



MOUNT COMFORT CORRIDOR VISIONING PROJECT

PROJECT # 193805182
2021.07.16

ABOUT THE PROJECT

The Mount Comfort Corridor Visioning Project seeks to envision the future of the corridor and anticipate the continued growth in urban development. These land use maps presented are a way to strategically think about where certain types of housing, jobs, recreation, and amenity should go. These maps are general recommendations based on a series of collaborative conversations with community stakeholders and leaders that will guide each municipality and Hancock County when updates to comprehensive plans or future development is consistent.

The typologies of land use are general in nature, aiming to address the merging needs of housing for workers, finding ways to create unique mixed-use nodes that can provide opportunity for a mix of housing types and services and considering elements like nature, transportation, and economic development.

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CHAPTER 1

CONTEXT

1.1

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.

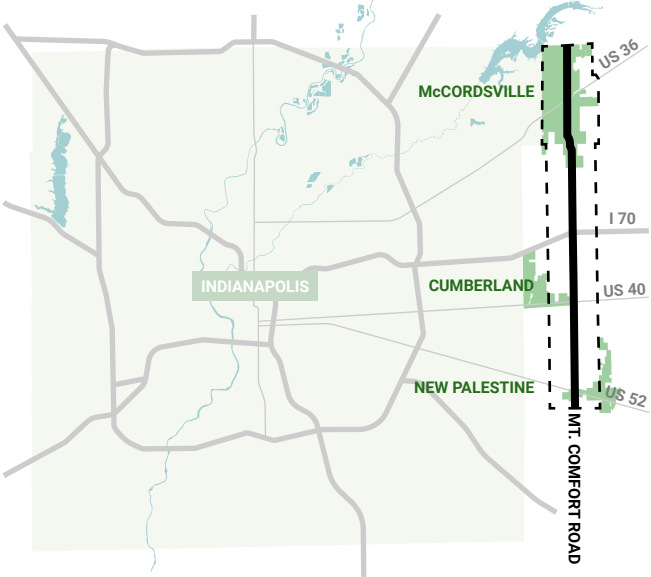


FIGURE 1
MT COMFORT CORRIDOR AT A METROPOLITAN SCALE

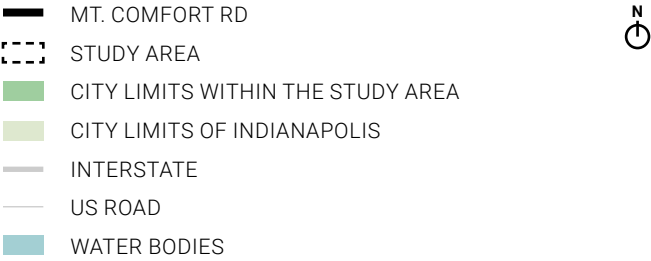
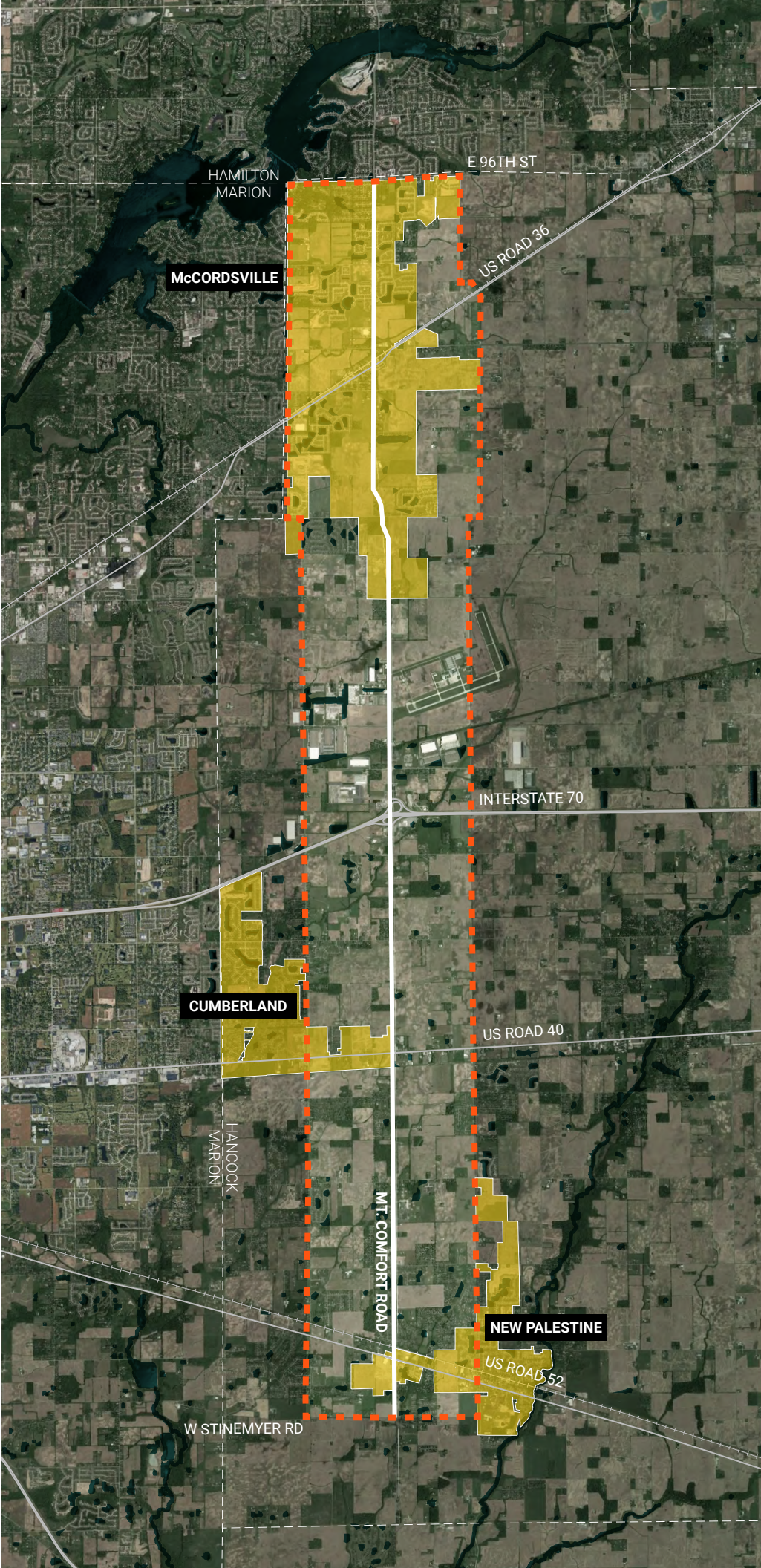
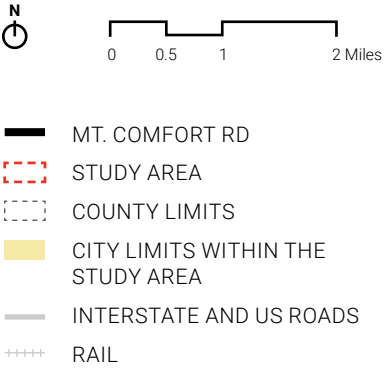


FIGURE 2
MT COMFORT CORRIDOR STUDY AREA



1.2

PLANNING AND REGULATORY FRAMEWORK

EXISTING LAND USE

The existing land use in the study area is characterized by the prevalence of agricultural land uses, followed by residential single family especially in both McCordsville and New Palestine, and exempt property land uses which mostly represent publicly owned lots. There is a concentration of exempt property land uses near the Indianapolis Regional Airport at Mount Comfort Road and W 350 N intersection. Only few commercial and industrial land uses are present in the study area and are mostly located near major roads such as US-36, I-70, US-40, and US-52.

TAKEAWAYS

- 1 More than 60% of the study area has an agricultural land use.
- 2 The second prevalent land use is residential single family which is mostly concentrated in McCordsville and New Palestine.
- 3 There are many exempt properties in the study area especially near the Indianapolis Regional Airport.
- 4 Commercial and Industrial uses are not prevalent and are located mostly near I-70, US-36, US-40, and US-52.

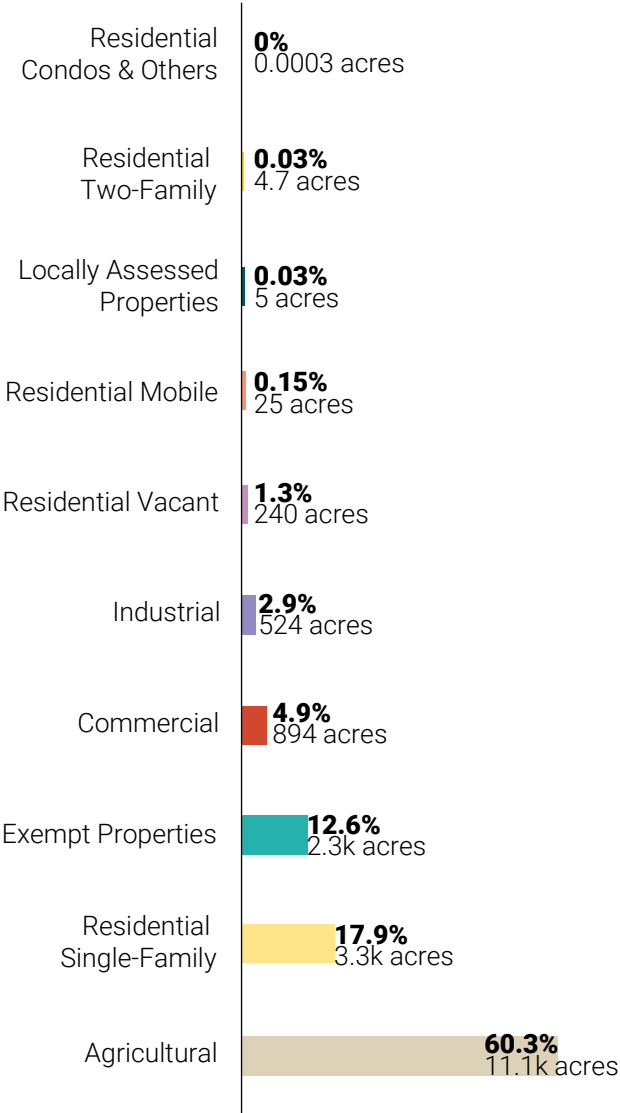
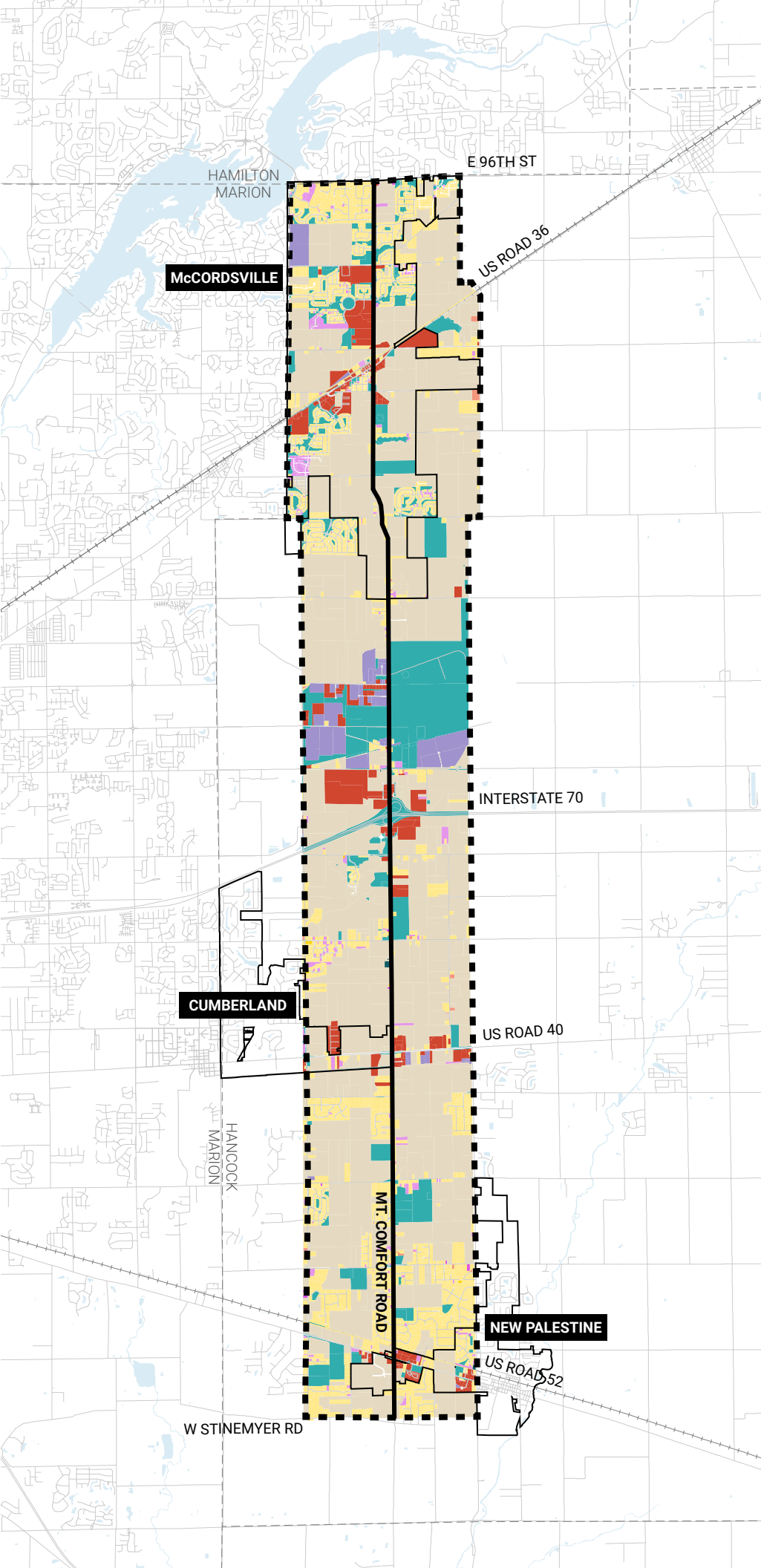
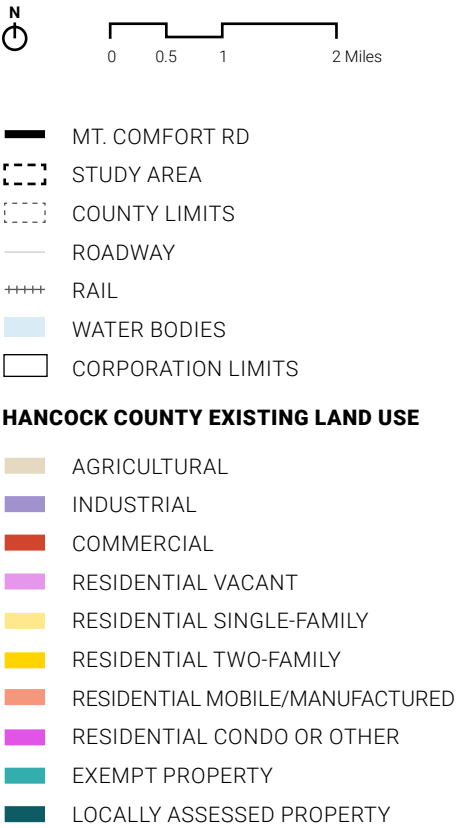


FIGURE 3
EXISTING LAND USE OF MT COMFORT CORRIDOR



EXISTING ZONING

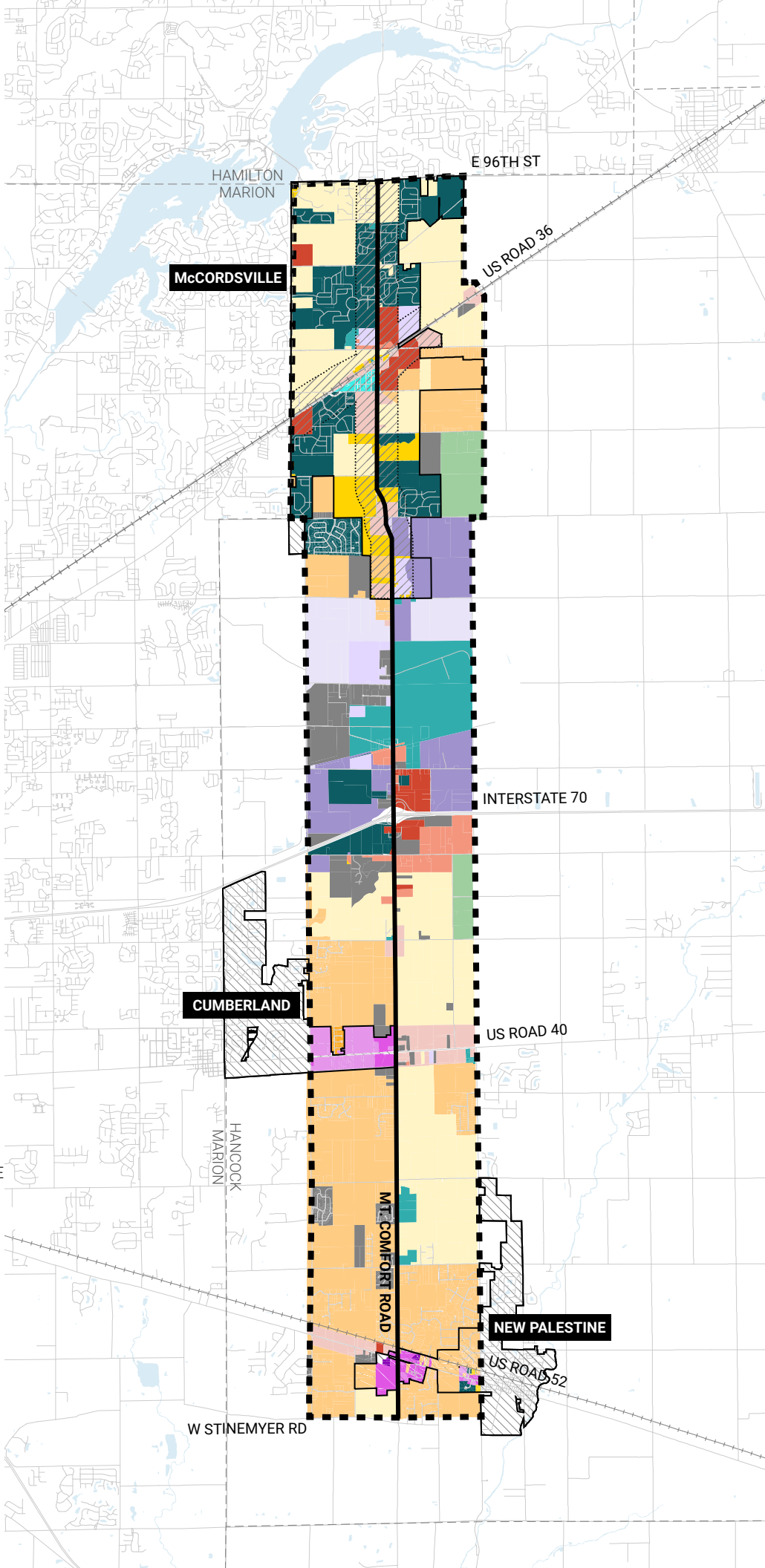
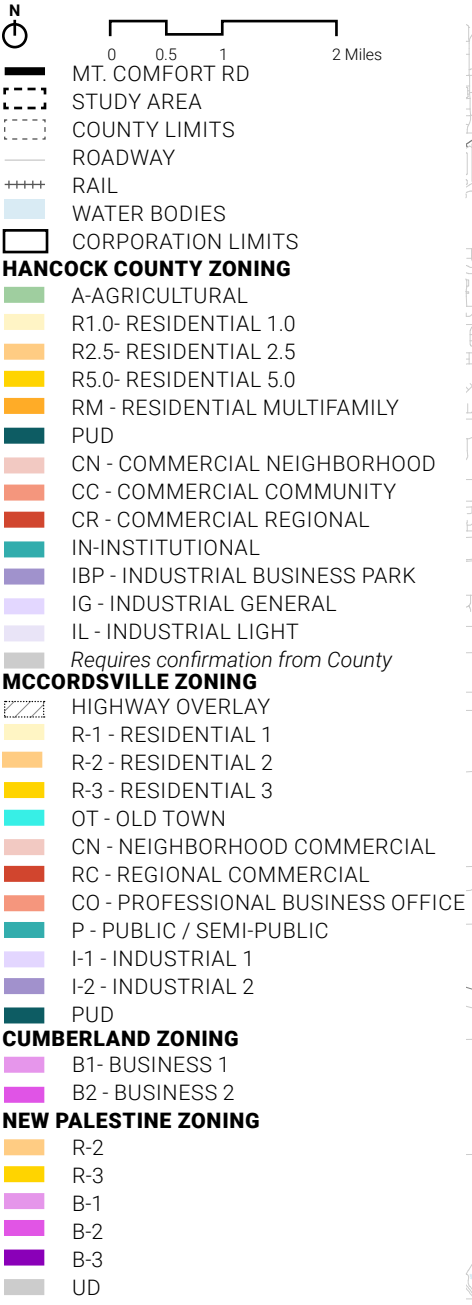
Most of the study area is unincorporated and its zoning is governed by Hancock County. The incorporated parts of the study area are within the jurisdictions of McCordsville, Cumberland, and New Palestine that govern their zoning bylaws.

TAKEAWAYS

- 1 Low to medium density residential zones are mostly located north of US-36 and south of I-70.
- 2 Many PUD zones are within McCordsville limits.
- 3 Industrial and institutional zones are concentrated in the central part of the corridor between I-70 and W 600 N, including the Indianapolis Regional Airport.
- 4 Commercial zones are located along major roads such as I-70, US-36, US-40, and US-52.
- 5 Only few agricultural zones are within the corridor’s study limits and are on the eastern edge of the study area near I-70 and W 600 N.



FIGURE 4
EXISTING ZONING OF MT COMFORT CORRIDOR



CHAPTER 2

ANALYSIS

2.1

MOBILITY

ROAD NETWORK

The Mount Comfort Road Corridor intersects with major roads that connect to Indianapolis, one interstate (I-70) and 3 US roads (US-36, US-40, and US-52). State road SR-234 serves the study area in its northern part and heads east. There are two proposed Bus Rapid Transit (BRT) extensions, originating from Indianapolis and going along US-36 and US-40. These future BRT lines will serve two critical transportation nodes which are the intersections of Mount Comfort Road Corridor with US-36 and US-40. As far as active transportation, the study area is crossed by both the US bicycle route (along US-40 and W 300 S) and the Pennsy rail trail (along US-40).

TAKEAWAYS

- 1 Mount Comfort Road Corridor is crossed by one interstate (I-70) and 3 US roads (US-36, US-40, and US-52).
- 2 Two BRT lines are proposed, originating from Indianapolis and serving the Mount Comfort Road Corridor.
- 3 Active transportation modes that are present in the study area include the US bicycle route and the Pennsy rail trail.

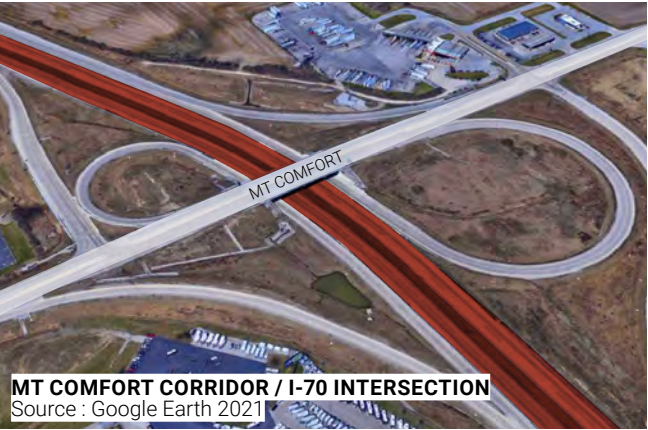
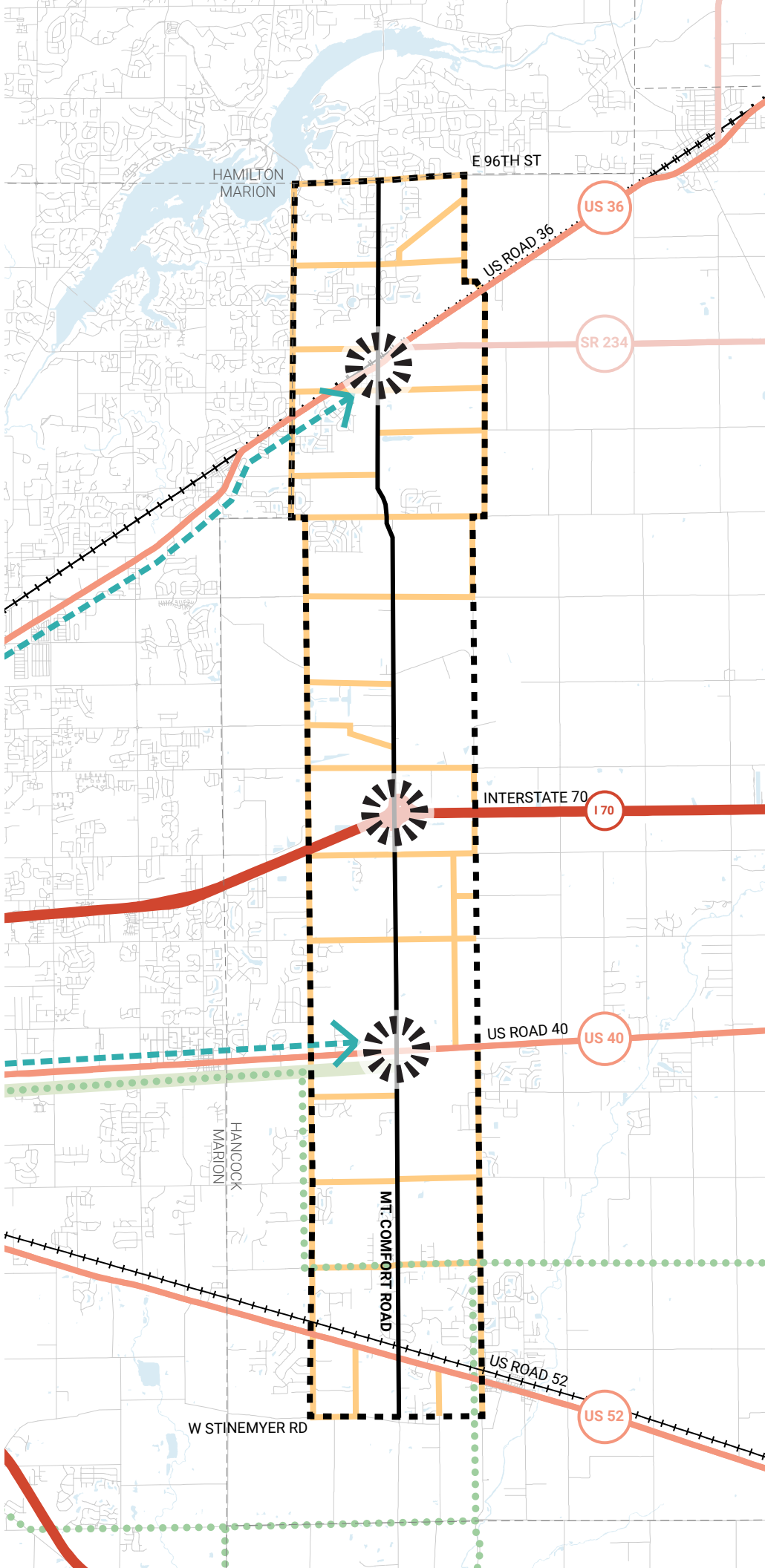
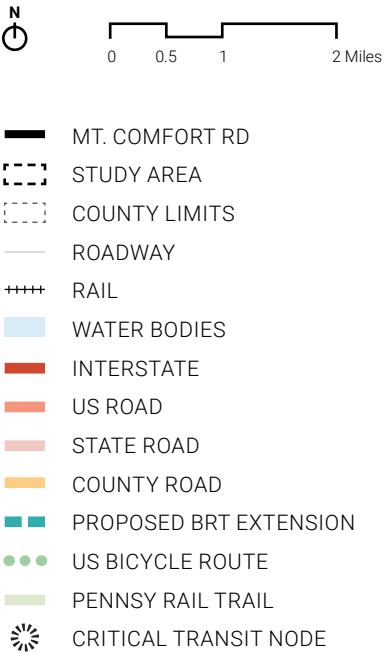


FIGURE 5
ROAD NETWORK



STREET TYPOLOGY

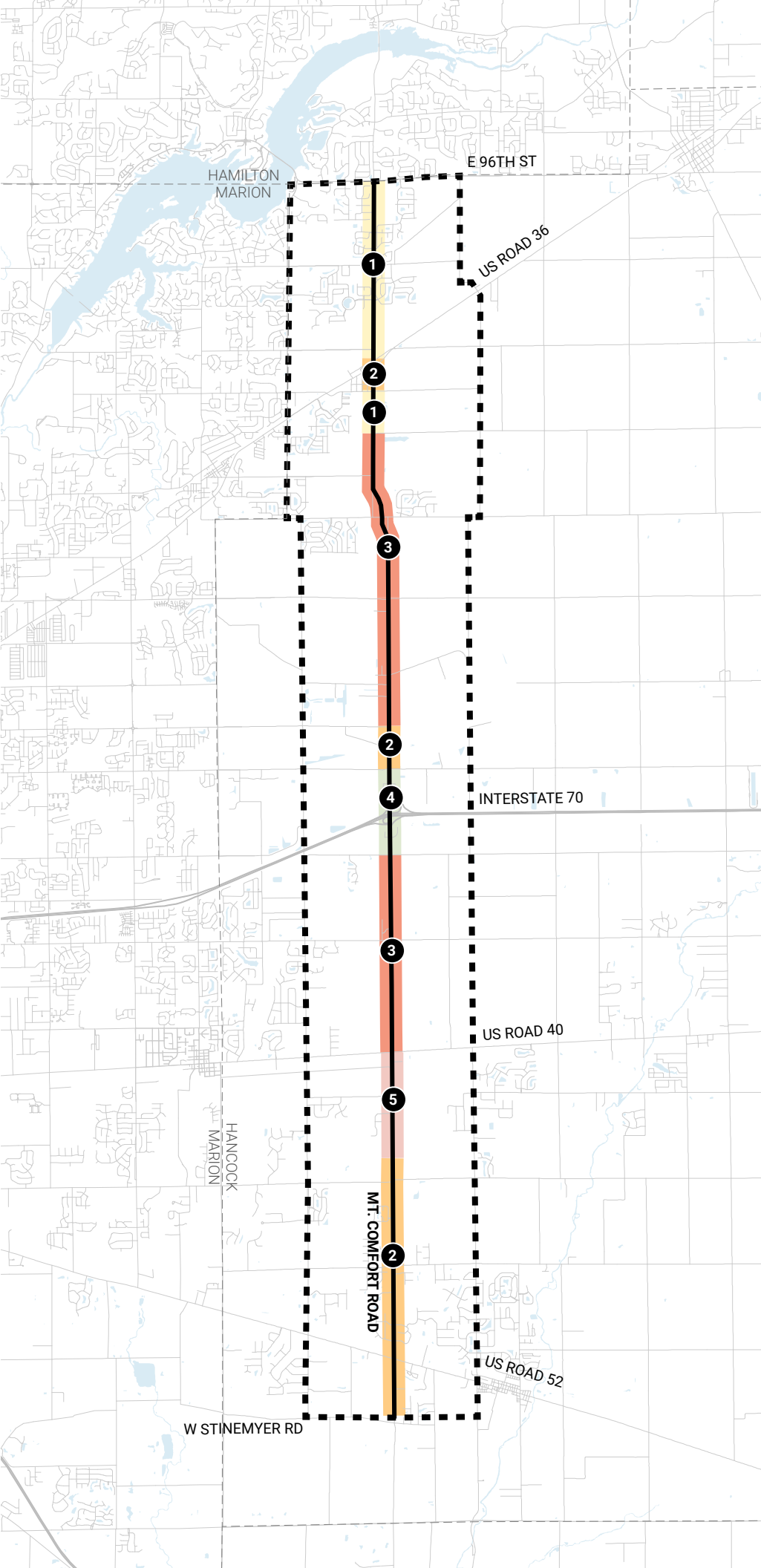
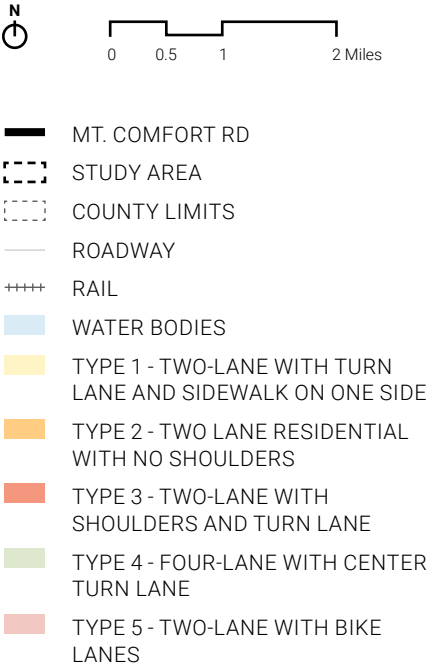
The corridor cross section varies geographically. The plan will consider the uses and intensities along the corridor to guide recommendations for improvements. As the corridor functions as a key north/south connector to major east/west roadways, consideration of the cross section should account for truck and car traffic. However, there is opportunity to integrate pathways and landscaping that provides a unified mobility corridor connecting community to community.

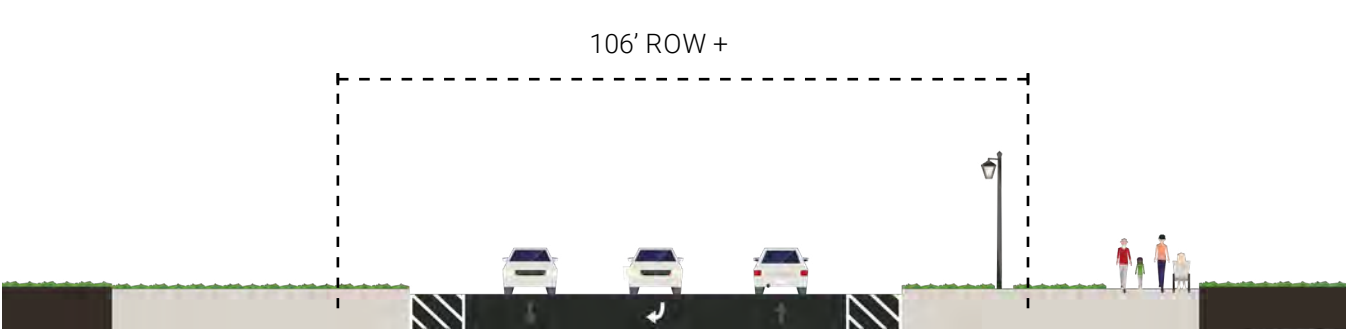
TAKEAWAYS

- There are 5 street typologies along Mount Comfort Road Corridor.
- 1 Type 1: a two-lane street with a sidewalk and a third left-turn lane at intersections.
 - 2 Type 2: a two-lane residential street with no shoulders.
 - 3 Type 3: a two-lane street with shoulders and a third left-turn lane at intersections.
 - 4 Type 4: a four-lane street with center turn lane
 - 5 Type 5: a two-lane street with bike lanes.

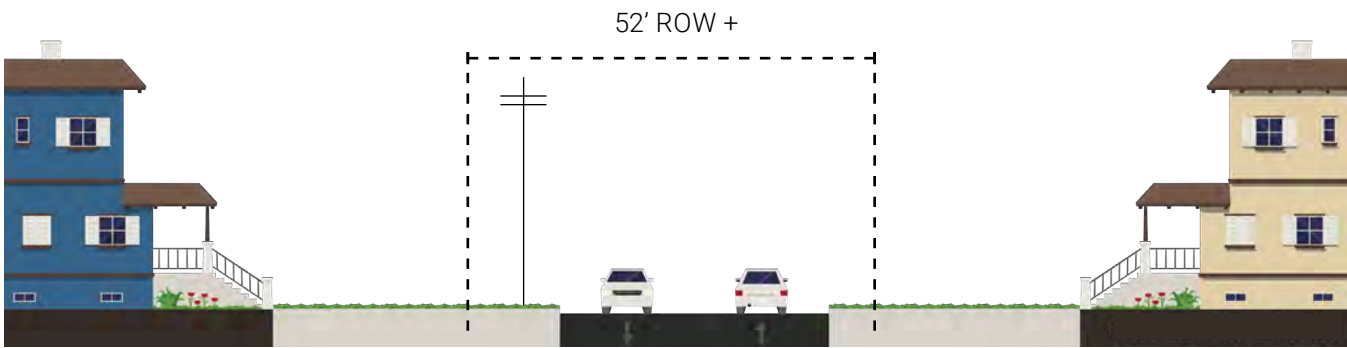


FIGURE 6
CURRENT STREET TYPOLOGIES

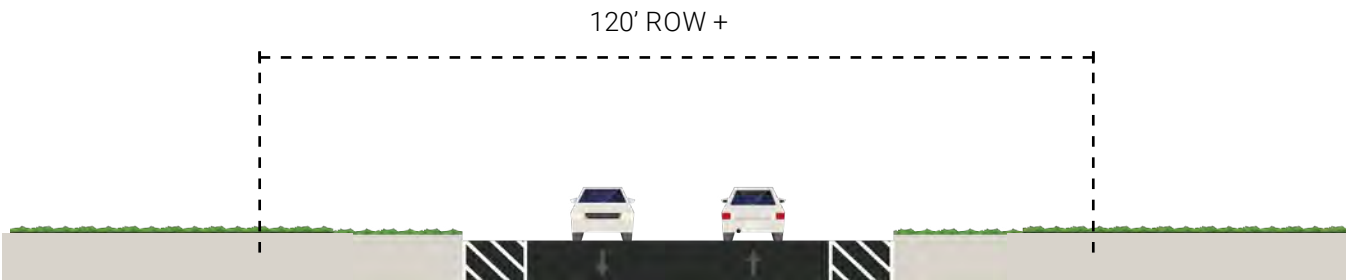




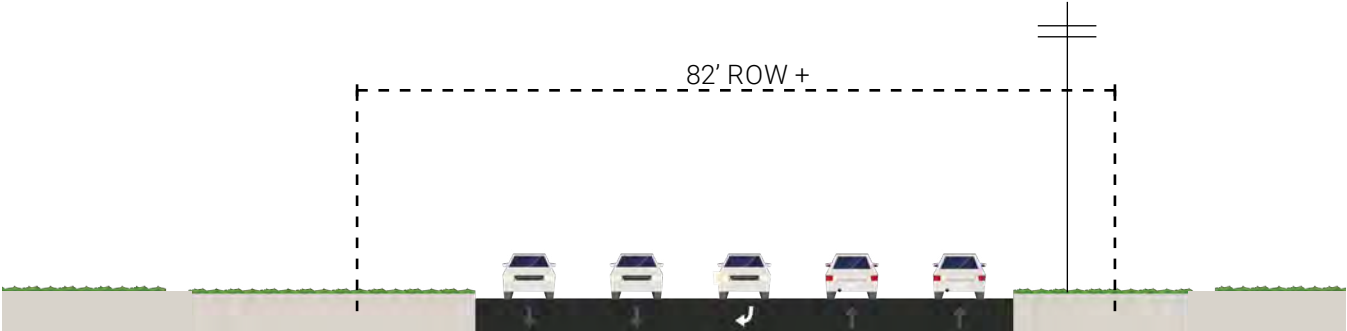
TYPE 1 TWO-LANE STREET WITH A SIDEWALK AND A THIRD LEFT-TURN LANE AT INTERSECTIONS



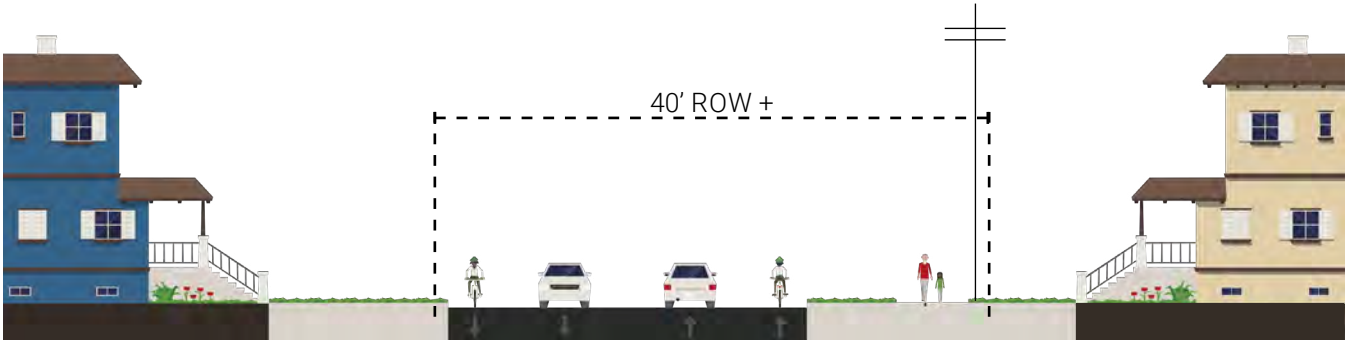
TYPE 2 TWO LANE RESIDENTIAL WITH NO SHOULDERS



TYPE 3 TWO-LANE WITH SHOULDERS AND A THIRD LEFT-TURN LANE AT INTERSECTIONS



TYPE 4 FOUR-LANE WITH CENTER TURN LANE



TYPE 5 TWO-LANE WITH BIKE LANES

BUILT FORM

BUILDING TYPOLOGY

The study area includes 8 building typologies going from a rural barn to residential, religious, commercial, and industrial building types. The analysis of the built form led to the identification of built form categories or morphologies that are composed of bundles of building types, organized in a way that reflects the urban/ rural feel of the Mount Comfort Road Corridor. The identification of these morphologies helps understand the built form environment in the study area which is essential to the corridor plan and recommendations.

TAKEAWAYS

- 1 Most of the corridor is covered by farmlands, with few constructions that are mostly in the form of barns and small residential buildings.
- 2 Suburban morphologies are located in parts of the corridor with residential densities which are mostly present in McCordsville and New Palestine.
- 3 The corridor-oriented and car-oriented morphologies represent the concentration of auto-oriented building, strip-malls, institutional, and religious buildings present at the intersection of Mount Comfort Road Corridor with US roads.
- 4 An irregular morphology is identified north of I-70 and includes, in the most part, industrial buildings, auto related buildings, and the Indianapolis Regional Airport.



FIGURE 7
LAND MORPHOLOGY AND
BUILDING TYPOLOGY



- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- ROADWAY
- RAIL
- WATER BODIES

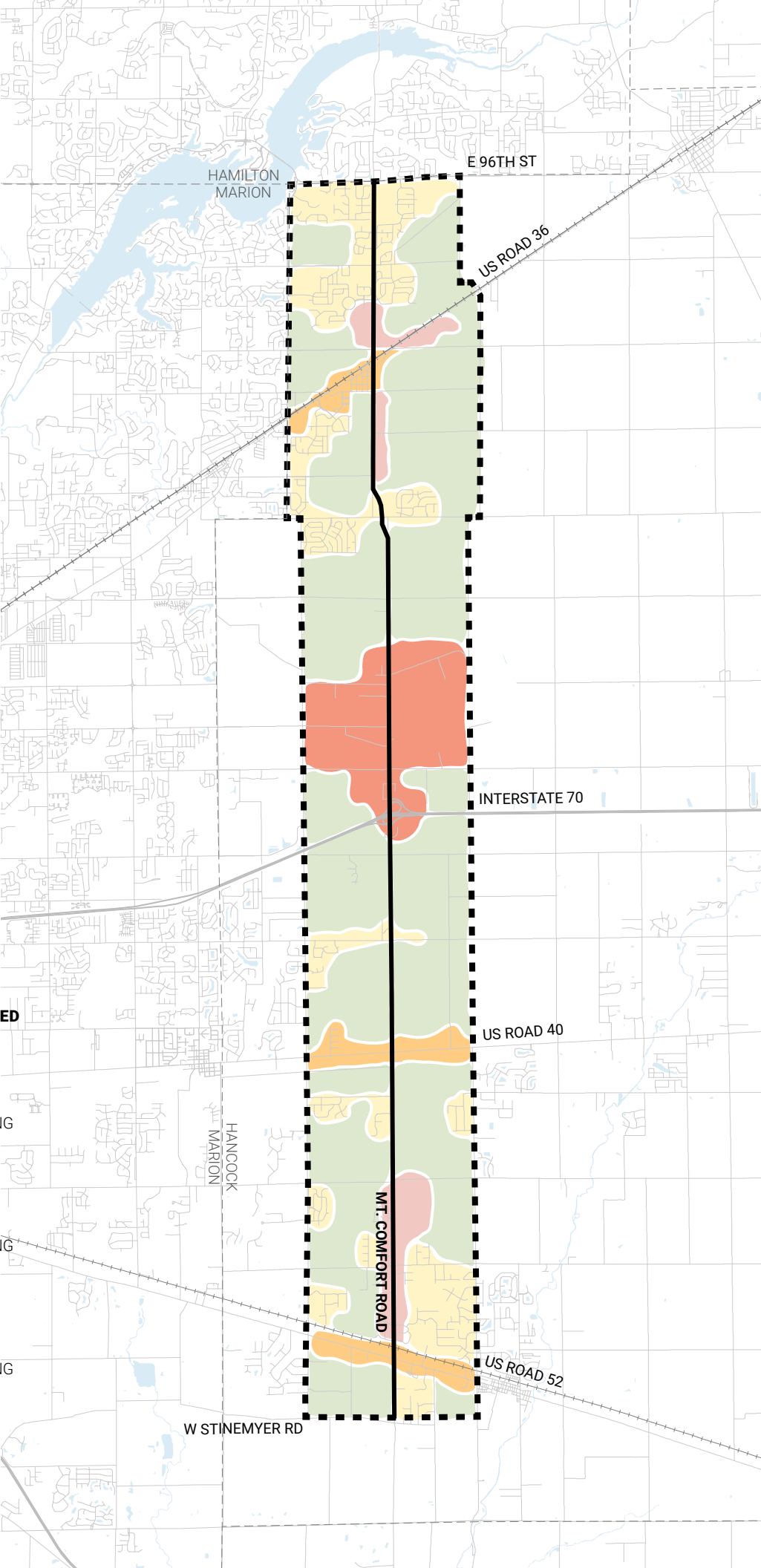
MORPHOLOGY A - FARM LAND
TYPE 1 : BARN
TYPE 2 : RESIDENTIAL INSPIRED BUILDING

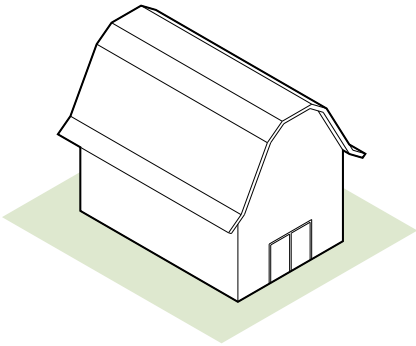
MORPHOLOGY B - SUBURBAN
TYPE 2 : RESIDENTIAL INSPIRED BUILDING

MORPHOLOGY C - CORRIDOR-ORIENTED
TYPE 1 : BARN
TYPE 2 : RESIDENTIAL INSPIRED BUILDING
TYPE 3 : RELIGIOUS BUILDING
TYPE 5 : STRIP MALL
TYPE 6 : AUTO-ORIENTED COMMERCIAL BUILDING
TYPE 8 : AUTO RELATED BUILDING

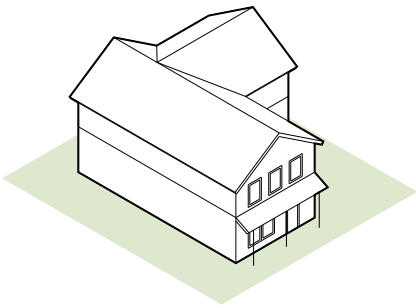
MORPHOLOGY D - CAR-ORIENTED
TYPE 3 : RELIGIOUS BUILDING
TYPE 4 : INSTITUTIONAL BUILDING
TYPE 6 : AUTO-ORIENTED COMMERCIAL BUILDING
TYPE 8 : AUTO RELATED BUILDING

MORPHOLOGY E - IRREGULAR
TYPE 4 : INSTITUTIONAL BUILDING
TYPE 5 : STRIP MALL
TYPE 6 : AUTO-ORIENTED COMMERCIAL BUILDING
TYPE 7 : INDUSTRIAL BUILDING
TYPE 8 : AUTO RELATED BUILDING

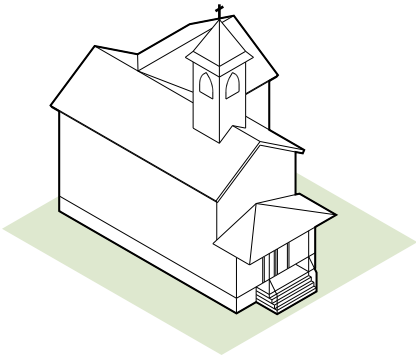




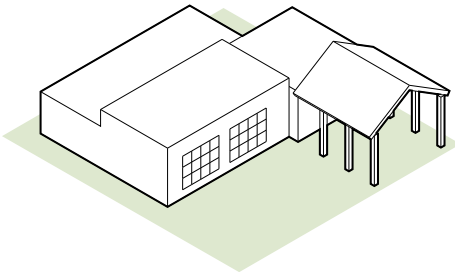
TYPE 1 BARN



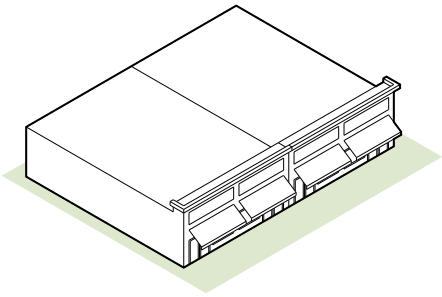
TYPE 2 RESIDENTIAL INSPIRED BUILDING



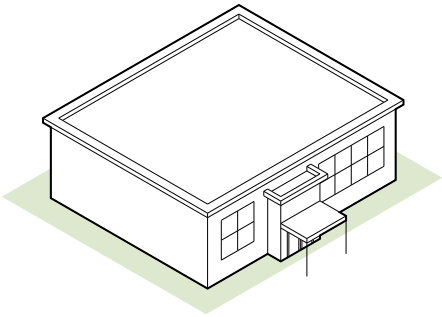
TYPE 3 RELIGIOUS BUILDING



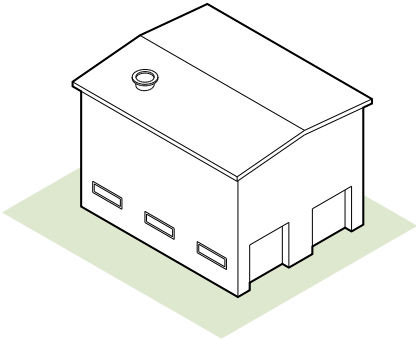
TYPE 4 INSTITUTIONAL BUILDING



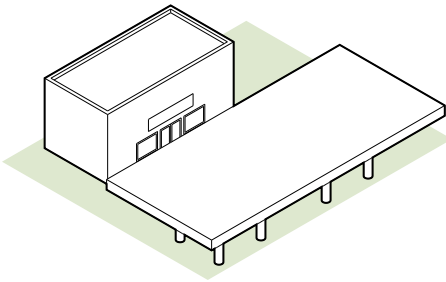
TYPE 5 STRIP MALL



TYPE 6 AUTO-ORIENTED COMMERCIAL BUILDING



TYPE 7 INDUSTRIAL BUILDING



TYPE 8 AUTO RELATED BUILDING

POINTS OF INTEREST

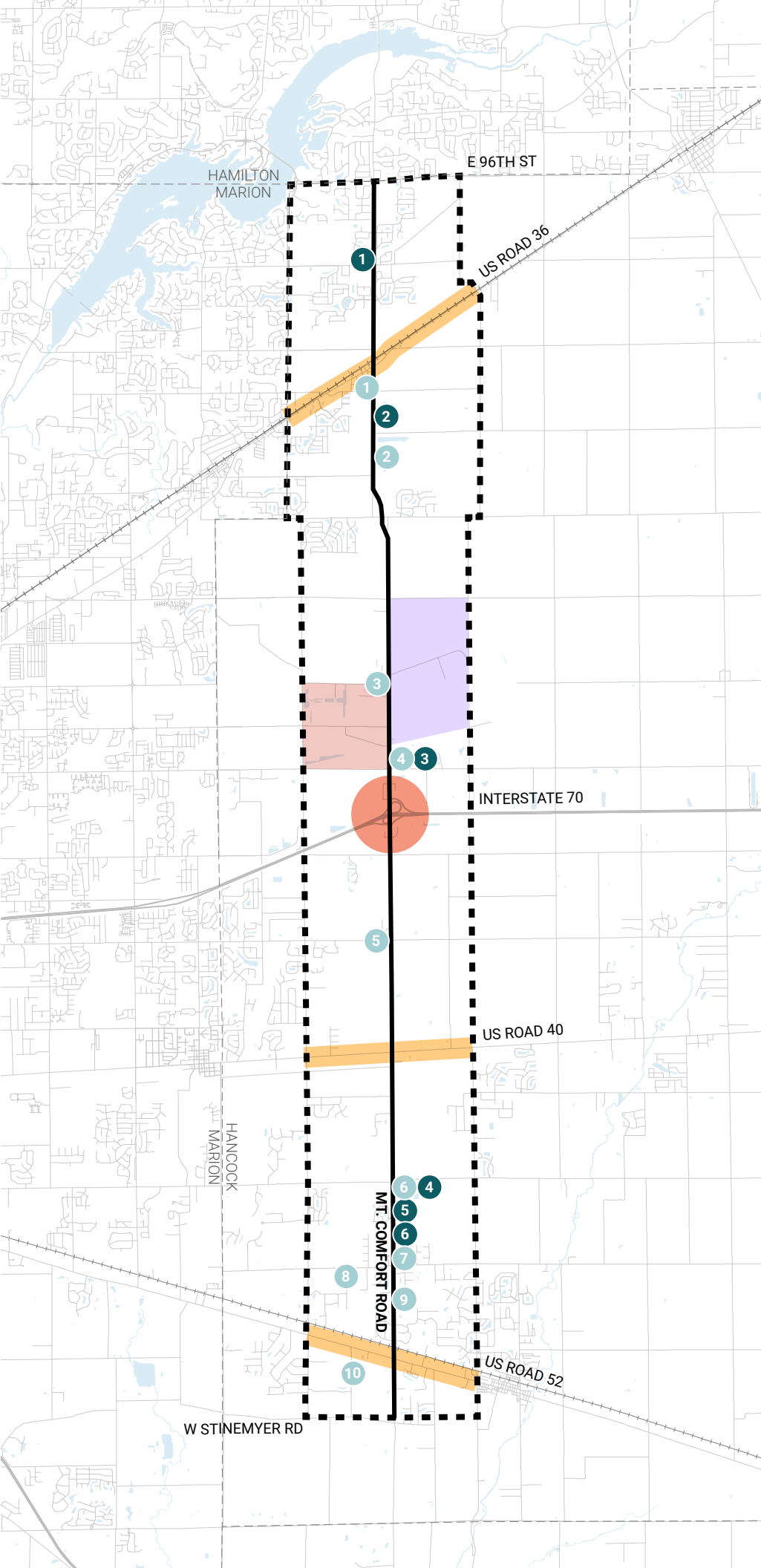
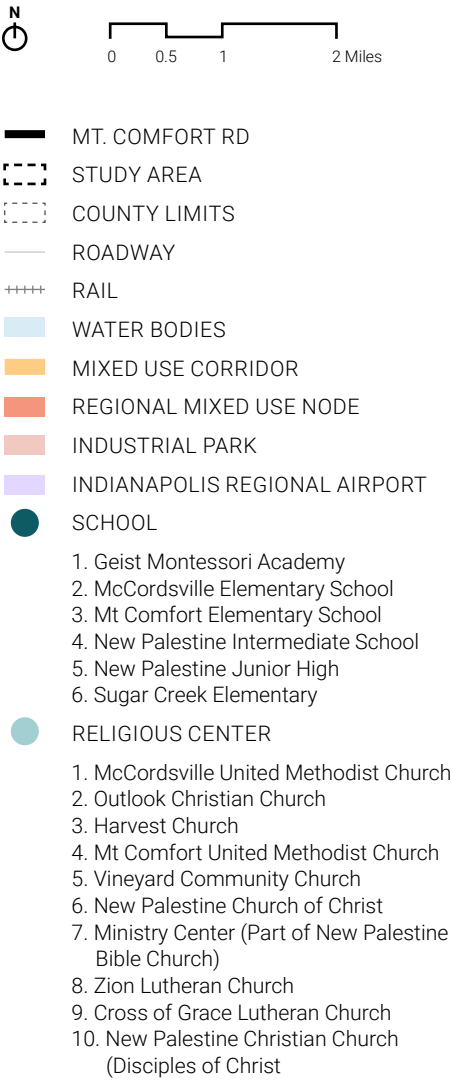
Points of interests in the study areas translate to mixed-use corridors, a regional mixed-use node, industrial parks, the Indianapolis Regional Airport, and educational and religious buildings. The identification and the understanding of these points of interest are essential to the corridor plan and recommendations.

TAKEAWAYS

- 1** The study area is characterized by the presence of many religious buildings and schools which have a particular concentration in the southern part of the corridor.
- 2** The intersection of the Mount Comfort Road Corridor and I-70 is a planned mixed-use node.
- 3** An industrial park and the Indianapolis Regional Airport are two major points of interest of the corridor and are located north of I-70.
- 4** Mixed-use planned corridors are located along US roads intersecting the Mount Comfort Road Corridor.



FIGURE 8
POINTS OF INTEREST



2.3

ENVIRONMENT AND LANDSCAPE

NATURAL FEATURES

Natural features and systems found in the study area have a significant impact in determining development patterns. The goal of this analysis is to recognize those features and protect the natural beauty of the county.

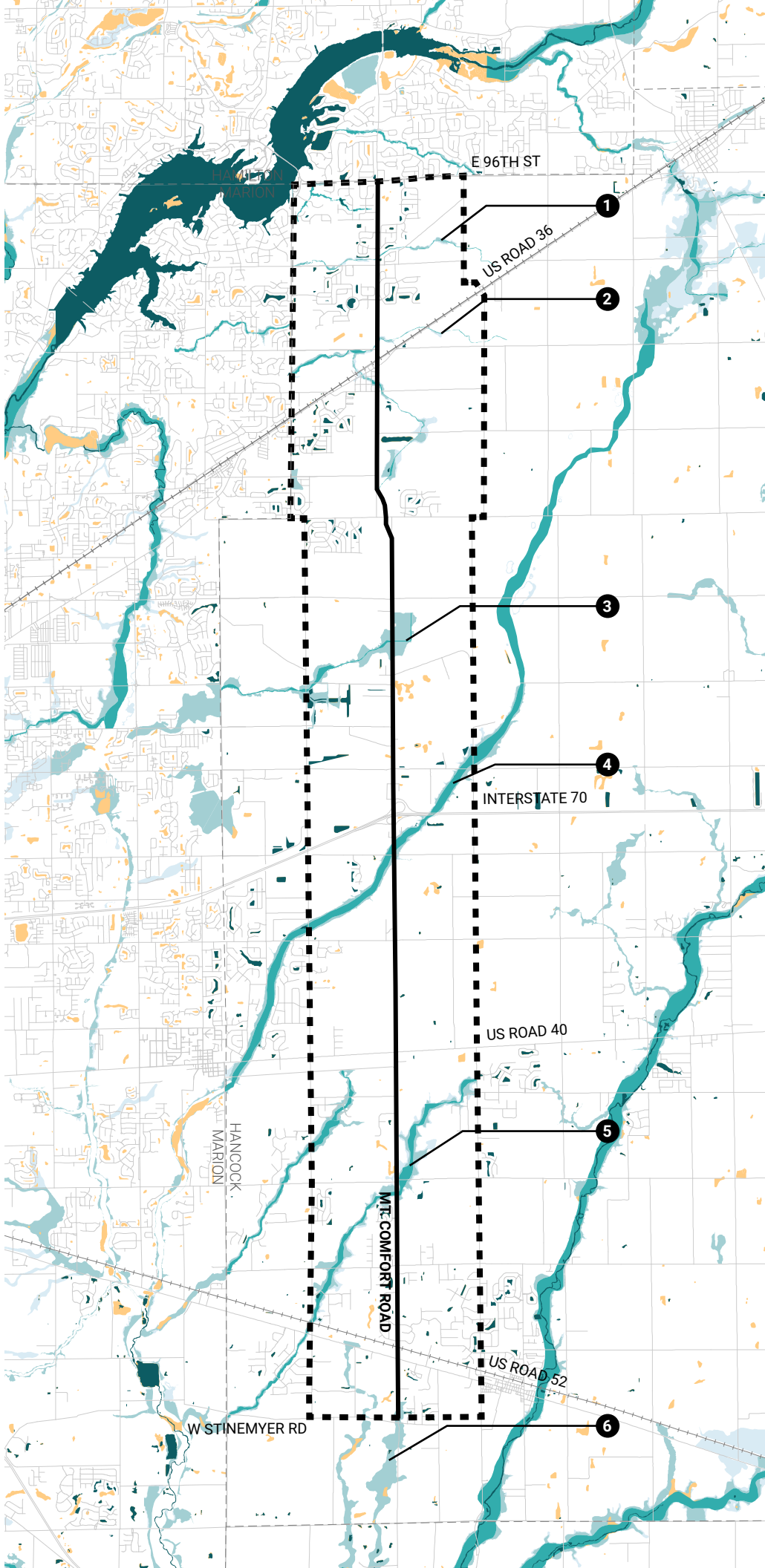
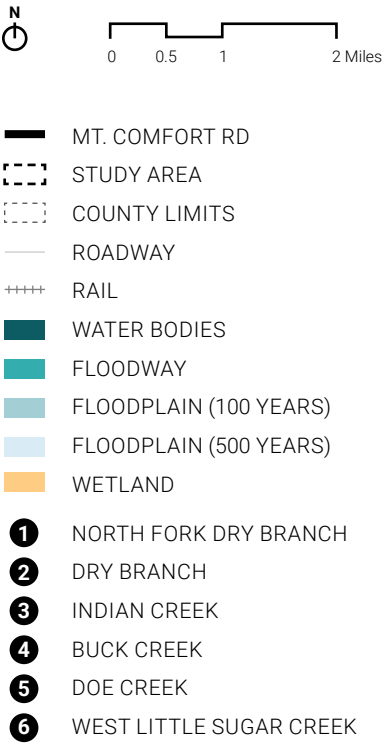
The study area is crossed by many streams and creeks such as Bills Branch, North Fork Dry Branch, Dry Branch, Indian Creek, Buck Creek, Breier Creek, Doe Creek, and Wes Little Sugar Creek. The Federal Emergency Management Agency (FEMA) creates maps for counties that show flood risk information, which is in the study area consists on areas around the before-mentioned steams. These floodways and floodplains are important for water drainage and their obstruction creates unbalance in the natural flow of water. In addition, the study area has many wetlands, and their preservation is necessary because like rivers and streams, they are also sensitive natural features and important natural drainage systems.

TAKEAWAYS

- 1 The existence of many streams crossing Mt. Comfort Corridor.
- 2 FEMA maps show important floodways around streams crossing Mt. Comfort corridor among which, Buck Creek and Doe Creek.
- 3 Many wetlands are within the study area.
- 4 The preservation of these sensitive natural water features is necessary as they are important for drainage systems and contribute to the beauty of the county.



FIGURE 9
NATURAL FEATURES



OPEN SPACES AND RECREATIONAL FACILITIES

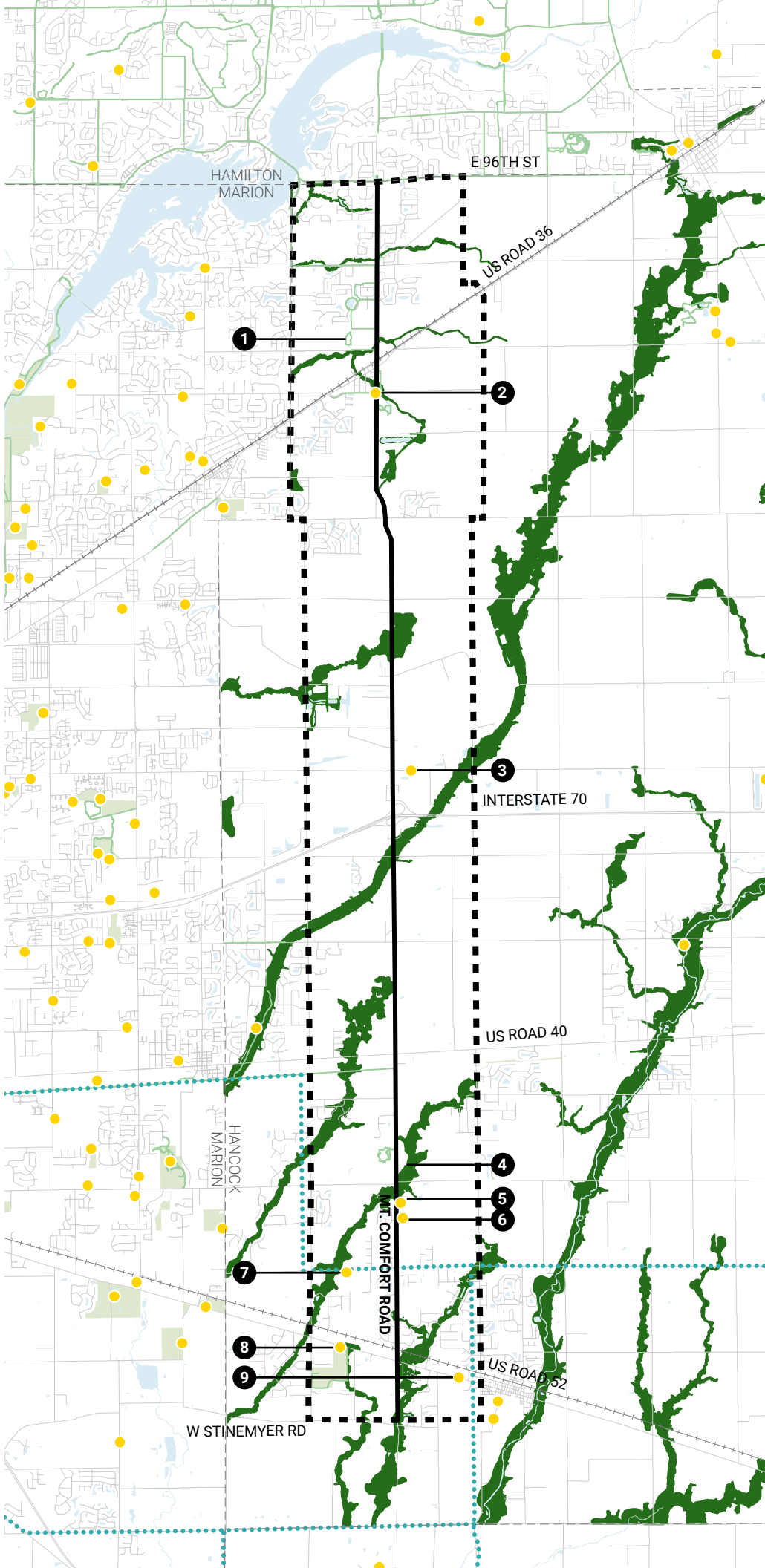
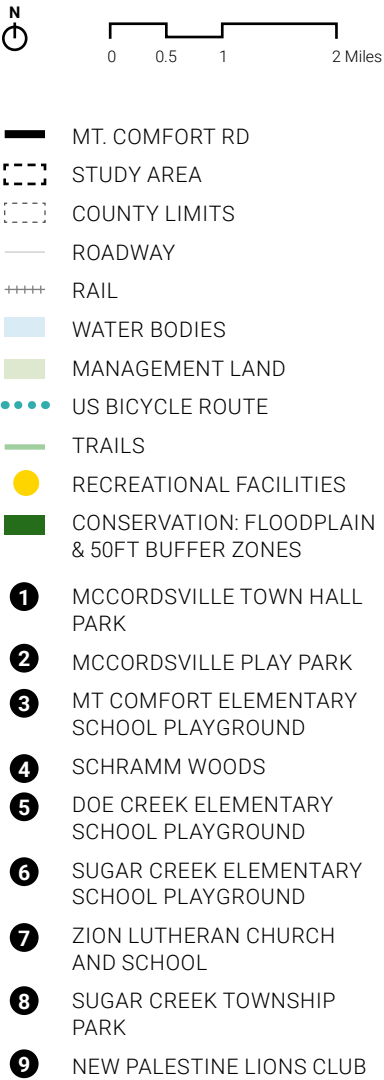
Open spaces identify conservation areas and recreational spaces in the Mount Comfort Road Corridor. The corridor plan considers these spaces as opportunities and builds off their protection and improvement to create healthy and resilient communities.

TAKEAWAYS

- 1 Conservation areas consist of floodways and a 50ft buffer around them. Many are located within the study area.
- 2 Managed show natural and recreational areas that are owned and managed by the Indiana Department of Natural Resources, federal agencies, local agencies, and non-profit organizations.
- 3 Few parks are within the study area including the McCordsville play park, school playgrounds, and the Sugar Creek Township park.
- 4 Pennsy trail crosses the study area near the Mount Comfort Road and US-40.
- 5 US bicycle route crossed the study area through the W 300 S road.



FIGURE 10
OPEN SPACES AND RECREATIONAL FACILITIES



2.4

INFRASTRUCTURE

PUBLIC UTILITIES

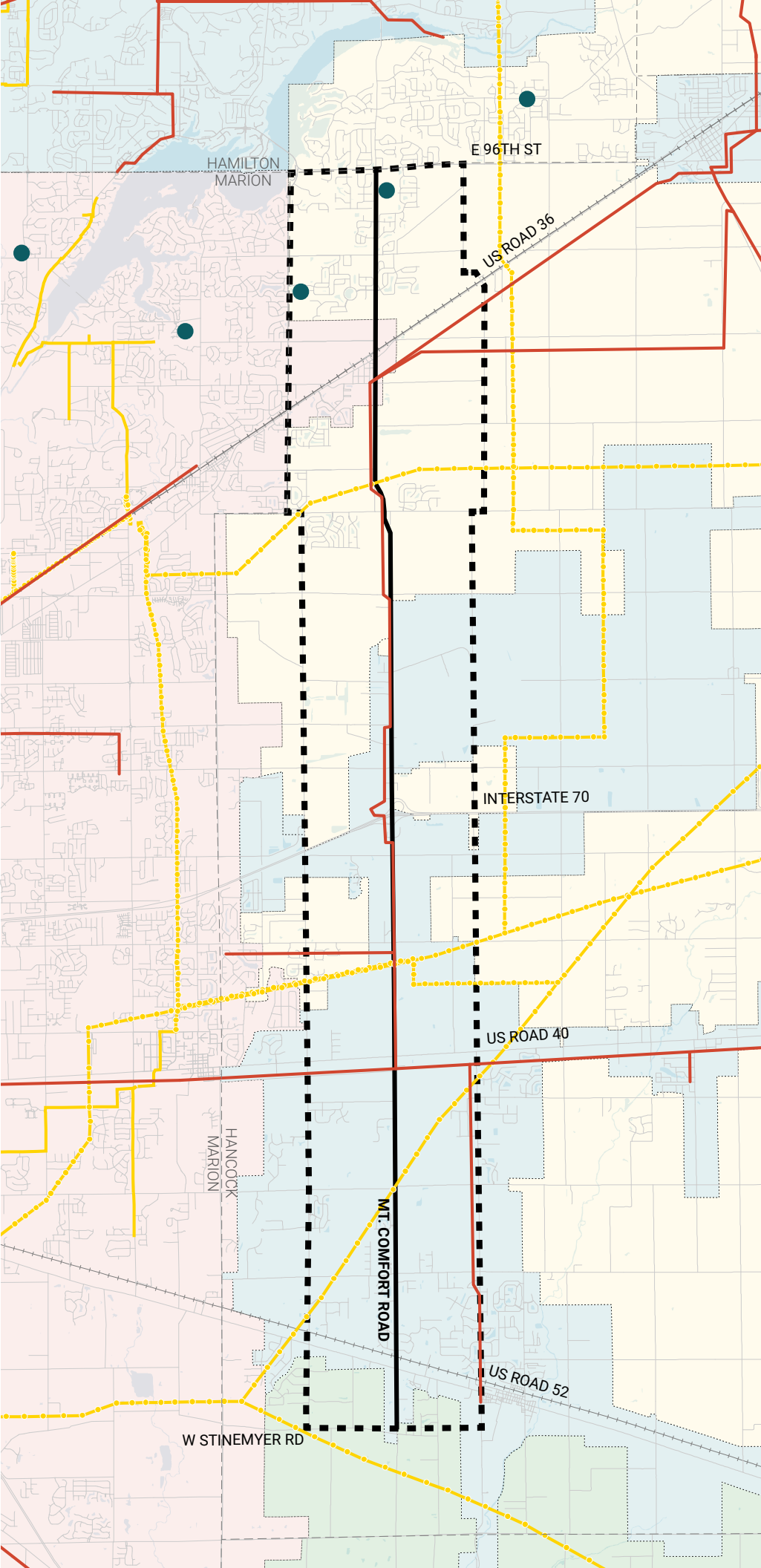
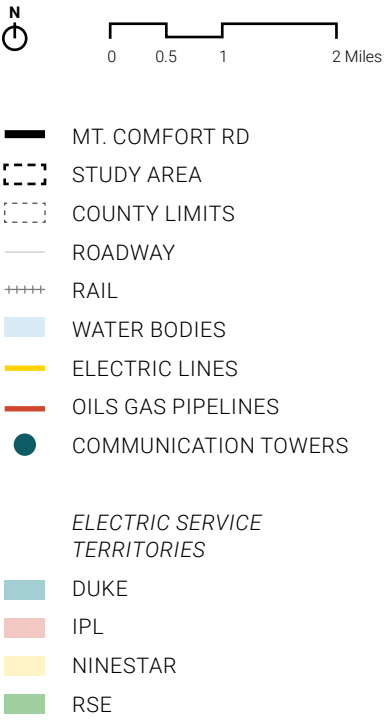
Numerous electrical and gas lines cross the corridor which create barriers and edges to development parcels. Setbacks from these infrastructure pieces could be used as additional open space opportunities and pathway connections, in accordance with various approvals that might be required by the utility agencies.

TAKEAWAYS

- 1 Cell tower service may require improvement along the corridor
- 2 Fiber, cable and other telecommunication service upgrades should be contemplated with the proposed land use updates within this report
- 3 Coordination among four Electric Service Territory providers will be essential to maximize the potential of pathway and open space connectivity along the electric line rights-of-way throughout the corridor.



FIGURE 11
PUBLIC UTILITIES



CHAPTER 3

SYNTHESIS

3.1

METHODOLOGY

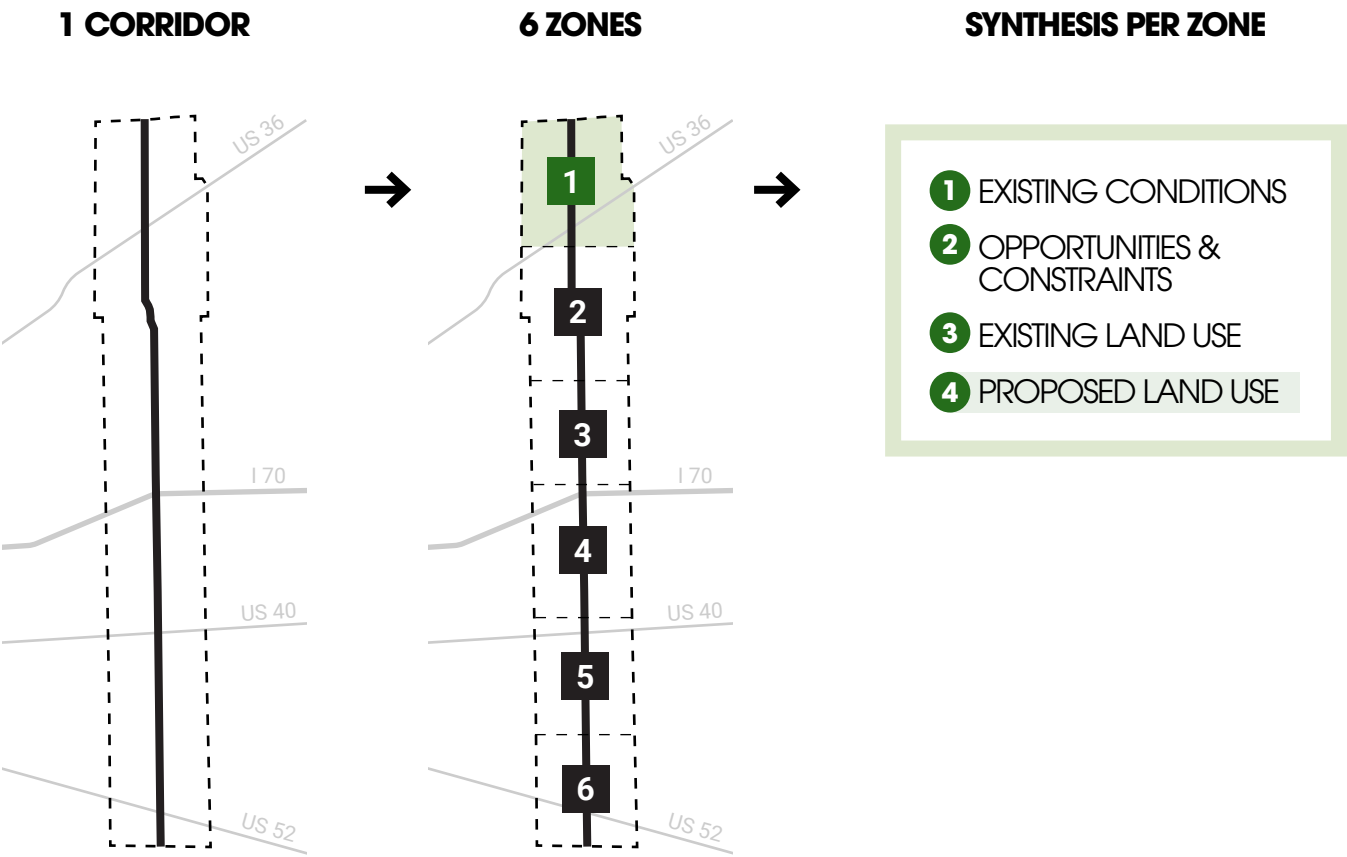
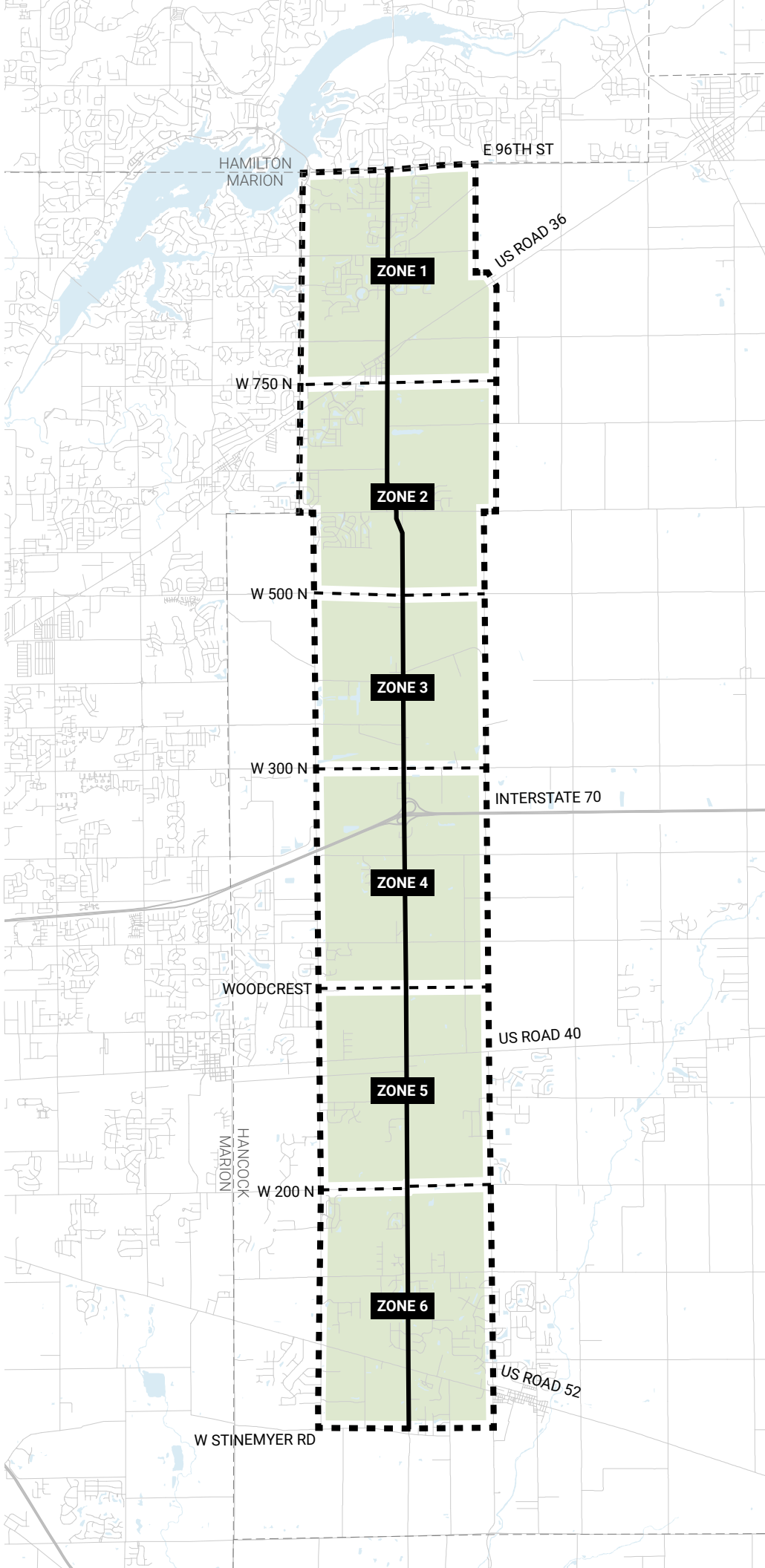
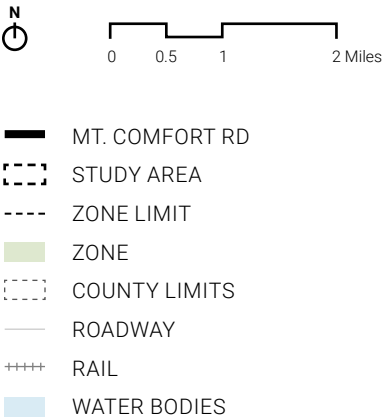


FIGURE 12
ZONES



3.2

BIG IDEAS

7
Big
Ideas

1

A STRING OF ANIMATION AND ACTIVITY

Create various nodes of density and mix of uses that promote walkable connected centers along the corridor.

2

MIX AND MATCH

Development of a series of new land uses that provide direction on typologies of housing as well as encourage a mix of uses at key areas along the corridor.

3

FOLLOW NATURE

Use the natural water courses as pathway opportunities. These networks can be further enhanced by installing pathways along the various electric line easements that cross the corridor.

4

WORK, LIVE, EDUCATE, RECREATE

Develop a corridor-wide open space and recreation plan so that a variety of recreational options are provided in a holistic manner.

5

COLLABORATE EARLY AND OFTEN

The success of the implementation of the corridor plan requires a strategic collaboration amongst county and municipal leadership. The corridor plan can highlight.

6

FOCUS DEVELOPMENT

Agricultural lands on the edges of the corridor study area should be preserved so that catalyst sites along the corridor can capture market absorption and provide opportunities for complete community development before new lands are considered for development.

7

STRATEGIC MOBILITY INVESTMENT

Focus roadway improvements in a strategic corridor-wide manner. When contemplating roadway improvements, active modes and complete street principles should be considered.

3.3

RESIDENTIAL NEW
CONSTRUCTION
PROJECTIONS

2020-2030 HOUSING DEMAND **13,779 units**
MARKET DRIVEN DEMAND **8,761 units**
EMPLOYMENT DRIVEN DEMAND **5,018 units**



TOTAL NEW HOUSING UNIT DEMAND BY
OCCUPANCY

	MARKET DRIVEN DEMAND		EMPLOYMENT DRIVEN DEMAND	
	Units	%	Units	%
Owner Occupied	5,870	67%	3,362	67%
Renter Occupied	2,891	33%	1,656	33%



TOTAL NEW HOUSING UNIT DEMAND BY
INCOME

	MARKET DRIVEN DEMAND		EMPLOYMENT DRIVEN DEMAND	
	Units	%	Units	%
<\$15,000	518	6%	372	7%
\$15,000-\$25,000	360	4%	1,955	39%
\$25,000-\$35,000	764	9%	2,076	41%
\$35,000-\$50,000	553	6%	215	4%
\$50,000-\$75,000	1,745	20%	83	2%
\$75,000-\$100,000	1,692	19%	317	6%
\$100,000-\$150,000	1,613	18%	-	0%
\$150,000+	1,516	17%	-	0%
Total New Housing Units	8,761	100%	5,018	100%

3.5

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.



EXAMPLE 1: DAVIDSON RURAL AREA PLAN
Source : Stantec



EXAMPLE 2: DAVIDSON RURAL AREA PLAN
Source : Stantec



RURAL RESIDENTIAL DUPLEX
Source : Nutley Real Estate Homes

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.



SUBURBAN RESIDENTIAL



SUBURBAN RESIDENTIAL
Source : Nutley Real Estate Homes

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.



TOWN CENTRE

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.

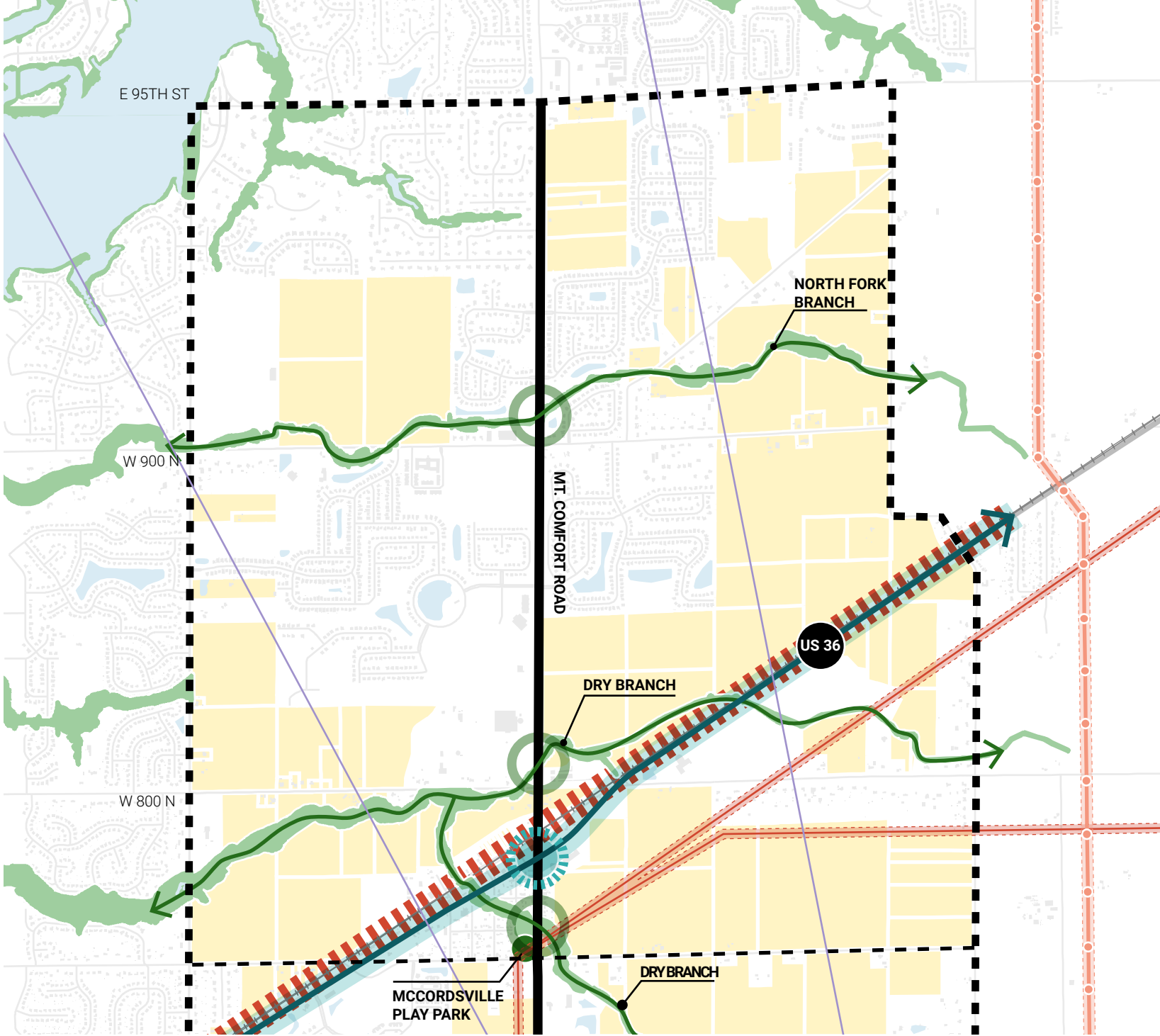
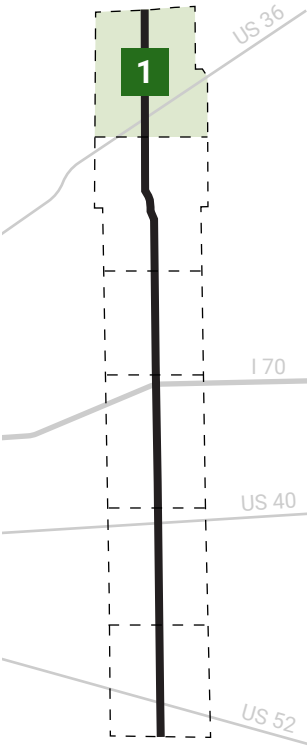


AGRICULTURE

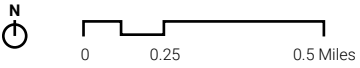
Uses within this district are protect areas that are predominately agricultural in nature, but could allow for small scale implementation of Agritourism opportunities. These uses must be low in density.



OPPORTUNITIES & CONSTRAINTS

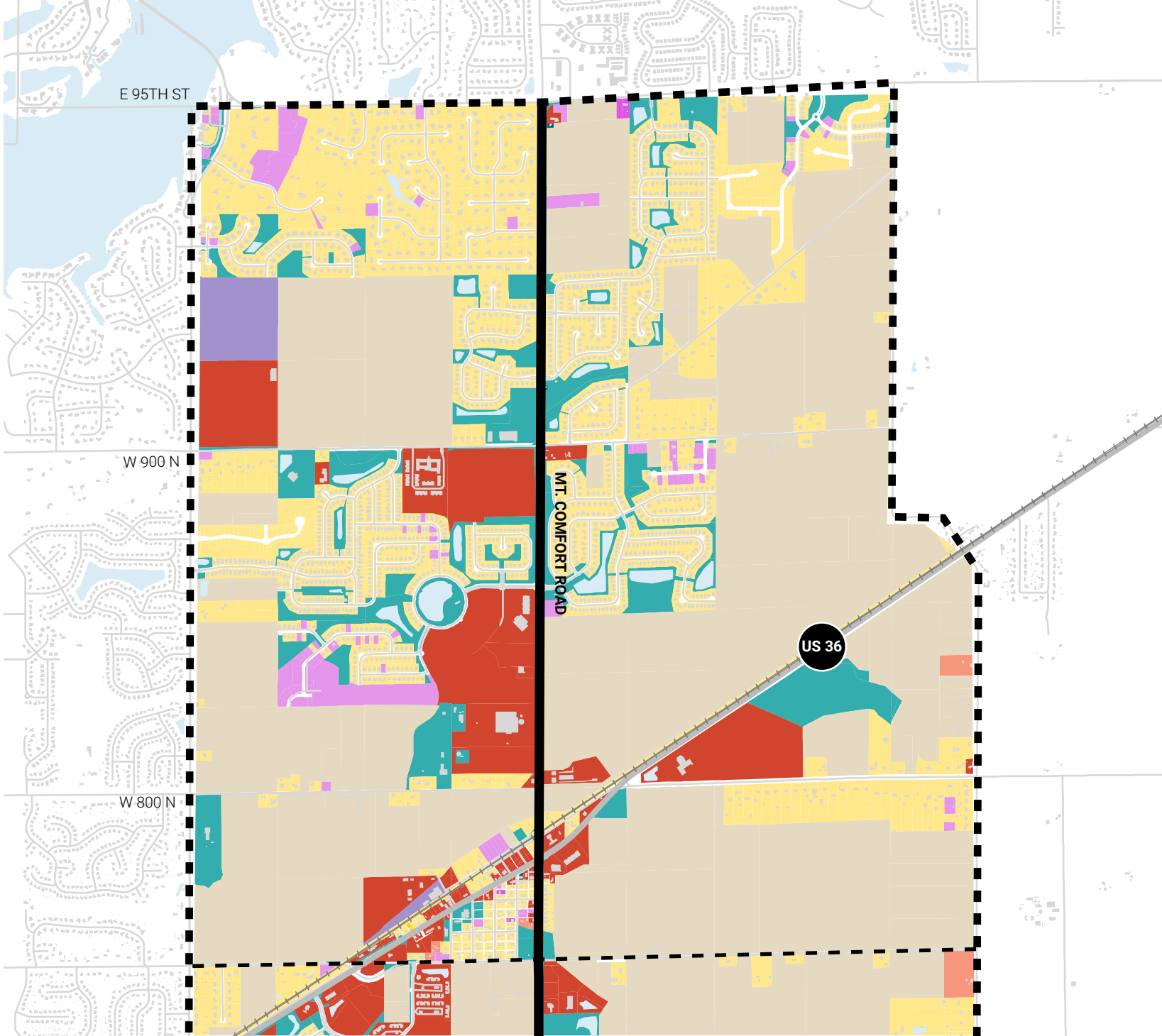
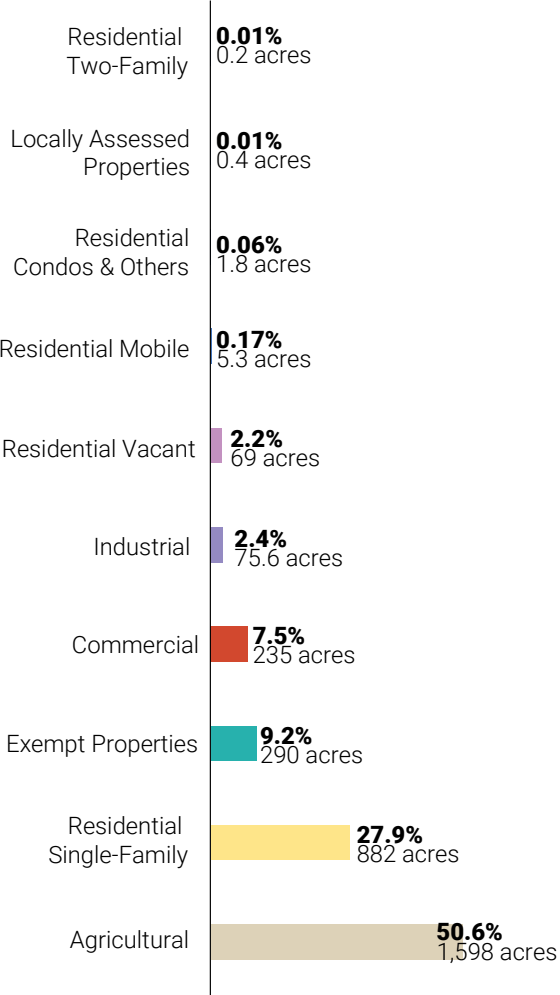
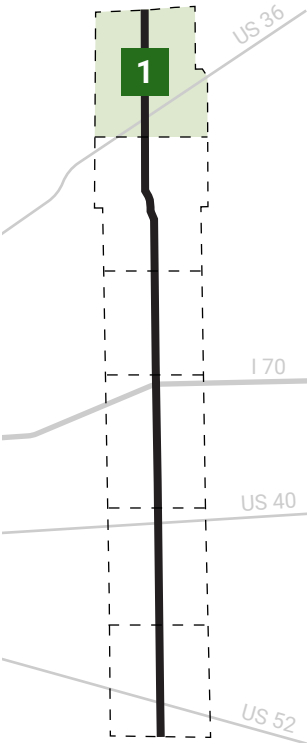


PLAN 14
ZONE 1 - OPPORTUNITIES & CONSTRAINTS

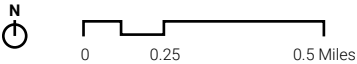


- | | |
|--------------------------|-------------------------------|
| MT. COMFORT RD | LAND FOR DEVELOPMENT |
| STUDY AREA | AIRPORT SURFACE AREA |
| ZONE LIMIT | AIRPORT APPROACH ZONES |
| RAIL | AIRPORT NOISE SENSITIVE ZONES |
| ROADWAY | PHYSICAL BARRIERS |
| BUILDING FOOTPRINTS | MAJOR NODES |
| WATER BODIES | MIXED-USE CORRIDORS |
| CONSERVATION AREA | MAJOR ROAD CONNECTIONS |
| PARKS | POWERLINES |
| NATURAL PATH CONNECTIONS | PIPELINES |

EXISTING LAND USE

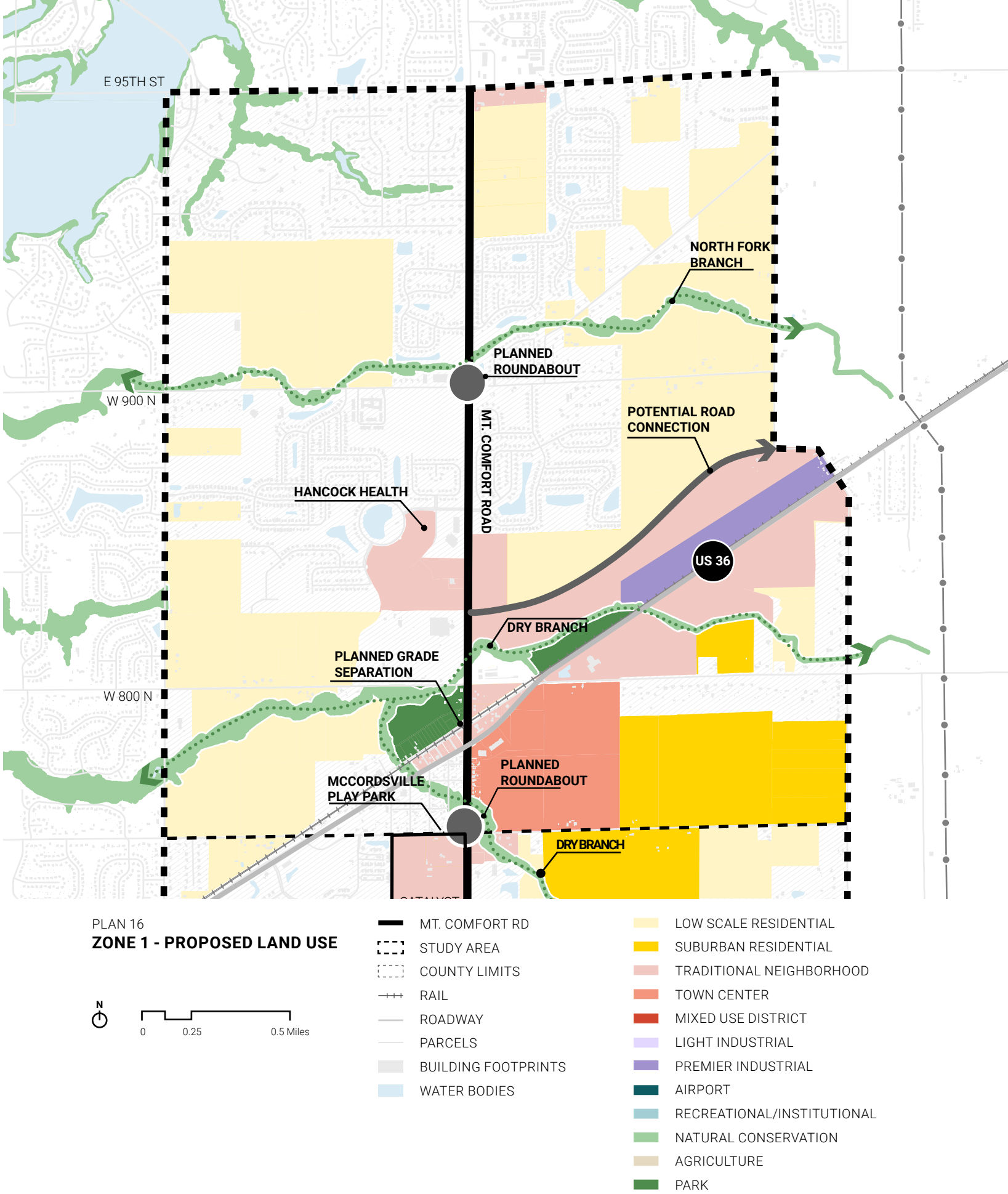
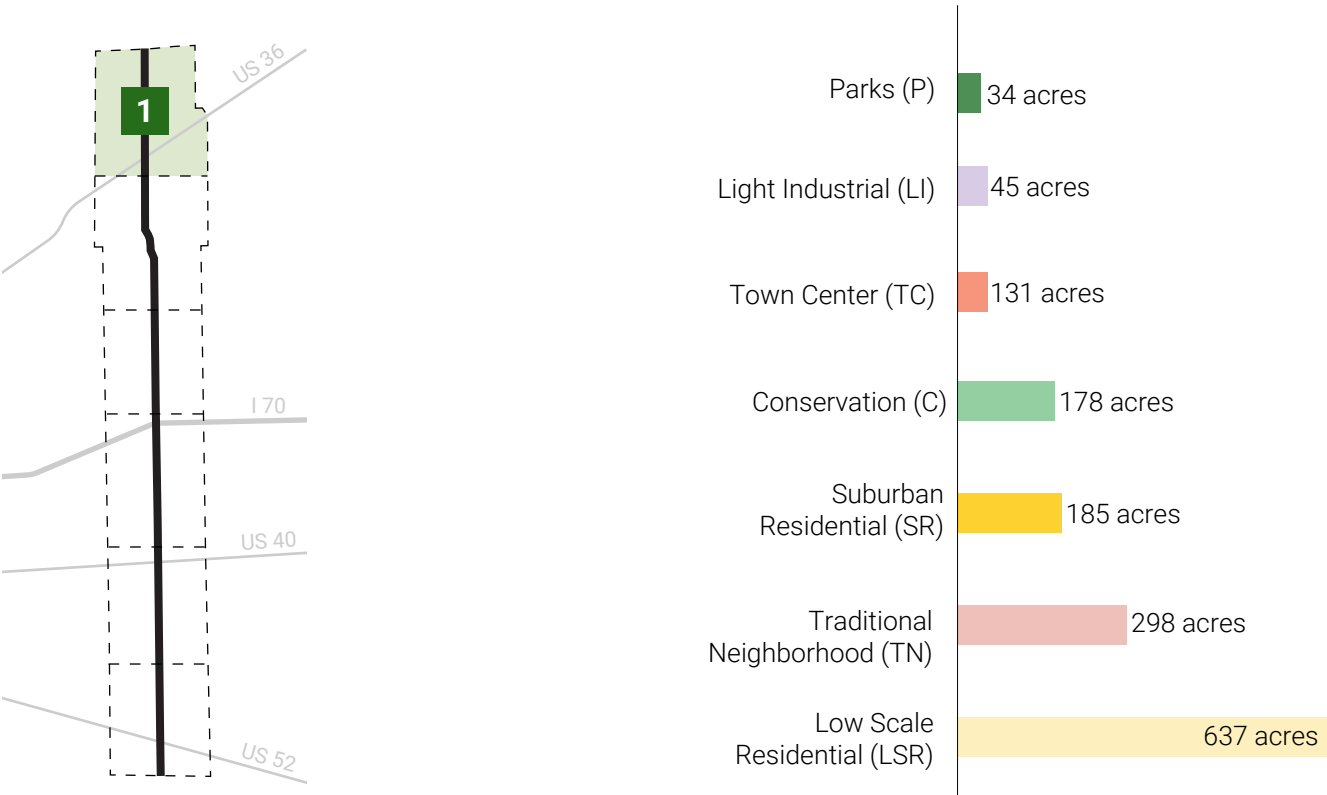


PLAN 15
ZONE 1 - EXISTING LAND USE



- MT. COMFORT RD
- STUDY AREA
- ZONE LIMITS
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- AGRICULTURAL
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL VACANT
- RESIDENTIAL SINGLE-FAMILY
- RESIDENTIAL TWO-FAMILY
- RESIDENTIAL MOBILE/MANUFACTURED
- RESIDENTIAL CONDO OR OTHER
- EXEMPT PROPERTY
- LOCALLY ASSESSED PROPERTY

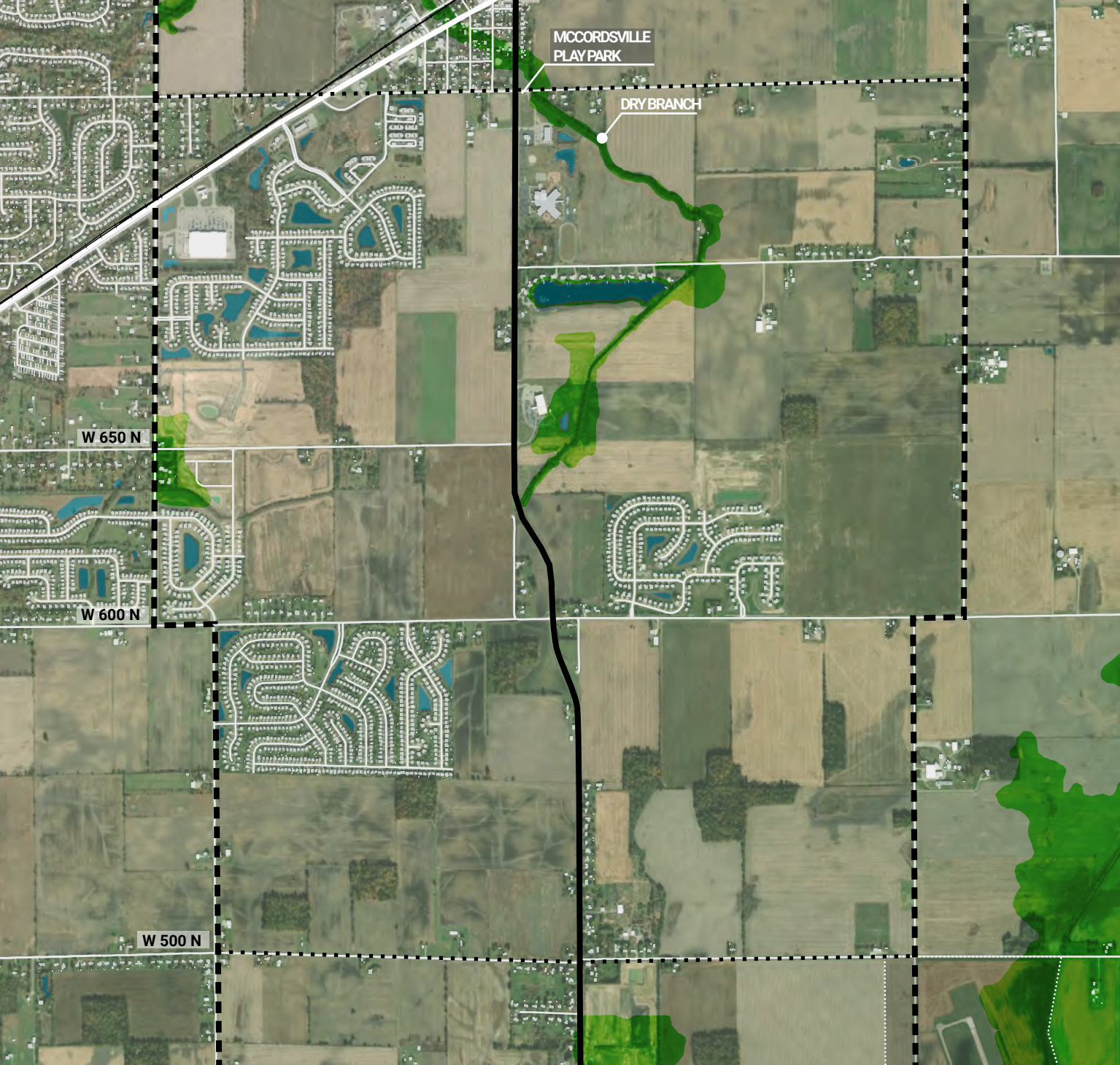
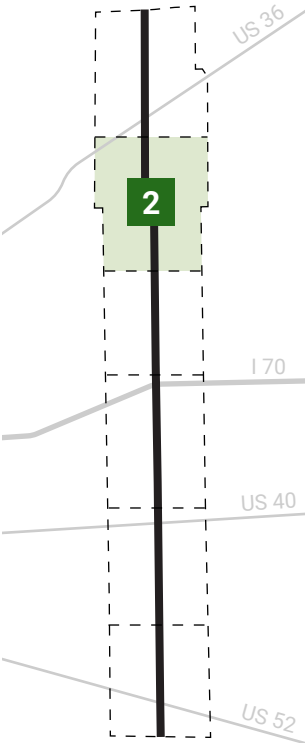
PROPOSED LAND USE



3.6

ZONE 2

EXISTING CONDITIONS

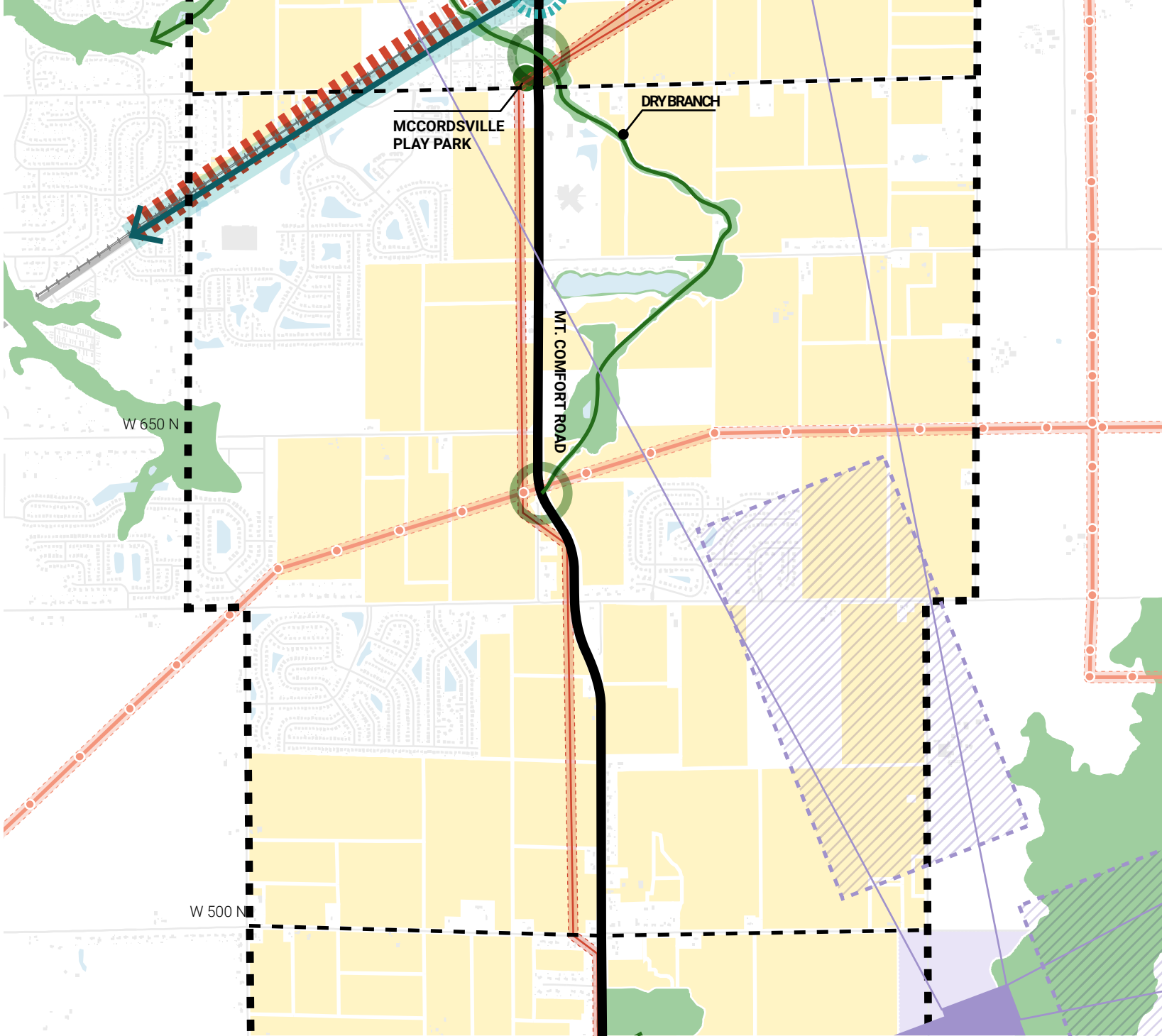
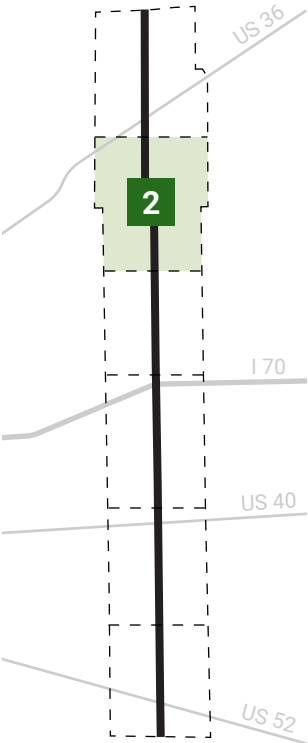


PLAN 17
ZONE 2 - EXISTING CONDITIONS

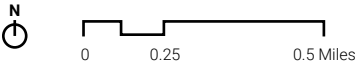


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREAS

OPPORTUNITIES & CONSTRAINTS

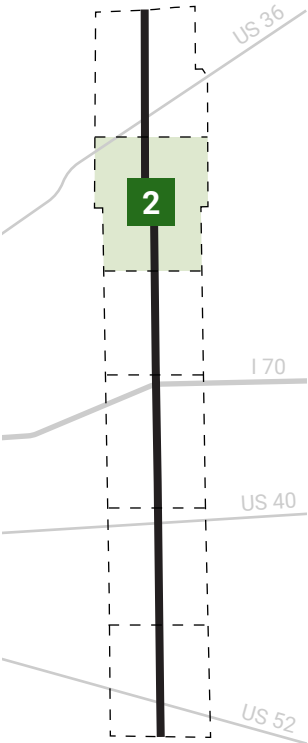


PLAN 18
ZONE 2 - OPPORTUNITIES & CONSTRAINTS

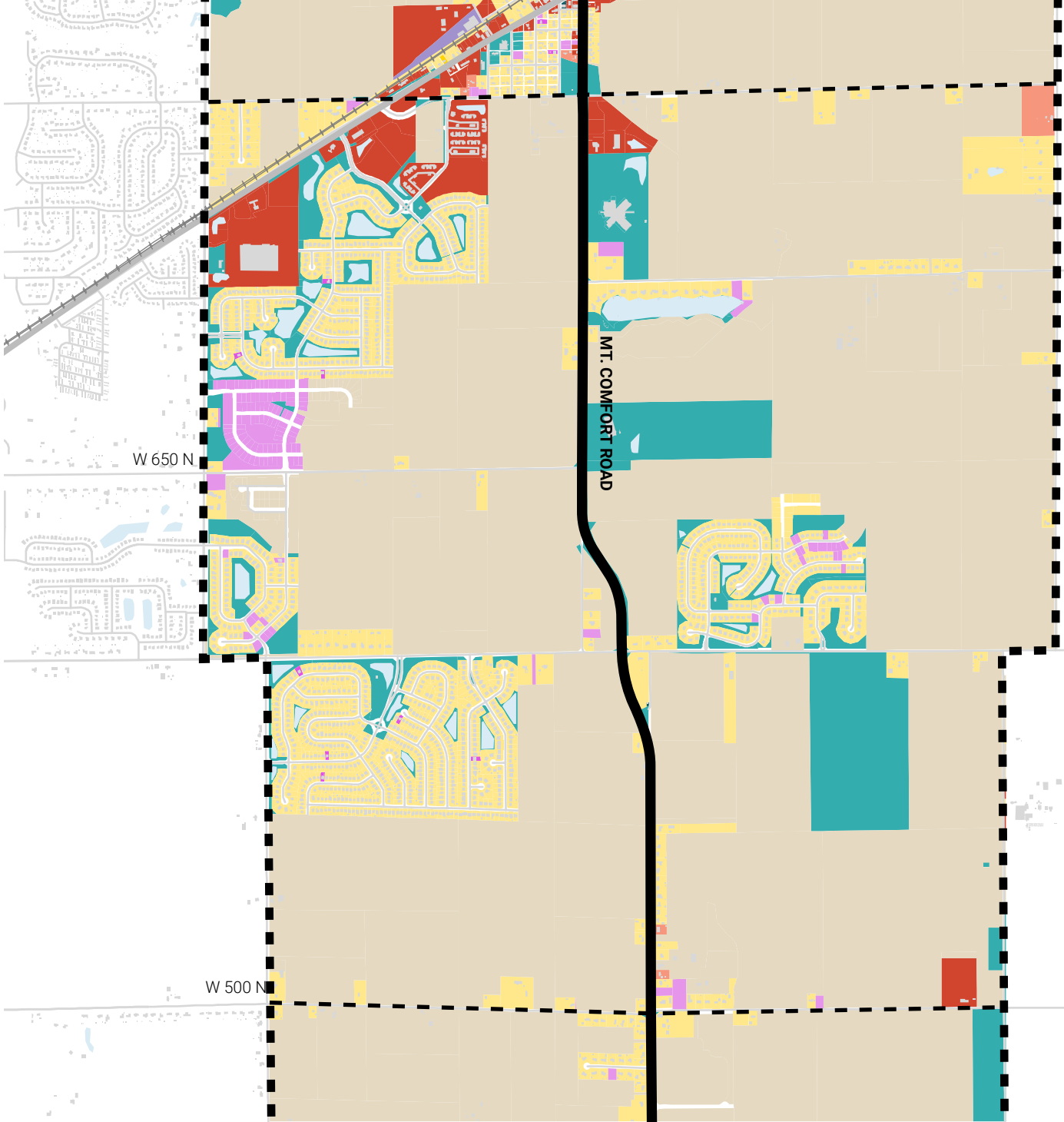


- | | |
|--------------------------|-------------------------------|
| MT. COMFORT RD | LAND FOR DEVELOPMENT |
| STUDY AREA | AIRPORT SURFACE AREA |
| ZONE LIMIT | AIRPORT APPROACH ZONES |
| RAIL | AIRPORT NOISE SENSITIVE ZONES |
| ROADWAY | PHYSICAL BARRIERS |
| BUILDING FOOTPRINTS | MAJOR NODES |
| WATER BODIES | MIXED-USE CORRIDORS |
| CONSERVATION AREA | MAJOR ROAD CONNECTIONS |
| PARKS | POWERLINES |
| NATURAL PATH CONNECTIONS | PIPELINES |

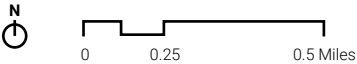
EXISTING LAND USE



Residential Two-Family	0% 0 acres
Industrial	0% 0 acres
Locally Assessed Properties	0% 0.04 acres
Residential Condos & Others	0.05% 1.5 acres
Residential Mobile	0.3% 9 acres
Residential Vacant	1.3% 42 acres
Commercial	3.1% 99 acres
Exempt Properties	9.9% 318 acres
Residential Single-Family	14.9% 480 acres
Agricultural	70.5% 2,275 acres

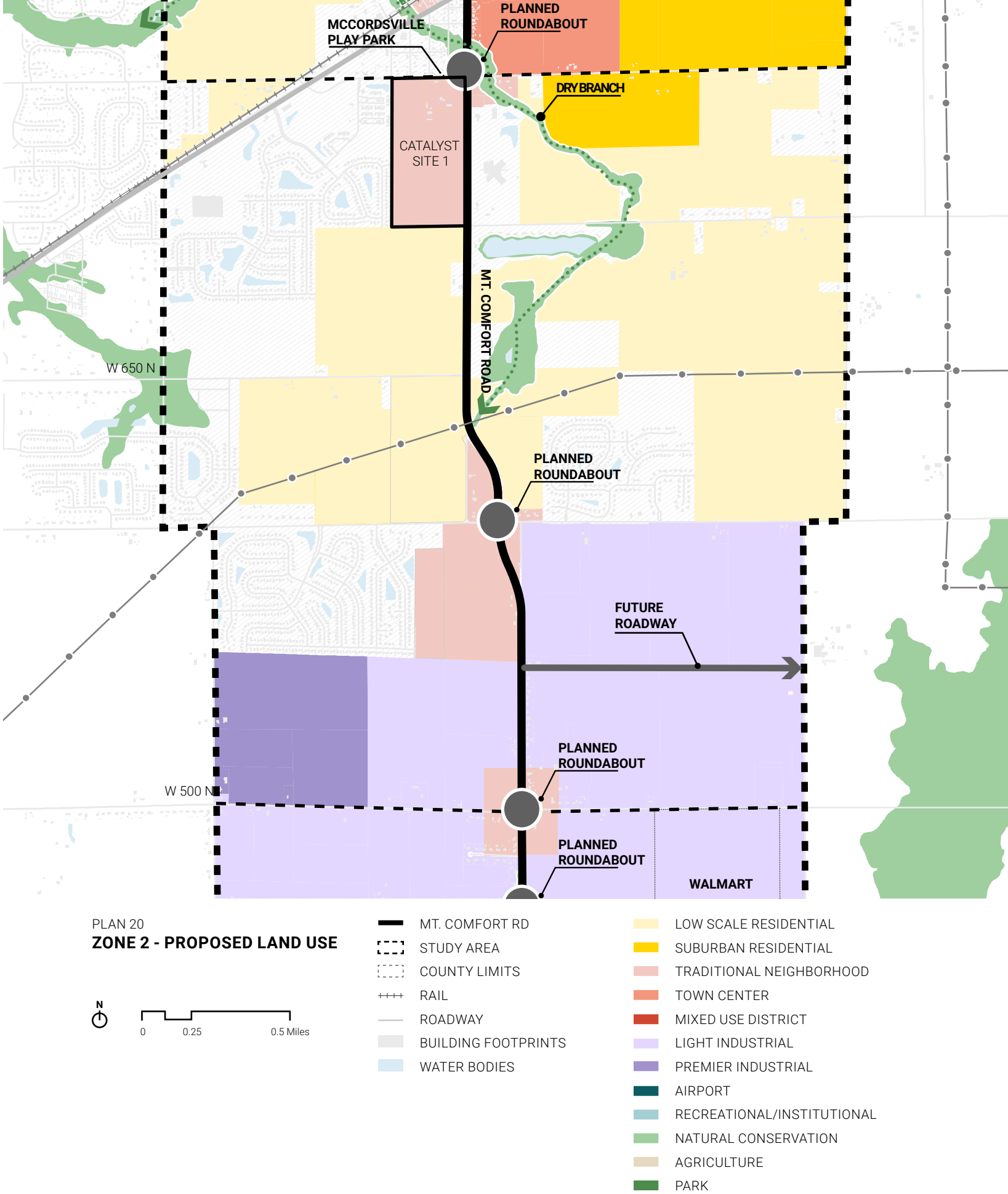
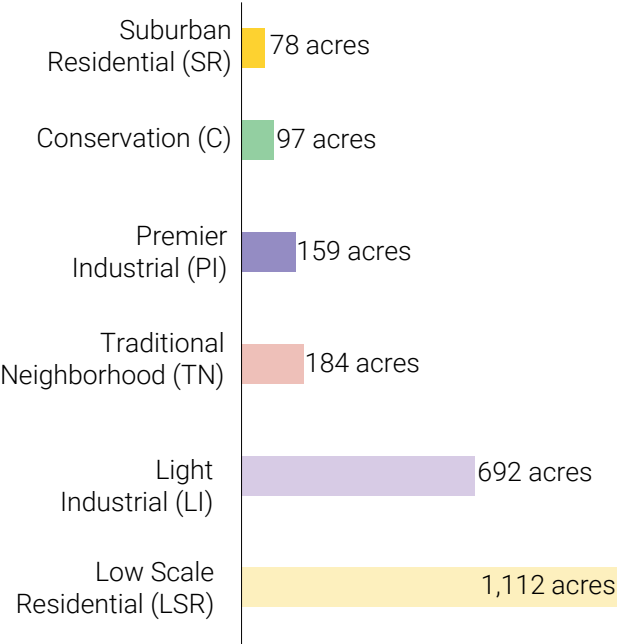
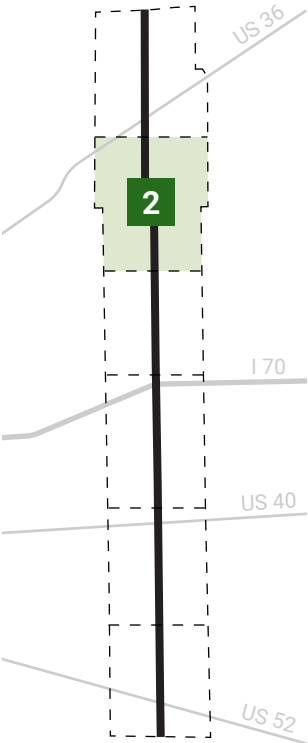


PLAN 19
ZONE 2 - EXISTING LAND USE

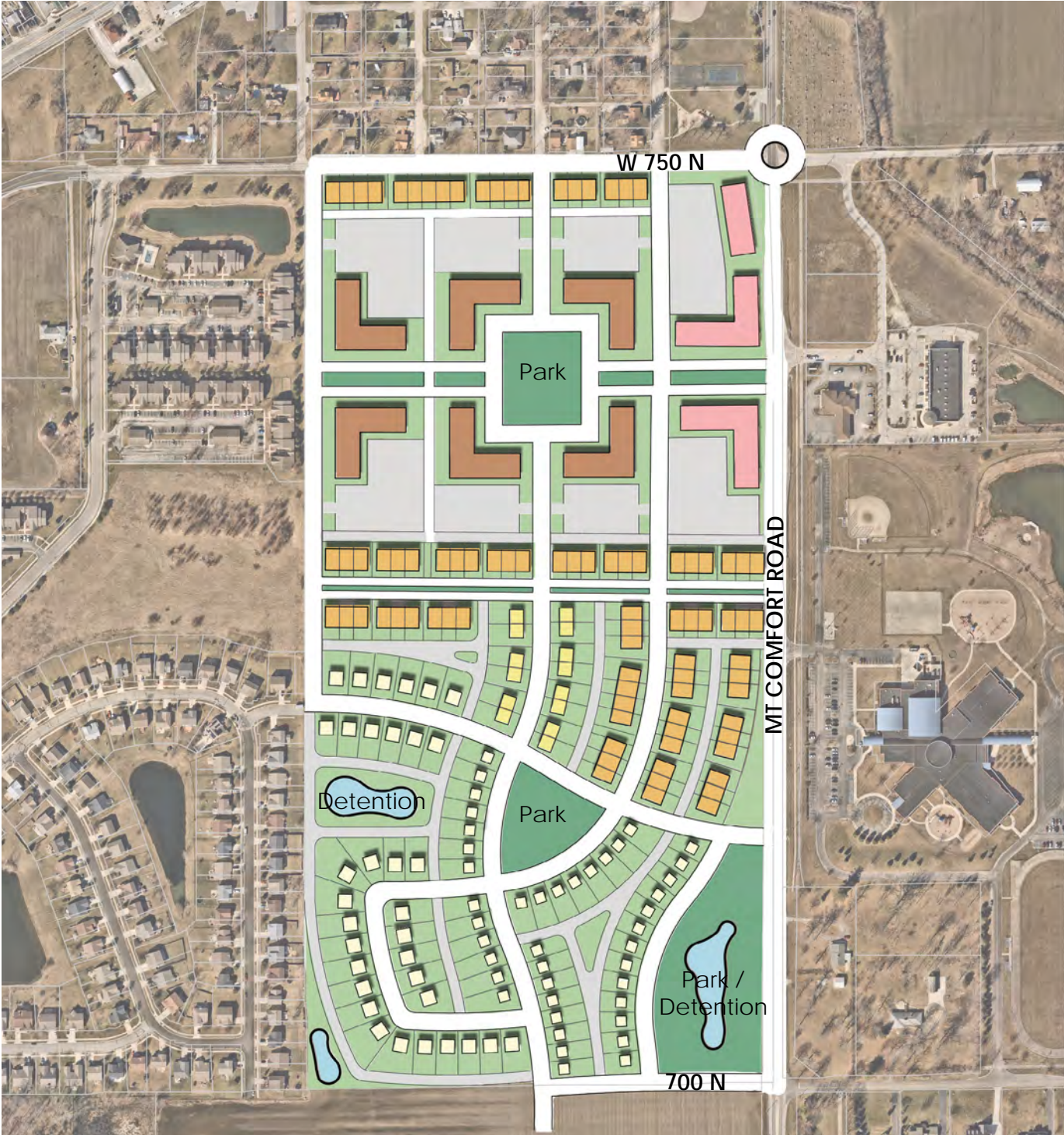
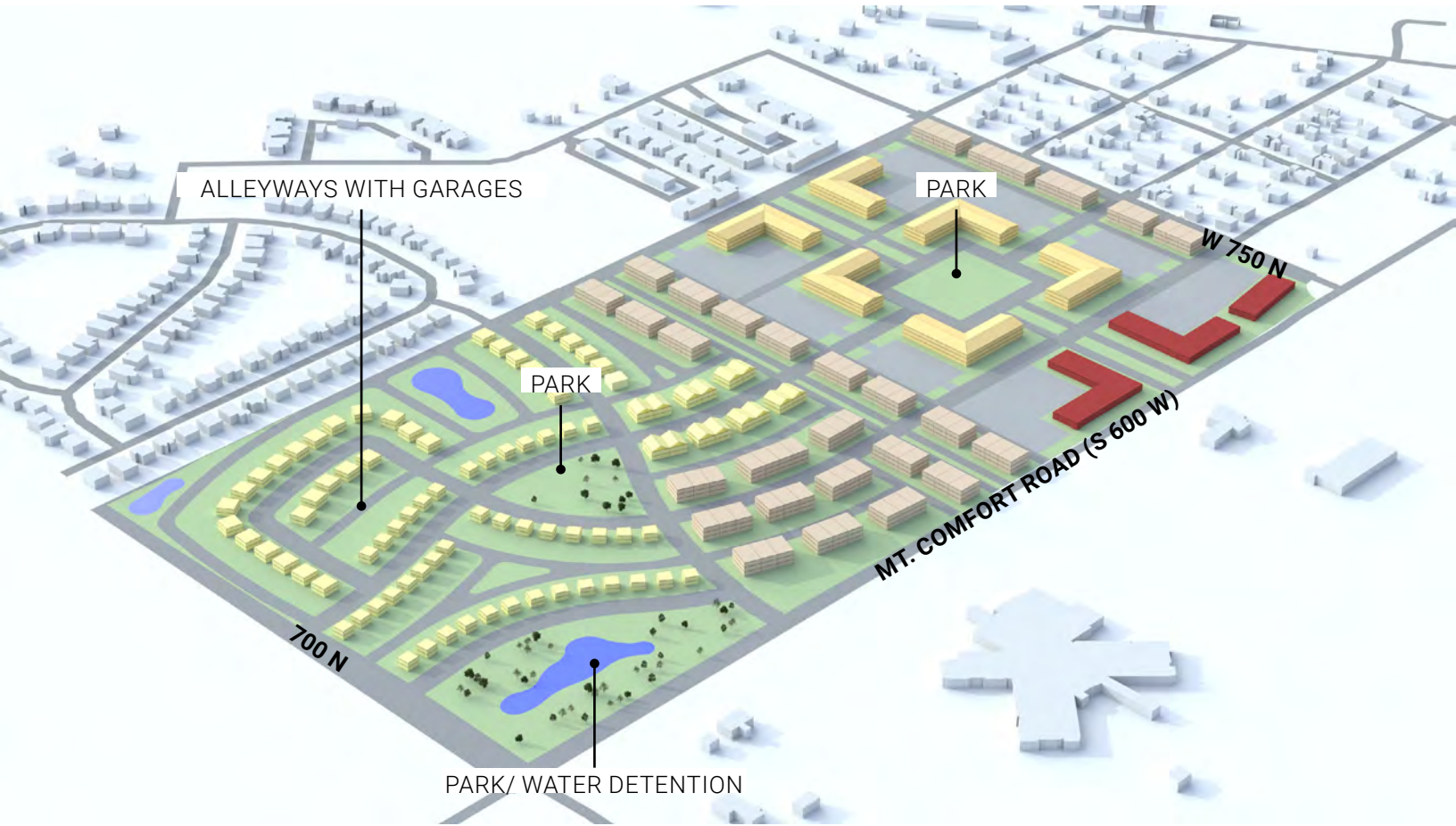
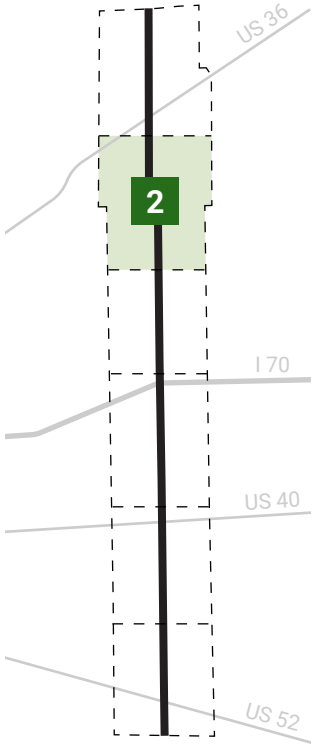


- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- AGRICULTURAL
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL VACANT
- RESIDENTIAL SINGLE-FAMILY
- RESIDENTIAL TWO-FAMILY
- RESIDENTIAL MOBILE/MANUFACTURED
- RESIDENTIAL CONDO OR OTHER
- EXEMPT PROPERTY
- LOCALLY ASSESSED PROPERTY

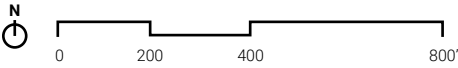
PROPOSED LAND USE



CATALYST SITE 1



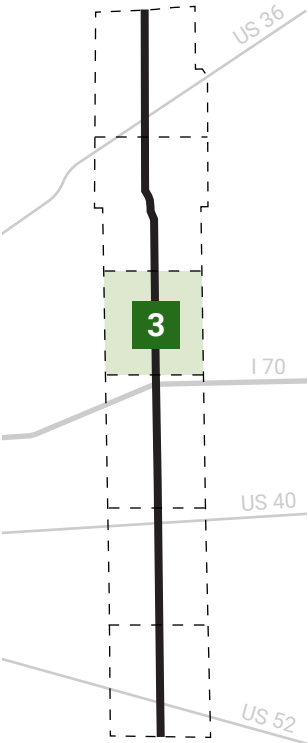
PLAN 21
CATALYST SITE 1 - SITE PLAN



3.7

ZONE 3

EXISTING CONDITIONS

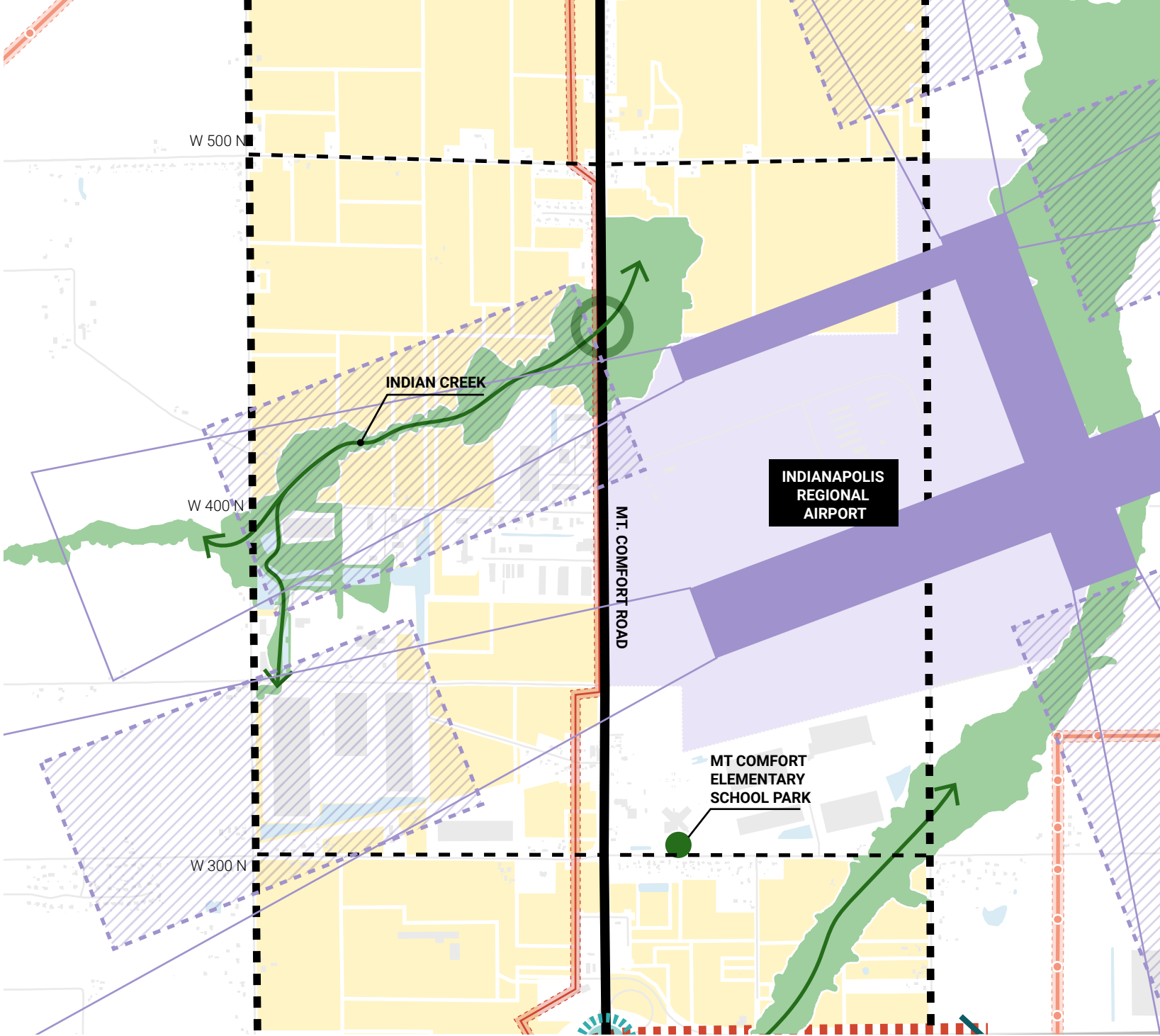
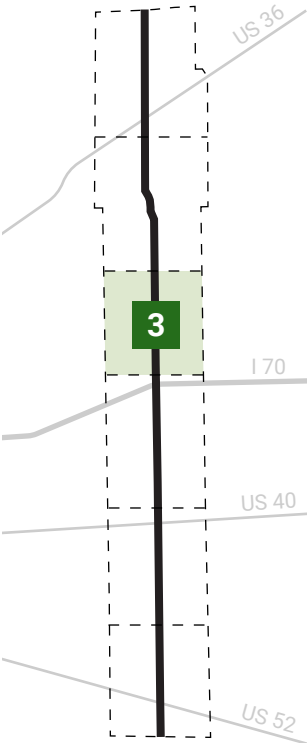


PLAN 22
ZONE 3 - EXISTING CONDITIONS

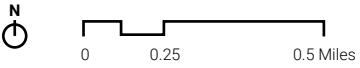


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREAS

OPPORTUNITIES & CONSTRAINTS

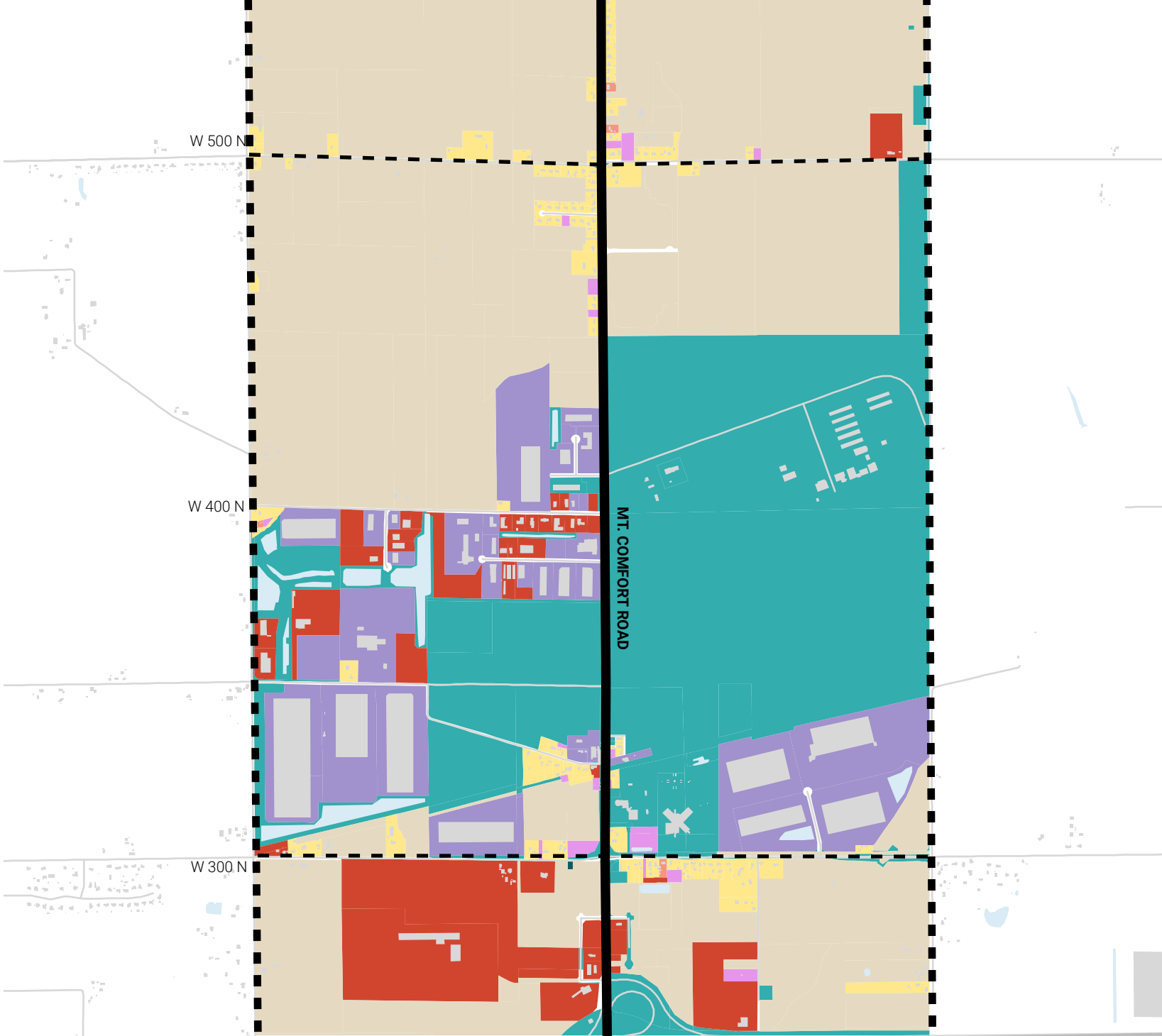
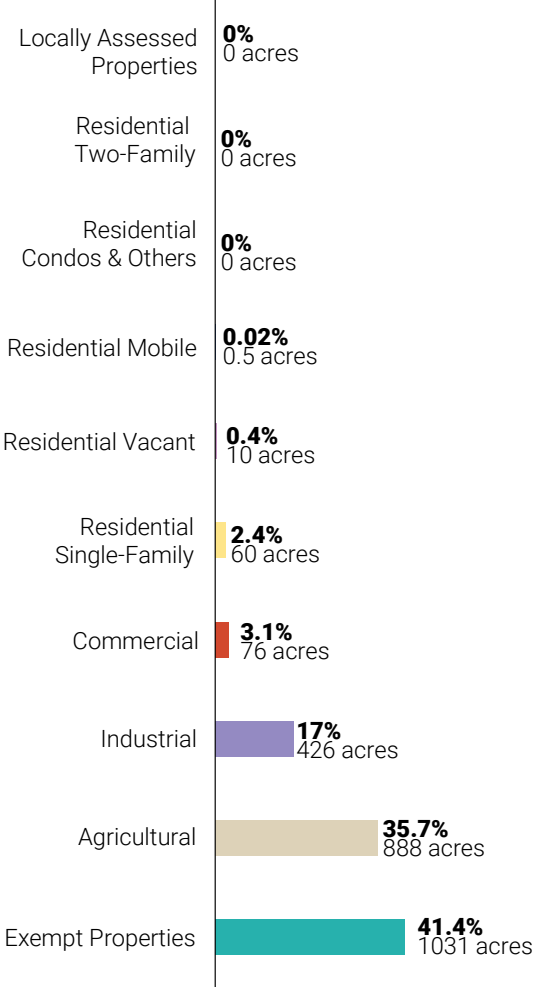
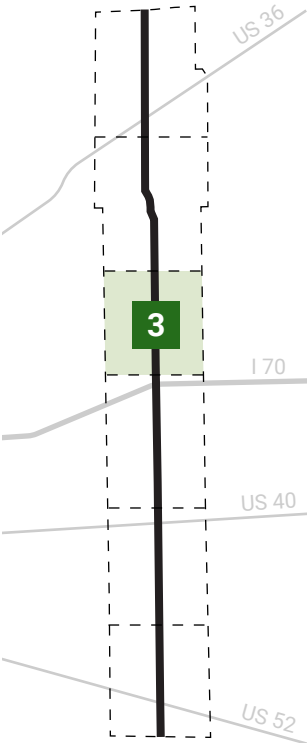


PLAN 23
ZONE 3 - OPPORTUNITIES & CONSTRAINTS

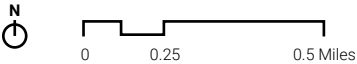


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREA
- PARKS
- NATURAL PATH CONNECTIONS
- LAND FOR DEVELOPMENT
- AIRPORT SURFACE AREA
- AIRPORT APPROACH ZONES
- AIRPORT NOISE SENSITIVE ZONES
- PHYSICAL BARRIERS
- MAJOR NODES
- MIXED-USE CORRIDORS
- MAJOR ROAD CONNECTIONS
- POWERLINES
- PIPELINES

EXISTING LAND USE

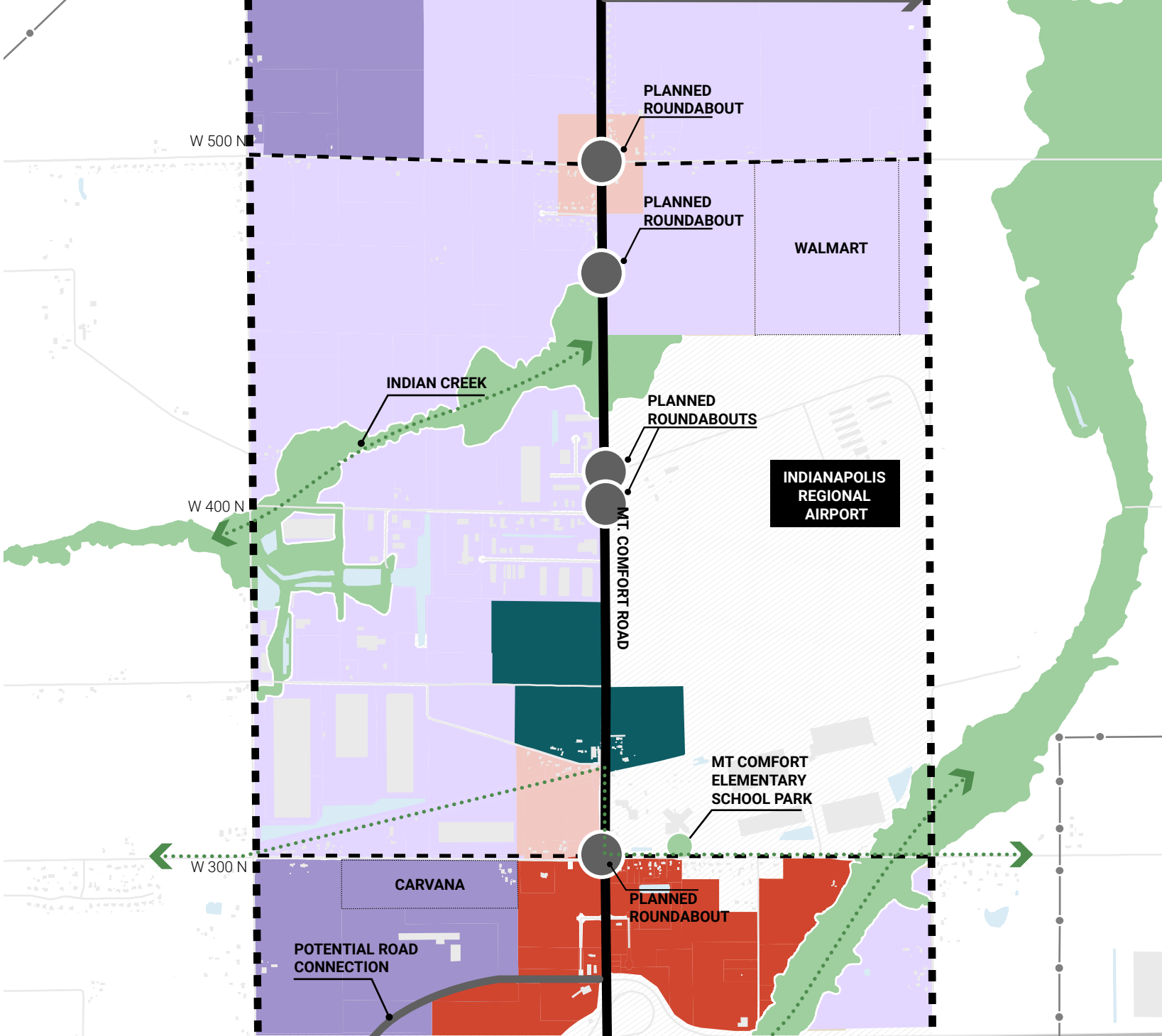
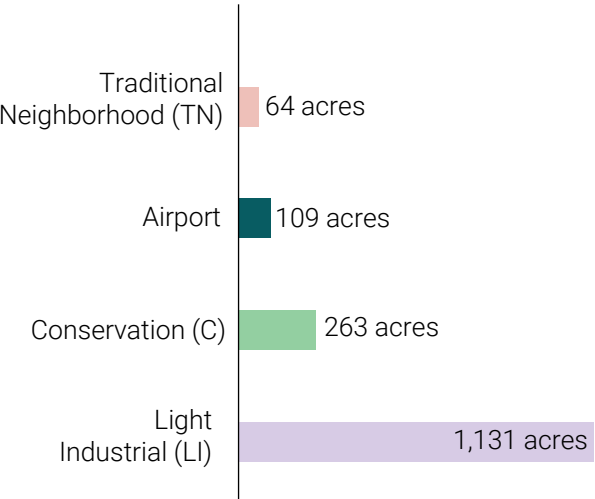
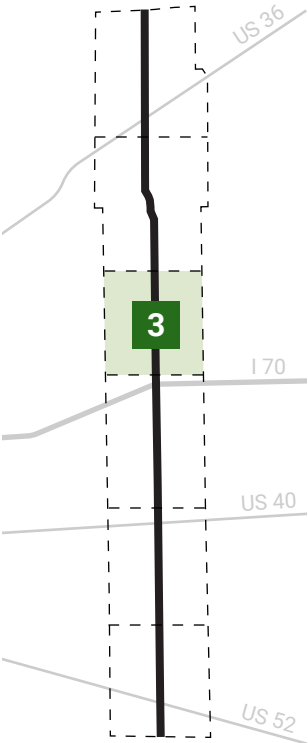


PLAN 24
ZONE 3 - EXISTING LAND USE



- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- AGRICULTURAL
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL VACANT
- RESIDENTIAL SINGLE-FAMILY
- RESIDENTIAL TWO-FAMILY
- RESIDENTIAL MOBILE/MANUFACTURED
- RESIDENTIAL CONDO OR OTHER
- EXEMPT PROPERTY
- LOCALLY ASSESSED PROPERTY

PROPOSED LAND USE



PLAN 25
ZONE 3 - PROPOSED LAND USE

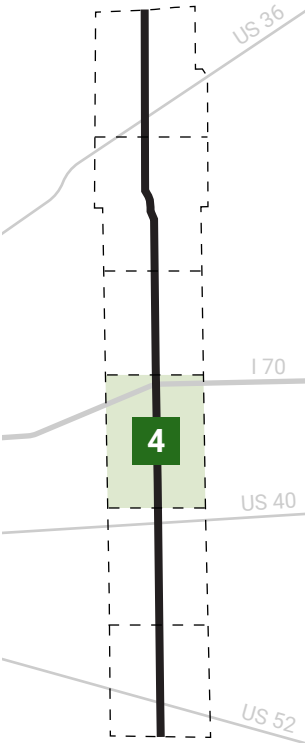


- | | |
|-----------------------|----------------------------|
| — MT. COMFORT RD | LOW SCALE RESIDENTIAL |
| - - - STUDY AREA | SUBURBAN RESIDENTIAL |
| - - - COUNTY LIMITS | TRADITIONAL NEIGHBORHOOD |
| +++ RAIL | TOWN CENTER |
| — ROADWAY | MIXED USE DISTRICT |
| — BUILDING FOOTPRINTS | LIGHT INDUSTRIAL |
| — WATER BODIES | PREMIER INDUSTRIAL |
| | AIRPORT |
| | RECREATIONAL/INSTITUTIONAL |
| | NATURAL CONSERVATION |
| | AGRICULTURE |
| | PARK |

3.8

ZONE 4

EXISTING CONDITIONS

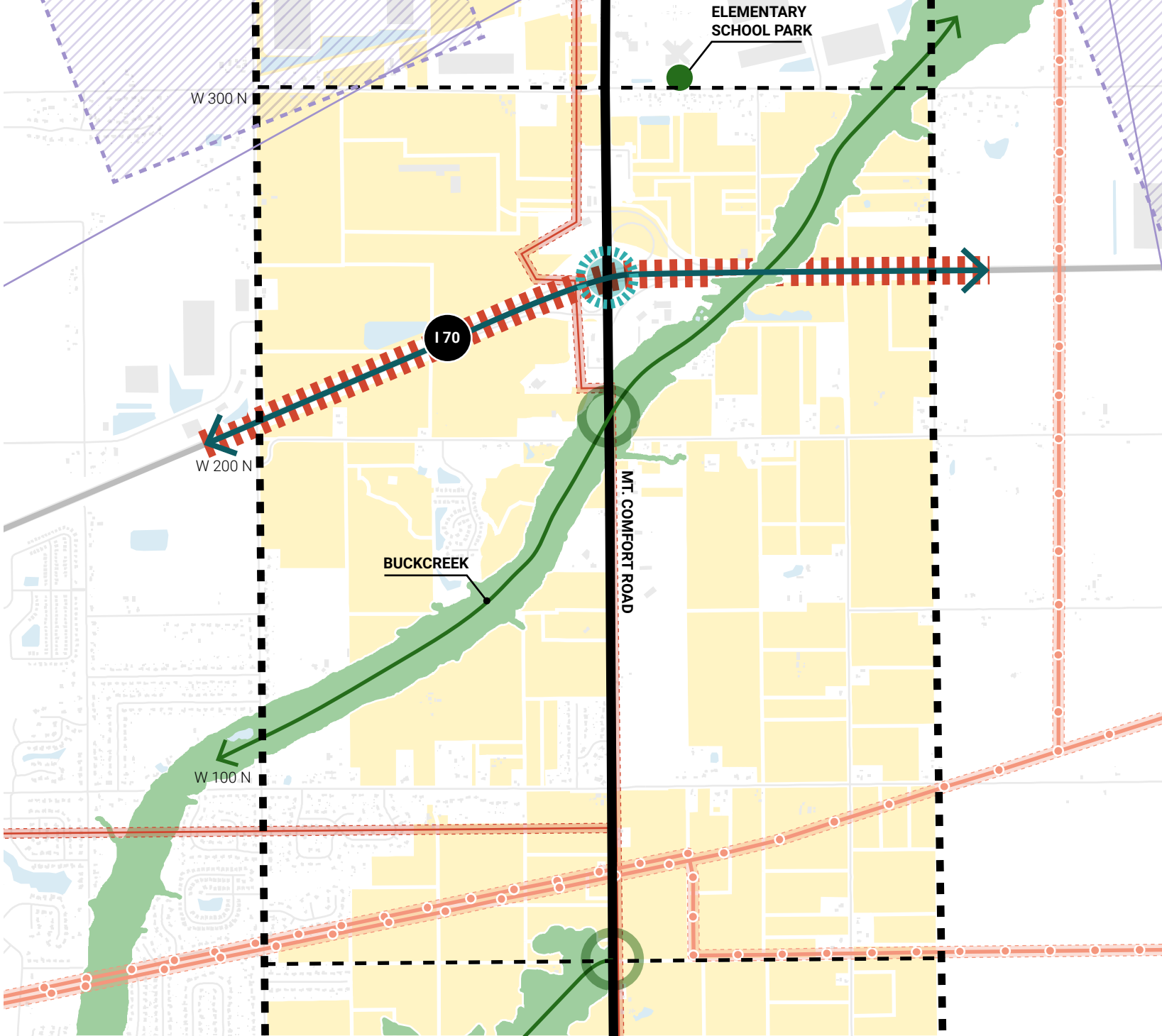
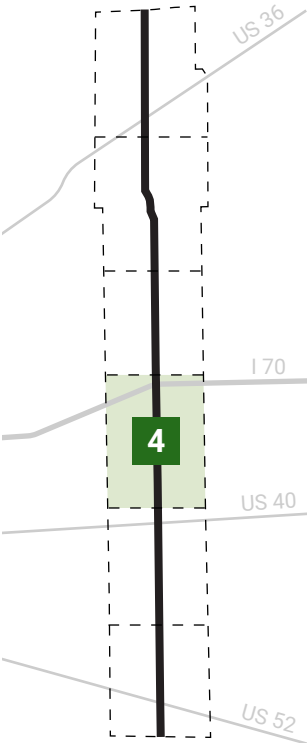


PLAN 26
ZONE 4 - EXISTING CONDITIONS

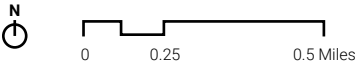


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREAS

OPPORTUNITIES & CONSTRAINTS

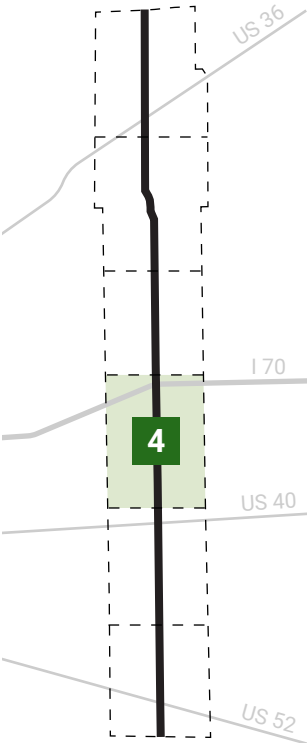


PLAN 27
ZONE 4 - OPPORTUNITIES & CONSTRAINTS

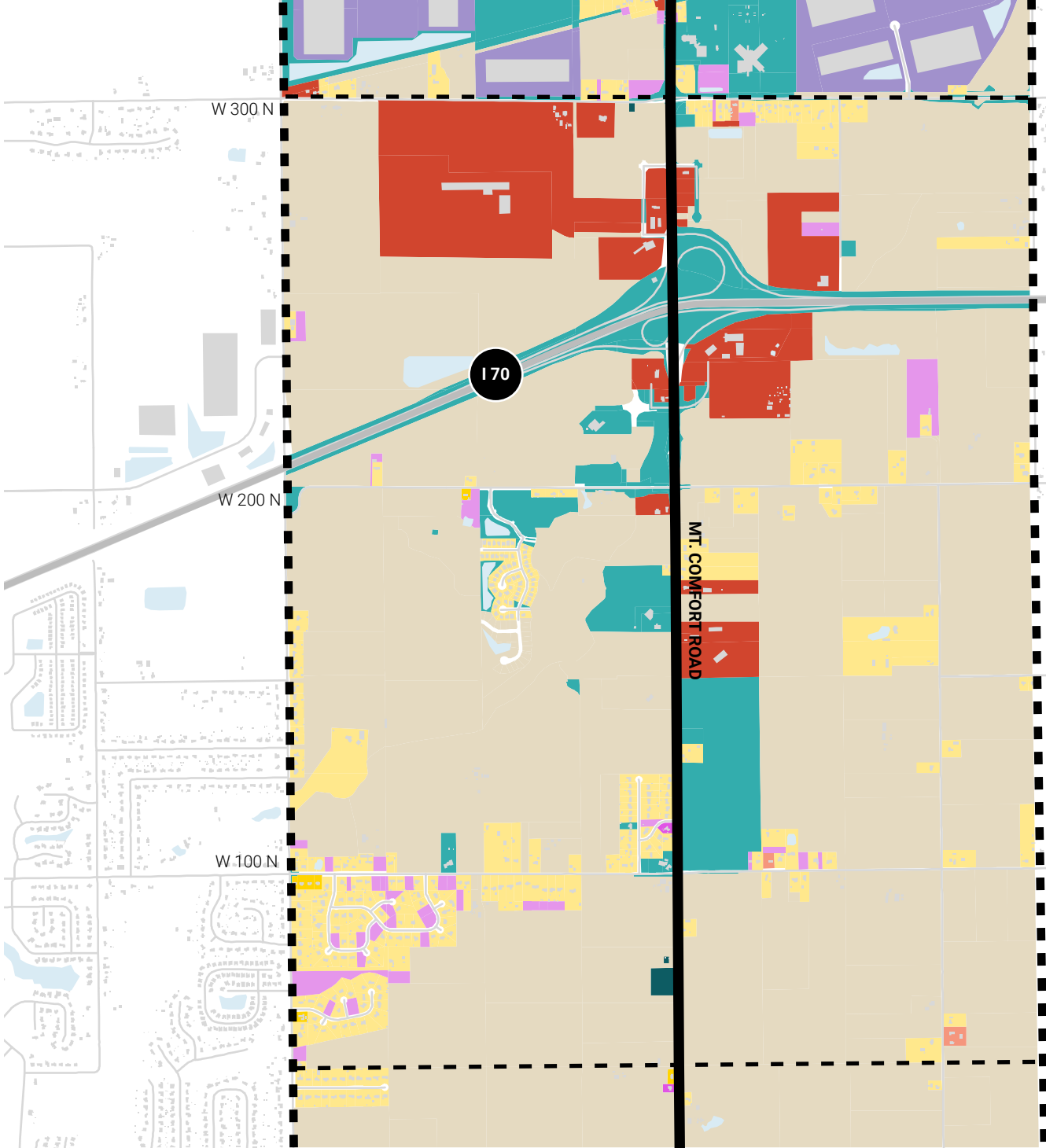


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREA
- PARKS
- NATURAL PATH CONNECTIONS
- LAND FOR DEVELOPMENT
- AIRPORT SURFACE AREA
- AIRPORT APPROACH ZONES
- AIRPORT NOISE SENSITIVE ZONES
- PHYSICAL BARRIERS
- MAJOR NODES
- MIXED-USE CORRIDORS
- MAJOR ROAD CONNECTIONS
- POWERLINES
- PIPELINES

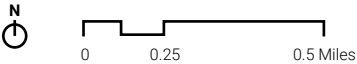
EXISTING LAND USE



Industrial	0.01% 0.4 acres
Residential Condos & Others	0.02% 0.75 acres
Residential Two-Family	0.1% 3 acres
Locally Assessed Properties	0.11% 3.4 acres
Residential Mobile	0.15% 4.2 acres
Residential Vacant	1.4% 42 acres
Exempt Properties	8.5% 260 acres
Commercial	8.9% 274 acres
Residential Single-Family	9.3% 290 acres
Agricultural	71% 2212 acres

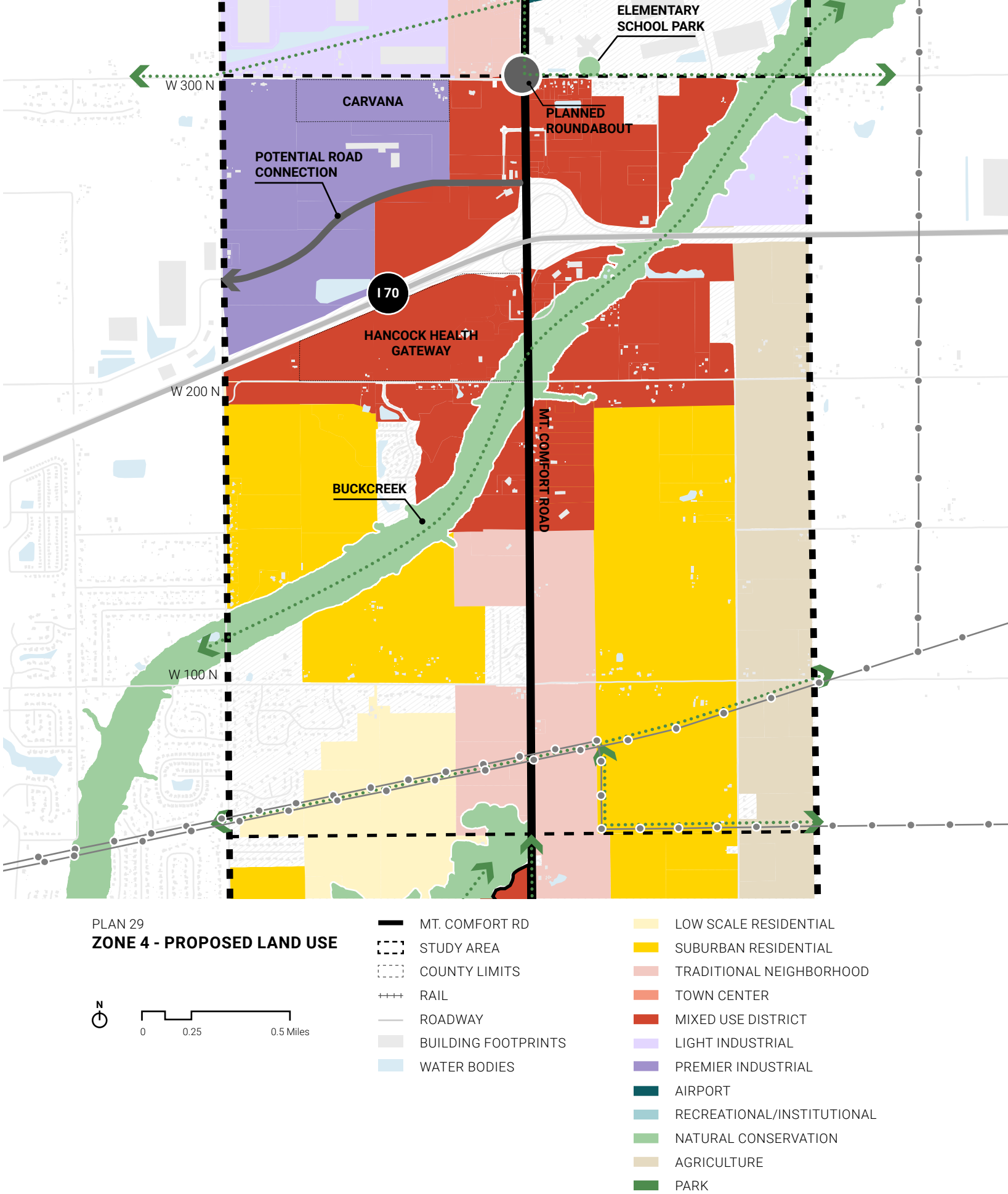
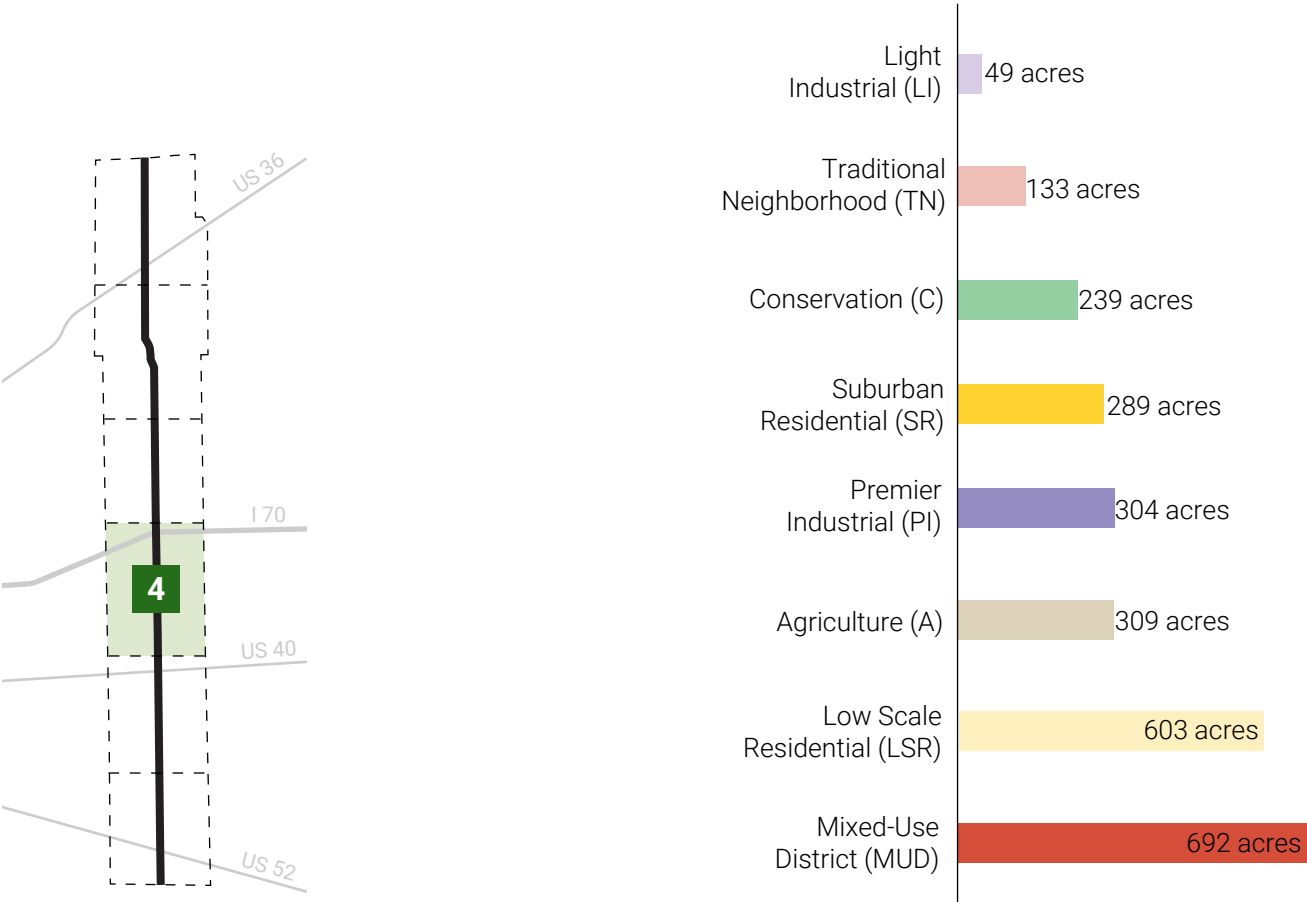


PLAN 28
ZONE 4 - EXISTING LAND USE



- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- AGRICULTURAL
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL VACANT
- RESIDENTIAL SINGLE-FAMILY
- RESIDENTIAL TWO-FAMILY
- RESIDENTIAL MOBILE/MANUFACTURED
- RESIDENTIAL CONDO OR OTHER
- EXEMPT PROPERTY
- LOCALLY ASSESSED PROPERTY

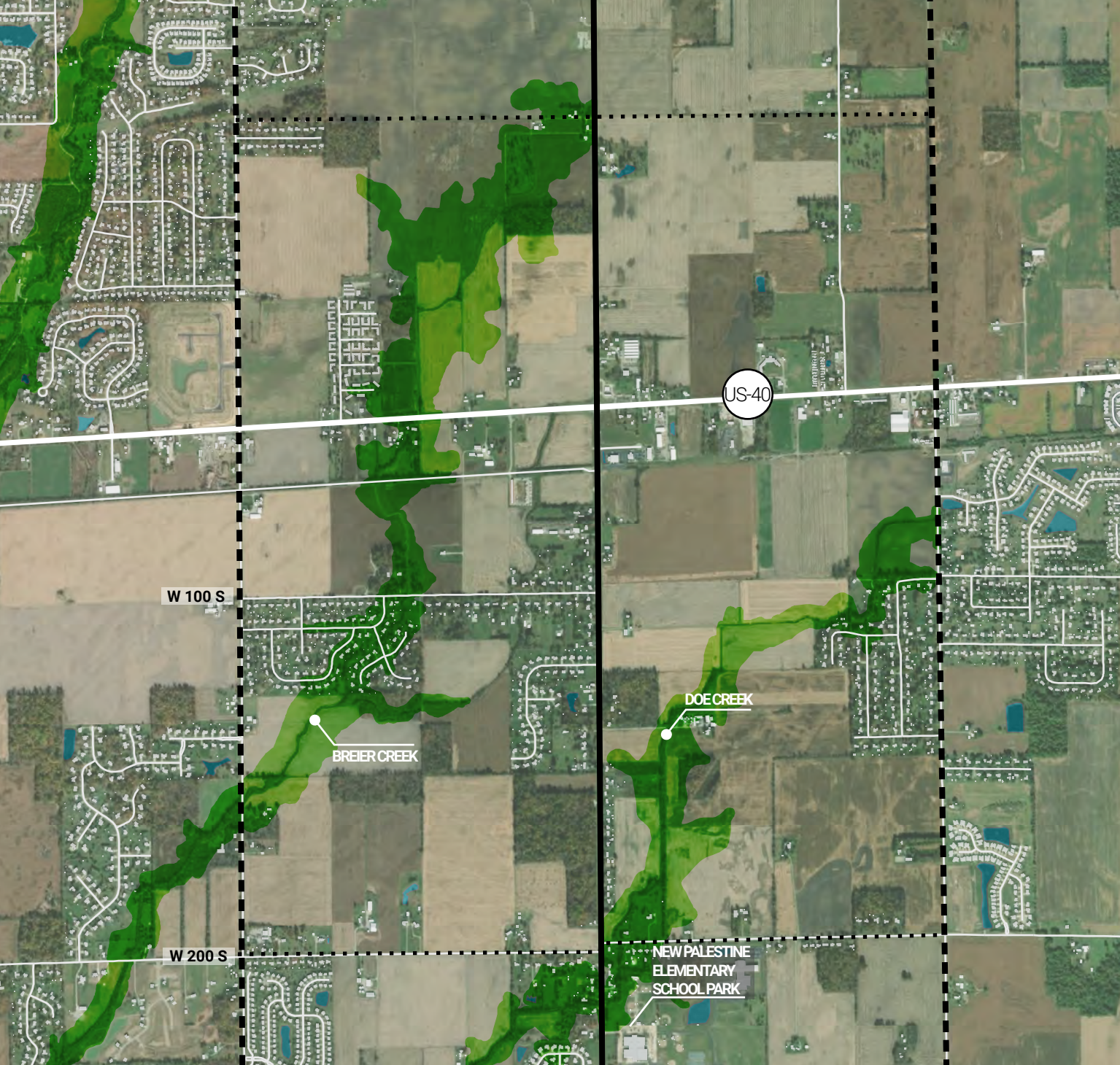
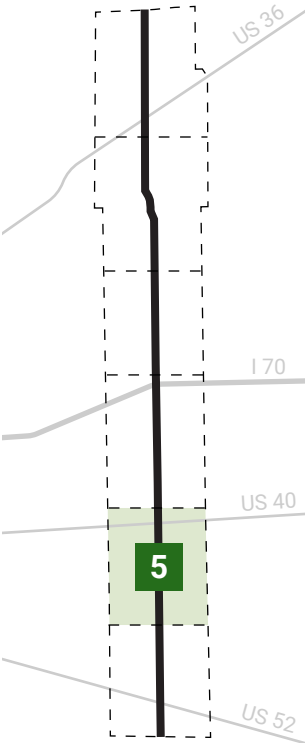
PROPOSED LAND USE



3.9

ZONE 5

EXISTING CONDITIONS

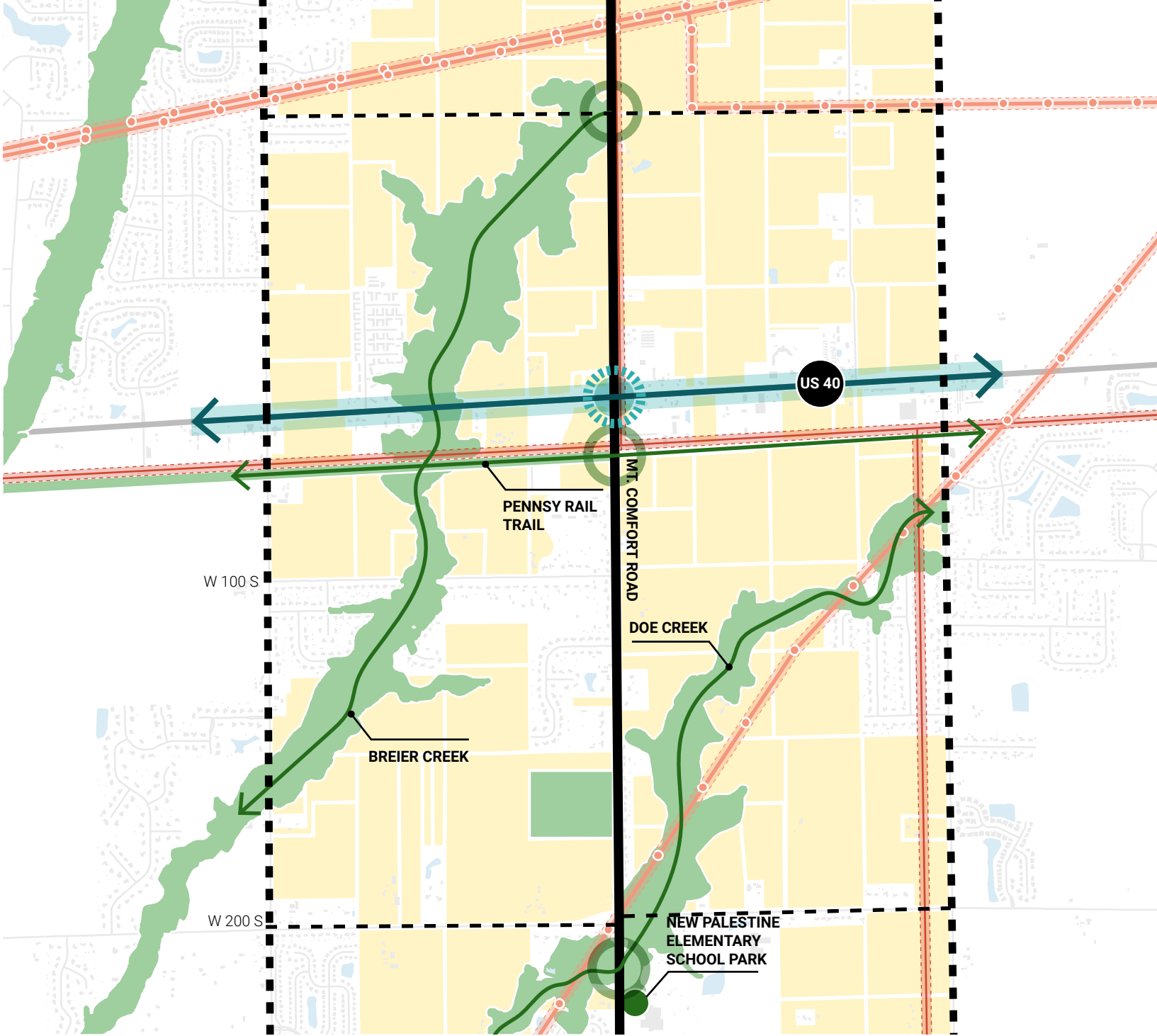
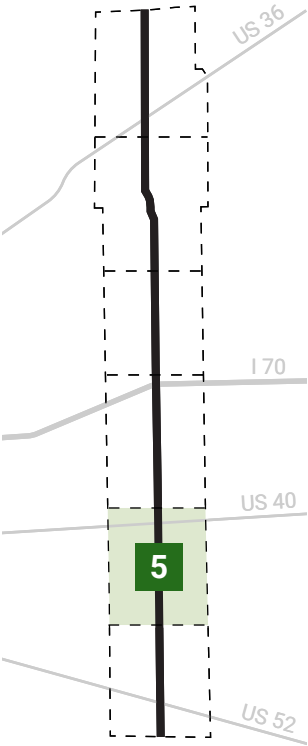


PLAN 30
ZONE 5 - EXISTING CONDITIONS

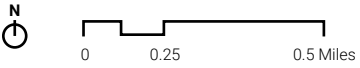


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREAS

OPPORTUNITIES & CONSTRAINTS

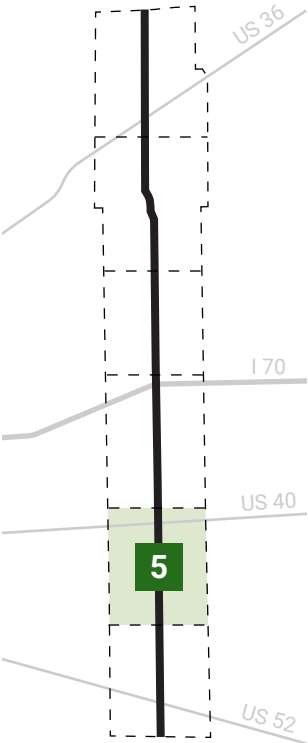


PLAN 31
ZONE 5 - OPPORTUNITIES & CONSTRAINTS

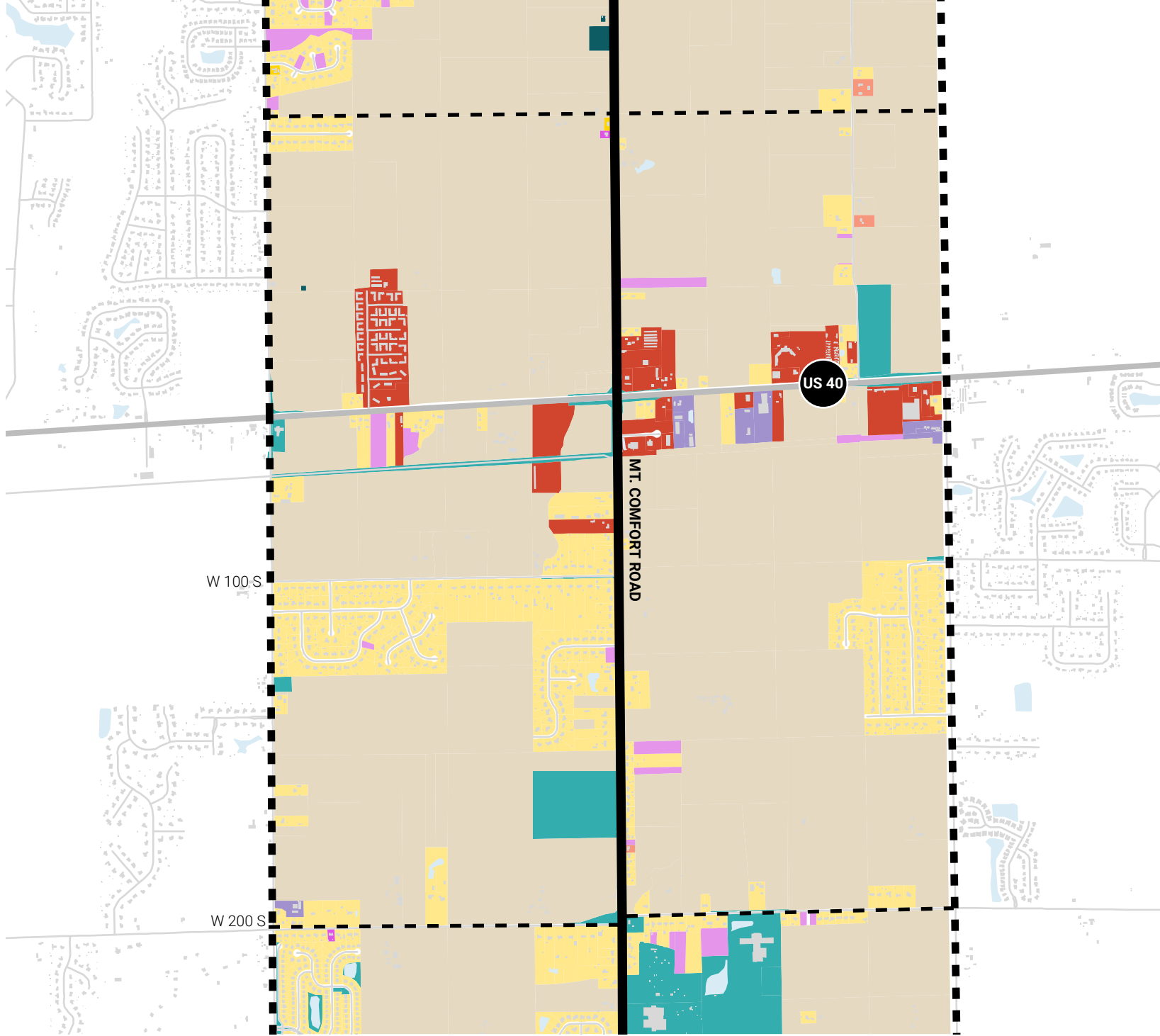


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREA
- PARKS
- NATURAL PATH CONNECTIONS
- LAND FOR DEVELOPMENT
- AIRPORT SURFACE AREA
- AIRPORT APPROACH ZONES
- AIRPORT NOISE SENSITIVE ZONES
- PHYSICAL BARRIERS
- MAJOR NODES
- MIXED-USE CORRIDORS
- MAJOR ROAD CONNECTIONS
- POWERLINES
- PIPELINES

EXISTING LAND USE



Residential Condos & Others	0 acres
Locally Assessed Properties	0% 0.1 acres
Residential Two-Family	0.02% 0.6 acres
Residential Mobile	0.06% 1.9 acres
Industrial	0.7% 21 acres
Residential Vacant	0.8% 24 acres
Exempt Properties	2.8% 81 acres
Commercial	4.5% 130 acres
Residential Single-Family	13.8% 398 acres
Agricultural	77% 2242 acres



PLAN 32
ZONE 5 - EXISTING LAND USE

- MT. COMFORT RD

--- STUDY AREA

--- COUNTY LIMITS

+++ RAIL

— ROADWAY

— BUILDING FOOTPRINTS

— WATER BODIES
- AGRICULTURAL

INDUSTRIAL

COMMERCIAL

RESIDENTIAL VACANT

RESIDENTIAL SINGLE-FAMILY

RESIDENTIAL TWO-FAMILY

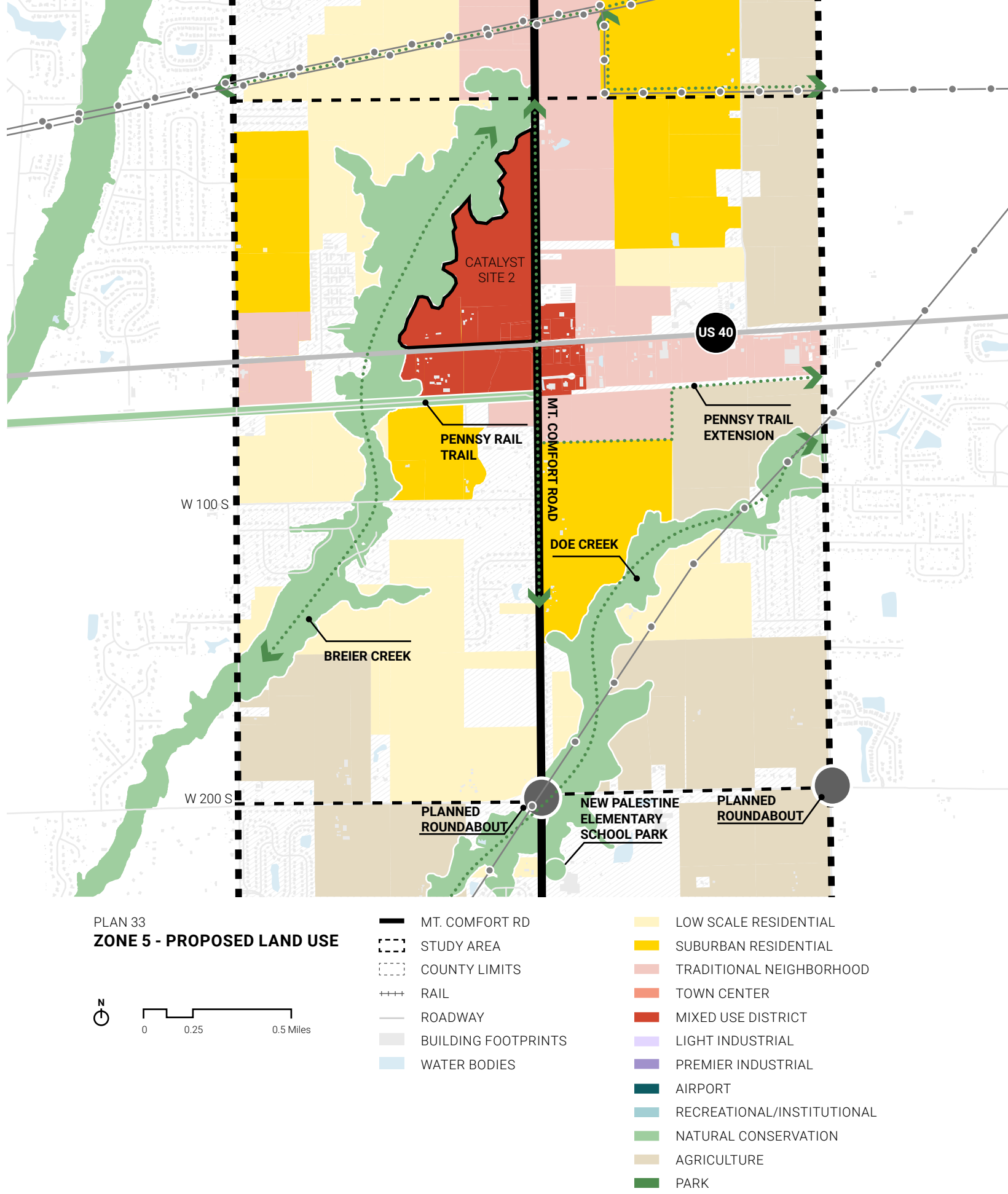
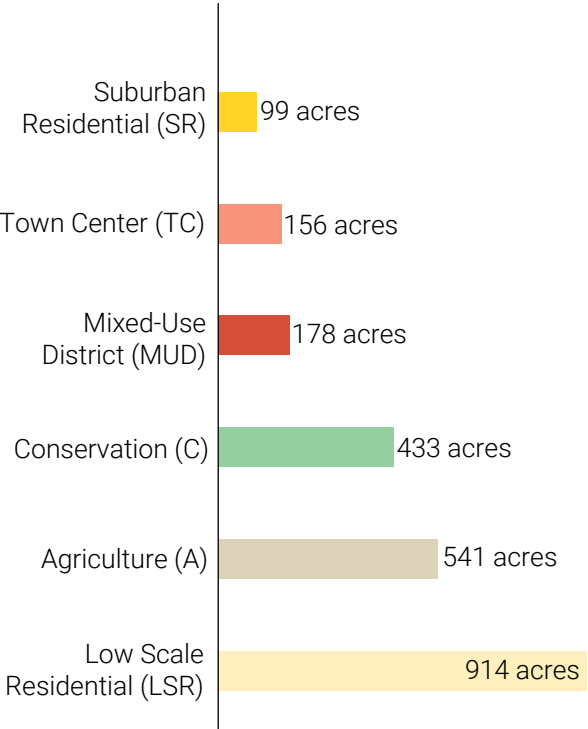
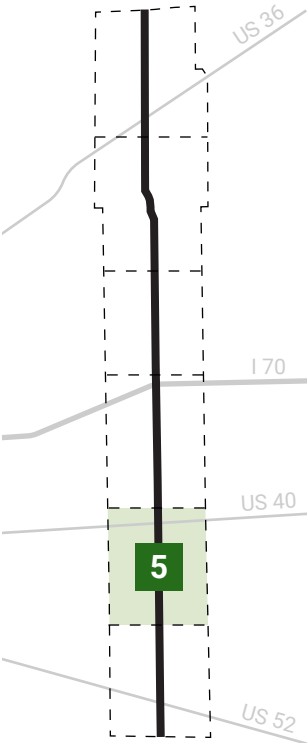
RESIDENTIAL MOBILE/MANUFACTURED

RESIDENTIAL CONDO OR OTHER

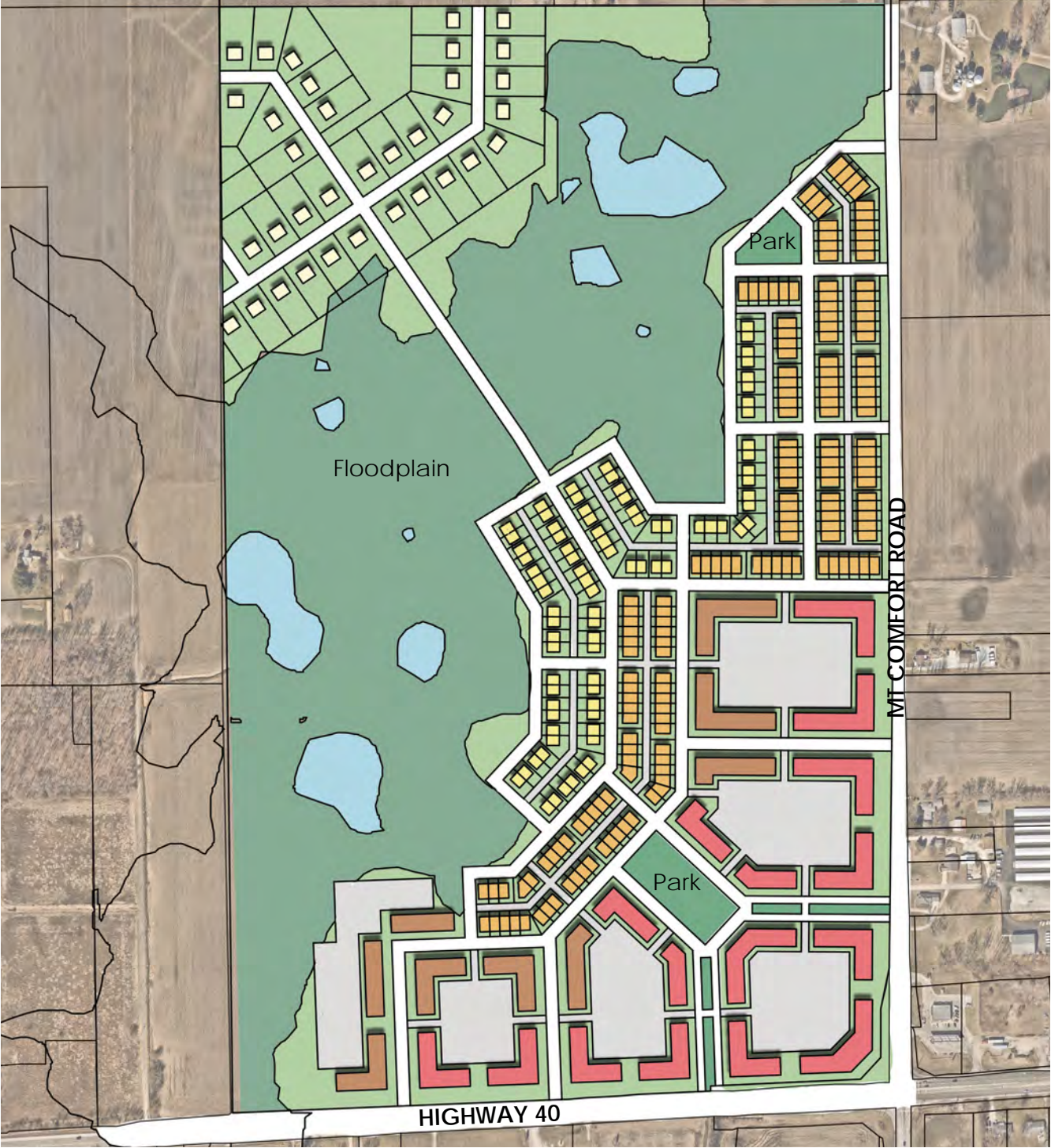
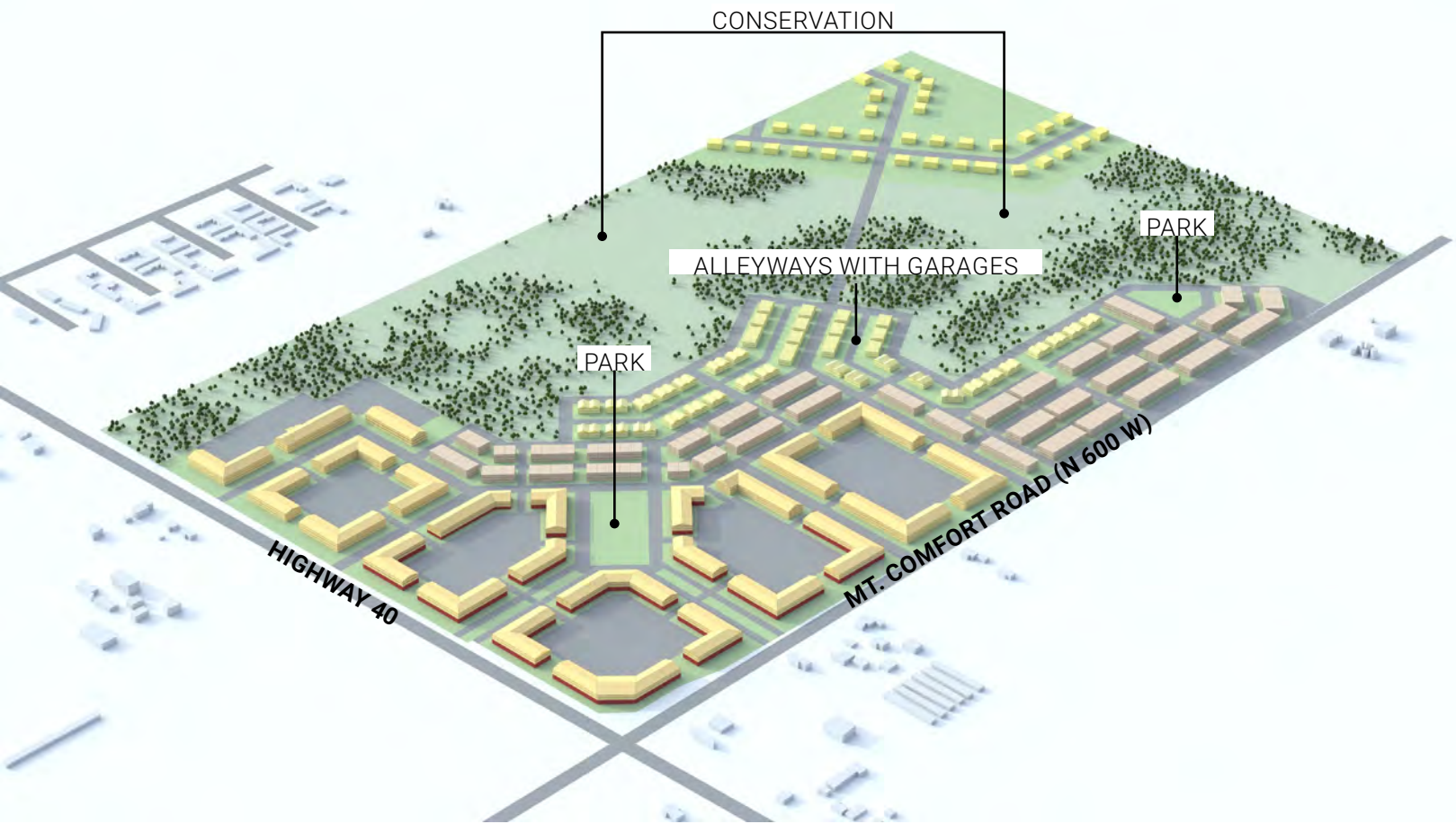
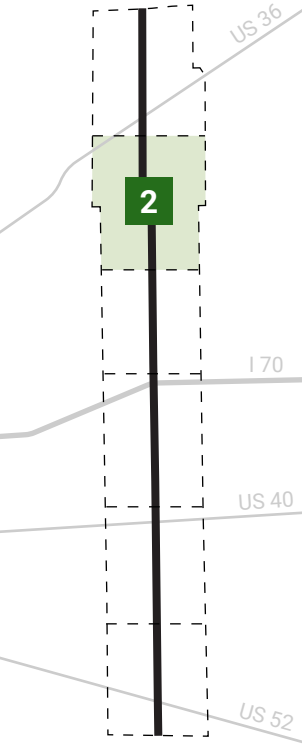
EXEMPT PROPERTY

LOCALLY ASSESSED PROPERTY

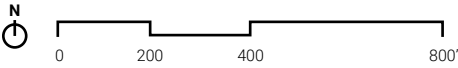
PROPOSED LAND USE



CATALYST SITE 2



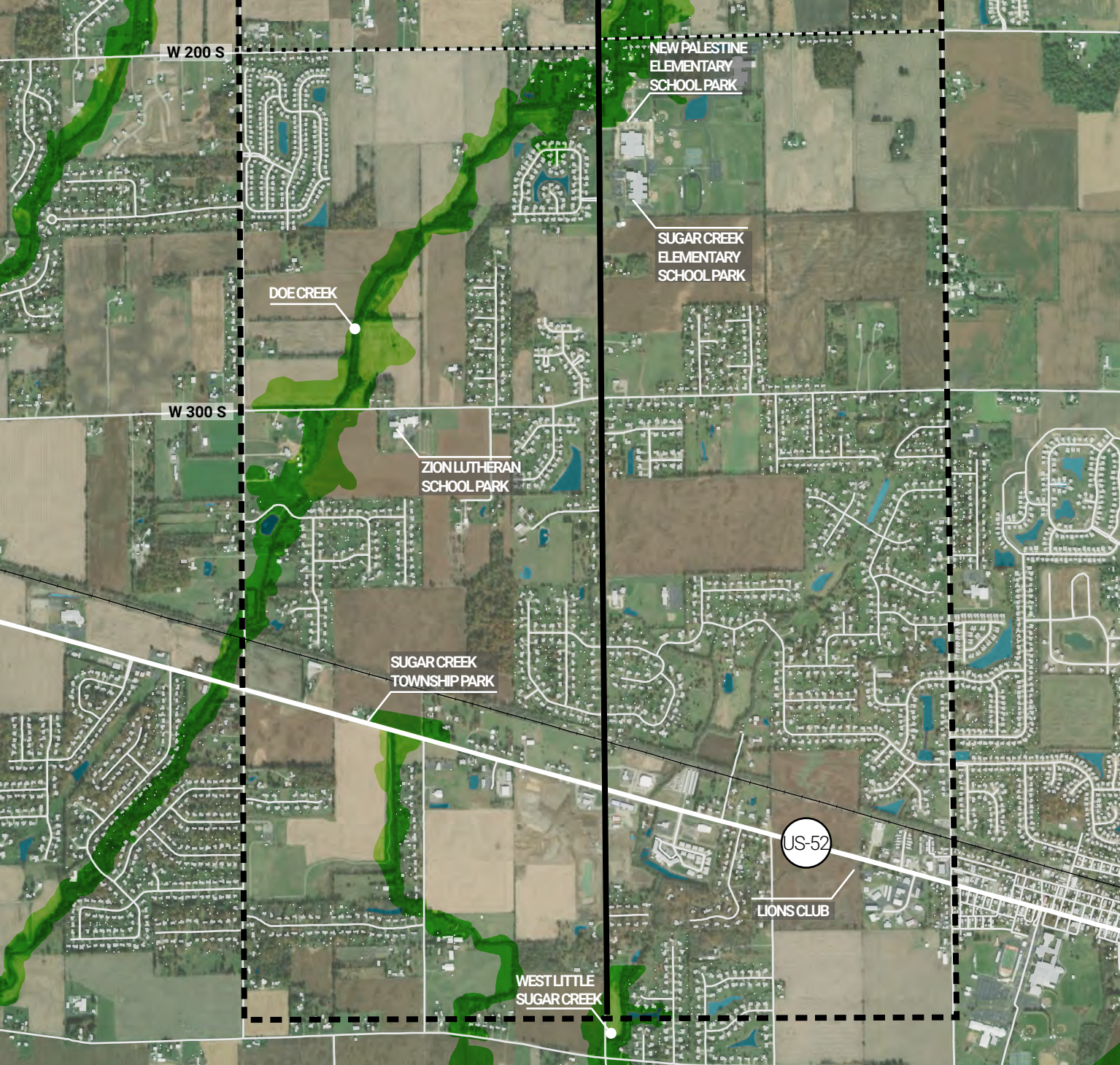
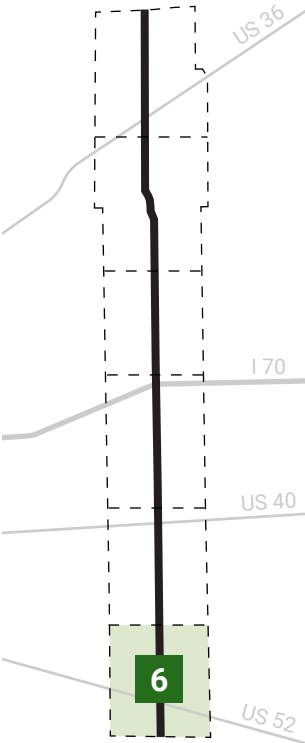
PLAN 34
CATALYST SITE 2 - SITE PLAN



3.10

ZONE 6

EXISTING CONDITIONS

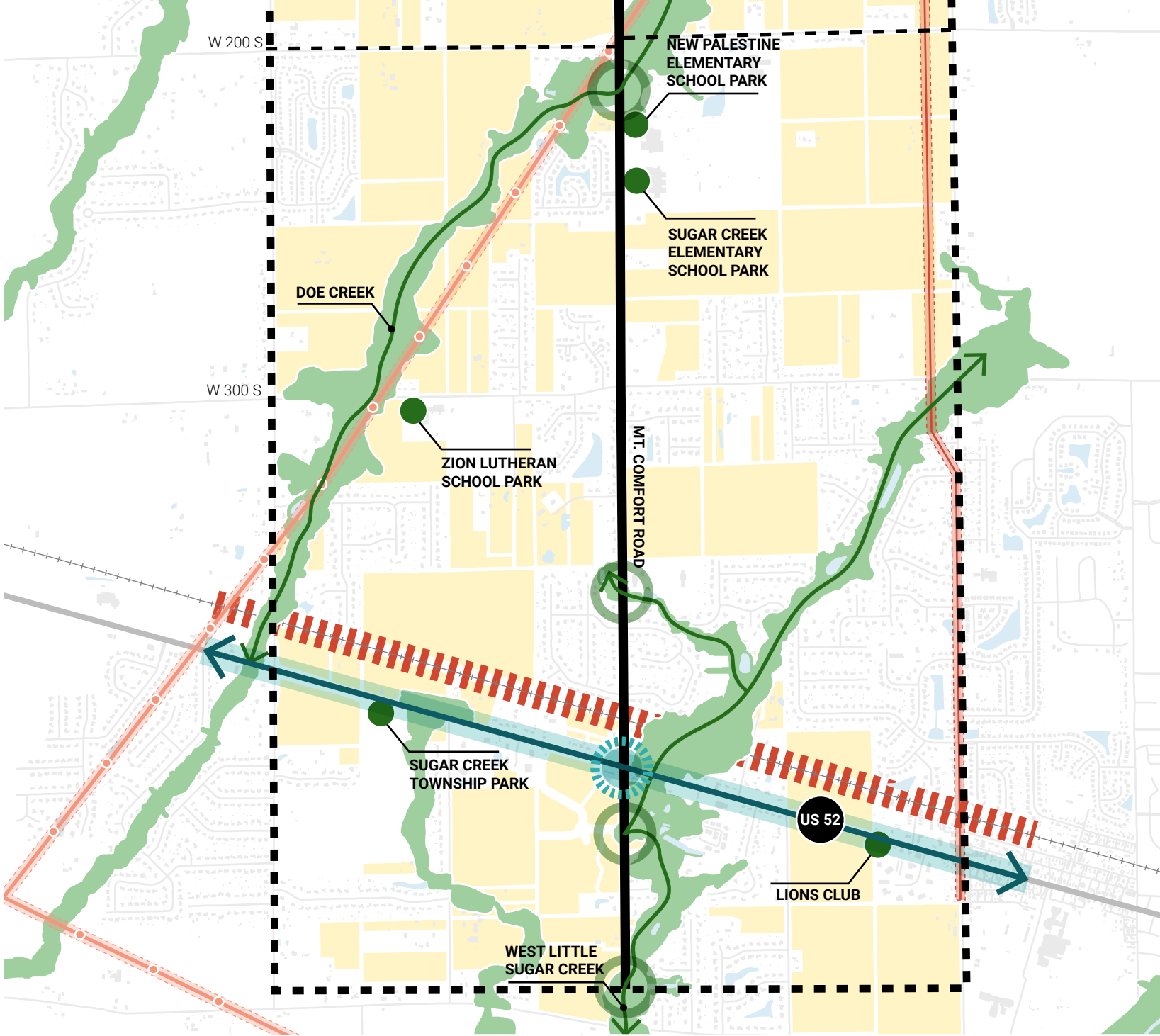
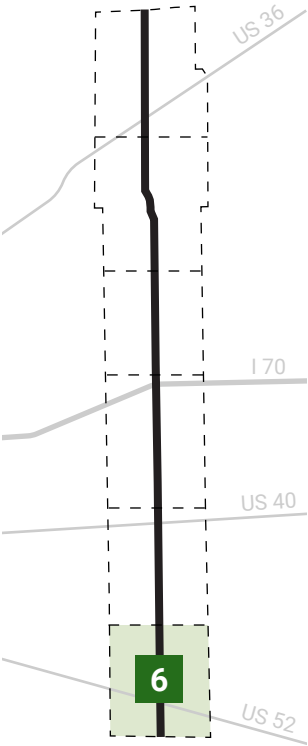


PLAN 35
ZONE 6 - EXISTING CONDITIONS

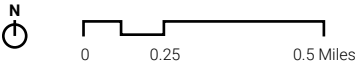


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREAS

OPPORTUNITIES & CONSTRAINTS

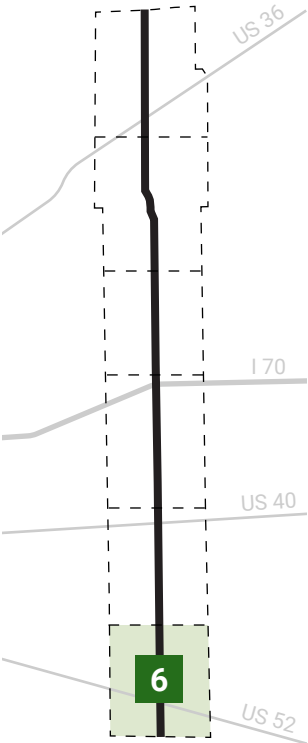


PLAN 36
ZONE 6 - OPPORTUNITIES & CONSTRAINTS

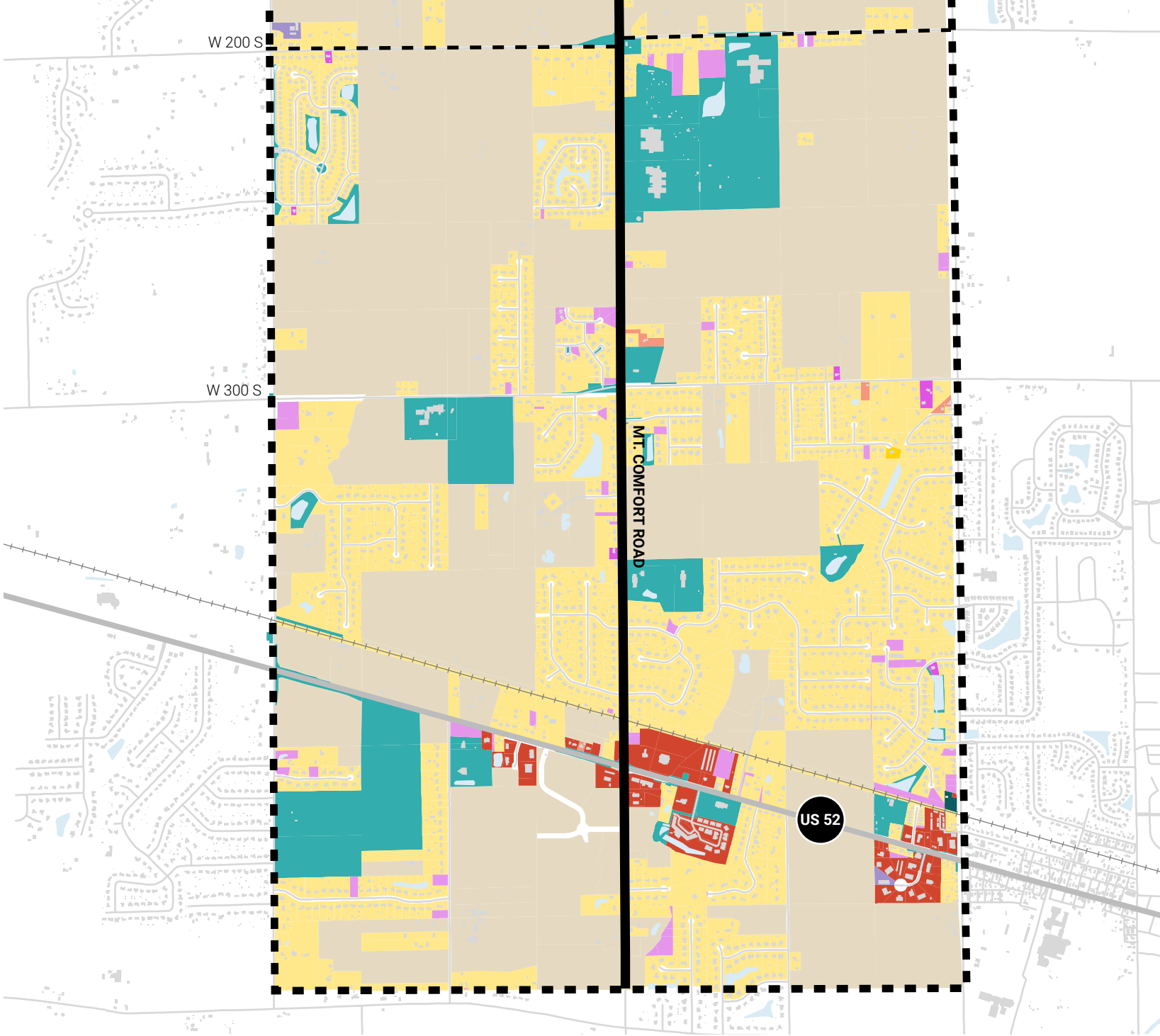


- MT. COMFORT RD
- STUDY AREA
- ZONE LIMIT
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- CONSERVATION AREA
- PARKS
- NATURAL PATH CONNECTIONS
- LAND FOR DEVELOPMENT
- AIRPORT SURFACE AREA
- AIRPORT APPROACH ZONES
- AIRPORT NOISE SENSITIVE ZONES
- PHYSICAL BARRIERS
- MAJOR NODES
- MIXED-USE CORRIDORS
- MAJOR ROAD CONNECTIONS
- POWERLINES
- PIPELINES

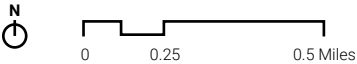
EXISTING LAND USE



Residential Two-Family	0.02% 0.8 acres
Locally Assessed Properties	0.03% 1.1 acres
Industrial	0.04% 1.2 acres
Residential Mobile	0.13% 4.6 acres
Residential Condos & Others	0.18% 6.5 acres
Residential Vacant	1.4% 50 acres
Commercial	2.2% 77 acres
Exempt Properties	10% 348 acres
Residential Single-Family	36% 1256 acres
Agricultural	50% 1751 acres

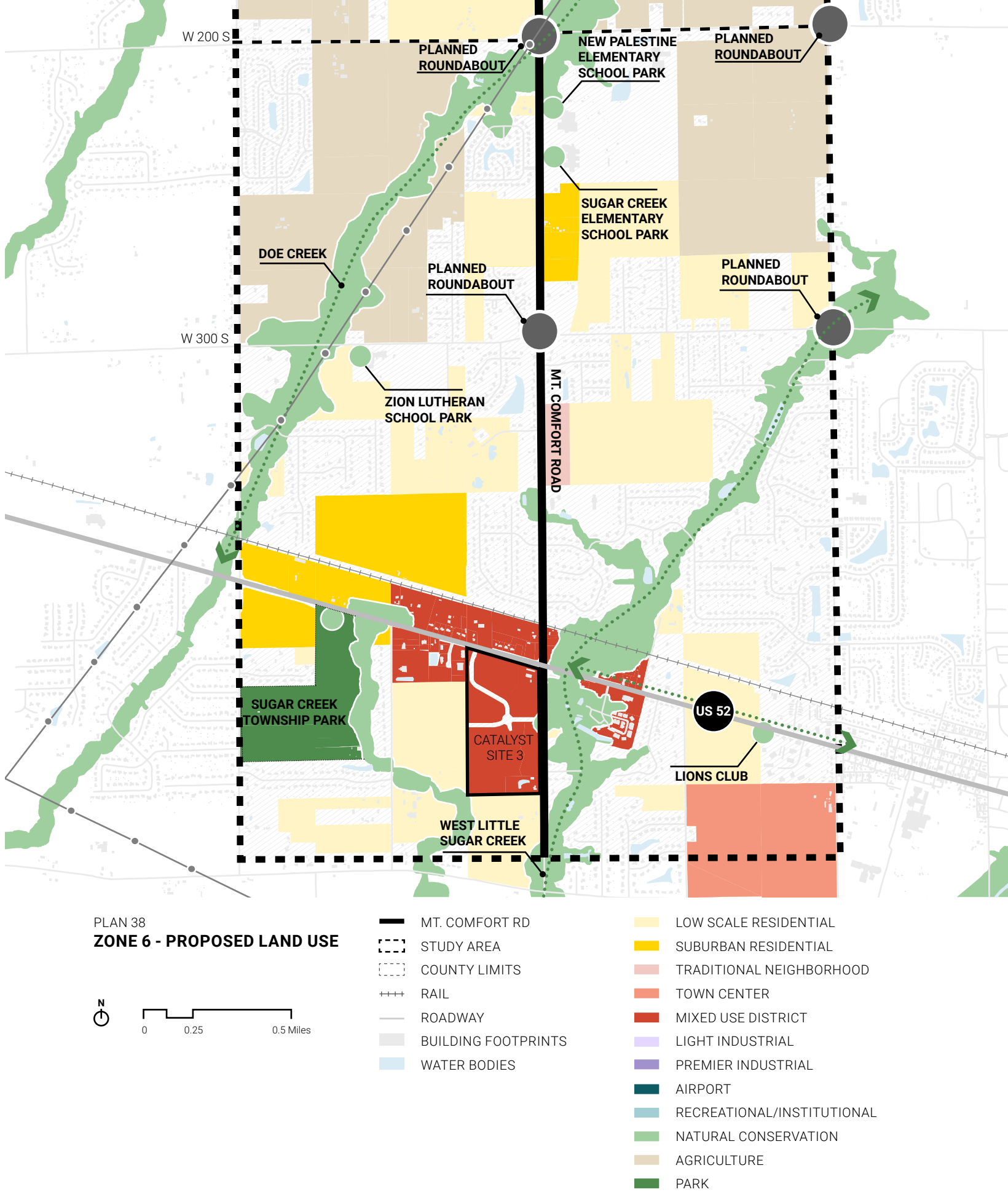
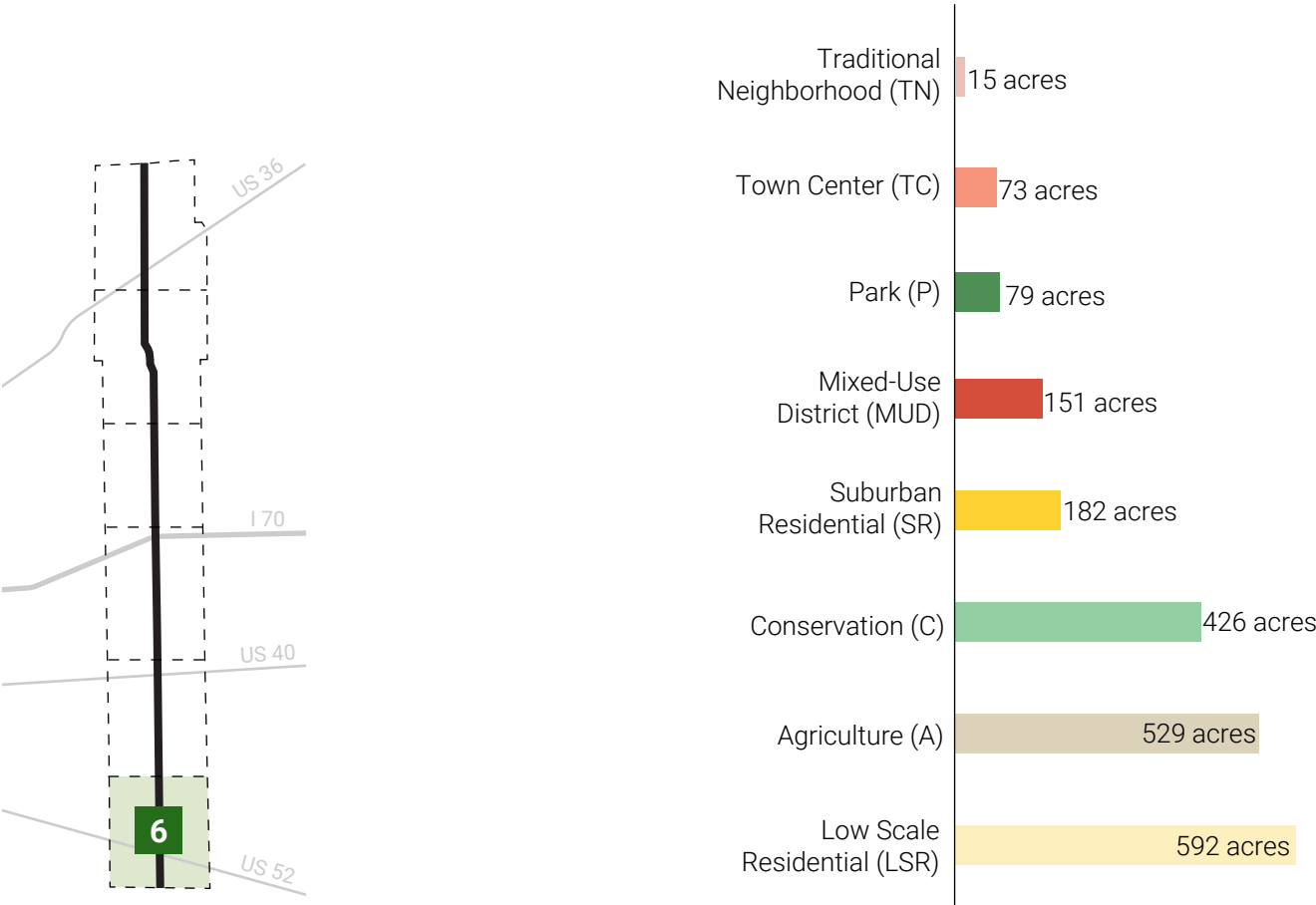


PLAN 37
ZONE 6 - EXISTING LAND USE

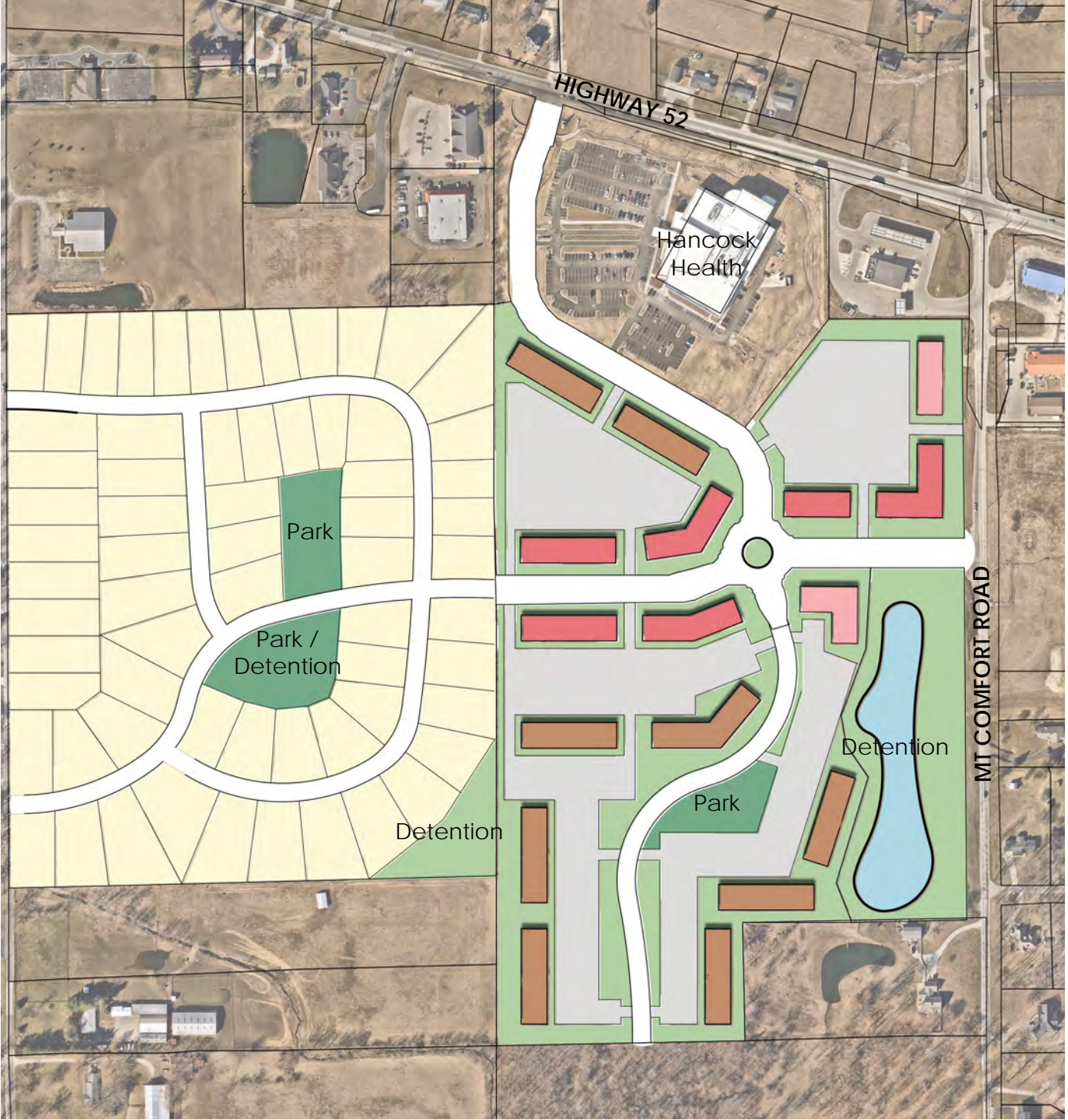
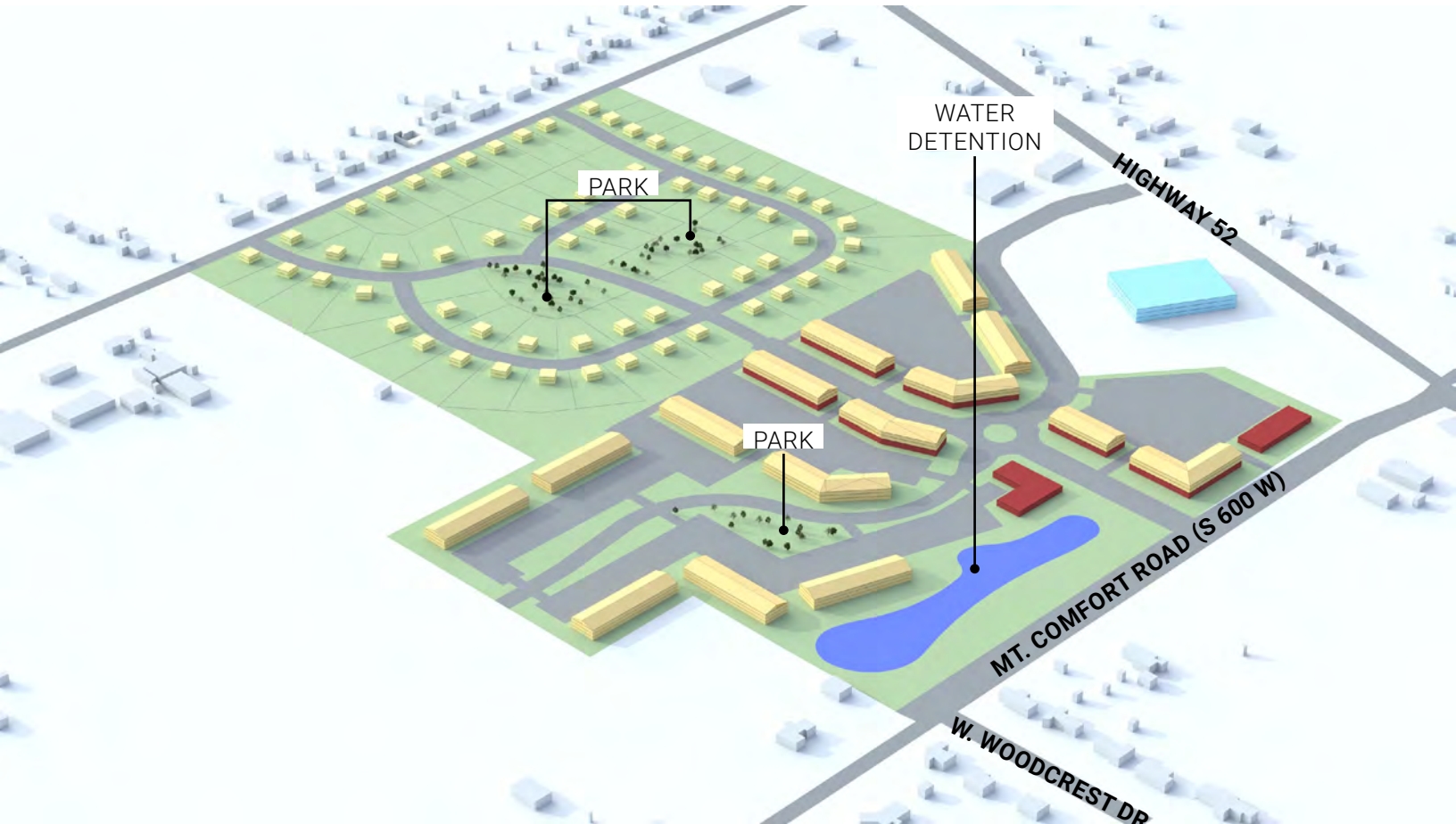
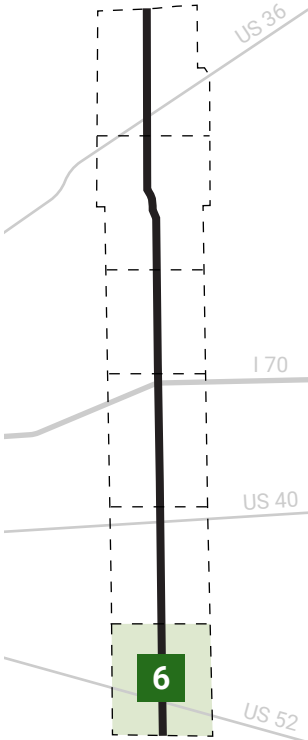


- MT. COMFORT RD
- STUDY AREA
- COUNTY LIMITS
- RAIL
- ROADWAY
- BUILDING FOOTPRINTS
- WATER BODIES
- AGRICULTURAL
- INDUSTRIAL
- COMMERCIAL
- RESIDENTIAL VACANT
- RESIDENTIAL SINGLE-FAMILY
- RESIDENTIAL TWO-FAMILY
- RESIDENTIAL MOBILE/MANUFACTURED
- RESIDENTIAL CONDO OR OTHER
- EXEMPT PROPERTY
- LOCALLY ASSESSED PROPERTY

PROPOSED LAND USE



CATALYST SITE 3



PLAN 39
CATALYST SITE 3 - SITE PLAN

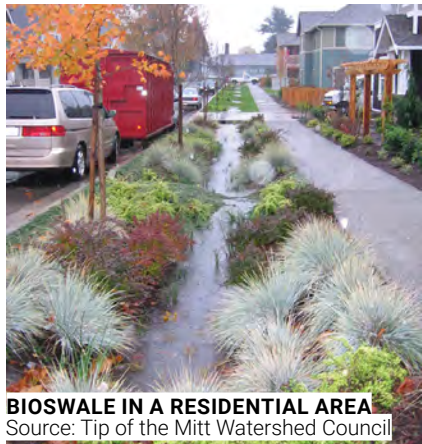


PROPOSED STREET IMPROVEMENTS

5 Street Improvement Typologies

Street improvement typologies that are proposed in the study area differ according to street character and purpose. Five street typologies are identified to improve traffic and active transportation. Street improvement typologies take into consideration available right-of-way to accommodate both cars and pedestrians.

- › In the segment of Mt-Comfort Corridor between I-70 and W 500 N, 4 lanes are proposed to accommodate struck and semi-truck traffic.
- › Setbacks are usually between 0 to 20ft to enhance the pedestrian experience.
- › In terms of green infrastructure, bioswales along the streets could be created to manage stormwater and enhance the visual aspect of the Mt-Comfort corridor and its surroundings.



BIOSWALE IN A RESIDENTIAL AREA
Source: Tip of the Mitt Watershed Council



MIXED-USE - GUNBARREL CENTER
Source: BAR Architects

- 1

MIXED-USE COMMERCIAL WALKABLE STREET
Occurs in catalyst sites and in downtowns.
- 2

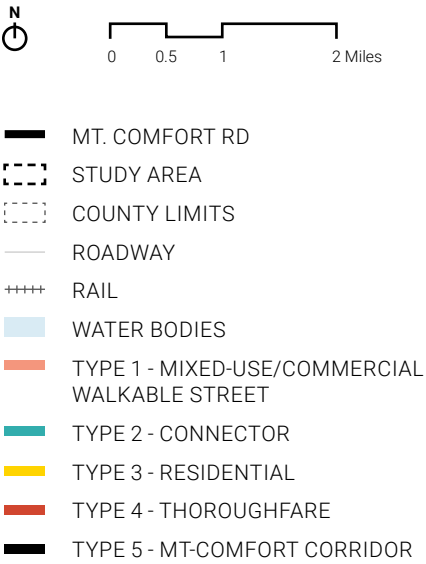
CONNECTOR
Smaller streets that feed Mt Comfort Road and serve residential, industrial and other uses.
- 3

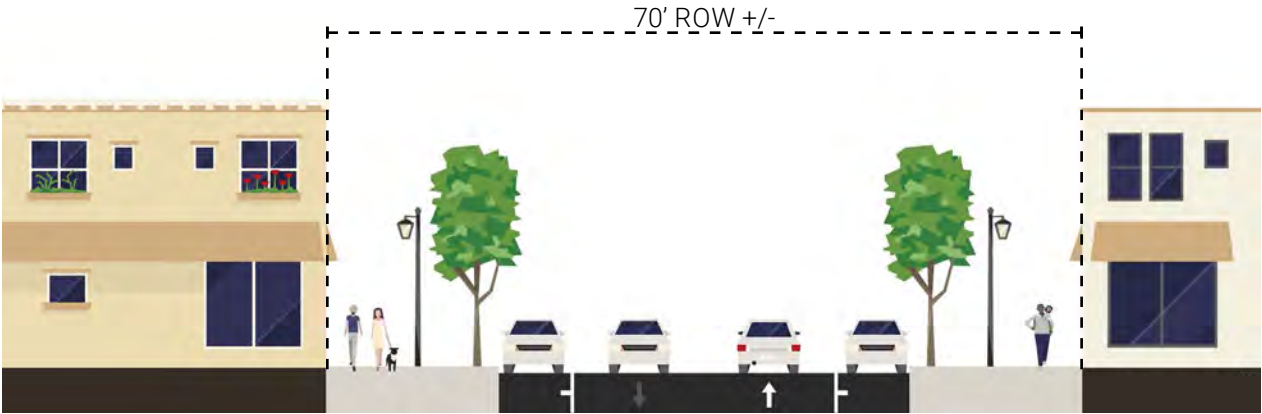
RESIDENTIAL
Occurs within neighborhoods in the corridor.
- 4

THOROUGHFARE
Occurs along state highways and serve commercial areas as well as downtowns and neighborhoods.
- 5

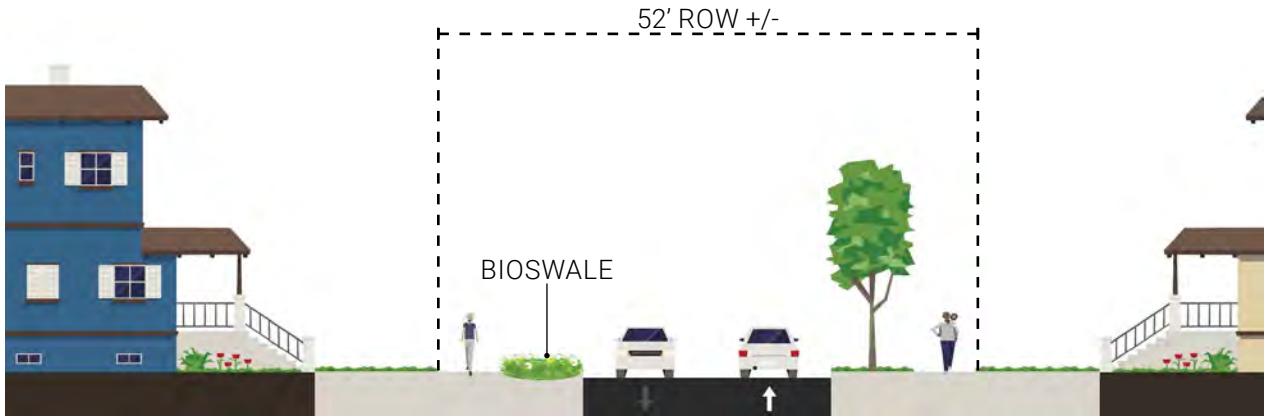
MT-COMFORT CORRIDOR
Toolkit to be applied as applicable and as opportunities for improvement become available.

FIGURE 40
PROPOSED STREET IMPROVEMENTS

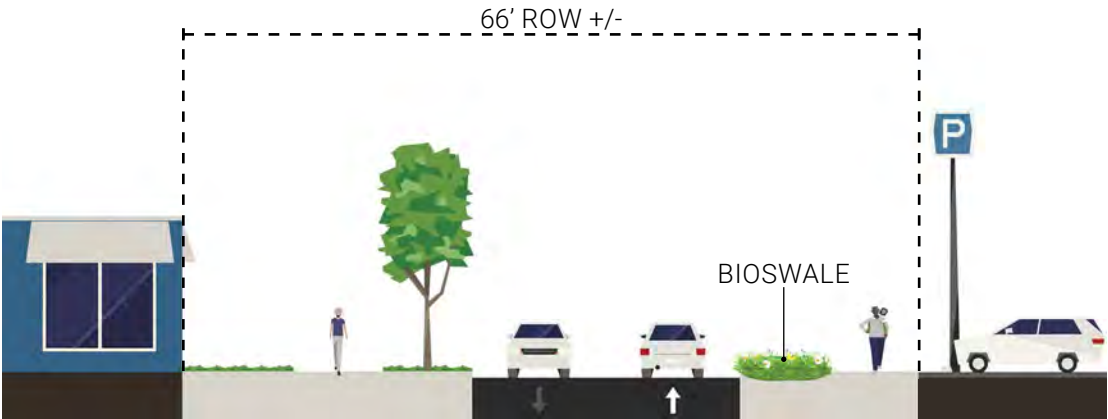




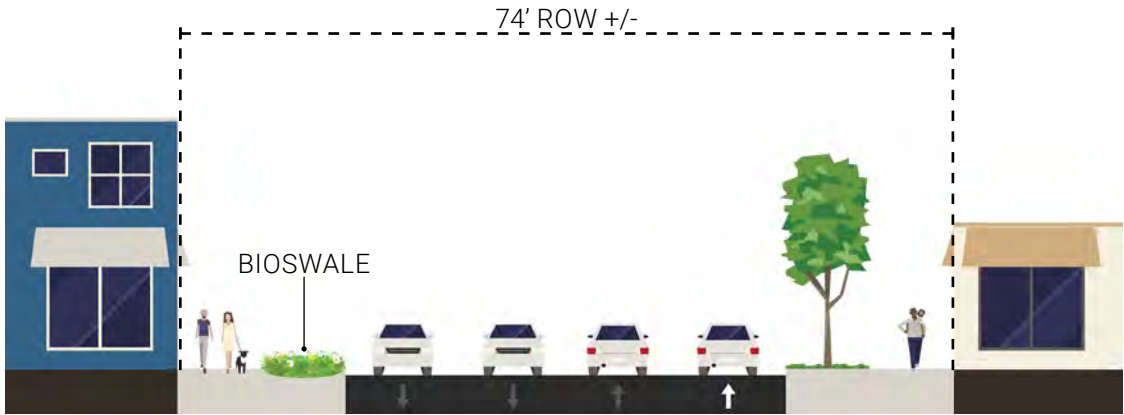
TYPE 1 MIXED-USE/COMMERCIAL WALKABLE STREET



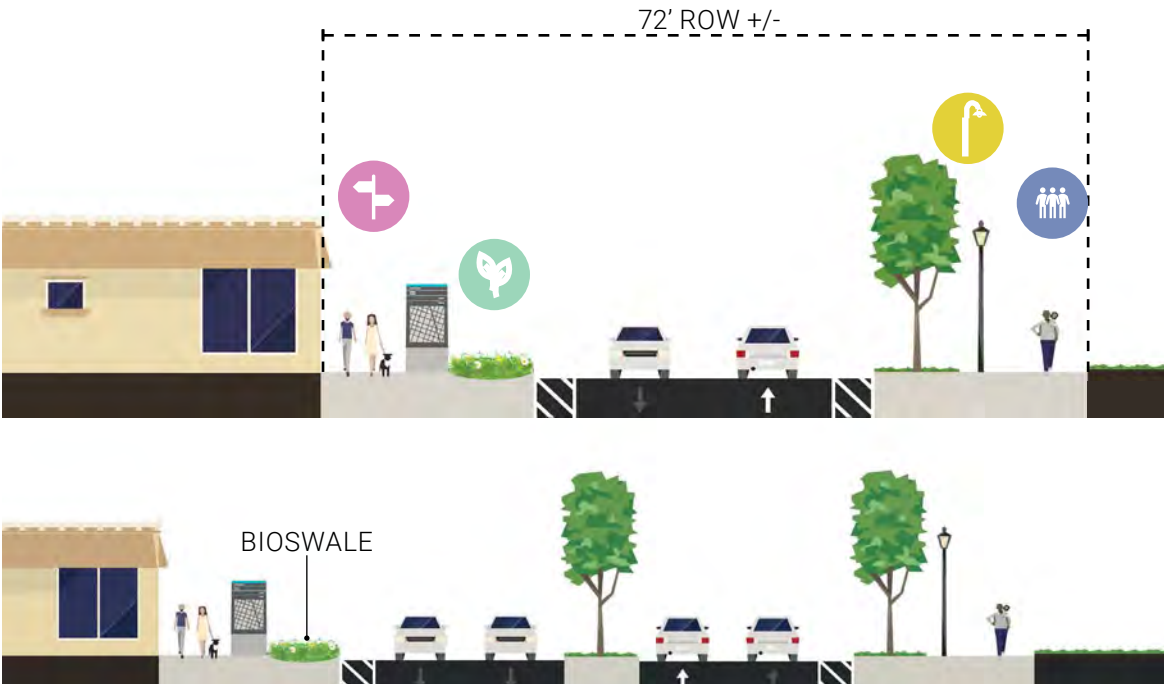
TYPE 3 RESIDENTIAL



TYPE 2 CONNECTOR



TYPE 4 THOROUGHFARE



TYPE 5 MT. COMFORT ROAD

3.12

IMPLEMENTATION

This study is meant to think big, provide broad ideas that will require additional work towards the desired outcomes envisioned. The following are recommended next steps to help establish a framework for implementation as well as broader collaboration for the desired outcomes for the corridor:

- 1 Develop a working group of municipalities and county to collaborate on implementation of the vision.
- 2 Incorporate ideas of this vision study into the relevant policy plans (e.g. municipal comprehensive plans, county comprehensive plan, updates to various zoning codes).
- 3 Study the potential for transit options along Mount Comfort Corridor (north/south connectivity) and potential extension of BRTs from Indianapolis (east/west connectivity)
- 4 Update the Hancock County Trails Plan to consider additional connectivity opportunities along natural corridors that could provide additional connectivity for pedestrians and bicyclists.
- 5 Create design guidelines that would influence new development along Mount Comfort. Guidelines could be created collectively or by each approving authority with consultation of a working group to ensure consistency. Guidelines should consider compact new development, public/private and institutional users and consider how development patterns can promote walkability, mixed-use environments and higher-quality urban-style urban environments.
- 6 Develop corridor-wide recreation plan to understand broader community needs and facilities required to prevent duplication of service offerings as well as signal to new development where such recreation or park facilities might be located.
- 7 Develop a detailed thoroughfare plan with the DOT, municipalities and county officials that consider all modes of transportation as well as mitigates the potential negative effects of increased freight movement in the corridor that will coincide with the development of new industrial facilities.

APPENDIX

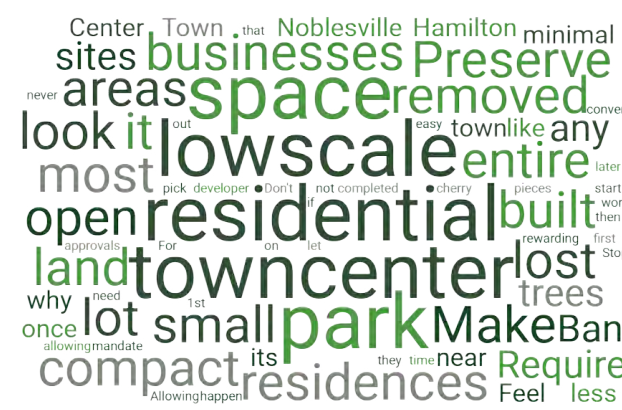
WHAT WE HEARD

COMMUNITY INPUT SYNTHESIS

Community feedback has been gathered through MURAL, a digital workspace for visual collaboration that allowed residents to learn about the Mt Comfort Corridor Visioning Project and to insert their thoughts

and concerns through comment boxes. Input has been organized according to the six study zones and is synthesized as follows. Comment verbatim is also included at the end of the document.

ZONE 1



KEY TAKEAWAYS

- 1 Reduce **low-scale residential** in an interest of creating more compact **residential** environments that are in close proximity to neighborhood amenities and small **businesses**.
- 2 **Town centers** needs to be close to **residential neighborhoods**.
- 3 There should be a commitment to each phase of a **town center** to prevent developers from cherry picking easy and more rewarding lands.
- 4 There is an interest in **preserving green space** in the corridor and creating new **parks**.

ZONE 2



KEY TAKEAWAYS

- 1 Concern about the new **Walmart** facility in the area especially that there is one close by.
- 2 Concern about **infrastructure** capacity, safety, and quality of life near **industrial** land uses.
- 3 Some residents noted the close proximity of Premier **Industrial** from **residential** areas.
- 4 Some people are worried there is too much low-scale residential.

ZONE 3



KEY TAKEAWAYS

- 1 Incompatibility of **industrial** land uses with current **residential** homes in the area because of **noise, pollution**, truck traffic, , etc.
- 2 **Infrastructure** not supporting all the **industrial** land uses in the area.
- 3 The area is predominantly **light industrial** with 1 to 2-story **warehouses** which will reduce tax revenue for local infrastructure.
- 4 Concern about **traffic safety** due to the influx of industrial semi-trucks, especially for kids in elementary schools.

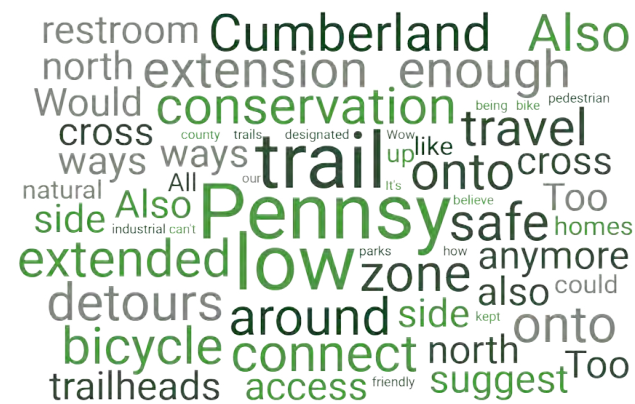
ZONE 4



KEY TAKEAWAYS

- 1 Appreciation for the **mixed-use** aspect of land use in this zone that would allow people to **walk and bike** to different destinations.
- 2 Concerns about **low-scale residential** in the southern part of the zone as it would not create the **vibrant community** that **preserve natural lands, mix uses** nor generate enough **tax revenue for local infrastructure**.
- 3 Appreciation for well-designed **roundabouts** to generate **better traffic flow**.
- 4 There is a need to set **aesthetic standards** for this zone as far as building, signage and landscape.

ZONE 5



KEY TAKEAWAYS

- 1 Need to extend the **Pennsy trail** to connect Cumberland to Greenfield while creating more **conservation** around it.
- 2 Interest in Suburban and Traditional Neighborhoods over Low-scale residential with more compact housing types to **preserve natural resources**.
- 3 Interest in creating more roundabouts.

ZONE 6



KEY TAKEAWAYS

- 1 There needs to be more designated parks in this area.
- 2 Interest in mixed-use land uses over low-scale residential to create dense environments that generate tax revenue that pays for better community amenities and infrastructure.
- 3 Concern about retail and businesses being near US-52 rather than inside residential neighborhood.
- 4 Interest in enhancing the aesthetics and traffic safety of US-52 while creating walkways and bikeways.

COMMENT VERBATIM

ZONE 1

- › There is far too much low scale residential and only one mixed-use area. Are we supposed to drive and drive to go to stores, park, etc.? Blend small businesses and residences into the same area so they'll be conveniently close to each other!
- › There's only one designated park in this entire area.
- › How can a town center be called a town center when it's so far removed from where most residential will be built?
- › Make residential more compact. Preserve the open space instead of bulldozing it for low scale residential areas. Animals have lost enough of their natural land already.
- › Set aesthetic standards for the premier industrial corridor so it'll look decent. Minimize parking lot frontage. Require industrial sites to landscape their entrances with grass and trees. Ban billboards.
- › Install roundabouts in any newly developed area. They're safe and cost-effective, and people won't burn through gasoline waiting at stoplights.
- › Add hardy-and native landscaping to roundabouts - corridor consistent signage and/or city/town signage - like Noblesville near Hamilton Town Center.
- › why is conservation so minimal? once greenspace is gone, it's gone
- › Feel as low scale residential needs to be less acres than the traditional and suburban neighborhood - agree there should be more green space kept
- › Need a commitment for each phase of town center with penalties if not completed. Don't let developer cherry pick the easy and more rewarding pieces.
- › For approvals of apts in this area they need to mandate that the commercial on the 1st floor happen at the same time. Allowing the first floor to start out as apts then convert to later will never work.
- › Stop allowing commercial in this area.

ZONE 2

- › There is nowhere for community members to hang out in this zone -- no town center, no park, nothing. Oh, but they could all gather at Walmart!
- › Why another Walmart? We have one on Washington, Pendleton Pike, and in Greenfield. We also have a Meijer just north of here.
- › Why are we continuing to add these large factories to Hancock County knowing that after their tax incentive time runs out that they will leave our county?
- › The roads are not adequate for the industrial growth occurring in this area, particularly the Walmart distribution center. Infrastructure should have been put in place first! Also, public safety does not have the resources to handle to influx of services required by these new industrial complexes.
- › Why is there so much industrial here? Every morning, all the cars in the home sprawl area will line up and commute to the industrial area, and at night, they will all line up and drive back home. That is an exciting vision for the future. Who wouldn't love it?
- › Why a Walmart? We have one on Washington as well as Meijer not far from here as well as a Walmart in Greenfield.
- › This plan puts Premier Industrial in current residential zoning at N700W and W500N. Three housing additions are just north of this. On W500N single family homes line the road for the mile between N700W & County Line Road. This is unacceptable and shows little regard for the quality of life for the people who have homes in this area.
- › Create a separate road for trucks. Children and adults should be able to walk, bike, and drive safely.
- › Glad to see something planned for the intersection of Mt Comfort Rd & W 6 N. Just a stop light there is silly. Drivers turn on red all the time because of the increased traffic. Very unsafe!
- › Special call-out for Walmart and its concrete ocean of parking!
- › Cars block 700 North in the afternoon waiting to turn into the school. They should not be allowed to park on the road obstructing traffic.
- › This Premier Industrial is currently Residential Zoning. You simply cannot do this. Houses are there now. and a nice housing addition is adjacent to this plot.
- › Quality of life for current residents has not been considered in current plans or approvals. Infrastructure, including noise and traffic management and emergency services, is lagging far behind the explosive industrial growth next to homes.
- › Too much low scale housing
- › Low scale housing does not provide enough money per student for school taxes
- › Why does Hancock County have so little regard for quality of life of its residents? Really -- putting premier industrial so close to residential?
- › Why is there premier industrial in that one spot? Please, please, please don't allow that to happen. It is too close to residential, and houses are there now. Premier industrial is the same category as Carvana.

ZONE 3

- › The infrastructure cannot support this volume of light industrial, and the industrial expansion is incompatible with current residential homes in the area. We are drowning in tractor trailers and constant noise already, and this plan makes it worse.
- › No - this area is currently residential, and houses are here. You cannot carve out this small section for Premier Industrial
- › I have seen nothing to keep our kids in Mt Comfort elementary school safe. Semis fly down 300N there is industry all around the school. What is this doing to the water supply? How are we going to ensure the safety of our children as they come and go? What about the large increase of noise pollution from the constant semi traffic? What about the increase in noise pollution to the existing population as the road noise from 70 reflects off the warehouses?
- › I am concerned about all of the roundabouts. With all of the new warehouses and the increased semi traffic, they seem to cause a lot of issues and tipping over. I have even witnessed the semi drivers cutting off school buses and flicking them off. It is outrageous.
- › The residents in this area are getting bombarded with industrial, but no one seems to care about the effect on residents. Roads are not adequate for all of these warehouses, and public safety cannot keep up with the demands. These warehouses are either sitting empty or are taking public safety services . . . and they are not contributing to the cost of those public services!
- › Why is Indian Creek surrounded by industrial? Shouldn't this natural asset be either free of industrial runoff, or close to homes so people could enjoy it? Zone this area to make better use of the natural landscape.
- › This area is almost entirely industrial. Is that really the defining characteristic we want for Mt. Comfort?
- › Light industrial = lots of land consumed with only 1-2 stories of taxable property. This is a horribly inefficient way to generate tax revenue for local infrastructure.
- › Taxpayers are not getting advantage to this industrial growth. The warehouse developers are getting huge tax incentive breaks but yet numerous houses in the area near zone 3 cannot get high speed internet. This is prime example of rural disparity.
- › Please do NOT change the zoning from residential to Premier Industrial for that top section in Zone 3 NW (W500N & N700W). It would be unconscionable for you to do this to the good people of Hancock County who live there and adjacent to this area. We are talking the likes of Carvana! This would be WRONG and would be catering to the developers who want to gobble up the land in western Hancock County. Please do the right thing, and do NOT allow this to be part of the plan. There are houses there now. PLEASE!
- › There is a tremendous opportunity to help balance concerns by increasing county codes related to screening, light, noise, and air pollution. This is especially true when different zoned uses abut one another (schools and warehouses) (residential and industrial)
- › I agree with this screening or buffering with landscaping.
- › Where are the churches? I see nothing on the key that designates a church.
- › What type of traditional neighborhood could feasibly sit at the NW corner of Mt. Comfort Road and W300N? That seems unlikely. Who would want to live there?
- › Will 300 be reinforced and repaved all the way through Greenfield? It is getting really worn out with all of the semis.

ZONE 4

- › This is the one section of this entire plan that has a decent allocation for mixed-use. Ideally, in this section people could walk and bike to restaurants, stores, and jobs.
- › Why are we accepting these companies, allowing them tax rebates/ incentives, and then they leave after ten years and we can't fill this space. The community doesn't benefit from this.
- › Development should be keeping with the quality of the Hancock Gateway Health facility. Mixed use, I fear, will bring in more industrial in this zone 4.
- › Why are there so many warehouses popping up at 700/300? Conservation is way too low.
- › need more green space and less low scale housing
- › The low scale residential mistake is being made here, too, in the southern half of this zone. Don't these planners know how to build a vibrant community? Design so people will mix together, land will get preserved, and tax revenue for infrastructure will get maximized per square foot.
- › It would seem that putting residential that close to Mount Comfort and I70 may not be as helpful as putting more industry in those spaces where existing road noise, light, and air pollution already make housing less desirable.
- › Designate more roundabouts. The area from I-70 to US-40 should have all the stoplights turned into roundabouts for safety, better traffic flow, and better appearance.
- › This is the entry point to the county, so make sure it is landscaped with trees, rocks, etc. Have aesthetic standards for buildings and signage, too, to give the county a clean, attractive appearance from the start.
- › More low scale residential? Do we really need/ want another truck stop at this site?
- › How do area residents access the mixed-use area via walking or biking?

ZONE 5

- › There needs to be more conservation around the Pennsy trail extension. The Pennsy trail needs to be extended to connect the Cumberland piece and the Greenfield piece completely by trail, not detours onto 40. 40 is not safe enough to travel by bicycle anymore. Also there needs to be ways to cross 40 from the north side to access the Pennsy. Would also suggest trailheads with permanent restroom facilities.
- › Too much weight to low scale housing needs - increase for traditional and suburban neighborhoods.
- › There is too much low scale residential here. We shouldn't be gobbling up natural land like this.
- › All intersections here should be roundabouts.
- › Cluster homes more closely together so more of this land could be preserve for nature or designated for parks and trails.
- › Wow - can't believe how much low scale residential - not good for our county
- › It's good that industrial is being kept out of this zone. This zone should be bike- and pedestrian-friendly.

ZONE 6

- › There are no near-term plans to expand US 52. Adding a catalyst site and mixed use on 52 will only increase traffic and safety issues.
- › There aren't enough parks. Zone 6 shows parks occupying just 79 acres out of 2,047 total acres – that is less than 4%. This plan makes it hard for kids and adults to walk or bike to a park.
- › Why is there no recreational area in Zone 6. Where can people make crafts, listen to concerts, see visual art, etc.?
- › There is too much low scale residential acreage. Put more emphasis on mixed-use and 2-4-story development. This way the area will be dense enough to generate tax revenue to pay for better aesthetics and infrastructure across Zone 6. Low scale development won't generate enough \$ to improve the area's amenities.
- › Why are all the retail/business areas clustered around US-52? This is a busy road. Integrate retail/ business areas into the neighborhoods so people can access them more safely and conveniently.
- › Integrate shopping, learning, and modest-scale employment sites into the middle and upper thirds of zone 6 so this area will become a real community instead of just a bunch of homes.
- › Roundabouts make traffic flow much smoother. It's great to see some here. The mixed-use district and all other areas of Zone 6 should have them instead of traffic lights or stop signs too.
- › Bring attractive landscaping to Route 52. Add greenery, curve the road to make it more interesting, and include wide and dedicated walkways/bikeways along it.
- › Reduce visual clutter as much as possible along all artery roads. Prohibit billboards and establish an acceptable visual palette for retail signs.
- › TOTALLY AGREE with no billboards and business sign standards - reduce clutter along the whole

corridor!

- › Who will make the decision about what the final plan will look like?
- › What communities are your inspiration for this plan? There are many great examples out there, but most of this plan seems like an embrace of sprawl rather than smart community-oriented, well-integrated development.

