



Comprehensive Plan for Indianapolis-Marion County, Northeast Quadrant Recommended Land Use Map

LAND USE MAP DEFINITIONS

EXCLUDED CITIES AND TOWNS

In 1970 Indianapolis and Marion County merged to form a joint city-county government. Three cities and one town (Beech Grove, Lawrence, Southport and Speedway) were only partially included in the merger. These excluded cities and town retained a substantial number of powers; however, planning and zoning in these jurisdictions are still largely conducted in coordination with the Indianapolis Department of Metropolitan Development.

SUB-AREA PLANS

The Indianapolis Division of Planning works with the citizens of Marion County to develop sub-area plans. These plans are detailed studies of contained areas such as neighborhoods and street corridors and are tailored to the needs of their individual locales. Sub-area plans are adopted by the Metropolitan Development Commission and form the land use component for their study areas. Sub-area plans are available from the Division of Planning in Room 1821 of the City-County Building or call 327-5155.

MISSING THOROUGHFARE SEGMENTS

The Official Thoroughfare Plan for Marion County, Indiana details future improvements to the city's and county's major streets and freeways. It provides information on current and proposed street and right-of-way widths, and projects when improvements will occur. The Indianapolis Thoroughfare Plan supplement indicates where critical new links in the transportation system should be constructed. For more information contact the Division of Planning in Room 1821 of the City-County Building or call 327-5155.

CRITICAL AREAS

Each Critical Area exhibits an unusual character, important location, or significant infrastructure need that warrants a high degree of scrutiny. Critical Area recommendations address significant land use issues that require more detailed information than that shown on the Land Use maps.

INDEXING

Indexing is a method of numerically assigning an alternate land use recommendation to an area. Where the Comprehensive Plan uses indexing, the primary recommendation is identified by color and the alternate land use recommendation by the index number. Indexing is often used for large, existing special uses and in those areas where the primary land use recommendation requires some public expenditure for implementation; for example, the acquisition of parkland.

LAND USE CATEGORIES

The land use categories broadly define recommended development by use and intensity, and should be considered the most appropriate use for the land. They are the starting point for determining the appropriateness of specific land use requests. Each land use category may be implemented through one or more zoning districts. Development based on these categories should be cognizant and respectful of the environmentally sensitive areas depicted on the other side of this map.

For more complete descriptions of the land use categories see the Community Values Component of this plan.

Residential Development greater than 0.00 and equal to or less than 1.75 units per acre.

This density is consistent with rural development patterns and property with extreme topography or other significant environmental considerations.

Residential Development greater than 1.75 and equal to or less than 3.50 units per acre.

This density is consistent with single-family residential development in transitional areas between rural and suburban development patterns.

Residential Development greater than 3.50 and equal to or less than 5.00 units per acre.

This density is consistent with single-family residential development in suburban areas and in transitional areas between suburban and urban patterns of development. Multi-family residential development is acceptable, but unlikely.

Residential Development greater than 5.00 and equal to or less than 8.00 units per acre.

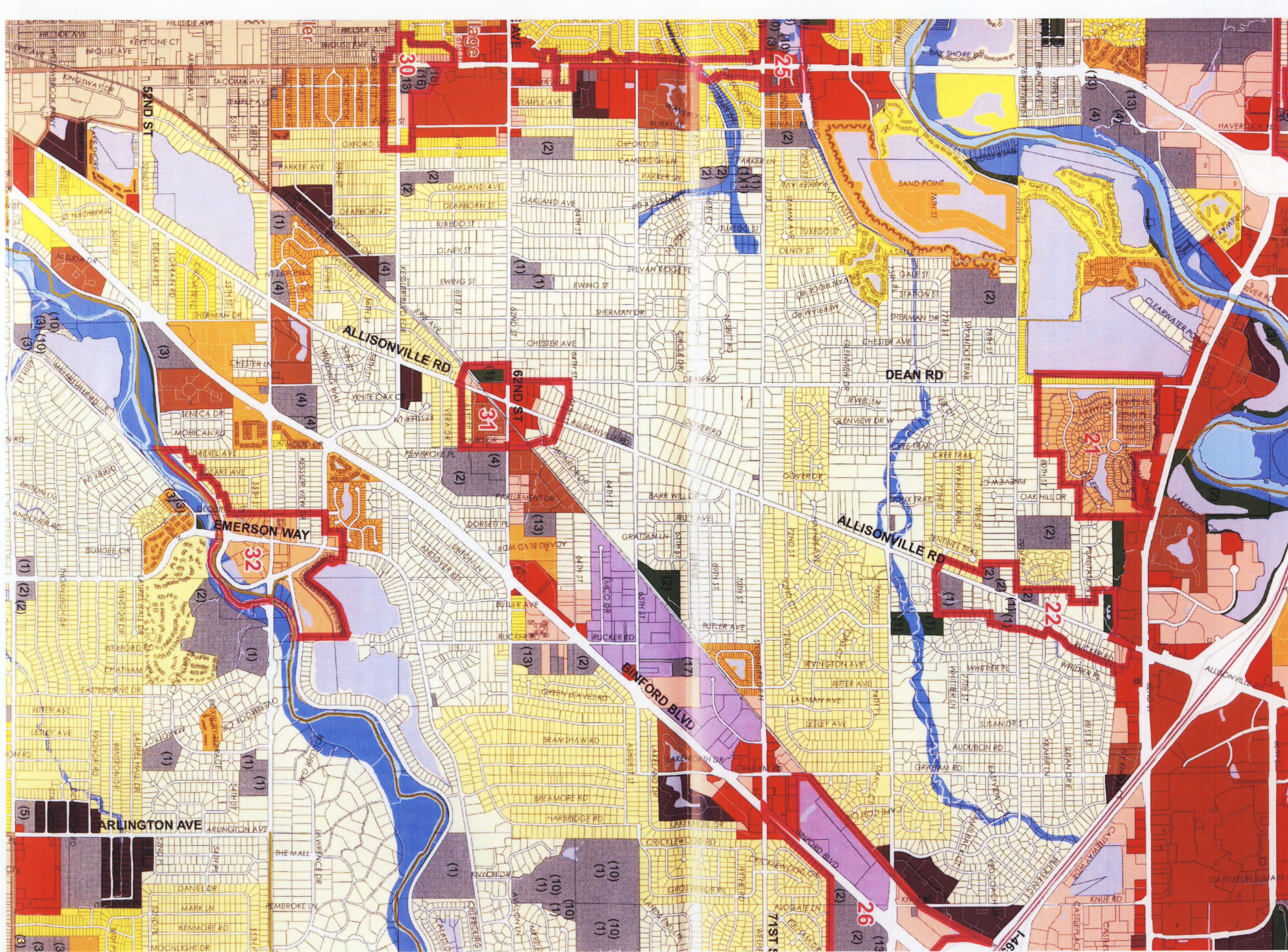
In suburban and rural areas this is a common multi-family density and typically the highest density single-family category in suburban areas. In urban areas, it is common for both single-family and multi-family development.

Residential Development greater than 8.00 and equal to or less than 15.00 units per acre.

This density is typically the highest density serviceable in suburban areas. In urban areas, this is the highest density single-family residential category and a common multi-family category.

Residential Development greater than 15.00 units per acre.

This density is appropriate only within relatively intense urban areas where there is a full range of urban services and in rare circumstances in suburban



safe pedestrian crossing difficult.

Recommendations:

- To protect the surrounding residential neighborhoods, restrict non-residential development to the lots that face Keystone Avenue north of Kessler Boulevard as shown on map. Lots facing Kessler Boulevard or facing Keystone Avenue south of Kessler Boulevard should remain in residential use. Any conversion of these homes could set a precedent that may set off a chain reaction of further conversions. The southwest corner of Keystone Avenue and Kessler Boulevard is part of the Keystone Kessler Neighborhood Plan. This plan acknowledges the existing commercial use on the corner but recommends no further conversion of residential use to commercial use on either street.
- A safe mid-block crossing of Keystone Avenue at Glendale Mall is recommended.
- Merle Sidener Middle School has been indexed to provide guidance in determining a new land use for the site in case it stops functioning as a school or similar use. The northern portion of the site has been indexed to Regional Commercial to tie into Glendale Mall. The southern portion of the site is recommended as Office Commercial to provide a buffer between the mall and the neighborhood to the south. Any retail use, particularly one with drive-through service, would not provide for an appropriate transition between the mall and the residential area across the street.

Critical Area 31

Location: 62nd Street and Allisonville Road

Why critical: The intersection of 62nd Street and Allisonville Road is an established commercial node that serves the solid and stable residential

neighborhoods around it. Despite a number of neighborhood destinations such as shopping and Eastwood Middle School, few sidewalks exist in the area. Hoosier Heritage Port Authority rail line, which intersects Allisonville Road within this Critical Area, is under study as a potential rapid transit corridor linking Fishers and the northern portions of Marion County with downtown Indianapolis and a region-wide rapid transit network. It is possible that this area (as a major intersection and commercial node) could be the location of a transit stop or station. Although conjectural at this point it is critical to consider the land use implications of the potential stop. By the standards of the Indianapolis Department of Parks and Recreation, Washington Township is in need of significantly more park acreage to adequately serve the population.

Recommendations:

- To protect the surrounding residential neighborhoods, restrict community commercial development to immediate corners of the intersection of Allisonville Road and 62nd Street and along the north side of 62nd Street between the rail line and the Williamsburg North Apartments as shown on map. The only conversion of houses to businesses recommended in this Critical Area is an isolated group of three houses on the south side of 62nd Street sandwiched between the Villa Paree Apartments and Eastwood Middle School. Conversion of these properties to office use should not have a detrimental effect on the surrounding neighborhoods. These houses should be redeveloped as an integrated development to reduce the number of openings onto 62nd Street.
- Pedestrian connectivity should be strengthened throughout the Critical Area by the construction and upkeep of sidewalks and safe street crossings. However, construction of sidewalks should avoid healthy mature trees.

- Large expanses of parking should be broken up with landscaping.
- Should the Hoosier Heritage Port Authority rail line be developed as a rapid transit line with a stop or station in this area, intensification of the commercial node may be expected; however, the area of the commercial zone should not expand into the surrounding neighborhoods.
- If the property located at 4141 East 62nd Street is to become a park, then any recreational development should be designed to minimize any negative impact on the adjacent property owners. If the property is unable to become a park, then the site should be developed as residential housing in the density of 0-1.75 units per acre. High-density residential or commercial land uses would be inappropriate on this site.
- The wooded areas designated as Environmentally Sensitive should be preserved to the extent possible. This is especially true of the wooded area on the west side of Allisonville Road that separates and buffers the retail center and the residential properties to the north.

Critical Area 32

Location: The vicinity of 56th Street and Emerson Way

Why critical: This area is a commercial node that serves the surrounding neighborhoods and is the crossroads of several major streets and the Fall Creek Greenway. The commercial uses in this area were not developed in a coordinated manner and do not physically relate well to each other. Remnants of the historic town of Millersville still exist in this area.

Recommendations:

- This area has been designated as Village