Carmel Clay Comprehensive Plan

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PREFACE

COMPREHENSIVE PLAN MANDATE

The State of Indiana, through Indiana Statutes, Title 36, Article 7, as amended, empowers communities to plan with the purpose of improving the health, safety, convenience, and welfare of the citizens and to plan for the future development of their communities to the end:

- That highway systems [and street systems] be carefully planned;
- That new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
- That the needs of agriculture, industry, and business be recognized in future growth;
- That residential areas provide healthful surroundings for family life; and
- That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds (IC 36-7-4-201).

Indiana statutes state that communities may establish planning and zoning entities to fulfill this purpose (IC 36-7-4-201). A Plan Commission is the body responsible for maintaining the Comprehensive Plan, which is required by State law to be developed and maintained (IC 36-7-4-501).

Indiana Code 36-7-4-502 and 503 state the required and permissible contents of the Plan. The required Plan elements are listed below:

- A statement of objectives for the future development of the jurisdiction.
- A statement of policy for the land use development of the jurisdiction.
- A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

FULFILLMENT OF THE MANDATE

Throughout the planning process and within the *Carmel Clay Comprehensive Plan*, all of the State of Indiana minimum requirements have been met or exceeded. Some of the highlights include:

- The *Carmel Clay Comprehensive Plan* reflects analysis of the community, existing land uses, development trends, land use suitability, economic feasibility, and natural land features.
- Public involvement provided guidance for this update. The input exceeded the criteria required by the State by providing several opportunities for people to share their thoughts.
- *Part 2: Comprehensive Plan Essence* in the *Carmel Clay Comprehensive Plan* fulfills the requirement for establishing objectives for future development and a policy for the development of public places, public land, public structures and public utilities.
- *Part 3: Land Classification Plan* in the *Carmel Clay Comprehensive Plan* fulfills the requirement for a land use development policy.
- *Part 4: Transportation Plan* in the *Carmel Clay Comprehensive Plan* fulfills the requirement for developing a public ways policy.

PLAN OBJECTIVES AND METHODOLOGY

Comprehensive Plan Update Objectives

The primary objectives for revising Carmel's *2020 Vision Plan* are to:

- Remove outdated and irrelevant information;
- Remove objectives that have been achieved since the previous plan;
- Update information and demographics;
- Incorporate current policies and objectives;
- Consolidate studies and plans that have been prepared since the *2020 Vision Plan* was adopted;
- Distill the existing binder of planning documents into a more succinct and simple document;
- Introduce language to address the trend towards redevelopment;
- Introduce language to address the trend toward sustainability; and
- Freshen the content to more accurately reflect the City's planning vision for its planning jurisdiction.

The revised plan has been given the name *Carmel Clay Comprehensive Plan (C3 Plan)* because it assembles the essence of each of the existing, independent plans and studies relating to comprehensive planning. Specifically, the *C3 Plan* utilizes information and plan elements from the following documents:

- Carmel's *2020 Vision Plan*;
- Development Plan and Strategies, U.S. 31 Corridor;
- 96th Street Corridor Study;
- Old Meridian Task Force Report;
- Integrated Economic Development Plan;
- Amended Redevelopment Plan; and
- Interim Report for INDOT U.S. 31 Improvements.

Because the City is interested in utilizing a form-based regulatory system in the future, this plan also establishes the foundation for such a tool. The *C3 Plan* identifies where form-based regulations, hybrid regulations (balanced traditional and form-based regulation), and traditional regulations are appropriate.

As the City develops, urbanizes, and redevelops, more and more detailed planning is expected to be necessary. This plan establishes a framework for subsequent, more focused planning efforts. Instead of incorporating those plans as addenda, the *C3 Plan* has a part for easily adding the crucial elements of those plans. Additionally, a standard format is established to dictate consistency as the *C3 Plan* evolves.

Methodology

Initial Public Input: The process for this update began in October of 2005 with multiple opportunities for public engagement. The planning team held meetings with the following groups:

- Carmel/Clay School Board;
- Neighborhood association presidents;
- Business leaders;
- East Carmel general public;
- Central Carmel general public;
- West Carmel general public (2 meetings);
- High school students; and
- Chamber of Commerce leadership.

Community Study: Once the first round of public input was complete, the consulting team focused on intensive study of the built environment and research into existing planning documents. This step included several meetings with Carmel's planning staff and leadership.

Document Drafting: Concurrent with studying the community, the planning team began drafting the *Carmel Clay Comprehensive Plan*. Immediately following the first full draft completion, the City scheduled a public open house for the public and interest groups to provide feedback about the plan.

Plan Commission Review: Grass Roots Review Committee: Beginning in March of 2008, the Department of Community Service (DOCS) initiated formation of a group of 30 citizens to review and make comment upon the updated draft *C3 Plan*. The Grass Roots Review Committee is a virtual committee, not formally organized, but all involved with the full understanding of their role with other Committee members. Each member provided written feedback to DOCS, which was used to make improvements to the plan prior to re-submission to the Plan Commission.

Implementation

A great city plan strives for successful implementation of its goal and policies. The Carmel Clay Comprehensive Plan contains general policies intended to guide and influence growth, development, and vitality of the City as it continues to evolve. Achieving the goals in the plan will require effort and support by residents, developers, the business community, the faith community, and government. The *C3 Plan* will be implemented by public and private investment in the City through subsequent specific ordinances, programs, zoning decisions, and actions by the Redevelopment Commission and Common Council.

FOUR CITY DISTRICTS

Planning for Four Unique Districts

Historically, the City of Carmel and Clay Township was a homogeneous area consisting of farms, rural residential, estate homes, small town residential, and small town downtown commercial development. The construction of I-465 (1960's) and S.R. 431/Keystone (1960's), and significant upgrades to U.S. 31 (1970's) in Clay Township all led to an evolution of many types of development in the City and Township.

Today the City has an urbanizing core, an employment corridor, significant redevelopment sites, many styles of residential development and multiple commercial areas. The evolution of the City and township has also resulted in distinguishable planning districts.

To facilitate more effective planning, the City of Carmel recognizes the uniqueness of four districts; East Carmel, North Central Carmel, South Central Carmel and West Carmel (see illustration below). The district boundaries were determined by evaluating development form, physical boundaries, and public input.

Although there are boundaries drawn on the map between planning districts, it is not intended to be a "hard" division. Rather, the reader should view the divisions as generally conceptual, reflective of how the community has evolved over the decades, and to help organize planning policy development and to guide decision-making. Therefore, an area on the edge of one district would be evaluated independently to determine which policies best fit that area.

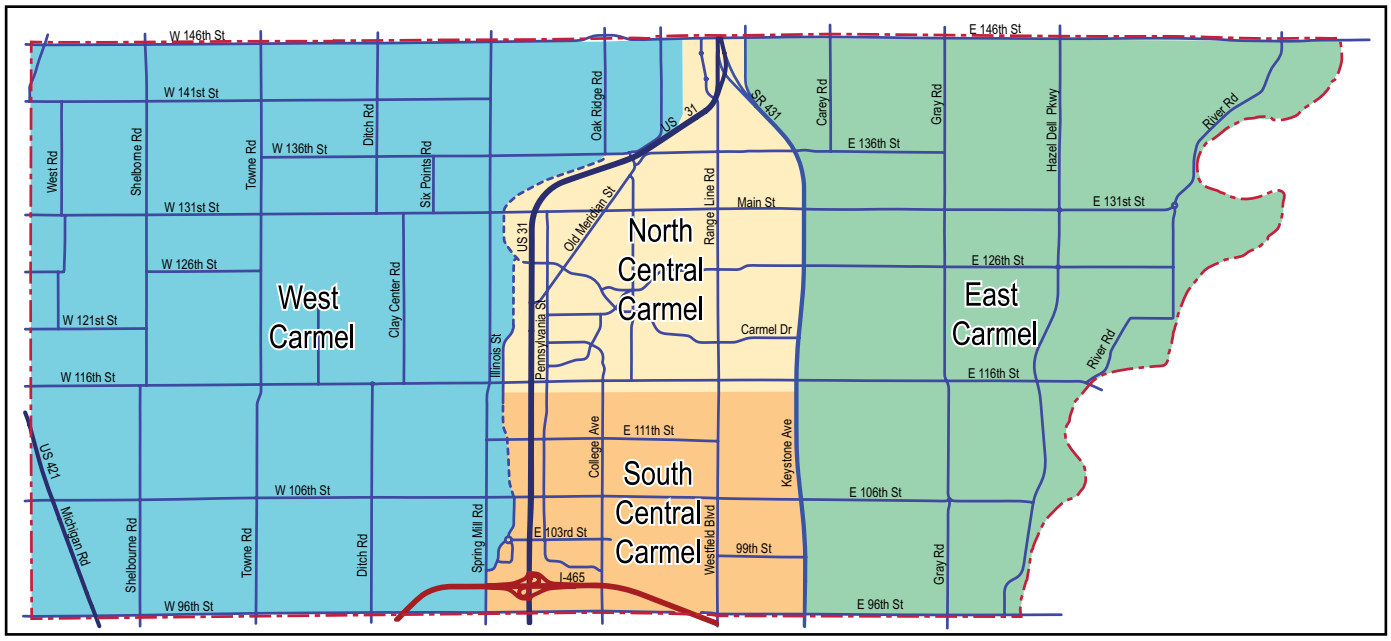
East Carmel Characteristics

East Carmel is unique compared to the other three districts because it typifies suburbia with curvilinear streets, dominantly single-family homes, and a small number of employment or commercial developments. More specifically, the district contains a large number of neighborhoods with custom-built homes and has very little integrated commercial development. Aside from the commercial corridor along East 96th Street (the south boundary), there are two existing integrated commercial areas within this district: Brookshire Village Shoppes and Hazel Dell Corner. A third is planned within the Legacy Town Center at 146th Street and River Road. There are also three commerce centers along 146th Street just outside of Carmel, Bridgewater Shoppes, Cool Creek Commons, and Noble West.

East Carmel has a variety of recreational amenities including ten parks and an evolving river greenway. It also has three golf courses. The Carmel Dads' Club owns and operates Mark Badger Memorial Sports Park, and maintains a partnership with Carmel Schools to help meet community recreation needs.

The White River aquifer in East Carmel has provided the community with an abundance of high quality water resources; which has been effectively tapped by Carmel's water utility to serve the public need. Much of East Carmel falls within the aquifer and wellhead protection areas, designed to ensure the safety and quality of this public resource. Public and private decision making must give due consideration to this important resource.

The presence of quarry and aggregate mining operations along the White River creates the need to balance the legitimate needs of the nearby residents and the quarry as a supplier of material used for local construction.



North Central Carmel Characteristics

North Central Carmel is clearly unique in comparison to the other districts, in that it is an urbanizing core. Although there are areas of suburban development, the district has evolved toward a more walkable vibrant downtown environment with significant mixed-use vitality, including Carmel City Center, the Arts and Design District, and the Old Meridian District.

No longer are the tallest structures two stories and suburban in character. Numerous four-story or higher buildings have been built or are in the process of being built in this district. Many new buildings are also being built to the front property line, further evolving the pedestrian character of the area.

North Central Carmel has two parks, the Monon Greenway, and one golf course; which is expected to be redeveloped in the near future (the Gramercy traditional neighborhood development). It is bordered by two dominant street corridors, U.S. 31 and Keystone Parkway, which contribute to and support the growth and vitality of this area.

The North Central Carmel District contains multiple suburban style commercial retail areas including: Merchants' Square, Clay Terrace, Kroger Plaza, and the Center.

The district also includes a wide mix of residential developments including historic residential, suburban residential, estate homes, townhouses, flats, apartments, and condominiums.

The district has significant employment areas, including a high concentration of office and health care development. The U.S. 31 Corridor and the Carmel Science and Technology Park are the main focus of employment-type development, but many other small office buildings are distributed throughout North Central Carmel. Carmel St. Vincent Hospital and Clarian North/Riley Hospital have acted to energize health care as a major industry and employer in the U.S. 31 Corridor.

North Central Carmel is also home to several educational uses. The Carmel High School and Freshman Center campus along with Carmel Elementary and Carmel Clay Public Library are major educational resources along East Main Street. In addition, Clay Township's Community Life and Learning Center, operated by IUPUI and IvyTech, provides higher education opportunities in the former Carmel Clay Public Library Building. The district also contains a Middle School, private secondary school, and regional facility for special needs.

South Central Carmel Characteristics

Much of South Central Carmel's uniqueness from the other districts comes from the significant number of 1950 through 1970's style residential development and the Home Place village. The district also has intermingled areas of large-lot residential, including the homes abutting Woodland Country Club. A limited number of apartments and condominiums also exist.

The north boundary (i.e. 116th Street corridor) and areas surrounding Central Park serve as a transition from the urbanizing North Central Carmel District to quality single-family residential areas. Limited bicycle and pedestrian facilities exist in this area to connect people to the amenities in North Central Carmel.

The south and west boundary includes employment areas along the I-465, U.S. 31, and 96th Street corridor. Similarly, bicycle and pedestrian facilities are lacking to convey people to these destinations.

South Central Carmel has several parks including the Monon Center, Central Park, Monon Greenway and Lenape Trace. There are two golf courses, Sunrise Golf Course and Woodland Country Club.

Despite significant park and public amenities in this area, pedestrian mobility is limited, making it difficult for people to connect with the amenities and jobs by means other than the automobile.

South Central Carmel has two strong street corridors, Westfield Boulevard and College Avenue, which provide good north/south connectivity for vehicles. Regional north/south connectivity is also provided with U.S. 31 and Keystone Parkway. Convenient east/west connectivity is limited to 106th Street and 116th Street. While not direct, 96th Street also provides connectivity between U.S. 31 and Keystone Parkway.

The South Central Carmel District has one commercial district, Home Place, and some additional pockets of commercial development along the 96th Street Corridor. Additionally, the Nora 86th Street corridor and Keystone Crossing area provide commercial amenities to South Central Carmel.

A growing restaurant and service area at U.S. 31 and 96th Street offers residents and workers in this area further options for shopping and dining.

West Carmel Characteristics

West Carmel remains unique as an area with many rural characteristics even after the development of many suburban residential subdivisions. Historically, West Carmel was dominantly horse farms, estate homes, agricultural land, and open space. The district is still distinguished from the East Carmel District by significantly lower density residential and substantial estate homes which act to maintain open space character.

This area has a strong sense of place established from its origin as a region for estate homes and horse farms. Pride of place and rural living have characterized the values of many of the districts residents; however, as the area continues to develop, there has been more emphasis on quality infrastructure, recreational amenities (e.g. parks and trails) and ball fields (e.g. Dads' Club facilities on 126th and on Shelborne).

Although West Carmel is a larger geographic area than the other districts, it has a lower density per acre. The population in West Carmel is served by two significant public parks and two golf courses. It also is the home to one of the most well known traditional neighborhood developments in the Midwest, the Village of WestClay.

West Carmel contains the most substantial number of undeveloped acres and has the least developed road network. West Carmel continues to rely more heavily on the original county road network partly due to low density development. As this area has been annexed into Carmel, the road system has been upgraded from two-lane county roads to two-lane boulevards with multi-use paths and roundabouts at major street intersections. As the infrastructure has been improved, residents have emphasized the need for continued investment in pedestrian facilities, for improved mobility, and for health benefits.

Regional mobility is provided by two north-south highway corridors, U.S. 421 and U.S. 31. 116th Street and 146th Street function as cross-county connectors, linking I-65 to I-69, thus linking Carmel, Zionsville, and Fishers.

The West Carmel District currently has two commercial areas, Michigan Road corridor which serves as a community and regional destination, and the Village of WestClay, which functions as a local serving neighborhood commercial node. Additionally, the Town of Zionsville, 86th Street corridor and new commercial development along 146th Street near U.S. 31 are also recognized for providing commercial amenities to West Carmel residents.

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OBJECTIVE PROFILE

Environmental Conditions

The following environmental features exist in the City's planning jurisdiction.

River, Floodplains, and Riparian Areas: The most significant environmental feature in the planning jurisdiction is the White River and its associated floodplain and riparian areas. Situated on the eastern boundary of the planning jurisdiction, the river provides an opportunity for people to connect to the environment. The floodplain area of White River is fairly extensive along its western bank. In certain segments this floodplain reaches nearly one-half mile from the centerline of the river and provides for the most extensive expanse of undeveloped and natural landscape in the township.

Other streams and creeks traverse the planning jurisdiction eventually draining into the White River. While Cool Creek has been predominantly urbanized, its most basic floodway has been preserved as a natural amenity. Williams Creek, west of Meridian Street, is another environmental corridor that has large segments still undeveloped.

Wetlands: Another environmental feature associated with waterways that exists in the planning jurisdiction is wetlands. Several wetlands designated on the National Wetland Inventory Maps exist within the planning jurisdiction.

Woodlands: A study conducted by the Indiana Department of Transportation (INDOT) for U.S. 31 indicates that less than 10% of Hamilton County remains as woodlands. Very few original woodland areas have survived in Carmel. Most of these woodland concentrations occur along the White River or other streams and tributaries such as Cool Creek or Williams Creek.

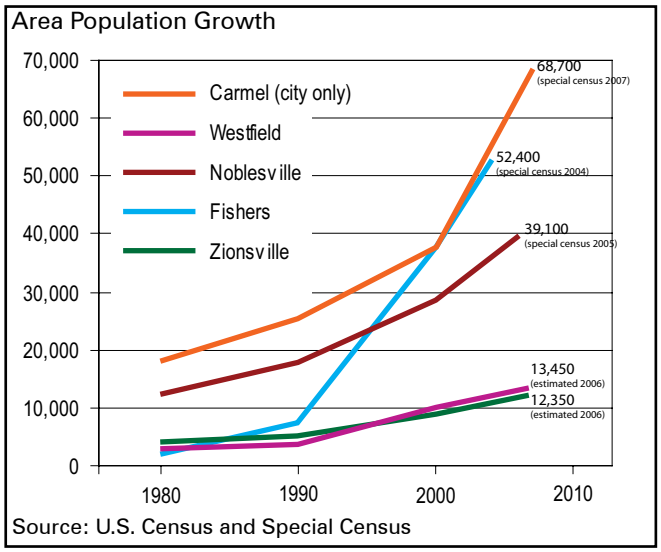
Groundwater: Ground water is a significantly important feature in Carmel as the water supply system for residents comes from this source. The groundwater sources are found in the sand and gravel aquifer system of the West Fork of the White River valley. Groundwater is available at depths of 50 to 400 feet in the glacial drift with wells yielding several hundred gallons per minute. The City of Carmel has designated areas around these wells as "wellhead protection areas" to help protect the quality of the available drinking water.

Demographic Information

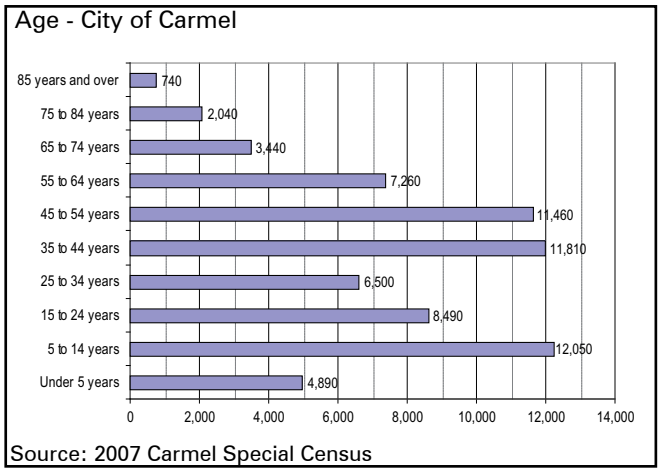
The following demographic information relates to the City of Carmel, the surrounding communities, and the State of Indiana. All census information was gathered by the Indiana State Library and all non-census information was prepared by the Department of Community Services.

The data presented in this section is dated due to the lack of current data available in 2008 and due to the limit on jurisdiction reporting (e.g. township data).

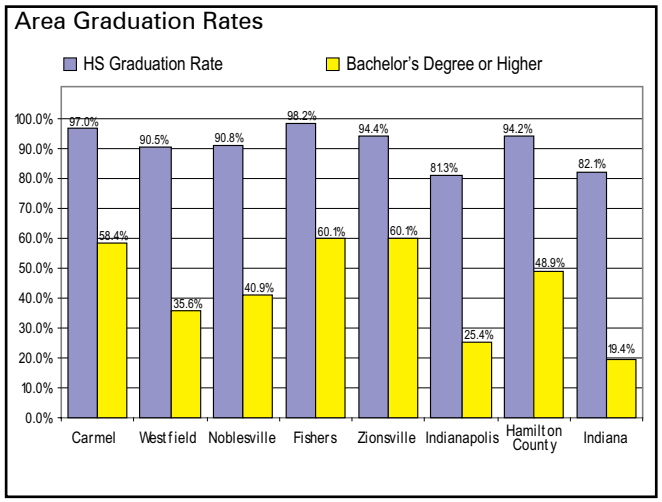
Population Growth: The City of Carmel has undergone tremendous growth in the last 25-year period. The population has increased from 18,300 residents in 1980 to 68,700 in 2007.



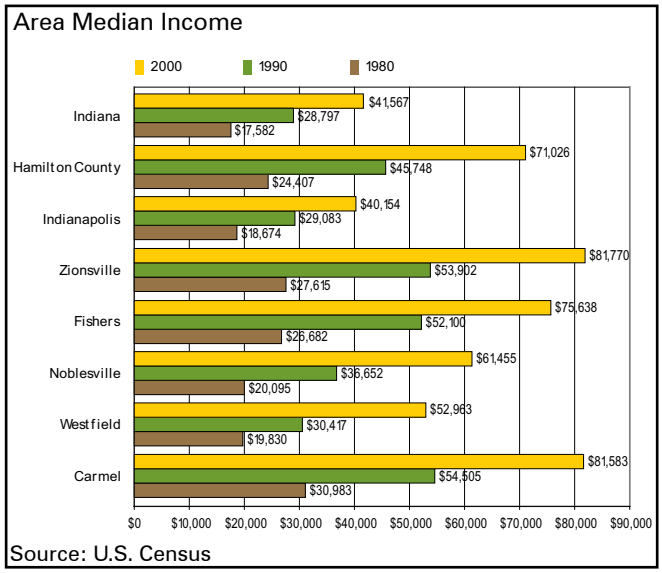
The population distribution for the City of Carmel for the year 2007 is shown below. The largest segment of the City's population is the 5 to 14 (school age) year old range. The 35 to 44 year old range ranks second with 45 to 54 year old's ranking third.



Education: Carmel has a higher high school graduation rate than the State of Indiana (97.0% compared to 82.1%) and Hamilton County (94.2%), but a lower rate than Fishers, Indiana (98.2%). The percentage of adults with a Bachelor's degree or higher in Carmel is 58.4% compared to the State of Indiana's rate of 19.4%. The rate for both categories exceeds the rates for Indianapolis, Westfield, Noblesville, and Hamilton County.



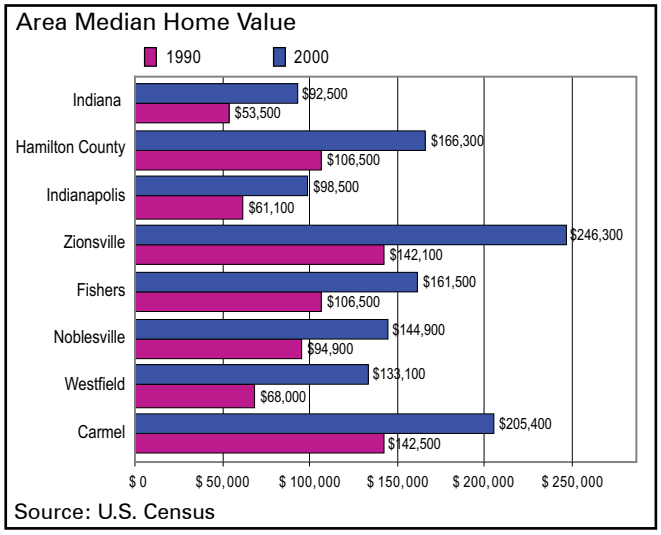
Income: The median income divides the income distribution into two equal groups, one having incomes above the median, and the other having incomes below the median. Carmel's median household income has increased by 50% from 1990 to 2000, an increase of $27,000. The state's median household income increased by 44% during the same period, while Hamilton County's median household income increased by 55%.



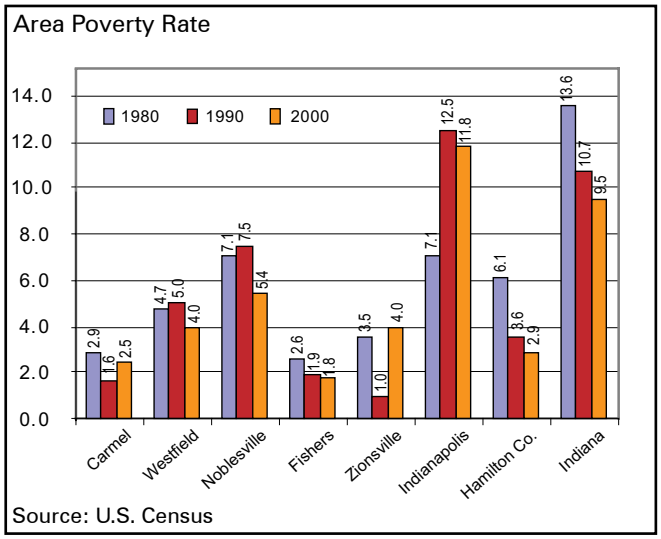
Median Home Value: The median home value divides the total data into two equal parts: one-half of the home values fall below the median and one-half of the values exceed the median.

Carmel's median home value was $205,400 for 2000. Zionsville was the only surrounding community with a higher value in 2000 ($246,300). Carmel's median home value exceeded the State's median value by $112,900.

When comparing the percent increase in median home values, the City of Carmel falls behind all of the surrounding areas. Carmel's median home value increase from 1990 to 2000 was 44.1%. During that same time period, Noblesville increased 52.7%, Fishers increased 51.6%, Westfield increased 95.7%, Zionsville increased 73.3%, Hamilton County increased 56.2% and the State of Indiana increased 72.9%. However, Carmel's median home value is still above other cities.



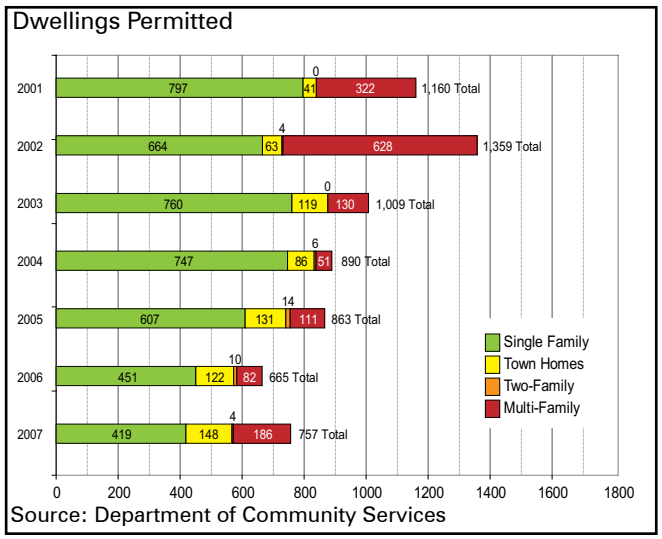
Poverty Rate: The poverty rate for Carmel in 2000 was 2.5% compared to 2.9% for Hamilton County and 9.5% for the State of Indiana. In comparison to the surrounding communities, Carmel has the second lowest poverty rate behind Fishers (1.8%).



Development Trends

The following is a summary of the development trends experienced by the City of Carmel.

Dwelling Units Trend: The number of new dwelling units in Carmel's planning jurisdiction has generally been dropping every year since 2002. This trend likely reflects multiple factors including: a regional slow down in the economy, stricter regulations and review process, and a transition from green-field development toward redevelopment. However, 2007 resulted in an increase from 2006, mostly due to a surge in multiple-family dwelling units.



Community Facility Inventory

The following is a summary of the community facilities within the City of Carmel.

Schools: Within the Carmel Clay school district, there are 15 public schools: Carmel High School, Clay Middle School, Carmel Middle School, Creekside Middle School, and eleven elementary schools. There are also three private schools in the City's jurisdiction: Our Lady of Mount Carmel Elementary School, Midwest Academy, and University High School.

Parkland: Public parkland sites in the City's jurisdiction have increased significantly in recent years. The following parks are maintained by the Carmel/Clay Department of Parks and Recreation: Carey Grove Park, Central Park Monon Center, Flowing Well Park, Lenape Trace Park, Hazel Landing Park, Lawrence W. Inlow Park, Meadowlark Park, Monon Greenway, Pleasant Grove Park, Prairie Meadow Park, River Heritage Park, River Road Greenway, and West Park. Cherry Tree Park and Founders Park are in various stages of planning and construction and will soon be added to the list of available parks for residents to enjoy. In addition to the local parks, there are three parks maintained by the Hamilton County Department of Parks and Recreation: Coxhall Park and Gardens, River Road Park, and Carmel-Clay Park.

Golf Courses: There are numerous public and private golf courses within the City's jurisdiction. They include Plum Creek Golf Club, Prairie View Golf Club, Mohawk Hills Golf Club, Crooked Stick Golf Club, Brookshire Golf Club, Twin Lakes Golf Club, Sunrise Golf Club, and Woodland Country Club.

Civic Facilities: The City of Carmel has several municipal facilities including: City Hall located in Carmel Civic Square, the Police Department, the Fire Department with six fire stations, the Carmel Water and Sewage Utilities Department, the Carmel Clay Communications Center, the Department of Engineering, the Department of Community Services, Carmel Street Department and the Carmel/Clay Parks and Recreation Department.

Athletic Fields: In addition to various school athletic facilities, the Carmel Dads' Club manages a youth sports program and several fields throughout Clay Township for sports including Baseball, Soccer, Football, Rugby and Lacrosse. The club's main facility is located at Mark Badger Memorial Park.

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COMPREHENSIVE PLAN ESSENCE INTRODUCTION

Part 2: Comprehensive Plan Essence establishes the City's planning policies and objectives categorized by geographic area. Although there are many similarities in each district there are also significant differences. This approach will clearly communicate and guide the public and its leaders in future decision making and share with the development community the City's policies and objectives. Further, the public can base their expectations on the content of this Part.

Merriam-Webster defines essence as "the most significant element, quality, or aspect of a thing or person." For this reason, the term "essence" was chosen for Part 2's title to convey the content within contained the core policies and objectives for the City of Carmel.

To address each geographic area, this Part is divided into the following five sections:

1. *City-Wide Policies and Objectives ..... pg 17*
2. *East Carmel Policies and Objectives ..... pg 22*
3. *North Central Carmel Policies and Objectives ..... pg 23*
4. *South Central Carmel Policies and Objectives ..... pg 24*
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CITY-WIDE POLICIES AND OBJECTIVES

Policy 1: Manage Community Form

Introduction: The purpose of managing form is to achieve a superior quality built and natural environment in which people reside, work, and recreate. Managing community form is the combination of land use planning, transportation planning, urban design, influencing transitions, and place-making.

The tools used to manage community form take shape as development guidelines, zoning ordinances, subdivision regulations, building codes, studies, small area plans, negotiations, commitments, conditions, covenants, redevelopment initiatives, policies, education and the like. No single tool can effectively manage community form.

Managing community form is a departure from purely land use based regulations that encourage segregation and challenge the community's ability to establish essential connectivity. This model is more permissive of integrating complementary uses and requires greater sensitivity to transitions between differing land classifications.

Objective 1.1: Continue to evaluate the pros and cons of design-oriented regulations (e.g. Old Meridian District) into the zoning and subdivision control ordinances based on Part 3: Land Classification Plan.

Objective 1.2: Recognize the uniqueness in each planning district and establish regulations, subarea plans, and/or pattern books to preserve these unique features.

Objective 1.3: Utilize the intent of the *C3 Plan* to development proposals to leverage the desired outcomes and control deviations from the City's policies and objectives.

Objective 1.4: Be very sensitive to connectivity and transitions between adjacent areas. Discourage unplanned or harsh contrasts in height, building orientation, character, land use, and density. If there exists contrast, utilize multiple design principles to soften transitions.

Objective 1.5: Local streets should be designed to connect to existing (when practical) and future neighborhoods so that existing connected streets do not become overburdened.

Objective 1.6: Allow mixed-use in response to market demand and consumer preferences, and only in areas suitable for commercial development.

Objective 1.7: Continue to build the city park and trail system through targeted acquisition of remaining undeveloped parcels, particularly in areas identified by the 2020-2025 Zone Improvement Plan.

Objective 1.8: Continue to manage commercial signage to balance the visibility needs of business with the aesthetic quality which has made Carmel an attractive place to live.

Policy 2: Be a Leading Edge City

Introduction: The expression "Leading Edge City" is applied to communities that have broad name recognition, notable culture, a positive image, diversity in housing, broad range of employment, business vitality, strong architectural presence and character, sense of place, environmental awareness, effective public transportation, and most importantly a desirable quality of life.

Objective 2.1: Commit to high architectural energy efficient and environmental design standards for all municipal buildings and facilities. The intent is to set a precedent for quality and to establish character goals for private sector development to emulate. Developers will take cues from municipal improvements and be more likely to follow the City's lead. This commitment will also further the City's competitive advantage in the region, and increase community pride in the built environment.

Objective 2.2: Further enhance the amenities, development opportunities, office-supporting commerce and technology infrastructure necessary to support current businesses and to attract additional businesses to Carmel. Concurrently, it is important to continue investing to enhance community quality of life to provide a superior place for people in all socioeconomic classes to live by encouraging high quality public spaces, interesting parks, plazas, public gardens, tree-lined streets and boulevards, and trails connecting people to places. There is significant evidence that high quality of life is a major attraction for businesses, thus making this a primary component of this objective.

Objective 2.3: Continue to encourage a variety of housing options to meet the needs of the market place.

Objective 2.4: Support local intra-city and regional commuter transit systems as described in Part 4: Transportation Plan.

Objective 2.5: Enhance a bicycle- and pedestrian-connected community through expanded installation of multi-use paths, sidewalks, bike lanes, and off-street trails. It is well established that many of the moderate-sized leading edge cities in our nation are bicycle and pedestrian friendly communities. Carmel believes that the further establishment of bicycle and pedestrian facilities will result in increased mobility, further enhance quality of life, and be greatly appreciated by citizens.

Objective 2.6: Recognize the existing limitations of east/west vehicular, bike, and pedestrian access, and strive to enhance means for efficient cross-community travel.

Policy 3: Perpetuate Economic Vitality

Introduction: Vitality is defined in many ways, including job growth, quantity of jobs, quality of jobs, proliferation of commerce, entrepreneurship, investment in property, redevelopment, length of commitment, and degree of risk being taken. Carmel has strong economic vitality today, and furthering that trend is of great interest and importance. This section addresses the objectives that Carmel will utilize to perpetuate economic vitality.

Objective 3.1: The City will strive to further the "Carmel" brand as a great place to live, work and raise a family. The City has already established a notable degree of branding; branding being positive name recognition and impression. Branding of a community is important when trying to attract quality employers and businesses. For instance, well-respected retail businesses want to be located in well-known communities.

Objective 3.2: Encourage mixed-use developments where appropriate. Single-use developments tend to lack vitality during off-peak times. Mixed-use developments such as Providence at Old Meridian often combine commercial and residential uses into a single node. This type of development encourages daytime vitality from employment and commerce activity, and nighttime vitality when people come home from work. Also, this development pattern better utilizes land by allowing compact urban form.

Objective 3.3: Encourage owners through zoning amendments to retrofit existing single-use centers into mixed-use centers. This encourages both daytime and nighttime vitality and creates a compact urban form.

Objective 3.4: Utilize technology to efficiently communicate City projects and initiatives to the public. Expand existing lines of communication to reach more households and gain more public input. Modernize the City's website to accommodate this objective.

Objective 3.5: Clarify and streamline development procedures and processes. Simplify the development process without lessening standards, expectations, or results. Create incentives for development that exceeds expectations and standards.

Objective 3.6: Plan for local and regional transit by encouraging transit opportunities in new developments where it would benefit the community. The City should commission a study to determine the best transit corridors for local transit and how best to interface a regional system. Such a study should also analyze how the City would form and benefit from improved transit options.

Objective 3.7: Promote the advancement of technology to support city-wide commerce, the workplace, and home enterprise.

Objective 3.8: Continue to improve overall telecommunication in partnership with local providers to ensure that cable based and wireless opportunities are maximized. The City should commission a telecommunications master plan to ensure the highest quality system network.

Objective 3.9: Promote Carmel City Center and the Regional Performing Arts Center by marketing them as community and regional destinations. Continue efforts to ensure that properly scaled infrastructure is in place for vehicles, bicycles, and pedestrians to easily access the Carmel City Center area from all directions, including from U.S. 31 and Keystone Parkway.

Objective 3.10: Continue to build upon the economic benefits of the U.S. 31 Corridor by further maximizing its development potential. Encourage new buildings to be constructed of high quality materials at the maximum building heights allowed and encourage parking areas to be structured for the most efficient use of land in the corridor.

Policy 4: Be a City of Neighborhoods

Introduction: Neighborhoods are an essential component of community which helps build and/or reinforce the fabric of a city. Traditionally, neighborhoods were not recognized by each individual development's name as they are now. Rather, neighborhoods were determined by major physical boundaries; included a mix of housing styles; and were within walking distance to neighborhood service centers, schools, and parks which gave neighborhoods identity. This document encourages planning for neighborhoods, in the traditional sense, and also protects these neighborhoods.

Objective 4.1: Carmel is desirous of achieving the quality of life benefits derived from the principles of traditional neighborhood design principals, in all neighborhoods including those within the context appropriate to and respectful of each location, whether estate, suburban, or urban.

Objective 4.2: The City believes it necessary to conduct planning in greater detail in critical subareas and corridors. For this reason *Part 5: Critical Corridors and Subareas* was created to house those planning exercises within the *C3 Plan*. These small area plans are important in communities with redevelopment pressures and in rapidly growing areas. Oftentimes, critical corridor and subarea plans can better address transitions, connectivity, and development form. They can also address character goals and emphasize to developers a more exact idea of what the resident wants, what the market can yield, and what the City expects.

Objective 4.3: Establish neighborhood identity based on physical boundaries rather than by each development's name. Neighborhoods are more than each development project. A concerted effort should be established to determine neighborhood boundaries throughout the City, and then promote their identity and boundaries.

Objective 4.4: Build upon existing neighborhood facilities and services, such as parks, schools, fire stations, and churches to help define and maintain neighborhood identity and vitality.

Objective 4.5: Consider and encourage "third places" (informal meeting places or the social surroundings which are separate from the two usual environments of home and workplace) and neighborhood support centers as building blocks for neighborhoods. Every trip to the store should not be a mandatory drive in a car. Residents should be able to access daily goods and services by walking or bicycling, thereby having the opportunity to conserve energy, improve health, and protect the environment. The City should embark on a "corner store" initiative to define the best locations and distribution of neighborhood support centers.

Objective 4.6: Disallow incompatible site and building designs and excessive quantity of neighborhood support centers. Assure that neighborhood support centers provide amenities and land uses that enhance quality of life and convenience, and respect nearby residences with quality architecture, landscaping, and appropriate transitions. Also assure that they are not a destabilizing feature by adopting design regulations and through implementation of a "radius policy" that prohibits more than one center within proximity to another.

Policy 5: Be an Adaptable City

Introduction: Being an adaptable city is critical in the evolution of a community. Too many communities do not adapt to local, regional, and national influences and suffer from the lack of flexibility.

Objective 5.1: Carmel will regularly reevaluate the local, regional, and national influences that affect development success and vitality. The City will also strive to predict the next evolutions in development to better recognize whether they would have a positive or negative effect on the City.

Objective 5.2: Periodically review and revise the Land Classification Plan Map to adapt to changes in the built environment, evolutions in community values, changes in community policies, and to respond to critical corridor and subarea plans.

Objective 5.3: Continue to recognize, plan, and update critical corridors and subareas.

Objective 5.4: Enhance the Monon Greenway to support and further encourage its use as a non-motorized commuter route by widening and separating bicyclists and pedestrians in the most heavily used areas. Also, actively plan and implement a system of feeder/branch trails and paths to allow more convenient and safe connection to nearby residential and employment areas.

Objective 5.5: Adapt the Monon Greenway and adjacent development between City Center and the Arts and Design District into an urban trail destination with its own character and sense of place.

Objective 5.6: Target for acquisition undeveloped parcels adjacent to the Monon Greenway for future park sites.

Policy 6: Inspire Community Character

Introduction: Community character is the quality(ies) and feature(s) of a neighborhood, district, or the entire community that distinguish it from other areas. Community character is desired and often helps build local pride, encourages investment, and improves quality of life.

Objective 6.1: Discourage homogeneous development and corporate brand prototypical architecture. In residential areas, architectural guidelines should be instituted to discourage monotonous development. Commercial and residential areas should be subjected to architectural standards that require unique and appropriate designs fitting Carmel's character goals.

Objective 6.2: Promote a unique community with unique neighborhoods and subareas. Already the City's infrastructure and planning investments are bearing fruit in the Old Town Arts and Design District. The community will identify appropriate character goals, subareas, and neighborhood boundaries for the East, North Central, South Central, and West Carmel Districts.

Objective 6.3: Encourage high quality and well designed landscaping to help beautify the City and promote healthful environments.

Objective 6.4: Promote the planting and care of canopy trees throughout Carmel. Encourage their placement even in urban streetscapes, parking lots, and other enclosed areas by promoting proper soil volumes and/or the use of constructed soil technologies. Canopy trees are desired because they add a great deal of character and comfort to the built environment. Additionally, they also provide relief from heat, soften noise and light, help purify the air we breathe, reduce stress, and increase property values. This is a particularly important objective because so many mature trees are lost through development.

Objective 6.5: Promote the use of public art in both public spaces and within private developments. Also, encourage designers to include public art in their buildings and surroundings.

Objective 6.6: Enable healthy choices through the use of innovative design and planning. For instance, provide pedestrian access to parks, recreation, schools, the workplace and amenity centers so that people do not have to use their cars. Also, designing structures to capture natural light and air enhances healthy lifestyles.

Objective 6.7: Encourage electrical utility lines to be buried throughout the community, especially in urbanizing areas. Care must be given to the location of underground transformer boxes so pedestrian infrastructure is not precluded by conflicts with power facilities.

Objective 6.8: Protect the character, safety, and function of the Monon Greenway.

Objective 6.9: Enhance the aesthetics of employment and vitality districts by requiring parking lots to be located at the rear and side of the property, or underground, thereby encouraging the architecture to be the dominant feature.

Policy 7: Inspire Environmental Awareness

Introduction: Being environmentally aware includes understanding the benefits of protecting natural areas, emphasizing use of native plant material into the urban environment, reducing energy consumption, encouraging energy and natural resource conservation, and utilizing "green" building materials to lessen our impact on the environment.

Objective 7.1: Encourage the use of durable materials and construction methods that prolong the life of buildings. A paradigm shift is necessary to change the current 30-year life expectancy of commercial buildings and some production homes to a more substantial life expectancy. Carmel has already had some success in encouraging 100-year buildings. For instance, that standard is currently being applied to several buildings in the City Center and the Old Town Arts and Design District.

Objective 7.2: Continue the policy emphasizing that City vehicles be energy efficient and low emission cars and trucks. With the introduction of hybrid vehicles, the City now has a viable and visible means for improving the environment through energy conservation. Also, idling should be discouraged when possible.

Objective 7.3: Develop a bicycle network to allow non-vehicular trips to be made by encouraging small-scale and requiring large-scale employment nodes to install covered and secure bicycle parking, and shower and changing facilities for cycling commuters. Concurrently, ensure that adequate bicycling facilities exist to allow safe and efficient bicycle commuting.

Objective 7.4: The City should encourage use of water-saving devices, and request that citizens reduce water consumption by proper ("smart") lawn sprinkling and exploring alternative landscapes which require less water. Encourage rainwater (i.e. grey water) recycling to reduce potable water consumption.

Objective 7.5: Strongly encourage developers to build environmentally sensitive buildings, such as LEED (Leadership in Energy and Environmental Design) guidelines or similar programs. These "green" buildings conserve energy resources, provide more healthful inside environments, last longer, utilize products made from recycled material, and use products that can be safely disposed of or recycled when the building is eventually dismantled. Green buildings also strive to use local material to reduce the transportation impact. For instance, importing marble from overseas has an enormous environmental impact compared to delivering Indiana limestone from southern counties.

Objective 7.6: Set the precedent for environmental protection or re-vegetation when developing municipal facilities like parks, fire stations, and maintenance facilities.

Objective 7.7: Continue to protect regional surface and ground water sources to ensure safe drinking water for Carmel and adjacent municipalities. Institute regulations that further protect the delineated wellhead protection areas from contaminants and land uses that have a higher risk of contaminating water resources.

Objective 7.8: Set the precedent for environmentally sensitive buildings when developing municipal facilities by striving for the highest feasible level of LEED certification. Also encourage other public entities to achieve the same.

Objective 7.9: Develop and maintain an Environmental Action Plan to implement actions that reduce pollution, conserve energy, and preserve the natural environment.

Objective 7.10: Explore the use of alternate sources of energy such as active solar, geothermal, and wind.

Objective 7.11: Reduce heat island effect by preservation of Carmel's urban forest and by encouraging the use surfaces that retard the absorption of heat.

Objective 7.12: Increase effectiveness of wastewater treatment and discharge by combining master plans of both sanitary sewer districts.

Objective 7.13: Reduce unnecessary removal of trees on lots, encourage preservation of mature trees, and require replacement of trees that have to be removed for development.

Objective 7.14: Promote the movement toward sustainable development and architecture. Encourage land developments and building designs that use or reuse land responsibly by discouraging patterns of sprawl, conserving potable water, reducing energy consumption, and utilizing reusable or recyclable materials. Encourage architects and designers to use green design standards, such as LEED (Leadership in Energy and Environmental Design), to promote sustainable and healthful buildings and neighborhoods for people to shop, work, eat, recreate, and live.

Objective 7.15: Due to increasing interest in redeveloping previously-developed areas, the City would like to conduct inventories, analyses, and cleanups of its brownfields. This will serve to facilitate redevelopment in several areas, as well as making the City healthier and more sustainable. The City will also be working with citizens and professionals to identify and prioritize brownfields.

Policy 8: Inspire Healthful Living

Introduction: Inspiring healthful living is a response to the obesity rate in Indiana and the Midwest, and also recognizes increases in cancer rates, lung diseases, heart disease, and stress related disorders.

Objective 8.1: Strive to provide multiple types of facilities for exercise, opportunities to immerse oneself into nature, sport facilities and leagues, access to recreation programs, access to health education programs, and encouragement to succeed in one's personal health goals.

Objective 8.2: Work corroboratively with local hospitals to offer outreach services, health and wellness clinics, screenings, classes, smoking cessation programs, dietary support, mental health clinics, immunization programs, and the like.

Objective 8.3: Encourage mixed-use, compact development making it easier for people to walk or ride their bicycles. This will provide a healthy lifestyle by providing the option for exercise in people's daily routines.

Objective 8.4: Develop programs and improve infrastructure to encourage children to walk or ride their bicycles to school. This will increase their physical activity, improve their health, and will potentially reduce the automobile trips made to and from school.

Objective 8.5: Promptly work to obtain park land while undeveloped land is still available.

EAST CARMEL POLICIES AND OBJECTIVES

Introduction

The following sections convey the policies and objectives for the East Carmel District. It is important to note that these sections share some of the same policy headings as the City-Wide section, but the content is specific to East Carmel.

Policy 1: Manage Community Form

Objective 1.1: Protect the integrity of the suburban form and land uses. East Carmel is an area where redevelopment of residential districts is discouraged, and where investment in single-family homes is strongly encouraged. The City will identify projects, policies, and programs that will maintain the existing stability and encourage investment by homeowners.

Objective 1.2: Allow neighborhood service nodes in context appropriate areas. The objective of these nodes is to allow limited neighborhood-serving commercial, mixed-use, and public amenities within walking distance to residents living in surrounding suburban neighborhoods. Lighting, parking, architecture, landscaping, size of buildings, and bicycle and pedestrian facilities will be strictly regulated to help ensure the nodes blend in with existing residential uses.

Policy 2: Be a Leading Edge City

Objective 2.1: Embrace the White River Greenway and off-street trail to provide another notable linear park and non-motorized transportation corridor which connects parks as well as acting as the foundation for a larger, regional greenway. More off-street trails are expected to contribute to the overall network of paths, especially in the natural corridor of the White River.

Objective 2.2: Promote a high quality mixed-use neighborhood development on the Legacy property, achieving the same recognition as the Village of WestClay. Unique uses or a combination of uses should be designed into the context of the natural environment and surrounding suburban development.

Policy 3: Perpetuate Economic Vitality

(no additional objectives apply to East Carmel)

Policy 4: Be a City of Neighborhoods

(no additional objectives apply to East Carmel)

Policy 5: Be an Adaptable City

(no additional objectives apply to East Carmel)

Policy 6: Inspire Community Character

Objective 6.1: Reinforce suburban character including tree-lined curvilinear streets, sidewalks separated by tree lawns, and neighborhood parks. Also, maintain the dominant presence of high quality single-family residential form.

Objective 6.2: Allow density transitions from single-family residential form along East 96th Street and 146th Street , but encourage context sensitive buffer development along these corridors to help soften the visual impact to lower density residential neighborhoods.

Policy 7: Inspire Environmental Awareness

Objective 7.1: Aggressively protect the riparian corridor and floodplain along the White River from encroachment.

Objective 7.2: Continually monitor mining practices to ensure balance between the legitimate needs of the resident and regional need for local materials. Also, encourage reclamation planning for quarry sites to better coordinate public facilities and infrastructure improvements, and public recreation or residential opportunities.

Objective 7.3: Expand East Carmel bicycle and pedestrian infrastructure, especially in areas adjacent to institutional nodes such as schools and churches, and neighborhood-serving commercial.

Objective 7.4: Establish an East Carmel recycling and hazardous materials drop-off station in conjunction with the City's sewage treatment facility.

Objective 7.5: Locate an East Carmel satellite facility for Carmel Street Maintenance and other public services. This will help conserve fuel and distribute manpower more equally over the community.

Policy 8: Inspire Healthful Living

(no additional objectives apply to East Carmel)

NORTH CENTRAL CARMEL POLICIES AND OBJECTIVES

Introduction

The following sections convey the policies and objectives for the North Central Carmel District. It is important to note that these sections share some of the same policy headings as the City-Wide section, but the content is specific to North Central Carmel.

Policy 1: Manage Community Form

Objective 1.1: Encourage pedestrian scale and walkability in new developments, infill and/or redevelopment.

Objective 1.2: Allow the tallest structures in Carmel to be in the City Center and along U.S. 31.

Objective 1.3: Encourage neighborhood-serving commercial in market-supported and consumer preferred locations that allow people to walk or bike from their jobs and homes to those amenities. The objective is to permit appropriate areas in the North Central Carmel District to have neighborhood-serving commercial development within a short walking or biking distance of residential and employment areas.

Objective 1.4: Protect stable single-family residential neighborhoods in North Central Carmel as much as possible through buffering, use of transitional design, strong code enforcement of property maintenance issues, targeted infrastructure investments (e.g. drainage, sidewalks, and street lights), and landscaping beautification projects.

Objective 1.5: Strive for additional street connectivity in North Central Carmel. The City should strive to connect streets when new development or redevelopment occurs, especially those linkages shown on the Thoroughfare Plan Map.

Objective 1.6: Encourage connectivity to and through North Central Carmel by establishing bicycle and pedestrian facilities across Meridian Street and Keystone Parkway.

Policy 2: Be a Leading Edge City

Objective 2.1: Establish a well-designed, pedestrian-friendly (including bicycle-friendly) and vital downtown. To allow vitality, incorporation of market-supported residential and office uses may be allowed in upper floors. All ground floors should be designed for pedestrian comfort and interaction.

Objective 2.2: Promote a high quality employment corridor and technology park along U.S. 31 by discretely integrating employment-serving commercial uses in existing buildings or in small nodes to allow workers to walk to restaurants and other businesses suitable for such a subdistrict. Also allow for a broader mix of uses, including additional residential and service retail.

Objective 2.3: Encourage new buildings along Carmel Drive and City Center Drive to be a minimum of two stories in height.

Objective 2.4: Promote the Arts and Design District and the Carmel Performing Arts Center.

Objective 2.5: Plan for the integration of transit stops near City Center, Merchants Square, and the U.S. 31 Corridor.

Objective 2.6: Explore opportunities to introduce additional higher education opportunities into North Central Carmel, if only a single building or satellite classes.

Objective 2.7: Promote and enhance the Monon Greenway as a non-motorized transportation corridor. Widen the trail in high use areas to accommodate separated bicycle and pedestrian lanes to create more trail capacity for both recreation and transportation needs.

Policy 3: Perpetuate Economic Vitality

(no additional objectives apply to North Central Carmel)

Policy 4: Be a City of Neighborhoods

Objective 4.1: North Central Carmel should be planned as a collection of neighborhoods applying traditional neighborhood design principles to connectivity, transitions, location of neighborhood-serving commercial, bicycle- and pedestrian-friendly features, and the like.

Objective 4.2: Endeavor to plan neighborhoods, transitions, boundaries, and service areas through more detailed subarea plans.

Policy 5: Be an Adaptable City

(no additional objectives apply to North Central Carmel)

Policy 6: Inspire Community Character

Objective 6.1: Where appropriate, reinforce established character in North Central Carmel.

Objective 6.2: Encourage signature buildings on prominent sites to enhance the district's character. Signature buildings can be private or public buildings, but must have architectural flair and be built from durable materials.

Objective 6.3: Establish a Public Art Master Plan. Include artists in the design process of public spaces.

Policy 7: Inspire Environmental Awareness

Objective 7.1: Where possible, locate new public parks on land adjacent to or within a short walk from the Monon Greenway.

Objective 7.2: Tree areas should be conserved and should be evaluated as part of an overall urban forest network, especially in small parks and squares.

Objective 7.3: Promote compact urban form with densities that support multi-modal transportation.

Objective 7.4: Continue to enhance the City Recycling Facilities at the Housing Hazardous Waste Center by increasing recycling options and adjusting hours of operation to make it more convenient for people to recycle.

Policy 8: Inspire Healthful Living

(no additional objectives apply to North Central Carmel)

SOUTH CENTRAL CARMEL POLICIES AND OBJECTIVES

Introduction

The following sections convey the policies and objectives for South Central Carmel. It is important to note that these sections share some of the same policy headings as the City-Wide section, but the content is specific to South Central Carmel.

Policy 1: Manage Community Form

Objective 1.1: Allow the careful integration of neighborhood service nodes and the advancement of Home Place's commercial area to better serve the South Central Carmel neighborhoods and the employment corridor along I-465.

Objective 1.2: Protect stable single-family residential neighborhoods in South Central Carmel as much as possible through buffering, use of transitional design, strong code enforcement of property maintenance issues, targeted infrastructure investments (e.g. drainage, sidewalks, and street lights), and landscaping beautification projects.

Objective 1.3: Strive for additional street, bicycle and pedestrian connectivity in South Central Carmel.

Objective 1.4: Allow greater development intensity on the north, west, and south edges of the district to serve as a transition from more intensely developed areas.

Objective 1.5: Carefully transition from the intense fringe areas mentioned in Objective 1.4 to single-family residential.

Policy 2: Be a Leading Edge City

Objective 2.1: Encourage reinvestment and maintenance of strong residential areas, so as to discourage redevelopment.

Objective 2.2: Promote a high quality employment corridor along U.S. 31 and I-465 and utilize zoning overlays, parks, and parkways to help buffer strong residential areas.

Objective 2.3: Strive for bicycle and pedestrian facilities to be installed throughout the South Central Carmel District, especially on the north, south and west edges of the district that abut more intensely developed areas. Also, strive for connectivity to Central Park and Monon Center.

Objective 2.4: Plan for the integration of a transit stop near the intersection of 96th Street and Keystone Parkway.

Policy 3: Perpetuate Economic Vitality

(no additional objectives apply to South Central Carmel)

Policy 4: Be a City of Neighborhoods

Objective 4.1: South Central Carmel should be planned as a collection of neighborhoods applying select traditional neighborhood design principles to the historic suburban form. Particularly, the principles of connectivity, transitions, and bicycle and pedestrian facilities would benefit this district.

Objective 4.2: Endeavor to plan neighborhoods, gateways, boundaries, and service areas through more detailed subarea plans.

Policy 5: Be an Adaptable City

(no additional objectives apply to South Central Carmel)

Policy 6: Inspire Community Character

Objective 6.1: Protect the existing character of the strong single-family neighborhoods in South Central Carmel.

Objective 6.2: Protect the residential character along Keystone Parkway and Westfield Boulevard, and maintain these corridors' existing tree canopies as part of an overall urban forest network.

Objective 6.3: Require significant numbers of canopy trees to be planted after development to maintain the substantial tree canopy that gives character to the South Central Carmel District and urban forest.

Policy 7: Inspire Environmental Awareness

Objective 7.1: Aggressively protect the Monon Greenway's tree-lined corridor and environmental features on the Central Park site.

Objective 7.2: Strongly encourage existing mature trees in the district to be preserved during development and redevelopment as part of an overall urban forest network.

Policy 8: Inspire Healthful Living

(no additional objectives apply to South Central Carmel)

WEST CARMEL POLICIES AND OBJECTIVES

Introduction

The following sections convey the policies and objectives for West Carmel. It is important to note that these sections share some of the same policy headings as the City-wide section, but the content under each heading is specific to West Carmel and adds to other City-wide objectives.

Policy 1: Manage Community Form

Objective 1.1: Preserve the estate character of West Carmel by protecting large-lot residential areas and by requiring new subdivisions to have large setbacks from and quality landscaping along perimeter roads. Further, require extensive re-vegetation along perimeter roads and within each new development. A larger open space requirement should also be considered.

Objective 1.2: Conservation subdivisions and innovative residential community designs that protect vegetation, slopes and are non-monotonous in terms of architecture and material selection are preferred.

Objective 1.3: Subdivision connectivity and transitions between proposed developments and existing subdivisions should be scrutinized to a greater degree in West Carmel.

Objective 1.4: West Carmel has many non-connecting subdivisions. The proliferation of this pattern of development is more tolerable in this district; however, critical connections shown on the Thoroughfare Plan will be absolutely required. Although there is less emphasis on vehicular connectivity, bicycle and pedestrian connectivity will be strictly required. For instance, where road connectivity between a proposed development and an existing development is not required, bicycle and pedestrian connections will be required.

Objective 1.5: With the success of the Monon Greenway, other off-street facilities are in demand. West Carmel has an opportunity to utilize portions of several pipeline corridors for such a trail. These corridors are shown as off-street trails in the 2020 Vision Plan and in the Alternative Transportation Plan initially adopted in 2001, and are supported in the C3 Plan as well. Integrating this type of facility in some areas will be relatively easy, but in already built environments may prove to be more difficult.

Objective 1.6: Carmel should partner with neighboring Westfield and Zionsville to plan and implement a significant greenway along Little Eagle Creek.

Objective 1.7: Continue expansion of bicycle and pedestrian infrastructure to connect neighborhoods with schools, parks, WestClay's Secondary Core, and other destinations.

Policy 2: Be a Leading Edge City

Objective 2.1: Maintain and protect sub-areas in the City of Carmel for estate character housing. These areas are essential to attracting high quality businesses, providing the desired quality-of-life for senior employees.

Objective 2.2: Encourage more custom home developments to balance the housing inventory which has been slanting in recent years toward production homes. Custom home neighborhoods will also add character to West Carmel by reducing monotony. Concurrently, allow carriage houses and other compatible forms of accessory dwellings to provide flexibility and a range of housing options.

Objective 2.3: Adopt residential architecture standards to ensure compatibility, a high quality aesthetic, energy efficiency, and durability.

Policy 3: Perpetuate Economic Vitality

(no additional objectives apply to West Carmel)

Policy 4: Be a City of Neighborhoods

(no additional objectives apply to West Carmel)

Policy 5: Be an Adaptable City

(no additional objectives apply to West Carmel)

Policy 6: Inspire Community Character

Objective 6.1: Reinforce rural character including tree lines, fence rows, barns, pockets of open space, and preservation of wood lots. Residential intensity can exist, but generally should not be obviously portrayed from perimeter roads.

Objective 6.2: Protect single-family residential character along West 96th Street between Spring Mill Road and Shelbourne Road.

Objective 6.3: Require commercial buildings along Michigan Road to be constructed of durable materials and designed to reflect "village" character. Continue to strengthen the existing zoning ordinance overlay to implement the requirements.

Objective 6.4: Require large setbacks and lot sizes, and only residential, institutional, and park uses along 116th Street from Spring Mill Road west to the Boone County Line. Utilize the existing zoning ordinance overlay to implement.

Policy 7: Inspire Environmental Awareness

Objective 7.1: Strive to protect woodlots, wetlands, and other valuable natural features in West Carmel. These features contribute to the district's rural character, but they also provide habitat for plants, birds, and other animals.

Policy 8: Inspire Healthful Living

Objective 8.1: Promptly work to obtain park land in the north western portion of Clay Township while undeveloped land is still available.

Carmel Clay Comprehensive Plan

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LAND CLASSIFICATION PLAN INTRODUCTION

Part 3: Land Classification Plan describes and establishes different land classifications to be applied appropriately across Carmel's planning jurisdiction, similar to a future land use plan. The term "land classification" is used instead of "land use" because each classification integrates both land use and development form. This hybrid approach for classifying land will result in a better system for managing land development.

The following land classifications are used on the Land Classification Map:

1. *Parks and Recreation* ..... *pg 29*
2. *Estate Residential* ..... *pg 30*
3. *Low Intensity Suburban Residential* ..... *pg 31*
4. *Suburban Residential* ..... *pg 32*
5. *Urban Residential* ..... *pg 33*
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12. *Regional Vitality Node* ..... *pg 40*
13. *Core Support* ..... *pg 41*
14. *Secondary Core* ..... *pg 42*
15. *Primary Core* ..... *pg 43*

Land Classification Map

The Land Classification Map is described on page 44, followed by the map on page 45.

Land Classifications and Descriptions

Each of the land classifications listed above have a page dedicated to describing how it can be used to manage growth and development. Further, the following headings are used to convey the essence of each classification. These descriptions are intended to be conceptual.

Purpose: This section gives the reader a brief description of why the land use classification has been established.

Geographic Location: This section conveys where each classification is best utilized within Carmel's planning jurisdiction. Some descriptions are vague because they can be widely applied, while others are very specific to geographic locations.

Land Uses: This section describes the general land uses that would be permitted in the classification. The zoning ordinance would indicate specific land uses permitted.

Intensity/Density: This section describes the intended intensity of commercial uses and density of residential uses that would be fitting of the classification. The zoning ordinance may utilize more than one zoning district to regulate each classification.

Examples: This section strives to convey one or more developments in Carmel that represent the classification. All examples may not be exact matches, but represent the most similar in intensity and density.

Appropriate Adjacent Classifications: This section describes the land use classifications that are best used adjacent to the subject classification. Three categories of compatibility exist. "Best Fit" are classifications that are most suited for adjacency. "Conditional Fit" indicates land classifications that are suitable for adjacency if the building orientation, transitions, and architecture are implemented with sensitivity to the context. The third category are those land classifications not listed, which represent classifications that are not typically appropriate adjacent to the subject classification.

Structure Features: This section identifies critical structural features that help achieve the purpose of the classification. Most statements are in regard to height, mass, or form of the structure.

Structure Orientation On Site: This section addresses where the footprint of the structure is located. Options typically include centralized (setbacks on all four sides), zero lot-line (front, rear, and one-side setback), build-to (specific front setback), or no setbacks (the structure can cover the entire site).

Development Features: This section denotes requirements of subdivisions, planned unit developments, or development plan projects. Typically, whole-development standards are described.

Regulation Implementation: This section describes how the City's development regulations will implement the land use classification's intent.

PARKS AND RECREATION

Purpose
- To identify conservation areas, and to establish open space areas for private and public parks and recreation.

Geographic Location
- Distributed throughout Carmel, especially in proximity to high and medium density residential areas; and adjacent to the Monon Greenway, White River, and other greenways.

Land Uses
- Parks, pocket parks, recreation, linear trails, greenways, golf courses, natural areas, and the like.

Intensity/Density
- Not applicable.

Examples
- West Park, Central Park, and Hazel Landing Park.
- Village of West Clay pocket parks.

Appropriate Adjacent Classifications
- Best Fit: Any land use classification.

Structure Features
- Sensitive to the natural environment or context.

Structure Orientation On Site
- Not applicable.

Development Features
- Protect existing (pre-development) environmental features.
- Enhance the natural environment.
- Internal and external bicycle and pedestrian connectivity.
- Promote recreation, including passive enjoyment of nature.

Regulation Implementation
- Utilize traditional zoning to regulate this land classification.

The Plum Creek Golf Course is a good example of privately held property that is classified as Parks and Recreation.

West Park has areas dedicated to passive recreation. Its wonderful natural features are blended with a playground, shelters, and other park facilities.

Another example of the Parks and Recreation classification is the Monon Center Outdoor Aqua Park (Central Park) at 111th Street west of the Monon Greenway.

ESTATE RESIDENTIAL

Purpose
- To establish and protect residential housing opportunities for people who desire a large residential lot, enjoy secluded living, or prefer living integrally with nature, and who require minimal city conveniences.

Geographic Location
- Predominant in West Carmel.

Land Uses
- Single-family detached residential only.

Intensity/Density
- Residential development less than 1.0 dwelling unit per acre.

Examples
- Bridlebourne (northeast of 106th Street and Shelbourne Road).
- Laurelwood (southeast of 106th Street and Ditch Road).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Estate Residential, and Low Intensity Suburban Residential.
- Conditional Fit: Suburban Residential and Institutional Node.

Structure Features
- Maximum three stories.
- Gable and hip roofs.
- Structures are generally wider than they are deep.
- Front facade generally facing public right-of-way.

Structure Orientation On Site
- Centralized building envelope.

Development Features
- Minimum of 10% open space in subdivisions. The perception of substantial open space should exist from larger lots and setbacks.
- Internal and external bicycle and pedestrian connectivity.
- Protect existing (pre-development) environmental features.
- Guest houses and detached facilities are permissible.

Regulation Implementation
- Utilize traditional zoning to regulate this land classification.

This residence is a good example of Estate Residential in West Carmel.

Estate Residential is established for large homes that may be isolated on large estates.

Estate Residential is established for large homes on large lots that may be located within a neighborhood.

LOW INTENSITY SUBURBAN RESIDENTIAL

Purpose
- To establish and protect housing opportunities for people who desire low density or subdivision living.

Geographic Location
- Dominantly appropriate in West and East Carmel.

Land Uses
- Single-family detached residential only.

Intensity/Density
- Density in platted subdivisions between 1.0 and 1.3 dwelling units per acre.

Examples
- Claridge Farms (between Clay Center Road and Hoover Road).
- Long Branch Estates (116th Street and Shelborne Road).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Estate Residential, Low Intensity Suburban Residential, and Suburban Residential.
- Conditional Fit: Neighborhood Support Center, and Institutional Node.

Structure Features
- Maximum two stories.
- Gable and hip roofs.
- Attached garages.
- Structures are generally wider than they are deep.

Structure Orientation On Site
- Centralized building envelope.
- Front facade generally facing public right-of-way.
- Attached garages with either side, rear, or courtyard loading.

Development Features
- Minimum of 15% open space in subdivisions.
- At least 50% of all open space should be usable.
- Predominant use of curvilinear street layout.
- Internal and external bicycle and pedestrian connectivity.
- Protect existing (pre-development) environmental features.
- Integrate with existing (pre-development) environmental features.

Regulation Implementation
- Utilize traditional zoning to regulate this land classification.

Homes in The Lakes at Hazel Dell represent suburban development on larger lots, representing the density allowed in the Low Intensity Suburban Residential classification.

The Lakes at Hayden Run (131st Street and Towne Road) represent the upper density range allowed in the Low Intensity Suburban Residential classification.

SUBURBAN RESIDENTIAL

Purpose
- To establish housing opportunities for people who desire moderately dense subdivision living.

Geographic Location
- Dominantly appropriate in East, North Central, and South Central Carmel. Limitedly appropriate in West Carmel.

Land Uses
- Single-family detached residential only.
- One-story ranch and cottage homes are encouraged.

Intensity/Density
- Density in platted subdivisions between 1.4 and 4.0 dwelling units per acre.

Examples
- Fairgreen Trace (116th Street west of Range Line Road).
- Bentley Oaks (136th Street and Oak Ridge Road).
- Plum Creek Village (126th Street and River Road).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Low Intensity Suburban Residential, Suburban Residential, and Neighborhood Support Center.
- Conditional Fit: Estate Residential, Urban Residential, Attached Residential, Neighborhood Service Node, Community Vitality Node, Employment Node, and Institutional Node.

Structure Features
- One-story encouraged; maximum two stories.
- Gable and hip roofs.
- Attached garages with either side, rear, or courtyard loading.
- Structures generally wider than they are deep.

Structure Orientation On Site
- Centralized or zero-lot-line building envelope.
- Front facade generally facing public right-of-way.

Development Features
- Minimum of 20% open space in subdivisions.
- At least 50% of all open space should be usable.
- Predominant use of curvilinear street layout.
- Internal and external bicycle and pedestrian connectivity.
- Protect existing (pre-development) environmental features.

Regulation Implementation
- Utilize two or more zoning districts to regulate this land classification.
- Utilize traditional zoning to regulate this land classification.

The Enclave of Carmel represents the highest density range allowed within the Suburban Residential classification.

Older single-family neighborhoods, like Brookshire Village, typically built on one-third acre lots, represent mid-range densities allowed in the Suburban Residential classification.

The Overture represents a lower density Suburban Residential neighborhood.

URBAN RESIDENTIAL

Purpose
- To establish housing opportunities for people who desire historic neighborhoods or new subdivisions modeled after traditional neighborhood design.

Geographic Location
- Utilized primarily in North Central and South Central Carmel, and in developments modeled after traditional neighborhood design.

Land Uses
- Single-family detached residential.
- Townhouses or similar residences (up to 15%).
- Two-unit residences (up to 5%).

Intensity/Density
- Density in platted subdivisions will generally be between 4.0 and 8.0 dwelling units per acre.

Examples
- Old Town Carmel.
- Portions of Village of West Clay (131st Street and Towne Road), in form only.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Urban Residential, Attached Residential, and Neighborhood Support Center.
- Conditional Fit: Suburban Residential, Neighborhood Service Node, Community Vitality Node, Employment Node, Core Support, Secondary Core, and Institutional Node.

Structure Features
- Maximum two stories. However, three stories may be appropriate in some circumstances.
- Gable and hip roofs.
- Detached garages.
- Structures are generally deeper than they are wide.
- Front porches (or emphasized front doors).

Structure Orientation On Site
- Front facade must face public right-of-way.
- Centralized or zero lot-line building envelope.

Development Features
- Minimum of 10% open space in subdivisions.
- At least 50% of all open space should be usable.
- Grid or modified grid street layout.
- Internal and external bicycle and pedestrian connectivity.
- Predominant use of alleys for garage access.
- On-street parking.
- Protect existing (pre-development) environmental features.
- Two-unit structures, if used, will only be permitted on corners and must have designs fitting the context.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

The historic residential areas in close proximity to Old Town accurately reflect the form of Urban Residential.

Some residential areas in the Village of WestClay are good examples of newly constructed Urban Residential form.

The above photo represents a two-unit structure located on an urban residential corner. Note that the structure is designed to fit the form of a single-family neighborhood. The photo is from the Meridian-Kessler Neighborhood in Indianapolis.

ATTACHED RESIDENTIAL

Purpose
- To diversify housing opportunities for young professionals, transitional families, empty nesters, and workforce housing near amenities and where connectivity is good.

Geographic Location
- Utilized throughout Carmel, but primarily in North and South Central Carmel.
- Most appropriate near major thoroughfares, urban centers, parks, vitality centers, and schools.

Land Uses
- Town houses.
- Condominiums.
- Apartments.

Intensity/Density
- Density in developments may be 7.0 dwelling units per acre or greater.

Examples
- North Haven (96th Street and Gray Road).
- Providence at Old Meridian.
- Townhomes at City Center (City Center Drive).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Urban Residential, Attached Residential, Neighborhood Support Center, Neighborhood Service Node, Institutional Node, Community Vitality Node, and Core Support.
- Conditional Fit: Suburban Residential, Employment Node, Regional Vitality Mode, Secondary Core, and Primary Core.

Structure Features
- Maximum two stories, or three stories if context reflects the same scale.
- No front loading garages for town houses or apartments.
- Gable and hip roofs.

Structure Orientation On Site
- Centralized, zero lot line, or build-to front line building envelope.

Development Features
- Minimum of 20% open space in subdivisions, and similar percentage in unplatted development (e.g. condominium).
- At least 50% of all open space should be usable.
- Parking to the side or rear of buildings.
- Internal and external bicycle and pedestrian connectivity.
- Protect pre-development environmental features.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

This condominium development reflects the use and form of Attached Residential.

This apartment development is designed to reflect townhouses and is a good example of how Attached Residential can be used in close proximity to Core Support and Secondary Core classifications.

Kensington Place is a good example of a lower density attached residential development. Although it doesn't fit the traditional form of Attached Residential, it would be appropriate in select locations.

NEIGHBORHOOD SUPPORT CENTER

Purpose
- To establish areas for significantly limited uses (e.g. a corner store) that provide daily goods, services and amenities to residential areas within walking distance. These centers should provide a notable benefit without negative impact to nearby residential properties.

Geographic Location
- Strategically utilized throughout Carmel within walking or cycling proximity to suburban, urban, and attached residential classifications.

Land Uses
- Upper story residential and nonresidential on ground floors.
- Live-work units.
- Community center, plaza, or community green.
- Fitness center.
- Small convenience store (no gasoline sales).

Intensity/Density
- Residential density in developments should not exceed 2.0 units per acre.
- Nonresidential intensity shall be strictly limited. The space of any Neighborhood Support Center should be limited to 7,500 sq. ft. cumulatively, and shall be at least 1 mile from any other Neighborhood Support Center or Neighborhood Service Node.

Examples
- (see image to the right)

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Suburban Residential, Urban Residential, Attached Residential, Institutional Node, and Community Vitality Node.
- Conditional Fit: Low Intensity Suburban Residential.

Structure Features
- Maximum two stories.
- Gable and hip roofs, or flat if appropriately incorporated into a traditional neighborhood development.
- Storefront windows.
- Context sensitive materials.

Structure Orientation On Site
- Centralized building envelope unless incorporated into a traditional neighborhood development.
- Buffering adjacent residential uses.

Development Features
- Parking in front of building is disallowed.
- Great sensitivity to traffic circulation, lighting, signs, connectivity and hours of operation; no drive-through's.
- Parking to the side or rear of buildings.
- Protect pre-development environmental features.
- Internal and external bicycle and pedestrian connectivity.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

This small retail building in Cherry Hill, Michigan is an example of the small scale of the Neighborhood Support Center classification.

NEIGHBORHOOD SERVICE NODE

Purpose
- To establish areas for mixed-use development integrating residential, localized amenities, and neighborhood-serving commercial.

Geographic Location
- Strategically utilized around Carmel in walking or cycling proximity to suburban, urban, and attached residential classifications.

Land Uses
- Predominantly nonresidential on ground floors.
- Live-work units.
- Community center, plaza, or community green.
- Fitness center, Boys and Girls Club, or YMCA.
- Ground floor restaurant, office, entertainment, commercial, or, institutional on all other floors.

Intensity/Density
- Residential density in developments should not exceed 6.0 units per acre.
- Nonresidential intensity shall be strictly limited. The space of any single tenant should be limited to 5,000 sq. ft. and building footprints should be limited to 20,000 sq. ft.
- Maximum of 80,000 sq. ft. cumulatively in any node.

Examples
- Select buildings in the Village of WestClay.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Attached Residential, Neighborhood Service Node, Institutional Node, Community Vitality Node, and Employment Node.
- Conditional Fit: Suburban Residential, Urban Residential, Regional Vitality Node, and Core Support.

Structure Features
- Maximum two stories.
- Gable and hip roofs, or flat if appropriately incorporated into a traditional neighborhood development.
- Transparent glass/permeable storefronts.
- Context sensitive materials.

Structure Orientation On Site
- Centralized building envelope unless incorporated into a traditional neighborhood development.
- Buffering adjacent residential uses.

Development Features
- Great sensitivity to traffic circulation, lighting, signs, connectivity and hours of operation.
- Parking to the side or rear of buildings.
- Protect pre-development environmental features.
- Internal and external bicycle and pedestrian connectivity.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

This two-story building in the Village of WestClay is a good example of neighborhood-serving commercial designed to reflect the context.

This type of small commercial center at Hazel Dell Parkway and 131st Street is appropriate in proximity to suburban residential neighborhoods when transitions are addressed.

INSTITUTIONAL NODE

Purpose
- To establish areas for school and other institutional campuses, and municipal facilities.

Geographic Location
- Utilized throughout Carmel, but most appropriate along major thoroughfares. Institutions of a smaller scale may be integrated sensitively into neighborhoods.

Land Uses
- Places of worship, school, library, and hospital campus.
- Federal, State and local government facilities.
- Emergency services.

Intensity/Density
- Context sensitive.

Examples
- Carmel High School.
- Our Lady of Mt. Carmel.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Attached Residential, Neighborhood Support Center, Neighborhood Service Node, Institutional Node, Community Vitality Node, Employment Node, Regional Vitality Node, Core Support, Secondary Core, and Primary Core.
- Conditional Fit: Estate Residential, Low Intensity Suburban Residential, Suburban Residential, and Urban Residential.

Structure Features
- Context sensitive.

Structure Orientation On Site
- Context sensitive.

Development Features
- Context sensitive.
- Mixed uses are generally allowed, but should be related to the primary use. For instance, a church could have a parsonage, book store, or day-care center integrated into the campus.
- Internal and external bicycle and pedestrian connectivity.
- Protect pre-development environmental features.
- Buffer adjacent residential development appropriately.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

Creekside Middle School is an example of an Institutional Node and represents a form that could be incorporated into nearly any area in the City.

The City Hall with its campus-like facility is another example of an Institutional Node. This form is best suited for the City Center area.

Places of worship are no longer used just one-day per week. Mega-churches are becoming more common and are used for long durations every day. The Capstone Cafe and Bookstore is a good example of extra uses incorporated into a church.

COMMUNITY VITALITY NODE

Purpose
- To establish areas for community-serving and neighborhood-serving commercial development with opportunity to integrate mixed uses.

Geographic Location
- Most appropriate near parkway arterial, urban arterial, arterial, and primary arterial streets.

Land Uses
- Dominantly retail, service, office, entertainment, restaurant, and institutional.
- Residential is allowed, but only on upper floors.

Intensity/Density
- Commercial intensity is limited by the maximum building envelope, maximum impervious surface, and on-site parking requirements.
- Residential density in developments should not exceed 10.0 units per acre and must be primarily in upper floors.

Examples
- Merchants' Square.
- West Carmel Center (Michigan Road and 106th Street).
- Brookshire Village Shoppes.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Attached Residential, Neighborhood Support Center, Neighborhood Service Node, Institutional Node, Community Vitality Node, Employment Node, and Regional Vitality Node.
- Conditional Fit: Suburban Residential, and Urban Residential.

Structure Features
- Maximum two stories, or three stories if context reflects the same scale.
- Transparent glass/permeable storefronts.

Structure Orientation On Site
- Context sensitive with the following options: centralized or build-to front line building envelope.

Development Features
- Internal and external bicycle and pedestrian connectivity.
- Small to moderate front setbacks.
- Screened and landscaped parking areas.
- Protect pre-development environmental features.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

Chain restaurants typically function as a Community Vitality Node. This Donatos Pizza along Michigan Road represents the desired small to moderate front setback.

Community Vitality Nodes are served by large roads and often have stand-alone as well as clustered businesses.

Although strip centers are not preferred, they do typify Community Vitality Nodes. Their buildings and public parking lots are too large to be integrated into neighborhoods, but are too small to draw people from a large region.

EMPLOYMENT NODE

Purpose
- To establish areas for large office buildings providing regional employment with opportunity to integrate employment-serving mixed uses.

Geographic Location
- Predominantly in North and South Central Carmel.
- Most appropriate near highways and major arterials with excellent accessibility.

Land Uses
- Professional and business office.
- Hospital and medical office.
- Office-supporting commercial (e.g. small scale restaurants, coffee houses, print shops, and office supply stores that directly support office uses).
- Residential is allowed on 4th or higher floors.

Intensity/Density
- Commercial intensity is limited by the maximum building envelope, maximum impervious surface, and on-site parking requirements.
- Residential density in developments should not exceed 14.0 units per acre.

Examples
- U.S. 31 Corridor.
- Parkwood Crossing East.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Neighborhood Service Node, Institutional Node, Community Vitality Node, Employment Node, and Regional Vitality Node.
- Conditional Fit: Suburban Residential, Urban Residential, Attached Residential, Core Support, and Secondary Core.

Structure Features
- Maximum four stories.
- Minimum four stories and maximum ten stories along U.S. 31 and I-465, but not adjacent to Illinois Street.

Structure Orientation On Site
- Centralized with significant setback from highway corridors and single-family residential areas.

Development Features
- Parking should be located where it has the least impact on aesthetics.
- Internal and external bicycle and pedestrian connectivity.
- Protect pre-development environmental features.
- Secure and sheltered bicycle parking, and shower and changing facilities for bicycle commuters.

Regulation Implementation
- Utilize traditional zoning to regulate this land classification.

High quality architecture ensures that the City's position as an attractive locale for regional, national, and international corporations is maintained.

Hospitals and medical facilities such as the Clarian North Hospital are examples of developments that fit into Employment Nodes.

Medium-scale office serves regional employment needs while providing a context-sensitive transition to neighboring residential areas.

REGIONAL VITALITY NODE

Purpose
- To establish areas for regional-serving and community-serving commercial development with opportunity to integrate mixed uses, including residential.
- To accommodate outdoor life-style centers and similar development trends.

Geographic Location
- Most appropriate near highways and major thoroughfares with excellent accessibility.

Land Uses
- Retail, service, hotel, office, entertainment, and restaurant.
- Residential is appropriate when master planned into the development.

Intensity/Density
- Commercial intensity is limited by the minimum land area, maximum building envelope, maximum impervious surface, and on-site parking requirements.
- Residential density is limited to 16.0 units per acre.

Examples
- Clay Terrace (146th Street and U.S. 31).
- West Carmel Marketplace (Michigan Road south of 106th Street).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Institutional Node, Community Vitality Node, Employment Node, and Regional Vitality Node.
- Conditional Fit: Attached Residential, Neighborhood Service Node, and Core Support.

Structure Features
- Maximum three stories, or eight stories if within the U.S. 31 Corridor overlay.
- Front facade generally facing public right-of-way.

Structure Orientation On Site
- Centralized or build-to front line building envelope.

Development Features
- Small or moderate front setbacks.
- Screened and landscaped parking areas.
- Excellent bicycle and pedestrian connectivity.
- Facilitate automobile accessibility.

Regulation Implementation
- Utilize hybrid (traditional and form-based) zoning to regulate this land classification.

Clay Terrace is a regional destination because it has numerous national, regional, and local chain retail shops. Predominately, people reach this destination by vehicle, which is typical of a Regional Vitality Node.

Although Clay Terrace is a Regional Vitality Node, it has been designed for pedestrian comfort outside the parking areas.

The City is committed to a higher standard for architectural design than the typical corporate branded architecture.

CORE SUPPORT

Purpose
- To establish areas for urban mixed-use development transitioning away from the Primary and Secondary Core land classifications. The predominant uses are residential or commercial uses with lower impact.

Geographic Location
- Exclusively utilized in North Central Carmel.

Land Uses
- Residential and office uses are allowed on all floors.
- Retail, service, office, entertainment, restaurant, and institutional uses are allowed on ground floors.
- Live/work units.
- Public surface parking lots are allowed behind buildings.

Intensity/Density
- Residential density is limited by the maximum building envelope Commercial intensity should be sensitive to adjacent classifications

Examples
- Townhomes at City Center (City Center Drive).
- Carmel Center Apartments (City Center Drive).

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Attached Residential, Institutional Node, Core Support, Secondary Core, and Primary Core.
- Conditional Fit: Urban Residential, Neighborhood Service Node, Employment Node, and Regional Vitality Node.

Structure Features
- Minimum two stories and maximum three stories.
- All facades facing a public right-of-way must have at least two windows per floor.

Structure Orientation On Site
- Front facade built to right-of-way.

Development Features
- Minimum of 15% open space in developments.
- Excellent bicycle and pedestrian connectivity.
- Off-street parking is partially supplemented by on-street parking.

Regulation Implementation
- Utilize form-based zoning to regulate this land classification.

These three-story townhouses are a good example of form and use to transition away from more urban development.

Live/work units are an excellent form of development to help transition away from Primary or Secondary Core classifications.

Office uses with similar intensity as townhouses or multiple-family developments, such as Pedcor at City Center, are a good example of Core Support.

SECONDARY CORE

Purpose
- Secondary Core can serve as a transition away from Primary Core, or can be its own urban center in appropriate areas.
- To establish moderately intense urban nodes akin to a downtown with commercial and residential uses.

Geographic Location
- Exclusively utilized in North Central Carmel and limited use at the Village of WestClay.

Land Uses
- Ground Floor: Retail, service, offices, entertainment, restaurant, and institutional.
- Upper Floor(s): Residential, retail, service, office, entertainment, restaurant, and institutional uses.
- Parking garages are allowed behind or underneath buildings.

Intensity/Density
- Residential density is limited by the minimum land area and maximum building envelope standards.
- Commercial intensity is limited by the minimum land area and maximum building envelope standards.

Examples
- Village of WestClay's commercial core.
- Old Town.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Institutional Node, Core Support, Secondary Core, and Primary Core.
- Conditional Fit: Urban Residential, Attached Residential, and Employment Node.

Structure Features
- Minimum two stories and maximum four stories.
- Ground floor facades must be pedestrian friendly and utilize significant transparent glass.
- Wide facades must have architectural relief.

Structure Orientation On Site
- Front facade built to right-of-way.
- A maximum of three stories at the right-of-way with all other stories stepped back.

Development Features
- Outdoor seating for restaurants is encouraged.
- Outdoor storage is prohibited.
- Pocket parks are encouraged.
- Internal and external bicycle and pedestrian connectivity.
- Parking is generally provided off-site in parking facilities and on-street.

Regulation Implementation
- Utilize form-based zoning to regulate this land classification.

AMLI at Old Town is a good example of new construction that represents Secondary Core.

Although the commercial district in the Village of WestClay functions as neighborhood-serving commercial, the massing and placement of this building reflects the desired form of Secondary Core.

Historic buildings in Old Town are good examples of Secondary Core.

PRIMARY CORE

Purpose
- To establish intense urban areas for downtown commercial and dense residential uses. Primary Core will only be allowed in select areas in North Central Carmel.

Geographic Location
- Exclusively utilized in North Central Carmel, specifically at City Center and Old Town.

Land Uses
- Ground Floor: Retail, service, offices, entertainment, restaurant, and institutional.
- Upper Floor(s): Residential, retail, service, office, entertainment, restaurant, and institutional uses.
- Public parking garages are allowed behind buildings or in upper floors if fronting on a streetscape.

Intensity/Density
- Residential density is limited by the minimum land area and maximum building envelope standards.
- Commercial intensity is limited by the minimum land area and maximum building envelope standards.

Examples
- Pedcor at City Center.
- Old Town Shops.

Appropriate Adjacent Classifications
- Best Fit: Parks and Recreation, Institutional Node, Core Support, Secondary Core, and Primary Core.
- Conditional Fit: Attached Residential.

Structure Features
- Minimum four stories and maximum eight stories.
- Ground floor facades must be pedestrian friendly and utilize significant transparent glass.
- Wide facades must have architectural relief.

Structure Orientation On Site
- Front facade built to right-of-way.
- A maximum of five stories at the right-of-way with all other stories stepped back.

Development Features
- Outdoor seating for restaurants is encouraged.
- Outdoor storage is prohibited.
- Internal and external bicycle and pedestrian connectivity.
- Parking is generally provided off-site in parking facilities and on-street.
- Contemplate access to mass transit.

Regulation Implementation
- Utilize form-based zoning to regulate this land classification.

The Old Town Shoppes provides a good example of Primary Core.

This illustration depicts a proposed development in City Center. When constructed, this building would accurately reflect the characteristics of Primary Core.

APPROPRIATE ADJACENT LAND CLASSIFICATIONS TABLE

The below table provides a quick reference for determining land classification compatibility. The information in this table mirrors the content in each of the land classification descriptions on the previous pages. "B" stands for Best Fit and "C" stands for Conditional Fit, meaning it is appropriate when the more intense development is installed with sensitivity to the adjacent land classification.

LAND CLASSIFICATION MAP DESCRIPTION

The Land Classification Map on the following page designates the general distribution of land classifications that will help manage land use, community form, and connectivity; and improve quality of life.

Specifically, the map depicts the community's land use and development form goals (land classifications) in a conceptual manner. It should not be construed as representing the precise location of land classifications, but used as a foundation for support and influence with land use and development form decisions and zoning map changes.

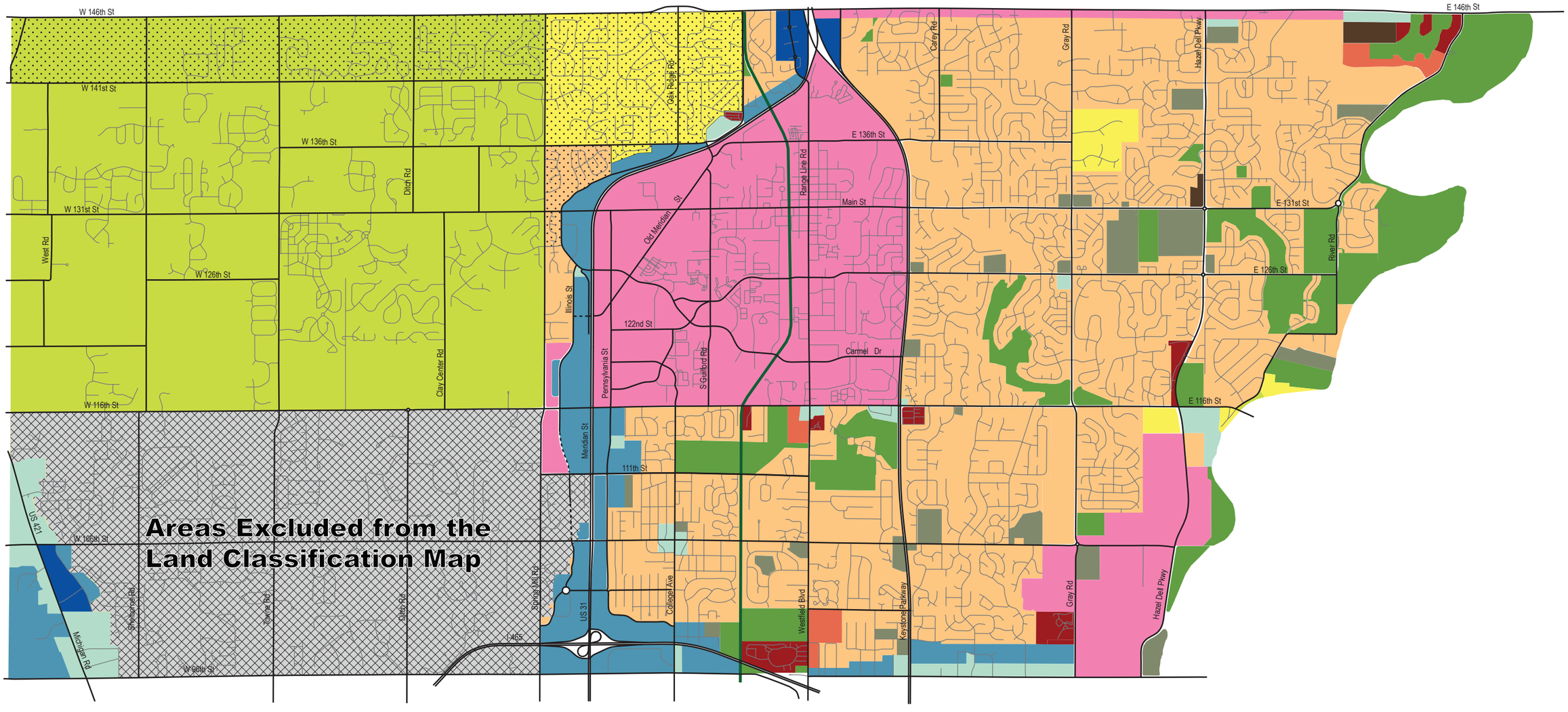
The Land Classification Map does not establish the right to a certain density or intensity. The *C3 Plan* is a broad-brush approach to future land planning. Each development proposal should be reviewed with consideration of all sections of the *C3 Plan* in addition to site features, context, design standards, and development standards.

	Parks and Recreation	Estate Residential	Low Intensity Suburban Residential	Suburban Residential	Urban Residential	Attached Residential	Neighborhood Support Center	Neighborhood Service Node	Institutional Node	Community Vitality Node	Employment Node	Regional Vitality Node	Core Support	Secondary Core	Primary Core
Parks and Recreation	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Estate Residential	B	B	B	C					C						
Low Intensity Suburban Residential	B	B	B	B			C		C						
Suburban Residential	B	C	B	B	C	C	B	C	C	C	C				
Urban Residential	B			C	B	B	B	C	C	C	C		C	C	
Attached Residential	B			C	B	B	B	B	B	B	C	C	B	C	C
Neighborhood Support Center	B		C	B	B	B			B	B					
Neighborhood Service Node	B			C	C	B		B	B	B	B	C	C		
Institutional Node	B	C	C	C	C	B	B	B	B	B	B	B	B	B	B
Community Vitality Node	B			C	C	B	B	B	B	B	B	B			
Employment Node	B			C	C	C		B	B	B	B	B	C	C	
Regional Vitality Node	B					C		C	B	B	B	B	C		
Core Support	B				C	B		C	B		C	C	B	B	B
Secondary Core	B				C	C			B		C		B	B	B
Primary Core	B					C			B				B	B	B

B = Best Fit

C = Conditional Fit

Land Classification Plan Map



MAP LEGEND

- Parks and Recreation
- Estate Residential
- Low Intensity Suburban Residential
- Suburban Residential
- Urban Residential
- Attached Residential
- Neighborhood Support Center
- Neighborhood Service Node
- Institutional Node
- Community Vitality Node
- Employment Node
- Regional Vitality Node
- Core Support
- Secondary Core
- Primary Core
- Area for Special Study
- Vision 2020 Plan Very Low Intensity (≤1.3 dua)
- Vision 2020 Plan Low Intensity (1.3 to 3.0 dua)
- Vision 2020 Plan Medium Intensity (3 to 5 dua)
- Major Street
- Minor Street
- River
- Monon Trail

LAND CLASSIFICATION MAP

1/4 MILE 1/2 MILE 3/4 MILE 1 MILE

N

Map Prepared by Ground Rules, Inc. Last Revised 02-15-2010

Carmel Clay Comprehensive Plan

PART 4

PREFACE
page 1

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PART 4: TRANSPORTATION PLAN

TRANSPORTATION PLAN INTRODUCTION

Part 4: Transportation Plan is inclusive of vehicular, bicycle, pedestrian, and mass transportation. The City of Carmel recognizes that improving and establishing multiple modes of transportation is essential to further its evolution to a high quality edge city.

The *C3 Plan* is the first of its kind to be inclusive of all mainstream transportation modes. The City is making the conscious decision to emphasize multiple modes of transportation to complement traditional vehicular transportation. Multi-modal transportation is increasingly desirable because residents want bicycle and pedestrian connectivity (e.g. Multi-use Paths) to local amenities, commuters want alternatives (e.g. light rail) for travel to work, and life-style changes are demanding more recreational facilities (e.g. Monon Greenway).

To address each mode of transportation, this Part is divided into the following three sections:

1. *Thoroughfare Plan* ..... *pg 49*
2. *Bicycle and Pedestrian Facility Plan* ..... *pg 63*
3. *Transit Plan* ..... *pg 75*

Thoroughfare Plan

The Thoroughfare Plan identifies and describes the recognized street classifications. It also includes the 20-Year Thoroughfare Plan Map which applies those street classifications to every street in Carmel's planning jurisdiction. The application of street classifications is designed to result in the effective connectivity and efficient flow of traffic.

Bicycle and Pedestrian Facility Plan

The Bicycle and Pedestrian Facility Plan identifies and describes the facilities designed for bicycle and pedestrian use. It also includes the Bicycle and Pedestrian Facility Plan Map which denotes where each type of facility is intended to be installed or maintained to achieve effective connectivity.

Transit Plan

The Transit Plan identifies and describes the transit system and facilities desired by the City of Carmel. The transit system is currently in the planning stages, so the content of this Plan is meant to support the ongoing desire to establish a commuter line to downtown Indianapolis and intra-city transportation.

THOROUGHFARE PLAN

The City's 20-Year Thoroughfare Plan focuses on multi-modal transportation systems. The Thoroughfare Plan first identifies and describes recognized street classifications. It then applies those street classifications to every street in the City's planning jurisdiction on the Thoroughfare Plan Map.

Street Classifications and Descriptions

The following street classifications are used on the Thoroughfare Plan Map:

1. *Primary Arterial Street* ..... *pg 50*
2. *Primary Parkway Street* ..... *pg 51*
3. *Urban Arterial Street* ..... *pg 52*
4. *Arterial Street* ..... *pg 53*
5. *Parkway Arterial Street* ..... *pg 54*
6. *Urban Collector Street* ..... *pg 55*
7. *Collector Street* ..... *pg 56*
8. *Parkway Collector Street* ..... *pg 57*
9. *Local Street* ..... *pg 58*

Each of the street classifications listed above has a page dedicated to describing how it can be used to convey vehicular traffic and how it fits into the fabric of the City. Further, the following headings are used, as described below, to convey the essence of each street classification:

General Description: This section gives a brief description of why the street classification has been established.

Street Features: This section conveys the primary design standards that make each street classification unique. The standards include: minimum right-of-way, maximum number of lanes, minimum lane widths, medians, curbs, pedestrian facilities, minimum pedestrian facility width, bicycle lanes, minimum bicycle lane width, on-street parking, minimum tree lawn, and street trees.

Typical Cross Section: This section references a typical cross section illustration of the street classification. The illustration is intended to portray the purest applied version of the street. When applied in the real world, variations in the design may be necessary.

Design Priorities: During the design phase of all street improvement projects, decisions have to be made to best meet budgetary constraints, timelines, funding cycles, physical constraints, and political constraints. This section communicates the primary and secondary priorities for each street classification. Primary priorities are those that should not be foregone in design decisions. Secondary priorities are those that may be considered for compromise, non-inclusion, or later phases of the project.

Traffic Management Options: This section describes vehicular traffic management options to consider when improving a street. The options listed are intended to identify the most appropriate means to intersect streets, slow traffic (if appropriate), increase traffic efficiency (when appropriate), and improve safety.

Effect of Annexation Agreement: Spring Mill Road, Ditch Road, Shelborne Road and Town Road between 116th and 96th Streets, and 106th Street between Commerce Drive and Spring Mill Road, shall be designated as Collector Streets. No other information in the *C3 Plan* shall be construed as superseding this section.

Conservation Corridors Priorities:

Along context-sensitive transportation corridors, the City has designated Conservation Corridors and imposes the following priorities to protect private property, privacy, environmental features, and unique aesthetic qualities of the corridor. When planning for or designing City-funded Transportation Changes to Conservation Corridors the priorities are as follows:

- Priority 1: Under all circumstances corridor improvements will be designed to the minimum required for vehicular, bicycle and pedestrian safety.
- Priority 2: Under all circumstances, the installation and maintenance of public utilities and storm water facilities shall be accommodated.
- Priority 3: Corridor improvements will be designed to minimize negative impacts on private residential properties relative to property value, privacy, and encroachment.
- Priority 4: Design streets, bicycle and pedestrian facilities with the lowest impact that is necessary to meet the current and future demands.
- Priority 5: Design streets, bicycle and pedestrian facilities to avoid removal of mature or significant trees and vegetation.
- Priority 6: Add or replace trees and vegetation after facility improvements are made to buffer private residential properties and/or to replace trees and vegetation that were removed for construction.
- Priority 7: Achieve priorities 3 through 5 above by installing a pedestrian facility on only one side of the street, where appropriate.
- Priority 8: Achieve priorities 3 through 5 above by narrowing the typical tree lawns, where appropriate.
- Priority 9: Include adjacent and nearby private residential property owners in early design discussions.

PRIMARY ARTERIAL STREET

General Description

A Primary Arterial Street is designed to carry very heavy volumes of traffic to major destinations in or out of the City. A Primary Arterial Street is equivalent in vehicular intensity to a Primary Parkway Street. Generally, Primary Arterial Streets have restricted access, turn lanes at all intersections, and are designed to mitigate congestion.

Street Features

- **Minimum Right-of-Way**: 120 feet
- **Maximum Number of Lanes**: 4 lanes, plus shared turning lane
- **Minimum Lane Width**: 11.5 feet
- **Medians**: Not required
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a multi-use path on both sides of the street
- **Minimum Pedestrian Facility Width**: 10 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Not permitted
- **Minimum Tree Lawn**: 8 feet
- **Street Trees**: Required

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Width of travel lanes
- Vehicular efficiency
- Vehicular speed
- Properly installed and designed bicycle and pedestrian facilities

Secondary Priorities Within Right-of-Way

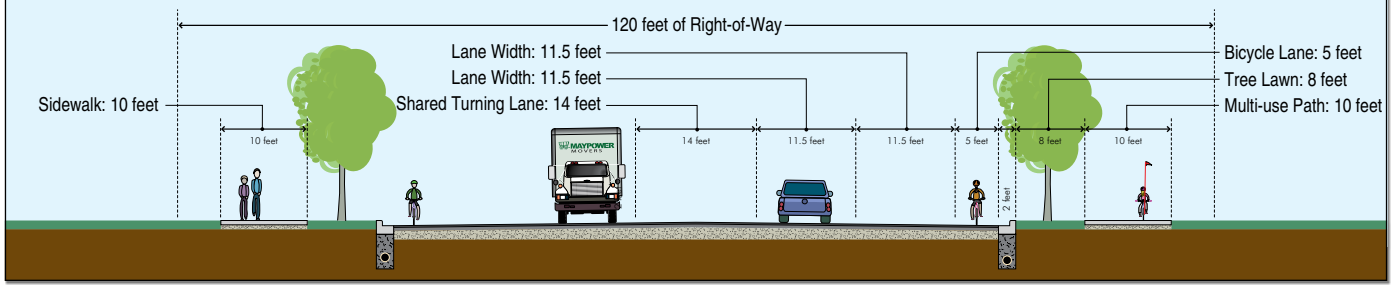
- Sensitive to context
- Street trees
- Tree lawn widths

Traffic Management Options

- Roundabouts
- Defined turn lanes at intersections or roundabouts
- Acceleration and deceleration lanes
- Grade separation at highways
- Exit ramps at highways and interstates
- Bicycle Lanes
- Traffic management signs
- Limited access
- Medians

96th Street east of Keystone Parkway.

Primary Arterial Street Typical Cross Section



PRIMARY PARKWAY STREET

General Description

A Primary Parkway Street is designed to carry very heavy volumes of traffic to major destinations in or out of the City. A Primary Parkway is equivalent in vehicular intensity to a Primary Arterial. Generally, Primary Parkway Streets have a large median, rigid access limitations, and aesthetic enhancements.

Street Features

- **Minimum Right-of-Way**: 170 feet
- **Maximum Number of Lanes**: 4 to 6 lanes
- **Minimum Lane Width**: 12 feet
- **Medians**: Required; minimum 15 feet
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan
- **Minimum Pedestrian Facility Width**: N/A
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan
- **Minimum Bicycle Lane Width**: N/A
- **On-Street Parking**: Not permitted
- **Minimum Tree Lawn**: N/A
- **Street Trees**: Preserve and enhance tree canopy adjacent to the corridor

Typical Cross Section

See illustration below

Primary Priorities Within Right-of-Way

- Sensitive to context
- Width of travel lanes
- Median width
- Vehicular efficiency
- Vehicular speed
- Buffer planting
- Bicycle and pedestrian facilities on cross streets

Secondary Priorities Within Right-of-Way

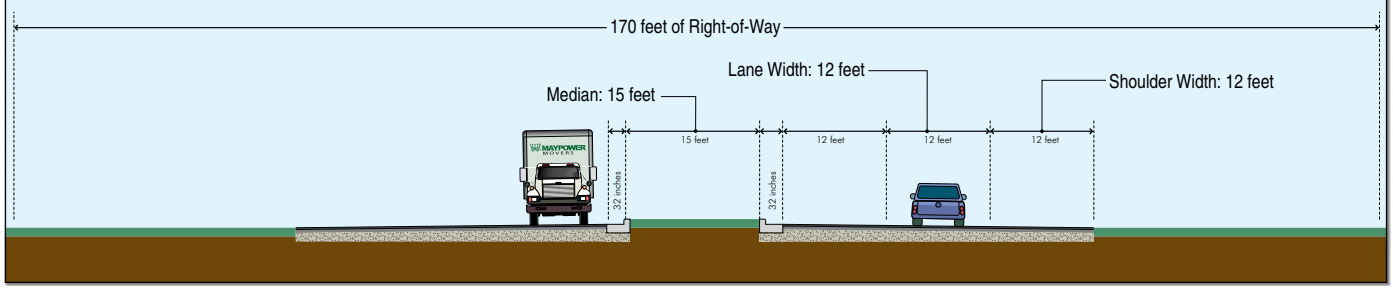
- Properly installed and designed bicycle and pedestrian facilities

Traffic Management Options

- Limited access
- Grade separation at cross streets
- Exit ramps at major intersections
- Traffic management signs

Keystone Parkway north of 106th Street.

Primary Parkway Street Typical Cross Section



URBAN ARTERIAL STREET

General Description

An Urban Arterial Street is designed to carry heavy volumes of traffic to major destinations in the City. An Urban Arterial Street is equivalent in vehicular intensity to an Arterial Street and Parkway Arterial Street. Generally, Urban Arterial Streets are configured to fit within urban areas and pre-developed corridors. An Urban Arterial Street is designed to allow limited driveway access and allow on-street parking when deemed safe in urban areas.

Street Features

- **Minimum Right-of-Way**: 98 feet, plus 8 feet per parking lane
- **Maximum Number of Lanes**: 4 lanes
- **Minimum Lane Width**: 11.5 feet
- **Median**: Not required
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a sidewalk on both sides of the street
- **Minimum Pedestrian Facility Width**: 12 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Optional on one or two sides; minimum 8 feet per parking lane
- **Minimum Tree Lawn**: N/A, but a series of tree beds, a minimum of 6 feet square or round is typical
- **Street Trees**: Required

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Width of travel lanes
- Sensitive to context
- Properly installed and designed bicycle and pedestrian facilities
- On-street parking

Secondary Priorities Within Right-of-Way

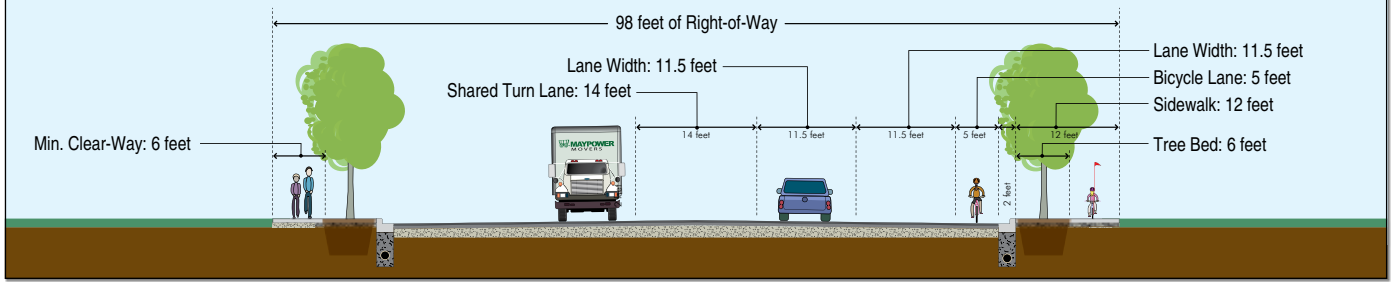
- Street trees in planting beds
- Street lights
- Outdoor seating

Traffic Management Options

- Roundabouts
- Defined turn lanes at intersections or roundabouts
- On-street parking
- Narrower lane widths
- Curb extensions at traditional intersections (bump-outs)
- Bicycle lanes
- Traffic management signs

South Range Line Road a significant commercial corridor providing the main point of entry into the Old Town Arts and Design District from the south.

Urban Arterial Street Typical Cross Section



ARTERIAL STREET

General Description

An Arterial Street is designed to carry heavy volumes of traffic to major destinations in the City. An Arterial Street is equivalent in vehicular intensity to an Urban Arterial Street and Parkway Arterial Street. Generally, Arterial Streets are configured to fit within suburban areas and do not permit on-street parking.

Street Features

- **Minimum Right-of-Way**: 100 feet
- **Maximum Number of Lanes**: 4 lanes
- **Minimum Lane Width**: 11.5 feet
- **Median**: Not required
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a multi-use path on both sides of the street
- **Minimum Pedestrian Facility Width**: 10 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Not permitted
- **Minimum Tree Lawn**: 8 feet
- **Street Trees**: Required

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Width of travel lanes
- Properly installed and designed bicycle and pedestrian facilities

Secondary Priorities Within Right-of-Way

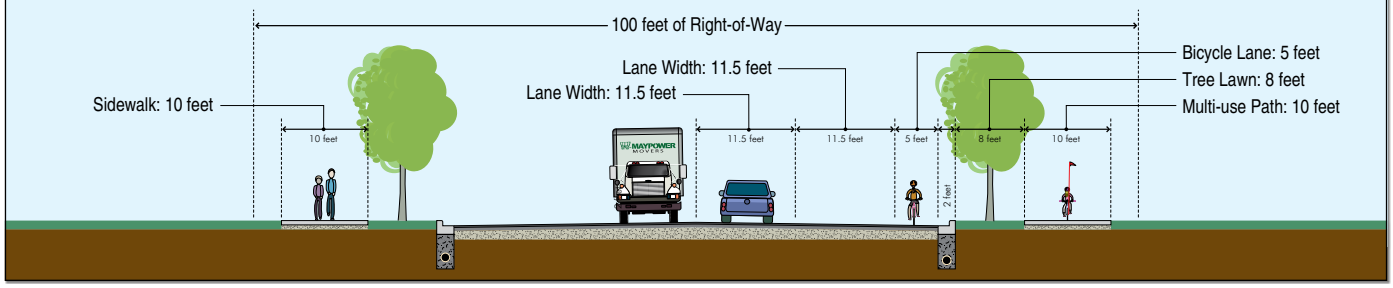
- Sensitive to context
- Street trees
- Tree lawn widths

Traffic Management Options

- Roundabouts
- Defined turn lanes at intersections or roundabouts
- Acceleration and deceleration lanes
- Grade separation at highways
- Exit ramps at highways and interstates
- Bicycle lanes
- Traffic management signs

East 116th Street east of Keystone Parkway provides off-street facilities for pedestrians and on-street facilities for cyclists and motorists.

Arterial Street Typical Cross Section



PARKWAY ARTERIAL STREET

General Description

A Parkway Arterial Street is designed to carry heavy volumes of traffic to major destinations in the City. A Parkway Arterial Street is equivalent in vehicular intensity to an Urban Arterial Street and an Arterial Street. Generally, Parkway Arterial Streets are configured with a median and other aesthetic characteristics.

Street Features

- **Minimum Right-of-Way**: 120 feet
- **Maximum Number of Lanes**: 4 lanes
- **Minimum Lane Width**: 11 feet
- **Median**: Required; minimum 14 feet
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a multi-use path on both sides of the street
- **Minimum Pedestrian Facility Width**: 10 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Not permitted
- **Minimum Tree Lawn**: 8 feet
- **Street Trees**: Required

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Sensitive to context
- Width of travel lanes
- Properly installed and designed bicycle and pedestrian facilities
- Median planting
- Street trees

Secondary Priorities Within Right-of-Way

- Tree lawn widths

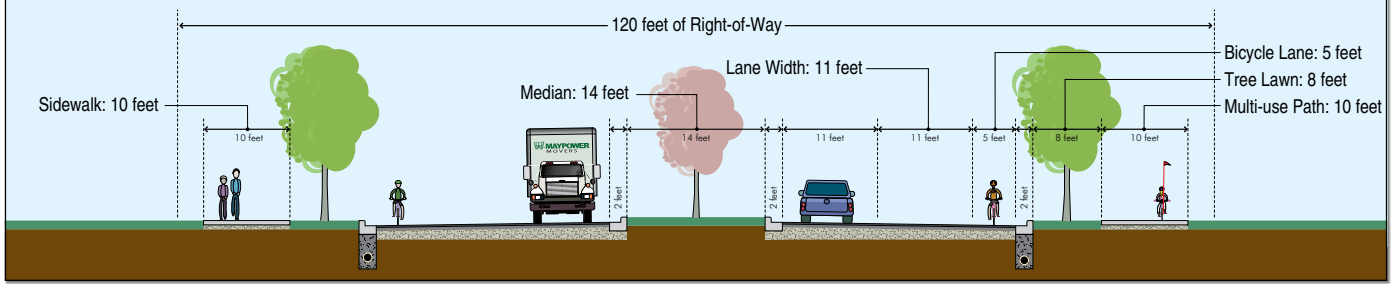
Traffic Management Options

- Roundabouts
- Defined turn lanes at intersections or roundabouts
- Acceleration and deceleration lanes
- Limited median interruption
- Traffic management signs

Pennsylvania Street provides access to Regional Employment areas on the east side of U.S. 31.

This segments of Illinois Street has begun to establish the character of a Parkway Arterial.

Parkway Arterial Street Typical Cross Section



URBAN COLLECTOR STREET

General Description

An Urban Collector Street is designed to carry moderate volumes of traffic throughout the community. An Urban Collector is equivalent in vehicular intensity to a Collector Street and a Parkway Collector Street. Generally, Urban Collector Streets are designed to allow direct residential driveway access and allow on-street parking when deemed safe.

Street Features

- **Minimum Right-of-Way**: 76 feet
- **Maximum Number of Lanes**: 2 lanes
- **Minimum Lane Width**: 11 feet
- **Median**: Not required
- **Curbs**: Required straight curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a sidewalk on both sides of the street
- **Minimum Pedestrian Facility Width**: 12 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Optional on one or two sides; minimum 8 feet per parking lane
- **Minimum Tree Lawn**: N/A, but a series of tree beds a minimum of 6 feet square or round is typical
- **Street Trees**: Required
- **Green Infrastructure**: Green infrastructure may be permitted when it clearly satisfies the City's storm water control and landscaping requirements; and after it is reviewed and approved by the City

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Properly installed and designed bicycle and pedestrian facilities
- Width of travel lanes
- Sensitive to context
- On-street parking

Secondary Priorities Within Right-of-Way

- Street trees

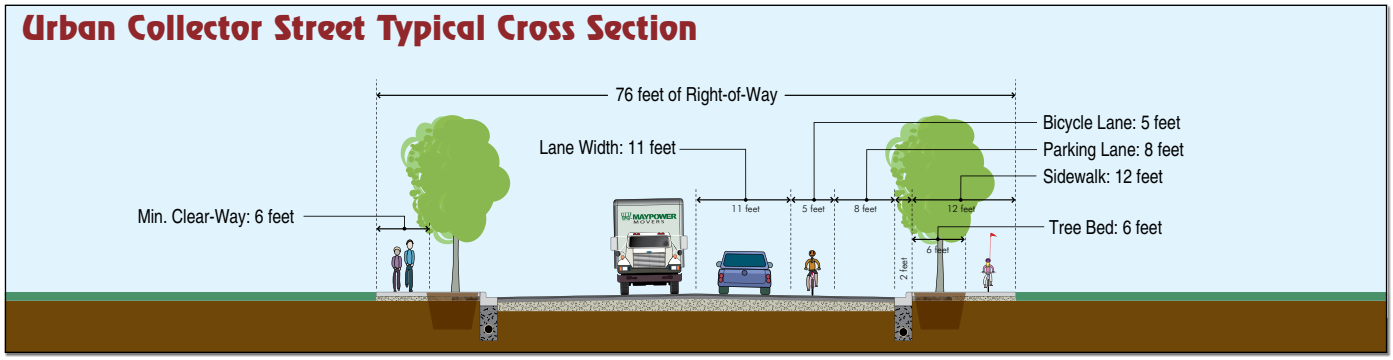
Traffic Management Options

- Roundabouts
- On-street parking
- Narrower lane widths
- Curb extensions at traditional intersections (bump-outs)
- Bicycle lanes
- Traffic management signs

West Main Street, in Carmel's original business district, offers on-street parking and wide sidewalks.

Redevelopment in Old Town has increased the use of on-street parking. Street trees are added to the streetscape to enhance pedestrian comfort.

Urban Collector Street Typical Cross Section



COLLECTOR STREET

General Description

A Collector Street is designed to carry moderate volumes of traffic throughout the community. A Collector is equivalent in vehicular intensity to an Urban Collector Street and a Parkway Collector Street. Generally, a Collector Street is designed to allow direct residential driveway access and allow on-street parking when deemed necessary and safe.

Street Features

- **Minimum Right-of-Way**: 90 feet; 80 feet in areas south of 116th Street and west of Spring Mill Road
- **Maximum Number of Lanes**: 2 lanes
- **Minimum Lane Width**: 11 feet
- **Median**: Not required
- **Curbs**: Required straight or rolled curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan typically sidewalks and multi-use paths depending on context
- **Minimum Pedestrian Facility Width**: 10 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Optional on one or two sides; minimum 7 feet per parking lane
- **Minimum Tree Lawn**: 6 feet
- **Street Trees**: Required
- **Green Infrastructure**: Green infrastructure may be permitted when it clearly satisfies the City's storm water control and landscaping requirements; and after it is reviewed and approved by the City

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Properly installed and designed bicycle and pedestrian facilities
- Neighborhood character
- Street trees

Secondary Priorities Within Right-of-Way

- Width of travel lanes
- On-street parking

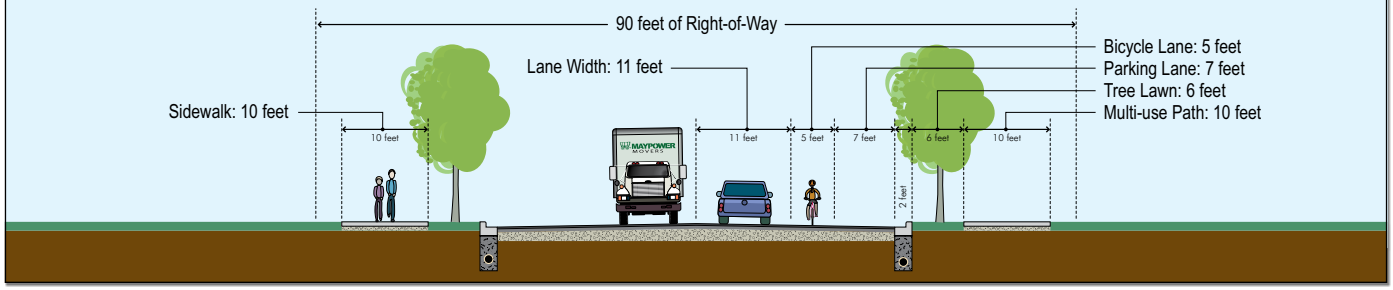
Traffic Management Options

- Roundabouts
- On-street parking
- Narrower lane widths
- Curb extensions at traditional intersections (bump-outs)
- Bicycle lanes
- Traffic management signs

North Range Line Road is a unique Collector Street serving residential-scale businesses.

Segments of Spring Mill Road currently serve as a Collector Street, but does not reflect the desired cross section; inclusion of Multi-use Paths.

Collector Street Typical Cross Section



PARKWAY COLLECTOR STREET

General Description

A Parkway Collector Street is designed to carry moderate volumes of traffic throughout the community. A Parkway Collector Street is equivalent in vehicular intensity to an Urban Collector Street and a Collector Street. Generally, a Parkway Collector Street is designed to maintain residential character and to efficiently convey residential traffic to more major roads. Driveway access should be reduced when possible and on-street parking is not permitted.

Street Features

- **Minimum Right-of-Way**: 90 feet
- **Maximum Number of Lanes**: 2 lanes
- **Minimum Lane Width**: 16 feet
- **Median**: Required; minimum 12 feet
- **Curbs**: Required straight or rolled curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; typically a multi-use path on both sides of the street
- **Minimum Pedestrian Facility Width**: 10 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Not permitted
- **Minimum Tree Lawn**: 6 feet
- **Street Trees**: Required
- **Green Infrastructure**: Green infrastructure may be permitted when it clearly satisfies the City's storm water control and landscaping requirements; and after it is reviewed and approved by the City

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Neighborhood character
- Sensitive to context
- Properly installed and designed bicycle and pedestrian facilities
- Width of tree lawn
- Median planting
- Street trees

Secondary Priorities Within Right-of-Way

- Width of travel lanes

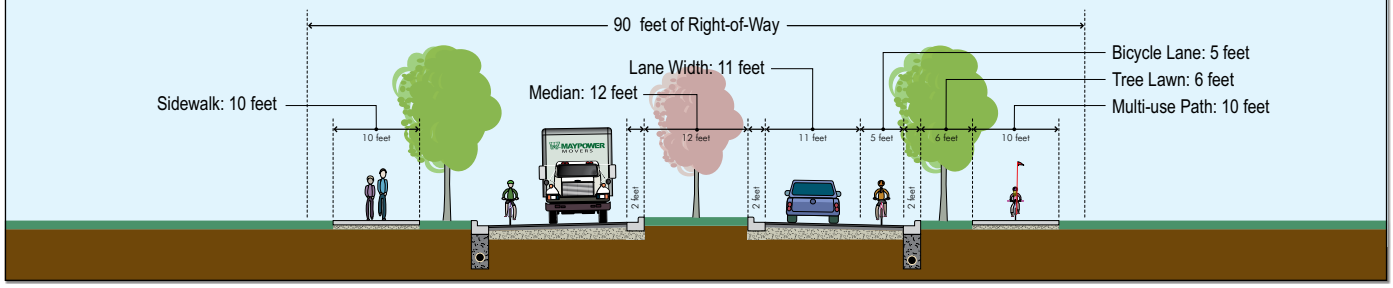
Traffic Management Options

- Roundabouts
- Narrower lane widths
- Curb extensions at traditional intersections (bump-outs)
- Bicycle lanes
- Traffic management signs

Recent improvements to Oak Ridge Road typify Parkway Collector Street design.

Millbrook Parkway provides the residents of Brooks Bend an attractive and safe connection to 99th Street.

Parkway Collector Street Typical Cross Section



LOCAL STREET

General Description

A Local Street is designed to carry low volumes of traffic throughout neighborhoods and internally within non-residential developments. Generally, a Local Street is designed to provide access to platted residential lots and remote properties. Connectivity of Local Streets is encouraged between existing and future neighborhoods.

Street Features

- **Minimum Right-of-Way**: 56 feet; 42 feet when single-loaded or where on-street parking is prohibited, as determined appropriate by the City
- **Maximum Number of Lanes**: 2 lanes
- **Minimum Lane Widths**: 10.5 feet; 13 feet when accommodating on-street parking in detached residential neighborhoods; 9 feet where on-street parking is prohibited in detached residential neighborhoods
- **Median**: Not required
- **Curbs**: Required straight or rolled curbs
- **Pedestrian Facility**: Required as per the Bicycle and Pedestrian Facility Plan; generally a sidewalk on both sides of the street
- **Minimum Pedestrian Facility Width**: 5 feet
- **Bicycle Lane**: Required as per the Bicycle and Pedestrian Facility Plan; typically on both sides of the street
- **Minimum Bicycle Lane Width**: 5 feet when required
- **On-Street Parking**: Optional on one or two sides; minimum 7 feet per parking lane;
- **Minimum Tree Lawn**: 6 feet in new construction
- **Street Trees**: Required
- **Green Infrastructure**: Green infrastructure may be permitted when it clearly satisfies the City's storm water control and landscaping requirements; and after it is reviewed and approved by the City

Typical Cross Section

- See illustration below

Primary Priorities Within Right-of-Way

- Protect Conservation Corridors (see page 49)
- Access to residential properties
- Reinforce neighborhood character
- Connect bicycle and pedestrian facilities from cul-de-sacs
- Properly installed and designed pedestrian facilities
- Unobstructed pedestrian facilities

Secondary Priorities Within Right-of-Way

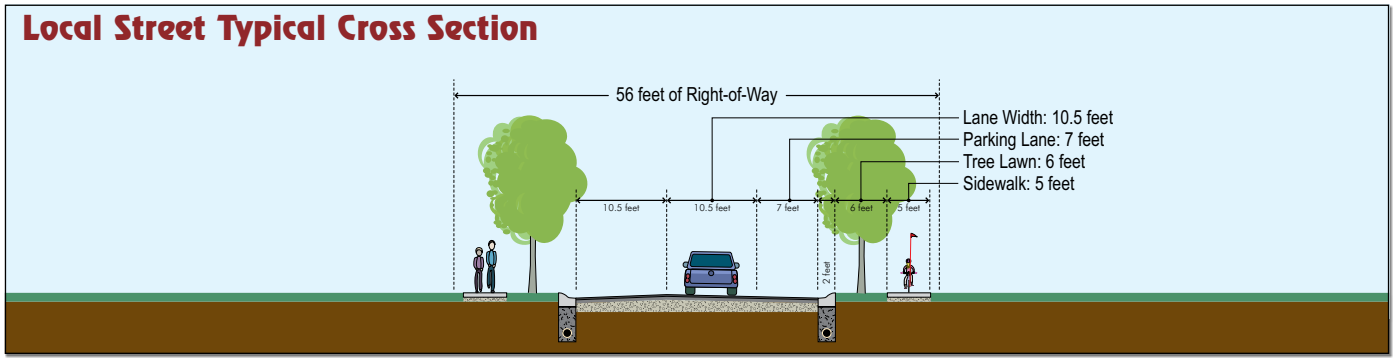
- Width of travel lanes
- On-street parking

Traffic Management Options

- Roundabouts
- On-street parking
- Narrower lane widths
- Traffic management signs

Lakeshore East is an existing Local Street with curbs, gutters, and sidewalks on both sides of the street.

Local Street Typical Cross Section



STREET CLASSIFICATION COMPARISON

The below table provides a quick reference for comparing the different street classifications. The information in the below table mirrors the content in each of the street classification descriptions on the previous pages.

THOROUGHFARE PLAN MAP DESCRIPTION

The Thoroughfare Plan Map (on the next page) applies a street classification to each street in Carmel's planning jurisdiction. The applied street classification represents what the street will evolve to be over the course of 20 years, not as it currently exists.

The Thoroughfare Plan Map also denotes where new streets are necessary to fulfill the *C3 Plan's* goals to mitigate traffic and promote ease of travel by all modes. These new streets should be viewed as mandatory when land is being developed adjacent to or inclusive of the new street's proposed location. However, the dashed lines should also be considered approximate alignments subject to site-specific obstacles, street design practices, adjacent land uses, and other real-world conditions.

The Thoroughfare Plan Map includes two additional street classifications; Interstate and U.S./State Highway. These classifications are not described in the preceding pages due to the City of Carmel not having jurisdiction over those transportation facilities.

See the Bike and Pedestrian Facilities Plan for non-vehicular facility descriptions.

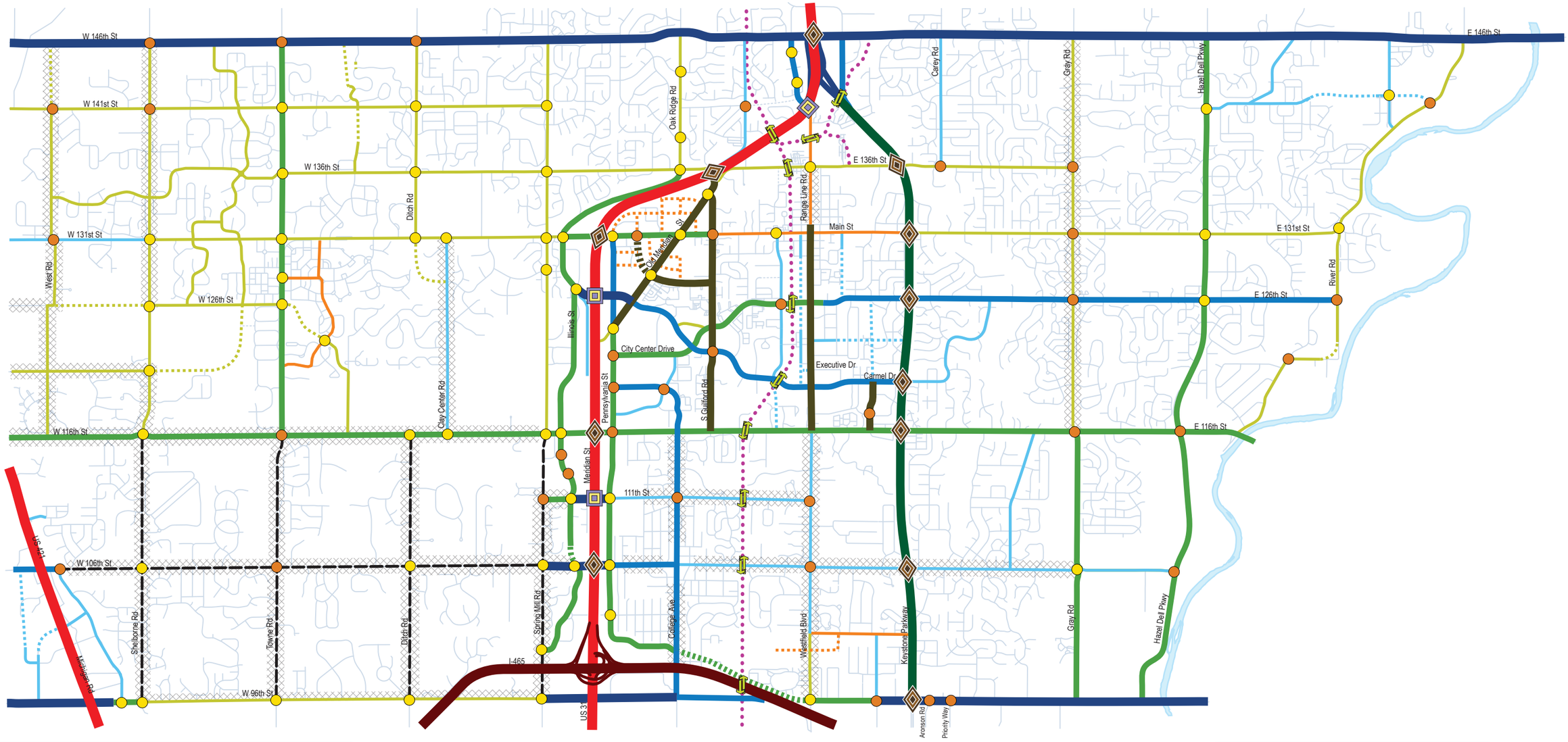
Street Classification	Minimum Right-of-Way	Maximum Number of Lanes	Minimum Lane Widths	Medians	On-Street Parking (Minimum Width)	Minimum Tree Lawn/Bed	Street Trees
Primary Arterial Street	120 feet	4	11.5 feet	Not Required	Not permitted	8'	Required
Primary Parkway Street	170 feet	4 to 6	12 feet	Required, 15 ft.	Not permitted	N/A	N/A
Urban Arterial Street	98 feet*	4	11.5 feet	Not Required	Optional on one or two sides (8')	6' Tree Beds	Required
Arterial Street	100 feet	4	11.5 feet	Not Required	Not permitted	8'	Required
Parkway Arterial Street	120 feet	4	11 feet	Required, 14 ft.	Not permitted	6'	Required
Urban Collector Street	76 feet	2	11 feet	Not Required	Optional on one or two sides (8')	6' Tree Beds	Required
Collector Street**	90 feet	2	11 feet	Not Required	Optional on one or two sides (7')	6'	Required
Parkway Collector Street	90 feet	2	16 feet	Required, 12 ft.	Not permitted	6'	Required
Local Street	56 feet	2	10.5 feet	Not Required	Optional on one or two sides (7')	6'	Required

*** Plus 8' per parking lane**
**** 80 feet in areas south of 116th Street and west of Spring Mill Road**

-A special minimum right-of-way, 80 feet, applies to areas south of 116th Street and west of Spring Mill Road.

-Parkways are streets with medians.

Thoroughfare Plan Map



MAP LEGEND

- Interstate
- U.S./State Highway
- Primary Arterial Street (120' ROW)
- Primary Parkway Street (170' ROW)
- Urban Arterial Street (98' ROW)
- Proposed Urban Arterial Street (98' ROW)
- Arterial Street (100' ROW)
- Proposed Arterial Street (100' ROW)
- Parkway Arterial Street (120' ROW)
- Proposed Parkway Arterial Street (120' ROW)
- Urban Collector Street (76' ROW)
- Proposed Urban Collector Street (76' ROW)
- Collector Street (90' ROW)
- Proposed Collector Street (90' ROW)
- Parkway Collector Street (90' ROW)
- Proposed Parkway Collector Street (90' ROW)
- Local Street (56' ROW)
- Proposed Local Street (56' ROW)
- Collector Street per NOAX Agreement (80' ROW)
- Conservation Corridors
- Off-Street Commuter Trail
- Grade-Separated Crossing
- Interchange Location
- Overpass Location
- Roundabout Intersection (Existing)
- Roundabout Intersecton (Proposed)
- River

THOROUGHFARE PLAN MAP

1/4 MILE | 1/2 MILE | 3/4 MILE | 1 MILE

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Map Prepared by Ground Rules, Inc. Last Revised 11-02 -2015

BICYCLE AND PEDESTRIAN FACILITY PLAN

The City's Bicycle and Pedestrian Facility Plan focuses on facilities for non-motorized transportation. These facilities provide a means for people to get where they are going without using their vehicles (i.e. for commuting). As a result, bicycle and pedestrian facilities help mitigate traffic throughout the City while improving the health of residents. Another primary purpose for bicycle and pedestrian facilities is to provide a means for people who cannot drive vehicles (e.g. youth, blind, and seniors) to safely get to local destinations. For this reason, all bicycle and pedestrian facilities are intended to accommodate all handicap accessible devices.

The secondary purpose for bicycle and pedestrian facilities is fitness training and general recreation. People desirous of a healthy life-style need facilities to safely walk, run, skate/blade, or cycle. The City of Carmel realizes not all bicycle and pedestrian facilities are designed for all types of fitness activities (e.g. fitness cycling is not appropriate on sidewalks). Therefore, multiple bicycle and pedestrian facilities may be necessary in the same right-of-way to accommodate different fitness activities.

Bicycle/Pedestrian Facility Classifications and Descriptions

The following bicycle and pedestrian facility classifications are used on the Bicycle and Pedestrian Facility Plan Map:

1. *Residential Sidewalk* ..... *pg 64*
2. *Urban Residential Sidewalk* ..... *pg 65*
3. *Urban Commercial Sidewalk* ..... *pg 66*
4. *Multi-use Path* ..... *pg 67*
5. *On-Street Bicycle Lane* ..... *pg 68*
6. *Off-Street Urban Trail* ..... *pg 69*
7. *Off-Street Trail* ..... *pg 70*

Each of the bicycle and pedestrian facility classifications listed above has a page dedicated to describing how it can be used to convey bicycle and pedestrian traffic and how it fits into the fabric of the City. Further, the following headings are used, as described below, to convey the essence of each bicycle and pedestrian facility classification:

General Description: This section gives the reader a brief description of why the bicycle and pedestrian facility classification has been established.

Bicycle and Pedestrian Facility Features: This section conveys the primary design standards that make each bicycle and pedestrian facility classification unique. The standards include: right-of-way, minimum facility width, construction material, joints, obstructions, and street separation.

Image Example: This section references images of each bicycle and pedestrian facility classification. The images are intended to portray some of the best examples available in Carmel, but might not represent the purest intent of the facility. When applied in the real world, variations in the design may also be necessary.

Design Priorities: During the design phase of all bicycle and pedestrian facility improvement projects, decisions have to be made to best meet budgetary constraints, timelines, funding cycles, physical constraints, and public opinions. This section communicates the primary and secondary priorities for each bicycle and pedestrian facility classification. Primary priorities are those that should not be foregone in design decisions. Secondary priorities are those that maybe considered for compromise, non-inclusion, or later phases.

Safety Enhancements: This section describes bicycle and pedestrian safety options to consider when installing or improving a facility. The enhancements listed are intended to identify the most appropriate for the subject facility.

Effect of Annexation Agreement: Along Spring Mill Road, Ditch Road, Shelborne Road, Town Road (between 116th and 96th Streets), and 106th Street (between Commerce Drive and Spring Mill Road), Carmel intends to install Multi-use Paths on both sides of Collector Streets. The timing and final design of Multi-use Paths will depend on topography, availability of right-of-way, and environmental constraints. No other information in the *C3 Plan* shall be construed as superseding this section.

RESIDENTIAL SIDEWALK

General Description

A Residential Sidewalk is designed to accommodate the following type of pedestrian activities in suburban neighborhoods:

- walking
- pushing strollers
- children's recreation

Generally, Residential Sidewalks provide connectivity from home to home and linkages to bicycle and pedestrian facilities along perimeter roads (e.g. Multi-use Paths).

Facility Features

- **Right-of-Way**: Fully within a public right-of-way
- **Minimum Facility Width**: 5 feet
- **Construction Material**: Concrete
- **Joints**: Saw-cut preferred, tooled is permitted
- **Obstructions**: None allowed
- **Street Separation**: 6-foot tree lawn is required

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Reinforcing neighborhood character
  - ADA compliance at intersections
  - Unobstructed
- **Secondary Priorities**:
  - Avoid steep slopes
  - Avoid unnecessary curvature of alignment

Safety Enhancements

- Striped crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 8 feet of clearance
- Lighting

Sidewalks along Melark Drive in The Enclave of Carmel provide pedestrian access to neighboring Concord Village.

Care should be taken to avoid or remove obstructions to provide a safe pedestrian way.

Birchwood Court illustrates a proper relationship of street, planting strip, and sidewalk.

URBAN RESIDENTIAL SIDEWALK

General Description

An Urban Residential Sidewalk is designed to accommodate the following type of pedestrian activities in urban neighborhoods:

- walking
- pushing strollers
- children's recreation

Generally, Urban Residential Sidewalks provide connectivity from home to home and linkages to bicycle and pedestrian facilities along perimeter roads (e.g. Multi-use Paths) or Urban Commercial Sidewalks.

Because separation from the street is preferred, this type of facility is not encouraged in new subdivisions or developments.

Facility Features

- **Right-of-Way**: Fully within a public right-of-way
- **Minimum Facility Width**: 6 feet
- **Construction Material**: Concrete, brick, or hardscape pavers
- **Joints**: Not applicable, but saw-cut is preferred for concrete sidewalks
- **Obstructions**: Street lights, street signs, and trees may be located in the sidewalk as long as 5 feet of clear-way is maintained in all sections
- **Street Separation**: Not required

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Reinforcing neighborhood character
  - ADA compliance at intersections
  - Street trees
- **Secondary Priorities**:
  - Unobstructed
  - Avoid steep slopes
  - Avoid unnecessary curvature of alignment

Safety Enhancements

- Striped crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 8 feet of clearance
- Lighting

Urban Residential Sidewalks are particularly suited to historic neighborhoods.

The Urban Residential Sidewalk on First Street NW in Old Town provides pedestrian access to Range Line Road.

High density developments like Brookshire Village make use of Urban Residential Sidewalks.

URBAN COMMERCIAL SIDEWALK

General Description

An Urban Commercial Sidewalk is designed to accommodate the following type of pedestrian activities in urban settings:

- walking
- sitting on benches
- outdoor dining
- pushing strollers

Generally, Urban Commercial Sidewalks provide connectivity from business to business and linkages to other pedestrian facilities along perimeter roads (e.g. Multi-use Paths) or Urban Residential Sidewalks.

Facility Features

- **Right-of-Way**: Fully within a public right-of-way
- **Minimum Facility Width**: 12 feet; 8 feet when integrated into pre-developed areas
- **Construction Material**: Concrete, brick or hardscape pavers
- **Joints**: Not applicable, but saw-cut is preferred for concrete sidewalks
- **Obstructions**: Street lights, street signs, planters, trees, public art, and seating may be located on the sidewalk as long as 6 feet of clear-way is maintained in all sections
- **Street Separation**: Not required

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Reinforcing commercial character
  - ADA compliance at intersections
  - Variation in construction materials
  - Street trees
- **Secondary Priorities**:
  - Unobstructed
  - Avoid steep slopes

Safety Enhancements

- Striped crosswalks
- Change in pavement material at corners
- Saw-cut joints
- Tree canopy trimmed to give at least 8 feet of clearance
- Lighting
- Tabled (raised) crosswalks

Redevelopment along West Main Street incorporates Urban Commercial Sidewalks.

The Urban Commercial Sidewalks in Clay Terrace are an integral part of the life-style center's design concept.

MULTI-USE PATH

General Description

A Multi-use Path is designed to accommodate the following type of bicycle and pedestrian activities along collector, parkway and arterial streets:

- walking
- jogging
- pushing strollers
- children's recreation
- skating/blading
- slow to moderate speed cycling
- commuting

Generally, Multi-use Paths provide connectivity from neighborhood to neighborhood and linkages to community amenities (e.g. Parks and Neighborhood Service Nodes).

Facility Features

- **Right-of-Way**: Fully within a public right-of-way
- **Minimum Facility Width**: 10 feet; 6 feet when integrating into pre-developed neighborhoods or urban environments
- **Construction Material**: Asphalt or saw-cut concrete
- **Joints**: Not applicable for asphalt, but concrete must have saw-cut joints
- **Obstructions**: None allowed
- **Street Separation**: Minimum of 8 feet; 5 feet when integrating into pre-developed neighborhoods or urban environments

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Unobstructed
  - Use slight curves to avoid obstructions
  - Positive drainage away from Multi-use Path
  - Placement on both sides of the street
  - ADA compliance at intersections
- **Secondary Priorities**:
  - Reinforcing local character
  - Avoid steep slopes

Safety Enhancements

- Striped crossings at streets and major curb cut intersections
- Signs for bicycles, pedestrians, and automobiles at intersections
- Smooth transitions from Off-Street Trail to street surface at intersections
- Bollards or chicane gates at bicycle or pedestrian approaches to major streets or mid-block crossings.
- Lighting

Recent upgrades to 106th Street in Home Place include a Multi-use Path link to the Monon Greenway.

Multi-use Paths were installed when Oak Ridge Road was transformed to a Parkway Collector Street.

ON-STREET BICYCLE LANE

General Description

An On-Street Bicycle Lane is designed to accommodate the following bicycle activities along existing roadways:

- commuting
- fitness cycling
- recreation cycling

Generally, On-Street Bicycle Lanes are intended to provide a safer facility for fast-moving bicycle traffic.

Facility Features

- **Right-of-Way**: Fully within a public right-of-way
- **Minimum Facility Width**: 6 feet
- **Construction Material**: Asphalt
- **Joints**: Not applicable
- **Obstructions**: None allowed
- **Street Separation**: By painted strip

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Lane definition
  - Information and traffic signs
  - Unobstructed
  - Placement on both sides of street
  - Positive drainage away from On-Street Bicycle Lane
- **Secondary Priorities**:
  - Lighting
  - Avoid steep slopes
  - Avoid unnecessary curvature of alignment

Safety Enhancements

- Striped lanes (not raised markings) at street intersections
- Smooth transitions from asphalt to curb
- Street sweep sand, stones, and debris from bicycle lanes
- Lighting
- Storm water inlet orientation and product selection
- Separation between parallel parking and bicycle lanes
- Bicycle signals
- Bicycle boxes at intersections to allow bicyclists to navigate the intersection more safely and ahead of automobile movements.

East 116th Street east of Keystone Parkway was among the first streets in Carmel to have a designated bike lane.

On-Street Bicycle Lanes help ensure cyclist safety by defining limits for motorists.

OFF-STREET URBAN TRAIL

General Description

An Off-Street Urban Trail is designed to accommodate the following bicycle and pedestrian activities along highly traveled areas near City Center and Old Town:

- walking
- jogging
- commuting
- pushing strollers
- children's recreation
- skating/blading
- slow to moderate speed cycling

Generally, Off-Street Urban Trails provide recreational, fitness, and commuting opportunities in both urban and natural settings.

Facility Features

- **Right-of-Way**: May be in a right-of-way, easement, or public park; 66 feet in width
- **Minimum Facility Width**: 24 feet
- **Construction Material**: Asphalt, saw-cut concrete, or other suitable surface
- **Joints**: Any concrete must have saw-cut joints
- **Obstructions**: None allowed
- **Street Separation**: Not applicable

Image Example

See images in right column.

Design Priorities

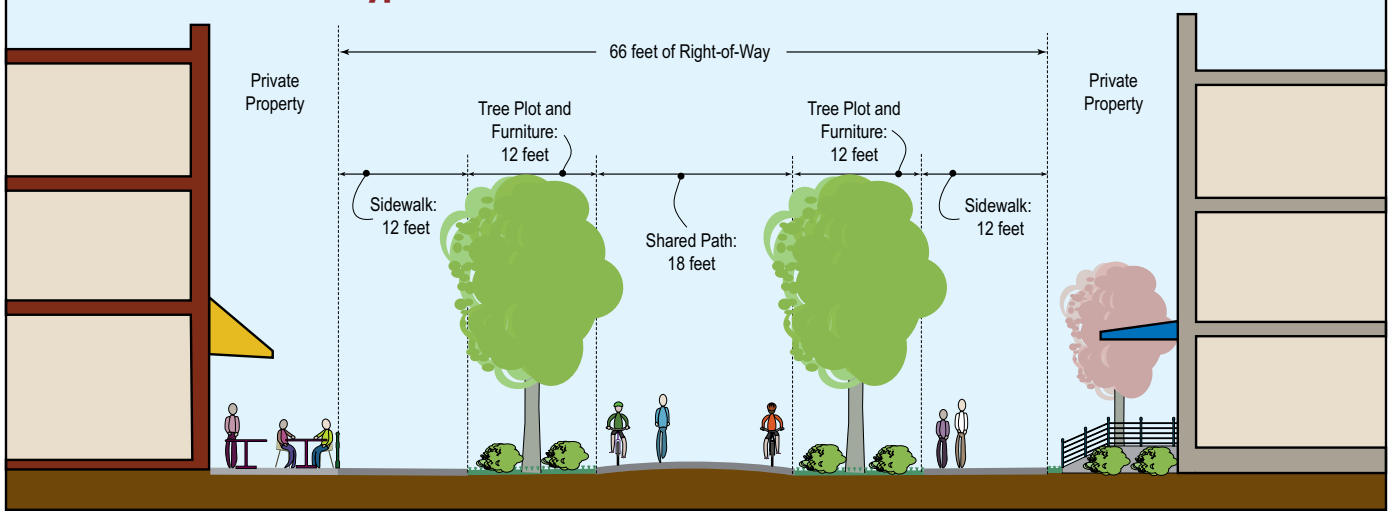
- **Primary Priorities**:
  - Unobstructed
  - Separate bicycle and pedestrian lanes
  - Minimize disturbance to sensitive natural features
  - Landscaping
  - Wayfinding signs
  - Bicycle parking areas
- **Secondary Priorities**:
  - User comforts such as plazas, benches, water fountains, and public art
  - ADA compliance at intersections
  - Avoid steep slopes

Safety Enhancements

- Striped crossings at street intersections
- Raised crossings at intersections
- Separated grade crossings
- Signs for trail users and automobiles at intersections
- Smooth transitions from Off-Street Urban Trail to street surface at intersections
- Bollards or chicane gates at trail approaches to major streets or mid-block crossings
- Lighting at intersections

The Monon Greenway passes through Old Town, providing pedestrians and cyclists access to this increasingly popular destination.

Off-street Urban Trail Typical Cross Section



OFF-STREET TRAIL

General Description

An Off-Street Trail is designed to accommodate the following type of bicycle and pedestrian activities along natural or off-street corridors:

- walking
- jogging
- commuting
- pushing strollers
- children's recreation
- skating/blading
- slow to moderate speed cycling

Generally, Off-Street Trails provide recreation and fitness opportunities as well as a thoroughfare in natural settings.

Facility Features

- **Right-of-Way**: Not in a street right-of-way, but within an easement, floodplain, or public park; 66 feet in width
- **Minimum Facility Width**: 16 feet total with a 12 foot wide trail and 2 foot shoulder
- **Construction Material**: Asphalt, crushed limestone, or other suitable surface
- **Joints**: Not applicable
- **Obstructions**: None allowed
- **Street Separation**: Not applicable

Image Example

See images in right column.

Design Priorities

- **Primary Priorities**:
  - Unobstructed
  - Minimize disturbance to sensitive natural features
  - Reflect natural character
  - Use curves to avoid obstructions
  - Positive drainage away from Off-Street Trail
  - Bicycle parking areas
- **Secondary Priorities**:
  - ADA compliance at intersections
  - Avoid steep slopes

Safety Enhancements

- Striped crossings at street intersections
- Signs for bicycles, pedestrians, and automobiles at intersections
- Smooth transitions from Off-Street Trail to street surface at intersections
- Bollards or chicane gates at pedestrian approaches to major streets or mid-block crossings
- Grade-separated crossings
- Lighting at intersections

The Monon Greenway provides access and continuity between Carmel's and Indianapolis' trail systems.

Off-Street Trails have been provided in several parks, like the one in West Park.

BICYCLE AND PEDESTRIAN FACILITY CLASSIFICATION COMPARISON

The below table provides a quick reference for comparing the different bicycle and pedestrian classifications. The information in the below table mirrors the content in each of the bicycle and pedestrian facility classification descriptions on the previous pages.

Bicycle and Pedestrian Facility Classification	Right-of-Way	Minimum Facility Width	Construction Material	Joints	Obstructions	Street Separation
Residential Sidewalk	Fully within a public right-of-way	5'	Concrete	Saw-cut preferred, tooled permitted	None allowed	6' tree lawn required
Urban Residential Sidewalk	Fully within a public right-of-way	6'	Concrete, brick or hardscape pavers	N/A but saw-cut preferred for concrete	Street lights, street signs and trees may be located in the sidewalk as long as 5' of clear-way is maintained	Not required
Urban Commercial Sidewalk	Fully within a public right-of-way	12'; 8' in pre-developed areas	Concrete, brick or hardscape pavers	N/A but saw-cut preferred for concrete	Street lights, street signs and trees may be located in the sidewalk as long as 6' of clear-way is maintained	Not required
Multi-use Path	Fully within a public right-of-way	10'; 6' in pre-developed areas	Asphalt or saw-cut concrete	N/A but concrete must be saw-cut	None allowed	Minimum 8'; 5' in pre-developed areas
On-Street Bicycle Lane	Fully within a public right-of-way	6'	Asphalt	N/A	None allowed	By painted strip
Off-Street Urban Trail	Right-of-way, easement, or public park	24'	Asphalt, saw-cut concrete, or other suitable surface	Concrete must be saw-cut	None allowed	N/A
Off-Street Trail	Not in a street right-of-way, but within an easement, floodplain, or public park	16' total with 12' trail and 2' shoulder	Asphalt, crushed limestone, or other suitable surface	N/A	None allowed	N/A

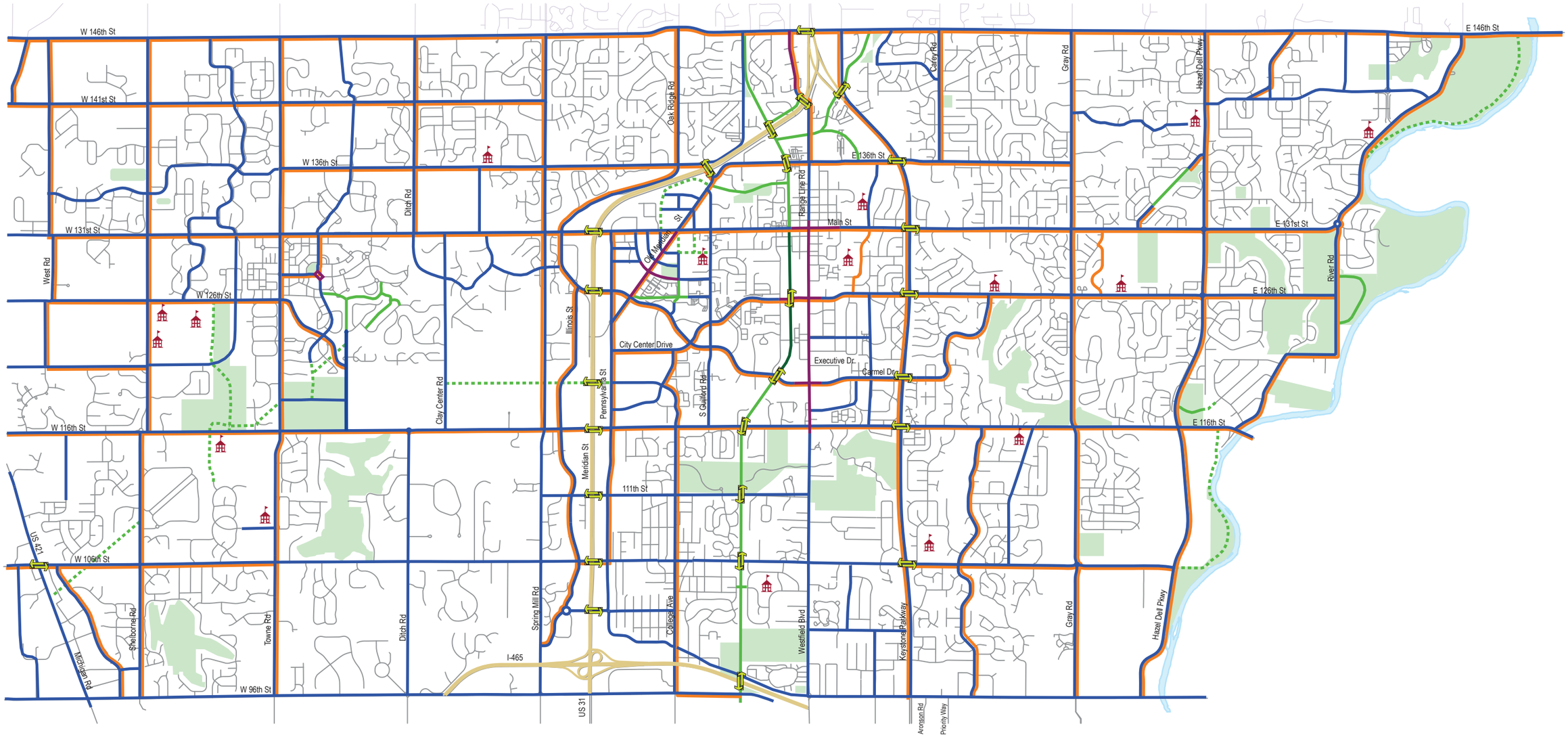
BICYCLE AND PEDESTRIAN PLAN MAP

The Bicycle and Pedestrian Plan Map (on page 75) applies the bicycle and pedestrian facility classifications throughout Carmel's planning jurisdiction. The bicycle and pedestrian facility classifications represent the future system, not what exists today.

The Bicycle and Pedestrian Plan Map is used to denote where new bicycle and pedestrian facilities are necessary to fulfill the *C3 Plan's* goals to mitigate traffic and promote ease of travel by all modes. These bicycle and pedestrian facilities should be viewed as mandatory when land is being developed adjacent to or inclusive of the new facility's proposed location.

See the Thoroughfare Plan for vehicular facility descriptions.

Bicycle and Pedestrian Plan Map



MAP LEGEND

- Off-street Urban Trail
- Existing Off-street Trail
- Proposed Off-street Trail
- Bicycle Lane
- Multi-use Path
- Urban Commercial Sidewalk
- Residential Sidewalk or Urban Residential Sidewalk
- Major Corridor without Bicycle or Pedestrian Facility
- Grade-separated Crossing
- School Location
- Park Location
- River

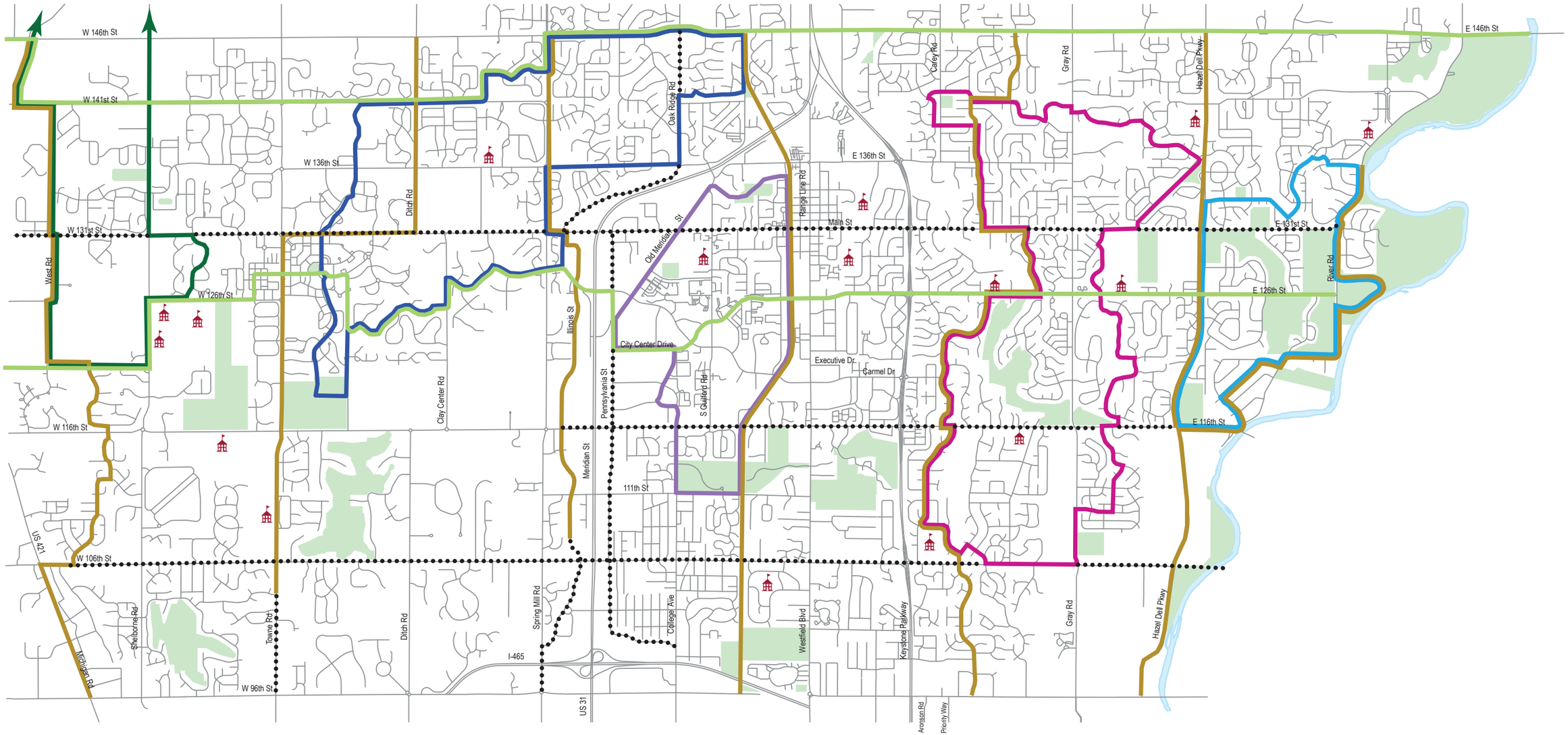
BICYCLE AND PEDESTRIAN PLAN MAP

1/4 MILE | 1/2 MILE | 3/4 MILE | 1 MILE

N

Map Prepared by Ground Rules, Inc. Last Revised 11-02-2015

Bicycle Routes and Loops Plan Map



MAP LEGEND

- West Loop
- Village Loop
- City Center Loop
- Cool Creek Loop
- White River Loop
- East/West Routes
- North/South Routes
- Future Route
- School
- Park
- White River

BICYCLE ROUTES AND LOOPS MAP

1/4 MILE | 1/2 MILE | 3/4 MILE | 1 MILE

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Map Prepared by Ground Rules, Inc. Last Revised 10-06-2014

TRANSIT PLAN

The City is actively in pursuit of a means to convey commuters between key locations in Carmel, Hamilton County, and Indianapolis. The City also has interest in an intra-city system to allow people to travel between key destinations in the City without using their own automobile. The primary purpose of these interests is to mitigate traffic on arterial streets and highways. The accomplishment of a regional commuter line and intra-city system would also help nurture the integrity of the natural environment by reducing emissions and consumption of petroleum products.

It is suggested that a commuter line can not only mitigate traffic congestion, but can reduce commute times to downtown. Collectively, these benefits are expected to make a commuter line an attractive option for those who work in downtown Indianapolis but live in Carmel or vice versa.

A secondary purpose for a commuter line and intra-city system is to provide accessibility to disabled persons, youth, seniors, and others who cannot, or do not wish to, drive.

Many factors contribute to the viability of any transit system. For instance, the cost of gasoline influences potential ridership, thus the revenue stream. Other factors include:

- gross residential population of the communities being served,
- density of population near transit station,
- number of workers and residents within a 5 minute walk of a transit station,
- design of the system (e.g. raised or at-grade),
- cost per ride,
- percent of system being subsidized by the government,
- convenience of system (e.g. transit stations near desired destination),
- frequency of transit vehicles (i.e. wait time for boarding),
- actual and perceived degree of safety and security,
- time riding transit verses driving car, and
- availability of parking areas.

This section of the *C3 Plan* is intended to explore transit opportunities to meet the needs of a developing and redeveloping community. It is not intended to encourage high density for the sake of establishing a transit system.

Transit Facility Classifications and Descriptions

The following transit classifications are used on the Transit Plan Map:

1. *Commuter Line* ..... *pg 76*
2. *Intra-city Transportation* ..... *pg 77*

Each of the transit facility classifications listed above has a page dedicated to describing how it can be used to mitigate traffic and how it fits into the fabric of the City. Further, the following headings are used, as described below, to convey the essence of each transit facility classification:

General Description: This section gives the reader a brief description of why the transit classification has been established.

Design Priorities: This section conveys the primary design standards that should apply to each type of transit to make it successful.

COMMUTER LINE

General Description

A Commuter Line would be designed to carry a large number of people from key locations in Carmel to one or more destinations in downtown Indianapolis. Additional stops en route to downtown Indianapolis may also be necessary.

The interim express bus system should continue to be supported and enhanced to mitigate traffic and provide familiarity with commuter systems.

Currently the type of commuter line (e.g. raised monorail or light rail) has not been conceptualized, nor has any engineering or comprehensive study been completed to choose a route into Carmel. Extensive study should be conducted to determine an exact route, station locations, scheduling, ridership, cost, phasing, ties to other transportation systems, and type of "vehicle" to use. For that reason this section is primarily a placeholder for revisions and additions as further study is conducted. Everything contained in this section should be considered conceptual and preliminary.

Design Priorities

- Commuter stops should take the form of stations with shelters, waiting areas, and bicycle parking.
- Stations in Carmel should be located in areas with intense employment and large parking capacity, or dense populations living within walking distance.
- Destinations for commuters to include Keystone at the Crossing and downtown Indianapolis.
- "Express" commute time to downtown Indianapolis.
- "Vehicles" should provide the space for passengers to transport their bicycles.

MetroLink in St. Louis is an example of light rail. The electric powered system uses overhead power lines for energy.

The Clarian People Mover was installed in Indianapolis to better link hospital campuses to one another. This system represents an automated and raised rail system.

The Indianapolis Metropolitan Planning Office uses the above image to describe an at-grade automated rail system. The location of the system is unknown.

INTRA-CITY TRANSPORTATION SYSTEM

General Description

A Intra-city Transportation System would be designed to carry a moderate number of people between key locations in Carmel. Additional routes may include key locations in Zionsville, Noblesville, Indianapolis, Westfield, and/or Fishers. Most likely, this system would be a driver-operated, on-street system.

Currently the type of Intra-city Transportation System (e.g. trolly or bus) has not been conceptualized, nor has any comprehensive study been conducted to determine an on-street system of routes and stops. Extensive study should be conducted to determine potential routes, stops, scheduling, ridership, cost, phasing, ties to other transportation systems, and type of vehicles. For that reason this section is primarily a placeholder for revisions and additions as further study is conducted. Everything contained in this section should be considered conceptual and preliminary.

Design Priorities

- Intra-city stops should take the form of "turnouts" to provide safe ingress and egress from the vehicle.
- Turnouts in Carmel should be located at popular destinations like Old Town, City Center, Clay Terrace, U.S. 31 office parks, Merchants' Square, Central Park, and strategic locations near higher density residential developments.
- Convenience of schedule and efficiency in time.
- User-friendly and predictable.
- Driver operated.

The New Flyer brand hybrid electric bus represents the latest technology in low floor (for easy in and out) and low emission transit vehicles. Buses like this could match Carmel's commitment to a fleet of fuel efficient and low emissions vehicles.

Some communities desire themed buses so riders can quickly recognize them and to fit better into the context. This trolly bus is used in Central Park in New York City.

Compact buses, like this one used in Long Beach, California, provide lower up-front cost and are more maneuverable in urban environments.

TRANSIT FACILITY PLAN

A Transit Facility Plan should be prepared to identify potential routes using key corridors. The Transit Facility plan would also identify high density or intense nodes that would benefit from a transit stop. Once prepared the Transit Facility Plan can help promote proper development where transit stops will most likely be located, and to discourage incompatible land uses from locating adjacent to routes or near transit stops.

The Transit Facility Plan Map, when prepared, should be located on the following page.

Carmel Clay Comprehensive Plan

PART 5

PREFACE
page 1

PART 1:
Community Profile
page 11

PART 2:
Comprehensive Plan Essence
page 15

PART 3:
Land Classification Plan
page 27

PART 4:
Transportation Plan
page 47

PART 5:
Critical Corridors and Subareas
page 79

CRITICAL CORRIDORS AND SUBAREAS INTRODUCTION

Part 5: Critical Corridors and Subareas has been established to provide a summary of several planning studies and small area plans. The following sections represent the essence of those studies and plans, and add greater refinement to transportation and growth management goals and objectives.

The purpose of this Part is to emphasize that there are certain areas and corridors in the City that require a greater degree of planning. They also require a greater level of review when development proposals are being considered.

The following critical corridors and subareas are included in this Part:

1. *Keystone Parkway Corridor ..... pg 82*
2. *U.S. 31 Corridor ..... pg 84*
3. *96th Street Corridor ..... pg 86*
4. *City Center/Old Town Subarea ..... pg 88*
5. *Old Meridian Subarea ..... pg 90*
6. *Home Place Subarea ..... pg 96*
7. *96th Street and Westfield Boulevard Subarea ... pg 98*

The above listed critical corridors and subareas do not correlate with "overlays" in the City's zoning ordinance. The *C3 Plan* only includes comprehensive plan amendments.

Critical Corridor and Subarea Descriptions

Each of the critical corridors and subareas listed above has two to six pages dedicated to describing how it should be used to manage growth and development in these sensitive areas. Further, the following headings are used, as described below, to convey the essence of each critical corridor and subarea. These descriptions are intended to be conceptual.

Description: This section gives the reader a brief description of the existing conditions, history, and reasons why the corridor or subarea is considered critically important.

Critical Area Boundaries: This section conveys where each critical corridor or subarea is located within Carmel's planning jurisdiction.

Strategy: This section describes the implementation steps, projects, policies, or programs necessary to achieve the desired result in the critical corridor or subarea.

Design Guidelines: This section establishes the physical goals for the critical corridor or subarea. It should be referenced and used to influence decisions made by the Plan Commission, Board of Zoning Appeals, and Common Council when considering a development proposal.

Plan Map: Each critical corridor or subarea has a full-page illustration of the area within its boundaries. The map is included to support the "Strategy" and "Design Guidelines" sections and to illustrate additional information not included in the written text. In many of the maps, the Bicycle and Pedestrian Plan Map information and Thoroughfare Plan Map information is integrated.

In some critical corridor and subarea sections, a "Detailed" Plan Map is included. The inclusion of such a map is indication that those critical corridors or subareas have had more extensive study and planning.

FUTURE STUDIES AND PLANS

The critical corridors and subareas plans included in *Part 5* are the result of detailed studies or planning efforts previously completed by the City of Carmel. Therefore, the content in *Part 5* is limited to just those previous studies. The City recognizes that there are several other "critical" areas in its planning jurisdiction that remain to be studied or planned for in detail. It is anticipated that the City will work toward accomplishing those planning processes as time and budget permit, and based on impending need.

Potential New Critical Corridors and Subareas

The critical corridors and subareas that may be studied and planned for include, but are not limited to the following (in no particular order):

1. *West 116th Street*
2. *East 116th Street*
3. *146th Street*
4. *Michigan Road/U.S. 421*
5. *East 96th Street*
6. *Downtown Core*
7. *White River Greenway*
8. *Transit Integration and Hub*
9. *126th Street and Gray Road District*
10. *Quarry Land Reclamation and Development*
11. *Pennsylvania Parkway Extension*
12. *Hazel Dell Parkway and 131st Street District*
13. *Monon Greenway Corridor*
14. *Central Park District*

Implementation and Incorporation of New Critical Corridor or Subarea Plans

It is the desire of the City to formalize a general process and scope of services to be used for each new critical corridor or subarea planning project. The intent is to assure public participation and adherence to a document format that will allow the results to be integrated into the *C3 Plan* on two to eight pages. This will help maintain a uniform, compact and user-friendly comprehensive plan over the years to come.

KEYSTONE PARKWAY CORRIDOR

Description

Keystone Parkway has been identified as a critical corridor because it:

- Serves as major north/south arterial;
- Establishes a division between the urbanizing central part of Carmel and primarily residential neighborhoods in East Carmel; and
- Is buffered by long stretches of mature trees providing aesthetic benefit.

The volume of traffic on Keystone Parkway has increased; additionally, many intersecting streets have experienced increasing volumes of traffic. The addition of traffic has increased the time it takes to traverse the township. During certain parts of the day, the corridor has backed-up traffic and is noted by residents as being a transportation concern.

Critical Area Boundaries

The Keystone Parkway Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Gain Control of the Right-of-Way: Through an agreement with the State of Indiana the City of Carmel successfully gained full control over Keystone Parkway, reverting it to a City controlled street instead of a State Road.

Install Grade-Separated Roundabouts: Now that the City has control of the right-of-way, it will achieve grade separation at key intersections. The most logical design for grade separation is a roundabout configuration to control the turning movements of vehicles entering or exiting Keystone Parkway. This design will require much less right-of-way acquisition, thereby minimizing disturbance to adjacent properties. The result will be significant reductions in traffic congestion, travel times, and vehicular accidents. The flow of traffic traveling north or south along Keystone will be uninhibited by stop lights.

Assure East/West Connectivity: As a major arterial, Keystone Parkway acts as a barrier for bicycle and pedestrian traffic. The City will install grade-separated bicycle and pedestrian crossings to support east/west connectivity and improve convenience and safety.

Preserve and Install Tree Canopy: Carmel will maintain the overlay language in its zoning regulations to protect the existing tree canopy. It will also require installation of new canopy trees when appropriate to maintain the "green corridor" aesthetic.

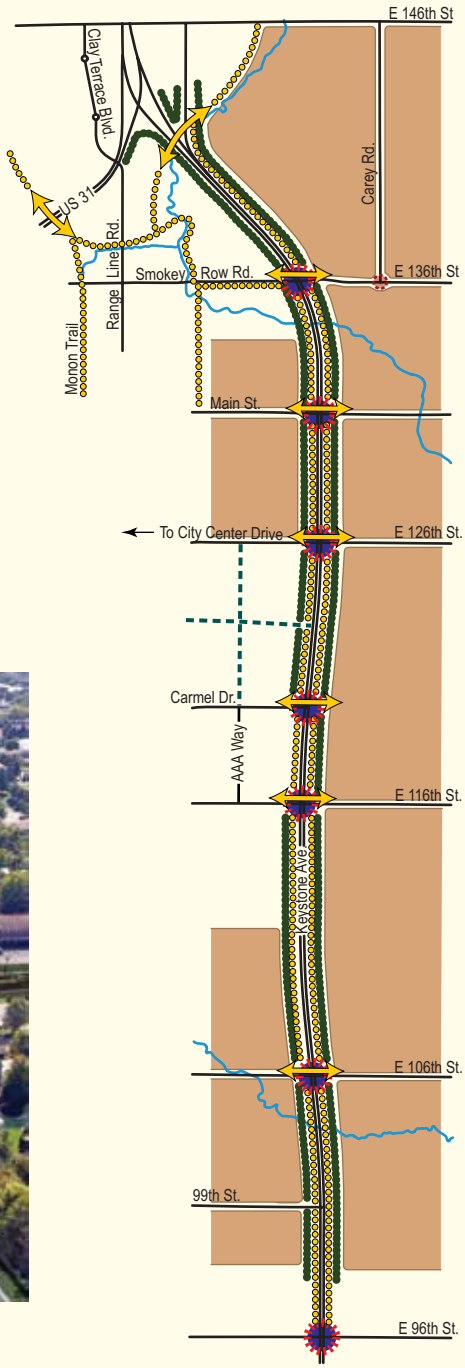
Install Multi-use Paths: There is an ever-increasing demand for bicycle and pedestrian facilities in Carmel. The Keystone Parkway Corridor will provide a tremendous opportunity for Multi-use paths to be added within the existing right-of-way. With the Monon Greenway functioning at capacity at times, the Keystone Parkway Corridor would provide another north-south route for bicycles and pedestrians. With a connection between the Monon Greenway at the north (see Keystone Parkway Corridor Plan) and south, a highly desirable circuit would be created.

Require Connection between Carmel Drive and Mohawk Drive: As areas between Carmel Drive and Mohawk Drive develop and redevelop, the City will require a strong street connection to relieve use of Keystone Parkway. This requirement reflects the existing and highly used connection (AAA Way) from 116th Street to Carmel Drive.

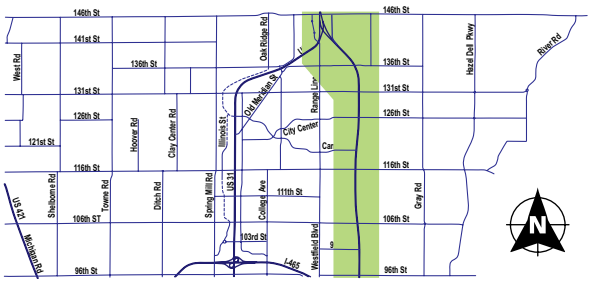
Design Guidelines

- Protect and enhance the green corridor aesthetic.
- Assure safe means for bicycles and pedestrians to cross Keystone Parkway.
- Protect existing residential neighborhoods along Keystone Parkway from conflicting land use encroachment.
- Use Keystone Parkway to soften the effects of commercial development for residential neighborhoods.
- Add aesthetic character to grade-separated roundabouts so they maintain a pleasant and context-sensitive corridor.
- Minimize and discourage unplanned expansion of commercial uses in the corridor. Commercial character should be buffered from nearby and adjacent neighborhoods with appropriate landscaping, building placement, etc.
- Plan for mass transit by encouraging mixed-use hubs with appropriate residential densities.

Keystone Parkway Corridor Plan



ORIENTATION MAP



MAP LEGEND

- Roundabout Interchange
- New Roundabout
- Separated Multi-Use Path
- Grade-Separated Pedestrian Crossing
- Preserve/Install Tree Canopy
- Preservation of Residential
- Existing Street
- Proposed Street
- Stream

Map Prepared by Ground Rules, Inc.

Last Revised 05-20-2009

U.S. 31 CORRIDOR

Description

The U.S. 31 Corridor has been identified as a critical corridor because it:

- Serves as major regional north/south arterial;
- Provides an abrupt transition between the urbanizing central part of Carmel and sensitive low density residential neighborhoods and estates;
- Creates an undesirable barrier for east/west vehicular, bicycle, and pedestrian transit; and
- Is a major employment corridor and economic engine.

U.S. 31 is slated to be upgraded to freeway status, requiring interchanges as the only access points. This is a positive improvement to reduce traffic congestion, yet will result in numerous challenges as well. For instance, Carmel will likely lose some access points along the corridor.

It will be important for Carmel to maintain sufficient access to U.S. 31 and to ensure the City's character is not compromised. Further, it will be important to provide numerous means for east/west access for vehicles, bicycles, and pedestrians.

Critical Area Boundaries

The U.S. 31 Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Utilize Roundabout Interchanges: The City of Carmel will work with the State of Indiana to ensure the use of roundabout-style interchanges. These interchange designs are expected to save cost, reduce acquisition of land, disturb less of the built environment, and best match the character goals of the City. Another expected advantage is efficiency of vehicular traffic, reducing emissions and fuel consumption.

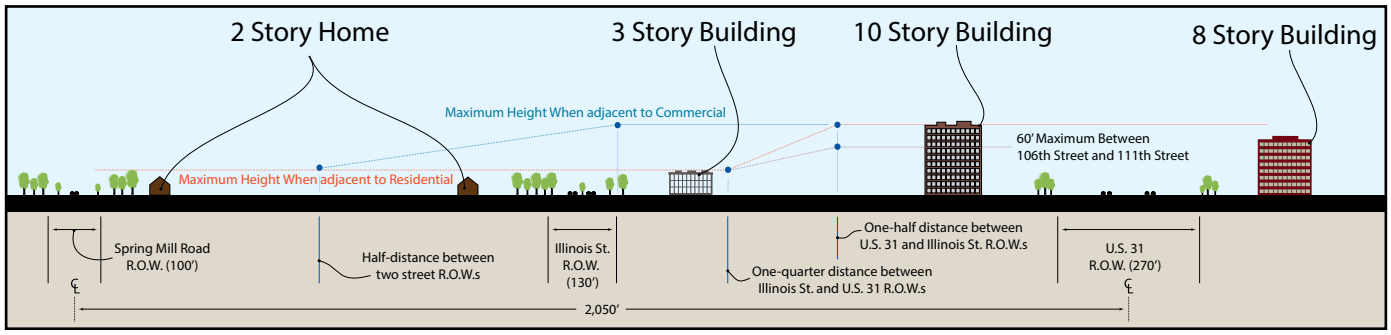
Extend Illinois Street from 106th to 111th Street: As U.S. 31 is upgraded, Illinois Street will be necessary to provide north/south access to the employment corridor on the west side of U.S. 31. Illinois Street also establishes the transition from intense office corridor to low density residential areas to the west.

Maintain Strong East/West Connectivity: As a major arterial, U.S. 31 acts as a barrier for bicycle and pedestrian traffic. When the highway is upgraded to freeway status, it may also reduce east/west connectivity for vehicles. The City will work with the State of Indiana to establish six interchanges and three overpasses for adequate vehicular, bicycle, and pedestrian access. Two additional bicycle and pedestrian grade-separated crossings are necessary.

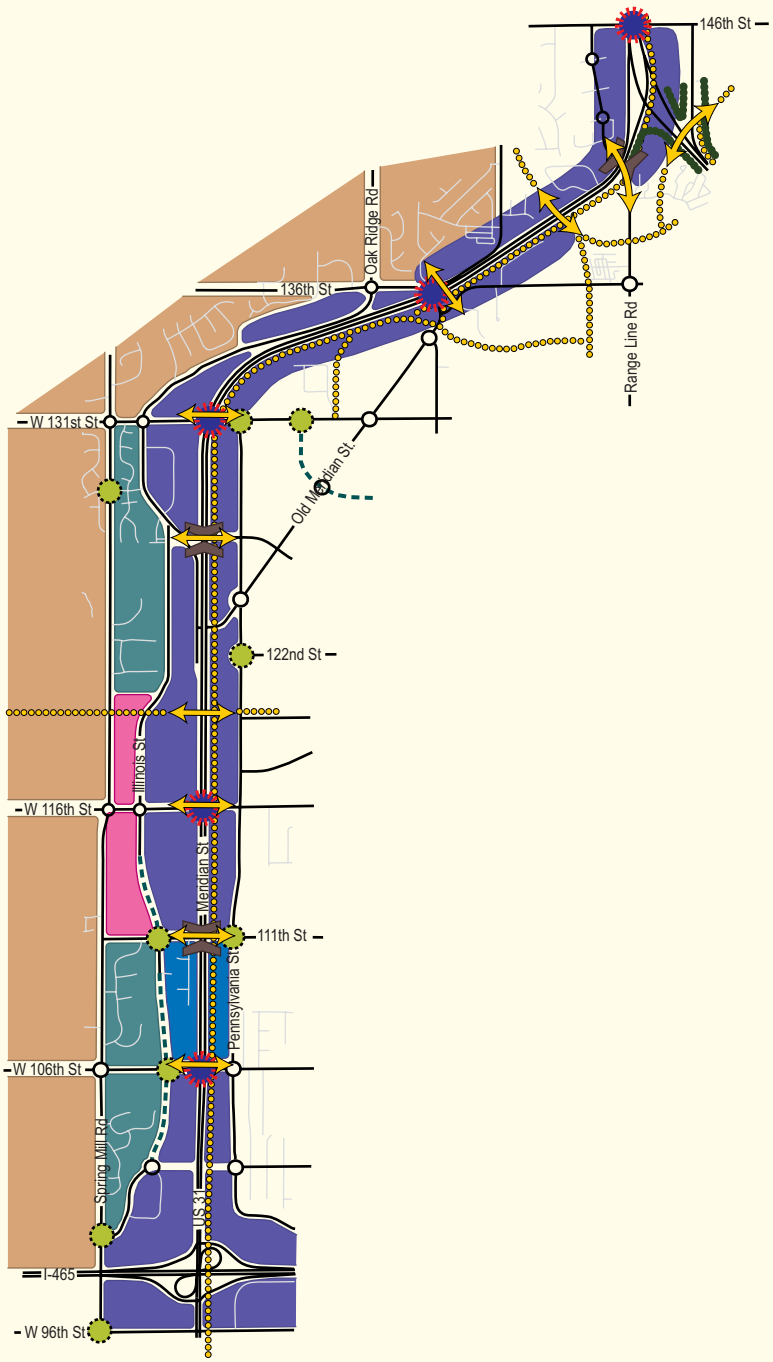
Require 6 to 10 Story Buildings: Require all buildings in the employment corridor to be 6 to 10 stories in height, and 3 to 5 stories (not to exceed 60 feet) when between 106th Street and 111th Street west of U.S. 31 (see illustration below). However, building heights should be reduced as they encroach on Illinois Street and Pennsylvania Street; and building heights should not exceed 3 stories when adjacent to existing residential neighborhoods (see illustration below). This office and medical corridor provides essential employment opportunity and portrays a positive community character. Parking areas should be de-emphasized and, when appropriate structured to make room for additional buildings. Limited opportunity for business-serving and employee-serving commercial should be allowed (e.g. restaurants and print shops) in existing buildings or small nodes along the corridor.

Design Guidelines

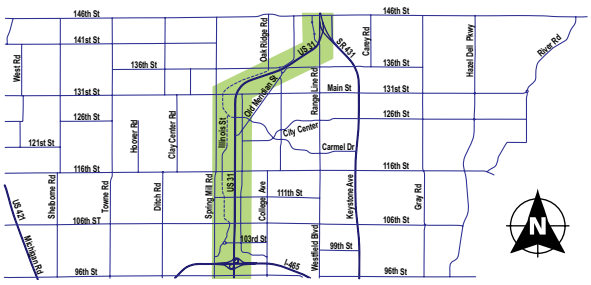
- Protect and enhance the green corridor aesthetic created by large lawns and consistent landscaping.
- Ensure safe means for bicyclists and pedestrians to cross U.S. 31.
- Transition the scale and mass of structures between U.S. 31 and Illinois Street to minimize impact to residential development to the west.
- Require high quality, urban office architecture and campus design between Illinois Street and Pennsylvania Street.
- Prohibit "branded" architecture.
- Allow clearly visible signs for major tenants.
- Encourage "green" architecture for all new buildings.
- Sensitively integrate amenity nodes along Illinois Street and Pennsylvania Street for convenience and enjoyment of corridor employees and nearby residents.
- Prepare for a context sensitive mass transit line.
- Respect transitions to adjacent neighborhoods and require appropriate buffering.
- Integrate bicycle and pedestrian facilities along U.S. 31 Corridor.



U.S. 31 Corridor Plan



ORIENTATION MAP



MAP LEGEND

- Roundabout Interchange
- Overpass
- New Roundabout
- Separated Multi-Use Path
- Grade-Separated Pedestrian Crossing
- Preserve/Install Tree Canopy
- Preservation of Residential
- Transition-Sensitive Residential
- 6 to 10 Story Employment Corridor
- 60 Feet Maximum Height
- Special Study Area
- Existing Street/Roundabout
- Proposed Street

Map Prepared by Ground Rules, Inc.

Last Revised 05-20-2009

96TH STREET CORRIDOR

Description

The 96th Street Corridor has been identified as a critical corridor because it:

- Serves as a major east/west arterial;
- Establishes a division between stable residential neighborhoods and commercial areas; and
- Traverses in and out of sensitive neighborhoods.

Through the early 1960's, 96th Street was an uninterrupted cross-county connector between the Boone County line and the White River. In the mid-sixties, Interstate 465 was constructed resulting in the current disrupted configuration near Westfield Boulevard. As northern Marion County and southern Hamilton County urbanized, 96th Street's importance as a major east/west corridor was rekindled.

Today, 96th Street continues to evolve into a major arterial, especially east of Keystone Parkway. In the study area of the 96th Street Corridor Plan, there are three segments that reflect commercial character and correspondingly carry higher volumes of traffic:

- Between Michigan Road and Shelbourne Road;
- Between Spring Mill Road and College Avenue; and
- Between Westfield Boulevard and Keystone Parkway.

There are also two segments that maintain residential character and carry lower volumes of traffic:

- Between Shelbourne Road and Spring Mill Road; and
- Between College Avenue and Westfield Boulevard.

Critical Area Boundaries

The 96th Street Corridor boundaries are depicted on the Orientation Map on the following page.

Strategy

Encourage Redevelopment Along Michigan Road: The City of Carmel should encourage the redevelopment of property on the northeast corner of Michigan Road and 96th Street. A high quality development at this location would enhance this gateway into Carmel. It is hoped that a quality development in this strategic location will act as a catalyst for similar quality to the south, north, and east where several "tired" and under-utilized buildings are located.

Buffer Residential Areas from Commercial: As commercial areas near Michigan Road evolve or are redeveloped, special attention should be given to transitions, or softening potential negative effects, to adjacent residential areas.

Enhance East/West Connectivity: Where 96th Street (the Real Street leg) connects with Westfield Boulevard south of I-465, the City of Carmel should look for ways to improve connectivity to the new roundabout north of I-465 on Westfield Boulevard. The best solution may be another roundabout at Real Street (Marion County's jurisdiction) at Westfield Boulevard to allow for more fluid, uninterrupted vehicle flow.

The above described enhancement is most likely the best alternative when considering financial resources. However, if the funding could be obtained, the City would prefer a straight alignment over I-465, eliminating the need for the Real Street segment (see Alternative Alignment on the next page). Although this alignment would be more costly, it would better enhance east/west connectivity, and restore 96th Street to its original configuration prior to the construction of I-465.

Connect Pennsylvania Parkway to Westfield Boulevard: This linkage would likely help relieve traffic on 96th Street between College Avenue and Westfield Boulevard. The right-of-way for this street extension exists in some locations north of I-465. An alternate east/west connection is reestablishing the original alignment of 96th Street by building a new bridge over I-465.

Install Multi-use Paths: There is an ever-increasing demand for bicycle and pedestrian facilities in Carmel. The 96th Street Corridor provides an opportunity for Multi-use Paths to be added between the Monon Greenway and Keystone Parkway. With the Monon Greenway functioning at capacity at times, the 96th Street Corridor would provide (once Multi-use Paths are installed on Keystone Parkway) a highly desirable circuit.

Maintain Residential Character: In the residential areas noted on the 96th Street Corridor Plan, the City should maintain a 2-lane configuration with residential sensitivity (e.g. minimize right-of-way impacts, and add street trees and Multi-use Paths) for as long as possible. Based on the 96th Street Corridor Study (1999), the 2-lane configuration would result in congestion during some periods, but would be manageable up to the year 2020.

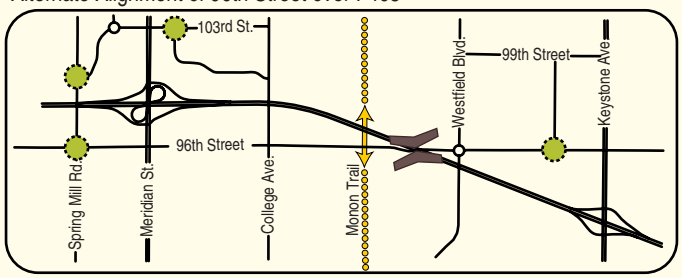
Design Guidelines

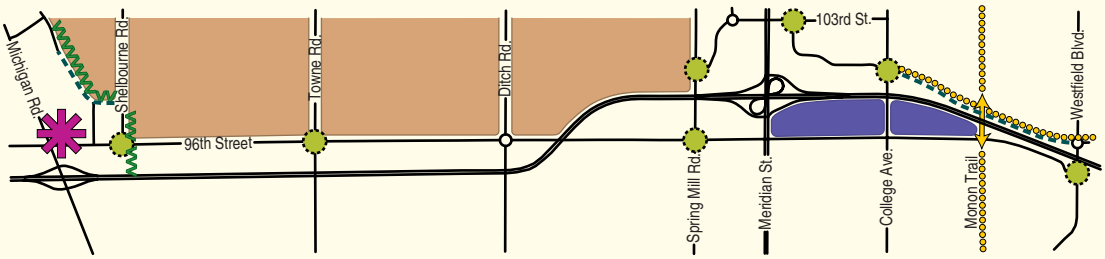
- Protect and enhance residential character in the street sections between Shelbourne Road and Spring Mill Road.
- Add Multi-use Paths, especially along the north side of 96th Street.
- Sensitively transition between commercial and residential uses with vegetation, distance, screening, and buffering land uses.

Because this corridor plan was completed in 1999, some influencing factors have changed.

96th Street Corridor Plan

Alternate Alignment of 96th Street over I-465

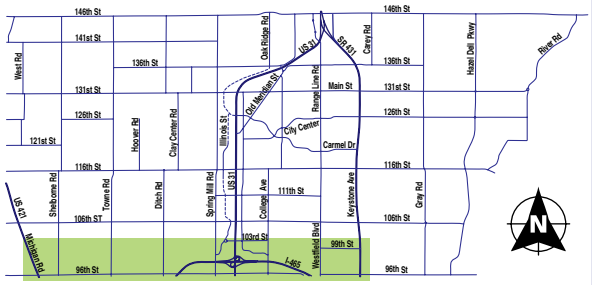




For 96th Street between Westfield Boulevard and Keystone Parkway, see the *96th Street and Westfield Boulevard Subarea Plan* on page 99

4-lane Arterial Commercial Context | 2-lane Arterial with Residential Sensitivity | 4-lane Arterial Commercial Context | 2-lane Arterial Commercial Context

ORIENTATION MAP



MAP LEGEND

- New Roundabout
- Separated Multi-Use Path
- Grade-Separated Pedestrian Crossing
- Senstitive Transition/Buffer
- Redevelopment Opportunity
- Preservation of Residential
- Employment Area
- Existing Street/Roundabout
- Proposed Street

Map Prepared by Ground Rules, Inc.

Last Revised 02-15-2010

CITY CENTER/OLD TOWN SUBAREA

Description

The City Center and Old Town nodes have been identified as a critical subarea because they:

- Collectively function as the City of Carmel's core downtown;
- Are going through substantial redevelopment; and
- Represent the City's economic and cultural vitality.

Downtowns are special places, and Carmel's is no exception. Historically, the downtown functioned as the primary location for commerce and pedestrian activity. Over time, commercial development on the outskirts diverted much of the vitality away from the downtown.

Carmel has recognized the importance of its downtown and is redeveloping several parcels and encouraging reinvestment. It is also striving to reintroduce many cultural activities and capacity to the district.

Architectural character, bicycle and pedestrian amenities, vitality anchors and connectivity will all be essential to its success. The City recognizes that any modern downtown must accommodate vehicles and will strive to include parking areas in discrete locations.

Critical Area Boundaries

The City Center and Old Town boundaries are depicted on the Orientation Map on the following page.

Strategy

Form-Based Regulatory Ordinance: The City of Carmel will draft and adopt a form-based code to regulate massing, scale, intensity, building orientation and site features required for new or redevelopment projects in the core. This form-based regulation should be accompanied by a detailed plan for the entire subarea.

The form-based code will replace the traditional zoning ordinance, and will not focus heavily on regulating land use.

Enhance Connectivity: The historic grid system of local streets was not expanded as growth occurred in the downtown. Various developments over the years have become obstacles for proper connectivity in the downtown. As the district continues to be redeveloped and additional vehicular, bicycle and pedestrian traffic is realized, the need for additional connectivity will grow significantly. For this reason, the City will seek opportunities to expand the grid or to make new connections, especially with local streets.

Another essential connection is with the Monon Greenway.

The map on the opposite page demonstrates several potential linkages the City intends to install.

Assure a Bicycle and Pedestrian-Friendly Environment: Downtowns should be places where people feel comfortable and have a desire to be. Beyond the obvious need for bicycle and pedestrian amenities like benches, bicycle racks, interesting paving material, safe street crossings, and pedestrian-scale street lights, there are many other factors that make a person interested in being downtown. The most notable are the pedestrian interaction and street vitality.

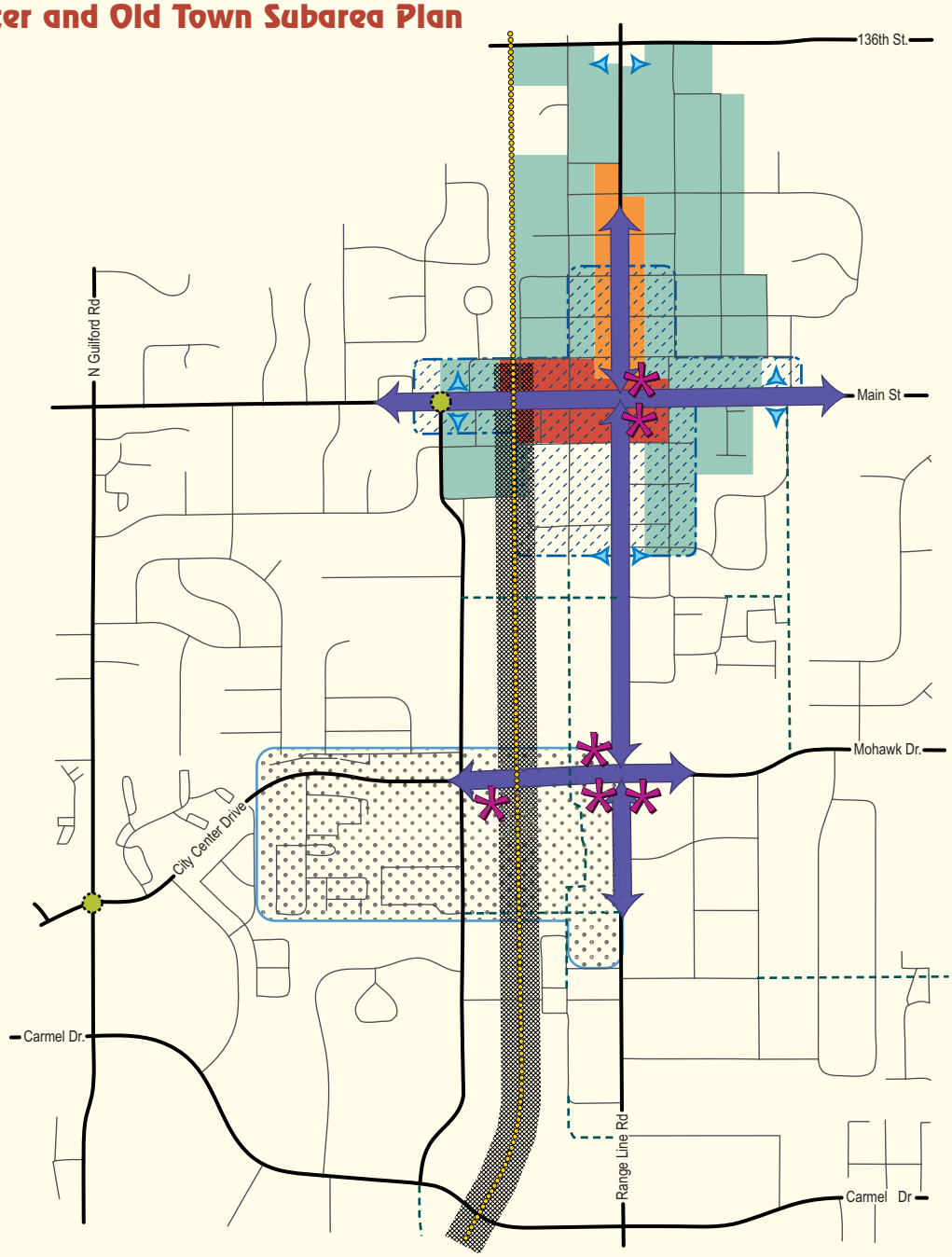
Restaurants with outdoor seating, retail storefronts with large windows, pocket parks or plazas, and other pedestrian-oriented destinations are all essential. Ground floor offices, some service businesses, and surface parking along the street edge often distract from the pedestrian environment and will be discouraged.

Signature Buildings: Carmel will work to achieve the construction of "signature" buildings at key locations in Old Town and City Center. These building sites are intended to establish character precedent for the district and to act as a catalyst for reinvestment and redevelopment. The proposed building sites for signature buildings are also prominent locations where a powerful architectural statement will have a positive impression on visitors. See the following illustration for proposed and existing signature building sites.

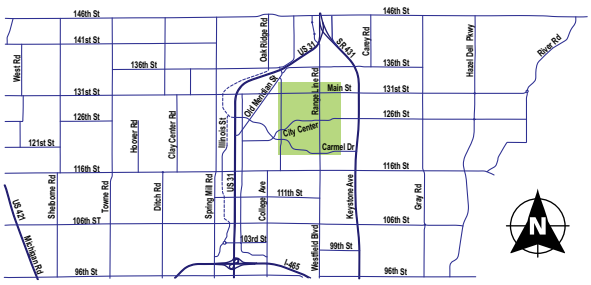
Design Guidelines

- Ensure safe environment for bicycles and pedestrians, especially at road and driveway crossings. A change in paving material is a preferred method to signal to drivers that they are in a pedestrian environment.
- Require ground floor elevations to have large transparent windows for inside/outside interaction.
- Require dedication of right-of-way for the expansion of the grid system of local streets.
- Encourage upper story residential or employment uses to support pedestrian vitality at the street level.

City Center and Old Town Subarea Plan



ORIENTATION MAP



MAP LEGEND

- Signature Building
- Pedestrian Oriented Design
- New Roundabout
- Separated Multi-Use Path
- Gateway Pylons
- Existing Major/Minor Street
- Proposed Street with Sidewalks
- Arts and Design District
- City Center
- Main Street Subarea
- Historic Range Line Road Subarea
- Character Subarea
- Monon Esplanade Improvement Area

Map Prepared by Ground Rules, Inc.

Last Revised 05-20-2009

OLD MERIDIAN SUBAREA

Description

The Old Meridian Subarea has been identified as a critical district because it:

- Is experiencing increased development pressure;
- Has a wide mix of land uses coming together in a small area;
- Has a significant portion of the land left undeveloped or underdeveloped;
- Is made up of a few permanent uses (e.g. Street Vincent's Carmel Hospital and Carmel Middle School) which require some sensitivity;
- Has a significant demand for businesses to serve the corporate corridor along U.S. 31; and
- Lacks a cohesive theme and unifying features.

The City of Carmel conducted a thorough market study of the Old Meridian Subarea followed by a detailed physical study (Old Meridian Task Force Report). The result of both efforts was a vision, physical development plan, and land use concept for the district.

The City has already improved Old Meridian Street into a four-lane boulevard with roundabouts at critical locations. The street improvements include a new landscaped median, curbs, and sidewalks.

Critical Area Boundaries

The Old Meridian Subarea boundaries are depicted on the Orientation Map on page 96.

Strategy

Old Meridian Street Boulevard: The City of Carmel upgraded Old Meridian Street into a boulevard with roundabouts at Pennsylvania Street, Grand Boulevard and Main Street. This project sets the character for the district, enhances bicycle and pedestrian access, and mitigates traffic.

Grand Boulevard and other Radial Boulevards: The City will build Grand Boulevard and other secondary boulevards in the locations depicted on the Old Meridian Subarea Plan. These radial boulevards will offer park-like medians to support bicycling and walking access to the Village area. They will also provide cross-circulation for vehicles and high quality settings for new development.

Secondary Street Network: As development occurs, secondary streets will need to be installed as depicted on the Old Meridian Subarea Plan. These streets are intended to provide additional connectivity instead of dead-end driveways serving a single development. They also provide an opportunity for buildings to face public streets with parking in the rear of the property.

Townhouse and Multiple-family Uses: The Old Meridian Subarea Plan envisions both upscale and more moderate units within townhouses and multiple-family developments. These residential developments are intended to be located along the new boulevards.

Office Development: Outside the central retail and residential areas, new office development is anticipated on the south end of the subarea. This office development is intended to be two to five stories, mostly fronting on Old Meridian Street.

Mixed Medical Development: The area north of Main Street and south of St. Vincent's Carmel Hospital is intended to facilitate the development, expansion, and modernization of a major hospital complex or campus. It is also intended to include mixed uses that will support such a campus, including retail, restaurants, services, rehabilitation, and fitness facilities.

Mixed-Use Village: The Old Meridian Village is intended to be a concentrated mixed-use development with upper-floor residential units. The Village will be a walkable atmosphere and will offer cafes and entertainment for residents and employees of nearby developments. Establishing a critical mass of retail uses is essential.

District Character: The City of Carmel will encourage an urban character similar to an old-fashioned village or Main Street. Buildings will primarily be designed to front on boulevards or secondary streets with vehicles de-emphasized by requiring parking in the rear of properties. Ground floor elevations will generally be transparent glass, and buildings will have distinct elevations with cornice lines with three-dimensional details.

Single-Family Attached Design Guidelines

- Residential units should provide a minimum of two off-street parking spaces, or one if on-street parking is ample.
- Off-street parking should be on a paved driveway or in an attached or detached enclosed garage.
- All parking should be accessed from the rear of the unit.
- All buildings should face a public street.

Large single-family homes with brick fronts, small yards, and stoops are a good fit for the Single-family Attached subdistrict.

- Developments exceeding ten units should provide 15% of the land area as open space, landscaped for enjoyment by the residents.
- All local streets should accommodate on-street parking and sidewalks according to Old Meridian Subarea Plan.
- All units should be vertically separated, between 25 to 35 feet in width, and two and one-half stories tall.
- Front facades should be clad in brick with three-dimensional details.
- Front doors should face the street and be two to five feet above sidewalk level.
- An articulated cornice should be provided where the top of the facade meets the roof.
- If desired, a "transparent" fence (e.g. wrought iron) should be allowed in the front yard.

Multiple-Family Attached Design Guidelines

- All units should provide a minimum of two off-street parking spaces, or one if on-street parking is ample.
- Surface parking or parking garages should not be adjacent to or face a public street.
- At least 75% of all buildings in a development should face a public street.
- Developments exceeding ten units should provide 15% of the land area as open space, landscaped for enjoyment by the residents.

Row homes are a suitable fit for the Single-family Attached subdistrict.

- Buildings facing public streets should have a build-to requirement, with facades being varied between four and nine feet from the right-of-way. Off-street parking or driveways should not be permitted in the front setback.
- All local streets should accommodate on-street parking and sidewalks according to the Old Meridian Subarea Plan.
- Buildings should be a minimum of 28 feet tall and a maximum of 55 feet tall, except parking garages which cannot exceed 35 feet in height.
- All units should be accessible from both the front and back of the building.
- Front setbacks and courtyards should be finished with sidewalks and extensive landscaping.
- Use of balconies in the structure's design.
- Courtyards may be fenced with wrought iron or metal fences that are no more than five feet tall.
- Freestanding signs should be prohibited. All identification, directional, or informational signs should be small and located on the building or integrated onto a fence.

Multiple-family Attached development should face the street and have on-street parking to accommodate visitors.

Mixed-Use Village Design Guidelines

- All ground floors should be retail, restaurant, or entertainment uses except for lobby or transitional areas to upper-floor residential units.
- Upper floors may be residential, office, or commercial uses.
- Drive-through facilities should be prohibited.
- Parking should be provided at a one per 800 square feet ratio of gross area in the building.
- Parking should be on-site or within 200 feet of the site and shared parking will be considered; on-street parking is encouraged but is excluded from calculations of required spaces.
- All buildings should face the public street and at least one main entrance to each ground floor use shall be on the street side of the building.
- Curb cuts or parking lots should not be allowed on Old Meridian Street.
- The buildings should sit on the front property line, except for minor recessed areas (e.g. entrances).
- Pedestrian access to rear parking areas is encouraged and should be at least eight feet wide.
- No single retail business should have more than 45 feet of frontage on Old Meridian Street.
- Buildings must be a minimum of two stories and a maximum of four stories, except parking garages which should not exceed three stories.
- Ground floor elevations should be a minimum of 80% transparent glass.
- Buildings should have a distinct cornice line at the top of the wall and have intermediate horizontal elements.
- The general proportion of the building should be vertical.
- The primary articulation of the building should be three-dimensional details rather than massing.
- In general, roofs should be flat or slightly sloped.
- Ground floor tenants should be allowed one and one-half square feet of sign area per lineal foot of building frontage with a maximum of 32 square feet of sign area.

- Building signs should fit within the horizontal and vertical elements of the building and should not obscure the building's architectural details.
- Signs should be mounted perpendicular to the facade (blade signs) or flat-mounted on the facade.
- Signs should not extend above the height of the building, but they can be on awnings or painted in storefront windows or upper-floor windows. Signs on umbrellas or other product branding should be restricted.
- Retractable fabric awnings may be used, but cannot exceed the width of the windows or cover architectural details of the building.
- Individual tenants should strive for a unique graphic identity rather than be required to conform to a single standard.

Outdoor seating provides street vitality in Mixed-use Village areas.

Village Office Design Guidelines

- Primary uses should be office related.
- A small percentage of floor area may be dedicated to small retail or restaurant uses.
- Drive-through facilities should be prohibited.
- Parking should be provided at a one per 600 square feet ratio of leasable area.
- All buildings should face the public street and at least one main entrance to each ground floor use should be on the street side of the building.
- Curb cuts or parking lots should not be allowed along Old Meridian Street.
- Buildings should be at least two stories, but no more than five stories in height.
- The maximum footprint of any single building should be 15,000 square feet and a minimum of 8,000 square feet.
- Buildings facing public streets shall have a build-to requirement, with facades being varied between 20 feet and 30 feet from the right-of-way. No off-street parking or driveways are permitted in the front setback.
- Buildings should be faced in brick, trimmed in metal, stone, precast concrete, wood, or stucco. Large expanses of glass should be permitted, but the structure should not be predominantly glass and metal (e.g. curtain wall construction). Concrete block should not be permitted.
- A single freestanding monument sign should be permitted in the front setback and be thoroughly landscaped around the base.
- An additional, appropriately scaled, wall sign should also be permitted, as per the City's ordinances.

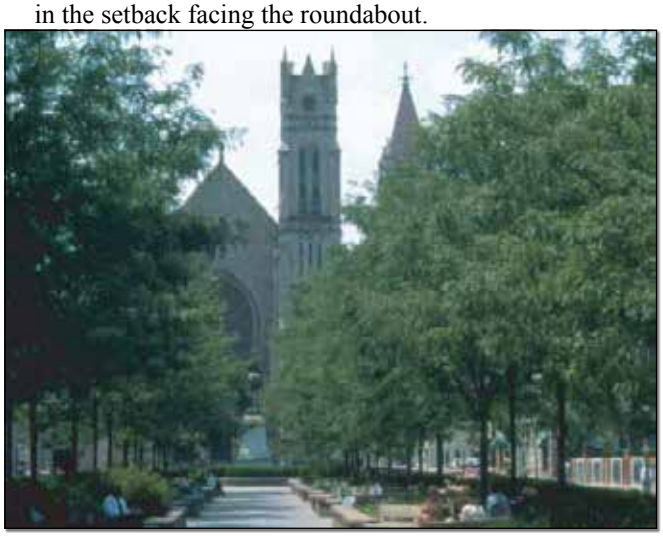
Village Office architecture should fit the scale character of the Old Meridian Mixed-use Village.

Mixed Medical Design Guidelines

- Primary uses should be inpatient and outpatient care facilities, medical offices, rehabilitation, physical fitness, long-term care, and related uses and support services.
- Up to 15% of the gross floor area may be dedicated to retail or restaurant uses that support the aforementioned uses.
- Drive-through facilities should be prohibited.
- Parking should be determined on a case-by-case basis due to the uniqueness of these land uses.
- All buildings should face the public street and at least one main entrance to each ground floor use should be on the street side of the building.
- Curb cuts or parking lots should not be allowed along Old Meridian Street.
- Buildings should be at least two stories, but no more than five stories in height; except hospitals which may be 10 stories.
- The minimum footprint of any single building should be 8,000 square feet and a general maximum of 20,000 square feet, excluding a hospital.
- Buildings facing public streets shall have a build-to requirement, with facades being varied between 20 feet and 30 feet from the right-of-way. No off-street parking or driveways are permitted in the front setback.
- Buildings should be faced in brick, trimmed in metal, stone, precast concrete, wood, or stucco. Large expanses of glass should be permitted, but the structure should not be predominantly glass and metal (e.g. curtain wall construction). Concrete block should not be permitted.
- Facades that are wider than 50 feet shall have offsets which divide the facade into meaningful sections such as tenant spaces or entryways.
- Wall or ground signs should also be permitted, as per the City's ordinances.

Special Use Design Guidelines

- Primary uses should be public institutions (e.g. places of worship or civic buildings).
- Commercial or office uses would also be fitting if the architecture is iconic and contributes to the overall profile of the corridor.
- Parking should be in line with other subdistricts, but will be determined on a case-by-case basis.
- Buildings should be oriented to face the roundabout and be set back 150 feet from the right-of-way.
- Buildings should have at least a 10,000 square foot building footprint.
- Buildings should be at least three stories, but no more than five stories, with the exception of certain architectural elements such as steeples, towers, etc.
- Buildings should be constructed of substantial materials consistent with an iconic and lasting structure.
- Substantial and attractive landscaping should be installed in the setback facing the roundabout.

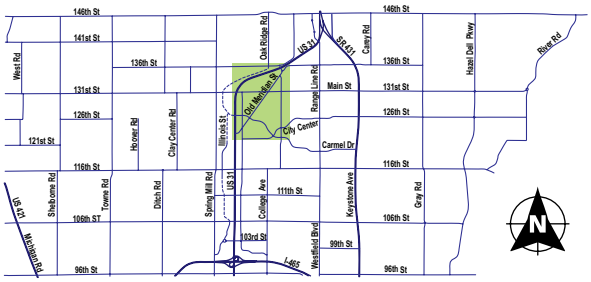


Buildings can be excellent focal points and landmarks at key locations.

Old Meridian Subarea Plan

E 136th St
Oak Ridge Rd
Meridian St
Old Meridian St
Main St
Grand Blvd.
Pennsylvania St.
U.S. 31
Guilford Rd.
Carmel Dr
Adams St.
City Center Dr.
Illinois St
Hancock St.
122nd St

ORIENTATION MAP



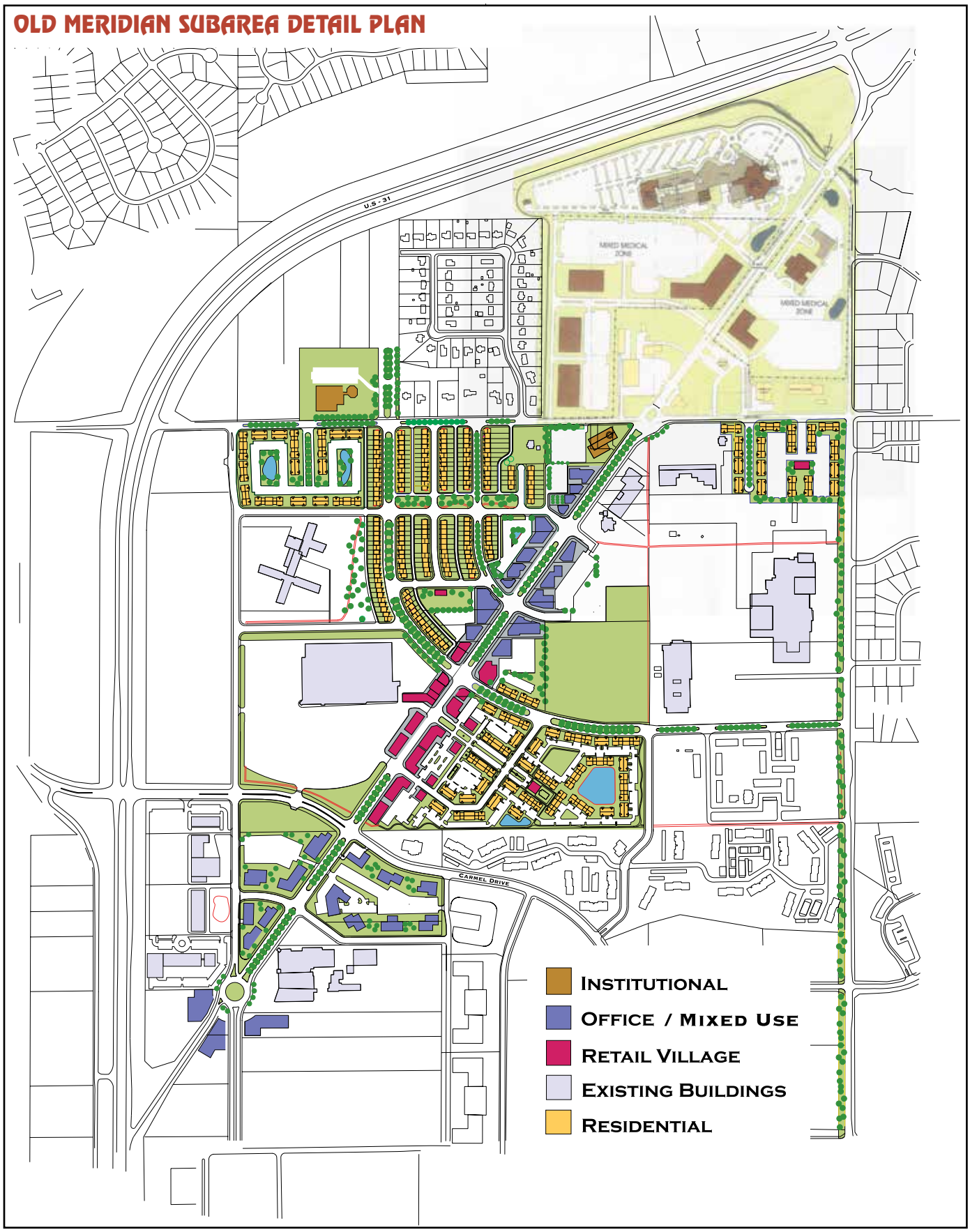
MAP LEGEND

- Roundabout Interchange w/Sidewalk
- Overpass w/ Sidewalk
- New Roundabout
- Separated Multi-Use Path
- Signature Building
- Pedestrian Oriented Design
- Tree Preservation
- Existing Street/Roundabout
- Proposed Street with Sidewalks

Map Prepared by Ground Rules, Inc.

Last Revised 05-20-2009

OLD MERIDIAN SUBAREA DETAIL PLAN



HOME PLACE SUBAREA

Description

Home Place has been identified as a critical subarea because it:

- Is notably impacted by the evolution of the U.S. 31 and I-465 corridors; and
- Is experiencing redevelopment pressure.

Home Place is particularly important because it is recognized as a town-like enclave. Although it was never incorporated as a town or city, many residents in the area, especially long-time residents, desire to maintain Home Place's autonomy and identity.

Over recent years, Home Place has been under increasing redevelopment pressure. Sites along I-465 have been purchased and redeveloped into office uses; and other sites like the Sunrise Golf Club are under increasing pressure to redevelop.

The Home Place Subarea is inclusive of Central Park, which will be one of the largest public parks in Carmel. This substantial investment will be a nice amenity for Home Place residents. It will likely also raise property values and desirability of the district.

Critical Area Boundaries

The Home Place boundaries are depicted on the Orientation Map on the following page.

Strategy

Connection between Pennsylvania Parkway and 96th Street: The City of Carmel will work to connect Pennsylvania Parkway to the new roundabout at 96th Street and Westfield Boulevard. This connection is considered an essential connection, especially as U.S. 31 is upgraded to a freeway configuration.

A grade separated crossing with the Monon Greenway will be necessary. Multi-use paths will also be essential along the new street to provide access to the Monon Greenway and other destinations.

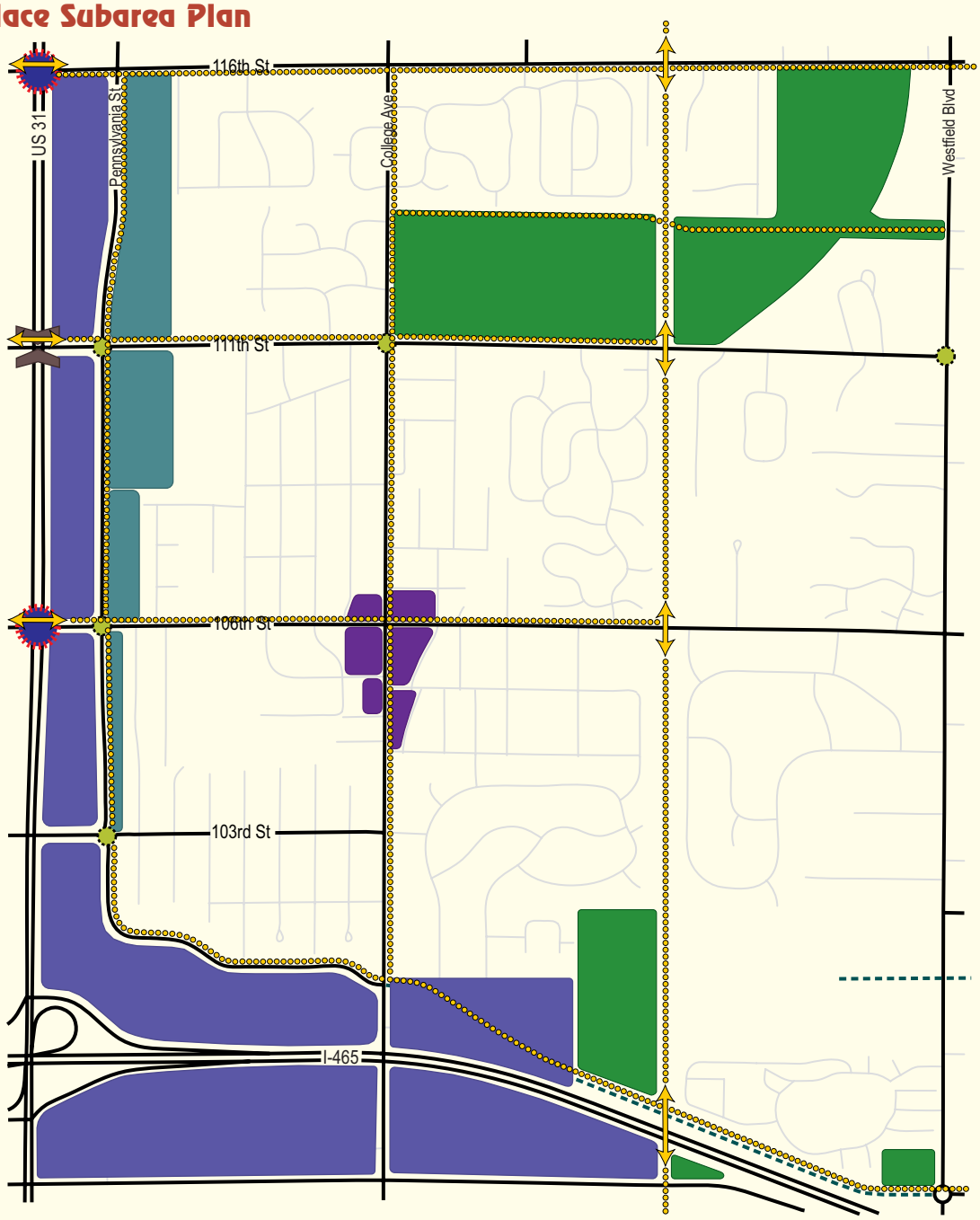
Promote a Neighborhood-Serving Commercial District: At the core of Home Place (College Avenue and 106th Street) is a commercial district that historically has been home to a grocery store, gas stations, offices, institutional uses, and miscellaneous retail uses. The current uses do not function well as neighborhood-serving commercial and are not as bicycle- or pedestrian-friendly as they once were. The City of Carmel will work to encourage more mixed-use development that provides a more bicycle- and pedestrian-friendly environment and that provides goods and services to the residential community within walking distance.

Soften Transitions: As the U.S. 31 and I-465 develops with higher intensity uses, the Home Place residential community should be buffered through the use of transitional office uses. These transitional areas should have structures that are two or three stories in height and have roof designs that are similar to residential developments. Further, parking areas should be located away from residences and lighting should be designed to not trespass into residential areas.

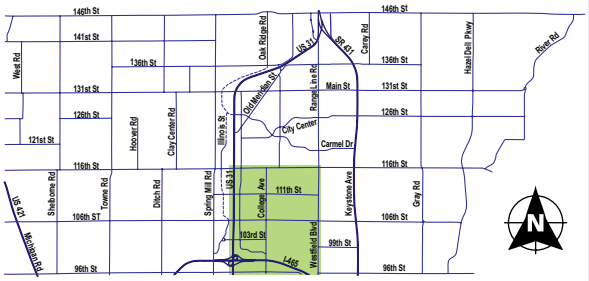
Design Guidelines

- Establish regulations to assure smooth transitions between high intensity office areas and residential areas.
- Ensure development and redevelopment of the Home Place core is comfortable and safe for bicycle and pedestrians.
- Require buildings in the core to be built to the front property line, have ground floor retail or office uses, and have large transparent windows at ground level.
- Encourage upper story residential or employment uses in the mixed-use core to support pedestrian vitality at the street level.
- Protect the lake and woodland west of the Monon Greenway and north of I-465 and encourage the use of the land as a park.
- Install grade-separated crossings where the Monon Greenway intersects with major roadways.

Home Place Subarea Plan



ORIENTATION MAP



MAP LEGEND

- Roundabout Interchange w/Sidewalk
- Overpass w/ Sidewalk
- New Roundabout
- Separated Multi-Use Path
- Grade Separated Pedestrian Crossing
- Proposed Street with Sidewalk
- Mixed Use Center
- 6 to 10 Story Employment Corridor
- Office Transition
- Park and Recreation
- Existing Street/Roundabout

Map Prepared by Ground Rules, Inc.

Last Revised 05-20-2009

96TH STREET AND WESTFIELD BOULEVARD SUBAREA

Description

The 96th Street and Westfield Boulevard area has been identified as a critical subarea because it:

- Is surrounded on three sides by major corridors: Westfield Boulevard, 96th Street, and Keystone Parkway;
- Has stable neighborhoods that have been impacted by the evolution of transportation facilities;
- Will likely be impacted by office/commercial development of the land south of 96th Street controlled by Indianapolis;
- Periodically experiences redevelopment pressure from the private sector;
- Has areas that are not well drained; and
- Has limited bicycle and pedestrian connections to regional amenities.

In recent years a new roundabout at 96th Street and Westfield Boulevard was installed, a residential redevelopment project was approved at 99th Street and Westfield Boulevard, and the City of Carmel began reconstructing Keystone Parkway into a grade-separated corridor.

In upcoming years, I-465 is planned to be reconstructed, including the interchange with Keystone Parkway. The intersection of Keystone Parkway and 96th Street is being planned for grade separation and the Westfield Boulevard bridge over I-465 is slated to be reconstructed. Also, 96th Street is expected to be widened into a Primary Arterial Street between Keystone Parkway and Haverstick Road, and to a Parkway Arterial Street between Haverstick Road and Westfield Boulevard. Therefore, in the future, 96th Street will be configured with a green median from Haverstick Road to Westfield Boulevard; potentially with one "intersection" in that segment for the undeveloped land south of the corridor to have access to 96th Street.

Critical Area Boundaries

The 96th Street and Westfield Boulevard boundaries are depicted on the Orientation Map on page 101.

Strategy

Connection between Pennsylvania Parkway and 96th Street: The City of Carmel will work to connect Pennsylvania Parkway to the roundabout at 96th Street and Westfield Boulevard. This connection is considered an essential connection, especially as U.S. 31 is upgraded to a freeway configuration.

Install Multi-Use Paths: There is an ever-increasing demand for bicycle and pedestrian facilities in Carmel. Multi-use paths along the west side of Keystone Parkway, the north and south sides of 99th Street, the north and south sides of 96th Street, and extensions of existing Multi-use paths along Westfield Boulevard to the north and south are critical pieces to add connectivity to the region; and especially for recreation. Along 99th Street, a sidewalk is preferred on the south side because it has a narrower width and greater design flexibility to avoid and preserve mature trees.

Multi-use paths connecting the Chesterton Neighborhood to Westfield Boulevard and Maple Drive from 99th to 96th Streets will add important connections. Also, a Multi-use path along the east side of Haverstick Road will enhance pedestrian safety and provide another vital pedestrian link north and south.

Mitigate Light Trespass and Glare: Strictly regulate on-site lighting of any new development adjacent to stable neighborhoods to prevent light trespass and glare.

Preserve and Install Tree Canopy: The 96th Street and Westfield Boulevard Subarea has a significant and well established tree canopy. The character of this subarea is anchored by the presence of many mature trees. Carmel will utilize its zoning regulations and processes to reasonably protect existing tree canopy in the subarea. It will also require installation of new canopy trees along public streets including Keystone Parkway, when appropriate, to maintain the "green corridor" aesthetic which exists in areas north along Keystone Parkway.

Soften Impacts from Major Corridors: As the 96th Street, Westfield Boulevard, and Keystone Parkway corridors evolve, attention should be given to soften impacts to adjacent residential areas from future increases in traffic, widening of roads, and new turning limitations at intersections. Specifically, future roadway improvements should be context sensitive in their design and improve the ability for residents and businesses to gain access to the major corridors during peak hours.

Buffer Stable Neighborhoods from Redevelopment: Require permanent and effective buffering to be installed between stable neighborhoods and areas that redevelop. Trees, landscaping, decorative masonry walls (i.e. brick or stone, not wood), and earthen berms should be considered, but the preservation of residential dwellings within stable areas should also be a factor.

Protect 99th Street and Haverstick Road as Residential-Character Collector Streets: Assure that 99th Street and Haverstick Road remain collector streets with residential character. Aside from pedestrian facilities along Haverstick Road and 99th Street, these streets generally remain the same.

Stabilize Hamilton Heights and Forest Glen Subdivisions: As residential properties in close proximity to 96th Street redevelop, sever Kittrell Drive, Lincoln Boulevard, and Maple Drive and terminate each in a cul-de-sac at the expense of the commercial redevelopment. Also, link 98th Street between Kittrell Drive and Lincoln Boulevard to allow properties along Lincoln Boulevard and Maple Drive to have access to Westfield Boulevard. This change would result in the remaining homes being located on local streets and an increased degree of neighborhood stability.

Add Street Lights and Sidewalks: Because much of this subarea was platted prior to subdivision regulations that required proper infrastructure, many of the neighborhoods do not have sufficient sidewalks, street lighting, or drainage facilities. The City of Carmel will utilize its existing programs for public and private investment in such public infrastructure.

Improve Surface Drainage: As new development has occurred in the region, and as roads have been improved, local residents believe issues with storm water have gotten worse. The City should continue to study and help resolve these drainage issues, thus helping to reduce basement flooding and similar problems that can destabilize neighborhoods.

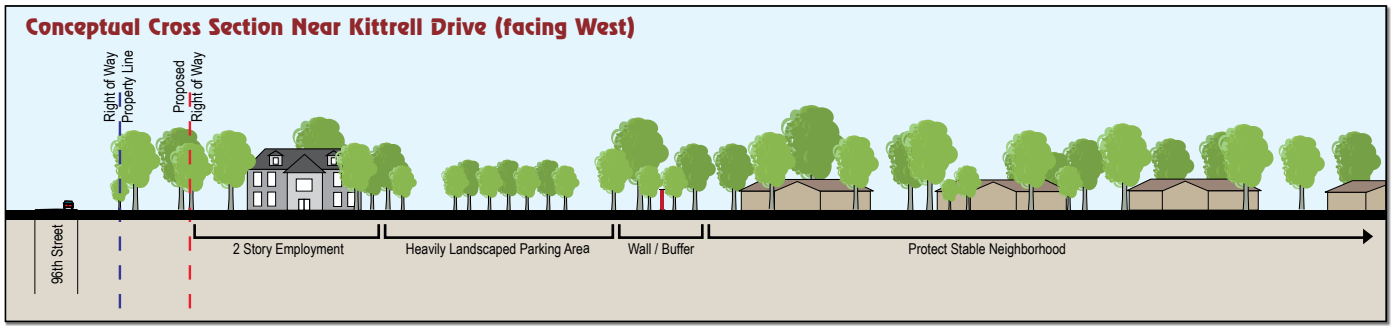
Connect Maple Street to 99th Street: As a part of a recent approval for a residential PUD, the developer committed to extending Maple Street from 98th Street to 99th Street. This link is considered important for emergency services to gain access to residential structures from multiple directions.

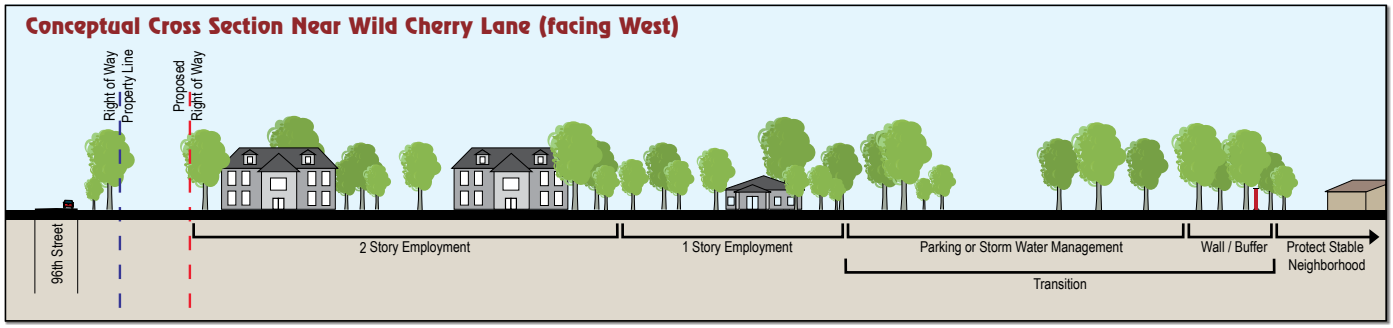
Allow Employment Centers along 96th Street: Allow private sector driven redevelopment (i.e. private negotiation and willingness to sell) along the north side of the 96th Street corridor between Keystone Parkway and Westfield Boulevard. Redevelopment projects should result in employment centers (e.g. general office, medical office, or service business). Neighborhood serving commercial (e.g. small scale dry cleaners, cafe, or convenience store) will be considered if it fits the context. Generally, the footprint of new buildings associated with redevelopment should be limited to the areas shown on the map and labeled "1 to 2 Story Employment Center" on page 101. See the conceptual cross section drawings below.

Transition Area: The area designated as "Transition" on the 96th Street and Westfield Boulevard Subarea Map, on page 103, may be utilized for non-building features associated with commercial redevelopment (e.g. storm water management or parking), or may be used for medium to high density single-family dwellings; either of which would still necessitate buffering to minimize impacts to stable neighborhoods as described herein.

Growth Management: Redevelopment along 96th Street should only be permitted when it is contiguous to existing commercial uses and when lots have been assembled into large enough parcels for the commercial development to be master planned with organized parking areas, linkages between parking areas, effective buffers, landscaping and pedestrian facilities.

Utilize Transitional Land Uses and Form to Soften Impacts of Potentially Large-scale Office Development South of 96th Street: As the area south of 96th Street evolves into office and commercial centers (Indianapolis' jurisdiction), transitional uses and smaller scale buildings should be used along the north side of 96th Street to buffer stable neighborhoods to the north. Similar to landscaping, moderate intensity land uses can also be used for buffering. These buffering land uses would be limited to one to two stories in height and would be required to utilize facades and roof designs that are similar to or complementary with residential development (e.g. brick facades, pitched roofs, and dormers). Further, heavily landscaped parking areas should be required.





Reduce Curb Cuts along 96th Street: As areas along 96th Street redevelop, require significant reduction in the number of curb cuts. Also control where development south of 96th Street gains access to 96th Street. Street access from the north and south should align with one another when possible.

Maintain Westfield Boulevard as a Residential Corridor: Westfield Boulevard between 96th Street and 99th Street will be maintained as a residential corridor. The City of Carmel will consider redevelopment along the east side of the corridor when proposals are for high density single-family detached dwellings or moderate density townhouses or apartments that complement the area. Specifically, the cluster of properties on the southeast corner of 99th Street and Westfield Boulevard and the properties between Kittrell and Westfield Boulevard would be areas for redevelopment consideration.

Design Guidelines

- Protect and enhance existing tree canopy.
- Establish safe means for bicyclists and pedestrians to travel outside of and around the subarea, especially to 116th Street, Central Park, Marion County, and employment centers to the west.
- Protect existing residential neighborhoods from light pollution by strictly requiring cut-off light fixtures and other lighting standard.
- Evaluate the most effective and beneficial buffering system to mitigate potential impacts to stable neighborhoods on a case-by-case basis. Utilize buffering systems that are aesthetically pleasing, comforting, and natural in character. Also consider buffer designs that do not consume large areas which necessitate the demolition of additional residential structures.
- When redevelopment occurs, require small-scale office buildings which complement the building mass of residential properties. Require new office buildings to be constructed in close proximity to the right of way with parking areas predominantly in the side and rear yards.
- If neighborhood serving commercial development is allowed, it should be designed carefully to fit the local character and should have pedestrian connectivity to the neighborhoods.

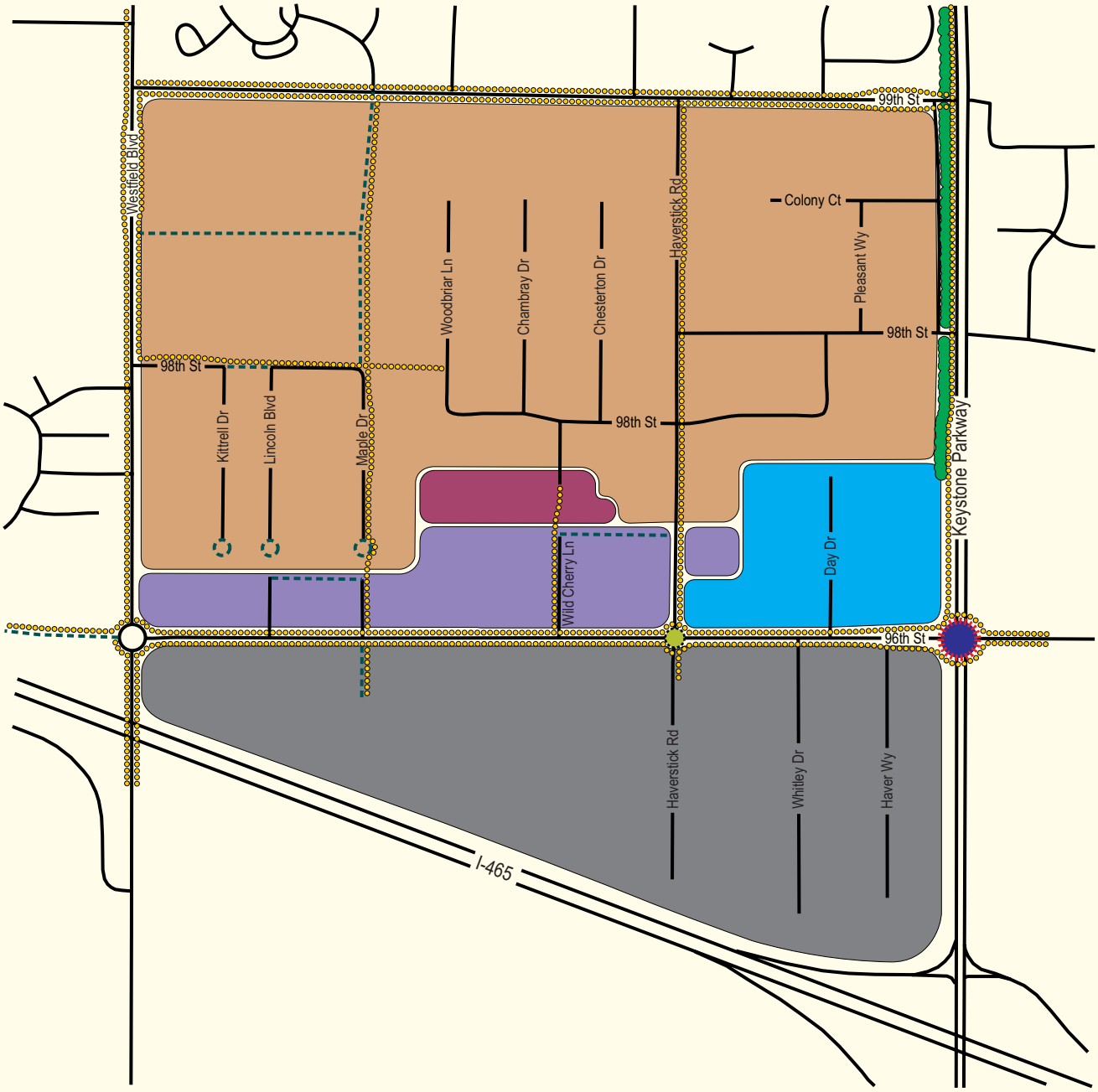
Two-story office structures, like the one pictured above, would be fitting along 96th Street between Haverstick Road and Westfield Boulevard.

Parking should be primarily located in side yards or rear yards and the buildings should be pulled forward toward the street. Also, pedestrian facilities should be installed along the frontage.

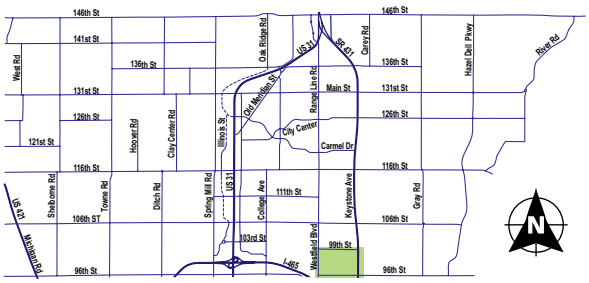
High quality townhouses would be appropriate residential redevelopment along Westfield Boulevard.

A limited amount of small-scale, neighborhood serving commercial may be appropriate when supported by local residents.

96th Street and Westfield Boulevard Subarea Plan



ORIENTATION MAP



MAP LEGEND

- Existing Street/Roundabout
- Proposed Street
- New Roundabout
- Roundabout Interchange
- Multi-use Path or Sidewalk
- Preserve/Install Tree Canopy
- Preservation of Residential
- Existing Commercial
- 1 to 2 Story Employment Center
- Transition
- Area Planned for Office/Commercial

Map Prepared by Ground Rules, Inc.

Last Revised 04-29-2013

Carmel Clay Comprehensive Plan

APPENDIX A

APPENDIX A: AMENDMENT LOG

Carmel Clay Comprehensive Plan Amendment Log				
Resolution No.	**Docket No.**	**Council Approval**	**Effective Date**	**Sections Affected**
CC-05-04-09-02	08070020 CP	May 4, 2009	May 20, 2009	Established *C3 Plan*, 2009
CC-07-06-09-02	09060004 CPA	July 6, 2009	July 6, 2009	Adjusted Part 4 for Southwest Clay's Thoroughfare Plan to acknowledge the NOAX Agreement
CC-11-02-09-02	09080022 CPA	November 2, 2009	November 2, 2009	Part 2: Added 7.15: Brownfields Redevelopment to City-Wide Policies
CC-02-15-10-02	09120022 CPA	February 15, 2010	February 15, 2010	Part 4: Amended Thoroughfare Plan Map
CC-02-15-10-03	09090018 CPA	February 15, 2010	February 15, 2010	Part 3: Amended Land Classification Map Part 4: Amended Thoroughfare Plan Map Part 5: Amended 96th Street Corridor Plan and added 96th Street and Westfield Boulevard Subarea Plan
CC-07-07-14-01 **CC-10-06-14-07**	12060010 CPA	July 7, 2014	October 6, 2014	All Sections: Replaced the term "Side Path" with "Multi-Use Path." Part 2: Amended City-Wide and North Central Carmel Polices & Objectives Part 4: Amended Street Classifications and Thoroughfare Plan Map; Amended Bicycle/Pedestrian Facilities Classification and Bicycle and Pedestrian Plan Map; and Amended Routes and Loops Plan Map.
CC-11-03-14-02	14090011 CPA	November 3, 2014	November 3, 2014	Part 2: Amended City-Wide Objective 1.7 to reference the 2015 -2020 Zone Improvement Plan (Parks & Recreation).
CC-11-02-15-03	15100002 CPA	November 2, 2015	November 2, 2015	Part 4: Amended Thoroughfare Plan Map and Bicycle & Pedestrian Plan Map
CC-09-16-19-02	19040007 CPA	November 18, 2019	June 1, 2020	Part 2: Amended City-Wide Objective 1.7 to reference the 2020-2025 Zone Improvement Plan (Parks and Recreation)