

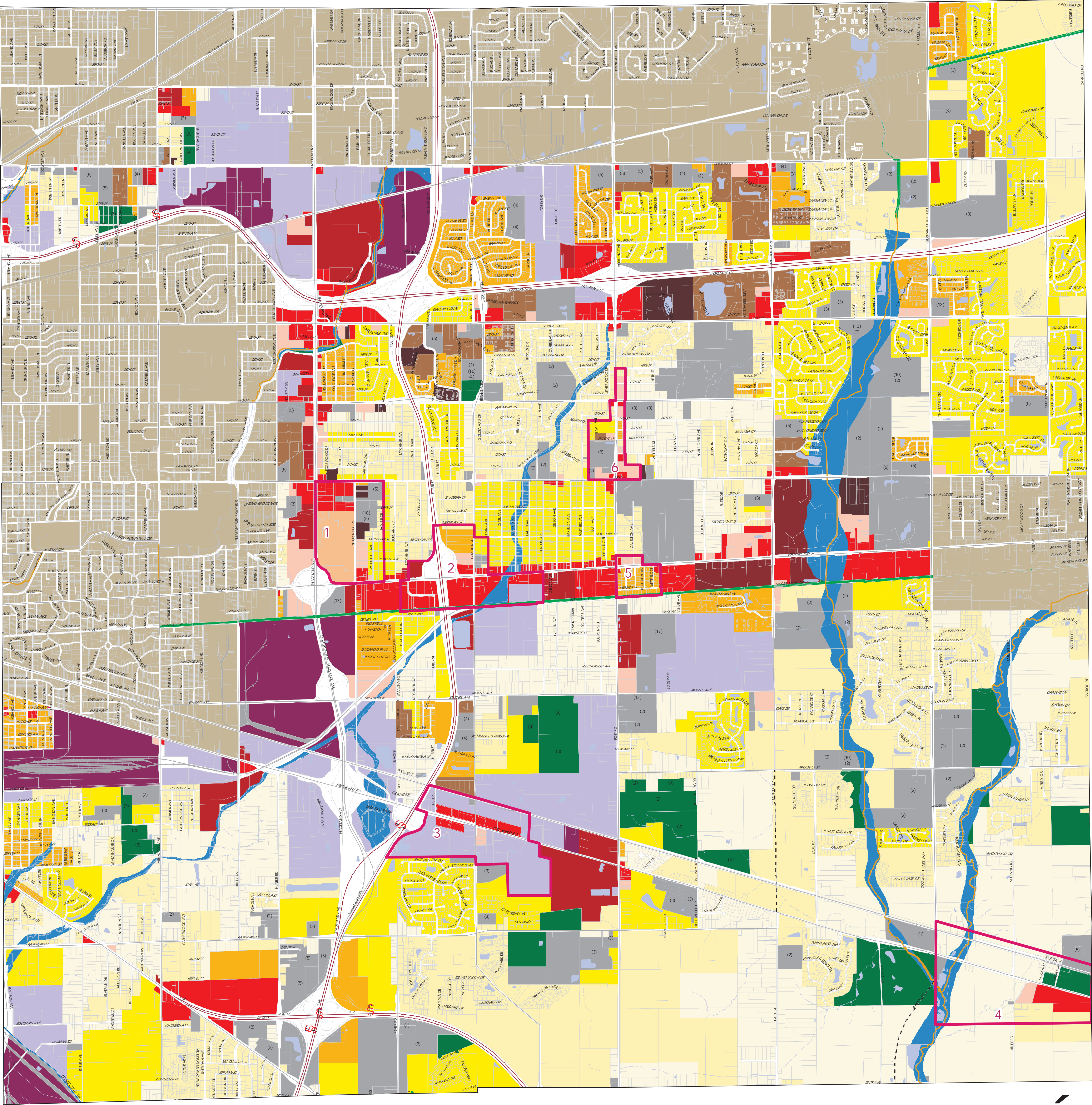


The Comprehensive Plan for Marion-County, Indiana

WARREN TOWNSHIP
Land Use Component
Adopted: November 16, 2005

- Legend
- Excluded Cities
 - Critical Areas
 - Interstates
 - Major Streets
 - Streets
 - Railroads
 - Missing Thoroughfare Segments
 - Greenways and Paths
 - Streams
 - Lakes
 - Rivers
 - Parcels
 - Subareas

- Recommended Land Use
- (1) 0 - 1.75 Residential Units per Acre
 - (2) 1.75 - 3.5 Residential Units per Acre
 - (3) 3.5 - 5 Residential Units per Acre
 - (4) 5 - 8 Residential Units per Acre
 - (5) 8 - 15 Residential Units per Acre
 - (6) Over 15 Residential Units per Acre
 - (7) Urban Mixed Use
 - (8) Village Mixed Use
 - (9) Airport Related Mixed Use
 - (10) Park
 - (11) Linear Park
 - (12) Special Use
 - (13) Office Commercial Uses
 - (14) Community Commercial Uses
 - (15) Heavy Commercial
 - (16) Regional Commercial Use
 - (17) Light Industrial
 - (18) General Industrial
 - Major Bodies of Water
 - Floodway

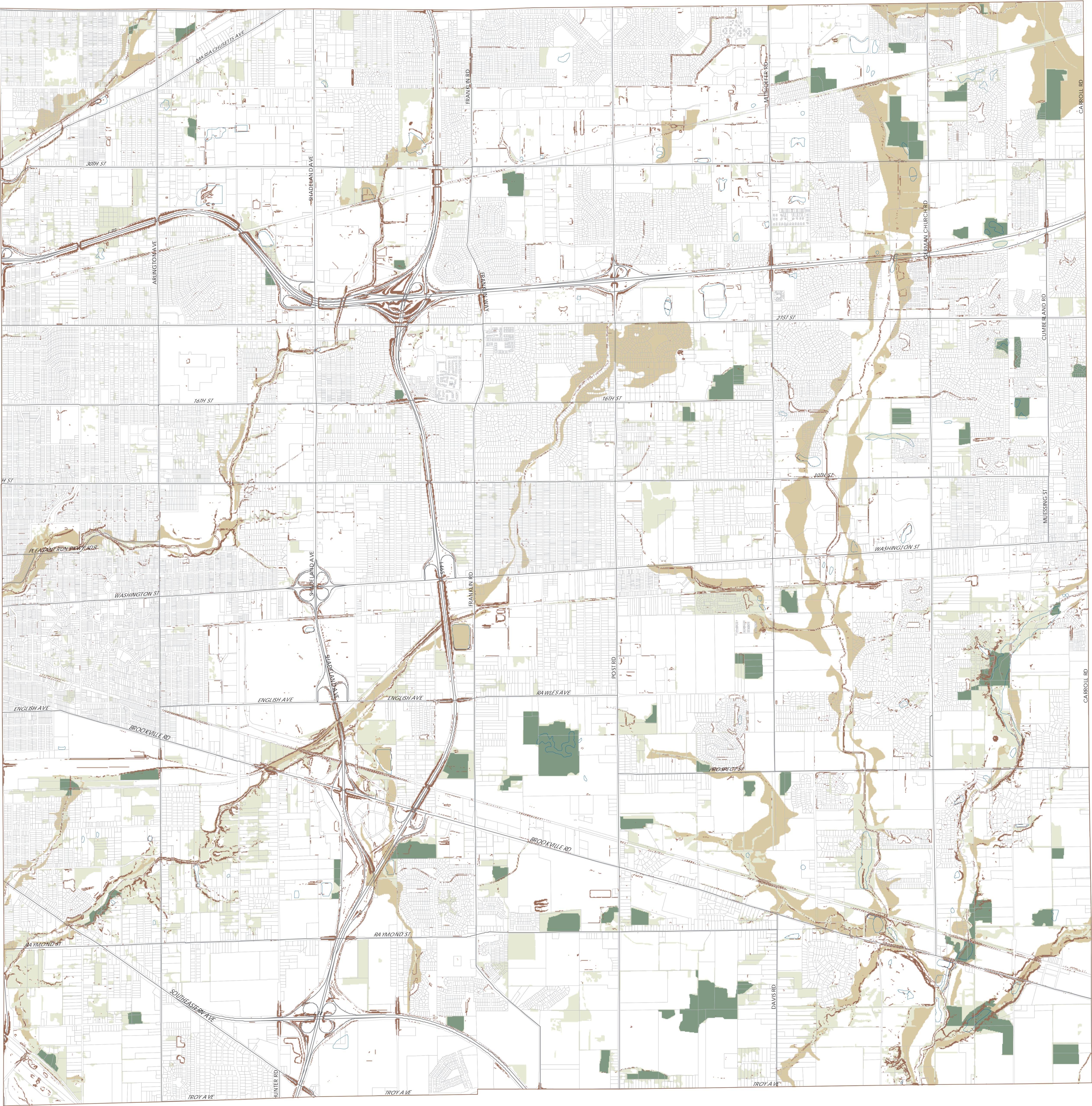




The Comprehensive Plan for Marion-County, Indiana

WARREN TOWNSHIP
Environmentally Sensitive Areas
Date Adopted: November 16, 2005

- Legend
- Major Streets
 - Parcels
 - Wetlands
 - Wellfield
 - Rivers
 - Slope Greater Than 10%
 - High Quality Woodlands
 - Natural Woodlands
 - Floodplains



WARREN TOWNSHIP PLANNING AREA

CRITICAL AREA TEXT

Critical Area 1

Location: Eastgate Mall Vicinity

Why critical: Eastgate Mall has experienced disinvestment and needs redevelopment. This area was recommended for Village Mixed-Use. It is included in the “Eastside Revitalization District”. The site has potentials that range from mixed-use neighborhood with small-scale neighborhood commercial to more intensive residential, office and retail uses. Currently there is one heavy commercial business, “Cisco”, that will be a challenge to incorporate into the village. The traditional mall arrangement remains very automobile dependent. It is not well connected to nearby houses, apartments and special uses. This area is likely to become more important with the expansion of a regional mass transit system. The site is located at one of the most prominent intersections on the Indianapolis East Side. The redevelopment of this site can provide a focal point for continued reinvestment in the Shadeland Avenue corridor and East Washington Street corridor.

Recommendations:

- Redevelopment of the Village Mixed-Use area should follow an extensive public input process. The exact mix of new uses must reflect a solid analysis of market potentials while anticipating a significant change in this aging shopping center.
- Redevelopment plans should consider alternatives that include modifications of existing structures ranging up to full site clearance and construction of new structures, amenities and internal circulation systems.
- Potential development in this area should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian oriented “village” or small-town atmosphere.
- A portion of the site should provide for small-scale neighborhood based commercial uses.
- Pedestrian connectivity should be planned throughout the critical area to integrate the existing commercial, special uses and residential areas. Safe crosswalks should be installed along Shortridge Road and 10th Street.
- Public transit services should continue to be accommodated within the Eastgate site. Transit oriented development principles should be applied to redevelopment of the site.
- The village center should incorporate a public green that will provide open space for area residents to gather and interact.
- Commercial development should be limited to the parcels shown on the land use plan. Restrict commercial encroachment on Woodside Avenue and Sadlier Drive.
- Develop a pedestrian and bicycle connection from the Village Mixed-Use area along Shortridge Road to the proposed Pennsy Trail. This will also serve residential areas south of the Pennsy Trail.

Critical Area 2

Location: I-465 and East Washington Street Interchange Vicinity

Why Critical: This area has experienced declining retail land uses and needs redevelopment. It is included in the “Eastside Revitalization District”. The area offers significant opportunities for redevelopment and reinvestment. Land with good access to the interstate highway is underdeveloped and is better suited to uses that are more intensive. The residential areas to the northeast and northwest are stable but not well connected to the retail destinations. The proposed “Pennsy Trail” forms the southern border of this Critical Area. Washington Street is on the thoroughfare plan to be widened. The route of the Historic National Road was designated as an All-American Road under the Federal Highway Administration’s National Scenic Byways Program in 2002. This route follows US40/Washington Street in Marion County.

Recommendations:

- Identify and establish a “gateway corridor” for Washington Street outward from the interchange of I-465. Use corridor overlay tools to create identifying features or characteristics of the National Scenic Byway. Recognize the importance of lighting and signage controls given the visual importance of the corridor and the proximity of residential neighborhoods.
- Redevelop the mobile home park on Old Trails Road into highway-oriented commercial uses. This would reinforce the existing restaurants and lodging businesses nearby.
- Access points to the proposed Pennsy Trail should be included in the revitalization of this area. Properties that abut the trail should respect the natural and open space aspects of the trail as well as the potential for trail related commercial uses.
- Development within the floodway is prohibited. Redevelopment within the floodplain must be carefully planned.
- The recommended residential density of 5 to 8 units per acre along the eastside of I-465 should be sensitive to the surrounding residences. This should include placement of driveways and parking areas to minimize noise and light impacts on existing housing. Buffer areas should be preserved from the natural woodlands wherever possible.
- New office commercial sites should maintain a residential scale, with materials, building mass and landscaping similar to the adjoining residential neighborhoods. Landscaped borders are recommended in the transition from residential to office commercial and commercial sites. Lighting should be controlled along residential borders.
- Take advantage of the incentives offered by the “Eastside Redevelopment Area”.
- Existing residential neighborhoods to the northwest and northeast should be protected from commercial encroachment.
- Light Industrial has been recommended to replace some of the unsuccessful retail along Washington Street east of Lick Creek. Redevelopment plans should screen any truck loading areas from both the street frontages and the Pennsy Trail.

Critical Area 3

Location: I-465 and US 52/Brookville Rd. interchange vicinity

Why critical: This area serves as a portal to Warren Township from I-465. The area is slowly redeveloping from scattered sites along a formerly rural highway to larger, more unified plans. This area lacks a positive and consistent image. The recommended light industrial uses present edge problems with new housing nearby or planned to the south. The area contains an unusual mixture of land uses (auto auction, small airport and some remaining residences). This area also offers rail access on the CSX railroad very close to the interstate highway and US 52.

Recommendations:

- Restrict commercial development along Brookville Road east of I-465 to the areas shown on the land use map. Large retail development should be directed to sites within the Washington Street commercial corridor.
- Protect industrially planned land from encroachments by retail, residential and other non-light industrial uses.
- Restrict curb cuts along Brookville Road in anticipation of the widening project.
- Prevent conversion of residential structures to commercial uses. This can impede eventual redevelopment into more unified facilities
- Sites adjacent to the CSX Railroad should be preserved for rail users within light industrial standards.

Critical Area 4

Location: Julietta – Brookville Road/ US 52 and Carroll Road Vicinity

Why critical: This area serves as a gateway to Marion County for travelers who are westbound on US52. It can retain an atmosphere that is largely green and wooded if measures are taken to protect its natural qualities. This area is subject to development pressures with its location between the intersections of US52 – Brookville Road and two arterials, German Church Road and Carroll Road. Currently low density residential and agricultural land uses are widespread in this area. Significant changes are anticipated in the future. German Church Road is planned to extend southward to connect with Senour Road at Troy Avenue. Carroll Road already provides access to developing areas in Marion County and Hancock County. The proposed Buck Creek and Grassy Creek Greenways form the western edge of the critical area. The area contains environmentally sensitive features: high quality woodlands, natural woodlands, wetlands, steep slopes and floodplains.

Recommendations:

- The southwest corner of Carroll Road and US 52 is recommended for Community Commercial land use. This land use is intended to serve a predominately residential market, which is growing. It is not intended to serve a larger market area such as the

existing regional commercial district along Washington Street. Regional and Heavy Commercial Uses are discouraged in this location. Commercial uses should be confined to this location and not allowed to extend westward along US 52 or southward along Carroll Road.

- The recommended community commercial should be developed to be respectful to future residential land uses to the west and south and as well to the natural qualities of the adjacent Buck Creek/Grassy Creek corridor. Commercial uses should be designed to contain lighting, truck movements and noise from the future residential uses. The commercial area should be at a neighborhood scale and exceptionally well landscaped. Connections for pedestrians and bicyclists should be integrated in the planning of both residential and commercial sites.
- Access points along US52 should be controlled to retain the traffic capacity of this primary arterial.
- Residential development should be planned to preserve the high quality woodlands and wooded stream valleys, which give this area its distinctive character. Where possible, an open space buffer should be provided along all stream valleys containing high quality woodlands or steep slopes.
- The western edge of the critical area should remain compatible with the Whispering Pines Golf Course and the Camp Sertoma with low density land uses that can preserve natural qualities.
- The proposed south leg of German Church Road at US52 should not trigger non-residential development along the new segment. Only low density residential uses or park uses should be allowed along this new road segment.
- The stream valleys of Grassy Creek and Buck Creek should be developed in accordance with the Indianapolis Greenways Master Plan. This includes a public access site south of Brookville Road.

Critical Area 5

Location: Post Road and US 40/East Washington Street intersection.

Why critical: The widening Washington Street will affect the isolated residential area. The area already has commercial pressures. Effort should be placed to stabilize the existing residential areas. Access to Pennsy Trail greenway is crucial in this area.

Recommendations:

- Preserve the residential area to the southeast of the intersection.
- Respond to the commercial pressures along Washington Street to limit conversions from residential to commercial uses. New commercial development should be directed to under-performing existing commercial sites.
- Develop connections from the neighborhood to the Pennsy Trail Greenway.
- The north side of Washington Street should be redeveloped in a more unified manner. The pattern of residential to commercial conversions has produced disconnected

parking areas and excessive curb cuts. This commercial area should be more functional and visually appealing through careful redevelopment planning.

Critical Area 6

Location: The Post Road corridor between 10th Street and 18th Street.

Why critical: Commercial uses have incrementally expanded along Post Road. Former residential uses have been converted to commercial and office uses on small, residential size lots. This pattern threatens the stability of adjoining residential neighborhoods while draining established commercial areas of their activity. It is detrimental to both the residential areas and nearby commercial districts, such as the East Washington Street corridor and the I-70 / Post Road interchange. These existing commercial districts offer larger sites, many of which are in need of redevelopment and reinvestment. This corridor has few sites with sufficient depth to accommodate extensive parking and traffic circulation that is associated with contemporary business operations. Commercial conversions can also reduce the capacity of arterial streets because of the numerous curb cuts and traffic conflicts.

Recommendations:

- Office commercial uses are preferred in this corridor. Commercial uses should be concentrated at major intersections, such as Post Road and 10th Street. Heavy commercial uses should be discouraged in this corridor, especially those that include exterior operations, sales and display. Businesses that require evening hours should be discouraged in the corridor.
- Commercial uses should be restricted only to those areas designated on the land use plan.
- New office commercial sites should maintain a residential scale, with materials, building mass and landscaping similar to the adjoining residential neighborhoods. Landscaped borders are recommended in the transition from residential to office commercial and commercial sites. Parking lots should be placed in side yards where possible. Lighting should be controlled along residential borders.
- The business sites at 10th Street and Post Road should be redeveloped into more integrated sites, where possible turnover and reinvestment plans allow. Currently these sites are fragmented and lack unified parking and internal traffic circulation, signage, landscaping and image.
- Pedestrian circulation within redeveloped sites and infill sites must be given greater attention, especially since many professional services and businesses may cater to a neighborhood clientele. Sidewalks added with recent improvements to Post Road do not have connections to important pedestrian destinations.