

LOCATION

Mount Comfort Road Corridor is a 14-mile road corridor in Hancock County, Indiana. The corridor begins at Hancock/Hamilton County Line (96th Street) and ends at W Stinemyer Road and includes the Towns of McCordsville, Cumberland and New Palestine. The corridor is approximately 9 miles east of downtown Indianapolis and the two are connected by I-70, US-36, US-40 and US-52.

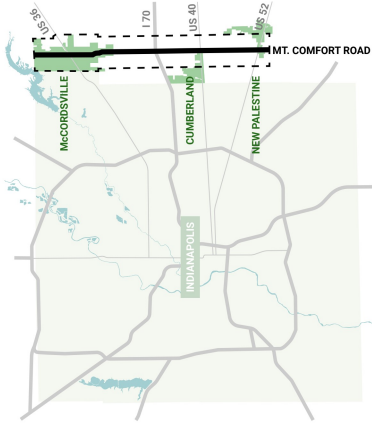


FIGURE 1
MT COMFORT CORRIDOR AT A METROPOLITAN
SCALE

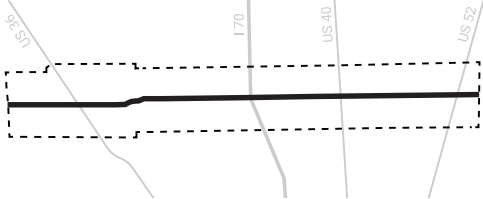
- MT. COMFORT RD
- STUDY AREA
- CITY LIMITS WITHIN THE STUDY AREA
- CITY LIMITS OF INDIANAPOLIS
- INTERSTATE
- US ROAD
- WATER BODIES

FIGURE 2
MT COMFORT CORRIDOR STUDY
AREA

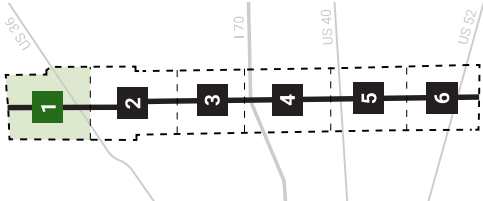
- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- CITY LIMITS WITHIN THE STUDY AREA
- INTERSTATE AND US ROADS
- RAIL

METHODOLOGY

1 CORRIDOR



6 ZONES



SYNTHESIS PER ZONE

1

EXISTING CONDITIONS

2

OPPORTUNITIES & CONSTRAINTS

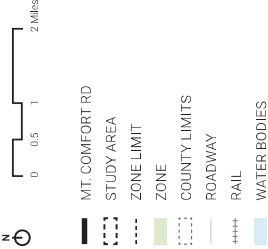
3

EXISTING LAND USE

4

PROPOSED LAND USE

FIGURE 13
ZONES



3.4

PROPOSED LAND USE

LOW SCALE RESIDENTIAL

As the lowest form of residential density along the corridor, this land use area is intended to accommodate primarily low scale housing typologies that are reflective of the more rural/suburban character including:

- › Single family detached
- › Duplex (at corners)
- › Cluster homes

This use does not accommodate large lot/rural housing typologies and would only apply to new construction activities.

Density allowance: 1 to 3 units per acre*

Example 1 – Cluster Homes, Davidson Rural Area Plan, a Congress for New Urbanism award winning project in Davidson, NC supports land development while protecting a minimum of 2,463 acres of land for conservation purposes. Smaller lots, shared public spaces and a design that responds to the topography of the land provide a sensitively designed series of spaces that still accommodate housing typologies that are low in density overall. This graphic represents about 2 units per acre but has a more compact form with more open space options.

Credit: Davidson Rural Area Plan/Stantec

Example 2 – An exiting area of the Davidson Rural Area Plan with shared open space, this area is approximately 4 units per acre.

Credit: Davidson Rural Area Plan/Stantec

* Units per acre are calculated by the total gross area of the subdivision lot divided by the total number of proposed units.



SUBURBAN RESIDENTIAL

A progression in density, the Medium Density Residential land use areas are intended to introduce more varieties of housing typologies that offer a range in housing choice. Developments within these areas should be encouraged to offer a mix of the housing typologies where possible. Housing typologies in these districts include:

- › Single-family (small lot)
- › Duplex
- › Townhomes
- › Cluster Homes
- › Low Scale Apartment Buildings (2-3 stories)

Density Allowance: 3 to 8 units per acre*

* Units per acre are calculated by the total gross area of the subdivision lot divided by the total number of proposed units.



TOWN CENTER

Development within a town center designation is to include a variety of housing, commercial and civic services. These areas are envisioned as a master plan and are subject to approval by municipalities.



TRADITIONAL NEIGHBORHOOD

Areas identified as Neighborhood Center have been located at key intersections along the corridor to promote opportunities for small scale commercial development and offer opportunities for a potential mix of uses including residential development. While not vertically mixed use, these areas encourage the opportunities to consider horizontal mixed-use plans that could promote small nodes of activity that supplement the larger mixed-use districts identified along the corridor. Lands within a neighborhood center designation are meant to support a variety of uses, approval of development in these areas should require an examination of use mix at time of development application to ensure a mix. Generally, no single use should occupy more than 60% of the area.

Allowable uses within these areas include:

General Commercial Uses:

- › One story retail establishment
- › Two story retail building
- › Two story office building
- › Gas stations
- › Restaurants
- › General Retail Services (e.g. dry cleaners, florists, convenience stores, specialty shops, etc.)

General Residential Uses:

- › Duplexes
- › Townhomes
- › Cluster Homes
- › 2-4 story apartment buildings

Residential Density Allowance: 6 to 15 units per acre*

* Units per acre are calculated by the total gross area of the subdivision lot divided by the total number of proposed units.



MIXED USE DISTRICT

These districts are meant to be the most compact, walkable nodes along the corridor. Critical densities are required to achieve the kind of animation and activity envisioned within these nodes. To accomplish this, uses should be mixed vertically and in progression of scale that allows the built form to transition from highest intensity in the center of the zones to lower scale development that would be complimentary to its adjacent uses.

A PUD should apply to the entire district to have a clear phasing and development plan that will achieve the desired outcomes of the district. Considerations to design should include provisions for open space, complete street typologies to support walking and cycling, amenities that support the broader development and potential institutional uses like recreation centers and schools.

General Residential Uses:

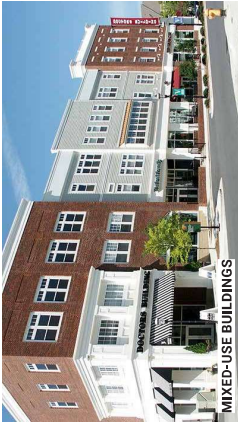
- › Duplexes
- › Townhomes
- › 2-4 story apartment buildings (no ground floor commercial)

General Commercial/Mixed-Uses:

- › 2-6 story mixed-use residential buildings (ground floor commercial)
- › 2-4 story mixed-use office buildings (ground floor commercial)
- › 2-4 story office buildings (no ground floor commercial)

Residential Density Allowance: 10 to 25 units per acre*

* Units per acre are calculated by the total gross area of the subdivision lot divided by the total number of proposed units.



LIGHT INDUSTRIAL

Uses in this district are to support light industrial activities, as identified in the applicable zoning codes along the corridor.



PREMIER INDUSTRIAL

Premier Industrial supports elements like research and development, small scale manufacturing and office campus uses that are complementary to the industrial uses. These areas are higher in design requirement than light industrial as office uses typically mean higher density of people within the area. Requirements for landscaping, buffers and building design should be considered within these areas.



AIRPORT

This designation is to comply with existing airport land use regulations and only to support airport functions.



NATURAL CONSERVATION

Uses that enhance and protect naturally sensitive corridors within the area. These spaces could include consideration of sensitively designed trails, stormwater mitigation and natural habitat enhancements.



RECREATIONAL/INSTITUTIONAL

Uses within this district are to support broad recreational and institutional services that might not be located within the mixed-use or neighborhood center districts along the corridor.



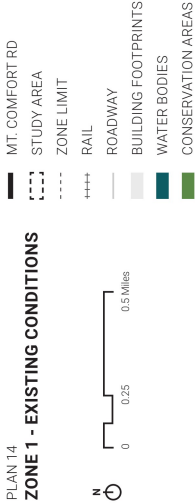
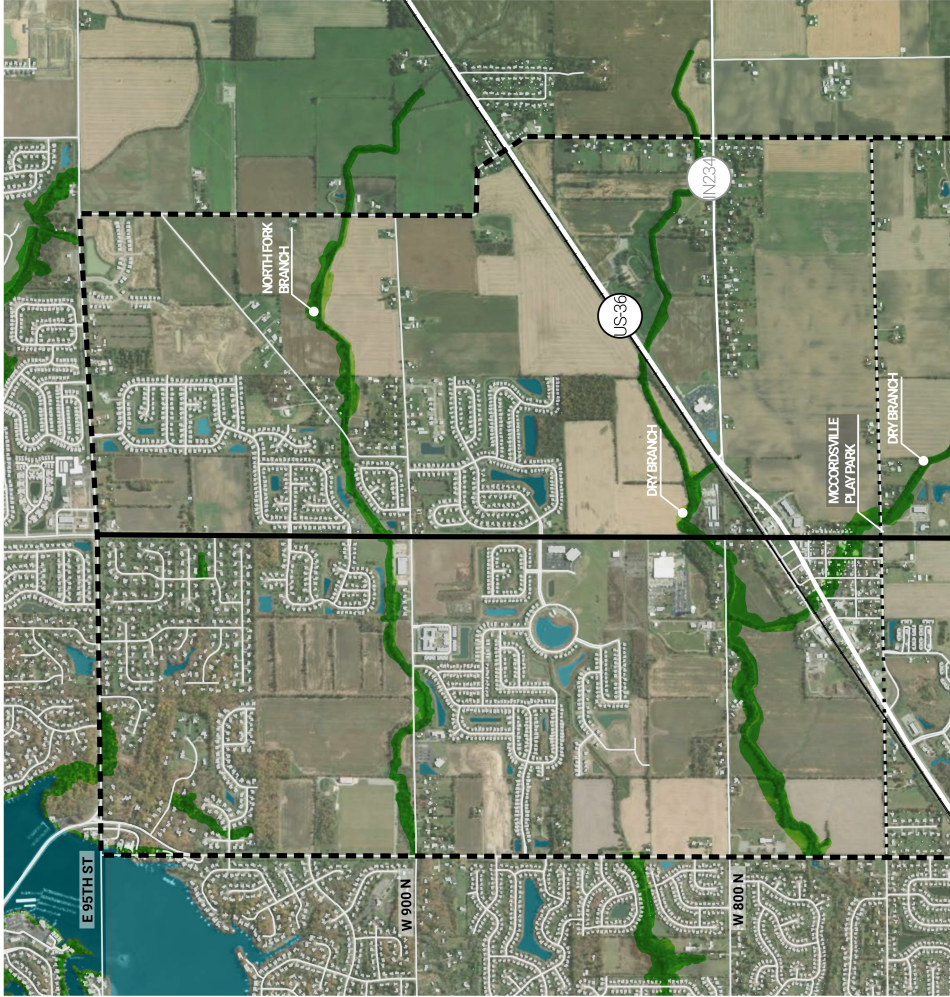
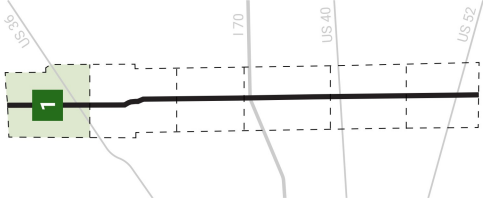
AGRICULTURE

Uses within this district are protect areas that are predominately agricultural in nature, but could allow for small scale implementation of Agritourism opportunities. These uses must be low in density.

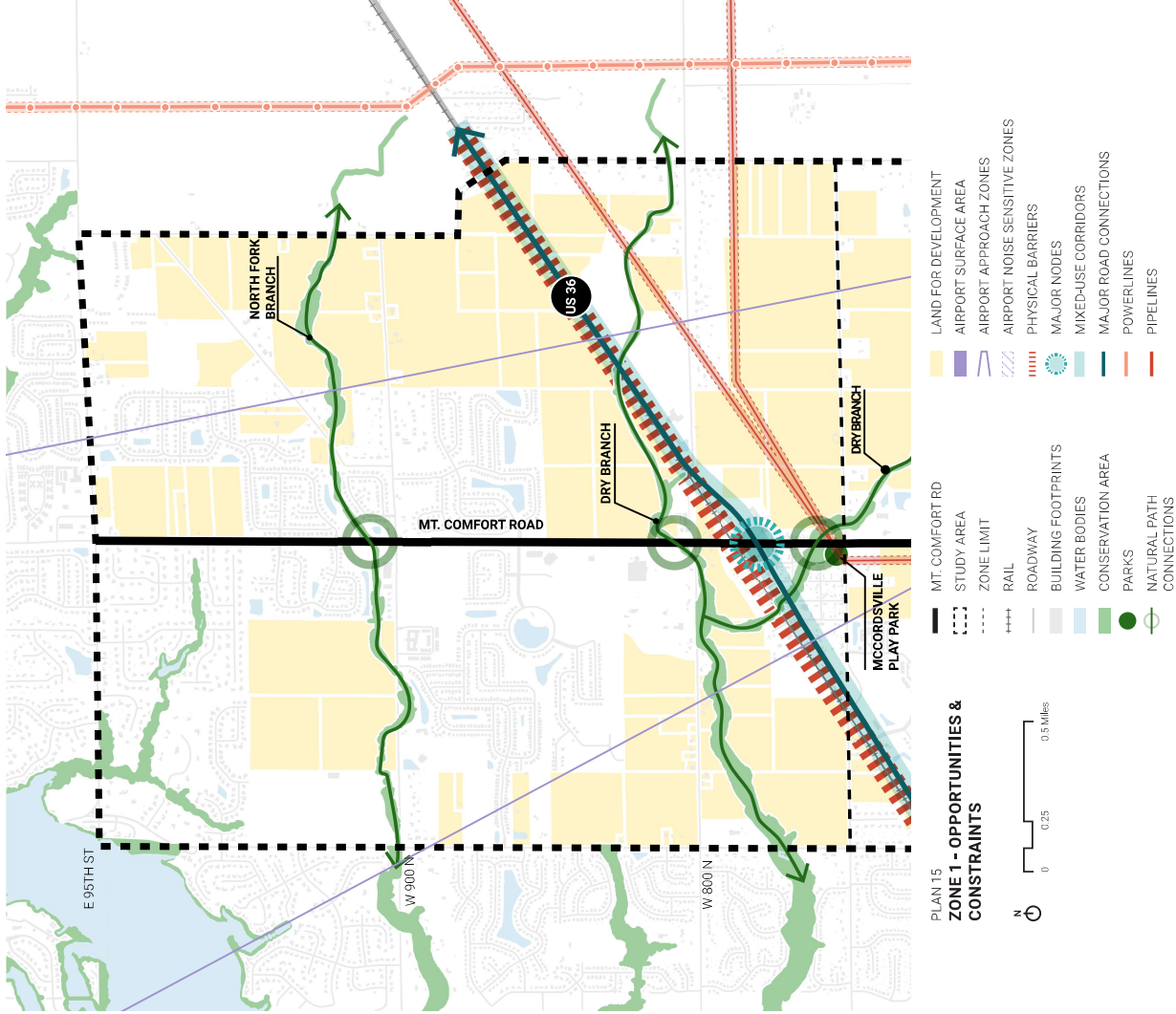
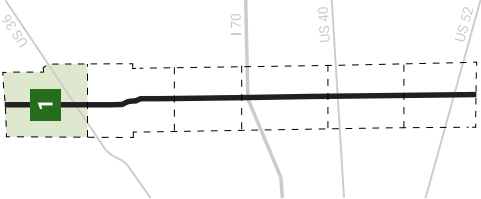


ZONE 1

EXISTING CONDITIONS

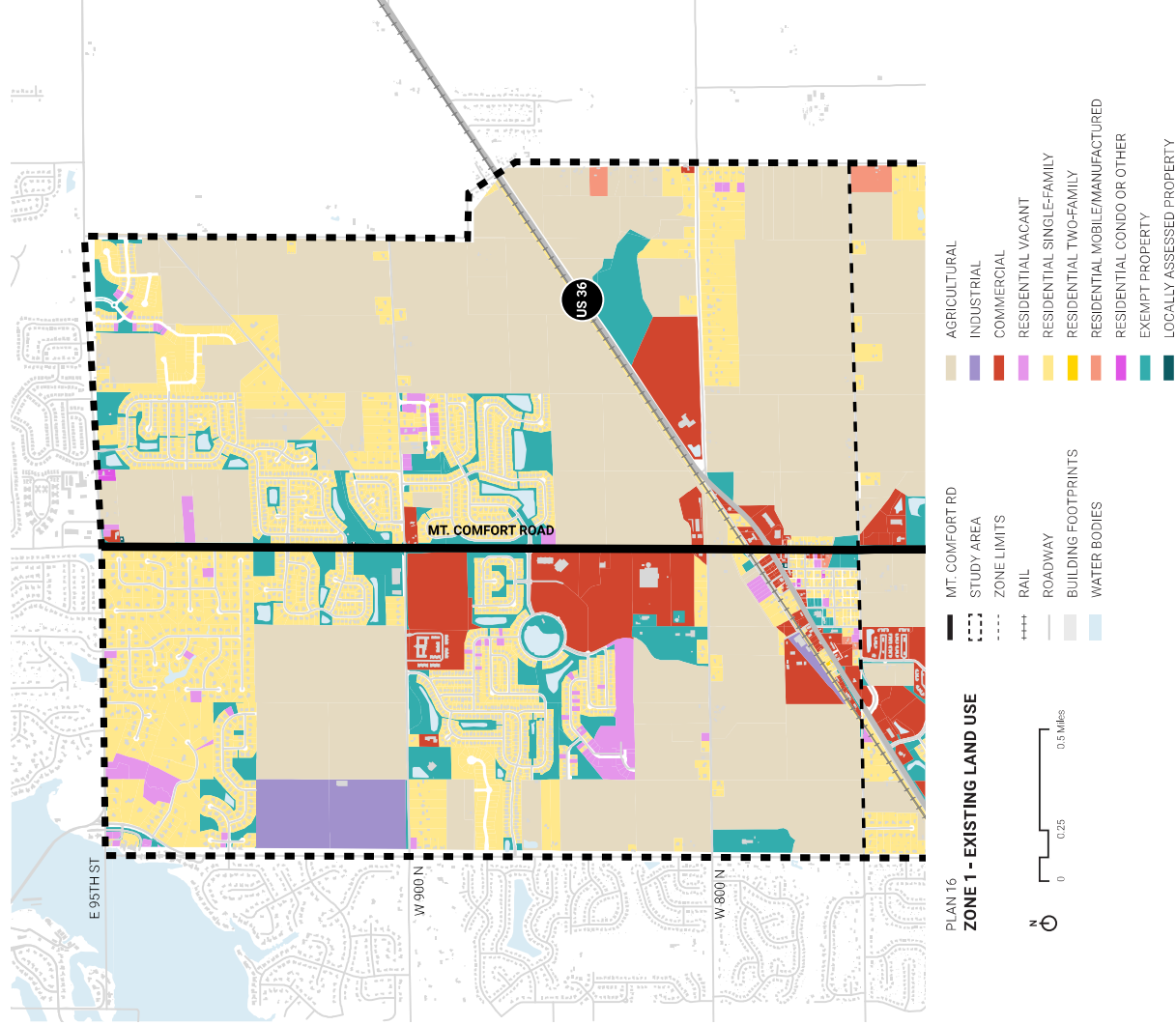
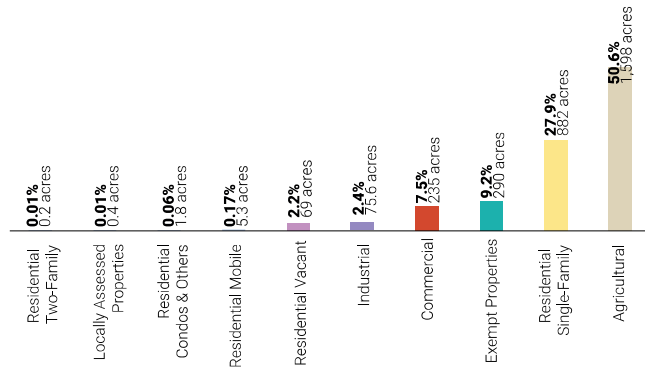


OPPORTUNITIES & CONSTRAINTS



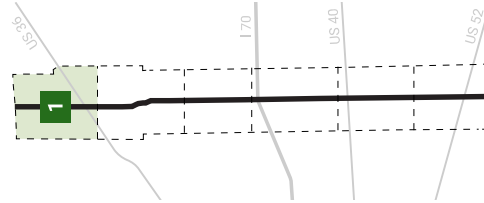
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EXISTING LAND USE

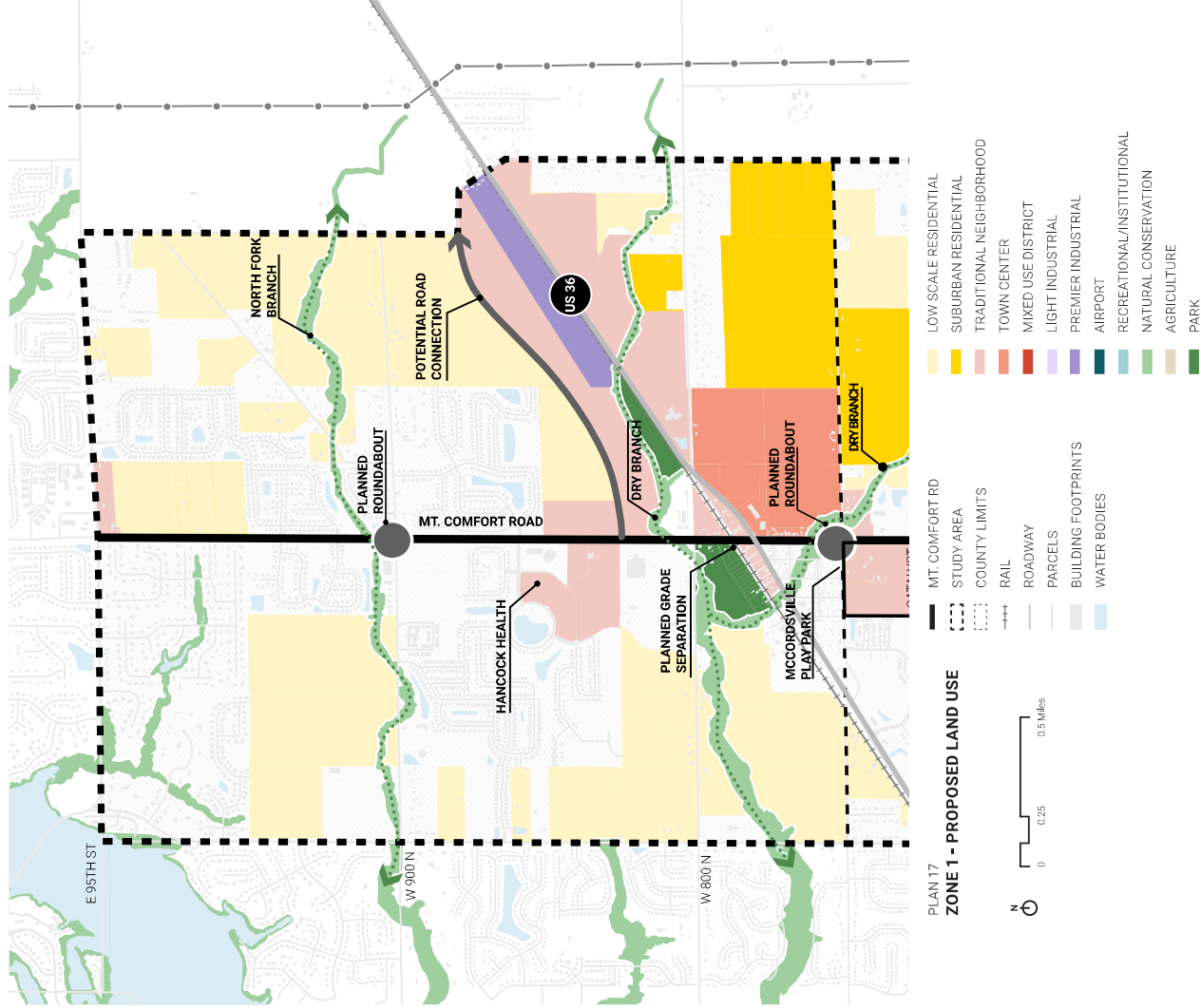
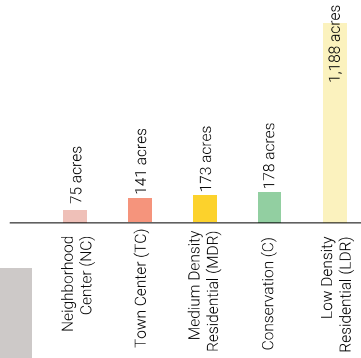


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PROPOSED LAND USE

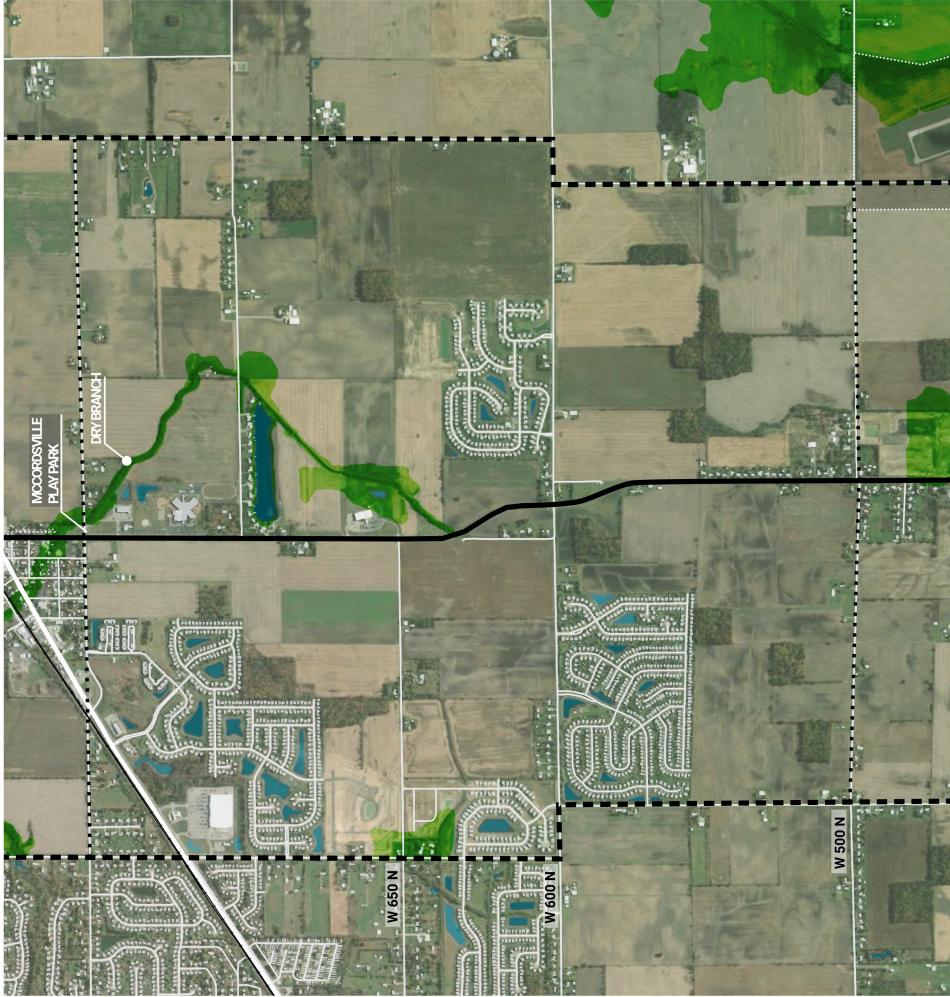
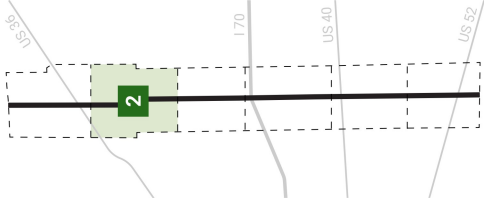


TO BE UPDATED



ZONE 2

EXISTING CONDITIONS

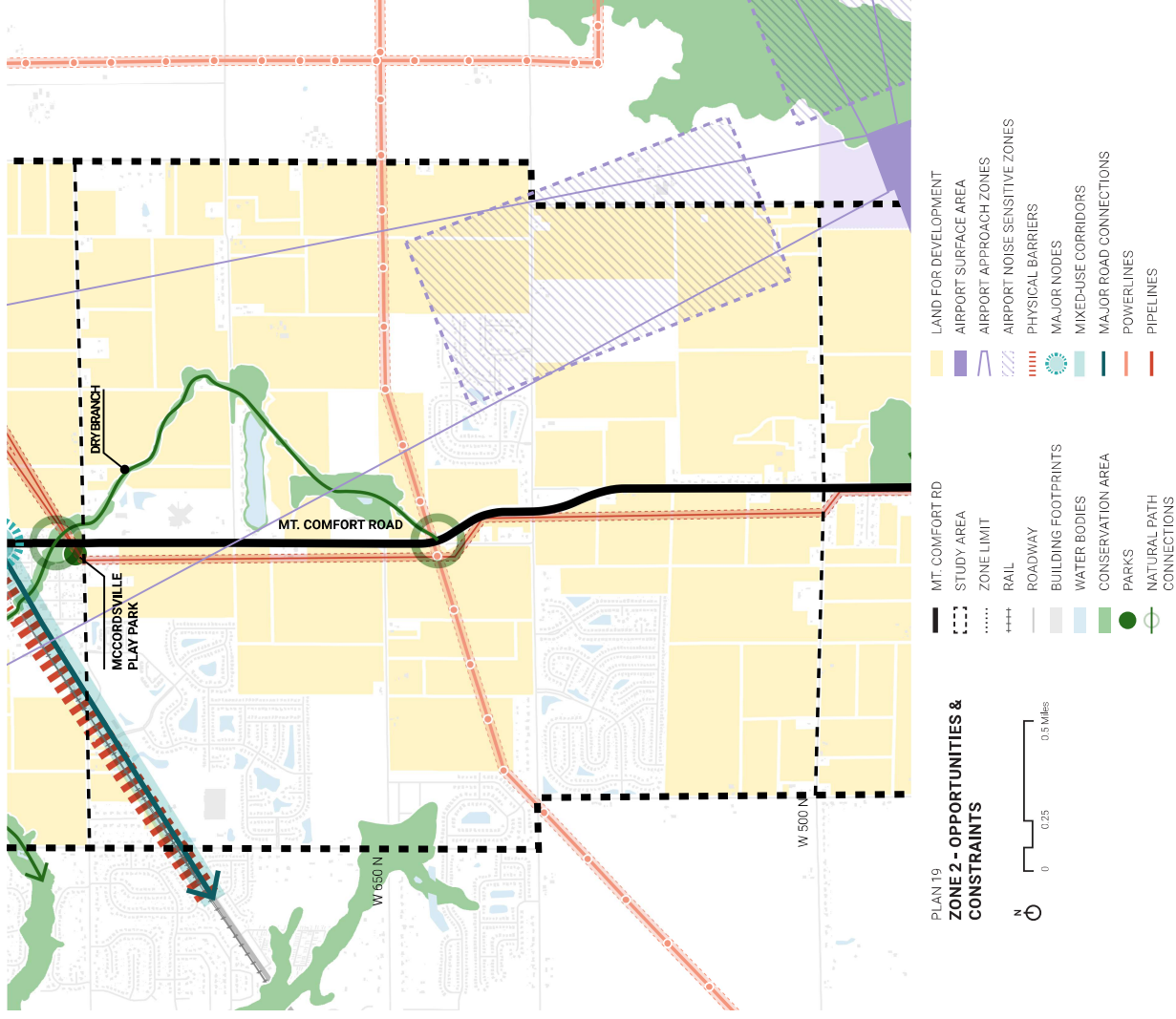
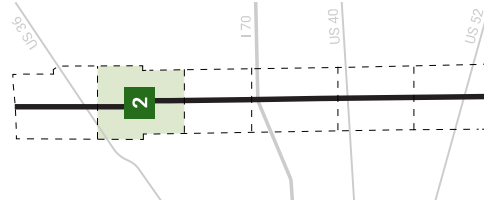


PLAN 18
ZONE 2 - EXISTING CONDITIONS

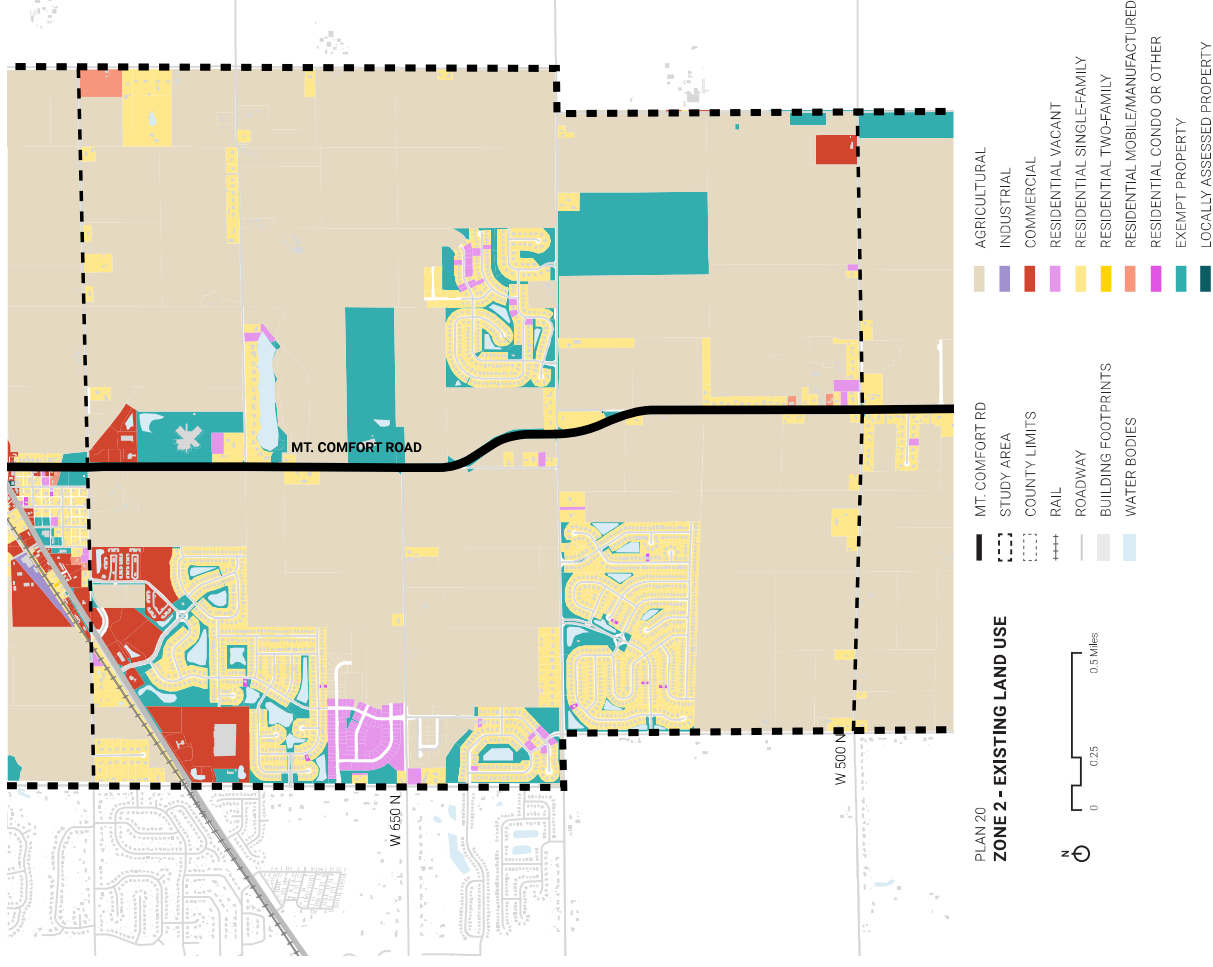
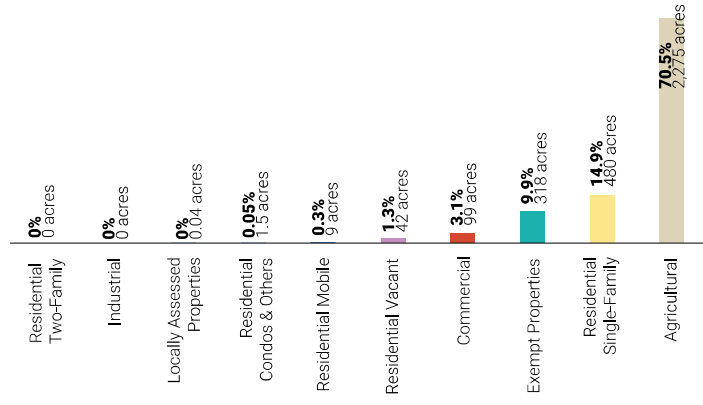
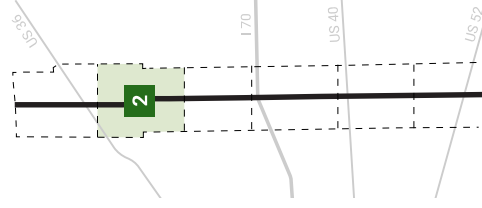
MT. COMFORT RD
STUDY AREA
ZONE LIMIT
RAIL
ROADWAY
BUILDING FOOTPRINTS
WATER BODIES
CONSERVATION AREAS

N
0 0.25 0.5 Miles

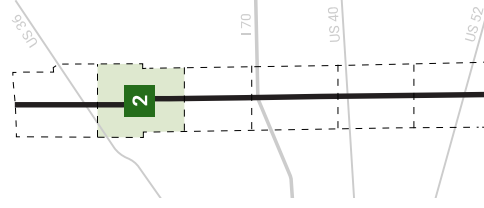
OPPORTUNITIES & CONSTRAINTS



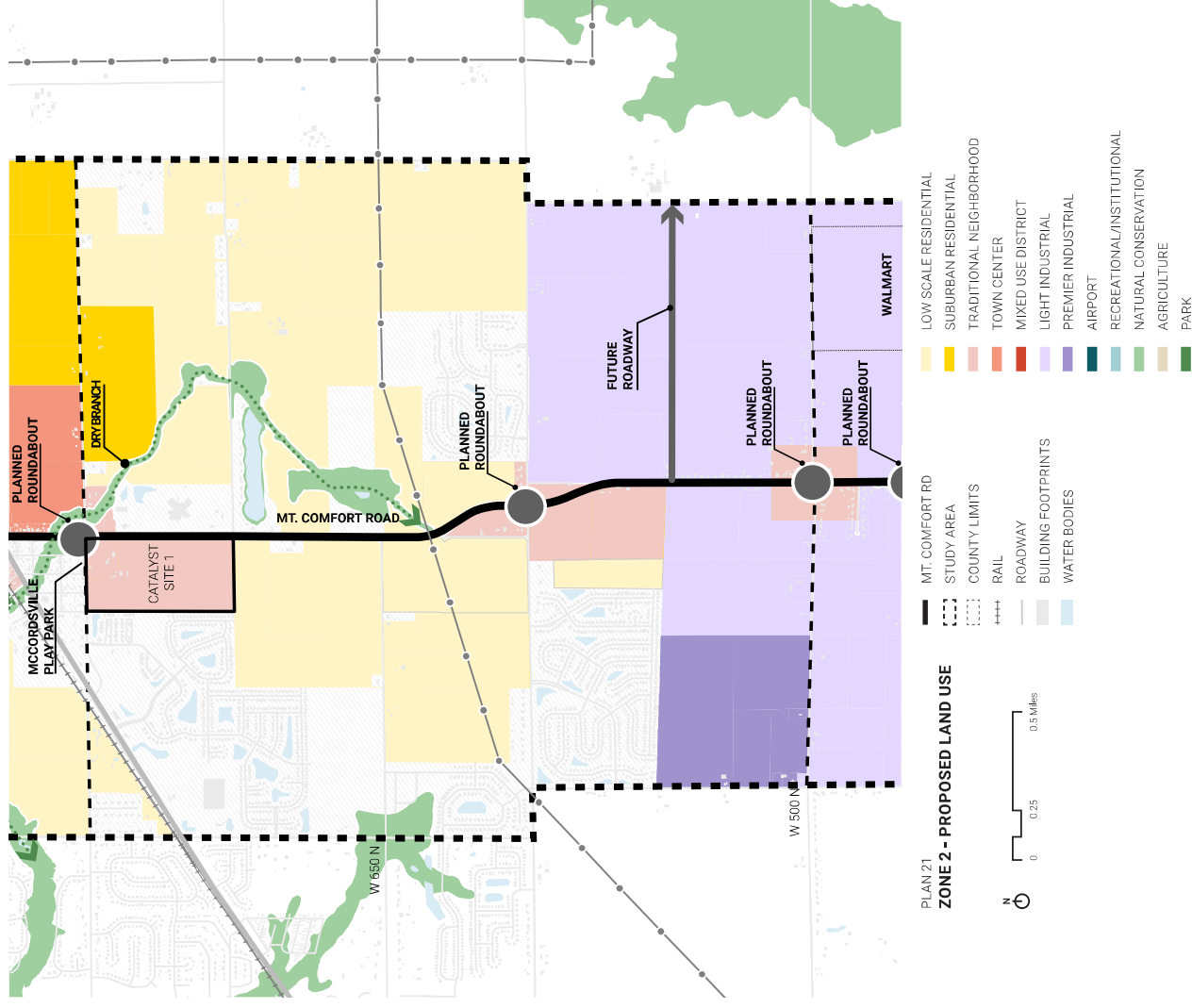
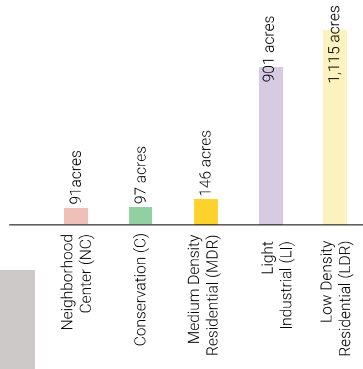
EXISTING LAND USE



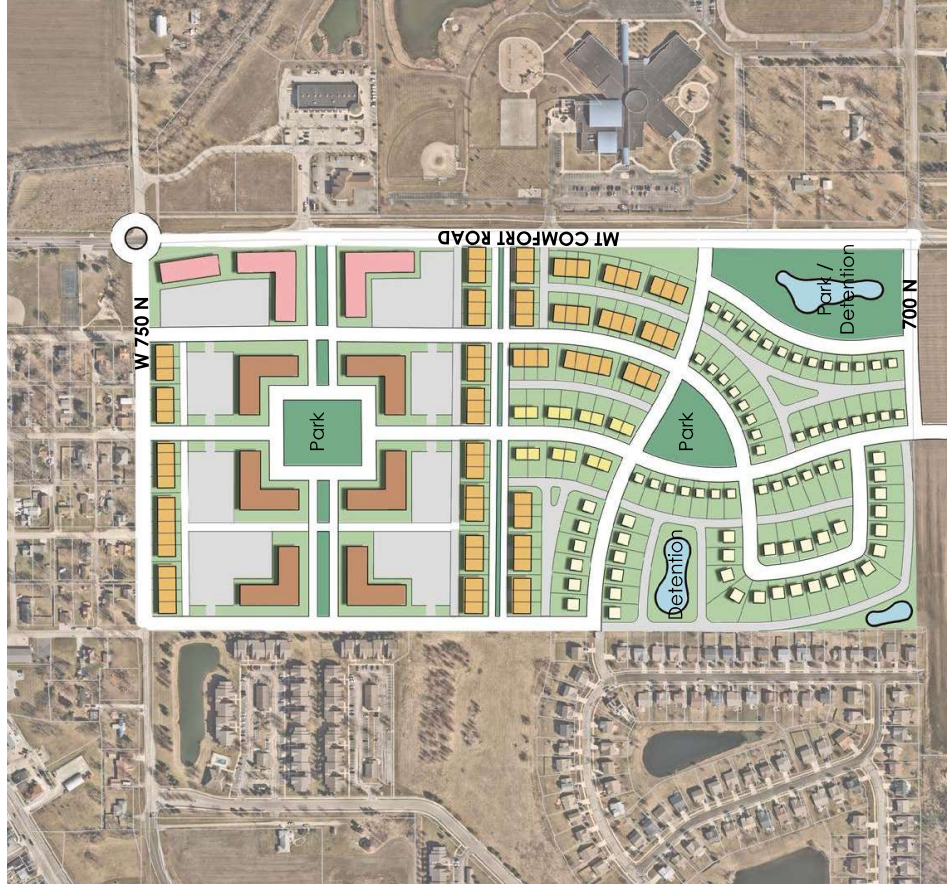
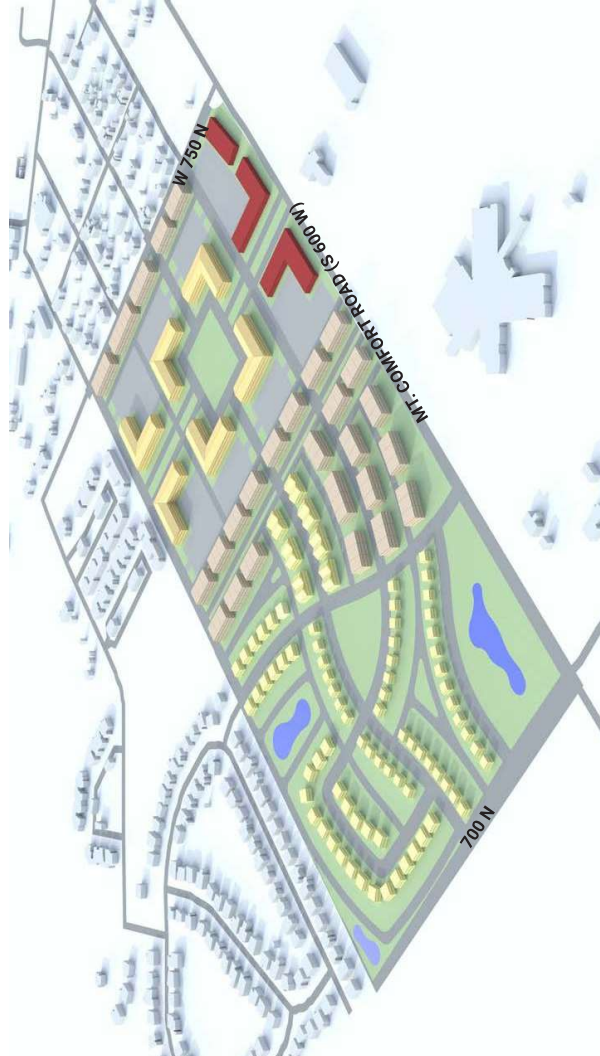
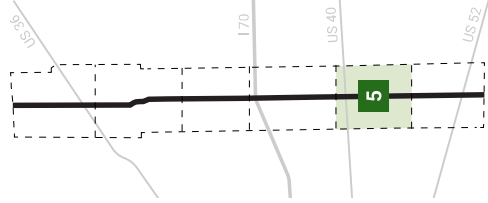
PROPOSED LAND USE



TO BE UPDATED



CATALYST SITE 2



PLAN 35
CATALYST SITE 2 - SITE PLAN

