

GARY LAKEFRONT DISTRICT PLAN

Prepared For: USEPA and City of Gary, Indiana

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Final

ZONING AND FORM-
BASED CODES



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INTRODUCTION

BACKGROUND

The Lakefront District Plan will create zoning and land use design guidance to facilitate redevelopment through as-of-right zoning, recommending hybrid form-based code elements for incorporation into the existing code. This plan follows a multiple-year effort in planning for the redevelopment of the area immediately surrounded by the Indiana Dunes Lakefront and Miller Train Station including portions of the Glen Ryan, Miller and Aetna Neighborhoods. Specifically, this plan builds upon the Lakefront District Revitalization Strategy, which was created in 2015 under the guidance of the Gary Northside Redevelopment Project (GNRP), a U.S. Environmental Protection Agency (EPA), U.S. Department of Housing and Urban Development (HUD), and City of Gary led cross-agency partnership designed to revitalize this highly impacted area within Gary, Indiana. The Lakefront District Revitalization Strategy identified as a key finding that the current combination of road and rail transportation infrastructure effectively divides the neighborhoods lying to the north and south of Route 20. Additional factors impeding revitalization include blight and disinvestment along Route 20, lack of retail options along Route 20, lack of walkability that discourages pedestrian activity, and delays in navigating Gary's municipal zoning and building permitting processes among other factors.

The Lakefront District Revitalization Strategy proposed several actions to encourage a more pedestrian friendly environment along and adjacent to Route 20 that creates better connectivity between the residential areas and the train station and is conducive to the long range goals of promoting transit-oriented development (TOD) within the Lakefront District. As one of these actions, the new zoning and land use design guidance proposed in this plan will serve to promote development by creating a well thought out regulatory environment that promotes and encourages market driven projects. This will assist in establishing a unified Lakefront District that creates development activities that focus on new retail, commercial, industrial, and a diversity of housing opportunities, all of which connect to the existing assets in the Lakefront District.

LAKEFRONT DISTRICT PLAN OVERVIEW

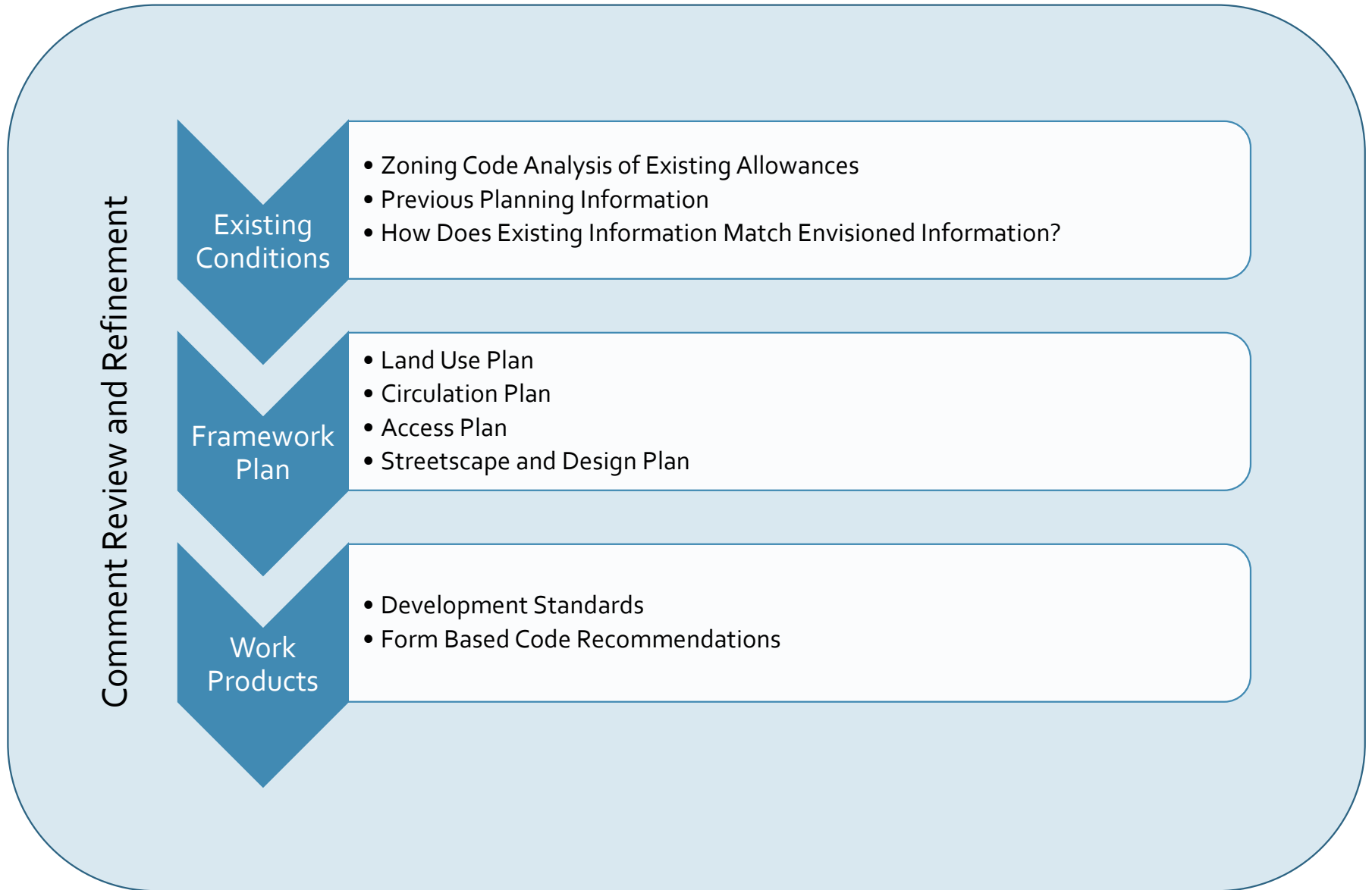
Possibilities for how the Lakefront District can change and grow have evolved over the past years, with state, regional, and local entities approving key infrastructure changes which serve as triggers for the next phase of new development. These triggers include the modification of the existing rail alignment and closing a portion of Route 12 redundant with Route 20 to the west of Lake Street. After key decision-makers at all levels approved these actions, the redevelopment planning team could imagine a new future for this transit-oriented area.

Using the rail realignment and Route 12 section closing as catalysts, this redevelopment team worked on laying the regulatory framework for the future business case decisions for redevelopment. Included herein is an assessment of the current development framework from a land use and zoning perspective, vision for redevelopment, and proposed modifications and additions to these regulations. These elements are provided in a plan and hybrid form-based code format, setting streetscape and development standards for form while also providing for the regulation of land use. The goal of this plan is to present a clear vision of redevelopment and associated regulations which enable the City of Gary to enact a land use approval process that is objective, succinct, and predictable for site owners and developers seeking to redevelop. In order to encourage and maximize redevelopment potential, investors and developers must be able to easily translate the building regulations into the urban form on the ground. The regulations must incentivize developers to build the vision of the plan while also providing a predictable decision-making and approval process.

In order to achieve this goal, the plan presents an approach which details development standards and guidelines by Districts, where the envisioned character is similar within each area. Following the lead of previous planning efforts within this multi-year project, the redevelopment design is centered on a realigned track, relocated station and closed portion of Route 12 west of Lake Street, creating a node around which a TOD can create a sense of cohesion for currently disparate neighborhoods. Development intensity is envisioned to be centered at the station, gradually decreasing out both east and west along Route 20. This continuum of development should provide multiple opportunities for connecting neighborhoods to the north and south of Route 20 to new and improved uses while also encouraging multiple levels of residential development and pedestrian networks.

Figure 1 below highlights the process of this planning effort, noting key outcomes from phases of the plan as well as the ongoing community interaction and feedback loop.

FIGURE 1: LAKEFRONT DISTRICT ZONING PLAN PROCESS



EXISTING CONDITIONS

EXISTING ZONING CATEGORIES AND LAND USES WITHIN STUDY AREA

B1 – LIMITED RETAIL – Intended for the most basic of retail functions, the B-1 zone allows a parcel with its use that is the smallest of the business retail designations. The parcel has a maximum gross floor area of 12,500SF. With a minimum lot size of only 5,000SF and minimum width of 40', this designation covers businesses that deal directly with customers and has no more than 3 employees in addition to its manager working on its premises. Drive thru services are not permitted, and business must be conducted within enclosed buildings. Residential living is allowed above the ground floor in B-1, with a minimum living area of 1,200SF.

B2 – GENERAL RETAIL – Differing from Limited Retail only in its lot size dimensions, this zone allows larger retail and business uses than B1. While the maximum gross floor area remains 12,500SF as in B1, the percentage of it devoted to retail is larger. With minimum lot sizes of 7,500SF and minimum lot widths of 60', this zone can accommodate a larger business building footprint. Residential living is smaller than B1, with a minimum living area of 1,000SF. This encourages primarily business use within structures in this zone. Many additional uses beyond B1 are also permitted in B2.

B3 – LIMITED SERVICE – Larger still than B2, the B3 zone has a maximum gross floor area of 15,000SF, reflecting a movement from smaller scale retail to more medium scale businesses. The minimum lot size is 10,000SF with a minimum width of 75', with a residential use minimum of 1,200SF. This zone allows drive thru establishments as well as most other possible business retail.

B5 – WHOLESALE AND MOTOR VEHICLE –The B5 zone focuses on land uses which are in the primary business of production, processing, testing or repair. The maximum gross floor area is 6,250SF for B5-1 or 9,375SF for B5-2. The minimum lot size is 5,000SF and lot width 40'. Residential units are permitted above ground floor, with minimum living area of 1,200SF.

R1 – SINGLE-FAMILY RESIDENTIAL – The R-1 zone permits development of a detached residential unit. With the minimum lot size of 5,000SF and minimum lot width of 59' at the building line, this zone encourages single or multi-story dwellings. The maximum building coverage is 40% of lot size. Permitted uses are few, including only residential, non-boarding schools, temporary construction buildings, and agricultural uses, excluding poultry and livestock. Beauty shops existing before 2010 are grandfathered into this zone. Many other uses are considered on a special use permit basis, primarily including other sensitive land uses such as churches and hospitals. Parking is required in the R-1, at a ratio of 1 parking spot per unit for residential use on the same lot as the dwelling.

R2 – SINGLE-FAMILY RESIDENTIAL – Similar in use to the R-1 Zone, R-2 allows for decreased intensity of development on the lot. A minimum lot size of 6,000SF with a minimum lot width of 50' at the building line governs this zone. The maximum building coverage is 35% of the lot size. Thus, a larger minimum lot and smaller lot coverage results in a less developed parcel. Parking requirements, permitted uses, and special uses are the same as in R-1.

R4 – TWO-FAMILY RESIDENTIAL – This zone is the first of residential categories to allow more than one family in a detached dwelling unit. More commonly known as a duplex, residences must be detached in R-4. Lot sizes and coverage allowances are the same as for R-1, but two families would live in the same envelope. Minimum lot size is 5,000SF with a minimum width of 40' at the building line. Maximum building coverage is 40% of lot size. As with R-1 as well, one parking space is required for each dwelling unit and must be located on the same lot. Two-family dwellings are allowed as permitted uses, and multi-family units are allowed as transitional uses. Thus, the density and intensity of this zone is greater than the Single-Family zone.

R6 – MULTIPLE FAMILY RESIDENTIAL – This zone has the potential for the greatest density and intensity of the residential zones. Permitting multiple family dwellings on lots with a minimum lot size of 7,500SF and minimum lot width of 60', this zone has the highest maximum floor area ratio (FAR) of a 2.0. Maximum building coverage is 40%, like most residential zones. But, the ability to build up makes this only maximized in the end by its FAR. The parking ratio for multifamily is 0.75 spaces per unit, or 0.5 for efficiency units. Permitted uses expand greatly when moving from single-family to multi-family. Many types of sensitive land uses are allowed, including the existing use within this study area, an independent senior living facility.

M1-1 – LIMITED MANUFACTURING – There are no size requirements within the M-1 zone. A maximum FAR of 1.0 exists, but there is no restriction on parcel size. Setbacks from the roadway are minimal. Buildings in which business, production, and servicing take place must be enclosed, and storage must be enclosed by solid walls or fences at least 8' high. Sound and odor emission requirements follow public nuisance regulations, and any process creating heavy vibrations must be setback from the lot line 500'.

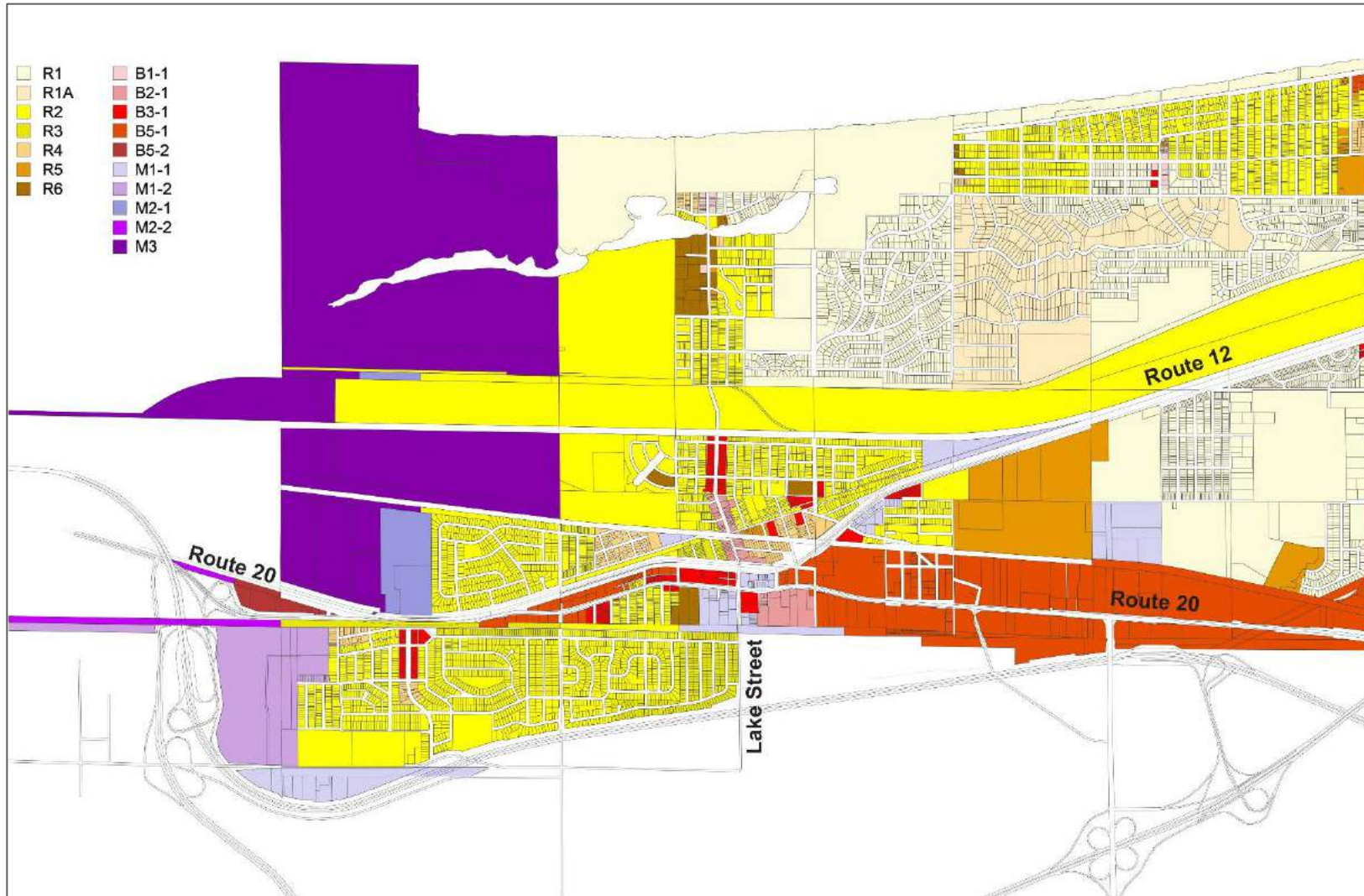
M1-2 – GENERAL MANUFACTURING – The M-2 zone is similar in nature to M-1, but with a larger FAR of 1.5 which could result in potentially higher intensity of development. Additionally, the vibration setback is less in M-2, at 300' from a property boundary and 150' from the boundary of an M-1 district.

EXISTING ZONING – LAKEFRONT DISTRICT PLAN AREA

The existing zoning reflects a majority of residential uses within the study area, mostly in the single-family category. Business uses are also ever-present, clustered primarily around the Route 20 corridor. Bordering the study area to the northwest, the majority of industrial zoned lands are large parcels of manufacturing land. Curiously, a mixture of small business retail and light industrial zoned lands are located near the epicenter of the planning area, the Miller Train Station (See Figure 2). The current zoning designations in the study area permit areas of single-family residential along Route 20, as well as focusing higher intensities of development on the outside edges of the area at the furthest distance from the Miller Train Station.

The current permitted distribution of development density is exactly the opposite to that of a TOD district where greater development densities and a mix of residential and commercial uses occur at the areas nearer the train station and lower development densities are located further from the train station. Similarly, the presence of single-family residential zoning along Route 20 is completely inconsistent if not incompatible with the type of development, land use and development density that is anticipated to occur along this corridor.

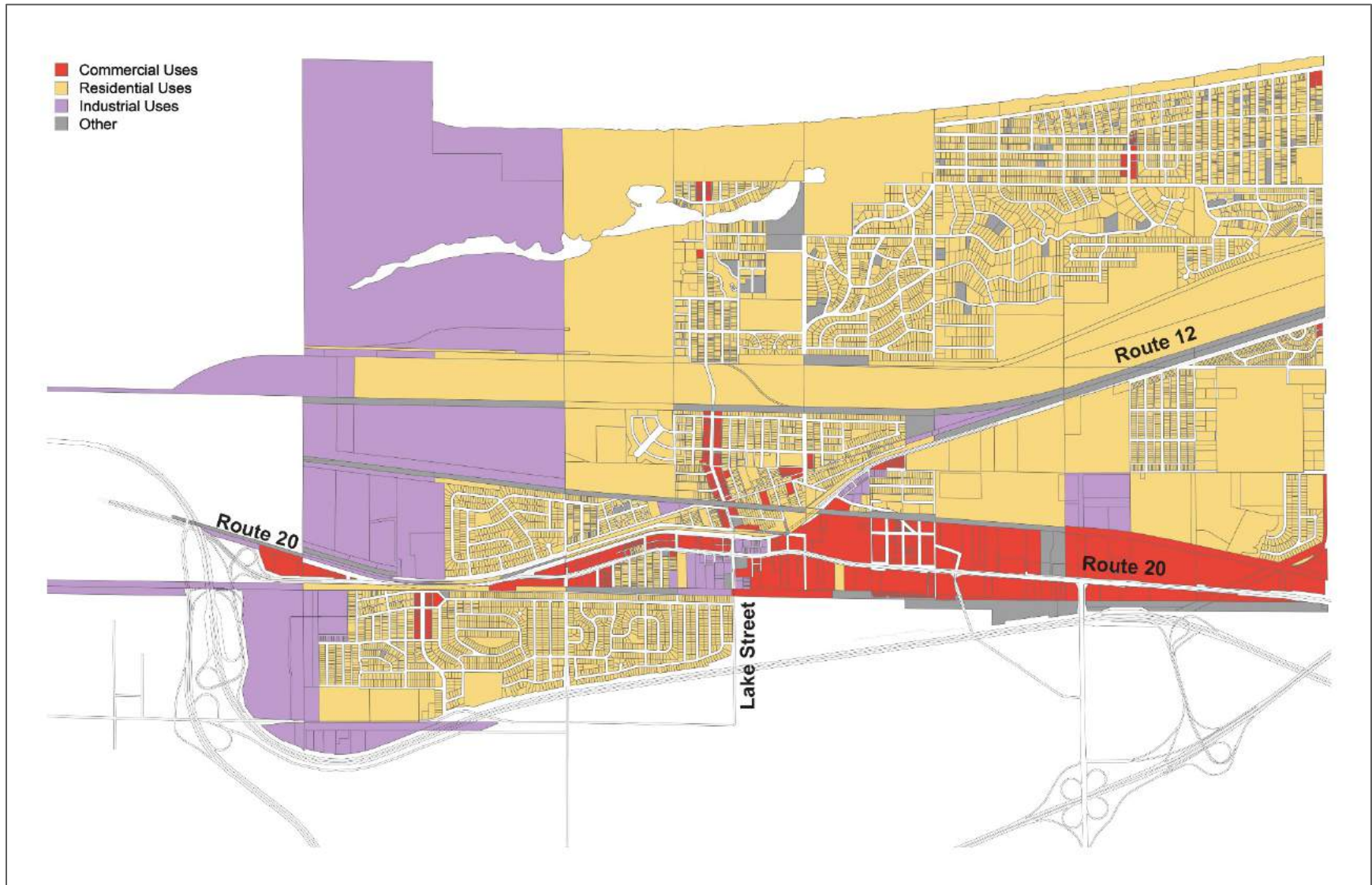
FIGURE 2: EXISTING ZONING – LAKEFRONT DISTRICT AREA



EXISTING GENERALIZED LAND USES - LAKEFRONT DISTRICT PLAN AREA

The land use plan establishes a pattern of land uses based around transportation corridors and open spaces rather than using the roads and parks to separate different land uses. The land use plan promotes a more unified land use pattern along Route 20 where there currently exists a wide diversity of land uses and zoning designations (See Figure 3). The plan promotes a consistent pattern of residential above commercial development along both sides of Route 20. Further from the train station, and along the eastern segment of Route 20 in particular, light industrial uses are located, which reflects established land use patterns in this area. Neighborhood scaled commercial areas are maintained along Lake and Aetna Streets at points adjacent to Route 20. High density residential and commercial uses are proposed for areas immediately adjacent to and within walking distance of the train station. These higher density uses are combined with a reduction to existing parking requirements because of their presence next to public transit.

FIGURE 3: GENERALIZED EXISTING LAND USE – LAKEFRONT DISTRICT AREA



STREETSCAPE AND DESIGN ELEMENTS

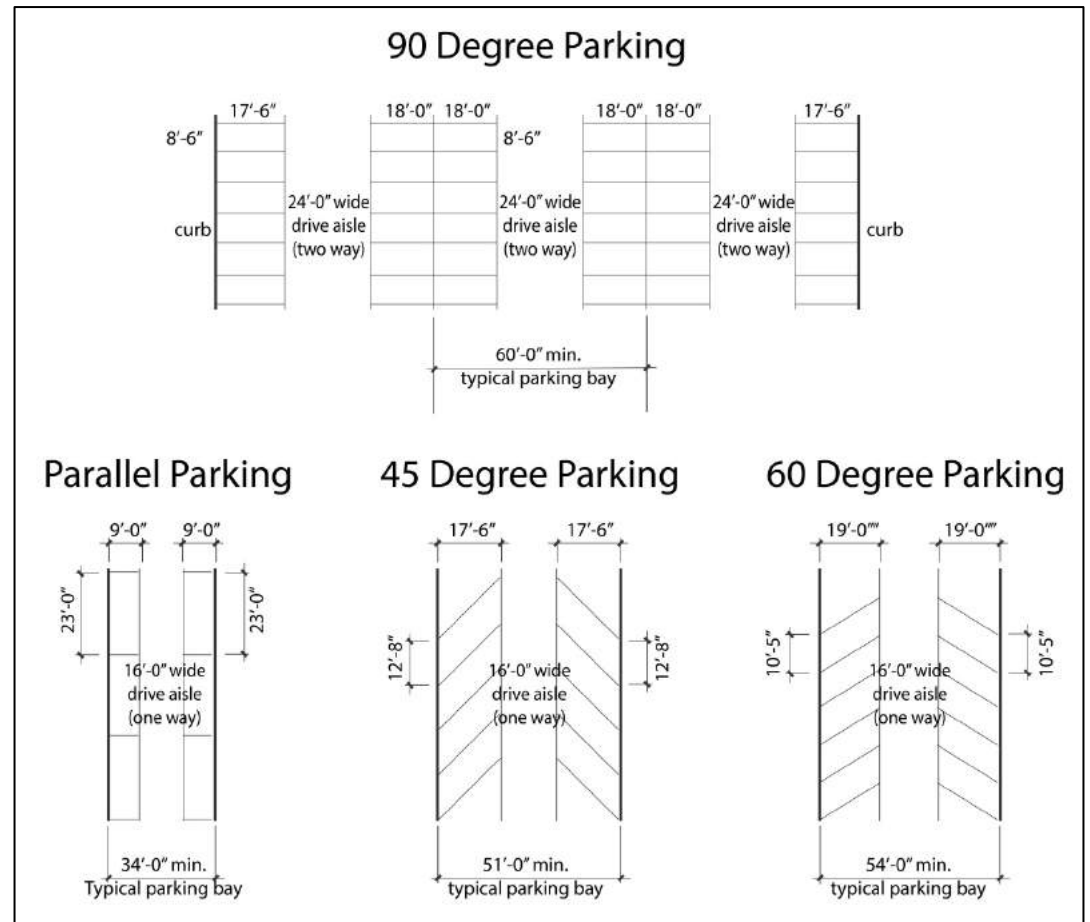
PARKING DENSITY AND ALIGNMENT

Parking requirements within the zoning Districts are per Gary zoning code, except in those instances noted below. The amount of parking is governed by the code, although alignment is not. Several types of parking exist within the study area, which generally fall into different standard categories as shown in Figure 4. Street parking and parking lots are all present in different areas and to different intensities.

STREETSCAPE DESIGN

The existing codes for Gary do not specify streetscape design guidelines. However, several plans have been developed in the recent past upon which the recommendations in this plan are built. Both the East Lakefront District Corridor Report and the Green Infrastructure Report highlighted specific recommendations for streetscape design. These plans include discussions of specific neighborhood-based green infrastructure, wayfinding, and signage which would contribute to developing a cohesive place-based character within the Lakefront District.

FIGURE 4: SAMPLE PARKING ALIGNMENTS

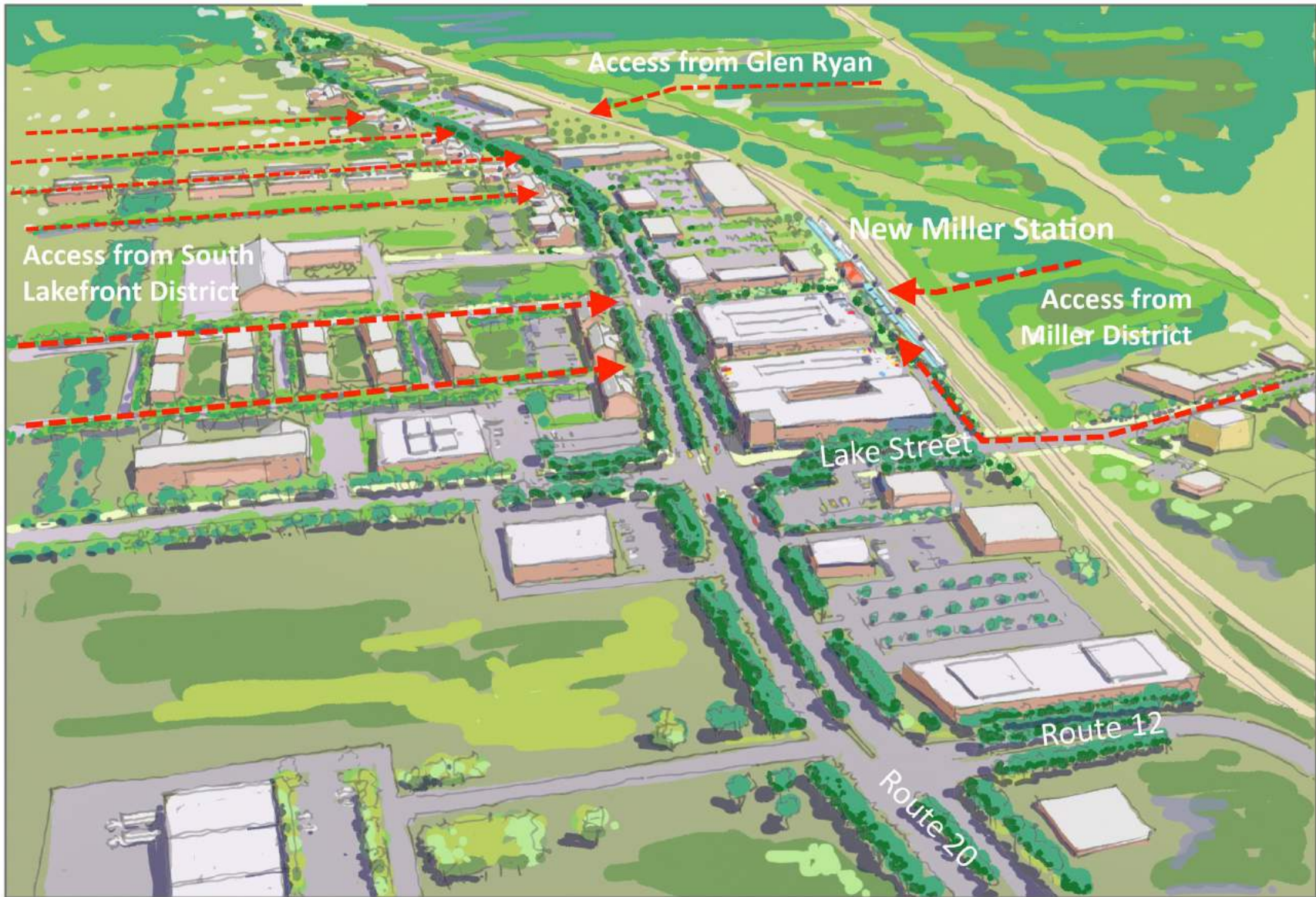


ACCESS PLAN

STREET EXTENSIONS INTO AETNA

One of the main goals guiding this TOD effort is to integrate the Aetna neighborhood located south of Route 20 into one community with the existing neighborhoods within the study area. The existing transportation network currently moves cars into the Aetna neighborhood, but does not easily provide egress. Straight north/south connections from Route 20 are needed to ensure easier access for residents to the new areas envisioned for redevelopment along the Route 20 corridor (See Figure 5). Opening the north/south streets to Route 20 will also enhance security within the neighborhood, minimizing dead end streets and areas difficult for law enforcement to access. Residents will have greater opportunities for both vehicular and pedestrian movement to the service commercial and office developments, as well as the commuter rail station.

FIGURE 5: KEY ACCESS POINTS FOR CONCEPTUAL DEVELOPMENT AND NEIGHBORHOOD INTEGRATION – LAKEFRONT DISTRICT AREA



ROUTE 12 SEGMENT CLOSING

Closing the segment of Route 12 which runs parallel to Route 20 for approximately a mile from a point east of Lake Street to the intersection of Route 12 and Route 20 provides benefits in terms of reduced road maintenance, enhanced opportunities for site aggregation to attract certain types of redevelopment, and a straighter track alignment for increased rail operations. The Indiana Department of Transportation supports closing this stretch to save annual maintenance costs of nearly \$1M. Closing this segment also allows the straightening of the commuter rail track, which would coincide with the new designation as a commuter station. This straightening, married with the closure, will create larger development parcels when combined with existing ones to the north and south of the new station. The location of these new, larger parcels, will be in higher demand from developers who want transit accessible parcels.

SHIFTING THE RAIL ALIGNMENT

Developed during the early phases of work on the Lakefront District, the concept for shifting the rail alignment required multiple levels of interagency coordination and stakeholder buy-in. As discussed above, this realignment proposal depends upon the closing of the Route 12 segment parallel to Route 20 near Miller Train Station (See Figure 6). The Northern Indiana Commuter Transportation District (NICTD) worked with the City of Gary and EPA to assess the effects of the realignment within the context of its current commuter rail service and other regional stations. The redevelopment opportunities envisioned as part of this effort provided an impetus for the realignment and Route 12 closure. While first considering a downshift in service to Gary, the Route 12 closure provided a new opportunity to NICTD for enhanced service to a region with increasing potential to attract commuting millennials. NICTD is now analyzing the track realignment in detail.

FIGURE 6: RAIL REALIGNMENT AND HIGHWAY CLOSING ACTIONS

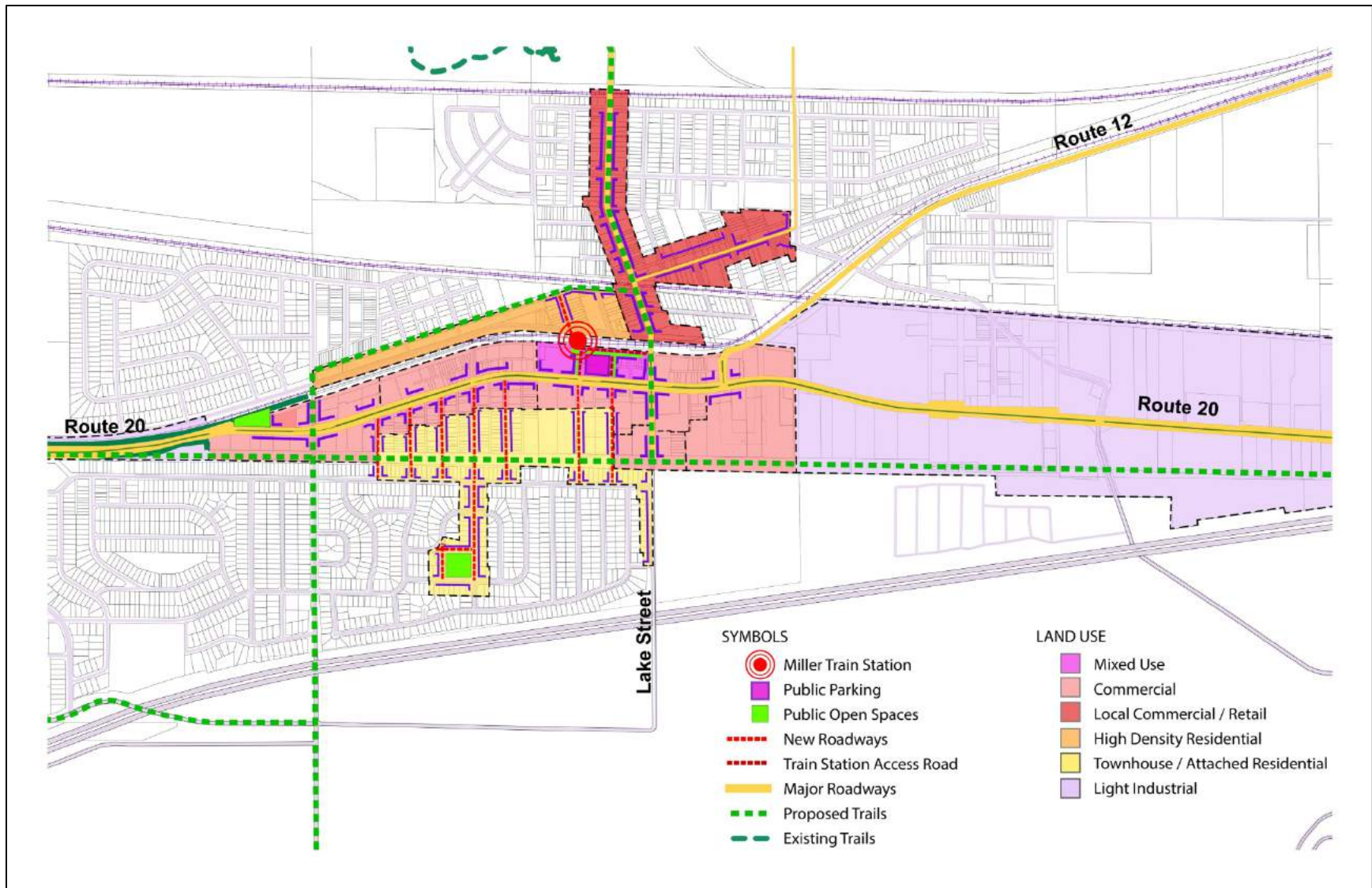


CRAFTING A VISION OF REDEVELOPMENT

FRAMEWORK PLAN

The Framework Plan coordinates the land use, circulation and public actions plans to create a solid transit-oriented district with the Miller Train Station at its center. The circulation, land use, zoning and public actions plans all reflect the basic principles identified in the Framework Plan. Located at the epicenter of the Lakefront District, the Miller Train Station is the clear focus of the Framework Plan (See Figure 7). Route 20 and Lake Street provide the armature for the Framework Plan and the Miller Train Station establishes the center. The plan aims to promote higher density, mixed use development within the areas within walking distance of the train station, and locate lower density commercial and industrial uses to areas at the periphery of the area. This transition is reflected in the design of the proposed Route 20 corridor whereby the highway changes from a predominantly landscaped and wooded character at the periphery of the study area to one with more frequent buildings and a distinctly more urban, pedestrian character near the train station. To increase interconnectivity within the Lakefront District and to promote pedestrian movement, new landscaping and sidewalks are to be incorporated along all major roadways and highways. Additionally, several new north-south streets are introduced to improve pedestrian access between the South Lakefront District, the commercial uses on Route 20 and the Miller Train Station. Existing public parks and open spaces are improved at key locations in the South Lakefront District and the Lake Street / Miller neighborhood to reinforce and establish a symbolic and physical focal point for these communities.

FIGURE 7: DEVELOPMENT FRAMEWORK – LAKEFRONT DISTRICT AREA



CIRCULATION PLAN

The train station is the clear focus for the circulation plan, the land use and the zoning plans (See Figure 8). It is also the trigger for all public infrastructure improvements. The primary vehicular corridors are Route 20, Route 12 and Lake Street. These major roadways all intersect at a point east of the train station. Increased access to the Route 20 corridor can be achieved by extending several secondary roadways south to the South Lakefront District which will increase pedestrian access to Route 20 and the train station. New trails are also proposed to run parallel to the Route 20 corridor which suggest landscape and sidewalk improvements along all streets that intersect these proposed public trails. The higher development density at the center of the Lakefront District is combined with a reduced parking requirement for new uses closest to the train station. This reflects increased pedestrian and bicycle circulation at this point in contrast to the dominant vehicular movement at the outer edges of the Lakefront District.

All of these infrastructure improvements contribute to a fully integrated transit-oriented district that emphasizes pedestrian movement. However, all recommendations for new infrastructure need to undergo additional study to determine the specific requirements, costs and ultimately the feasibility of these proposals. In some instances, plan implementation will depend upon a carefully balanced collaboration between public and private entities.

FIGURE 8: CIRCULATION PLAN – LAKEFRONT DISTRICT AREA



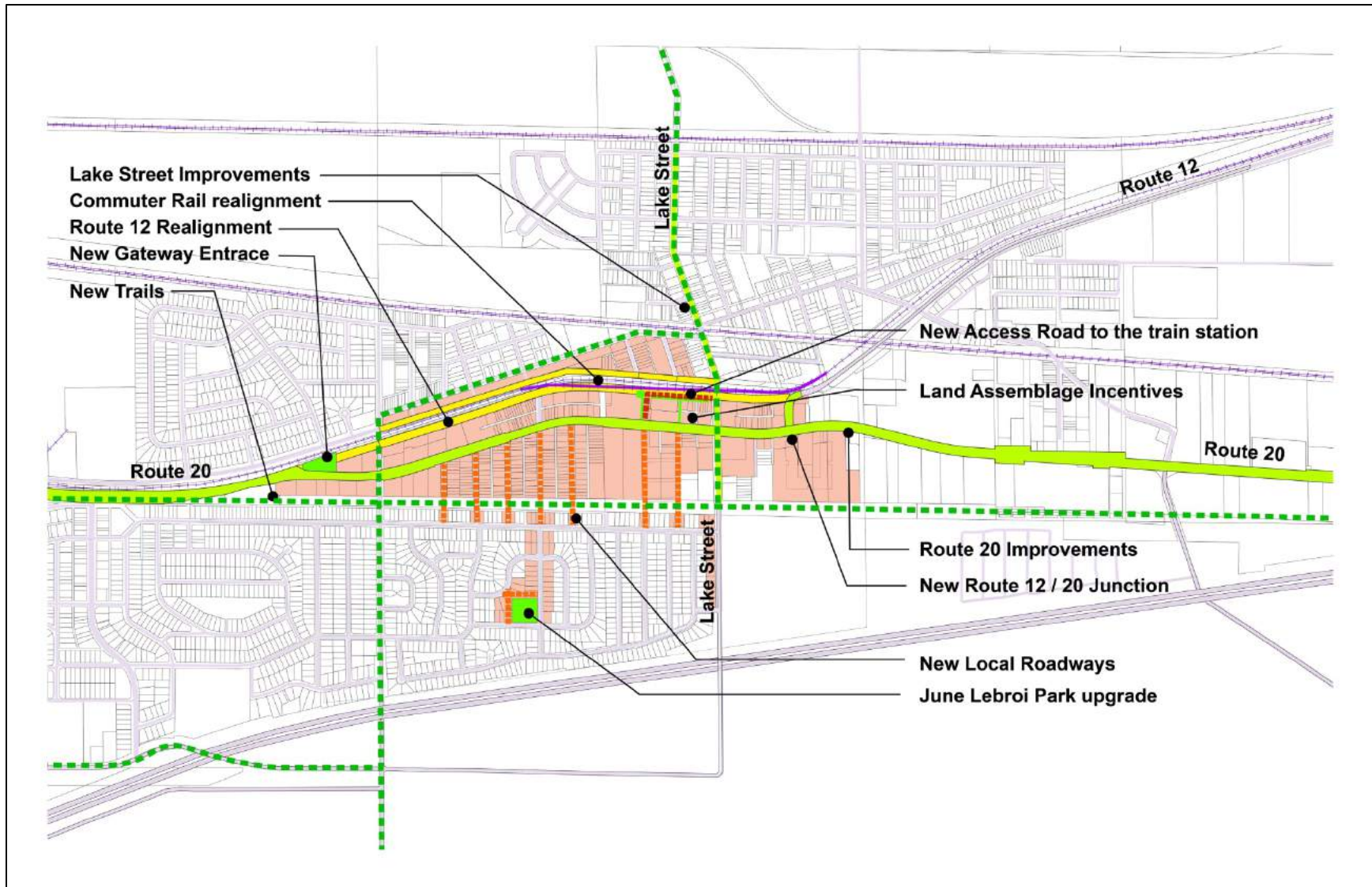
PUBLIC ACTIONS PLAN

There are several public actions that are related to the re-zoning of the Lakefront District. The closure of Route 12 from Clay Street to Lake Street and the subsequent track realignment and modernization of the Miller Train Station opens the door for other improvements in the Lakefront District. These two infrastructure improvements yield new land for development and a completely restructured circulation pattern that will encourage reinvestment to the properties immediately adjacent to the train station (See Figure 9).

To promote and encourage redevelopment outward from the train station, additional public actions to be considered include:

- Sidewalks, landscaping, traffic calming measures and accessibility improvements to Route 20 and Lake Street to promote pedestrian activity between the train station and the adjacent residential neighborhoods.
- The extension of secondary roadways from Route 20 to the South Lakefront District.
- New zoning guidelines that promote higher density, mixed-use development at the train station, and more predictable development regulations and controls to all properties within the Lakefront District.
- The designation and improvement to parks and open spaces at key locations and destinations in the Lakefront sub-districts.
- Incentives to encourage land assembly at key locations, in order to form viable parcels for higher density development, particularly at the train station and along Route 20.

FIGURE 9: PROPOSED PUBLIC ACTIONS NEEDED FOR DEVELOPMENT – LAKEFRONT DISTRICT AREA



ESTABLISHMENT OF REDEVELOPMENT VISION AND NEW ZONING DISTRICTS

REDEVELOPMENT VISION

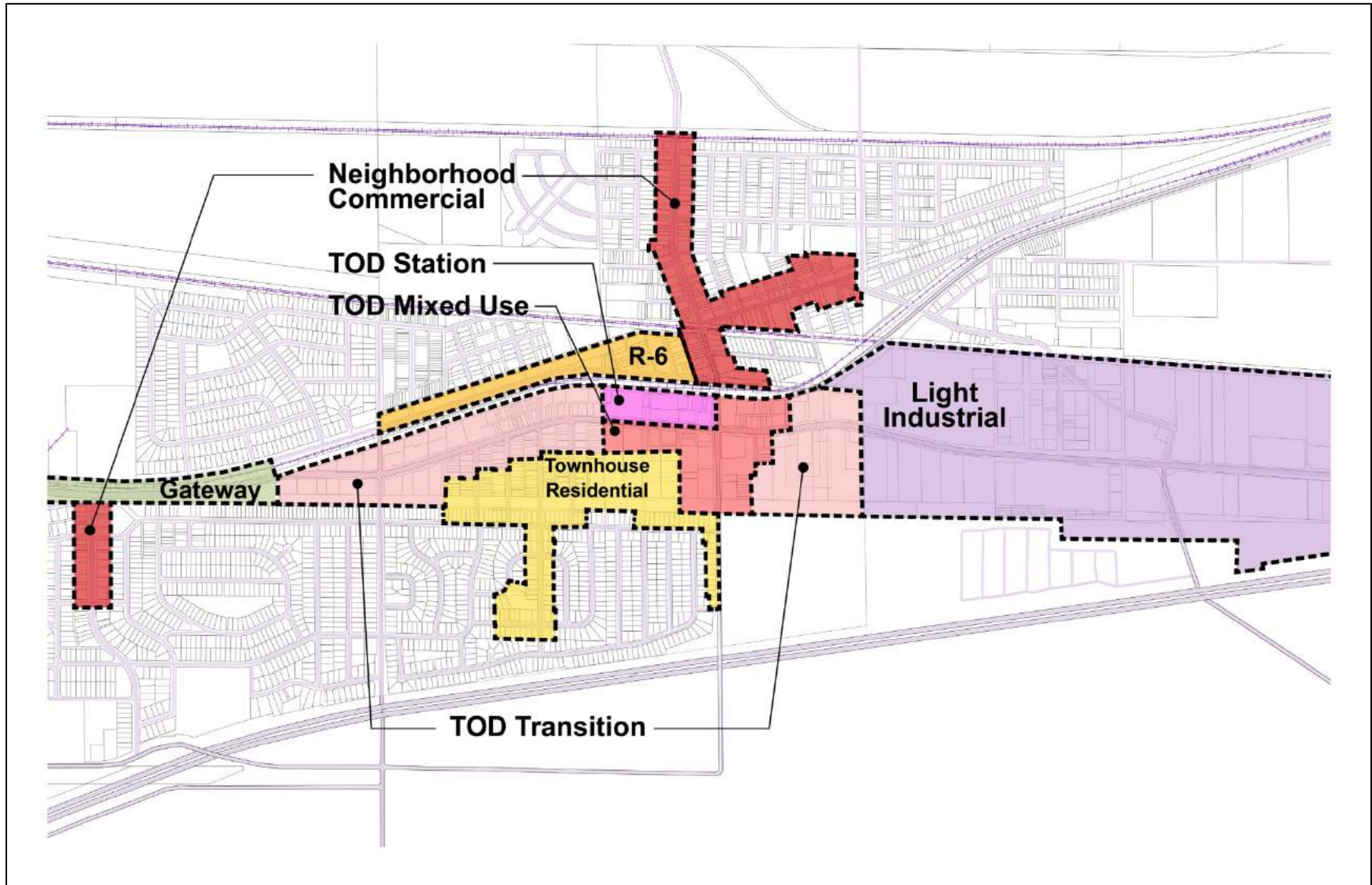
The catalysts for redevelopment of the Lakefront District are the realignment of the rail at the Miller Train Station and closing of the Route 12 segment. The results of these two actions are the re-designation of the Miller Train Station as an origin, greatly reducing the travel time to downtown Chicago and the creation of economically attractive and developable parcels in the immediate vicinity of the station. When combined with the growing neighborhood commercial node on Lake Street, and the immeasurable natural asset of the Lakefront within walking distance to the Miller Train Station, the possibility of transit-oriented development is born. The west to east expanse of this plan's study area lends itself to a vision incorporating a continuum of use and intensity, with a singular focus at the train station. This redevelopment vision is a moderate and transitional approach to new and existing development along this portion of Route 20, beginning with gateway entrances on both the west and east ends, increasing in intensity as one moves towards the center of activity at the train station and intersection of Route 20 and Lake Street. Connecting the Aetna neighborhood, Lake Street commercial node, and Lakefront beach area to this envisioned hub of activity will be critical in increasing demand for new retail and services offered near the enhanced transit station.

ESTABLISHMENT OF NEW ZONING DISTRICTS

The character within this study area varies greatly along the length of Route 20 from west to east. Beginning with a parkway-like potential in the western gateway and moving east through an area of national brand, credit rated retail and moderate density, the character culminates in a denser, mixed-use transit-oriented development near the neighborhoods around the Miller Train Station. Continuing east from the station, one then sees the same continuum of character change away from the station to the eastern city boundary. This great change of character necessitates a district approach in envisioning a redevelopment design mindful of differing uses, densities and visions.

Based on previous studies within the Lakefront District, this zoning plan establishes similar zoning districts to capture those unique elements of character. This plan encompasses the identifying elements of each former sub-district in its new district names. In order to provide simplicity in administration, the new districts are organized by similar development standards. The new districts have been established as follows: TOD-Station District, TOD-Mixed Use District, TOD-Transition District, Light Industrial District, Neighborhood Commercial District, Gateway District, and Townhouse Residential District (See Figure 10).

FIGURE 10: PROPOSED ZONING DISTRICT BOUNDARIES – LAKEFRONT DISTRICT AREA



ANALYSIS OF EXISTING ZONING AND REDEVELOPMENT VISION

GAP ANALYSIS OF EXISTING ZONING AND LAND USE WITH PROPOSED SUB DISTRICTS

IDENTIFY SHORTFALLS IN EXISTING CODE

Within the Lakefront District study boundaries, the zoning appears to have been formulated based on existing uses, rather than guiding them. In order to guide development towards a unified and predictable outcome, several areas require rezoning from their current category. The code does not currently incorporate sections addressing streetscape design guidelines or green infrastructure. Recent projects, such as the Green Infrastructure Initiative spearheaded by the Gary Stormwater Management District included green infrastructure recommendations that can be the first tier of implementing environmentally conscious street designs in areas such as Lake Street and the Aetna neighborhood.

SINGLE FAMILY RESIDENTIAL (R-1 AND R-2)

The current zoning code for residential allows for typical FARs found in many single family residential areas. All three categories have a maximum FAR of 0.5 and minimum lot sizes starting at 5,000SF (See Table 1). This minimum lot size is much denser than often found in neighborhoods of this character, resulting in densities of approximately 8-9 dwelling units per acre. The location of the single family residential areas are generally consistent with the separation of housing from more intense uses. However, there are areas zoned single family residential which do not fit the character nor vision of long term development. Most notably, a strip of single family residences are located along Route 20 west of Lake Street towards the western boundary of the study area. This strip of single family residential zoned land is surrounded by business-zoned parcels, which better fit the character of the zone leading to the intersection of Lake St and Route 20.

TABLE 1: ANALYSIS OF EXISTING DEVELOPMENT STANDARDS

Zone	Density	Max Floor Area	Min Lot area	Min lot width	Coverage	Front yard	Side yard	Rear Yard	
B1-1	1.5	12500	5000	40	NA	NA	NA	NA	
B2-1	1.5	12500	7500	60	NA	NA	NA	NA	
B3-1	1.5	15000	10000	75	NA	NA	NA	NA	
B5-1	2.5	6250	5000	40	NA	NA	NA	NA	
B5-2	3.5	9375	5000	40	NA	NA	NA	NA	
M1-1	1.0	NA	NA	NA	NA	25	20	NA	
M1-2	1.5	NA	NA	NA	NA	25	20	NA	
M2-1	1.5	NA	NA	NA	NA	25	20	NA	
M2-2	2.0	NA	NA	NA	NA	25	20	NA	
M3	2.5	NA	NA	NA	NA	25	20	NA	
R1	0.5	NA	5000	59	40%	25	10 - 15	30	9 / acre
R1-A	0.5	NA	5000	59	40%	25	10 - 15	30	9 / acre
R2	0.5	NA	6000	50	35%	25	10 - 15	30	7 / acre
R3	0.5	NA	7000	60	35%	25	10 - 15	30	6 / acre
R4	0.75	NA	5000	40	40%	25	10 - 15	30	9 / acre
R5	1.0	NA	9000	75	40%	25	10 - 16	30	36 / acre
R6	2.0	NA	7500	60	40%	25	10 - 16	30	34 / acre

Source Data: Gary Building and Development Code

MULTI FAMILY RESIDENTIAL(R-4, R-5, R-6)

Few parcels within the study area are zoned for multi-family housing, and their location hints at establishment by current use, as noted above in the discussion of single family zoning. The intensity of lot development is much higher than traditionally found in these categories. With FARs at 1.0 and 2.0, development could potentially reach levels of localized intensity not conducive to the surrounding character. Densities under the current code allowances would equal approximately 35 dwelling units per acre. While reasonable in many jurisdictions with multi-family units, this density and lot intensity is ill-fitting with the existing scattered locations of these zones throughout the study area.

BUSINESS (B1-1 THRU B5-2)

Business zoning is the most prevalent designation in the study area. These areas are found predominantly west and east of Lake Street and Route 20, except for the concentration in the Miller and Aetna commercial nodes and on scattered parcels around Route 20. Aside from these areas, existing use appears to have driven the business district designations. The existing code has anomalies which will prevent it from suiting the envisioned plan development. The scale of development, as reflected in the FARs, is far higher than typically found in this neighborhood. FARs of 3.5, as found in the B-5 district, are typically associated with structured parking rather than commercial development in outer city neighborhoods. Additionally, the presence of maximum floor areas coupled with these FARs, make it difficult for developers to achieve the envisioned densities. Lastly, the location of these business areas focuses the highest densities on the outer edges of our study area, away from the train station. Guiding development towards the commuter rail would be achieved through locating the density near the rail rather than on the outer edges of the neighborhoods. Thus, the current FARs and maximum floor areas which focus higher development on the edges of the study area are inconsistent with a long term development vision of maximizing the development potential around the train station.

INDUSTRIAL (M1-1 THRU M-3)

Opposite to the situation discussed above with business centered away from rail, the few pockets of land zoned as industrial are located directly across from the train station and in its immediate vicinity. This designation of low intensity industrial uses sits between two major residential neighborhoods (Miller and Aetna) and abuts the existing primary commercial node. This plan envisions more intense business and residential uses in the location of the existing manufacturing. Ideally, manufacturing would be centered away from the envisioned station district, instead concentrated in the Route 20 corridor Route east of Lake Street. Many support businesses for the trucking industry are appearing along Route 20 east of Lake Street, forming a natural center of concentration which would also support the long term vision.

RECOMMENDATIONS - DEVELOPMENT CODE MATRIX

RECOMMENDATIONS FOR CHANGES TO CODE

The newly established zoning districts propose entirely new uses, standards, and conditions for the Lakefront District study area; therefore, it is recommended that the new zoning districts be incorporated as a new chapter into the existing zoning code until a comprehensive rezoning of the city is completed. This chapter can then be integrated into the new code once it is developed. Existing uses will be grandfathered during the redevelopment process; however, new development will be required to meet the development standards as set forth by the matrix in Table 2.

Parcel dimensions and lot width requirements are based on standard building types needed to achieve the desired development density and land use. In the TOD Station District, the minimum parcel width of 250' is prescribed to accommodate a fully accessible parking garage with retail uses at the ground floor, which is necessary for any commercial development with a floor area ratio above 0.8. All the TOD Districts reach this threshold and it is unlikely that a smaller parcel in any of these zones will be able to achieve the full potential of the new development standards unless parking is located off-site. The Neighborhood Commercial and the Townhouse Districts are also above a floor area ratio of 0.8, but the parking requirements in these zones do not lead to an on-site structured parking garage. The minimum parcel width for the Light Industrial zone takes into consideration the dimensions needed to service an industrial building with a truck with the building turned perpendicular to the street as well as the layout of a commercial office park with surface parking. The Gateway District does not have specific development standards, per se, like the other districts. The only standard would be the maintenance of a 50' landscaped buffer along Route 20. Thus, it is not included in Table 2.

TABLE 2: DEVELOPMENT STANDARDS FOR NEW ZONING DISTRICTS

TOD District Development Standards Summary						
	<i>TOD Station</i>	<i>TOD Mixed Use</i>	<i>TOD Transition</i>	<i>Light Industrial</i>	<i>Neighborhood Commercial</i>	<i>Townhouse Residential</i>
Lot width for new / reconfigured lots (lineal feet)	250' frontage on Route 20	180' frontage on Route 20	180' frontage on Route 20	130' frontage on Route 20*	40' min - 120' max	18' min – 40' max
Building Setback – Interior lot line	Mandatory build to line at the 15' setback	15'-25' build to zone	25'-40' build to zone	40'-65' build to zone	Mandatory build to line – no setback	15' setback – mandatory build to line
Density Bonus for including residential units	0.5 FAR	0.4 FAR	0.2 FAR	N/A	N/A	no
Street Wall – Minimum building frontage as % of lot width Primary Street Secondary Street Tertiary Street	80%	60%	40%	30%	80%	100%
Rear Yard	N/A	None at ground floor. 30' setback above 20' when abutting residential parcels	None at ground floor. 30' setback above 20' when abutting residential parcels	None at ground floor. 30' setback above 20' when abutting residential parcels	None at ground floor. 30' setback above 20' when abutting residential parcels	No curb cuts – all on-site parking access from alley
Floor Area Ratio (FAR) Maximum Commercial Max Residential Max	2.5 1.5 1.5	1.2 0.8 0.6	0.8 0.6 0.4	0.5 0.5 N/A	2.0 1.5 0.5	1.5 N/A 1.5

* This requirement does not apply to properties with a frontage of 60' or less and where this frontage is used for a driveway leading to a parcel where the majority of the lot line that is closest to and running parallel to Route 20 is more than 200' back from the Route 20 right of way.

ENABLING AS-OF-RIGHT DEVELOPMENT

A major benefit of the type of planning process that Gary has recently conducted is that the clarity of the development vision can result in greater certainty for the development community. A lack of clarity of development objectives can lead to ambiguous code that necessitates subjective development review, often including lengthy public hearing processes, and delay that adds cost to development and can be the difference between a project's economic viability or infeasibility in a market where margins between cost and revenue are razor thin. A streamlined approval and permitting process is one of a municipality's most cost-effective tools to support the economics of a desired development.

The Lakefront District Plan has been vetted by public and private stakeholders from the adjacent neighborhoods and across the city, and the goals and objectives found therein are the result of that participatory process. Projects that directly implement the vision articulated in that plan need not be subject to a comparable, additional process to reaffirm the goals and objectives so clearly laid out in that plan. Only projects that deviate from the vision proscribed in that plan should be subject to additional scrutiny and public review.

The code that is articulated in this document provides a level of predictability unmatched in standard Euclidian zoning. It's hybrid of standard and form-based aspects incorporate design guidelines in an objective manner, ensuring that the detail of development will be done in accordance with the vision of the master plan. That greater predictability significantly limits the need for discretionary review.

It is for these reasons that this code presents a new approach to regulating land use and building form to streamline the development process and facilitate private investment in the Miller Train Station area and the greater Lakefront District. In addition to those uses that are "Permitted" as-of-right, one additional category of land use, Limited Use, is also permitted as-of-right subject to meeting additional, objective development criteria that are clearly articulated in this code. No land uses are subject to a discretionary "special permit" process that would require additional public hearings or subjective staff review.

If the development meets the use requirements (should they be in the Limited Use category with additional requirements) and the form standards set forth in this code, that development will be signed off by the Zoning Administrator and shall be entitled to a building permit by the Building Commissioner pending their meeting the standards and code set forth by Building Department. This process allows for over the counter review, without the need for subjective board or commission review. Upon submission, staff will use a checklist - based off the proposed zoning code - that will determine if any uses or development aspects differ from the allowances. If the proposal is compliant, a certificate of zoning compliance will be awarded that will allow the applicant to proceed through the building permit process. If the proposal is not compliant, the areas of deviation from the code will be identified so that the applicant can revise their plan for resubmission.

PROPOSED PERMITTED, LIMITED, AND PROHIBITED USES IN TOD DISTRICTS

A mix of uses is encouraged in the TOD Districts.

1. Permitted Uses. Permitted uses in the TOD Districts are listed in Table 3 with a "P". These uses are allowed as-of-right if they comply with the development standards and other requirements of this chapter.
2. Limited Uses. Limited uses in the TOD Districts are listed in Table 3 with an "L". These uses are allowed if they comply with the supplemental standards. The limitations are noted (e.g., L-a) in the table with a corresponding lettered description of the supplemental limited use requirements. The development standards and other regulations of this chapter shall apply to limited uses.
4. Prohibited Uses. A prohibited use is noted in Table 3 with a "--".
5. Multiple Uses. The development of a site or building with two or more different principal or primary uses shall be permitted subject to the requirements for the individual uses as provided in this section.

TABLE 3: PROPOSED PERMITTED USES IN ZONING DISTRICTS

	TOD-Station	TOD-Mixed Use	Light Industrial	Neighborhood Commercial	Gateway	Townhouse Residential	TOD-Transition
Residential Uses							
Elderly living and/or care facilities	L-f	L-f	L-f	L-f	L-f	--	L-f
Home occupations / Professional office in dwelling	L-e	L-e	L-a	L-a	L-a	L-a	L-a
Multiple-family dwellings with 3 to 100 units per site	P	P	--	P	--	--	P
Multiple-family dwellings with more than 100 units per site	L-g	L-g	--	--	--	--	L-g
Single family detached dwellings	L-b	--	--	L-b	--	P	--
TOD Mixed-Income dwellings with 3 to 100 units per site	P	P	--	P	--	P	P
TOD Mixed-income dwellings with more than 100 units per site	L-h	L-h	--	--	--	--	L-h
Two family and duplex dwellings	L-c	L-c	--	L-c	--	P	P
Commercial Uses							
Bars / Nightclubs	L-i	L-i	L-i	L-i	L-i	L-i	L-i
Day care, Classes I, II and III	P	P	--	P	P	P	P
Drive-through facility for permitted uses other than fast food restaurant	--	L-j	L-j	L-j	L-j	--	L-j
Farmers market	P	P	P	P	P	P	P

	<i>TOD-Station</i>	<i>TOD-Mixed Use</i>	<i>Light Industrial</i>	<i>Neighborhood Commercial</i>	<i>Gateway</i>	<i>Townhouse Residential</i>	<i>TOD-Transition</i>
Health care services / Medical offices	P	P	P	P	P	P	P
Hotel / Conference Hotel/Conference Center Hotel	P	P	P	P	P	P	P
Indoor arts, recreation and entertainment, less than 40,000 sq. ft. gross leasable floor area	P	P	P	P	P	P	P
Indoor arts, recreation and entertainment, equal or greater than 40,000 sq. ft. gross leasable floor area	L-k	L-k	L-k	L-k	L-k	L-k	L-k
Outdoor dining	P	P	L-d	P	L-d	L-d	P
Professional offices	P	P	P	P	P	--	P
Restaurant	P	P	P	P	P	P	P
Retail sales and service, except auto sales and service	P	P	P	P	P	--	P
Retail sales and service - auto sales and service	--	--	L-l	L-l	L-l	--	L-l
Industrial Uses							
Artisan industrial	L-m	L-m	P	L-m	P	--	L-m
Light industrial/manufacturing	--	--	P	--	P	--	P
Institutional Uses							
College/University	P	P	P	P	P	--	P
Community services	P	P	P	P	P	P	P
Hospitals	--	P	P	P	P	--	P
Religious Institutions	P	P	P	P	P	P	P
Schools	P	P	--	P	P	P	P

	<i>TOD-Station</i>	<i>TOD-Mixed Use</i>	<i>Light Industrial</i>	<i>Neighborhood Commercial</i>	<i>Gateway</i>	<i>Townhouse Residential</i>	<i>TOD-Transition</i>
Other Uses							
Accessory Uses	P	P	P	P	P	P	P
Intermodal Transportation Center	P	P	--	P	--	--	P
Laboratories and research facilities	L-m	L-m	P	L-m	P	L-m	L-m
Mortuary	P	P	P	P	P	--	P
Parking structures	P	P	P	--	--	--	P

LIMITED USE REQUIREMENTS

The limited uses listed in Table 3 shall be subject to the additional requirements consistent with the lettered notations in the table and the corresponding standards below.

- a) Home occupations/Professional offices in dwellings in the TOD-Station, TOD-Mixed Use, and Neighborhood Commercial Districts shall be subject to the following conditions.
 - i. Said home occupations shall be conducted by members of the family owning and residing on the premises. No more than two nonresidents shall be employed herein.
 - ii. Said home occupations shall not occupy more than 25% of the total floor area of the principal building. No home occupation shall be conducted in an accessory building.
 - iii. In no manner shall the appearance of the building be altered nor shall the occupation within the residence be conducted in a manner that would cause the premises to lose its residential character, either by the use of colors, materials, construction or lighting. No display of products shall be visible from the street.
 - iv. No home occupation shall create noise, dust, vibration, odor, smoke, electrical interference, fire hazard or any other nuisance that is perceptible beyond the lot lines.
 - v. Home occupations shall in no event be deemed to include animal hospitals, kennels, barbershops, beauty parlors, clinics or hospitals, dancing schools, mortuaries, auto repair shops, restaurants, tourist homes, rooming houses or boardinghouses, and uses similar to those listed above.
- b) Single family detached dwellings in the Neighborhood Commercial Districts shall not be permitted on properties with frontage on Primary or Secondary Streets.
- c) Two family and duplex dwellings in the Neighborhood Commercial Districts shall not be permitted on properties with frontage on Primary or Secondary Streets.
- d) Outdoor dining area is allowed for restaurants and other food service establishments with the permission of the property owner. The area shall conform to the following:
 - i. The outdoor dining area must be immediately adjacent to the indoor dining area.

- ii. It shall be set back at least 12 feet from any travel or turning lane.
- iii. The outdoor dining area shall be physically separated from the surrounding outdoor area. Such separators must be approved by an official within the Department of Planning and Redevelopment with the qualifications of site and code approval. It can be a fence, elevated deck, planters, movable gating or theater-type posts with ropes or similar.
- iv. It shall not exceed 50% of the square footage of the indoor seating area for the restaurant/food service establishment.
- v. If more than 16 seats are added for outdoor dining, a site plan approval is required. Otherwise, prior to establishing the accessory use, an adequate plot plan needs to be provided to the Department of Development and Enforcement that indicates dimensional information for the outdoor service area. The location and volume of seating, as well as the location and dimensions of the restaurant/food service building, property boundaries, existing and proposed surfaced areas, and access and separation shall be indicated.
- vi. Depictions of non-permanently sited tables, chairs, umbrellas, awnings, trash receptacle(s), the physical separator(s), and other amenities shall be provided as well as corresponding information regarding materials, flooring, and the proposed schedule of operation and maintenance of the area. Indicate if outdoor consumption of alcohol is proposed.
- vii. Any live or recorded music played or noise projected outside the restaurant/food service establishment cannot be a nuisance, as defined by the City of Gary's Noise Ordinance.
- viii. Customers need to be seated. For an outdoor dining area with more than 16 seats, food service shall be provided by wait staff.
- ix. A minimum clear walkway width of six feet shall be retained for the public sidewalk along the property frontage within the setback zone.

e) Home occupations/Professional offices in dwellings in the Townhouse Residential Districts shall be subject to the following conditions.

- i. Said home occupations shall be conducted solely by members of the family owning and residing on the premises.
- ii. Said home occupations shall not occupy more than 25% of the total floor area of an individual unit or the principal building. No home occupation shall be conducted in an accessory building.
- iii. In no manner shall the appearance of the building be altered nor shall the occupation within the residence be conducted in a manner that would cause the premises to lose its residential character, either by the use of colors, materials, construction or lighting. No display of products shall be visible from outside the housing unit.

- iv. No home occupation shall create noise, dust, vibration, odor, smoke, electrical interference, fire hazard or any other nuisance that is perceptible beyond the lot lines or by other unit owners within the same building.
- v. Home occupations shall in no event be deemed to include animal hospitals, kennels, barbershops, beauty parlors, clinics or hospitals, dancing schools, mortuaries, auto repair shops, restaurants, tourist homes, rooming houses or boardinghouses, and uses similar to those listed above.
- vi. Said home occupation shall be conducted in such a manner that does not include regular visits by clientele.

f) Elderly living and/or care facilities.

- i. These uses are restricted to the elderly and can be one or a combination of independent housing units, assisted housing units, intermediate care, convalescent or nursing units. Also allowed are day-care centers for the elderly. "Elderly" is defined as any person 62 years of age or over or a person who has been certified by the Social Security Board as being totally disabled under the Federal Social Security Act. At the time of admission to an elderly independent or assisted housing unit, at least one person per unit must meet the foregoing definition.
- ii. The minimum site development standards for elderly living and/or care facilities include:
 - a. Minimum lot area: 25,000 square feet.
 - b. Minimum lot width: 80 feet.
- iii. Pedestrian walks: A pedestrian circulation system shall be so designed as to provide wherever possible for separation between pedestrian and vehicular traffic. All such walks shall be designed and built to provide for wheelchair access. All existing walks shall be upgraded to accommodate wheelchairs.

g) Multiple-family dwellings with more than 100 units per site.

- i. A 5-foot minimum landscaped buffer strip shall be established along all interior lot lines.
- ii. For a building exceeding 35 feet in height, the following shall also apply:
 - a. The façades of the upper floors of buildings shall step back from their lower levels 1 additional foot for each 5 feet of building height in excess of 35 feet for all Primary Street frontages.
 - b. The Fire Marshal shall certify that sufficient water pressure can be provided to serve the building.

h) TOD Mixed-income dwellings with more than 100 units per site.

i. A 5-foot minimum landscaped buffer strip shall be established along all interior lot lines.

ii. For a building exceeding 35 feet in height, the following shall also apply:

a. The façades of the upper floors of buildings shall step back from their lower levels 1 additional foot for each 5 feet of building height in excess of 35 feet for all Primary Street frontages.

b. The Fire Marshal shall certify that sufficient water pressure can be provided to serve the building.

i) Bars / Nightclubs.

i. The applicant shall demonstrate how the proposed bar/nightclub will not have a detrimental impact beyond its lot lines, considering general appearance, noise, traffic generation, lighting and glare.

ii. Any live or recorded music played or noise audible outside the proposed establishment cannot be a nuisance, as defined by the City of Gary's Noise Ordinance.

iii. The nightclub shall not operate within 200 feet of churches, elementary or secondary schools, day care centers, or public parks and 150 feet from other nightclubs.

j) Drive-through facilities.

i. Consistent with the purpose of the TOD District to create more walkable, pedestrian-friendly environments, drive-through facilities shall be located behind or beside buildings and screened with landscaping or walls or fences [compatible in architectural style] as necessary, so as to not be visible from Primary Streets.

ii. Drive-through facilities require a lot of at least 120 feet in width from front of property with said width maintained for the length of the building and the facility; the facility, including required stacking lanes, shall be located in the rear or side in reference to the building.

iii. Ingress and egress for drive-through facilities shall be from Secondary or Tertiary Streets, unless the only reasonable access is from a Primary Street.

iv. Curb cut width and impact on sidewalks should be minimized.

v. Drive-through ingress and egress points shall not be within 50 feet of an intersection, unless approved by the Director of Public Works.

vi. A minimum of 5 vehicle-stacking spaces shall be provided on site for each drive-through station, including the vehicle being serviced. Each service aisle shall not have more than 2 service windows.

vii. Stacking lanes shall be separate from internal traffic aisles and customer parking to allow traffic to circulate through the site without entering the drive-through facilities or being impeded.

viii. Stacking lanes shall be a minimum of 10 feet wide, and each vehicle stacking space shall be 20 feet in length.

ix. Outdoor speakers shall be located a minimum of 100 feet from the boundary of any residentially zoned property and shall not be audible from other property.

x. Drive-through facilities should be designed as a compatible architectural element of the primary building.

k) Indoor arts, recreation and entertainment uses equal to or greater than 40,000 square feet of gross leasable area.

i. The applicant shall demonstrate that there exists within one mile walk of the proposed facility the combination of on-street parking, public off-street parking, and/or written arrangements with off-street private parking owners to accommodate peak attendance at special events.

ii. The applicant shall demonstrate with an engineering study that sound produced by entertainment uses, when measured from the boundary between a commercial or mixed-use district within which that use occurs and the nearest exclusively residential district, shall not exceed an average hourly level of 45db or a peak level of 60db after 10 p.m. on any day of the week.

l) Retail sales and service – auto sales and service.

i. The indoor showroom/retail and office structure shall be oriented to the street and the sidewalk and any vehicle storage area, garages and/or service area shall be located behind or to the side of the building.

ii. No inoperable or junk vehicles shall be stored on site and all vehicles must be stored within the property boundaries and shall not utilize adjacent driveways, sidewalks, or on-street parking stalls.

m) Artisan industrial, light industrial, manufacturing, research facilities and laboratory uses.

i. The applicant shall demonstrate that the use will not exhaust any smoke or particulates as part of the industrial, manufacturing, or laboratory process.

ii. Applicant shall demonstrate with an engineering study that sound produced by the proposed use, when measured from the property line shall not exceed an average hourly level of 75db or a peak level of 60db between the hours of 7 a.m. and 10 p.m. and shall not

exceed an average hourly level of 70db or a peak level of 70db between the hours of 10 p.m. and 7 a.m. If the property line exists at the zone boundary between a mixed-use or commercial zone and a residential zone (i.e., the property abuts an exclusively residentially zoned property), than those limits shall be lowered to an average of 60db and a peak of 80db between the hours of 7 a.m. and 10 p.m. and an average of 45db and a peak of 60db between the hours of 10 p.m. and 7 a.m.

iii. The applicant shall demonstrate with an engineering study that the use will not produce a discernable vibration at the property line.

EXISTING NON-CONFORMING USES

The new zoning districts are designed to guide the future uses and building form in the Lakefront District by encouraging the development of desirable residential, commercial, mixed use and light industrial uses with appropriate groupings of compatible and related uses to thereby promote and protect the public health, safety and general welfare. The guidelines are designed to encourage the gradual transition from existing and undesirable conditions to those that are compatible with the new guidelines. While existing, nonconforming uses are permitted to continue, the regulations are meant to restrict further investment in such uses that would make them more permanently established in inappropriate locations.

a) Repairs and incidental alterations

Repairs to both structural and non-structural parts of a building or property that does not conform to these guidelines are permitted without changing the status of the property.

b) Structural alterations and expansions

No structural alterations to a building or property that does not conform to these guidelines is permitted unless the alterations are required by law, or to accommodate a conforming use, or to conform with the new guidelines.

c) Change of use

A change in use constitutes a change to another use in the same use group or to any other use groups. However, a change in ownership or occupancy by itself does not constitute a change in use. A nonconforming use may be changed to any conforming use but the applicable bulk guidelines and off-street parking regulations will not apply unless there is any enlargement of an existing structure in which case the new rules apply.

d) Land with minor improvements

If a non-conforming building or other structure is damaged or destroyed by any means, including but not limited to any demolition ordered or permitted by the City of Gary Building Department, to the extent of 25% or more of the assessed value of the property - as of the date of the damage - the non-conforming use shall terminate and can only be rebuilt to a conforming use following the new guidelines.

DEFINITIONS OF TERMS

Active ground floor uses – Generally retail or certain types of commercial uses with direct physical and visual access to the street that animate the public realm and generate public pedestrian activity at the street or public spaces. Parking structures, mechanical spaces, service areas or vehicular oriented / drive-through uses are prohibited. Uses on the ground floor cannot shield views into the ground floor from the outside with opaque materials, blinds or curtains that effectively separate ground floor activities from the public way.

“As-of-Right Development” – A proposed public or private development project that does not include “prohibited” land uses, meets the code’s land use requirements, development standards, and streetscape and parking guidelines, and does not, therefore, require any discretionary action by any board or commission or legislative body nor require any public hearing.

Build to Line – A line along which a prescribed percentage of the building façade must be located. The line is typically located at the property line, but can be setback in order to create a landscaped area or a public space. The building structure is meant to establish the edge of the public space by building at the ‘build-to-line’.

Build to Zone – An area in which a building façade must be located for a prescribed percentage of the property length. The zone is typically located at the property line but can be setback in order to create a landscaped area or a public space. The ‘build-to-zone’ is meant to establish the edge of the public space, but rather than a fixed line, the building can vary in shape and position within the established zone. The building façade can be located anywhere within the build-to-zone including the inner and outer edges, but only the cumulative width of the building mass, when measured parallel to the street right-of-way, can be counted toward the required minimum percentage associated with the build-to-zone.

Landscaped Setback – The landscaped setback area includes a public sidewalk of no less than 6 feet in width running in a straight line across the front of the property. The sidewalk must be setback from the curb a minimum of 5 feet and must connect to the sidewalk on adjacent properties. The remaining area of the landscaped setback must be at least 75% pervious surface, landscaped with ground cover, shrubs and trees. At a minimum, trees must be located on both sides of the sidewalk. On each side of the sidewalk, trees must be spaced a maximum of 30' on center measured parallel to the sidewalk. The landscaped setback can include sidewalks, benches, walkways, planters, rain gardens and bio-swales. The sidewalk(s) must be connected via a paved pedestrian walkway or sidewalk to the front door of the businesses located on the property.

Setback – A building setback is the distance from the street right of way to the building façade. Setbacks can be prescribed for building elements above a certain height. Upper level setbacks are measured parallel to the ground and perpendicular to the street from the façade of the lower level to the façade of the upper level building. Building elements that can extend into the setback include awnings, dormers, decorative building ornamentation and roof overhangs.

Special Plaza Easement – The 'Special Plaza Easement' is a zone reserved for a public space or plaza. These are located in the TOD Station zone adjacent to the train station. These areas are to be designed for public outdoor activities including seating, outdoor restaurants / eating establishments, kiosks, and public gathering. The area will be landscaped with trees along the public road access and to provide shading over 60% of the public space during full solar exposure within 2 hours of mid-day. Awnings, canopies building ornamentation and roof overhangs are permitted to extend into the plaza easement. Public access to these areas must be maintained at all times except for regular maintenance and cleaning during off-business hours.

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RECOMMENDATIONS – NEW ZONING DISTRICTS

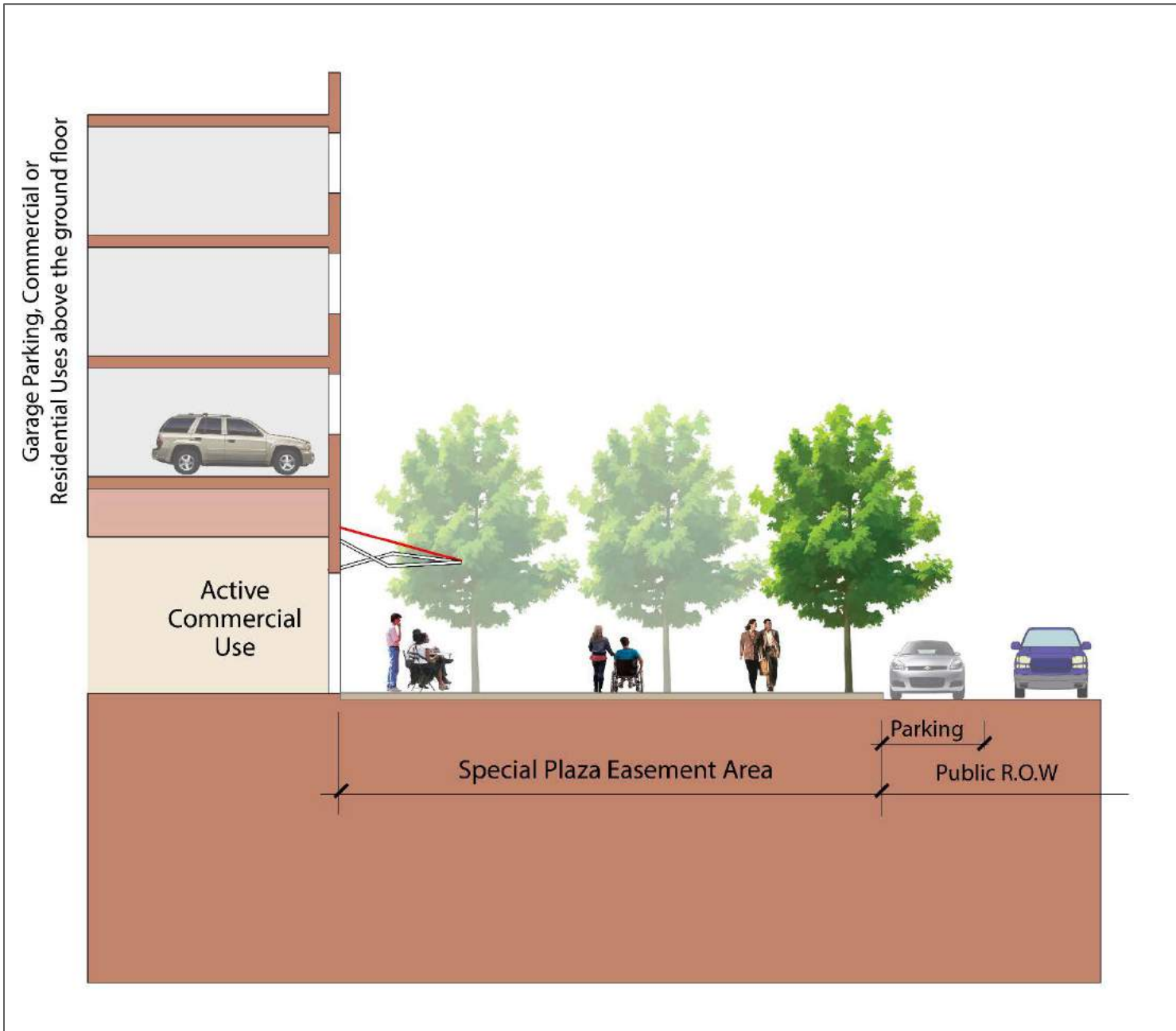
TOD- STATION

The TOD Station District will be the most intensive development District within this plan’s recommendations. Intensity will peak around the train station in FAR allowances, mixed-use allowances, and setback minimums. This district will feel the most urban in nature, capitalizing on the projected commuter traffic utilizing the newly positioned Miller Train Station and realigned track. The envisioned designation of the station as an origin station after track straightening will increase demand for park and ride facilities, while the plan’s designs for greater pedestrian access will add to the overall number of users at this location. Co-located retail and residential near the station will serve the expected 1000+ users per day. Ground-floor retail, upper floor residential and office, as well as public plazas and outdoor gathering areas will begin to attract community members beyond commuters, using this space as a central gathering spot and contributing to the businesses in the process. A network of wayfinding resources should direct visitors towards the train station, Miller and Aetna neighborhoods, and the beach.



TOD-STATION PLAZA VIEW LOOKING WEST

This wayfinding system should be integrated with the pedestrian connections and outdoor spaces, providing a link between the centralized station and surrounding neighborhoods and Mixed Use District. Additionally, a targeted market study of the existing primary, secondary, and tertiary residential uses is highly recommended in order to develop the most appropriate mix of housing within this District. Enticing developers to this District will require the City to implement economic incentives for private land assemblage, as well as considering development incentives. Examples of development incentives around the station include as-of-right tax abatement on residential uses and density bonuses for including residential development in plans immediately adjacent to the station. Increasing residential development near an active station will also require considerations in noise abatement and design of units in order to balance community tolerance and operations. Considerations include designation of areas as TOD noise abatement zones, where rail operations must limit horn use around the station if studies conclude no impact to public safety or operations. Additional study would be required to designate these zones through established processes.



TOD-STATION SECTION AT THE SPECIAL PLAZA EASEMENT

TOD –MIXED USE

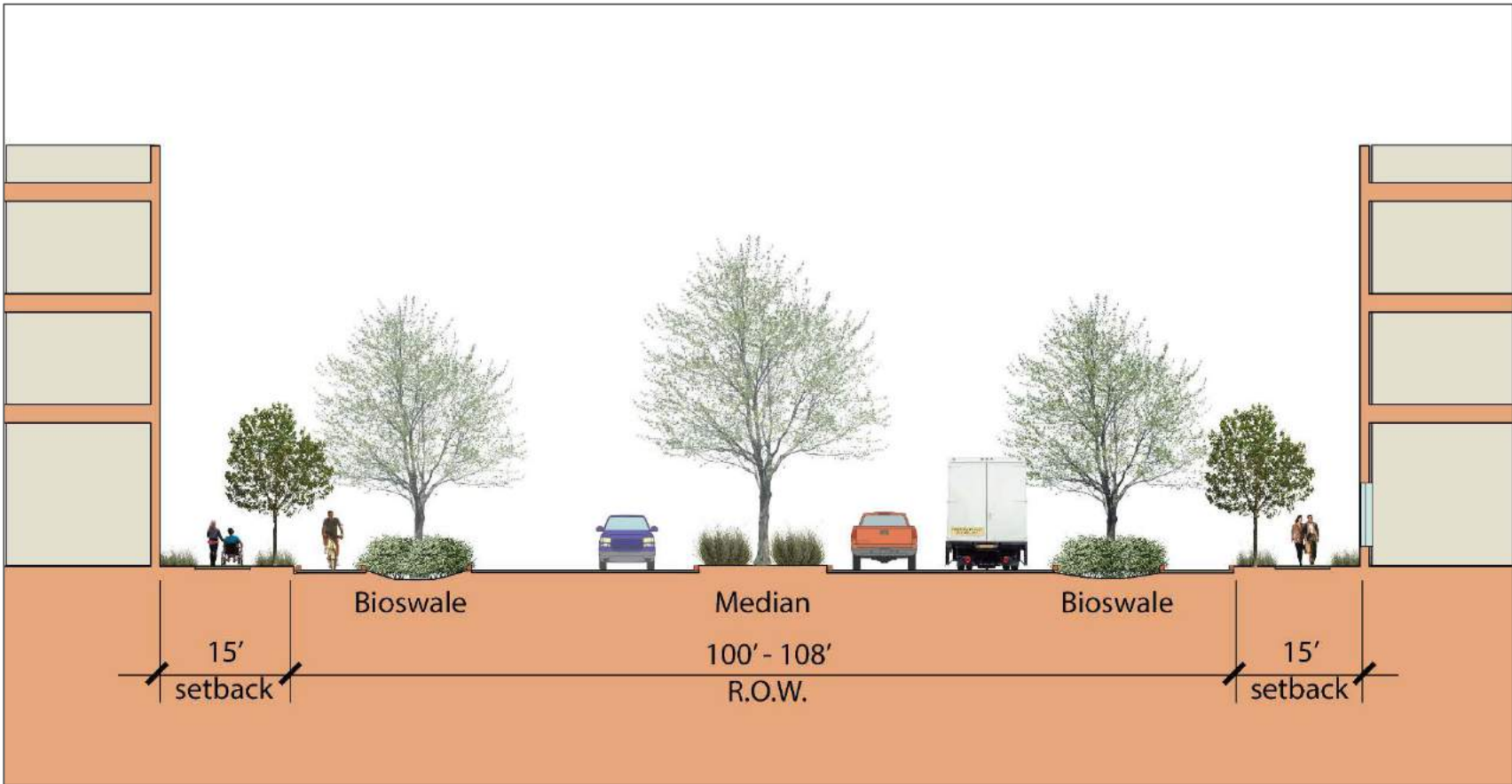
The mixed use zone immediately outside the station platform and TOD-Station District is intended to foster increased opportunity for residential and retail uses. This area is envisioned to optimize walkability and non-automobile transit for accessing services. Close proximity to the train would be a key enticement in this area, where residential units are envisioned above retail and office space, providing vibrant space for apartment dwellers. Incentives for private land assemblage and developers will be necessary to achieve the ideal parcel size for development of this type. Like the Station District above, a targeted market study of the existing residential market should guide specific development decisions regarding the type and mix of housing. Key retailers would occupy standalone buildings, such as Walgreens and McDonalds, balancing the denser development close to the station. The character of the District would be mixed in size and intensity while still allowing multiple uses access to each other. A wayfinding system in this District will serve as the link between the Station District destination above and the Transition area of more traditional larger commercial businesses in the TOD-Transition District discussed below. With increased pedestrian connections linking residents from the Station and Transition Districts, this Mixed Use District provides a wayfinding bridge that can benefit from lying between these areas. This District is located closer to the Miller Beach neighborhood, allowing residents even more direct access to the commercial street services as well as beach access directly north through the neighborhood. Creating an identity for this area as it ties into the existing Miller Beach commercial district and neighborhoods could be achieved through wayfinding as well as a potential name change for the Miller Street Station. Capitalizing on the access this District provides to a major recreational use could create cohesion within this area of the Gary region.



TOD-MIXED USE STREET WALL EXAMPLE



TOD-MIXED USE VIEW OF ROUTE 20 AT LAKE STREET LOOKING WEST



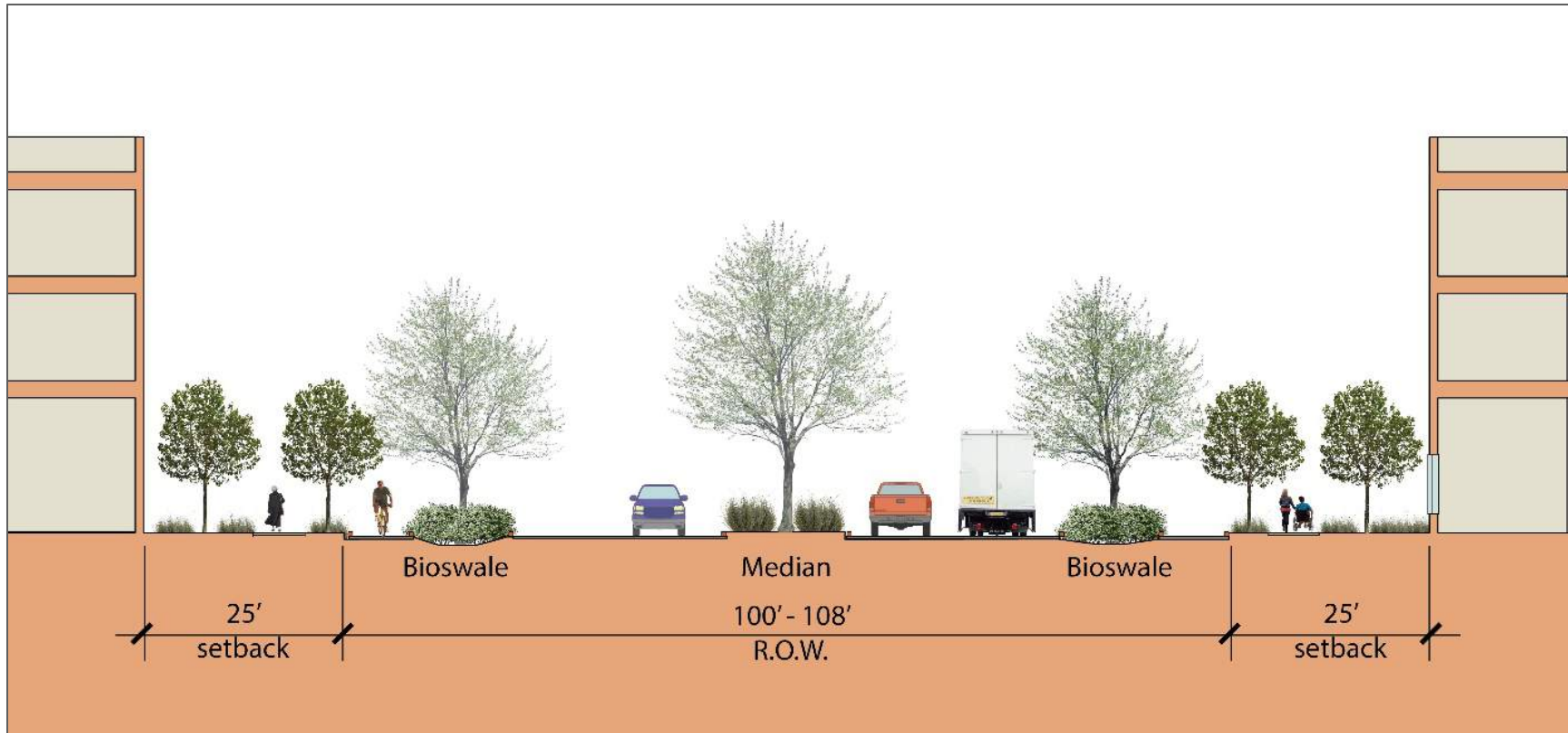
TOD-STATION AND TOD-MIXED USE STREET SECTION AT ROUTE 20

TOD-TRANSITION

The transition zone is located between the outer edges of the study area in the gateway and the Mixed-Use zone, comprised primarily of business retail and office in a strip like character along Route 20. Automobile access is the primary form of transport; however, residents could access services by foot with adequate pedestrian connections included in the streetscape design. The character of the area at this point already supports larger commercial businesses with open parking lots in front of businesses. Redevelopment of this area should build upon this existing pattern while encouraging higher density, more intense development within the parking lots, thus reducing the vast open spaces of parking. Building smaller chain commercial in horseshoe patterns and incorporating green infrastructure in to these areas will serve as a slow transition into the denser environment envisioned in the two Districts closest to the train station. The transition area is also the District in which a wayfinding system should be first introduced to lead to the Station District and Miller and Aetna neighborhoods. As the outer area where activity begins to increase, signage at both the street and pedestrian scale should start pointing users towards the center of the development near Lake Street and Route 20. Commercial signage should be at the street scale, minimizing billboard advertisements. Combined with a wayfinding system pointing towards the Station District, this would result in a more human-scale development encouraging linkages with other Districts.



TOD-TRANSITION EXAMPLE OF PARKING AND BUILDINGS APPROACHING STREET RIGHT OF WAY



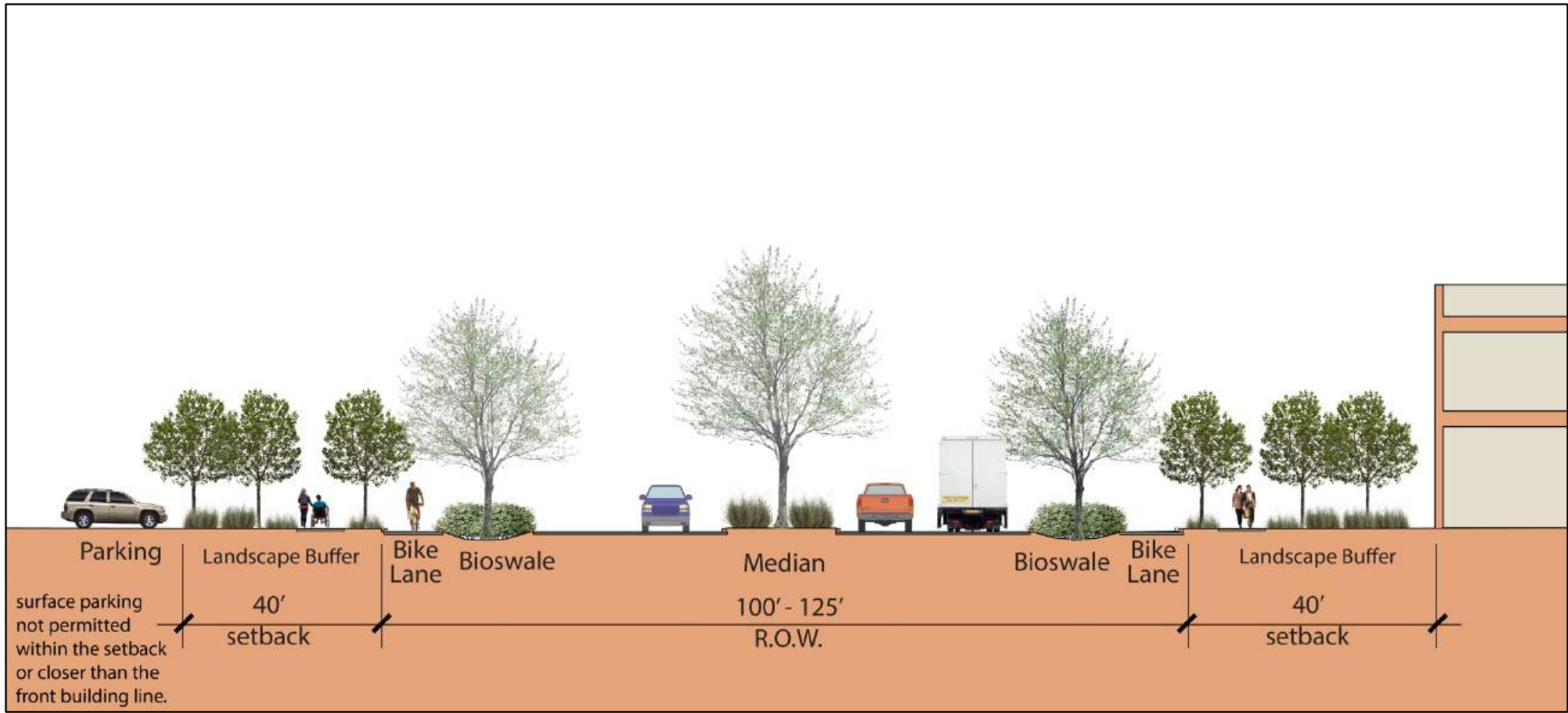
TOD-TRANSITION STREET SECTION AT ROUTE 20

LIGHT INDUSTRIAL

The commercial zone to the east of the Mixed Use District includes primarily large and deep parcels. Commercial uses in this area focus on supporting the trucking industry, including repair garages, parts, and storage. As a key route in truck hauling, Route 20 moves these users across the line, linking eastern Indiana with the Interstate interchanges near Gary which lead to Chicago and points west. While these uses are commercial, the emphasis is on industrial types of businesses. The large lots can support uses ranging from commercial trucking support to small fabrication shops and clean industry. The lots could be developed into an industrial office park character, including streetscape improvements with green infrastructure parking lots and landscaped medians.



LIGHT INDUSTRIAL SETBACK EXAMPLES



LIGHT INDUSTRIAL STREET SECTION

NEIGHBORHOOD COMMERCIAL

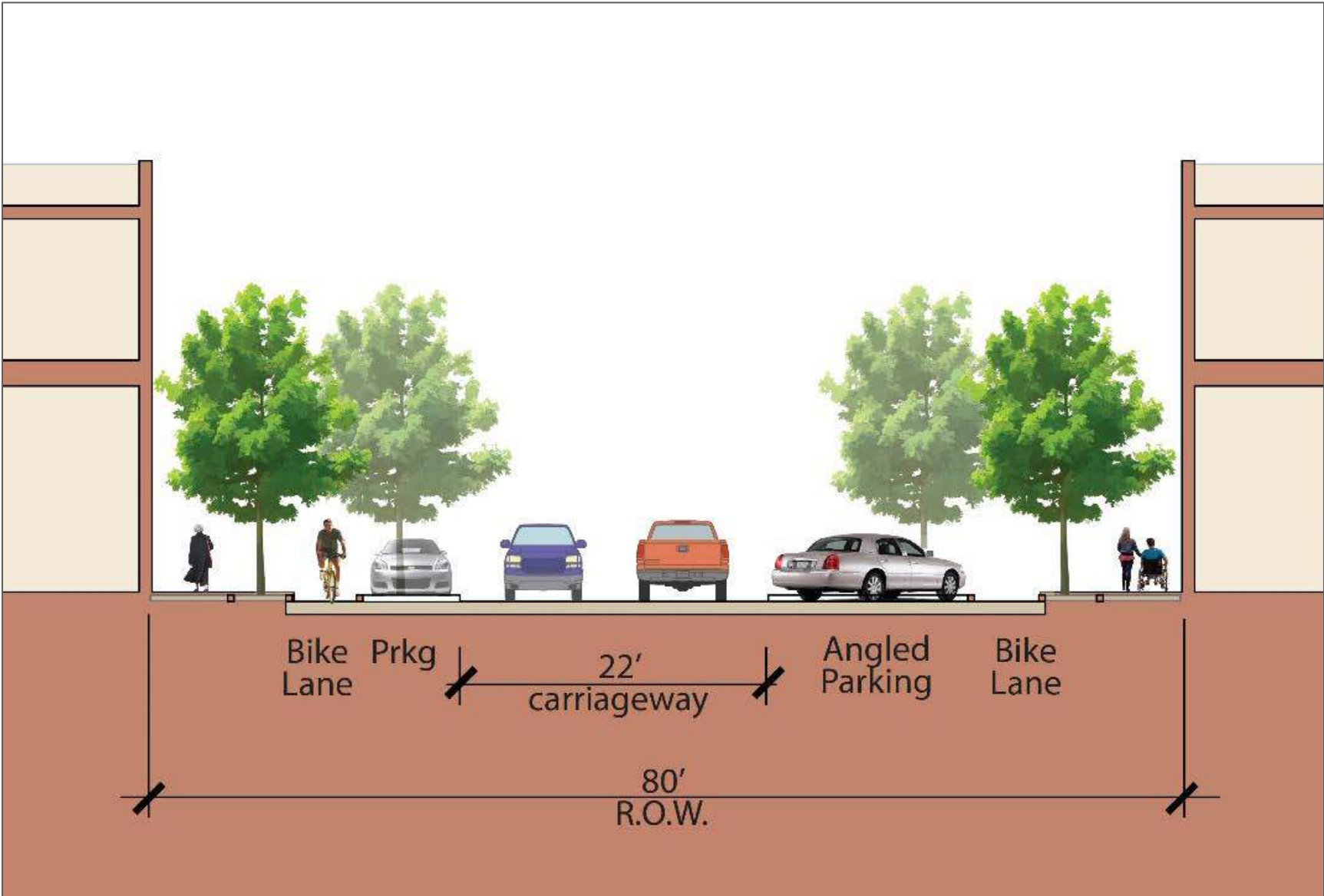
Two distinct neighborhood commercial strips exist within the study area, the Lake Street corridor in Miller Beach and the Aetna Street node to the south of Route 20 in the Aetna neighborhood. The Lake Street/Miller area is currently a growing and vibrant neighborhood asset. This pedestrian-scaled area supports the surrounding neighborhoods while providing a key linkage to the area's premier natural resource asset. A streetscaped avenue with parallel and angled parking provides easy access to shops and restaurants. Sidewalks support pedestrian and transit connections, although, these areas currently are too narrow for outdoor retail uses such as cafes or parklets. While angled parking abuts the sidewalks, both amenities are very narrow for completely accessible uses, including wheelchairs. Improving these amenities based on a specific study for accessible uses is recommended, stretching from where this Neighborhood Commercial District meets the boundaries of the Station and Mixed-Use Districts along Route 20 all the way to the Lakefront at the end of Lake Street. If supported through a specific sub plan, these improvements would help create a barrier-free beach for both citizens and visitors alike.

The Aetna neighborhood node represents an untapped development opportunity that, if done correctly, will merge with Lake Street into one, cohesive community. However, businesses have not yet fully inhabited Aetna Street, nor have streetscape efforts provided parking and



EXISTING LAKE STREET - MILLER

pedestrian connections from the neighborhood to Route 20. This plan's intent is to realize the integration of the Aetna neighborhood with the Lake Street community. The characteristics of the Aetna neighborhood have not yet been able to support new businesses along the commercial street. Improvements to this node must mirror those of Lake Street in code and design, establishing this area as a stable cornerstone of the neighborhood. Diverse retail, providing both commercial and office space, should be encouraged. Accessible pedestrian connections through this node, providing citizens the ability to easily access new development along Route 20, is an essential first step in providing the green infrastructure desperately needed. Current efforts at parcel-scaled improvements throughout the larger neighborhood include citizen-initiated micro-landscaping projects.



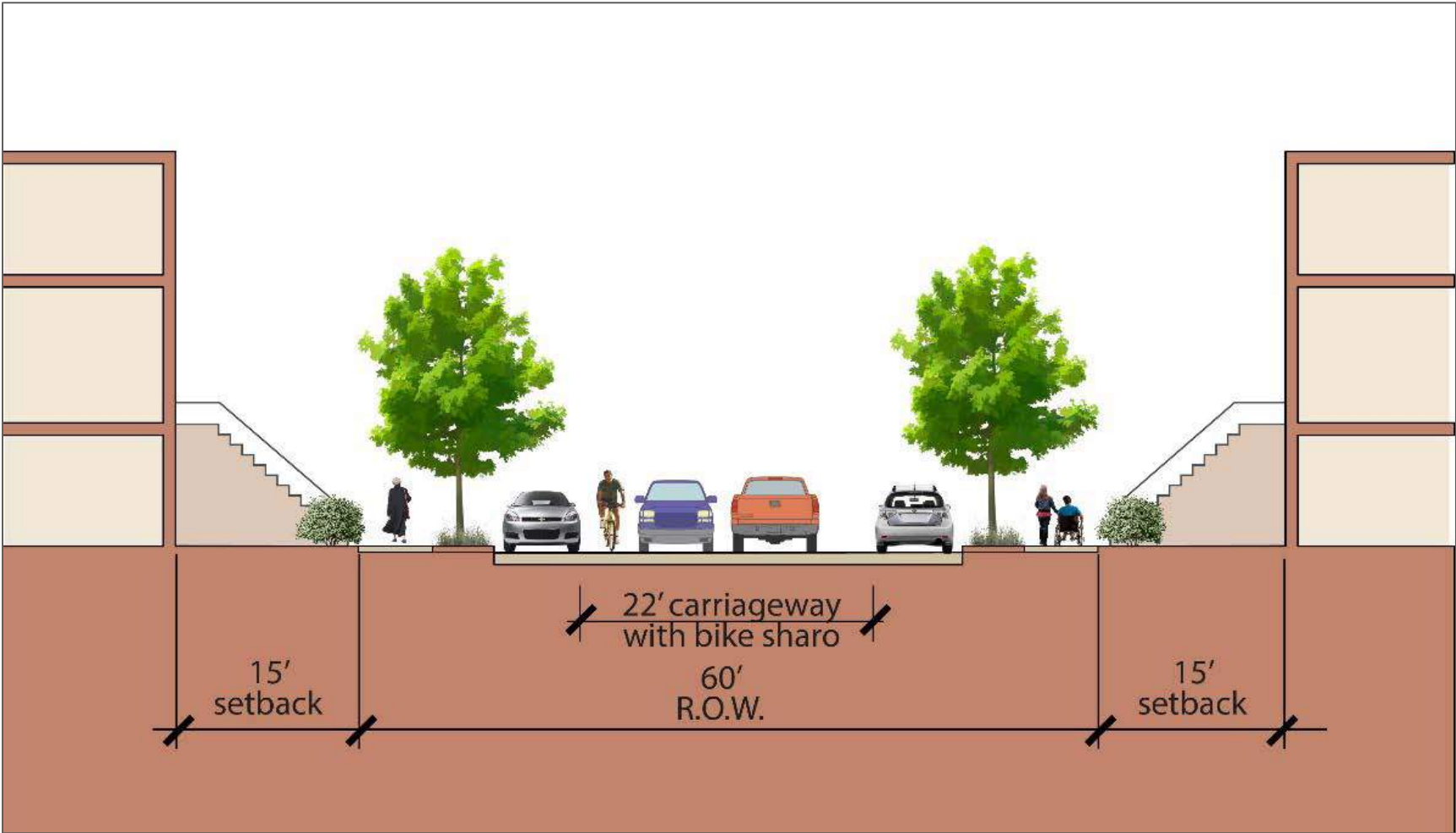
NEIGHBORHOOD COMMERCIAL STREET SECTION

TOWNHOUSE RESIDENTIAL

Focusing on attached, higher density townhomes, this District would provide alternative housing to the single family units within the surrounding area. Units in this design may attract buyers seeking more space than in apartments in the Station District without sacrificing accessibility to the Station. Increased pedestrian connections and crosswalks across Route 20 will link these townhomes with commercial retail along Route 20 and the Station District. It is the intent of this increased residential density in Aetna coupled with direct access to the train station that will encourage pedestrian movement and community integration within the Lakefront District. The enhanced streetscape would provide an intimate, street-scaled design where pedestrians were the main users.



TOWNHOUSE RESIDENTIAL STREET VIEW



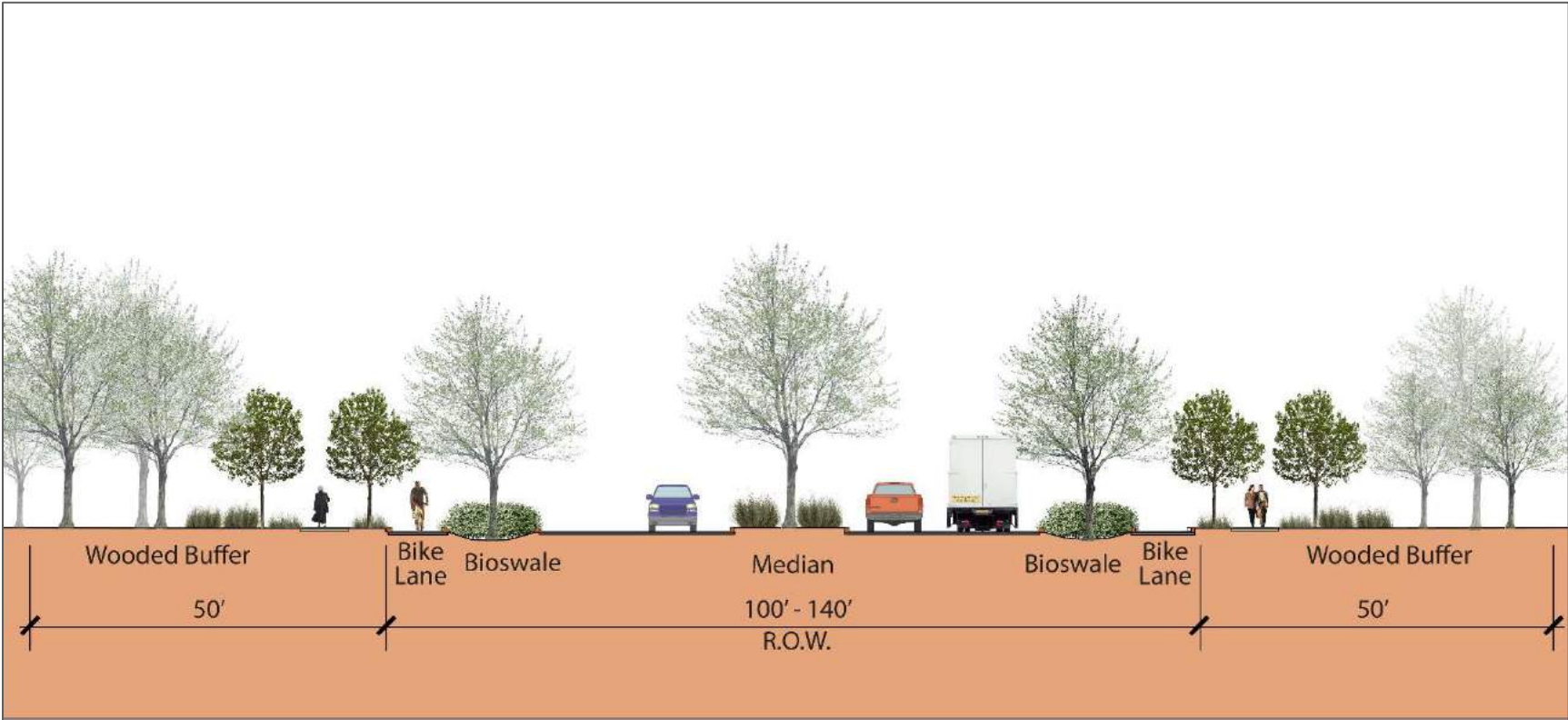
TOWNHOUSE RESIDENTIAL STREET SECTION

GATEWAY DISTRICT

The Gateway District is the symbolic entrance to the larger Lakefront District study area. Intended to welcome visitors to this area of Gary, the Gateway area is envisioned to be rich in signage and vegetation. Multiple types of transportation are accommodated, with wide boulevards and bike and pedestrian networks. Multiple layers of vegetation screen bike lanes and any parking for large lot parcels along its borders. This district will be a wide open beginning to the continuum of development discussed above which begins building in intensity in the neighboring transition Districts. Wayfinding for the entire Lakefront District will begin here in the Gateway, welcoming visitors and pointing the way towards the Indiana Dunes National Lakeshore attractions as well as the TOD venues.



GATEWAY STREET VIEW



GATEWAY STREET SECTION

RECOMMENDATIONS – STREETScape GUIDELINES AND PARKING

Streetscape design considerations will vary by District. The area with the lowest requirement for use generated parking, excepting the train station, will be the TOD-Station District. The density of residential, office, and retail supporting the rail will be the epicenter of walkability, reducing the need for automobiles to access these uses. Thus, within this zone, graduated reductions in required parking have been developed below.

TRANSIT ZONE

- A parcel within 1,200 feet of a transit station, reduce the parking requirement by 20%
- A parcel within 2,400 feet of a transit station, reduce the parking requirement by 10%

STREET PARKING

- Angled and parallel parking must be ADA accessible in width of the stall.
- Established bike lanes, as identified within the streetscape plan, may not diminish parking stall width on street.

REDUCTION FOR MIXED USE / SHARED PARKING

- Within the TOD Station District, parking can be reduced when there is a mix of uses on the same parcel. The required number of parking spaces can be reduced to the amount needed at the peak parking time.
 - a) Determine the minimum amount of parking required for each land use as though it were a separate use, by time period, considering proximity to transit.
 - b) Calculate the total parking required across uses for each time period.
 - c) Set the requirement at the maximum total across time periods.

GARAGES

- In the TOD zone all garages should be screened at the pedestrian level. Active commercial uses are mandated along designated public spaces within 600 feet of the train station.
- Along Route 20, parking garages within the 'build-to zone' should have landscape or architectural screening to hide parked vehicles.

PARKING LOTS

- Minimum setback of 25' from the Route 20 ROW. The setback area must be fully landscaped with ground vegetation and trees spaced a maximum of 30' apart.

- Parking areas cannot be located in the setback zone or any closer to the street than the edge of the principal building. It is preferred that parking be located behind the buildings rather than along the street.
- All parking lots should be landscaped with at least one tree per 10 spaces. The parking surface should be sloped to drain storm water runoff to rain gardens and planted areas within the parking lots.
- Green infrastructure required in parking lots within the TOD-Transition and TOD-Industrial Districts. Plantings, trees, and islands required.

RECOMMENDATIONS – LANDSCAPING AND SIGNAGE

LANDSCAPE GUIDELINES

The purpose of the landscape guidelines is to create a visually unified public realm that enhances the area and screens out loading and service areas, industrial activities and storage lots. General standards throughout the district include:

- Landscaping should incorporate traditional planting patterns and materials with an emphasis on indigenous species. Plants native to the Northern Indiana Region should be encouraged for all landscaped areas.
- Where commercial areas are characterized by building setbacks and / or surface parking lots, the street frontage should be maintained through the use of low-profile landscaping (bushes and shrubs), trees, and decorative walls or fencing.
- Landscaping along roadways and parking areas should consist of salt-tolerant trees, shrubs and ground cover. Planting in beds, planters and urns or other containers should be reserved for areas at building entrances or other pedestrian areas.
- Public sidewalk construction located within the setback area must meet city requirements per DPS. Sidewalks must be a minimum of six (6) feet in width.
- Private sidewalks can be constructed of brick or concrete. However, uniformity of design and materials is desirable. All walkways must be designed for wheelchair access with curb ramps at streets and driveways.
- Sidewalks should be lined with trees so as to provide at least 60% shading along all pedestrian areas.
- Green approaches to storm water management for parking areas can be combined with the landscaping in the setback area and those areas between the buildings or parking areas and the street right of way.
- Mechanical systems (HVAC, ventilation systems, etc.) should be placed on the roof or behind buildings and be screened by walls, fencing and/or plantings.
- All landscaping shall be arranged so as not to obscure traffic signs or fire hydrants, or obstruct drivers' sight distance within the parking area and at driveway entrances

TOD Districts

- Regularly spaced trees with a spacing of not more than thirty (30) feet are to be planted in a linear row within five (5) feet of the property edge along all property edges facing a roadway.
- Within the setback area, a minimum six (6) foot wide public sidewalk should be constructed as per standards set by the City of Gary Public Works Department. Sidewalks are also required to lead between the street sidewalks and all building entrances and parking areas. Within parking lots, pedestrian walkways must be clearly marked and be separated from vehicular movement areas as much as possible.
- Sidewalks can be constructed of brick or concrete. However, uniformity of design and materials is desirable.

Light Industrial District

- Regularly spaced trees with a spacing of not more than thirty (30) feet should be planted in a row at the property edge along all roadways.
- Dense landscaping, berms and other vertical landscape elements should be used to screen intense commercial, office and industrial activity from adjacent roadways.
- Office park and industrial developments should be landscaped in a manner that screens parking and unattractive site functions (such as service and loading areas and mechanical systems) and enhances visibility to entrances.

Gateway District

- Dense, forested landscaping, low planting and earthen berms planted across the entire 50' depth of the buffer area will be used to create a natural landscape buffer along the Route 20 corridor.
- All trees and plantings along Route 20 must be native to the Northern Indiana Region.

SIGNAGE GUIDELINES

Signage is meant to convey information for directional purposes and about the nature of individual businesses. However signage also strongly affects the character and image of a place. The following describes general parameters for signage in all the development districts.

Exterior building signs are limited to business identification and description; exterior advertising signs and billboards are not permitted. Sign dimensions should be in proportion to the building, that is, the signage should not dominate the building façade, but instead be an integral part of the design of the structure.

Signs attached to buildings shall be permitted as follows:

- A sign or signs attached to a main building shall not exceed one and a half (1.5) square feet in area for each one (1) foot width of the front building wall or ten (10) percent of the front wall area, whichever is greater.
- No single sign shall exceed one hundred fifty (150) square feet in area, unless the front wall area exceeds one thousand five hundred (1,500) square feet. In such case, the sign(s) shall be permitted to increase in size by one (1) square foot for each two hundred (200) additional square feet of front wall area, but not to exceed three hundred (300) square feet of area for any one (1) sign.
- Such signs shall only advertise business conducted on the premises.
- Such signs shall not project more than eighteen (18) inches from the building facade to which it is attached; provided, however, that where a sign extends more than three (3) inches from the face of the wall, the bottom edge of the sign shall be not less than eight (8) feet from the ground nor have a vertical dimension in excess of fifteen (15) feet.
- No sign shall be higher than twenty (20) feet from the ground or project above the roofline.
- Such sign may be internally lighted with non-glaring lights or may be illuminated by shielded floodlights.
- Flashing lights, flashing signs, moving signs and the animation of signs are not permitted.

Freestanding signs are permitted as follows:

- Not more than one (1) such sign shall be permitted per three hundred (300) feet of street frontage.
- No one (1) surface of any such sign shall exceed seventy-five (75) square feet in area or one (1) square foot for each five (5) feet of street frontage, whichever is lesser.
- Ground signs should integrate building materials and/or details into support structures or decorative bases so as to appear as low monoliths with an architectural appearance compatible with the building and streetscape.
- Low masonry bases are encouraged while post-mounted ground signs are discouraged.
- Sign fabrication techniques that minimize background lighting should be used. Accordingly, illumination should be limited to one of the following methods:
 - Direct (external) lighting from a concealed light source focused solely on the sign and shielded or otherwise prevented from beaming onto adjacent properties or rights-of-way.
 - Interior lighting with letters and graphics lit or silhouetted against an opaque metal (or similar solid) background. The letters or graphics could be routed-out, pushed through or pin-mounted with halo illumination.
- Landscaping around the sign should be planned to remain subordinate to the identification function.

- Freestanding signs shall be no higher than twenty five (25) feet and the maximum width of any one (1) side of the sign shall not exceed fifteen (15) feet;
- No freestanding sign is permitted in the setback zone.
- Flashing lights, flashing signs, moving signs and the animation of signs are not permitted.

Shopping Centers

Freestanding signs in shopping centers shall be permitted as follows:

- One (1) freestanding sign per main driveway entrance to identify the shopping center and the occupants therein, not to exceed two hundred fifty (250) square feet or one (1) square foot for each five (5) feet of street frontage, whichever is the lesser. The total area of such signs shall not exceed five hundred (500) square feet and shall not be closer to one another than one thousand six hundred (1,600) feet.
- Such signs shall not exceed twenty-five (25) feet in height and cannot be located in the setback zone. No such sign shall encroach upon any required side yards or rear yard setbacks.

Awning Signs

- All frames are to be manufactured from tubular or structurally shaped steel or aluminum with finishes or coatings as required to protect against corrosion.
- Vinyl fabric coverings are to be fourteen (14) ounces per yard minimum weight with certification as to tensile strength and flame resistance to meet industry and NFPA and BOCA codes.
- Fastenings and/or structural attachments to buildings must only be to structural members and of sufficient size and strength to meet BOCA standards.
- All electrical components and/or lighting equipment is to be labeled and rated for protected outdoor use and installed by a licensed electrical contractor.
- Ceilings are optional and may consist of "egg crate," mesh fabric or solid plastic material. Removable panels or sections must be provided to allow access for service and cleaning.
- All awning signs which project over or above backup walls are to be covered and weather protected with structural plastic, rustproofed metal or aluminum.
- Letter copy on awning signs is to be applied with manufacturer-approved processes.
- Awning signs may be attached to buildings or structures with the following projections and height limitations:
 - Minimum clearance shall be eight (8) feet unless projecting over a vehicular right-of-way, in which case clearance must be fourteen (14) feet six (6) inches to avoid damage by trucks or other high vehicles.

- If the structure has a fringe or valance, such fringe or valance may hang below the ceiling line no more than twelve (12) inches.
 - Such signs shall be limited to single-story buildings or to the first level only of multistory buildings.
 - Awning signs are not permitted in the Neighborhood Commercial District, whereas traditional horizontal awnings are permitted.
- Only the copy area of awning signs shall be considered in the square footage limitations. The remaining portion should be considered as awning area only.

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FORM BASED CODE RECOMMENDATIONS - SUMMARY CODE SHEETS

TOD STATION

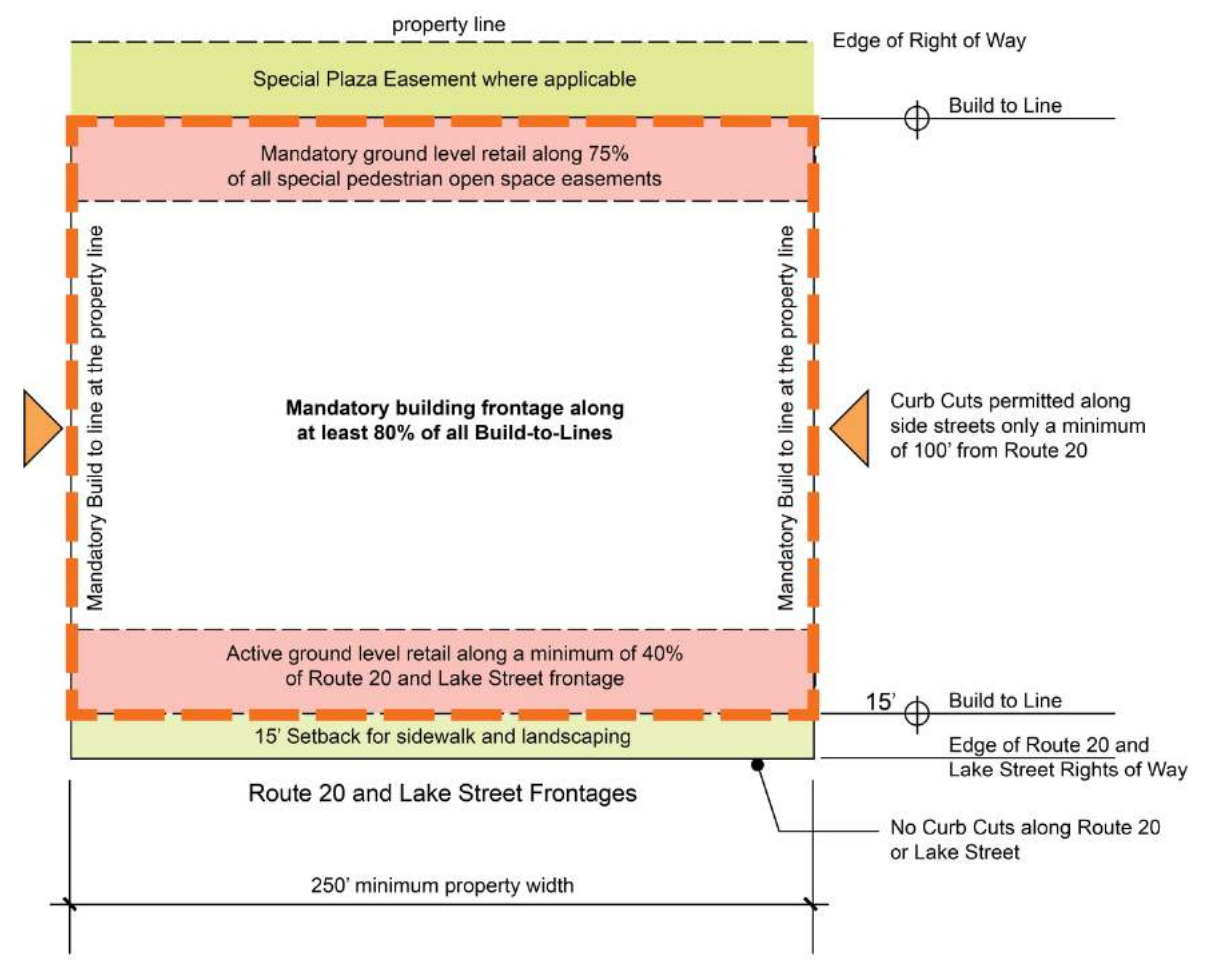
The TOD Station Zone applies to those properties immediately adjacent to the commuter rail station. The zoning is designed to promote mixed-use development with **active commercial uses** facing public pedestrian spaces. This zoning is highly prescriptive for the types of uses that can occur at grade and the location of the building edge.

The maximum total **Floor Area Ratio (FAR)** for this zone is 2.5, of which commercial or residential uses cannot exceed a FAR of 1.5 individually. To achieve this level of density, a development parcel must be a minimum of 2.0 acres with at least 250 feet of frontage along Route 20. There are no yard requirements for this zone, but the building façade must coincide with a **build-to line** for at least 80% of the parcel length along all public spaces.

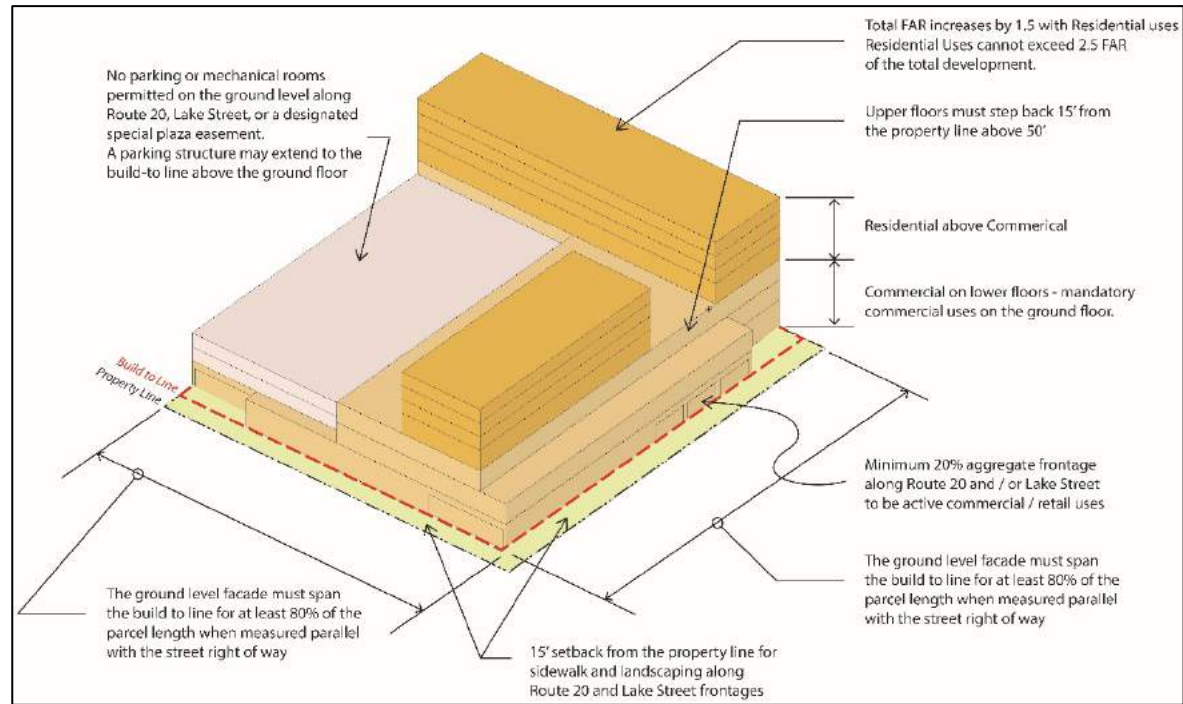
The total parking spaces prescribed by the existing zoning can be reduced by 20% for a development within 1200 feet of the station, and then further reduced to account for the mix of uses on the site. Parking structures cannot be located along a **Special Plaza Easement**, Route 20 or Lake Street on the ground level.

TOD Station Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
Mandatory build-to line – 25 ft setback	80%	2.5	1.5	1.5	250 ft min lot frontage on Rt. 20	NA	NA	Per code; not included in FAR calculations

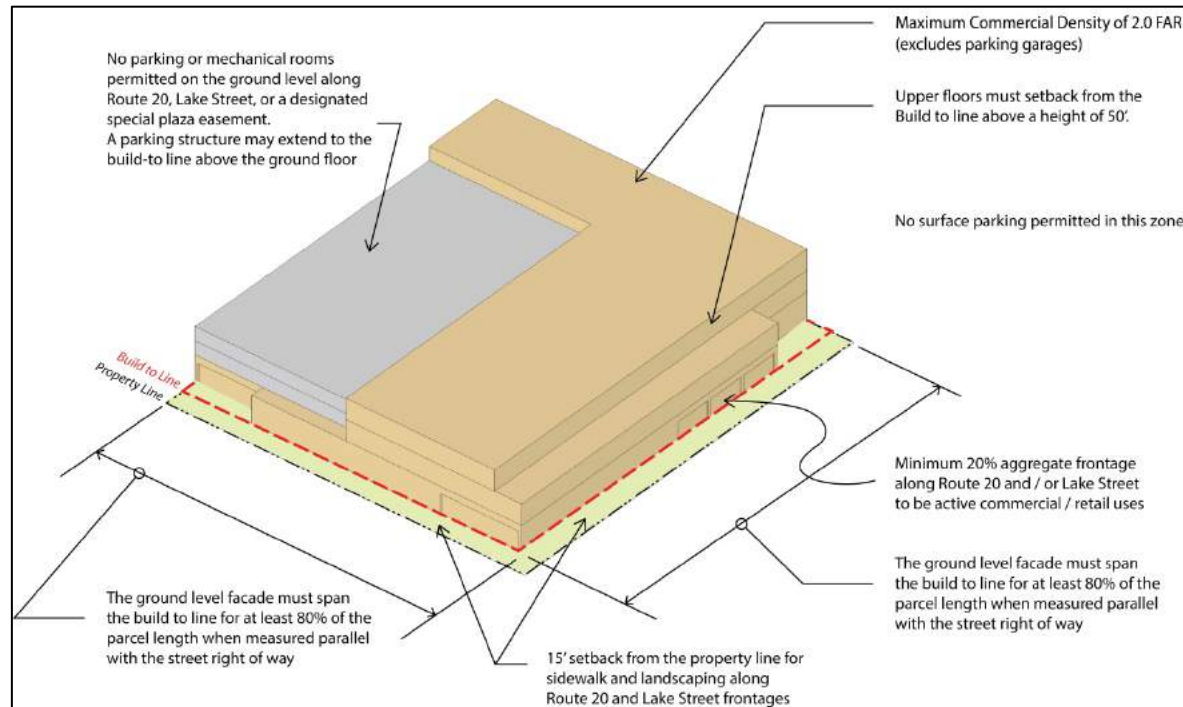
TOD Station Plan Diagram



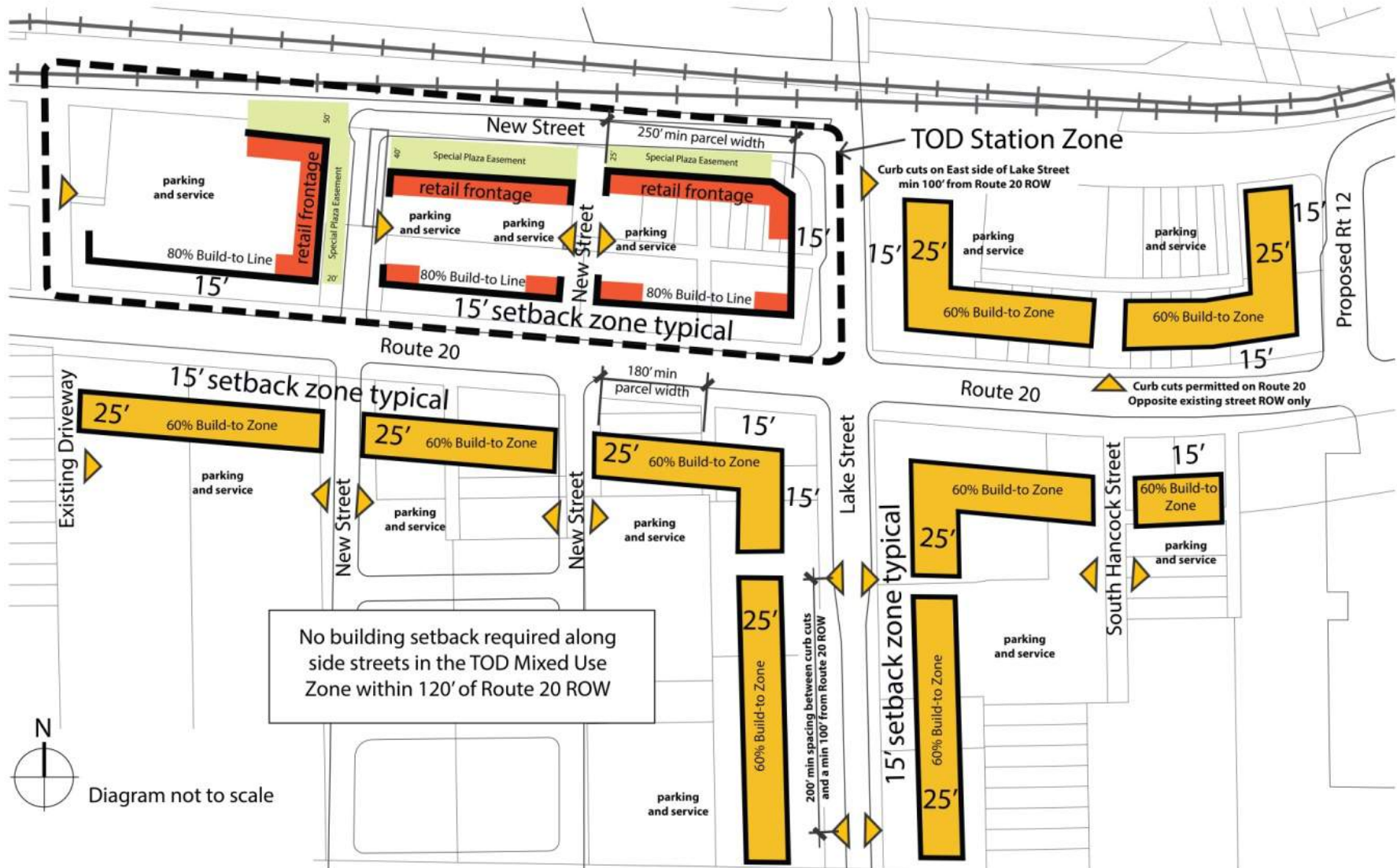
TOD Station Concept With Residential



TOD Station Concept Without Residential



Overview Diagram of TOD Station and TOD Mixed Use Zones



TOD Station and Mixed Use Zones

The TOD Station and the TOD Mixed Use Zones encompass an area that includes the Miller Train Station and the intersection of Lake Street and Route 20. The TOD Station area spans the land area between the train station and Route 20 mandating specific design controls to the building massing, placement and the land uses in order to address these two very different places. At the train station, ground level retail is mandated to compliment the pedestrian spaces that are to be built within the plaza easements. Along Route 20 the building mass is specifically located as well as some ground level uses in order to anchor the Lake Street and Route 20 corner. Parking and service access can only occur along new secondary streets that run between Route 20 and the new access road parallel to the train tracks.

The need for a minimum parcel width is due to the need to construct a parking garage surrounded by ground level retail on several sides. This suggests that several smaller parcels will need to be combined in order to achieve the type of development that is preferred at this location.

The TOD Mixed Use Zone encompasses the remaining blocks to the south of Route 20 and east of Lake Street. These mimic the requirements of the TOD Station area but offer a greater amount of flexibility to the building location. The buildings touch a build-to zone so that they will be close to Route 20 and Lake Street and thereby help establish a full perimeter to the Lake Street / Route 20 Intersection and several hundred feet of corridor length in all directions.

TOD MIXED USE

The TOD Mixed Use Zone applies to areas within walking distance of the train station. The zoning aims to promote development consisting of residential uses located above a commercial base. Development parcels must have a minimum of 180 feet of frontage along Route 20.

The maximum total **Floor Area Ratio (FAR)** for this zone is 1.2, of which commercial uses cannot exceed 0.8 FAR and residential uses cannot exceed 0.6 FAR.

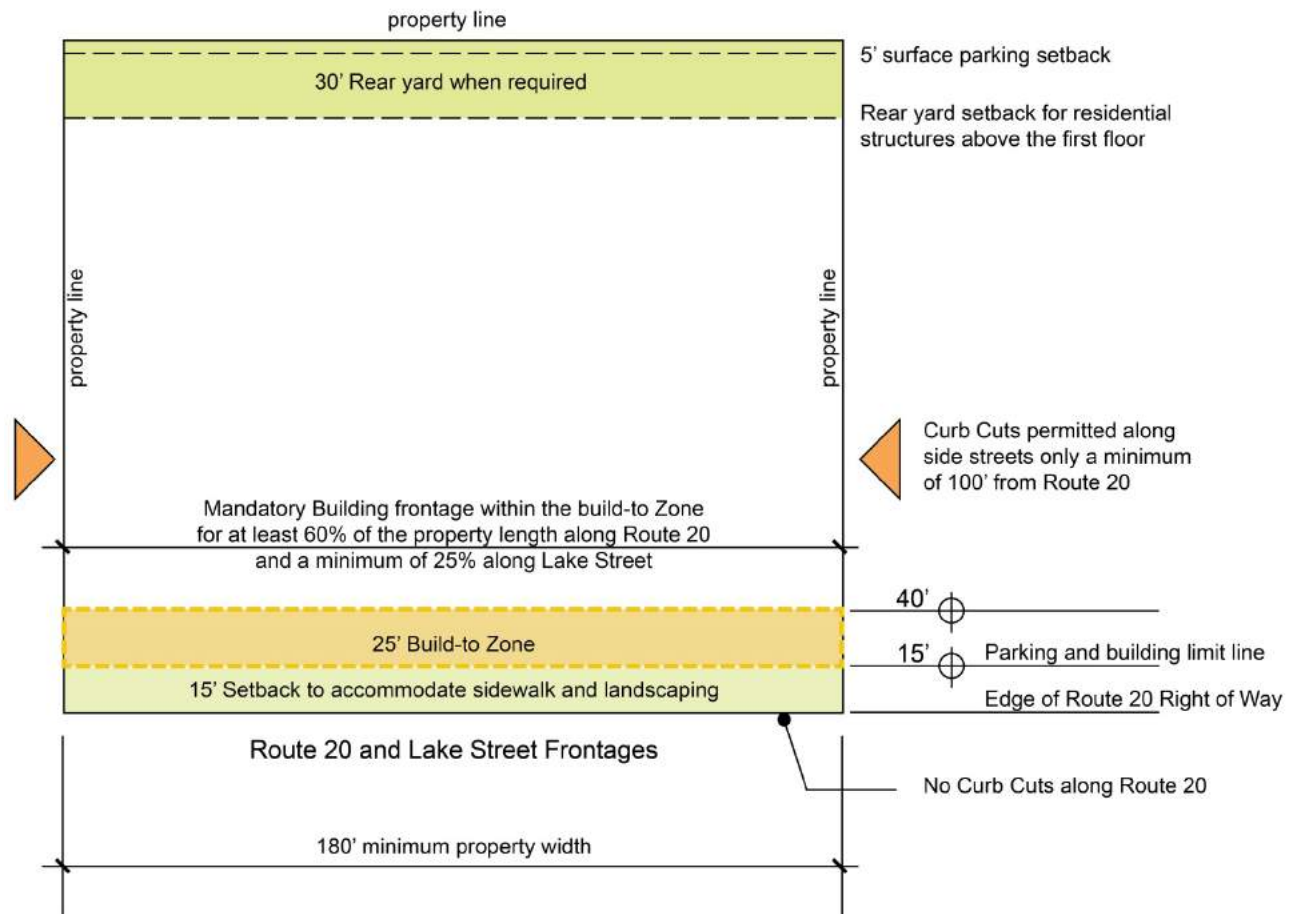
The total parking spaces prescribed by the existing zoning can be reduced by 10% for a development within 2400 feet of the station, and then further reduced to account for the mix of uses on the site. No curb-cuts are permitted along Route 20 when there is a secondary mapped street abutting any property line.

Buildings must be located with a **build-to-zone** for at least 60% of the property length facing Route 20. This is a cumulative length, so a building can setback out of the zone as needed, but only those portions of the building located within the zone will count toward the total frontage.

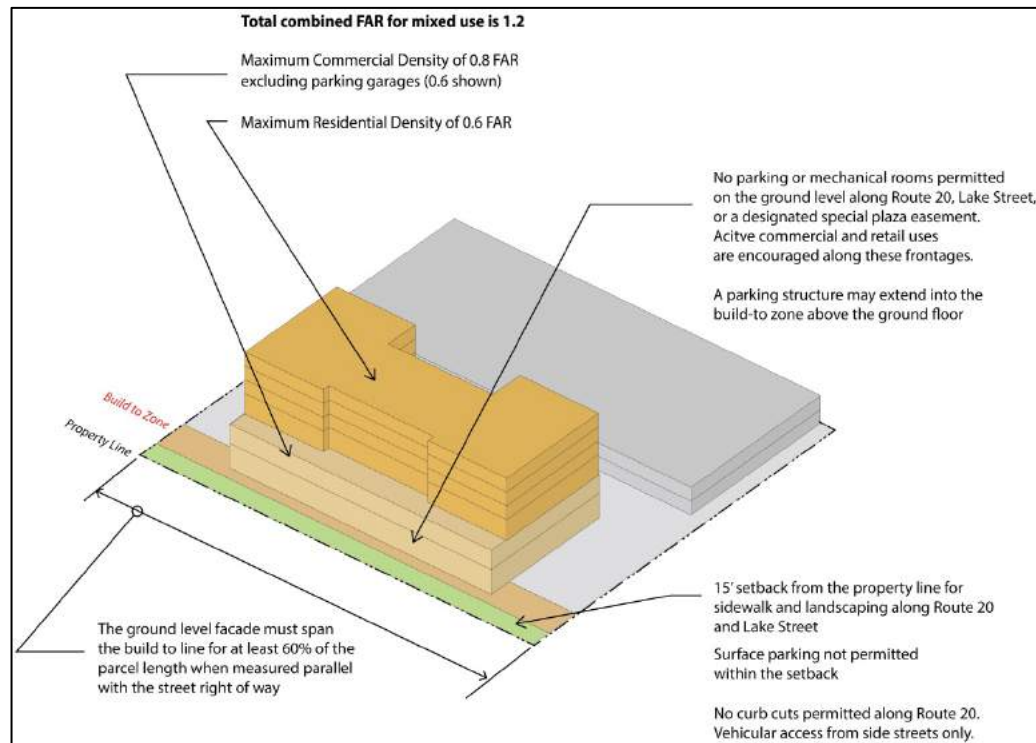
TOD Mixed Use Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
Build-to-zone; 15 ft – 40 ft setback	60%	1.2	0.8	0.6	180 ft min lot frontage on Rt. 20	None at ground floor*	NA	Per code; not included in FAR calculations

*30 ft setback above 20 ft when abutting residential parcels

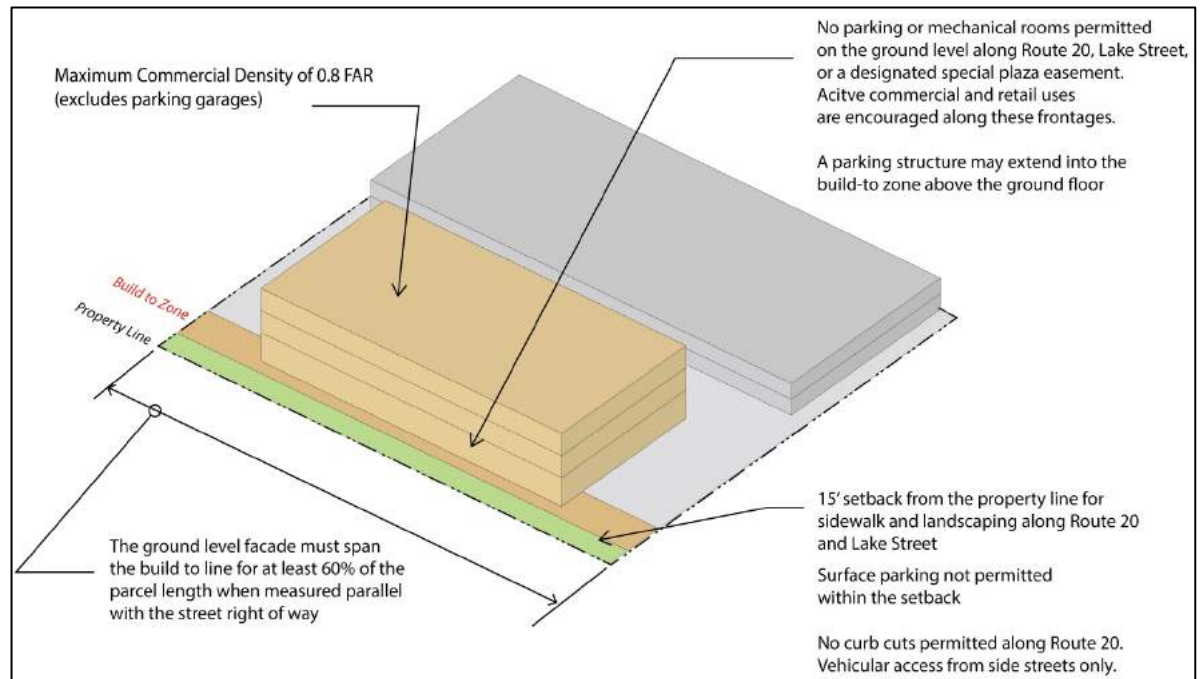
TOD Mixed Use Plan Diagram



TOD Mixed Use Concept With Residential



TOD Mixed Use Concept Without Residential



TOD TRANSITION

The TOD Transition Zone is intended to accommodate traditional highway commercial development; however a portion of the development must be located within a **build-to-zone** along Route 20. This zone is similar to the TOD Mixed Use Zone, however, the density is lower and the percentage of the façade that needs to be located in the **build-to-zone** is smaller.

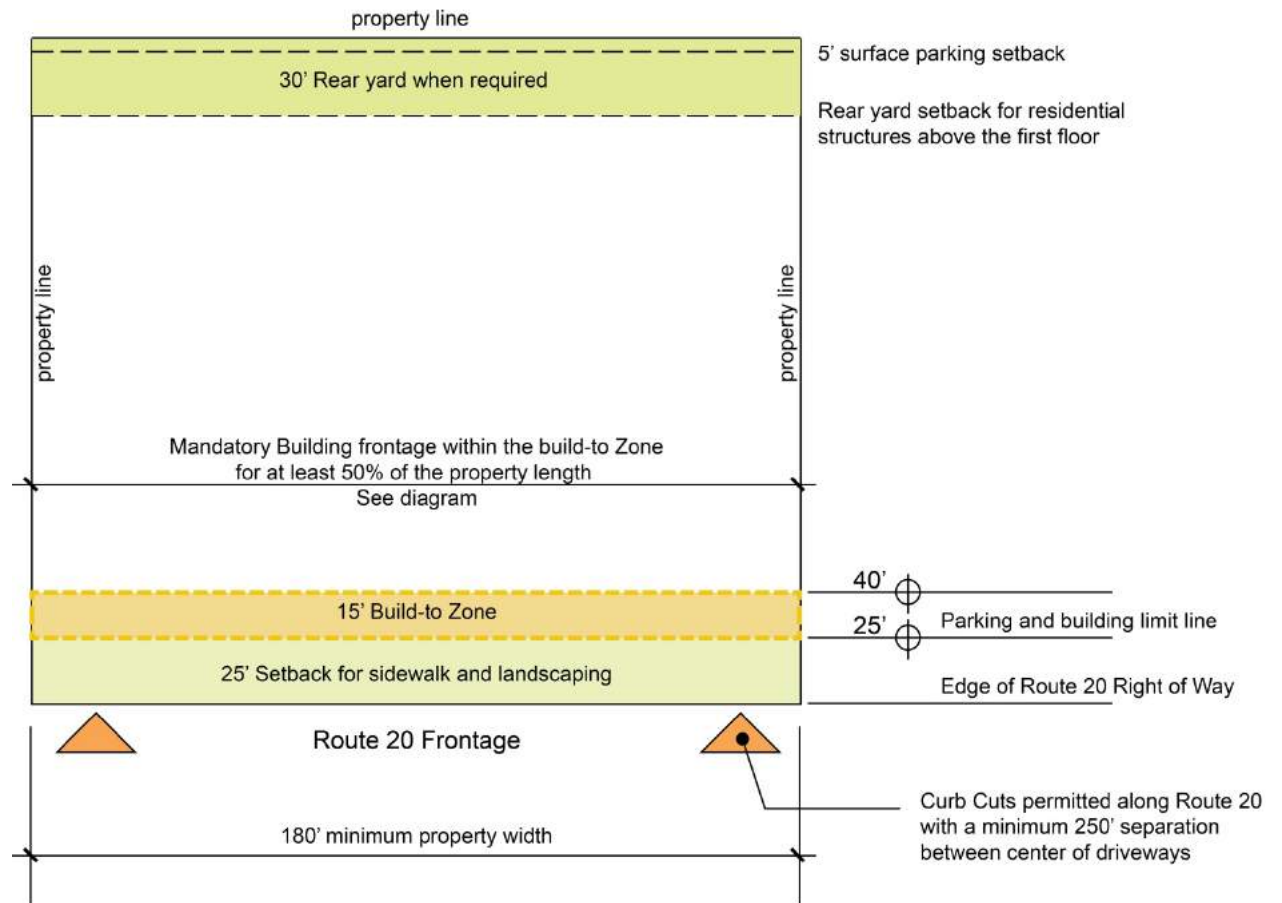
The maximum total **Floor Area Ratio (FAR)** for this zone is 0.8, of which commercial uses cannot exceed 0.6 FAR and residential uses cannot exceed 0.4 FAR. A parking reduction is permitted for shared parking in a mixed use development.

Surface parking can be located in the **build-to-zone** up to the **setback line** but no closer to the street than the front wall of the building. Curb cuts can occur along Route 20 spaced a minimum of 250 feet apart.

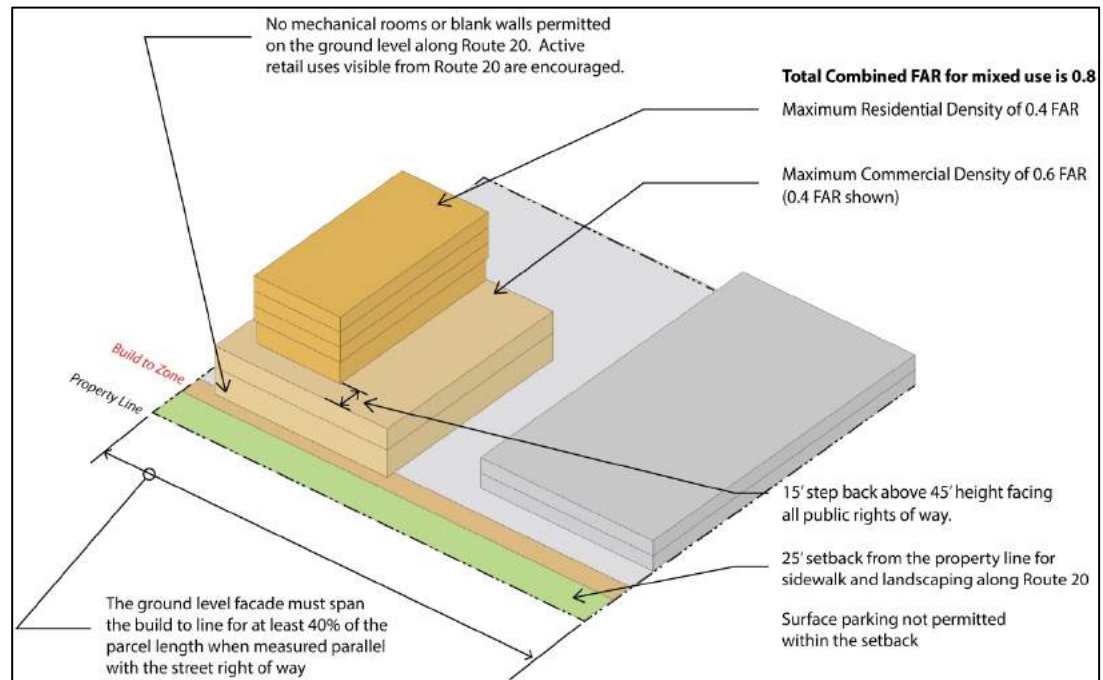
TOD Transition Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
Build-to-zone; 25 ft – 40 ft setback	40%	0.8	0.6	0.4	180 ft min lot frontage on Rt. 20	None at ground floor*	NA	Per code; not included in FAR calculations

*30 ft setback above 20 ft when abutting residential parcels

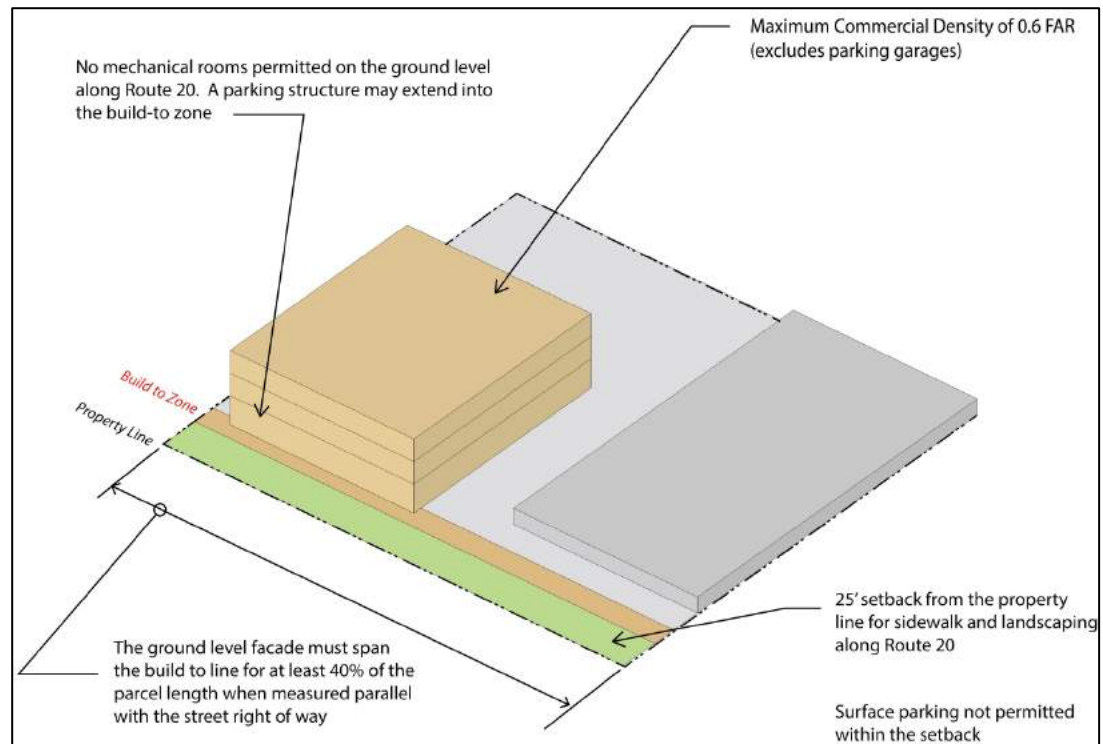
TOD Transition Plan Diagram



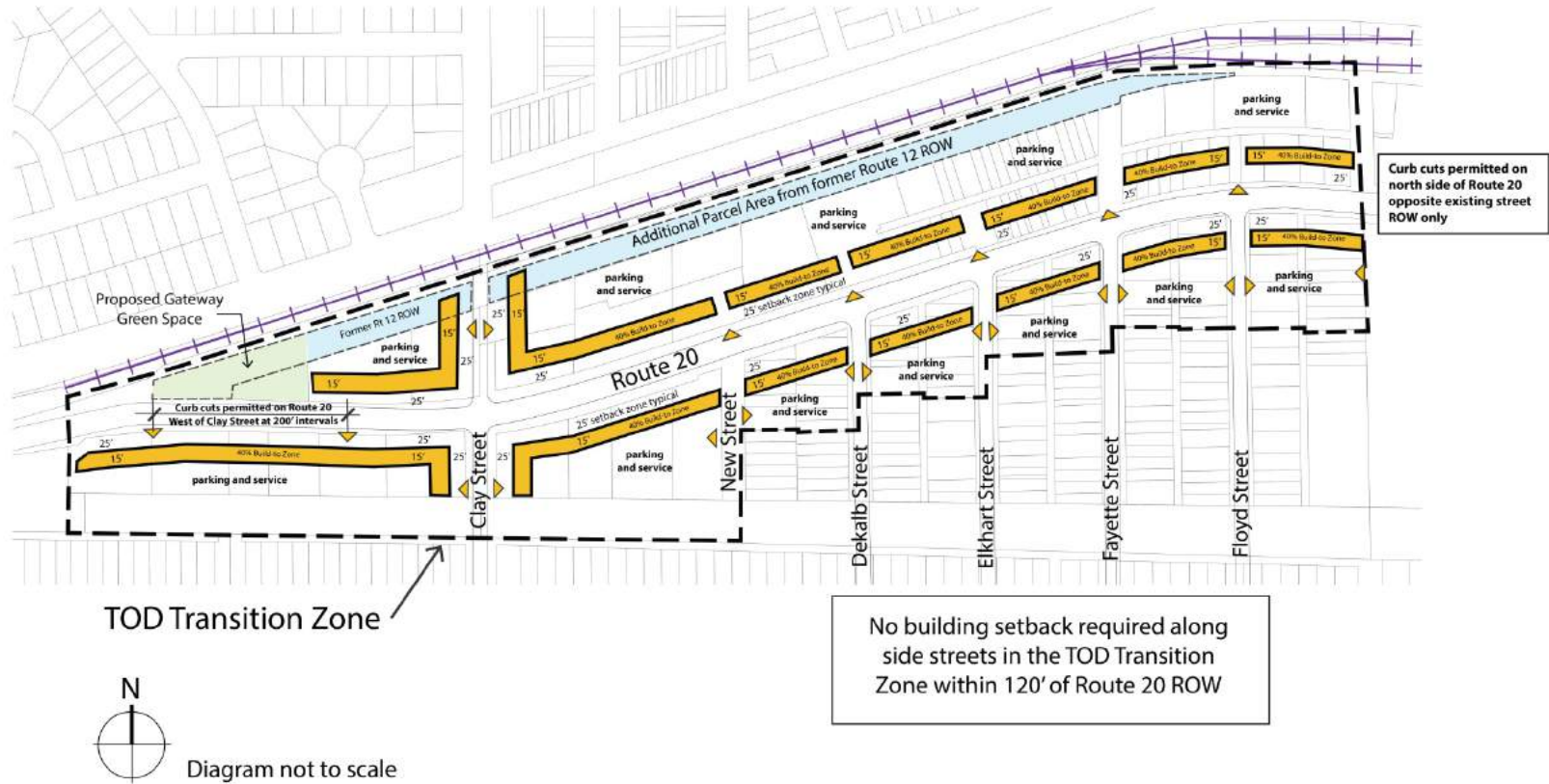
TOD Transition Concept With Residential



TOD Transition Concept Without Residential



Overview Diagram of TOD Transition Zone



N

 Diagram not to scale

TOD Transition Zone

The TOD Transition Zone is very similar to the TOD Mixed Use Zone and applies the same use of a build-to zone along the Route 20 corridor. As the designation implies, this is a transition between what is a very strong pedestrian environment to one that is more auto-dependent. There are mandated requirements for a landscaped setback that includes walkways and pedestrian scaled lighting, as well as, pedestrian ways from the street to building entrances.

The zoning district is essentially linear and embraces Route 20 as its focus, but there are multiple intersections with smaller streets that will ultimately provide pedestrian and vehicular access from Route 20 to the South Lakefront District to the south of the Route 20 corridor. Setbacks are required along Route 20 but on all smaller side streets, there is no setback requirement for a distance of up to 120 feet from the Route 20 right of way. This reinforces the continuity of buildings along Route 20 and forms a gateway at the ends of each of the smaller side streets.

Setbacks are required along Clay Street in a fashion similar to that of Lake Street, as this is a major north / south street leading to destinations to the north and south.

NEIGHBORHOOD COMMERCIAL

The Neighborhood Commercial Zone applies to the existing commercial street retail zones located along Lake and Aetna Streets and aims to preserve the existing pattern and scale of a pedestrian retail street. The new zoning controls the location of the front building elevation and mandates **active commercial uses** at the street.

The maximum total **Floor Area Ratio (FAR)** for this zone is 2.0, of which commercial uses cannot exceed 1.5 FAR and residential uses cannot exceed 1.0 FAR. Off-street parking is not required in this zone. No parking garages can be built along either Lake or Aetna Streets.

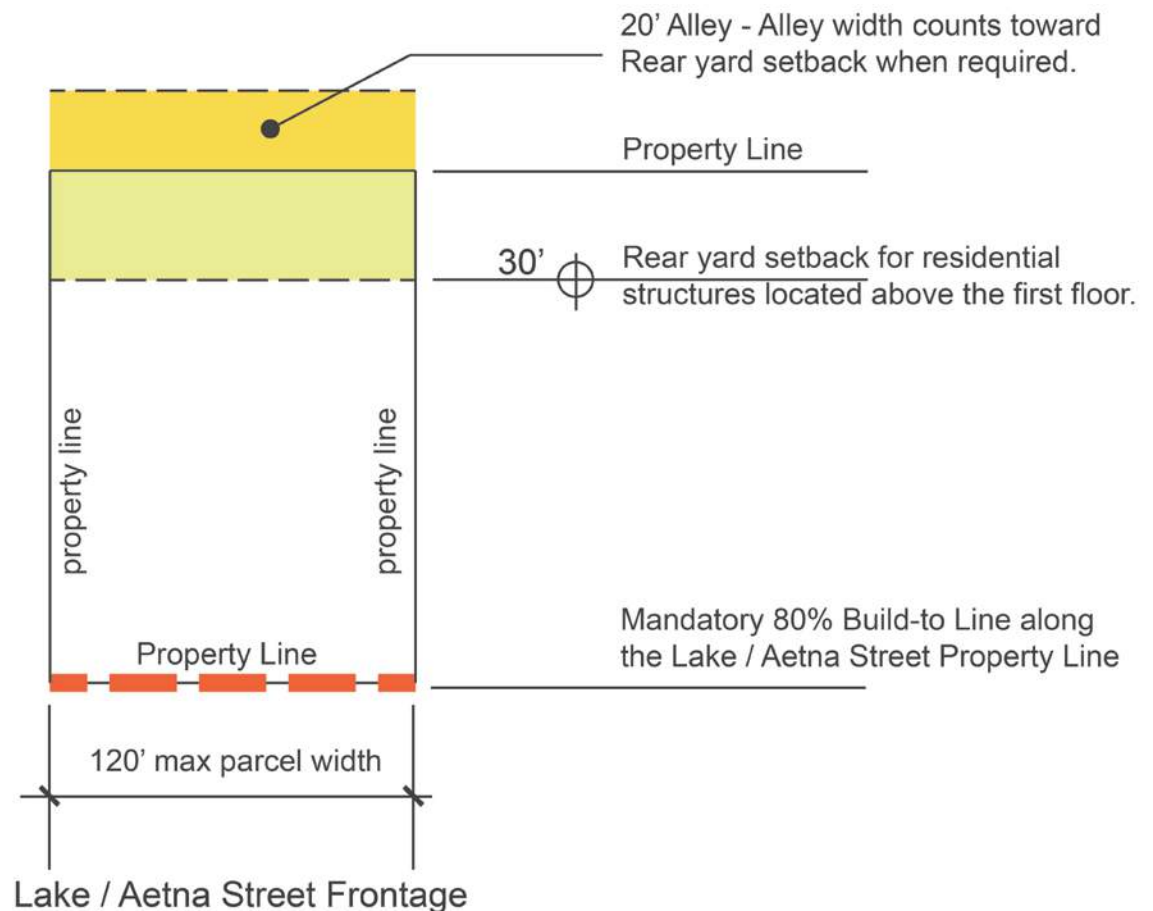
Parcels cannot be combined to create a single parcel greater than 120 feet unless already mapped prior to May 2016. Buildings must be built to the **build-to-line** along the front property line for a minimum of 80% of the property width.

There are no side yard or rear yard requirements except that residential uses cannot be located closer than 30 feet from the rear property line.

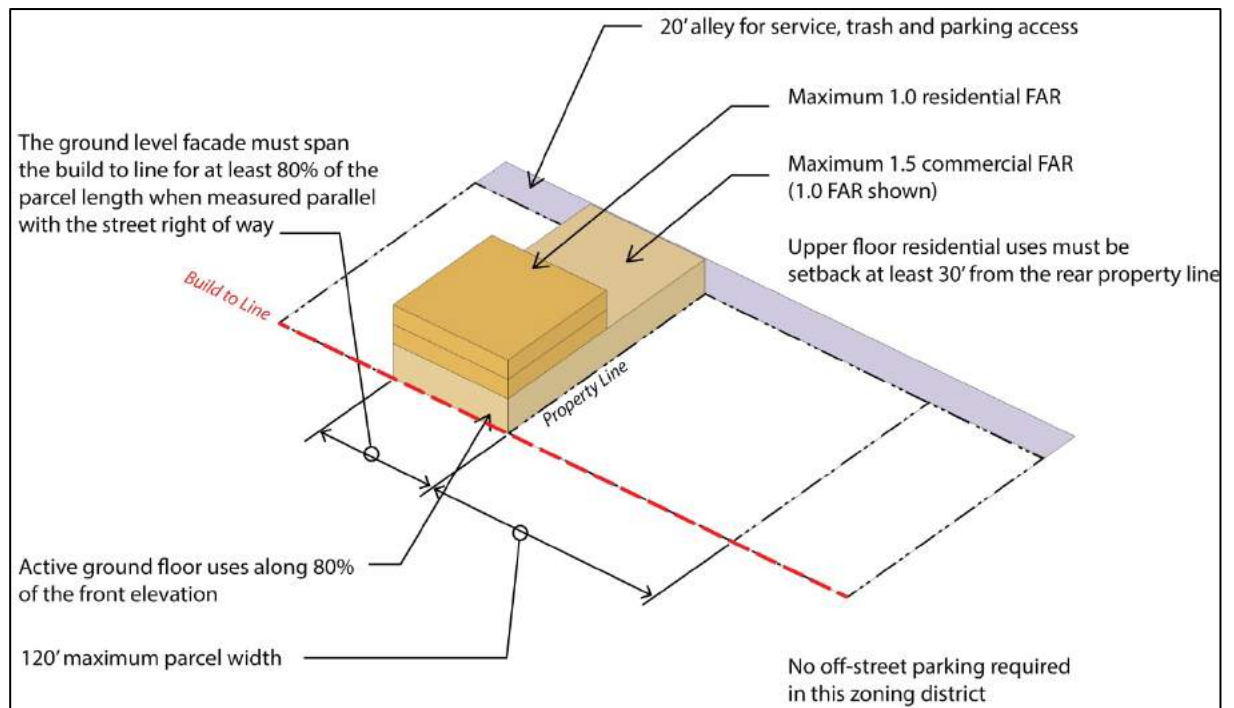
Neighborhood Commercial Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
Mandatory build-to line; no setback	80%	2.0	1.5	0.5	120 ft max parcel width*	30 ft setback for residential uses	NA	No off-street parking required

* Unless established prior to June 2016

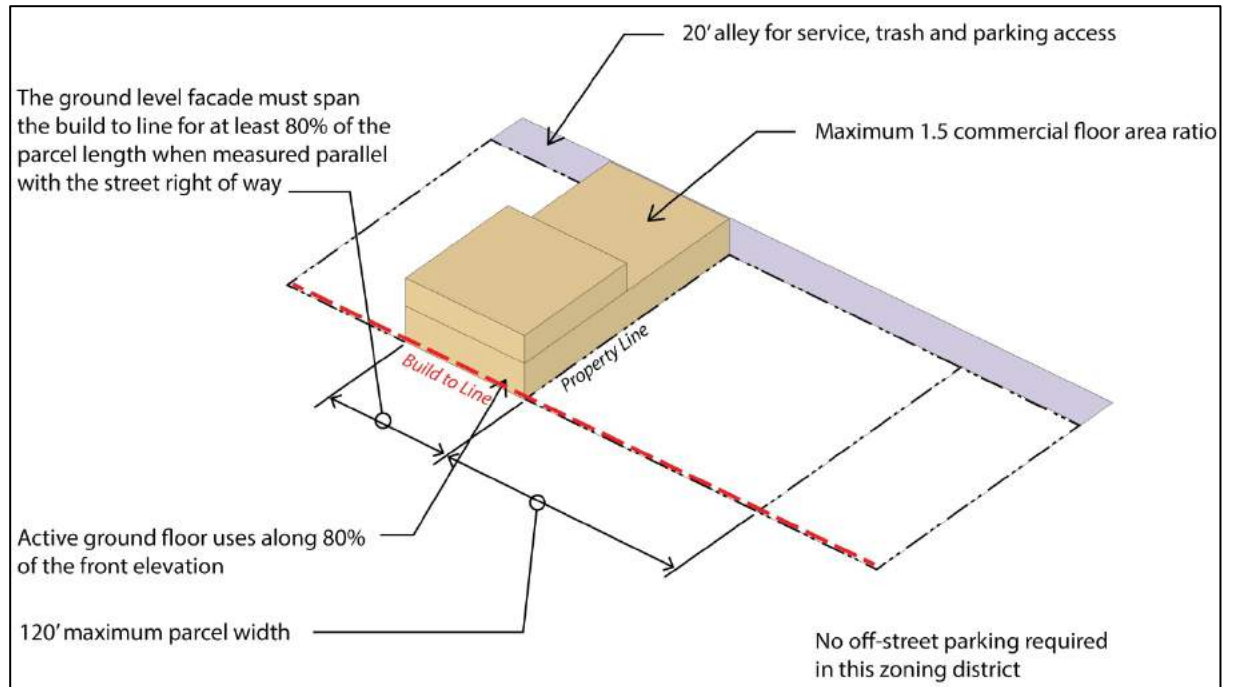
Neighborhood Commercial Plan Diagram



**Neighborhood
Commercial Concept
With Residential**



**Neighborhood
Commercial Concept
Without Residential**



Overview Diagram of Neighborhood Commercial Zone



Neighborhood Commercial Zone

This zone reinforces the pattern of local commercial development along Lake Street from the train station to a point just north of South 3rd Avenue. The form-based code mandates development to be built at the street line for a minimum of 80% of the parcel length along all segments of the street. As well there is a provision that commercial establishments maintain active ground level uses to activate the street and promote pedestrian activity. The build-to requirements extend at least 60' back along all cross streets and at Miller Avenue, the parcel bordered by Miller Avenue, Lake Street and a small road just 80' north of Miller Avenue has build-to lines along all frontages. This requirement was designed to prescribe a building mass that would connect the activity along Lake Street to a proposed public space / gathering area just to the east along Miller Avenue, one block away from Lake Street.

TOWNHOUSE RESIDENTIAL

The Townhouse Residential Zone permits the construction of attached single and two-family housing in a row-house pattern along certain residential streets. Parcel widths range from a minimum of 18 feet to a maximum of 40 feet. The townhouse must be located at the **build-to line**, which is **setback** 15 feet from the front property line, and must occupy 100% of the front property line.

No residential development can occur within 30 feet of the rear property line.

The maximum total **Floor Area Ratio (FAR)** for this zone is 1.5.

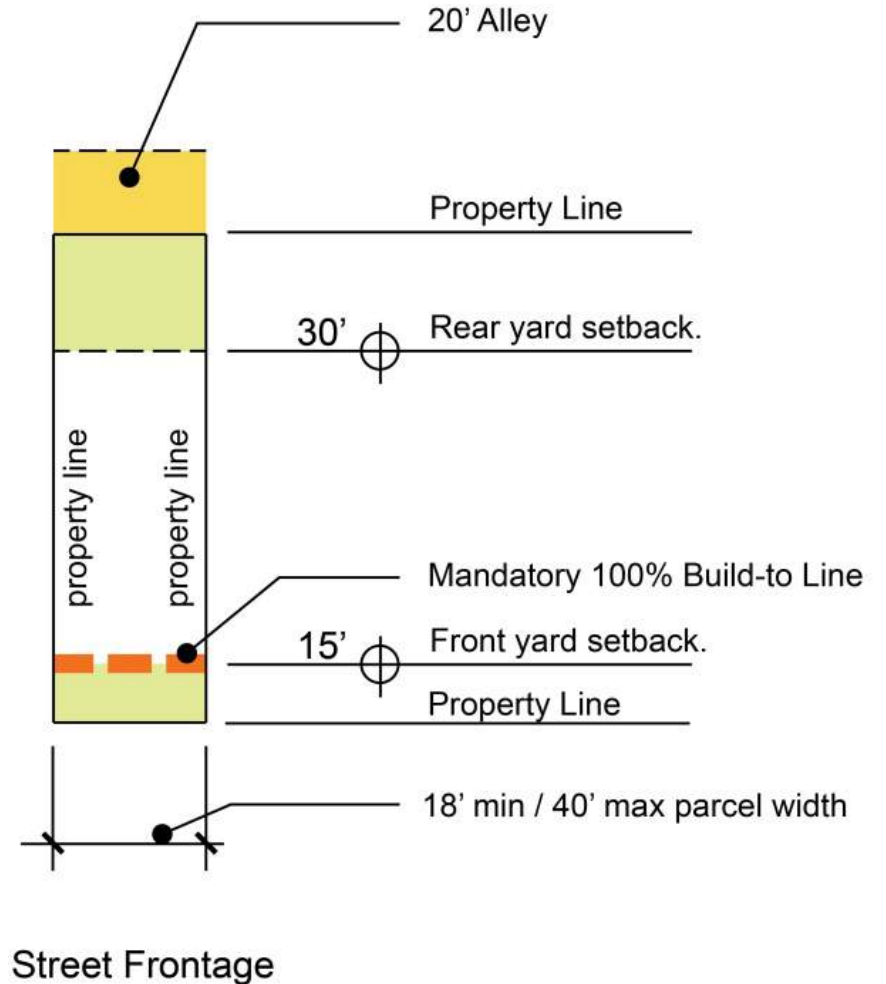
A front stoop or stairs leading to the second floor can be built within the **setback** zone. A fence or railing no taller than 42 inches can be located at the property line.

There are no curb cuts permitted along the street. All on-site parking must enter the property from the existing alley at the rear of the property. Garages for up to three vehicles can be located within the rear yard setback.

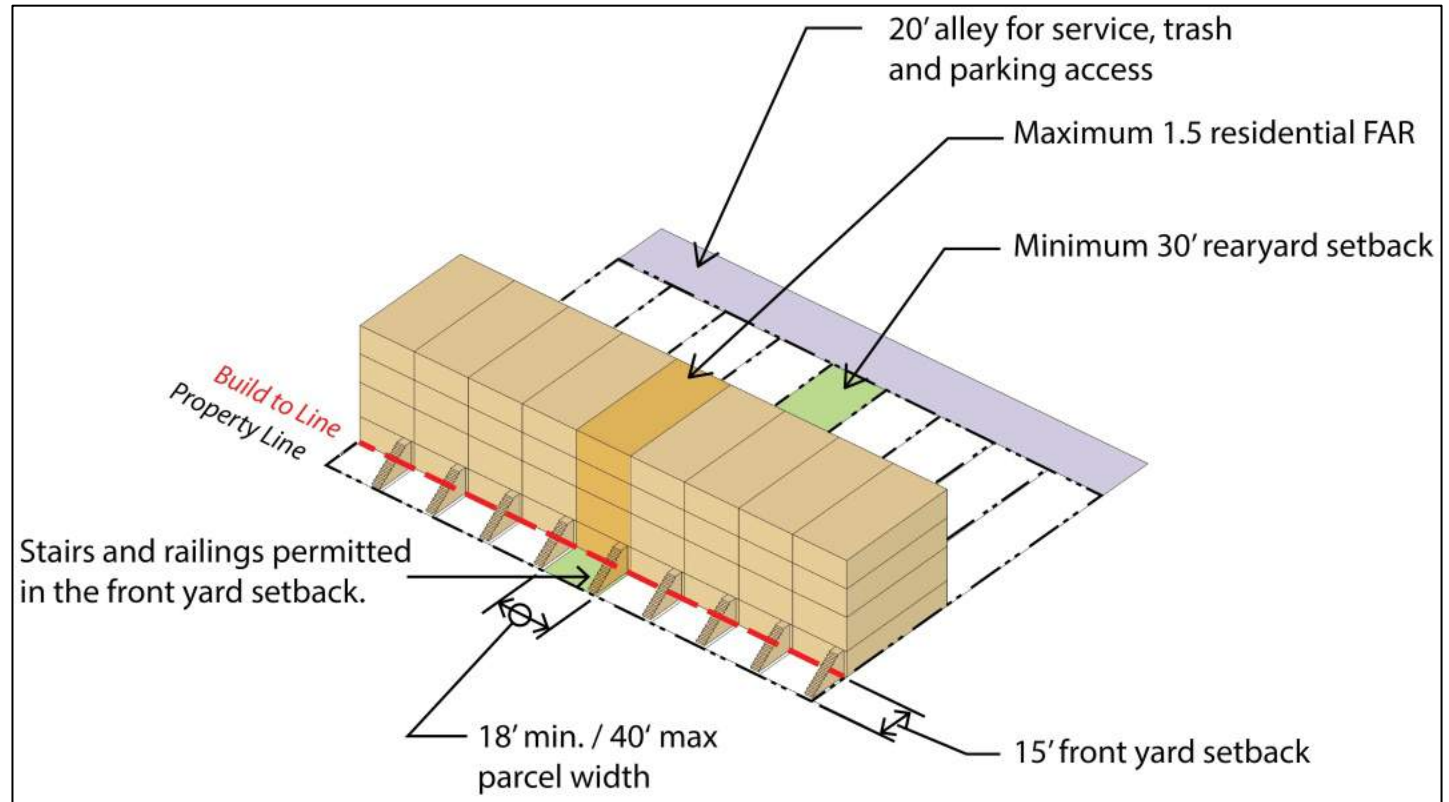
Townhouse Residential Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
15 ft setback mandatory build-to line	100%	1.5	NA	1.5	18 ft min parcel width; 40 ft max parcel width	30 ft min*	NA	Per code; not included in FAR calculations

* No curb cuts - all on-site parking access from alley

Townhouse Residential Plan Diagram



**Townhouse
Residential Concept**



Overview Diagram of Townhouse Residential Zone



Townhouse Residential Zone

The Townhouse Residential Zone is essentially a residential buffer between the single family zoning in the South Lakefront District and the higher density commercial and mixed-use development along Route 20. The zoning is designed to create very clear and defined corridors to Route 20 as can be seen by the pattern of mandatory build-to lines that are oriented predominantly in a north / south direction. This pattern of moderate density attached housing extends into the South Lakefront District along Fayette Street to a redesigned June Labroi Park that will serve as a public gathering place for events and activities at the heart of this community.

LIGHT INDUSTRIAL

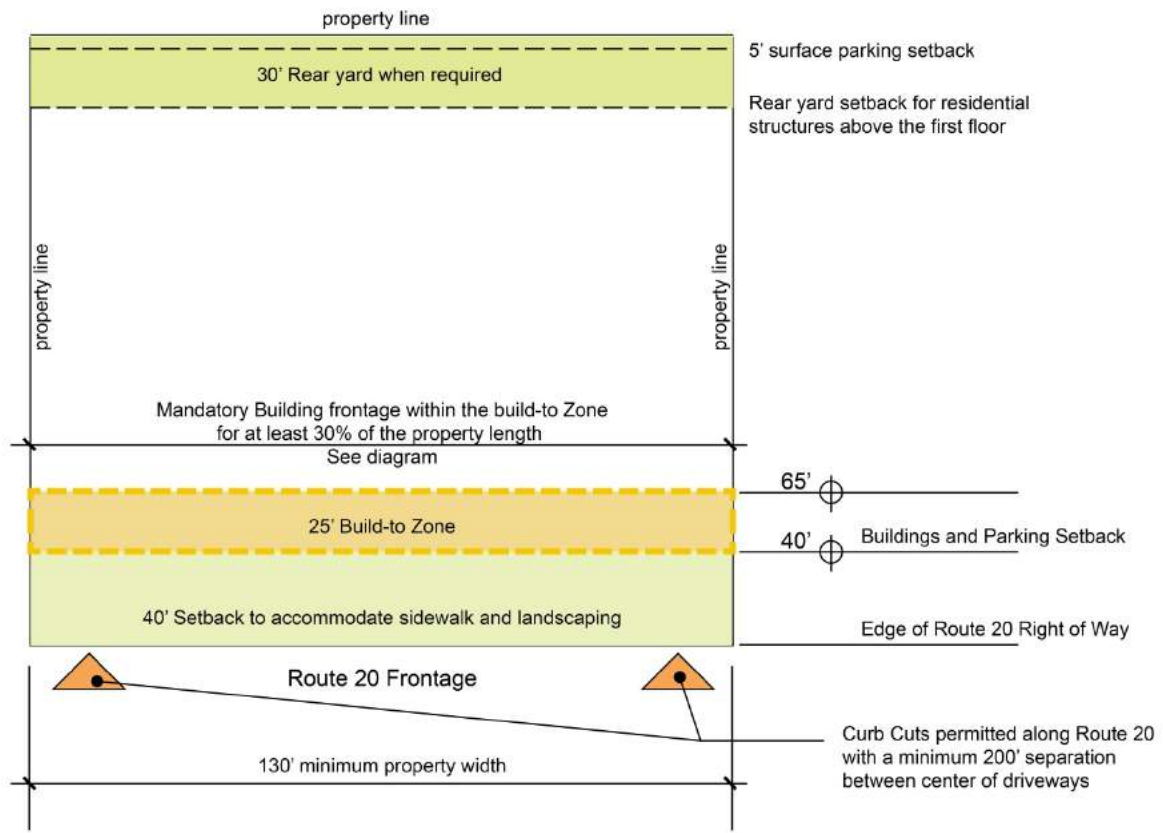
The Light Industrial Zone is designed to accommodate low density commercial and light industrial uses with guidelines designed to improve the visual and physical character of the Route 20 corridor. Most of the guidelines address landscaping along Route 20, in the **setback**, and within any surface parking lot. Surface parking can be located with the **setback** zone up to 25 feet from the edge of the Route 20 right of way.

The maximum allowable development in this zone is equal to a **Floor Area Ratio (FAR)** of 0.5. A portion of the development must be located within a **build-to-zone** along Route 20 to a minimum of 30% of the parcel length when measured parallel to Route 20. Additional building frontage can be located outside of the **build-to-zone**.

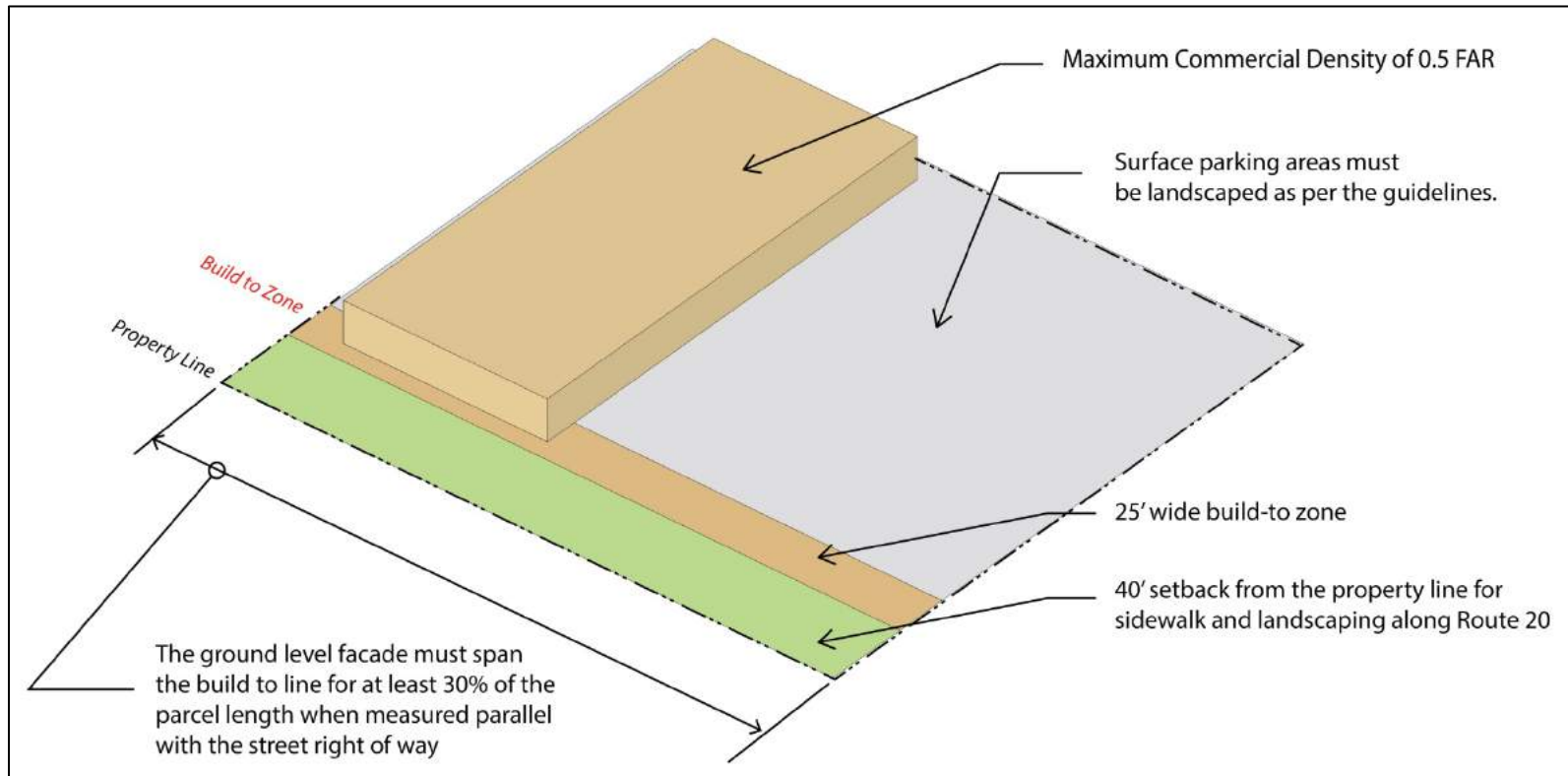
Light Industrial Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
Build-to-zone; 40 ft – 65 ft setback	30%	0.5	0.5	NA	130 ft min lot frontage	None at ground floor*	NA	Per code; not included in FAR calculations

* 30 ft setback above 20 ft when abutting residential parcels

Light Industrial Plan Diagram



Light Industrial Concept



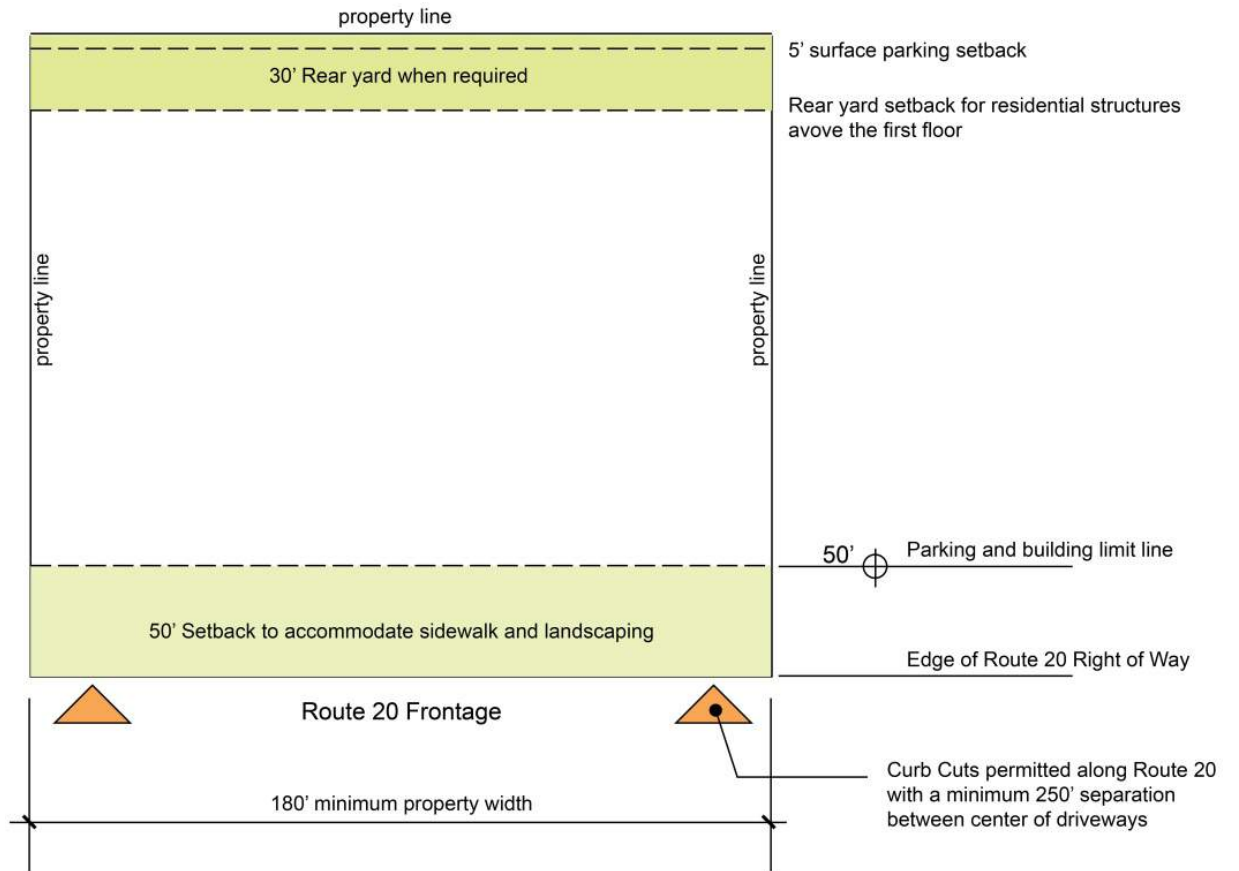
GATEWAY

The Gateway Zone comprises those areas along Route 20 at the far eastern and western ends of the Lakefront District. This zone simply applies a 50 foot wide, dense landscaped buffer along the Route 20 frontage.

All other development regulations are per the existing zoning for the parcel.

Gateway Requirements Summary								
Setback	Frontage (min)	FAR Total (max)	FAR Comm (max)	FAR Res (max)	Lot Sizes	Rear Yard	Side Yard	Required Parking
50 ft landscaped buffer/easement along Rt 20	NA	NA	NA	NA	NA	NA	NA	NA

Gateway Plan Diagram



Gateway Concept

