	See Table 744-201-2
Minimum width of perimeter yard	20 ft.
BUILDING STANDARDS	
Maximum height of primary building	56 ft.
Maximum transitional building height	40 ft.
Maximum height of accessory building	25 ft.
DEVELOPMENT AMENITIES	
Maximum floor area ratio (1 to 3 floors)	0.70
Maximum floor area ratio (4 to 5 floors)	0.70
Minimum livability space ratio	0.95

D-8 District

The D-8 district is a unique district designed for application in older developed urban areas. The district allows all forms of residential development except mobile dwellings. The district is designed to provide for the wide range and mixture of housing types found in older, inner-city neighborhoods, as well as along older residential/commercial thoroughfares. Due to the variety and intensity of development, clear delineation of public, semipublic and private areas must be ensured. Another important application of this district is in areas that are experiencing renewal either by public action or by natural process. Trees, as well as lot orientation, fulfill a critical cooling and drainage role for the lots in this district. A fine-grain of accessibility is provided and must be maintained. The D-8 district has a typical density range of 5 to 26 units per gross acre depending upon the type of development. This district fulfills the high density residential classification of the Comprehensive General Land Use Plan. Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-12 D-8 DISTRICT SELECTED DIMENSIONAL STANDARDS		
LOT STANDARDS		
Minimum lot frontage, multi-family	50 ft.	
Minimum lot frontage , single-family detached	30 ft.	
Minimum lot frontage , two-family	30 ft.	
Minimum lot frontage , single-family attached	20 ft.	
Minimum Open Space	55%	
SETBACKS		
	Multifamily	Other
Minimum depth front yard	See Table 744-201-2	
Minimum width of side yard	20% lot width; min. 4 ft.	4 ft.
Minimum depth of rear yard	15 ft.	15 ft.
BUILDING STANDARDS		
	Multifamily	Other
Maximum height of primary building	56 ft.	35 ft.
Maximum transitional building height	40 ft.	n/a
Maximum height of accessory building	25 ft.	24 ft.
DEVELOPMENT AMENITIES FOR MULTIFAMILY		
Maximum floor area ratio (1 to 3 floors)	0.60	
Maximum floor area ratio (4 to 5 floors)	0.80	
Minimum livability space ratio	0.66	

D-9 District

The D-9 district is designed for suburban high-rise apartments and fulfills the high density residential recommendation of the Comprehensive General Land Use Plan. Recreational facilities and ancillary shopping and service conveniences on-site enable residents to easily complete many of their daily requirements effortlessly. It is intended for use adjacent to the major shopping centers or in areas where unusual conditions exist (i.e., adjacent to a freeway interchange or in unusual topographic situations). To accommodate the demands of more residents, well-planned landscaping is very important for drainage and resiliency of the project. The D-9 district has typical ranges of density according to the number of stories:

- 12-22 dwelling units/gross acre for 1-3 story structures.
- 27-35 dwelling units/gross acre for 4-5 story structures.
- 50-65 dwelling units/gross acre for 6-11 story structures.
- 90-120 dwelling units/gross acre for structures of 12 stories and above.

Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

TABLE 742-103-13 D-9 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	150 ft.
SETBACKS	
Minimum depth front yard	See Table 744-201-2
Minimum width of perimeter yard	20 ft.
BUILDING STANDARDS	
Maximum height of primary building	Unlimited
Maximum height of accessory building	25 ft.
DEVELOPMENT AMENITIES	
Maximum floor area ratio (1-3 stories)	0.50
Maximum floor area ratio (4-5 stories)	0.80
Maximum floor area ratio (6-11 stories)	1.50
Maximum floor area ratio (12+ stories)	2.20
Minimum livability space ratio	0.75

D-10 District

The D-10 district, like the D-9 district, fulfills the high density residential recommendation of the Comprehensive General Land Use Plan. The D-10 district, however, is intended for central and inner-city use as opposed to suburban use. On-site recreational facilities and ancillary shopping and service conveniences enable residents to easily complete most of their daily requirements efficiently on-site or by walking. To accommodate both the density and tight contextual constraints, well-planned landscaping is very important for drainage and resiliency of the project. The D-10 district requires all utilities and solid linkages with community services and facilities. In many cases, the D-10 district will represent a renewal of the land rather than the initial use. The D-10 district has typical densities according to the number of stories:

- 20--26 dwelling units/gross acre for 1--3 story structure.
- 27--35 dwelling units/gross acre for 4--5 story structure.
- 50--65 dwelling units/gross acre for 6--11 story structure.
- 100--130 dwelling units/gross acre for 12-23 story structure.
- 110--140 dwelling units/gross acre for 24+ story structure.

TABLE 742-103-14 D-10 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	100 ft.
SETBACKS	
Minimum width of perimeter yard	20 ft.
BUILDING STANDARDS	
Maximum height of primary building	Unlimited
Maximum height of accessory building	25 ft.
DEVELOPMENT AMENITIES	
Maximum floor area ratio (1-3 stories)	0.60
Maximum floor area ratio (4-5 stories)	0.80
Maximum floor area ratio (6-11 stories)	1.50
Maximum floor area ratio (12-23 stories)	3.00
Maximum floor area ratio (24+ stories)	3.20
Min. livability space ratio	0.66

D-11 District

The D-11 district allows for mobile dwelling project development. The special characteristics of mobile dwellings, as opposed to the characteristics of conventional housing (such as compactness of the mobile dwelling unit, site accommodation requirements, etc.), have been recognized as requiring special district considerations. The D-11 district is designed to permit mobile and manufactured dwellings in accordance with appropriate standards. This district fulfills a medium density classification according to the Comprehensive General Land Use Plan and should be applied accordingly. The typical density for a D-11 district is 6 units per gross acre. With the development standards included in this district, mobile dwelling projects are viable residential developments, similar to site-built residential neighborhoods. All public and community facilities are required. Proximity to major thoroughfares is necessary for the location of this district.

TABLE 742-103-15 D-11 DISTRICT SELECTED DIMENSIONAL STANDARDS	
PROJECT STANDARDS	
Minimum project area	15 acres
Minimum project street frontage	150 ft.
Minimum mobile dwelling site area	4,000 sq. ft.
Minimum mobile dwelling site area (requiring double or triple wide units)	5,400 sq. ft.
Minimum common, recreational, and open space	8%
SETBACKS	
Minimum perimeter yard, including parking, buildings, structures, and mobile dwelling sites (from lot lines)	50 ft.
Minimum front setback abutting public street (measured from R.O.W.)	60 ft.
Minimum interior front setback	10 ft.
Minimum distance between mobile dwelling units	25 ft.

D-P (Planned Unit Development) District

The D-P district is a negotiated district in which development requires first obtaining rezoning approval from the Metropolitan Development Commission, which frequently entails some negotiation. The D-P district is established for the following purposes:

1. To encourage a more creative approach in land and building site planning.
2. To encourage and efficient, aesthetic and desirable use of open space.
3. To encourage variety in physical development pattern.
4. To promote street layout and design that increases connectivity in a neighborhood and improves the directness of routes for vehicles, bicycles, pedestrians, and transit on an open street and multi-modal network providing multiple routes to and from destinations.
5. To achieve flexibility and incentives for residential, non-residential and mixed-use developments which will create a wider range of housing types as well as amenities to meet the ever changing needs of the community.
6. To encourage renewal of older areas in the metropolitan region where new development and restoration are needed to revitalize areas.
7. To permit special consideration of property with outstanding features, including but not limited to historical significance, unusual topography, environmentally sensitive areas and landscape amenities.
8. To provide for a comprehensive review and processing of development proposals for developers and the Metropolitan Development Commission by providing for concurrent review of land use, subdivision, public improvements and siting considerations.
9. To accommodate new site treatments not contemplated in other kinds of districts.

Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

Densities and development of a D-P are regulated and reviewed by the Metropolitan Development Commission. Creative site planning, variety in physical development, and imaginative uses of open space are objectives to be achieved in a D-P district. The D-P district is envisioned as a predominantly residential district, but it may include supportive commercial or industrial development.

C-1 (Office-Buffer) District

The C-1 District is designed to perform two functions: act as a buffer between uses, and provide for a freestanding area that office uses, compatible office-type uses, such as medical and dental facilities, education services, and certain public and semipublic uses may be developed with the assurance that retail and other heavier commercial uses with incompatible characteristics will not impede or disrupt. Since the buildings for office, office-type and public and semipublic uses are typically much less commercial in appearance, landscaped more fully and architecturally more harmonious with residential structures, this district can serve as a buffer between protected districts and more intense commercial or industrial areas/districts - if designed accordingly. This district, with its offices and other buffer type uses, may also be used along certain thoroughfares where a gradual and reasonable transition from existing residential use should occur.

TABLE 742-104-1 C-1 DISTRICT SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum street frontage		50 ft.
SETBACKS		
	METRO	COMPACT
Minimum depth front yard	See Table 744-201-3	10 ft. from existing ROW
Minimum front transitional yard	20 ft.	10 ft.
Maximum front setback	85 ft.	65 ft.
Minimum width of side yard	10 ft.	0 ft.
Minimum side transitional yard	15 ft.	10 ft.
Minimum depth of rear yard	10 ft.	0 ft.
Minimum rear transitional yard	15 ft.	10 ft.
BUILDING STANDARDS		
	METRO	COMPACT
Maximum height buildings and structures	50 ft.	38 ft.
Maximum height along a transitional yard	35 ft.	25 ft.

C-3 (Neighborhood Commercial) District

The C-3 District is for the development of an extensive range of retail sales and personal, professional and business services required to meet the demands of a fully developed residential neighborhood, regardless of its size. Examples of such types of uses include neighborhood shopping centers, sales of retail convenience or durable goods, shopping establishments, retail and personal and professional service establishments. At this neighborhood scale of retail, a fine-grain of accessibility requisite for all modes of travel must be provided and maintained. It does not make provision, however, for those businesses that draw customers in significant numbers from well beyond a neighborhood boundary and are, therefore, unusually heavy traffic generators, such as theaters. It does not allow those businesses that require the outdoor display, sale or storage of merchandise; or require outdoor operations. In general, to achieve maximum flexibility of permitted land use, the C-3 District makes possible a highly varied grouping of indoor retail and business functions.

TABLE 742-104-2 C-3 DISTRICT SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum street frontage		50 ft.
SETBACKS		
	METRO	COMPACT
Minimum depth front yard	See Table 744-201-3	10 ft. from existing ROW
Minimum front transitional yard	20 ft.	10 ft.
Maximum front setback	85 ft.	65 ft.
Minimum width of side yard	0 ft.	0 ft.
Minimum side transitional yard	20 ft.	10 ft.
Minimum depth of rear yard	0 ft.	0 ft.
Minimum rear transitional yard	20 ft.	10 ft.
BUILDING STANDARDS		
	METRO	COMPACT
Maximum height buildings and structures	35 ft.	38 ft.
Maximum height along a transitional yard	18 ft.	25 ft.

C-4 (Community-Regional) District

The C-4 District is designed to provide for the development of major business groupings and regional-size shopping centers to serve a population ranging from a community or neighborhoods to a major segment of the total metropolitan area. These centers may feature a number of large traffic generators such as home improvement stores, department stores, and theatres. Even the smallest of such freestanding uses in this district, as well as commercial centers, require excellent access from major thoroughfares. While these centers are usually characterized by indoor operations, certain permitted uses may have limited outdoor activities, as specified.

TABLE 742-104-3		
C-4 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum street frontage		50 ft.
		SETBACKS
	METRO	COMPACT
Minimum depth front yard	See Table 744-201-3	10 ft. from existing ROW
Minimum front transitional yard	20 ft.	10 ft.
Minimum width of side yard	0 ft.	0 ft.
Minimum side transitional yard	20 ft.	10 ft.
Minimum depth of rear yard	0 ft.	0 ft.
Minimum rear transitional yard	20 ft.	10 ft.
		BUILDING STANDARDS
	METRO	COMPACT
Maximum height buildings and structures	65 ft.	65 ft.
Maximum height along a transitional yard	18 ft.	25 ft.

C-5 (General Commercial) District

The C-5 District is designed to provide areas 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. The types of uses found in this district tend to be outdoor functions, brightly lit, noisy, etc. Therefore, to provide a location where such uses can operate in harmony with the vicinity, the C-5 district should be located on select heavy commercial thoroughfares and should avoid locating adjacent to protected districts.

TABLE 742-104-4		
C-5 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum street frontage		50 ft.
		SETBACKS
	METRO	COMPACT
Minimum depth front yard	See Table 744-201-3	10 ft. from existing ROW
Minimum front transitional yard	20 ft.	10 ft.
Minimum width of side yard	10 ft.	10 ft.
Minimum side transitional yard	20 ft.	15 ft.
Minimum depth of rear yard	10 ft.	10 ft.
Minimum rear transitional yard	20 ft.	15 ft.
		BUILDING STANDARDS
	METRO	COMPACT
Maximum height buildings and structures	65 ft.	65 ft.
Maximum height along a transitional yard	18 ft.	25 ft.

C-7 (High-Intensity Commercial) District

The C-7 District is designed to provide specific areas for commercial uses which have unusually incompatible features relative to other commercial uses, such as major outdoor storage or display of sizeable merchandise and the outdoor parking and storage of trucks, materials or equipment essential to the operation of these uses. Many of these uses generally are not visited by customers, but rather involve service operations from headquarters with some on-site fabrication of parts. The nature of operation or appearance are more compatible with industrial than retail commercial activities. Because of the character and intensity of these uses, this district should be appropriately located on major commercial arterial thoroughfares and near interstate freeways, but not in close association with those commercial activities involving shopping goods, professional services, restaurants, food merchandising, and the like. Due to the intensity of uses, location of this district should never be adjacent to protected districts.

C-S (Special-Commercial) District

The C-S district is a negotiated district established for the following purposes:

To encourage:

- A more creative approach in land planning.
- Superior site and structural design and development.
- An efficient and desirable use of open space.

To provide for a use of land with high functional value.

To assure compatibility of land uses, both within the C-S district and with adjacent areas.

To permit special consideration of property with outstanding features, including, but not limited to, historical, architectural or social significance, unusual topography, landscape amenities, and other special land characteristics.

To provide maximum adaptability and flexibility in zoning and development controls to meet the changing and diverse needs of the metropolitan area.

Development in this negotiated district requires first obtaining rezoning approval from the Metropolitan Development Commission, which frequently entails some negotiation.

The C-S District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. The primary objective of this district is to encourage development which achieves a high degree of excellence in planning, design or function, and can be intermixed, grouped or otherwise uniquely located with maximum cohesiveness and compatibility. The district provides flexibility and procedural economy by permitting the broadest range of land use choices within a single district, while maintaining adequate land use controls. The C-S District can include high-rise or low-rise developments, can be applied to large or small land areas appropriately located throughout the metropolitan area, and can be useful in areas of urban renewal or redevelopment.

Development site plans should incorporate and promote environmental considerations, working within the constraints and advantages presented by existing site considerations, including vegetation, topography, drainage and wildlife.

TABLE 742-104-5 C-7 DISTRICT SELECTED DIMENSIONAL STANDARDS		
		LOT STANDARDS
Minimum street frontage		50 ft.
		SETBACKS
		METRO
		COMPACT
Minimum depth front yard	See Table 744-201-3	10 ft. from existing ROW
Minimum front transitional yard	20 ft.	10 ft.
Minimum width of side yard	10 ft.	10 ft.
Minimum side transitional yard	40 ft.	20 ft.
Minimum depth of rear yard	10 ft.	10 ft.
Minimum rear transitional yard	40 ft.	20 ft.
		BUILDING STANDARDS
		METRO
		COMPACT
Maximum height buildings and structures	35 ft.	38 ft.
Maximum height along a transitional yard	18 ft.	25 ft.

Mixed-Use One District (MU-1)

The MU-1 District is intended for the development of high-rise office uses and apartments intermixed, grouped in varying combinations or provided in the same building. MU-1 is designed for use along arterials with both high-traffic counts and positive pedestrian experience or demand. Appropriate settings for the MU-1 district include the midtown and uptown areas of the city, very near rapid transit stops, or in the midst of high intensity regional commercial complexes.

Mixed-Use Two District (MU-2)

The MU-2 District is intended to accommodate a mix of residential uses, offices, personal services, retail, and eating & drinking businesses that typically do not draw customers from beyond their neighborhood boundaries and do not generate substantial vehicle traffic. The corridor development pattern of the MU-2 district is neighborhood-focused; supportive of safe, vibrant pedestrian activity; and offers additional housing options. Application of the MU-2 district is for use in older urban commercial areas that are located adjacent to established residential neighborhoods extending along segments of primary and secondary thoroughfares. It can also be used in newer areas to replicate those building patterns found in older parts of the city. In order to perform its neighborhood focus, floor areas are restricted, auto-related uses minimized, and building details and other similar amenities are scaled to the pedestrian.

TABLE 742-105-1	
MU-1 DISTRICT	
SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	50 ft.
SETBACKS	
Minimum front setback	12 ft.
Maximum front setback	40 ft.
Minimum front transitional yard	20 ft.
Minimum side yard	10 ft.
Minimum side transitional yard	15 ft.
Minimum rear yard	10 ft.
Minimum rear transitional yard	15 ft.
BUILDING STANDARDS	
Minimum building height	25 ft.
Maximum building height	unlimited
Minimum transitional building height	25 ft.
Maximum transitional building height	45 ft.

TABLE 742-105-2	
MU-2 DISTRICT	
SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	50 ft.
SETBACKS	
Minimum front setback	5 ft.
Maximum front setback	20 ft.
Minimum front transitional yard	12 ft.
Minimum side yard	0 ft.
Minimum side transitional yard	15 ft.; 10 ft. if abutting alley
Minimum rear yard	0 ft.
Minimum rear transitional yard	15 ft.; 10 ft. if abutting alley
BUILDING STANDARDS	
Minimum building height	18 ft.
Maximum building height	35 ft.
Minimum transitional building height	18 ft.
Maximum transitional building height	35 ft.

Mixed-Use Three District (MU-3)

The Mixed-Use Three District is intended for compact, mixed-use village development comprised of moderate and high-density housing complemented by a high level of variety of retail, consumer services, jobs, and public uses, at development intensities that accommodate all modes of transportation with particular attention to the pedestrian. The MU-3 district requires intensities and patterns of development with investment in public spaces that support safe, vibrant pedestrian activity and a variety of housing options, and to ensure that buildings and building additions are conveniently accessible to pedestrians. The location of an MU-3 district is (a) along key transportation corridors, or (b) within ¼-mile and ½-mile of a Transit Station or Transit Stop. The MU-3 district is to be adopted for limited locations with a minimum distance from other MU-3 districts, solitary MU-4 districts, and other commercial areas by at least ½-mile or more. The MU-3 district shall only be applied following the adoption of a village land use plan for the area by the Commission.

TABLE 742-105-3 MU-3 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	unrestricted
Minimum open space	20%
Maximum open space	50%
SETBACKS	
Minimum front setback	0 ft.
Maximum front setback	12 ft.
Minimum front transitional yard	12 ft.
Minimum side yard	0 ft.
Minimum side transitional yard	10 ft.; 10 ft. if abutting alley
Minimum rear yard	0 ft.
Minimum rear transitional yard	10 ft. 10 ft. if abutting alley
BUILDING STANDARDS	
Minimum building height	18 ft.
Maximum building height	50 ft.; 75 ft. with bonus
Minimum transitional building height	18 ft.
Maximum transitional building height	35 ft.

Mixed-Use Four District (MU-4)

The Mixed-Use Four District is intended for transit-supportive and transit oriented development (TOD) that includes residential and nonresidential uses. The location of an MU-4 district is on a Transit Emphasis Corridor and includes an existing or planned Transit Station. The MU-4 district is a compact district of approximately 25 acres that requires intensities and patterns of development that support vibrant pedestrian activity and the use of transit. The MU-4 district is to be adopted for limited locations with a minimum distance between MU-4 districts of at least ½ mile or more. The application of the MU-4 district shall only be applied following the adoption of a village land use plan for the area by the Commission.

TABLE 742-105-6 MU-4 DISTRICT SELECTED DIMENSIONAL STANDARDS	
LOT STANDARDS	
Minimum street frontage	Unrestricted
Minimum open space	10%
Maximum open space	40%
SETBACKS	
Minimum front setback	0 ft.
Maximum front setback	12 ft.
Minimum front transitional yard	12 ft.
Minimum side yard	0 ft.
Minimum side transitional yard	10 ft.; 10 ft. if abutting alley
Minimum rear yard	0 ft.
Minimum rear transitional yard	10 ft. 10 ft. if abutting alley
BUILDING STANDARDS	
Minimum building height	35 ft.
Maximum building height	50 ft.; 90 ft. with bonuses
Minimum transitional building height	25 ft.
Maximum transitional building height	50 ft.

Central Business District One (CBD-1)

The CBD-1 district is for the area containing the Soldiers and Sailors Monument and the blocks surrounding the monument. Designed to protect the ambience and spectacular view of the monument, the district also provides for a robust and diverse accumulation of business in the city's highest-density development pattern. It is a pedestrian oriented environment and establishes much of the image of Indianapolis. To foster the highly pedestrian environment and maximize land efficiency, off-street parking is not required, vehicle accommodations are strictly limited, and surface parking is prohibited.

Central Business District Two (CBD-2)

The CBD-2 district is for the general downtown area of Indianapolis, surrounding the CBD-1 and CBD-3 districts. The district represents the typical urban core of Indianapolis to be developed at very high density. It is a pedestrian oriented environment that is also the focus of the City's transit system providing excellent accessibility. The grid pattern of streets are mostly high volume arterials which function efficiently due to the service areas being accessed by a thorough network of alleys. The CBD-2 district accommodates a diverse mixture of uses including residential, retail, restaurants, entertainment, major public facilities, major convention facilities, sports venues, hotels and memorials.

Central Business District Three (CBD-3)

The CBD-3 district is for the area surrounding the American Legion Mall extending down to the CBD-1 district. To foster the highly pedestrian environment and maximize land efficiency, vehicle accommodations are strictly limited, and surface parking is prohibited. The district is designed to protect the views of landmarks, monuments and plazas that are public assets, specifically views of the Soldiers and Sailors Monument, the Capitol Building, the World War Memorial plaza, the public library, and Meridian Street. Pedestrian activity is encouraged both by the presence of pedestrian facilities like sidewalks as well as by the environment through which the pedestrian passes, such as an active grade level street front, trees and landscaping, maintaining a sense of defined urban space that is safe and highly legible.

TABLE 742-106-1

CBD-1 DISTRICT

SELECTED DIMENSIONAL STANDARDS

LOT STANDARDS	
Maximum lot coverage	100 %
SETBACKS	
Minimum front setback	n/a
Minimum width of side yard	n/a
Minimum depth of rear yard	n/a
If a setback is provided on rear or side lot line <u>not</u> abutting an alley	10 feet
BUILDING STANDARDS	
Sky exposure planes 1 and 3	See Diagrams T and V

TABLE 742-106-2

CBD-2 DISTRICT

SELECTED DIMENSIONAL STANDARDS

LOT STANDARDS	
Maximum lot coverage	100 %
SETBACKS	
Minimum front setback	n/a
Minimum width of side yard	n/a
Minimum depth of rear yard	n/a
If a setback is provided on rear or side lot line <u>not</u> abutting an alley	10 feet
BUILDING STANDARDS	
Sky exposure planes 1 and 2	See Diagrams S and T

TABLE 742-106-3

CBD-3 DISTRICT

SELECTED DIMENSIONAL STANDARDS

LOT STANDARDS	
Maximum lot coverage	100 %
SETBACKS	
Minimum front setback	n/a
Minimum width of side yard	n/a
Minimum depth of rear yard	n/a
If a setback is provided on rear or side lot line <u>not</u> abutting an alley	10 feet
BUILDING STANDARDS	
Sky exposure plane	n/a

Central Business District–Special Development (CBD-S)

The CBD-S district is a negotiated district in which development requires first obtaining rezoning approval from the Metropolitan Development Commission, which frequently entails some negotiation. Development in the CBD-S District is required to:

Be so planned, designed, constructed and maintained as to create a superior land development, in conformity with the Comprehensive Plan;

Create and maintain a desirable, efficient and economical use of land with high functional and aesthetic value, attractiveness and compatibility of land uses, within the district and with adjacent uses;

Provide sufficient and well-designed access, parking and loading areas;

Provide traffic control and street plan integration with existing and planned public streets and interior access roads;

Provide adequately for sanitation, drainage and public utilities; and

Allocate adequate area for all uses proposed, the design, character, grade, location and orientation thereof to be appropriate for the uses proposed, logically related to existing and proposed topographical and other conditions, and consistent with the Comprehensive Plan for Marion County, Indiana.

Restricted Industrial District (I-1)

The I-1 district is designed for those industries that present the least risk to the public. In the I-1 district, uses carry on their entire operation within a completely enclosed building in such a manner that no nuisance factor is created or emitted outside the enclosed building. No storage of raw materials, manufactured products, or any other materials is permitted in the open space around the buildings. Loading and unloading berths are completely enclosed or shielded by solid screening. This district has strict controls on the intensity of land use providing protection of each industry from the encroachment of other industries. It is usually located adjacent to protected districts and may serve as a buffer between heavier industrial districts and business or protected districts.

Light Industrial District (I-2)

The I-2 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. Outdoor operations and storage are completely screened if adjacent to protected districts, and are limited throughout the district to a percentage of the total operation. Wherever possible, this district is located between a protected district and a heavier industrial area to serve as a buffer. For application to the older industrial districts within the central city, standards specifically accommodate the use of shallow industrial lots.

TABLE 742-107-1		
I-1 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
	COMPACT	METRO
LOT STANDARDS		
Minimum street frontage	35 ft.	75 ft.
SETBACKS		
Minimum depth front yard	See Table 744-201-6	See Table 744-201-6
Minimum front transitional yard	30 ft.	100 ft.
Minimum width of side yard	10 ft.	30 ft.
Minimum side transitional yard	30 ft.	50 ft.
Minimum depth of rear yard	10 ft.	30 ft.
Minimum rear transitional yard	30 ft.	50 ft.
BUILDING STANDARDS		
Maximum building height	40 ft.	40 ft.
Maximum building height along transitional yard	22 ft.	22 ft.

TABLE 742-107-2		
I-2 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
	COMPACT	METRO
LOT STANDARDS		
Minimum street frontage	35 ft.	75 ft.
SETBACKS		
Minimum depth front yard	See Table 744-201-6	See Table 744-201-6
Minimum front transitional yard	30 ft.	100 ft.
Minimum width of side yard	10 ft.	30 ft.
Minimum side transitional yard	30 ft.	50 ft.
Minimum depth of rear yard	10 ft.	30 ft.
Minimum rear transitional yard	30 ft.	50 ft.
BUILDING STANDARDS		
Maximum building height	50 ft.	50 ft.
Maximum building height along transitional yard	22 ft.	22 ft.

Medium Industrial District (I-3)

The I-3 district is an intermediate district for industries that present moderate risks to the general public. Wherever practical, this district should be away from protected districts and buffered by intervening lighter industrial districts. Where this district abuts protected districts, setbacks are large and enclosure of activities and storage is required.

Heavy Industrial District (I-4)

The I-4 district is for those heavy industrial uses which present an elevated risk to the general public and are typically characterized by factors that would be exceedingly difficult, expensive or impossible to eliminate. These industries are therefore buffered by a sizeable area to minimize any detrimental aspects. The development standards and performance standards reflect the recognition of these problems. Location of this district should be as far as possible from protected districts and environmentally sensitive areas as practical and never be adjacent to protected districts.

TABLE 742-107-3		
I-3 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
	COMPACT	METRO
LOT STANDARDS		
Minimum street frontage	35 ft.	75 ft.
SETBACKS		
Minimum depth front yard	See Table 744-201-6	See Table 744-201-6
Minimum front transitional yard	40 ft.	150 ft.
Minimum width of side yard	10 ft.	30 ft.
Minimum side transitional yard	40 ft.	100 ft.
Minimum depth of rear yard	10 ft.	30 ft.
Minimum rear transitional yard	40 ft.	100 ft.
BUILDING STANDARDS		
Maximum building height along transitional yard	35 ft.	35 ft.

TABLE 742-107-4		
I-4 DISTRICT		
SELECTED DIMENSIONAL STANDARDS		
	COMPACT	METRO
LOT STANDARDS		
Minimum street frontage	35 ft.	75 ft.
SETBACKS		
Minimum depth front yard	See Table 744-201-6	See Table 744-201-6
Minimum front transitional yard	50 ft.	200 ft.
Minimum width of side yard	20 ft.	30 ft.
Minimum side transitional yard	50 ft.	150 ft.
Minimum depth of rear yard	20 ft.	30 ft.
Minimum rear transitional yard	50 ft.	150 ft.
BUILDING STANDARDS		
Maximum building height along transitional yard	35 ft.	35 ft.

Development Plan Districts

Hospital Districts

The **HD-1** District is designed to permit and facilitate the development, expansion, and modernization of a major hospital complex or campus, in which a diversity of uses, functions, and facilities is necessary to best perform the hospital's various services to the public; and further to permit appropriate land use modifications as necessary to facilitate the highest level of such service.

The **HD-2** District is designed to: (1) permit and facilitate the logical association of a diversity of land uses in close proximity to a major hospital complex; (2) to provide adequate land area for such hospital-related uses; and (3) to assure a quality and character of site development that will create the environment of safety, quietness, attractiveness and convenience compatible with such hospital complex.

Park Districts

The **PK-1** District permits the development of park, playground or greenway that is open to the public.

The **PK-2** District is intended to be located adjacent or in proximity to a regional park, designed for uses that are compatible with the park and park function, and developed in a park-like manner or complementary to the park setting.

University Quarter Districts

The **UQ-1** District is designed to permit and facilitate the development, expansion, and modernization of a large, university or college campus.

The **UQ-2** District is designed to permit and facilitate the development of university-related housing, such as fraternity and sorority houses, university dormitories, and student apartments, that are orderly and compatible with the campus and the surrounding neighborhood.

Speedway Districts

The **SZ-1** (Speedway Main Street) District is intended to serve as the primary identity for the Town of Speedway. The **SZ-1** District is designed to permit and facilitate a healthy social and economic environment for residents and visitors of all ages that is a pedestrian-oriented place with active street life focusing on restaurants, personal services, and shopping while the upper stories provide a diverse range of office space and urban-style housing, as well as common space for community gatherings and racing-season activities. All buildings within the **SZ-1** District shall contribute to creating a relatively continuous street wall and create a pedestrian oriented sense of enclosure and place. Building heights and signs may vary from one property to the next; however, a general consistency shall be retained in order to create a continuous sense of character within the district. Sidewalks, pedestrian pathways, and parking areas shall give particular attention to streetscape, landscape continuity, and lighting.

The **SZ-2** (Speedway Industrial) District is designed to permit and facilitate uses that are significant employment generators. The **SZ-2** District is designed to permit and facilitate a diverse mix of light and moderate industrial uses, some automobile-related commercial activities, and commercial entertainment while preserving the aesthetics of the community. The **SZ-2** District utilizes sustainable development techniques to both reduce the environmental impact and increase the intensity of development. For illustrative purposes, such uses include wholesale activities, warehouses, manufacturing, compounding, processing, packaging, assembly, or treatment of finished or semi-finished products from previously-prepared material, as well as racing, sports and entertainment operations.