

CARMEL COMPREHENSIVE PLAN

LAST REVISED: AUGUST 2026



CARMELCOMPREHENSIVEPLAN.COM

OUR CITY, OUR PLAN.

The City of Carmel and the Department of Community Services (DOCS) is updating the city's Comprehensive Plan. This update will help to refine goals related to growth for the next 10 years.

To put ten years in perspective - Since the last drafting of the Comprehensive Plan in 2008, we have seen the near universal adoption of smartphones, baby boomers retiring and down-sizing, two significant economic recessions, the most recent of which brought on by the COVID-19 pandemic that we are currently experiencing. Amidst all of this, Carmel has been doing relatively well. Significant changes to the physical environment have made it attractive to new employers, employees, visitors and residents. The growth of City Center and improvement of the Monon Greenway through a new Midtown has established a strong urban core. The City has in many ways begun to grow up instead of out. This emerging pattern of development is necessitating a refreshed look at mobility, public space, our mix of uses, urban densities and economic and environmental resilience.

[**PROVIDE FEEDBACK**](#)[**Q & A**](#)[**COMMUNITY PROFILE**](#)

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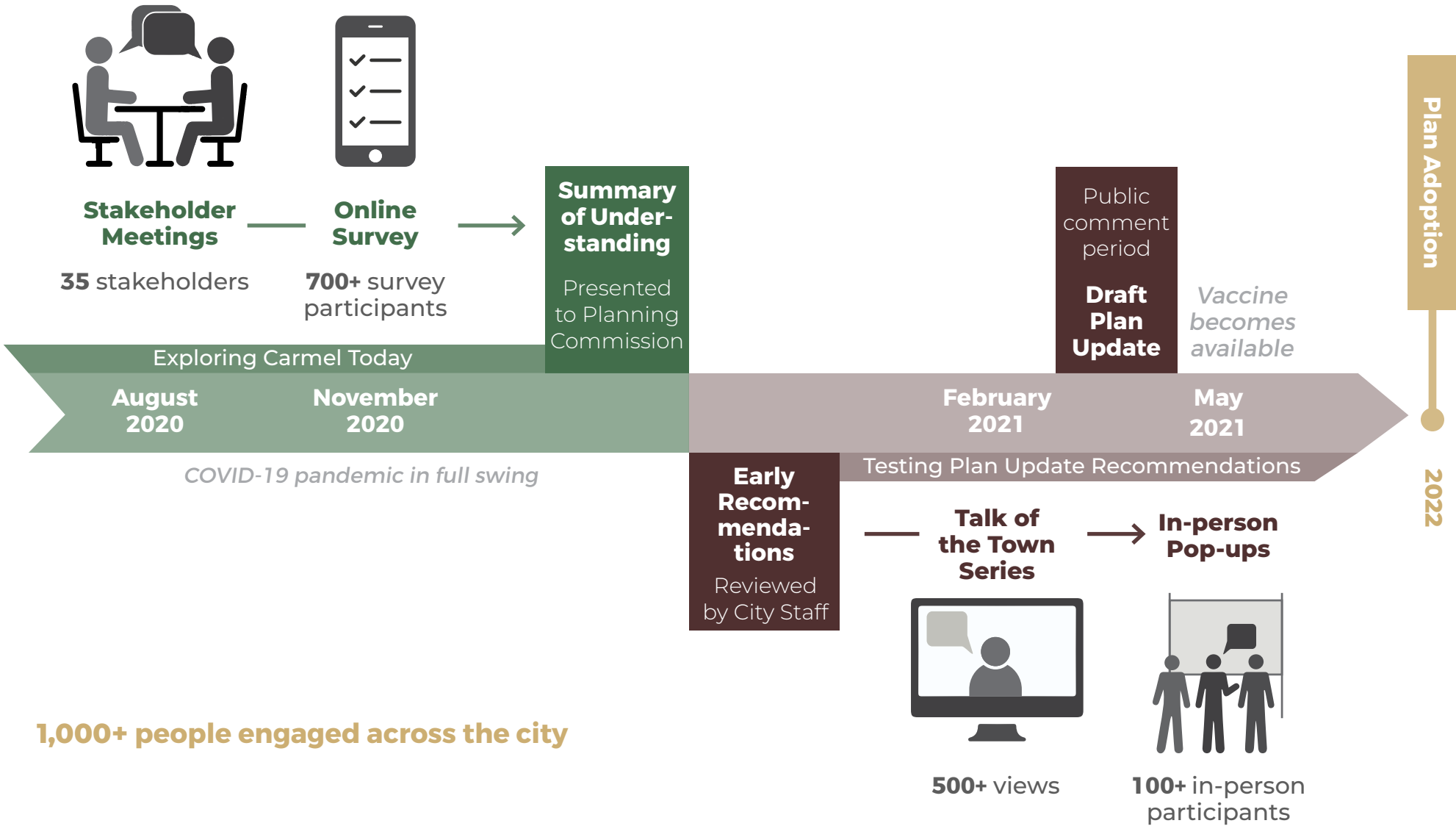
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Process

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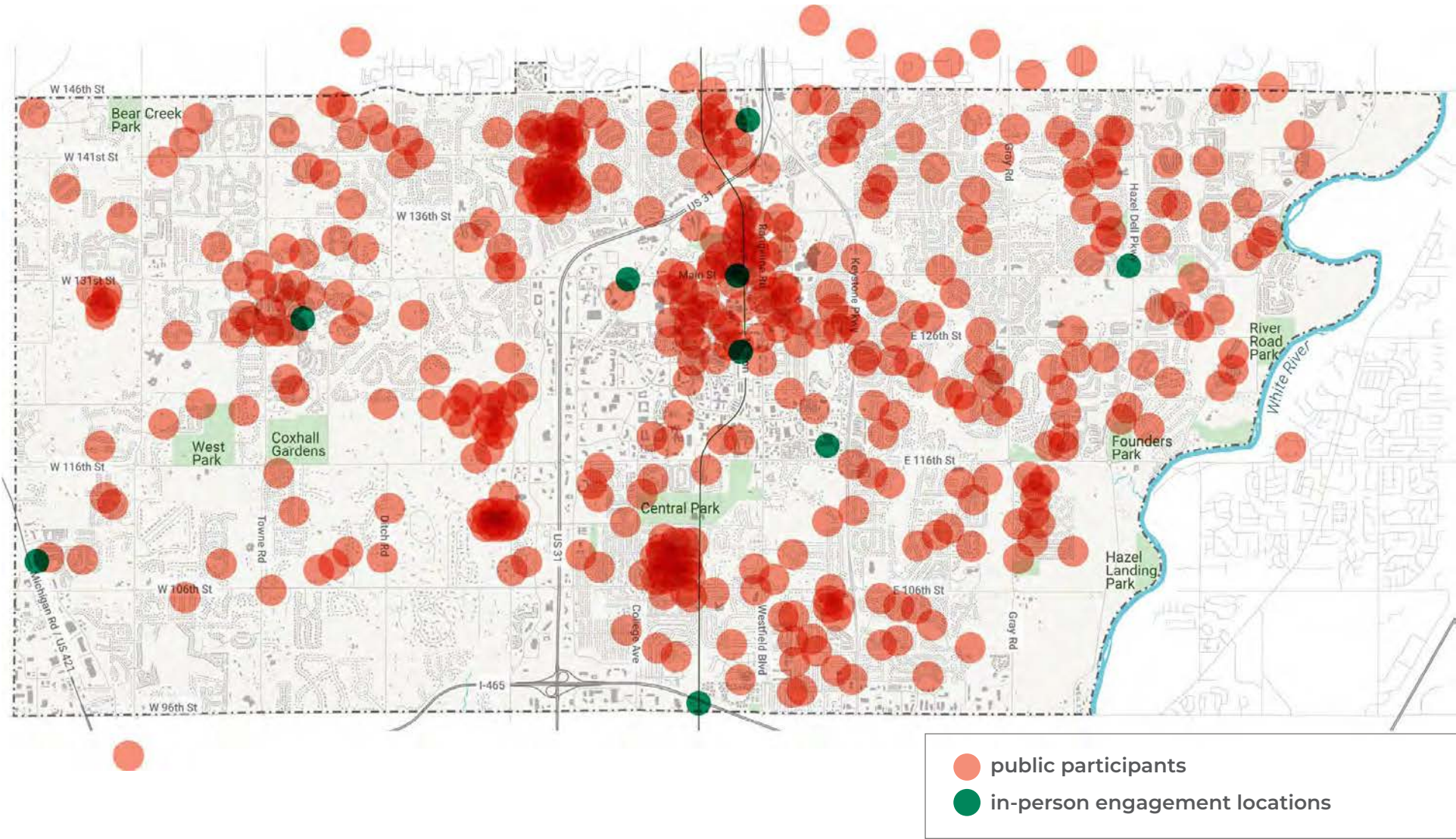
0.1 Engagement Timeline



1,000+ people engaged across the city

0.2 Engagement Reach

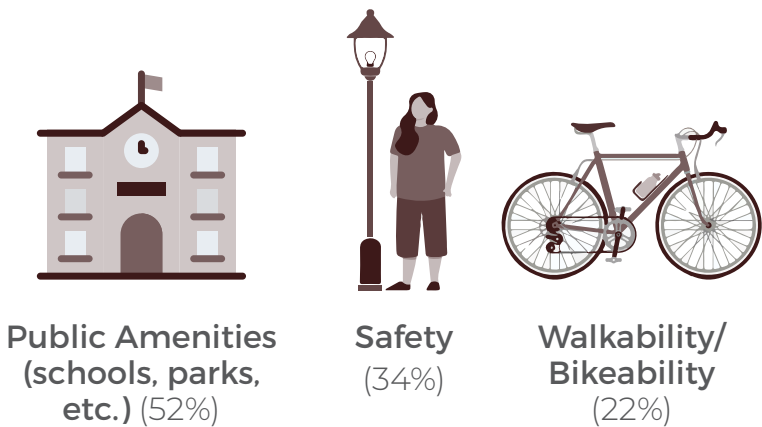
September - November 2020



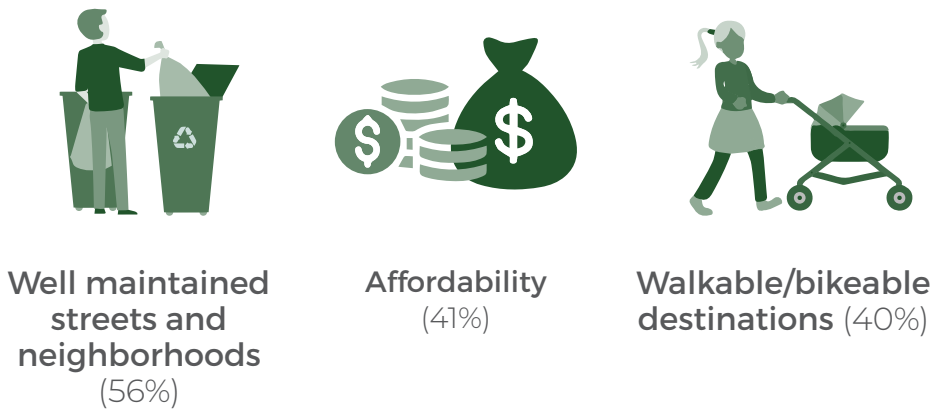
0.3 Online Survey

September - November 2020

Top three things **most valued** about the Carmel community



Top three things **most important** to the future of Carmel



Over 700 total survey responses

0.4 Talk of the Town Web Series

The “Talk of the Town” web series was an online opportunity to engage with the Carmel community around four important themes that influenced the comprehensive plan.

Leverage Your Own Gravity - February 26th

Rather than just a small town on the edge of the big city, Carmel has built its own gravitational pull and can set the terms for future growth.

Move In, Not Out - March 12th

Where Carmel could once annex our way out of growth constraints, we no longer have the ability to easily create more land.

Unlock Complementary Growth - March 26th

Carmel’s next stage of growth, particularly outside of the Arts & Design District, Midtown and City Center, will likely be more incremental to reflect the existing street patterns and fragmented property ownership.

Shape the Growth - April 9th

As the city evolves, so too will community engagement around growth and change.

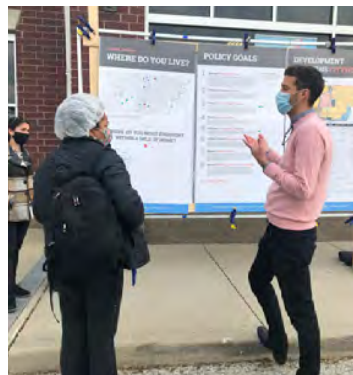


[VIEW VIDEOS](#)

0.5 In-Person Pop-Ups

May 5-8, 2021

- » **5 Pop-ups** at locations across the city
- » **4 Community Events** attended throughout Carmel
- » **4 Office Hour Sessions** held at 211 W. Main Street
- » **37 total in-person hours**



0.6 Stakeholder Meetings

2020-2021

We met with:

- » Redevelopment Commission
- » Hamilton County Tourism
- » Community Relations
- » Community Services
- » Engineering
- » Library
- » One Zone
- » Parks
- » Planning Commission
- » Police
- » Public Art Committee
- » Schools
- » Street Department
- » Utilities

And attended:

- » Councilor-organized Town Halls and Comprehensive Plan Update meeting
- » Neighborhood Association Network meetings
- » Small Business Network meetings
- » City Council update meetings
- » West Side HOA meeting



1 Policy Goals & Objectives

- 1.1 **Manage Community Form**
- 1.2 **Enhance Economic Vitality**
- 1.3 **Foster a City of Neighborhoods**
- 1.4 **Reinforce Adaptability**
- 1.5 **Cultivate Community Character**
- 1.6 **Lighten Carmel's Environmental Footprint**
- 1.7 **Support Healthful Living**
- 1.8 **Improve Mobility Options and Functionality**

A Clear Vision for Carmel's Future

The following policy goals and objectives describe the intent of this comprehensive plan. All major recommendations that show up elsewhere in this plan are based on the policy direction set forth in this chapter. These policies are intended as a common vision to guide the Mayor's Office, City Council, Plan Commission, the Redevelopment Commission and other boards, commissions and City Departments in adapting this plan to a dynamic community and ever-changing conditions over time.

These policies and objectives will be implemented with deliberate and thoughtful actions that are periodically reviewed for progress. Those actions include, but are not limited to:

- » Updates to the Unified Development Ordinance and other relevant City policies and ordinances
- » Sub area, district and corridor planning
- » Development and redevelopment decision-making
- » Park, transportation and other public infrastructure investments, including public-private partnerships
- » Education opportunities for elected and appointed officials as well as communication with the general public

1.1 Manage Community Form

The purpose of managing our community's form is to continue efforts to shape the built environment in a sustainable way that helps to foster a sense of community or neighborhood identity and which facilitates improved quality of life. This focus on form refers to the scale and detailing of building architecture, the public and private spaces between buildings, and how they work together to create places for people that are well designed, safe and attractive.

As Carmel continues to grow up, not out, the form of the community will need to evolve to meet changing needs and to match the challenges of our growing city. Pedestrian scale improvements and sustainable mobility options, including mass transit, will become more important - particularly in denser areas of town. The preservation and enhancement of public green spaces will also take on greater importance as the use and value of real estate helps fuel continued urban development.

Objective 1.1.1: Continue to focus on form-oriented regulations and design review in addition to land use to enhance neighborhood and community character as described in this Plan's Development Patterns.

Objective 1.1.2: Recognize the unique characteristics in each Development Pattern and establish regulations and/or subarea plans that build upon and support them.

Objective 1.1.3: Local street and pedestrian connections help foster a sense of community and lessen arterial vehicular congestion. Establish and improve links between neighboring developments through meaningful connections, where appropriate and with a focus on user safety, including street, path or sidewalk connections. Additional policies on infrastructure and mobility are listed in section 1.8.

Objective 1.1.4: Further improve neighborhood edges through thoughtful blending of uses and character as established in the Development Patterns section.

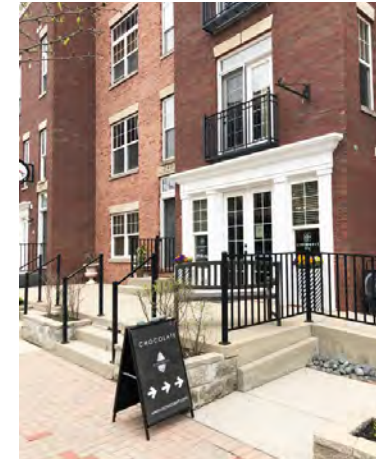
Objective 1.1.5: Continue to improve and expand the city park and trail system as identified by the 2020-2024 Comprehensive Parks and Recreation Master Plan and 2025-2029 Zone Improvement Plan, as updated from time to time.

Objective 1.1.6: Continue to manage commercial signage to balance the visibility needs of business with the aesthetic quality which has made Carmel an attractive place to live. This includes preservation of street trees where possible. Pedestrian-scaled signs should take precedence over vehicle-oriented in walkable areas.

Objective 1.1.7: In walkable areas, building architecture should be pedestrian-scaled, prioritizing pedestrian safety and convenience with features including appropriately scaled lighting, access, awnings, sight lines, etc.

Objective 1.1.8: As Carmel continues to infill and develop, new developments should strive to incorporate natural areas, as well as to create unique public spaces and private common areas throughout a development.

Objective 1.1.9: Continue education and communication efforts that help stakeholders and residents better understand city regulations, policies and plans, as well as the roles and responsibilities of elected and appointed officials toward ensuring the successful implementation of those policies and plans.



1.2 Enhance Economic Vitality

Carmel's economic vitality is a function of its success in attracting residents and investment. Quality of life investments have created a desirable place for people and firms to invest. This in turn provides more efficient land uses that support high quality municipal services. No longer the northern frontier of the metropolitan area, Carmel has become the center of northern suburban growth, and must continue to reinvest and adapt as it has for over 20 years.

Objective 1.2.1: Maximize the impact of the US 31 business district by adopting the fundamental Goals and implementing the Design Principles of the US 31 Corridor Future Development Plan. Still with significant room to grow through infill and redevelopment, this corridor can support walkability and a future transit line with thoughtful integration into existing development patterns.

Objective 1.2.2: Encourage pedestrian-scaled, mixed-use places in downtown development patterns because they promote vitality throughout the day.

Objective 1.2.3: Strive for safe, walkable, and economically viable places by giving focus to building form, as described in Section 1, and by monitoring and adjusting parking standards to support opportunities for shared parking.

Objective 1.2.4: Utilize a range of communication platforms to educate the public and elected officials on consumer preferences, development and market trends. Use this as a basis for informed community planning and clear expectations of the appropriate development community.

Objective 1.2.5: Clarify and streamline development processes without lessening standards, expectations, or results.

Objective 1.2.6: Explicitly plan for transit-supportive density, scale, and last-mile connectivity along planned transit lines to ensure future transit success.



Objective 1.2.7: Promote the advancement of technology infrastructure, including telecom and fiber optics, to support city-wide commerce, the workplace, and home enterprise.

Objective 1.2.8: Actively manage street rights-of-way to prioritize curbside and sidewalk space in order to balance outdoor dining and pedestrian mobility needs, such as wheelchair, stroller, and micro-mobility (such as, but not limited to, bicycle and scooter) access.

Objective 1.2.9: Continue efforts to ensure that infrastructure is in place for all users to easily access Central Carmel from all directions, including points east and west of Carmel, regardless of travel mode.

Objective 1.2.10: The City will strive to further the “Carmel” brand as a great place to live, work, play, learn and raise a family. The City has already established a notable degree of branding; branding being positive name recognition and impression. Branding of a community is important when trying to attract quality employers and businesses.

Objective 1.2.11: Expand regional and local amenities - parks, riverfront, shopping, arts & culture and encourage social & civic engagement because they attract and retain talented workers.



1.3 Foster a City of Neighborhoods

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

Objective 1.3.1: Carmel desires the quality of life benefits derived from the principles of traditional neighborhood design in all neighborhoods including active & walkable centers, a variety of housing types, transportation options, and a mixture of land uses.

Objective 1.3.2: Conduct planning in greater detail in critical subareas and corridors. These small area plans are critical where development pressure meet local needs. These include specific land use objectives, development form, transitions, connectivity, and mobility needs. Clear character goals communicate to developers the City's and residents' expectations.

Objective 1.3.3: Build upon existing neighborhood facilities and services, such as parks, schools, and fire stations to help define and maintain neighborhood identity and vitality.



Objective 1.3.4: Support opportunities that allow more residents to be located within a short walk or bike ride to many daily needs. This can be done by allowing more walkable and diverse housing options to be built near existing amenity centers, and allowing small scale amenities to develop near some residential areas.

Objective 1.3.5: Commercial uses will fit within the character of their surroundings by their form, use, and design, and are described in this plan's Typical Corridors Development Pattern (page 37). Buildings should be designed to be flexible to help ensure that a use can change over the lifetime of the building while protecting the established character in particularly sensitive areas.

Objective 1.3.6: Promote housing options to support aging in place.

Objective 1.3.7: Protect single-family neighborhoods from dissimilar adjacent uses with respect to scale of buildings, lighting, noise and other incompatible impacts.



Commercial uses can coexist in sensitive residential areas, provided appropriate form and character.



1.4 Reinforce Adaptability

Given the role of climate change and the Covid-19 pandemic, it is clear that communities need to adapt to cope. These sorts of national and global threats are bigger than municipalities' ability to cope. But within regional, state, and national frameworks, nimble cities will be better able to keep a healthy environment and high quality of life for current and future citizens.

Objective 1.4.1: Carmel will regularly reevaluate the local, regional, and national influences that affect development success and vitality. The City will also strive to predict the next evolutions in development to better recognize their impact on the city.

Objective 1.4.2: Periodically review and revise the Development Pattern Areas Plan map to adapt to changes in the built environment, evolutions in community values, changes in community policies, and to respond to critical corridor and subarea plans.

Objective 1.4.3: Continue to recognize, plan, and update critical corridors and subareas with a focus on flexible building types (those that can be adapted to a variety of uses, zoning permitted) over specific uses.

Objective 1.4.4: Continue the efforts and investments to transform the Monon Greenway into a focal point for the City's center. Its role as a non-motorized commuter route can grow by continuing to widen the pathway, where feasible based on topography and context, and separate bicyclists and pedestrians in the most heavily used areas.

Objective 1.4.5: Continue to plan for and implement a grid system of more north-south and east-west collector trails and paths. This will connect residential

and employment areas across Carmel and with neighboring communities.

Objective 1.4.6: Establish a cohesive central district between the eastern side of the Rangeline Road corridor and US 31 that builds upon the urbanized Monon Greenway, between City Center and the Arts & Design District, by creating pathways that connect east to west and encouraging activated ground-floor and public space uses that attract people to them.

Objective 1.4.7: Add a mix of housing formats, both owned and rented, to diversify the Carmel's housing stock, especially along trails and planned transit corridors. This will support shifting housing demands as demographics and workforce needs change.

Objective 1.4.8: Where surface parking lots and structured parking is determined as needed for new development, it should be built in such a way that it can feasibly be adapted to different future uses and/or pricing structures. Where feasible, parking areas and/or structures should be screened, address stormwater runoff, have context sensitive lighting, be available to a mix of users at different times of day or week, and be considered for programming opportunities beyond parking.

Objective 1.4.9: Existing developed sites and structures should be analyzed for redevelopment and/or adaptive reuse, where possible. Reference should be made to the [Historic Architecture Survey](#) and, where appropriate, other programs of the Historic Preservation Commission. Policies related to environmentally-friendly construction and development practices can be found in Section 1.6.

1.5 Cultivate Community Character

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

Objective 1.5.1: Encourage different housing types and sizes within a neighborhood to support different household types and economic resiliency. This allows options for new residents and allows current residents to age in Carmel as they move through different life stages. This will add to the character and adaptability of neighborhoods as they mature. New developments should seek to strengthen the character established by the Development Patterns in this plan.

Objective 1.5.2: Create an opt-in developer, broker and builder guild aligned to the community's priorities and values, facilitating communication with major stakeholders.

Objective 1.5.3: Encourage usable and functioning green spaces, green roofs, green walls, and other features to help beautify the City while managing stormwater and providing wildlife habitat.

Objective 1.5.4: Encourage the preservation, replacement and continual planting of canopy shade trees throughout the city. Areas of focus include woodlands within new developments, streetscapes, and parking and open space areas. Care and maintenance of the trees and landscaped areas should be a priority to ensure a safe and longstanding environmental system. Canopy trees are desired because they add character and comfort to the built environment. They also provide relief from heat, soften noise and light, help purify the air, and increase property values.

Objective 1.5.5: Reduce unnecessary removal of trees on lots, encourage preservation of mature trees, and require replacement of trees that have been removed for development.

Objective 1.5.6: Encourage electrical and communication utility lines to be buried throughout the community to improve safety, especially in urbanizing areas. Care must be given to the location of underground and above-ground equipment so pedestrian infrastructure is not precluded by conflicts with these power facilities.

Objective 1.5.7: Require surface parking, when applicable, to be located at the rear or side of a development. Work with developers to ensure structured parking is underground, concealed by retail, office, or residential uses, public art, and/or architecturally significant elements, thereby encouraging the architecture to be the dominant feature.

Objective 1.5.8: Public art plays an integral role in establishing the aesthetics and values of a community. Carmel leaders will promote the use of public art in both public spaces and within private developments and encourage designers to include public art in their buildings and surroundings.

Objective 1.5.9: Public art contributes to the city's distinct brand, economic vitality and quality of life. Carmel's cultural character and identity make it appealing to residents, helps to attract visitors and drive economic development. City leaders will build on an existing framework and further public art initiatives by adding focus to public and private funding, planning, permanent and short-term piece selection, location, communication, and engagement to maximize public art's impact in the community.



1.6 Lighten Carmel's Environmental Footprint

Carmel is a signatory of the Paris Climate Agreement, and has stated it has a role in limiting warming to within 2 degrees Celsius of preindustrial levels. This agreement also includes increasing adaptability to adverse impacts of climate change and working towards making finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development. Transparent reporting of progress towards community wide goals will be important for focusing on improvement.

Objective 1.6.1: As a signatory of the Paris Climate Agreement, and having passed resolution no. CC 02-20-17-04, develop and maintain a Climate Action Plan to meet the 1.5 degrees Celsius goal. This plan should bridge across public, nonprofit, private, and philanthropic sectors to align efforts and finance flows with a resilient pattern of development.

Objective 1.6.2: Encourage an informed citizenry by sharing resources, transparent progress towards Climate Action Plan goals, and calculating individual household carbon footprint, with students, residents, municipal employees, business owners, and elected officials.

Objective 1.6.3: Ensure the economic opportunities and benefits of a sustainable city are available to all through workforce and affordable housing development in locations near jobs and other resources, thereby creating a more robust local economy.

Objective 1.6.4: Encourage green building practices that seek to limit carbon impacts. Accomplish this by example in municipal buildings and through incentives and regulation with private development. Green buildings conserve energy resources, provide more healthful inside environments, last longer, utilize products made from recycled materials, and use products that can be safely disposed of or recycled when the building is eventually dismantled. Green buildings also strive to use local material to reduce the transportation impacts. Consider utilization of existing rating systems that measure these criteria, including LEED, WELL, and Passive House.

Objective 1.6.5: Encourage the use of durable materials and construction methods that prolong the life of buildings. This can be improved by building adaptable building formats that can change uses over the lifetime of the building.

Objective 1.6.6: The City should encourage use of water-saving devices, and request that citizens reduce water consumption by proper ("smart") lawn sprinkling and exploring native and drought-resistant landscapes which require less water. Encourage rainwater (i.e. gray water) recycling to reduce potable water consumption and implement reclaimed water systems at City properties to conserve water used for landscaping. Promote low impact development measures such as stormwater infiltration, rain gardens, and green roofs when feasible.

Objective 1.6.7: Set the precedent for environmental protection or re-vegetation when developing municipal facilities like parks, fire stations, and maintenance facilities by planting native and drought-tolerant plants. Ensure similar standards are met by private development.

Objective 1.6.8: Mitigate the spread of invasive species by planting restrictions and encouraged removals through HOAs and public education programs. The Indiana Invasive Species Council has expansive information about the management of Invasive Species at www.entm.purdue.edu/iisc/index.html.

Objective 1.6.9: Reduce heat island effect by tree preservation and planting, reducing the amount of pavement dedicated to parking and travel lanes, and by encouraging the use of green roofs or reflective surfaces where appropriate.

Objective 1.6.10: Expand the market for solar and other clean energy solutions in Carmel through supportive development standards, incentives, and mandates.

Objective 1.6.11: Support experimentation, innovation, and entrepreneurship through programs that position Carmel as a leader and expand locally-relevant technologies and policies.

Objective 1.6.12: Continue to protect regional surface and ground water sources to ensure safe drinking water for Carmel and adjacent municipalities. Institute regulations that further protect the delineated wellhead protection areas from contaminants and land uses that have a higher risk of contaminating water resources. Consider incentivizing more native plantings, requiring less irrigation.

Objective 1.6.13: Increase effectiveness of wastewater treatment and discharge by combining master plans of both sanitary sewer districts.

Objective 1.6.14: Stimulate a circular economy by striving for maximum solid waste recycling and composting rates throughout the city.

Objective 1.6.15: Support sustainable transportation options by making them safe and convenient. This includes supporting bicycling and other active transportation modes through on-going multi-modal efforts to reduce vehicle trips and emissions. Expand charging infrastructure for electric vehicles (EVs) by requiring new nonresidential and municipal development parking areas provide the necessary infrastructure to accommodate EV charging.

Objective 1.6.16: Conduct inventories, analyses, and cleanups of Carmel's brownfields, limiting exposure to environmental contamination and spurring redevelopment.

Objective 1.6.17: Encourage the responsible use of energy through conservation of electricity in the night time lighting of non-residential buildings after normal hours of operation.

1.7 Support Healthful Living

Cities play an important role in community health outcomes. Many of the social determinants of health are strongly influenced by city policies and a community's built form. These social determinants are conditions in the places where people live, learn, work, and play that affect a wide range of health risks and outcomes. They are generally organized around five key areas: 1) Healthcare Access and Quality, 2) Education Access and Quality, 3) Social and Community Context, 4) Economic Stability, and 5) Neighborhood and Built Environment.

Objective 1.7.1: Strive to provide multiple types of facilities for exercise, opportunities to immerse oneself into nature, sport facilities and leagues, access to recreation programs, access to health education programs, and encouragement to succeed in one's personal health goals.

Objective 1.7.2: Access to space for physical activity can be provided with continued planning and investment in walking, bicycling, and transit facilities, including expansion of the City's Bike Share system.

Objective 1.7.3: Target for acquisition undeveloped parcels adjacent to greenways and trails for future park sites and public open spaces.

Objective 1.7.4: Work collaboratively with local health systems and health care providers to offer outreach services, health and wellness clinics, screenings, classes, smoking cessation programs, dietary support, mental health clinics, immunization programs, and other health care initiatives. Encourage benefit programs that incentivize active modes of commuting, including bicycling and transit.

Objective 1.7.5: Foster healthy environments as a way to positively influence social determinants of health. Efforts toward this include active transportation; access to exercise spaces, green space and nutrition; hiring, training, and promoting a local workforce; and expanding healthy housing options for all citizens.

Objective 1.7.6: Encourage mixed-use neighborhoods, where appropriate, to make it easier for people to walk or ride their bicycles. This will provide a healthy lifestyle by providing the option for exercise in people's daily routines.

Objective 1.7.7: Develop programs and improve infrastructure to encourage children to walk or ride their bicycles to school. This will increase their physical activity, improve their health, and alleviate automobile traffic around schools.

Objective 1.7.8: Support the development of healthy buildings, as measured through LEED, WELL, or similar rating systems designed to maximize the health of occupants.

Objective 1.7.9: Prioritize installation of street amenities including benches, street lights and street trees that make walking more convenient and desirable for all ages.

Objective 1.7.10: Maintain efficient snow removal from public sidewalks, curb ramps, multi-purpose paths, and mobility lanes / cycle tracks to encourage physical activity in the colder months. Educate around this type of maintenance for facilities as described in Carmel City Code, Section 6-52, as amended.

Objective 1.7.11: Support local food and agriculture by expanding community gardens throughout the city, through educational and pilot programs, and increasing participation in the Farmers Market.



1.8 Improve Mobility Options and Functionality

Carmel has made driving to a destination as frictionless as possible for decades. Roundabouts have successfully kept cars moving safely and efficiently and ensuring subsidized free parking on valuable land at destinations have kept this mode of transportation dominant. Now that Carmel's growth will largely come through densification, other modes will inevitably be required to avoid automobile congestion.

Modes outside of personal vehicles have allowed for a lighter impact on street surfaces, air quality, and general congestion. Two to five percent of all commuting traffic should be made by foot, bicycle or other form of micro-mobility by 2030.

To support future transit, identify transit corridors and make crucial “last mile” (the gap between transit and a home or destination) connectivity improvements for walking, biking, ride-sharing, and other delivery/pick-up.

Objective 1.8.1: Support a resilient regional economy by promoting regional and intracity transit. This missing transportation option would provide local businesses with access to a regional workforce as well as an additional mode of travel for all across the region.

Objective 1.8.2: Make walking and biking safe and convenient by implementing complete streets, which are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street.

Objective 1.8.3: Continue to prioritize and implement safety measures to eliminate severe injuries and fatalities to pedestrians and cyclists across the city. A Safe Systems approach should be employed, focused on building safety at a systemic level, rather than retrofitting spot locations after crashes have occurred. Strongly consider developing and implementing a formal Vision Zero Action Plan that requires a long term commitment using a multidisciplinary, collaborative, systems-based and data-driven approach.

Objective 1.8.4: Continue to develop a bicycle network to allow non-vehicular trips to be made by encouraging small-scale and requiring large-scale employment nodes to install covered and secure bicycle parking, and shower and changing facilities for cycling commuters. Concurrently, ensure that adequate bicycling facilities exist to allow safe and efficient bicycle commuting.

Objective 1.8.5: Encourage piloting and partnering with major employers and hotels on exploring other means for meeting daily travel needs.

Objective 1.8.6: On valuable public rights-of-way in vibrant areas, analyze the feasibility of dynamic pricing for street parking spaces to shift behavior away from single occupancy vehicles. Dynamic pricing adjusts by the time of day, location, and day of the week to ensure some street parking spots are always available, thereby cutting down on vehicles circling a block in search of a spot.

Objective 1.8.7: Complete the major east-west path links to complement the Monon Greenway, with a supporting set of paths, trails, and shared streets linking these to neighborhoods, destinations, and neighboring municipalities thereby offering bicycling as a meaningful commuting option. This includes the Carmel Access Bikeway program extending into southwest Carmel and Home Place.

Objective 1.8.8: Seek to electrify and right-size the public fleet of vehicles. The number of multi-use paths and narrower streets may require smaller service vehicles.

Objective 1.8.9: Ensure that the access and mobility needs of Carmel's aging and disabled populations are considered with all City-involved opportunities, including safe and affordable transportation, and accessible building and pedestrian infrastructure that meets ADA standards.

Objective 1.8.10: Consistently require street and multi-modal connectivity between adjacent developments, to improve residential mobility options, as well as improved access for delivery, maintenance, and emergency vehicles.



2

Development Patterns

2.1 Development Patterns

Development Patterns Map

Development Pattern Summary

2.1 Development Patterns

Carmel has evolved to include a wide variety of places, neighborhoods and districts, each with their own distinct and memorable character. Development Patterns are used to describe the predominant physical and natural qualities in each part of the city. Development Patterns are not zoning, nor are they exclusively tied to land use. Rather, each recommended Development Pattern uses the inherent contextual qualities within its place in Carmel to shape future growth and development decision making that is consistent with that overall character. Additional development standards that are applicable can be found within Carmel's Unified Development Ordinance. Along select primary corridors that are of city-wide importance, an additional Development Pattern, the Typical Corridor Pattern, is used to define how the surrounding Development Pattern may be complemented to meet that particular corridor.

Each Development Pattern describes the following:

PURPOSE The general qualities of the Development Pattern

BLOCK SIZE The typical range of block or tract land area, measured in acres. Blocks and tract boundaries are created by street, utility and natural corridors.

LOT SIZE The range of parcel sizes as measured in acres most commonly found within the Development Pattern

BUILDING COVERAGE The percentage of land on a Typical Lot or Typical Block covered by one or more buildings

MAXIMUM HEIGHT The tallest structure as measured in the number of building stories typically found within the Development Pattern

BUILDING FRONTAGES Common means by which the ground floor of one or more buildings addresses rights-of-way

STREETSCAPE FACILITIES Common types of street-side infrastructure utilized to serve development, mobility, and public spaces within a Development Pattern

OPEN SPACE Land areas, free of buildings, designed and specialized in function, that allow for passive or active use.

LINKAGES The maximum spacing of vehicular and/or multi-modal connections along frontages with adjacent development. If no adjacent development exists, the maximum block size shall prevail

PARKING AND SERVICING The typical locations relative to primary buildings for parking and servicing functions

GENERAL USE CATEGORIES Typical uses that may generally be found within the Development Pattern

Downtown

Purpose

Carmel's urban, cultural core and downtown neighborhoods feature the City's most diverse mix of uses and building scales. This pattern accommodates commercial, industrial, recreational, and importantly, residential uses, among others.

Characteristics

- » **Typical Block Size (ac):** 1 to 5
- » **Typical Lot Size (ac):** 1/8 to 5
- » **Typical Building Coverage (%):** varies
- » **Max. Height (stories):** 6; 3 story minimum at intersections
- » **Building Frontages:** Lobbies, Patios, Storefronts, Gardens, Front Yards
- » **Streetscape Facilities:** All except Bioswales (refer to Streetscape Facilities section for list of facility types)
- » **Open Space:** Parks, Plazas, Town Greens/Squares, Courtyards, Greenways, Shared Street
- » **Linkages:** 1/8 mile or typical block size, whichever is shorter
- » **Parking / Servicing:** In alley-loaded garages and lots screened by public facing facades with active ground floor uses.
- » **General Use Categories:** Commercial, Residential, Retail, Parks/Plazas, Research and Development, Small Batch Manufacturing, Institutional/Educational, Hospitality



Downtown West

Purpose

Carmel's freeway corridor with expansive visibility and easy freeway access buffering the freeway from the neighborhoods to the west and urban core and neighborhoods to the east.

Characteristics

- » **Typical Block Size (ac):** 3 to 8
- » **Typical Lot Size (ac):** 1/2 to 8
- » **Typical Building Coverage (%):** 50 to 90
- » **Max. Height (stories):** 6; 3 story minimum at intersections
- » **Building Frontages:** Lobbies, Patios, Storefronts, Gardens, Front Yards
- » **Streetscape Facilities:** All except Bioswales (refer to Streetscape Facilities section for list of facility types)
- » **Open Space:** Parks, Plazas, Squares, Courtyards, Greenways, Shared Street
- » **Linkages:** 1/4 mile
- » **Parking / Servicing:** In alley-loaded garages and lots screened by public facing facades with active ground floor uses.
- » **General Use Categories Permitted:** Commercial, Residential, Retail, Parks/Plazas, Research and Development, Small Batch Manufacturing, Institutional/Educational, Hospitality



Hardesty Arts Center, Tulsa, OK



Mosaic District, Fairfax, VA



Federal Galley, Pittsburgh, PA



Reston Town Center, Fairfax, VA



Zotec Partners Headquarters

Downtown East

Purpose

Downtown's eastern edge transitions in density toward residential neighborhoods east of Keystone Parkway and south of 116th Street. Intended to have more integrated mixed uses as redevelopment occurs.

Characteristics

- » **Typical Block Size (ac):** 3 to 8
- » **Typical Lot Size (ac):** 1/2 to 8
- » **Typical Building Coverage (%):** varies
- » **Max. Height (stories):** 5; 3 story minimum at intersections
- » **Building Frontages:** Lobbies, Patios, Storefronts, Gardens, Front Yards, Porches, Stoops
- » **Streetscape Facilities:** All except Bioswales (refer to Streetscape Facilities section for list of facility types)
- » **Open Space:** Parks, Plazas, Courtyards, Greenways, Shared Street
- » **Linkages:** 1/4 mile
- » **Parking / Servicing:** In alley-loaded garages and lots screened by public facing facades with active ground floor uses.
- » **General Use Categories Permitted:** Commercial, Residential, Retail, Parks/Plazas, Institutional/Educational, Hospitality



West Neighborhoods

Purpose

Suburban style living on large, subdivided lots.
Area destinations include schools and recreation.
Undeveloped parcels exist.

Characteristics

- » **Typical Block Size (ac):** 3 to 5
- » **Typical Lot Size (ac):** 1/8 to 5+
- » **Typical Building Coverage (%):** 25 to 50
- » **Max. Height (stories):** 4 within Village of West Clay; 2.5 elsewhere
- » **Building Frontages:** Front Yards, Gardens, Porches, Stoops
- » **Streetscape Facilities:** Residential Sidewalk, Multi-use Path, Bioswale, Mobility Lane
- » **Open Space:** Parks, Subdivision Common Areas, Greenways
- » **Linkages:** 1/2 mile
- » **Parking / Servicing:** Limited sizes of parking areas; Located to the side or behind primary structures.
- » **General Use Categories Permitted:** Residential, Educational, Parks



East Neighborhoods

Purpose

Suburban single-family homes are the dominant land use. Destinations include neighborhood-serving commercial, schools, places of worship, parks and recreation.

Characteristics

- » **Typical Block Size (ac):** 2 to 4
- » **Typical Lot Size (ac):** 1/8 to 3
- » **Typical Building Coverage (%):** 20 to 55
- » **Max. Height (stories):** 2.5
- » **Building Frontages:** Front Yards, Gardens, Porches, Stoops
- » **Streetscape Facilities:** Residential Sidewalk, Multi-use Path, Bioswale, Mobility Lane
- » **Open Space:** Parks, Greenways
- » **Linkages:** 1/2 mile
- » **Parking / Servicing:** Limited sizes of parking areas; Located to the side or behind primary structures
- » **General Use Categories Permitted:** Residential, Commercial, Educational, Parks



White River

Purpose

A clean, ecological, historic, connected, and active asset for the residents of Carmel and the greater region to experience, reside in and enjoy.

Characteristics

- » **Typical Block Size (ac):** N/A
- » **Typical Lot Size (ac):** Varies
- » **Typical Building Coverage (%):** Varies
- » **Max. Height (stories):** 2 greater than the adjacent development pattern with the following exceptions: maximum of 1 story along the river and a maximum of 6 stories along 96th St
- » **Building Frontages:** Porches, Patios, Gardens, Yards
- » **Streetscape Facilities:** Residential Sidewalk, Multi-use Path, Enhanced Multi-use Path, Bike/Scooter Parking, Bioswale, Mobility Lane, Cycle Track, Car Parking, Bus Stop
- » **Open Space:** Riverfront, Greenways, Natural Trails, Riparian Corridors, Parks, Courtyards
- » **Linkages:** N/A
- » **Parking / Servicing:** Limited size, distributed and landscaped lots with low-impact stormwater management practices
- » **General Use Categories Permitted:** Parks, Institutional, Educational, Hospitality, Retail, Residential



visithamiltoncounty.com



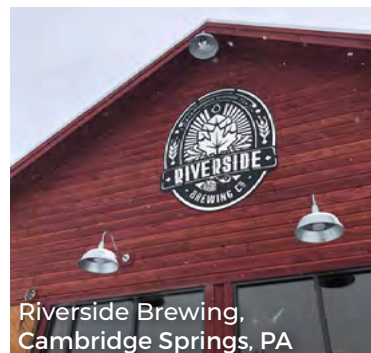
Bridgeview Box Park, Newport, KY



Highland Brewing, Asheville, NC



CityDeck, Green Bay, WI (stoss.net)



Riverside Brewing, Cambridge Springs, PA



Summit Bechtel Reserve, Glen Jean, WV (summitbsa.org)

Estates

Purpose

Large, pastoral and rural parcels in a largely natural landscape. Secluded setbacks, architectural fences/gates.

Characteristics

- » **Typical Block Size (ac):** N/A
- » **Typical Lot Size (ac):** 5+
- » **Typical Building Coverage (%):** 15
- » **Max. Height (stories):** 2.5
- » **Building Frontages:** N/A
- » **Streetscape Facilities:** Multi-use Path, Bioswale
- » **Open Space:** Conservation Areas, Parks, Greenways
- » **Linkages:** 1 mile
- » **Parking / Servicing:** Limited areas associated with structures.
- » **General Use Categories Permitted:** Residential



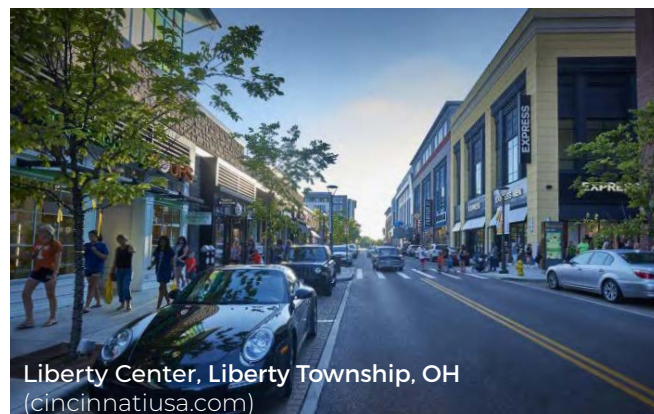
Gateway

Purpose

Large lot mixed-use and commercial areas along or near access points into Carmel.

Characteristics

- » **Typical Block Size (ac):** 3 to 10
- » **Typical Lot Size (ac):** 1/2 to 10
- » **Typical Building Coverage (%):** 30 to 60
- » **Max. Height (stories):** 5
- » **Building Frontages:** Building Lobbies, Patios, Storefronts, Gardens, Front Yards. Avoid parking lot placement between front of building and road/ right-of-way (ROW). Buildings should address a sidewalk/ path, a frontage street or a side street that creates a corner with the road/ ROW.
- » **Streetscape Facilities:** Residential Sidewalk, Commercial Sidewalk, Multi-use Path, Bioswale, Bus Stop
- » **Open Space:** Parks, Greenways, Plazas, Courtyards, Buffers (along adjacent Development Patterns only)
- » **Linkages:** 1/4 mile along the primary road, 1/2 mile to adjacent Development Patterns
- » **Parking / Servicing:** Parking laid out in a landscaped aisle pattern that facilitates safe pedestrian circulation and future outlot or infill development.
- » **General Use Categories Permitted:** Commercial, Residential, Retail, Parks/Plazas, Light Industrial/ Manufacturing, Institutional/Educational, Hospitality



Typical Corridors

Purpose

Primary E/W and N/S routes that provide connectivity to community assets throughout the City. These corridors are based on adjacent patterns and serve as transitions between places. They allow expanded housing options and limited commercial as long as they are consistent with the character of adjacent patterns.

Characteristics

- » **Typical Block Size (ac):** 1.8 to 5, based on adjacent development pattern
- » **Typical Lot Size (ac):** Where possible, automatic lot splits for lots along a corridor if the resulting lots created are within 20% of the typical lot size of adjacent development pattern
- » **Typical Building Coverage (%):** 20% greater than adjacent development pattern
- » **Max. Height (stories):** 1 greater than the adjacent development pattern
- » **Building Frontages:** Based on adjacent development pattern, plus lobbies, patios, storefronts, gardens
- » **Streetscape Facilities:** All except Bioswales, as appropriate to adjacent development patterns (refer to Streetscape Facilities section for list of facility types)
- » **Open Space:** Based on adjacent development patterns
- » **Linkages:** Based on adjacent development patterns
- » **Parking / Servicing:** Side/rear of buildings
- » **General Use Categories Permitted:** Based on adjacent development pattern plus limited neighborhood-serving retail/commercial built consistent with the adjacent character as otherwise described.



Broad Ripple, Indianapolis, IN



Townhome in Raleigh, NC



O'Connor Brewing Co., Norfolk, VA



Elkton Senior Housing, Elkton, MD
(cc: Kevin Weber)



Indie Coffee Roasters on Main St



Food Cart, Vancouver, Canada
(sergetheconciierge.com)

Monon Urban Promenade

Purpose

This well-designed, amenity-rich, linear park generates transformational reinvestment that, together, enhances and expands urban life and activity in Carmel.

Characteristics

- » **Typical Block Size (ac):** 2 to 4
- » **Typical Lot Size (ac):** 1/8 to 5
- » **Typical Building Coverage (%):** 40 to 100
- » **Max. Height (stories):** 6; 3 min. at intersections
- » **Building Frontages:** Lobbies, Patios, Storefronts, Gardens, Public Green Space
- » **Streetscape Facilities:** Residential Sidewalk, Multi-use Path, Enhanced Multi-use Path, Bike/Scooter Parking, Mobility Lane, Cycle Track
- » **Open Space:** Parks, Plazas, Town Greens/Squares, Courtyards, Greenways
- » **Linkages:** See Typical block size
- » **Parking / Servicing:** Based on adjacent development patterns
- » **General Use Categories Permitted:** Commercial, Residential, Retail, Parks/Plazas, Research & Development, Small Batch Manufacturing, Institutional/Educational, Hospitality



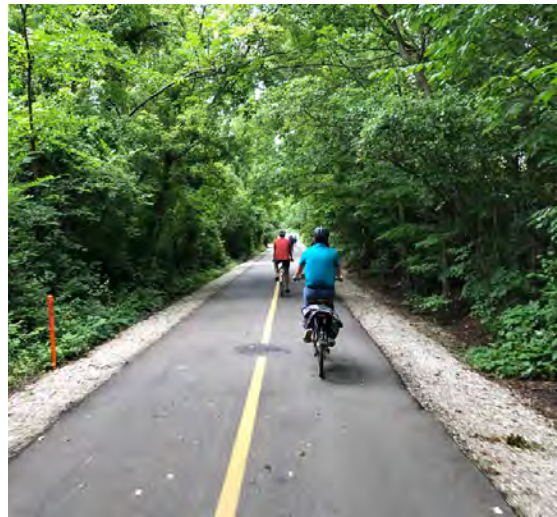
Monon Greenway

Purpose

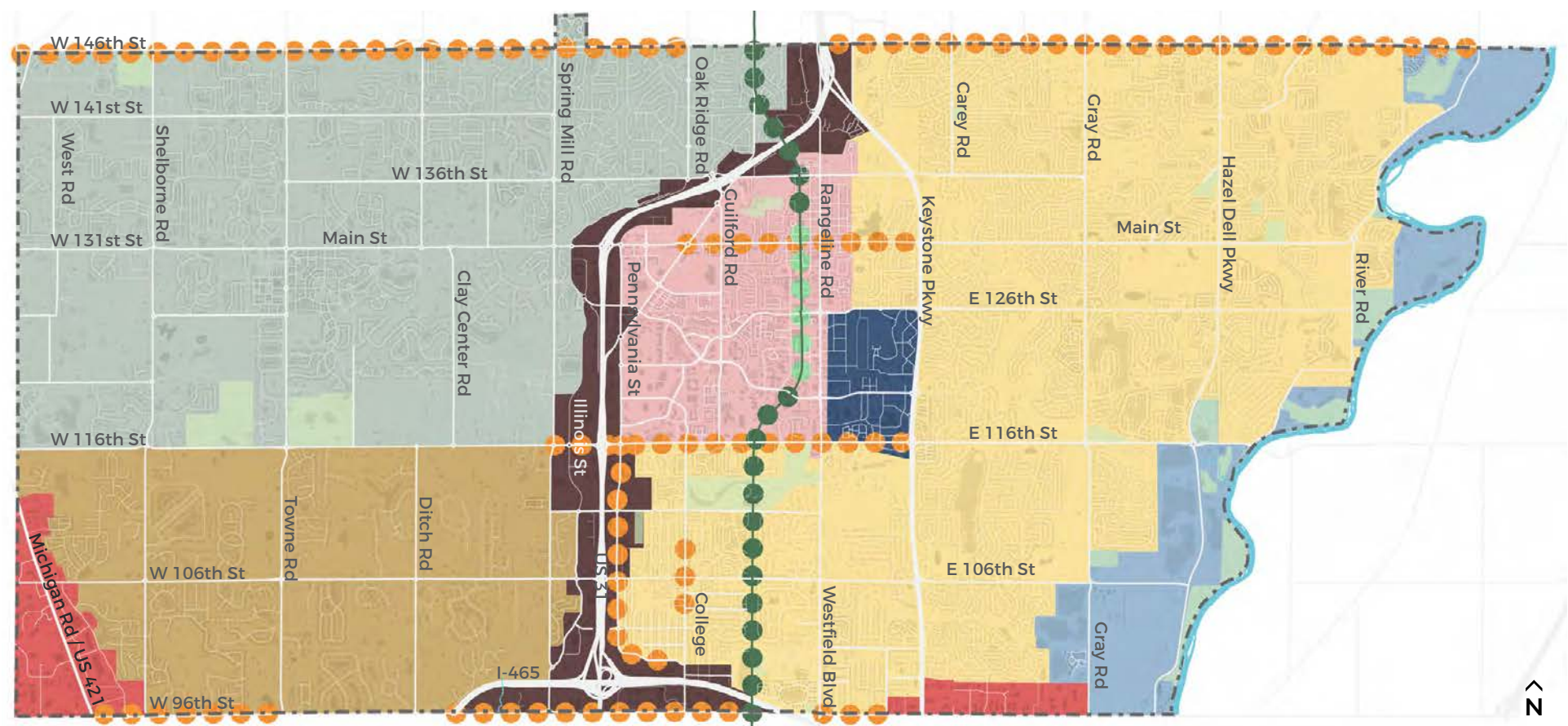
Ecological spine connecting Carmel's Downtown with northern and southern city gateways.

Characteristics

- » **Typical Block Size (ac):** 3 to 6
- » **Typical Lot Size (ac):** 1/8 to 5
- » **Typical Building Coverage (%):** 30 to 50
- » **Max. Height (stories):** Based on adjacent development patterns
- » **Building Frontages:** Public Green Space, Plazas/ Courtyards, Gardens
- » **Streetscape Facilities:** Residential Sidewalk, Multi-use Path, Enhanced Multi-use Path, Bike/Scooter Parking, Mobility Lane, Cycle Track, Bioswale
- » **Open Space:** Parks, Plazas, Town Greens/Squares, Courtyards, Greenways, Conservation Areas
- » **Linkages:** See Typical block size
- » **Parking / Servicing:** Based on adjacent development patterns
- » **General Use Categories Permitted:** Residential, Commercial, Civic, Parks/Plazas, Institutional/ Educational



Development Patterns Map



LEGEND

- Monon Urban Promenade
- Monon Greenway
- Typical Corridor
- Gateway
- Downtown
- Downtown West (Meridian/US 31)
- Downtown East
- West Neighborhoods
- Estates
- East Neighborhoods
- White River
- Public park
- Water body
- Roadway
- Monon Greenway
- River
- Municipal Limits

Note: The Development Patterns Map found at carmelcomprehensiveplan.com is the governing map and one to reference for use.

Development Pattern Summary

Summary

DEVELOPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER-AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET-SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
Downtown	Carmel's urban, cultural core and downtown neighborhoods feature the City's most diverse mix of uses and building scales. This pattern accommodates commercial, industrial, recreational, and importantly, residential uses, among others.	1 to 5	1/8 to 5	Varies	6; 3 min. at intersections	Lobbies, patios, storefronts, gardens, front yards	All except bioswales (refer to Streetscape Facilities section for list of facility types)	Parks, plazas, town greens/squares, courtyards, greenways, shared st	1/8 mile or typical block size, which ever is shorter	In alley-loaded garages and lots screened by public facing facades with active ground floor uses	Commercial, residential, retail, parks/plazas, R&D, small batch manufacturing, institutional/educational, hospitality
Downtown West	Carmel's freeway corridor with expansive visibility and easy freeway access buffering the freeway from the neighborhoods to the west and urban core and neighborhoods to the east.	3 to 8	1/2 to 8	50-90	6; 3 min. at intersections	Lobbies, patios, storefronts, gardens, front yards	All except bioswales (refer to Streetscape Facilities section for list of facility types)	Parks, plazas, squares, courtyards, greenways, shared st	1/4 mile	In alley-loaded garages and lots screened by public facing facades with active ground floor uses	Commercial, residential, retail, parks/plazas, R&D, small batch manufacturing, institutional/educational, hospitality

Summary (cont.)

DEVELOPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER-AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET-SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
Downtown East	Downtown's eastern edge transitions in density toward residential neighborhoods east of Keystone Parkway and south of 116th Street. Intended to have more integrated mixed uses as redevelopment occurs.	3 to 8	1/2 to 8	Varies	5; 3 story minimum at inter-sections	Lobbies, patios, storefronts, gardens, front yards, porches, stoops	All except bioswales (refer to Streetscape Facilities section for list of facility types)	Parks, plazas, court-yards, green-ways, shared street	1/4 mile	In alley-loaded garages and lots screened by public facing facades with active ground floor uses	Commercial, residential, retail, parks/plazas, institutional/educational, hospitality
West Neighbor-hoods	Suburban style living on large, subdivided lots. Area destinations include schools and recreation. Undeveloped parcels exist.	3 to 5	1/8 to 5+	25 to 50	4 within Village of West Clay; 2.5 elsewhere	Front yards, gardens, porches, stoops	Residential sidewalk, multi-use path, bioswale, mobility lane	Parks, subdi- vision common areas, greenways	1/2 mile	Limited sizes of parking areas; Located to the side or behind primary structures	Residential, educational, parks
East Neighbor-hoods	Suburban single-family homes are the dominant land use. Destinations include neigh- borhood-serving commercial, schools, places of worship, parks and recreation.	2 to 4	1/8 to 3	20 to 55	2.5	Front yards, gardens, porches, stoops	Residential sidewalk, multi-use path, bioswale, mobility lane	Parks, greenways	1/2 mile	Limited sizes of parking areas; Located to the side or behind primary structures	Residential, commercial, educational, parks

Summary (cont.)

DEVELOPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER-AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET-SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
White River	A clean, ecological, historic, connected, and active asset for the residents of Carmel and the greater region to experience, reside in and enjoy.	N/A	Varies	Varies	2 greater than the adjacent development pattern with the following exceptions: max. of 1 story along the river and max. of 6 stories along 96th St	Porches, patios, gardens, yards	Residential sidewalk, multi-use path, enhanced multi-use path, bike/scooter parking, bioswale, mobility lane, cycle track, car parking, bus stop	Riverfront, greenways, natural trails, riparian corridors, parks, courtyards	N/A	Limited size, distributed and landscaped lots with low-impact stormwater management practices	Parks, institutional, educational, hospitality, retail, residential
Estates	Large, pastoral and rural parcels in a largely natural landscape. Secluded setbacks, architectural fences/gates.	N/A	5+	15	2.5	N/A	Multi-use path, bioswale	Conservation areas, parks, greenways	1 mile	Limited areas associated with structures	Residential

Summary (cont.)

DEVELOPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER-AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET-SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
Gateway	Large lot mixed-use and commercial areas along or near access points into Carmel.	3 to 10	1/2 to 10	30 to 60	5	Building lobbies, patios, storefronts, gardens, front yards. Avoid parking between front of building and ROW. Buildings should address a sidewalk/path, a frontage or side street that creates a corner with the road/ROW	Residential sidewalk, commercial sidewalk, multi-use path, bioswale, bus stop	Parks, Greenways, Plazas, Courtyards, Buffers (along adjacent Development Patterns only)	1/4 mile along the primary road, 1/2 mile to adjacent Development Patterns	Parking laid out in a landscaped aisle pattern that facilitates safe pedestrian circulation and future outlot or infill development	Commercial, residential, retail, parks/plazas, light industrial/manufacturing, institutional/educational, hospitality

Summary (cont.)

DEVELOPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER-AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET-SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
Typical Corridors	Primary E/W & N/S routes that provide connectivity to assets throughout the City. Based on adjacent patterns and serve as transitions between places. They allow expanded housing options and limited commercial, consistent with the character of adjacent patterns.	1.8 to 5, based on adjacent development pattern	Where possible, automatic lot splits if resulting lots created are within 20% of the typical lot size of adjacent development pattern	20% greater than adjacent development pattern	1 greater than the adjacent development pattern	Based on adjacent development pattern, plus lobbies, patios, storefronts, gardens	All except bioswales, as appropriate to adjacent development patterns (refer to Streetscape Facilities section for list of facility types)	Based on adjacent development patterns	Based on adjacent development patterns	Side/rear of buildings	Based on adjacent development pattern plus limited neighborhood-serving retail/commercial built consistent with the adjacent character as otherwise described
Monon Urban Promenade	This well-designed, amenity-rich, linear park generates transformational reinvestment that, together, enhances and expands urban life and activity in Carmel.	2 to 4	1/8 to 5	40 to 100	6; 3 min. at intersections	Lobbies, patios, storefronts, gardens, public green space	Residential sidewalk, multi-use path, enhanced multi-use path, bike/scooter parking, mobility lane, cycle track	Parks, plazas, town greens/squares, courtyards, greenways	See Typical Block Size	Based on adjacent development patterns	Commercial, residential, retail, parks/plazas, research & development, small batch manufacturing, institutional/educational, hospitality

Summary (cont.)

DEVEL- OPMENT PATTERN AREA	PURPOSE	TYP. BLOCK SIZE (AC)	TYP. LOT SIZE (AC)	TYP. BLDG COVER- AGE (%)	MAX. HEIGHT (STORIES)	BUILDING FRONTAGES	STREET- SCAPE FACILITIES	OPEN SPACE	LINKAGES	PARKING / SERVICING	GENERAL USE CATEGORIES PERMITTED
Monon Greenway	Ecological spine connecting Carmel's Downtown with northern and southern city gateways.	3 to 6	1/8 to 5	30 to 50	Based on adjacent devel- opment patterns	Public green space, plazas/ courtyards, gardens	Residential sidewalk, multi-use path, enhanced multi-use path, bike/ scooter parking, mobility lane, cycle track, bioswale	Parks, plazas, town greens/ squares, court- yards, green- ways, con- servation areas	See Typical Block Size	Based on adjacent devel- opment patterns	Residential, commercial, civic, parks/ plazas, institutional/ educational

3

Street Typologies

3.1 Street Typologies

Thoroughfare Plan

Street Typology Summary

3.1 Street Typologies

Carmel has a renowned system of streets and street design standards that have made possible not only the accommodation of growth but the safe use of streets by pedestrians, bicyclists, automobiles and trucks. The street network over the past two decades has largely been built as the city has grown. These Street Typology recommendations are intended to refresh the inventory of street sections that are most likely to be referenced in the upgrading of existing street corridors as development and budgets permit. Individual elements of the street typologies are described in more detail in the following section, Streetscape Facilities.

Each Street Typology describes the following:

RIGHT-OF-WAY (ROW) The range of total cross-section width as measured in feet generally required between property lines to accommodate the Street Typology

NUMBER OF LANES The typical total number of travel and turning lanes

LANE WIDTH The standard width in feet of a travel lane within the Street Typology

MEDIAN/TURNING LANE The standard width in feet of a center median or turning lane, if required or present

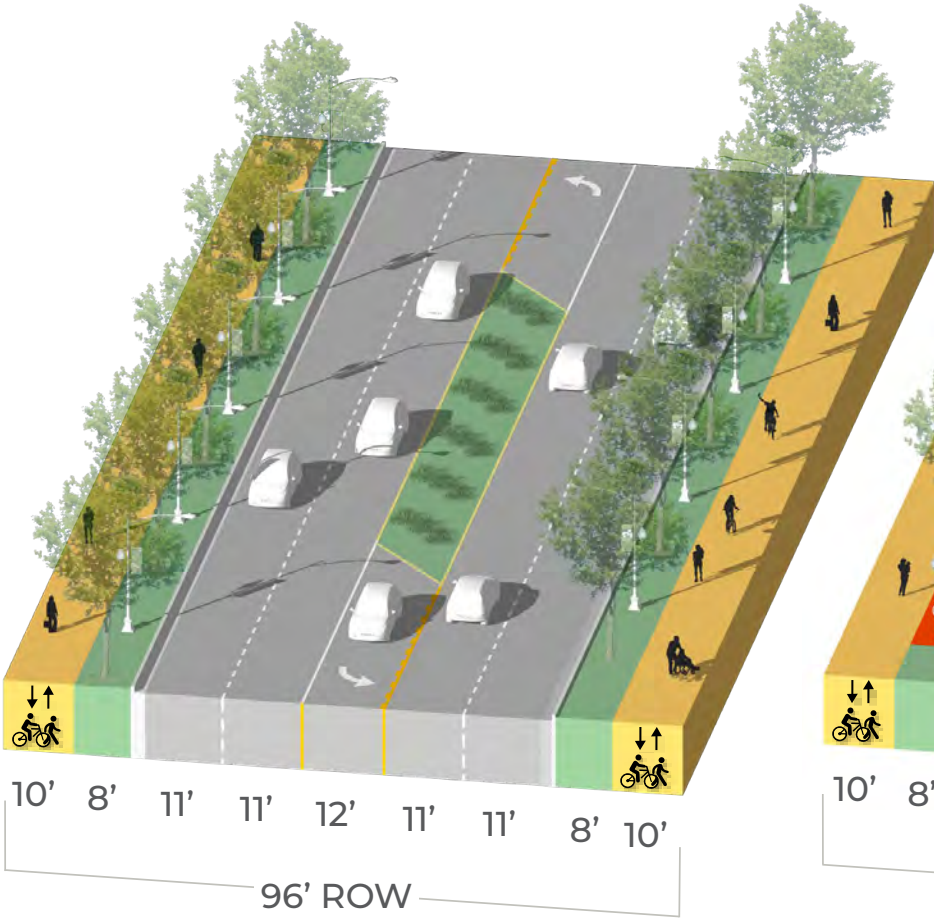
ON-STREET PARKING The standard width in feet of on-street parking, if required or present

TREE LAWN The standard width in feet of the street's planting area, if required or present

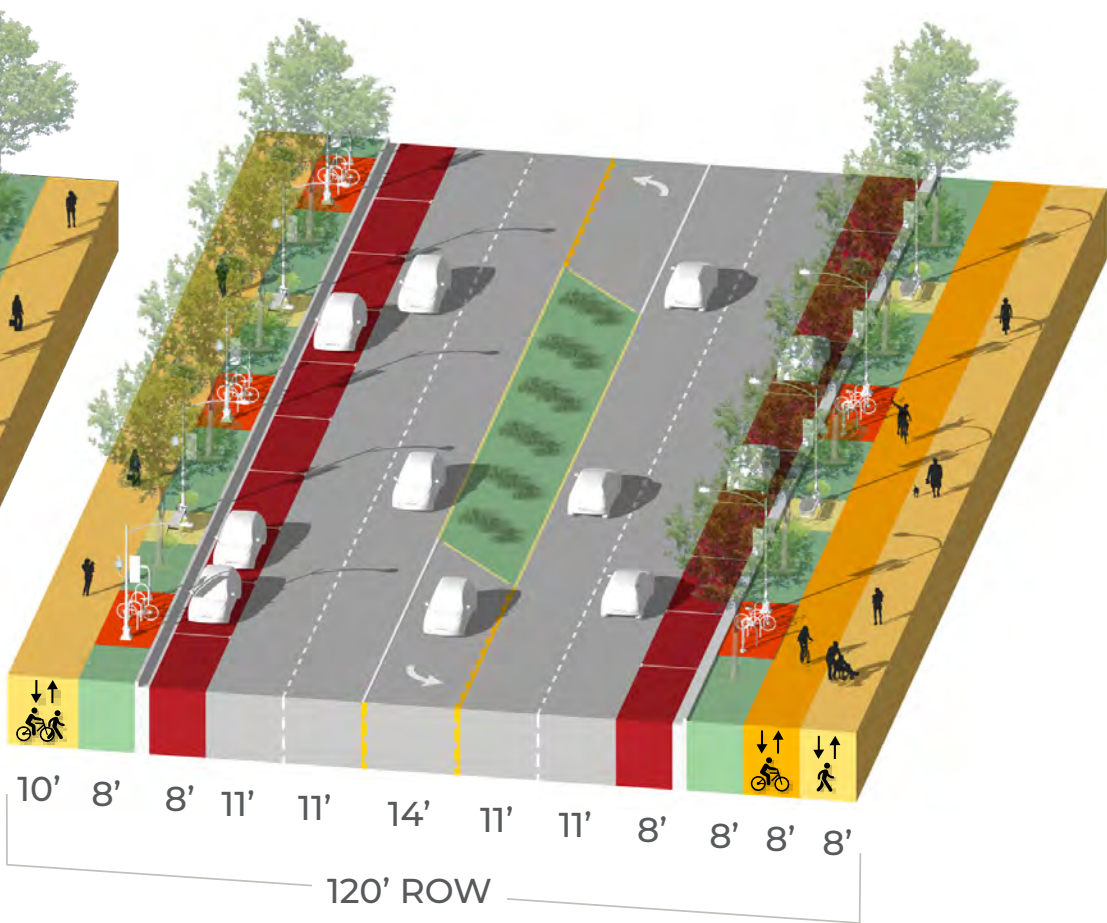
STREET TREES The requirement or option to include street trees on one or both sides of the street

Arterial

Minimum Standard



Example of Augmented Standard

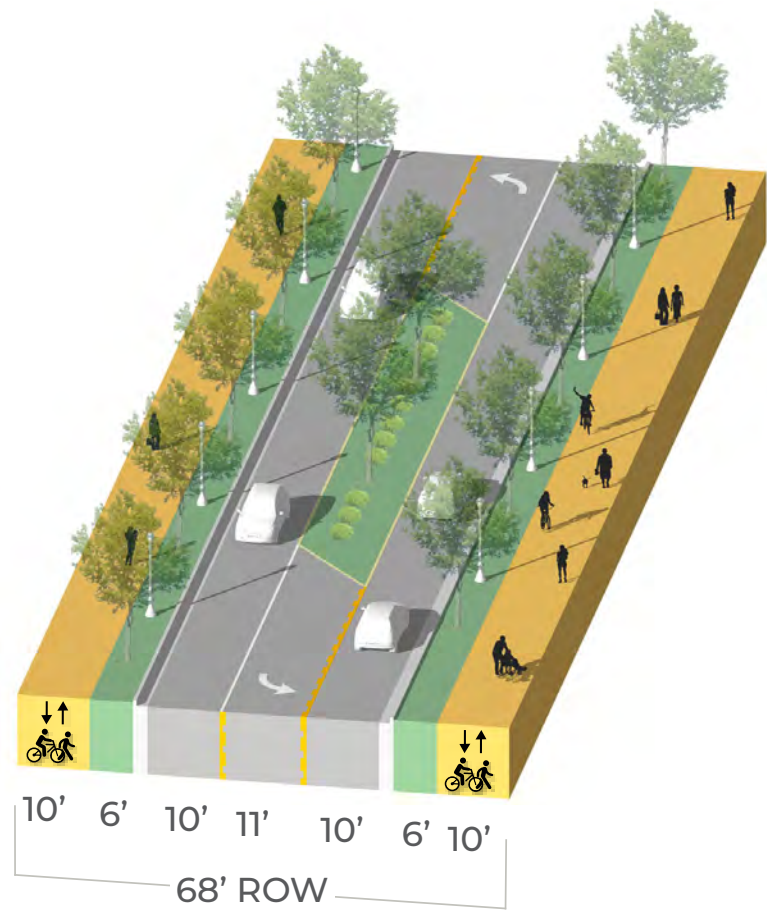


RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
96 - 120	4 - 5	11	Not required, 12-14' where used	Not required, 7' min where used	Required, 8' min.	Required

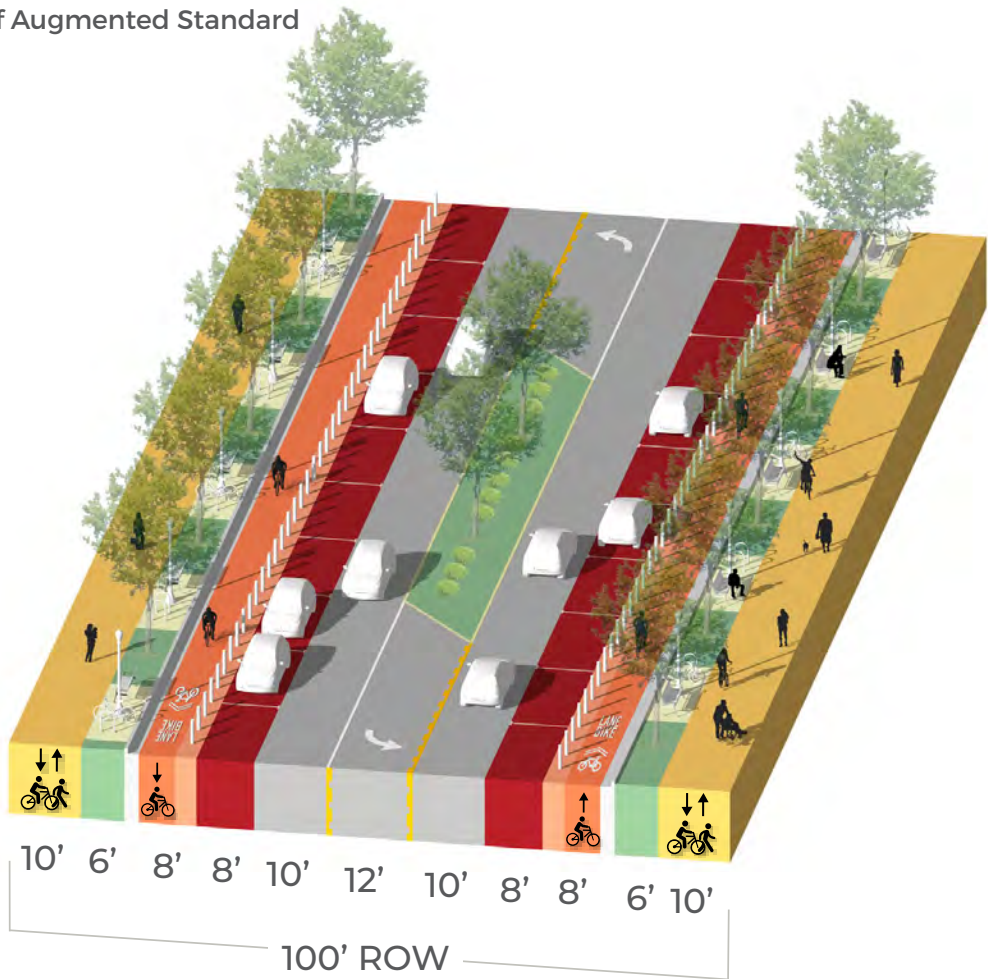
See the Streetscape Facilities section for details on facility standards.

Boulevard

Minimum Standard



Example of Augmented Standard

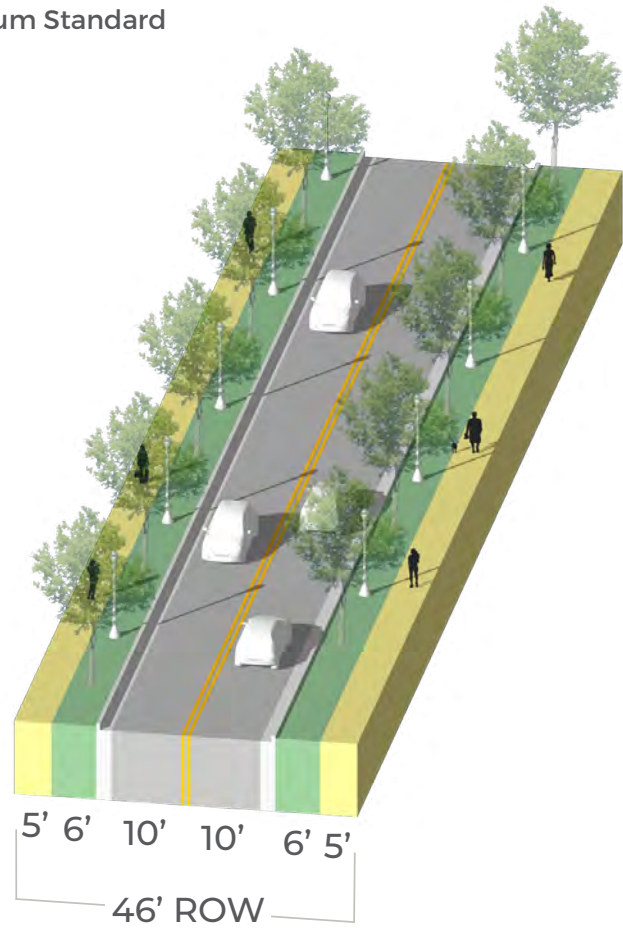


RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
68 - 100	3	10	Required, 11-14' median	Not required, 7' min where used	Required, 6' min.	Required

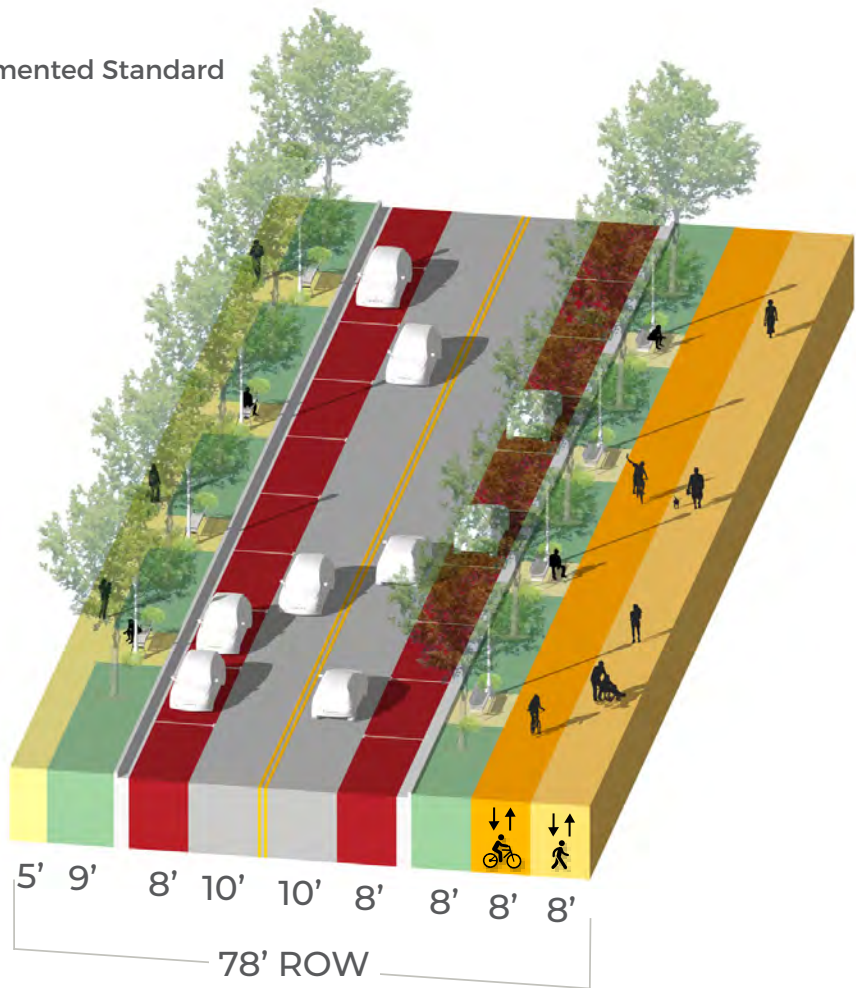
See the Streetscape Facilities section for details on facility standards.

Local

Minimum Standard



Example of Augmented Standard

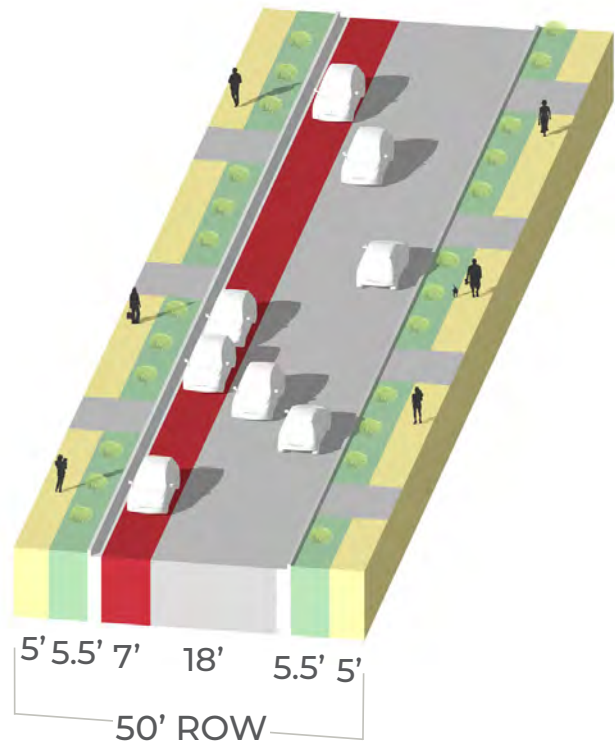


RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
46 - 78	2	10	N/A	Not required, 7' min where used	Optional	Required on residential streets

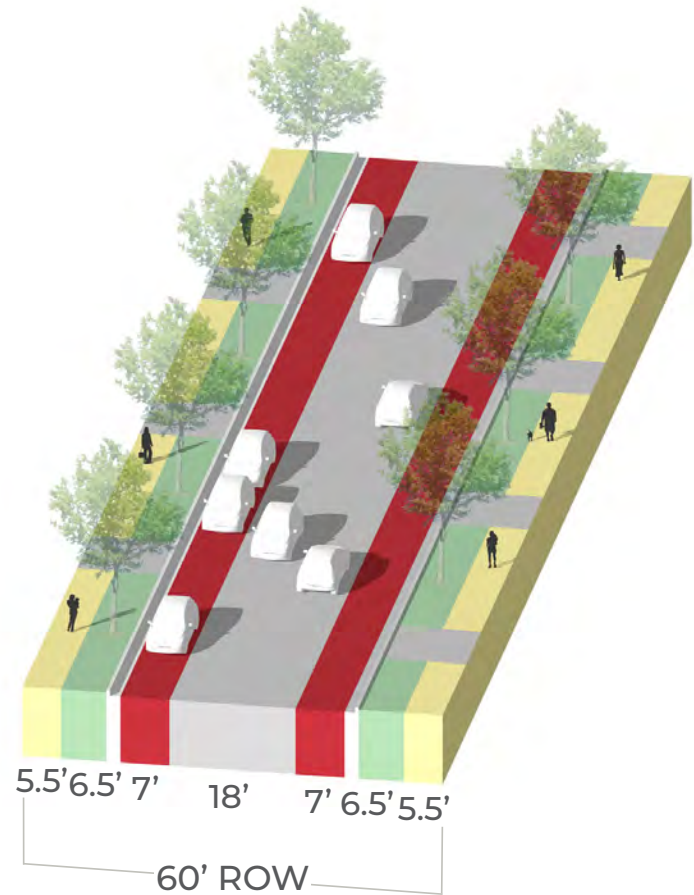
See the Streetscape Facilities section for details on facility standards.

Neighborhood Street

Minimum Standard



Example of Augmented Standard



RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
50 - 60	No markings	N/A	N/A	1 side min., 7' wide	Optional	Required on residential streets

See the Streetscape Facilities section for details on facility standards.

Lane

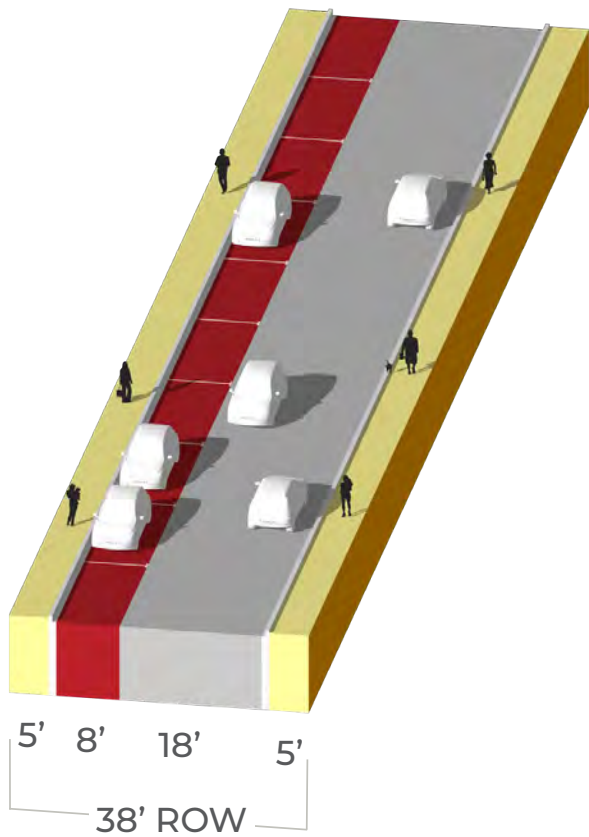


RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
50 - 60	No markings	N/A	N/A	Not required	Optional	Optional

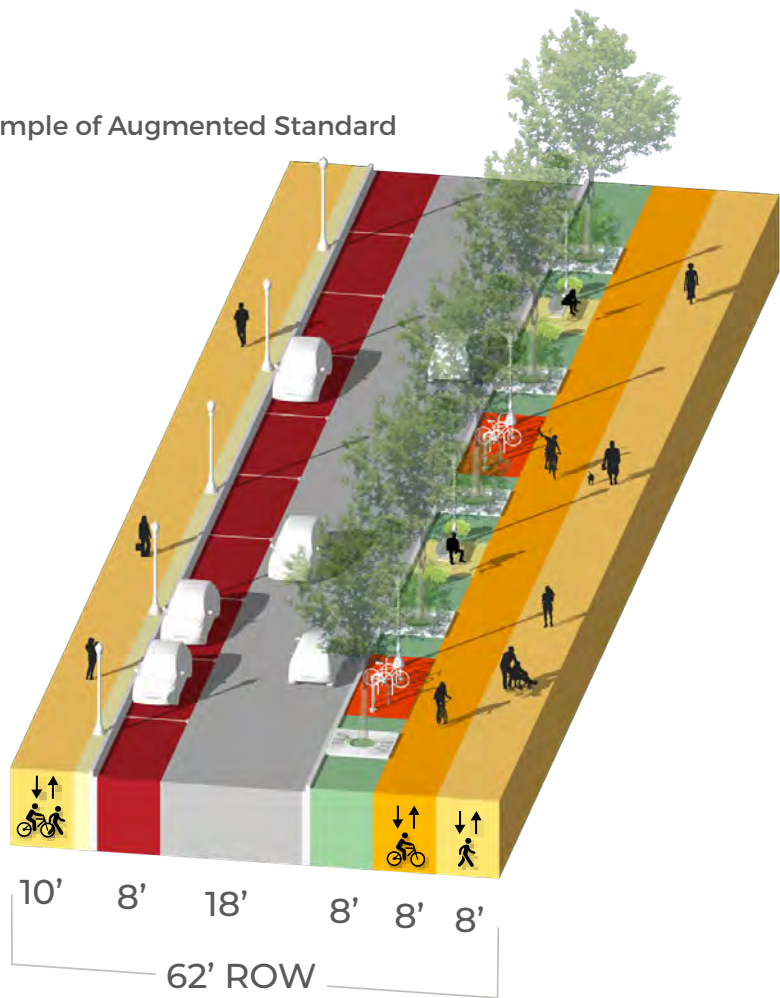
See the Streetscape Facilities section for details on facility standards.

Yield

Minimum Standard



Example of Augmented Standard



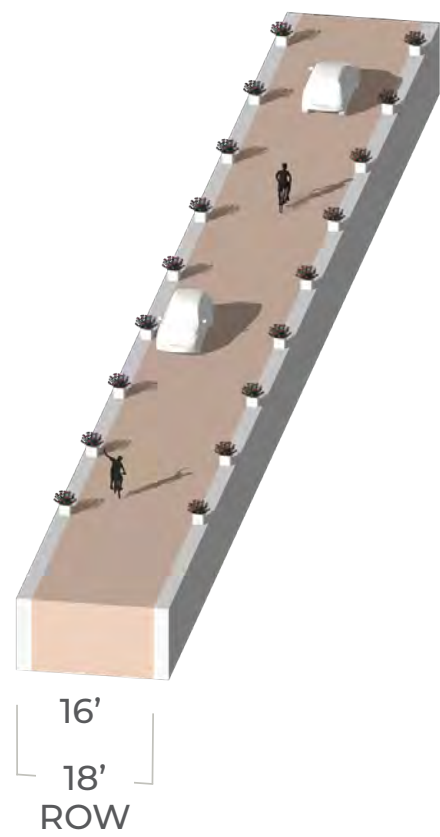
RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
38 - 62	No markings	N/A	N/A	1 side min., 8' wide	Optional	Required on residential streets

See the Streetscape Facilities section for details on facility standards.

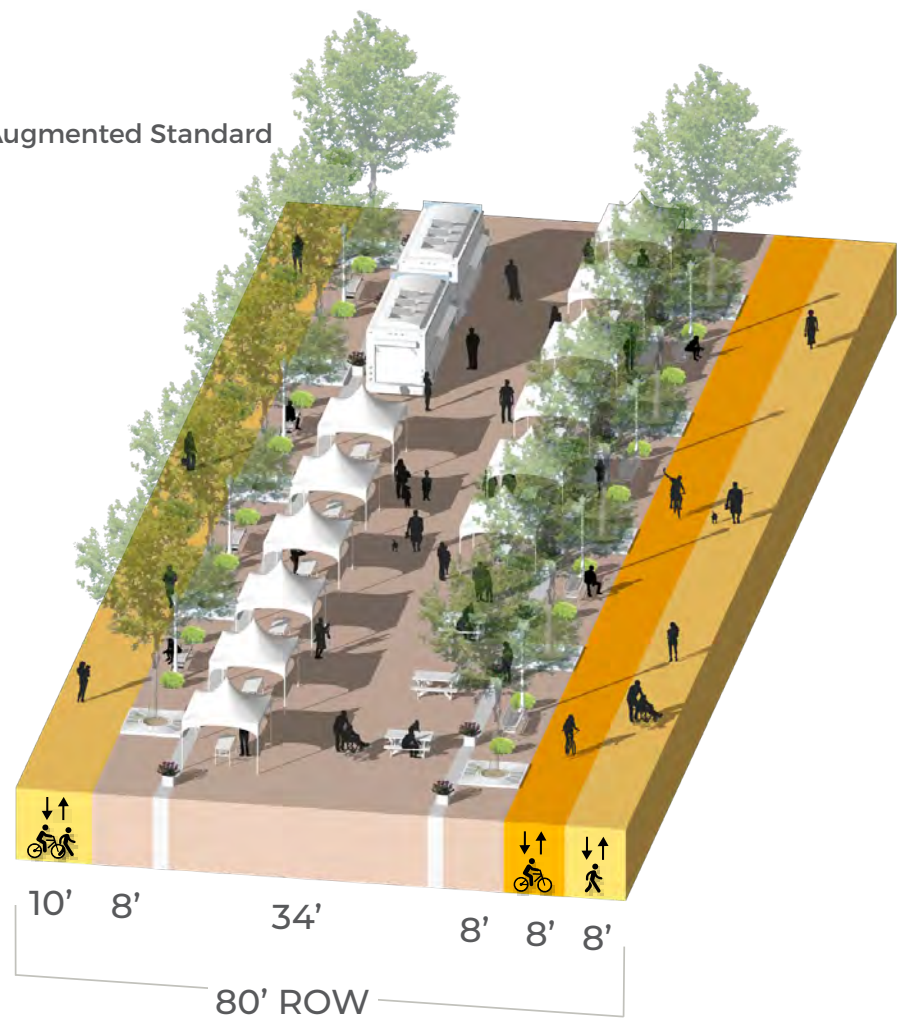
Note: Markings for on-street parking not required to promote flexibility in use of street.

Shared

Minimum Standard



Example of Augmented Standard



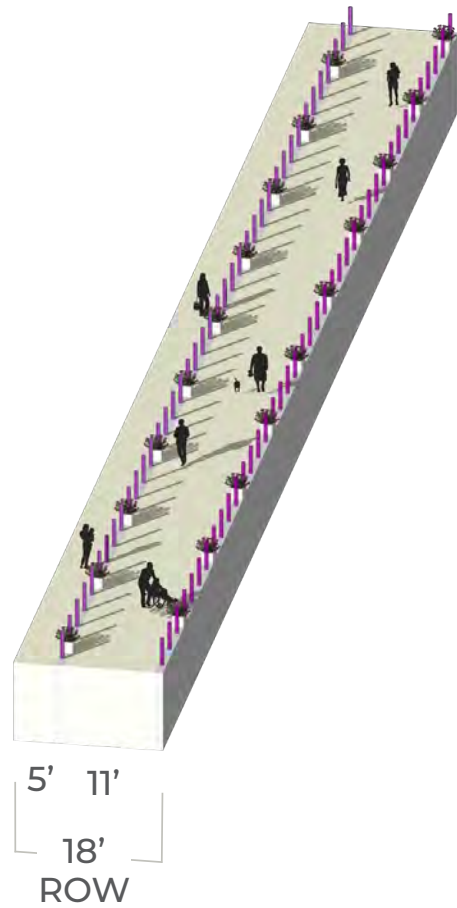
RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
18 - 80	No markings	16 min. (bi-directional)	N/A	Minimal use permitted	Optional	Required on streets wider than 40'

See the Streetscape Facilities section for details on facility standards.

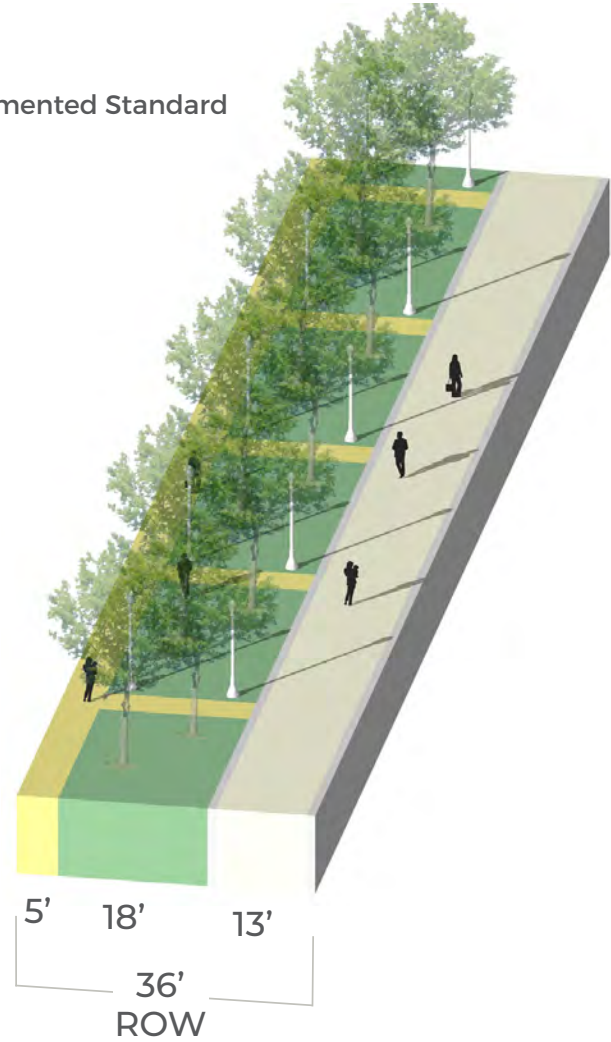
Note: Pedestrian priority, vehicles subordinated and calmed, emergency access required. Used in places where it may be desired to occasionally use the street for purposes other than vehicle travel only.

Paseo

Minimum Standard



Example of Augmented Standard



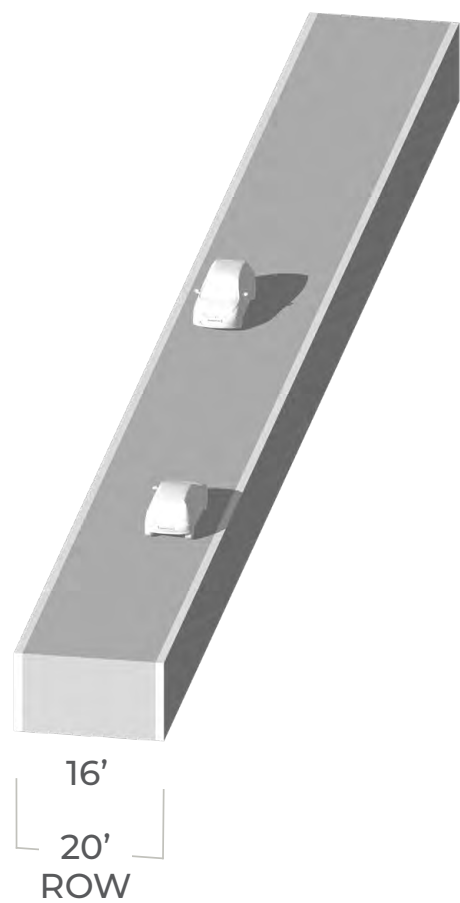
RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
18 - 36	No markings	N/A	Not required	N/A	Optional	Optional

See the Streetscape Facilities section for details on facility standards.

Note: Pedestrian priority, cars restricted, maintain emergency access required

Alley

Minimum Standard



RIGHT-OF-WAY (FT)	NUM. OF LANES	LANE WIDTH (FT)	MEDIAN / TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES
20	No markings	N/A	Not required	Not required	Not permitted	Not permitted

Conservation Corridors

To protect private property, privacy, environmental features, and unique aesthetic qualities of context-sensitive corridors, the City of Carmel contains streets with a Conservation Corridor designation. Those will remain as such and continue to be guided by the following priorities when City-funded changes are being planned or designed:

Priority 1: Under all circumstances corridor improvements will be designed to the minimum required for vehicular, bicycle and pedestrian safety.

Priority 2: Under all circumstances, the installation and maintenance of public utilities and storm water facilities shall be accommodated.

Priority 3: Corridor improvements will be designed to minimize negative impacts on private residential properties relative to property value, privacy, and encroachment.

Priority 4: Design streets, bicycle and pedestrian facilities with the lowest impact that is necessary to meet the current and future demands.

Priority 5: Design streets, bicycle and pedestrian facilities to avoid removal of mature or significant trees and vegetation.

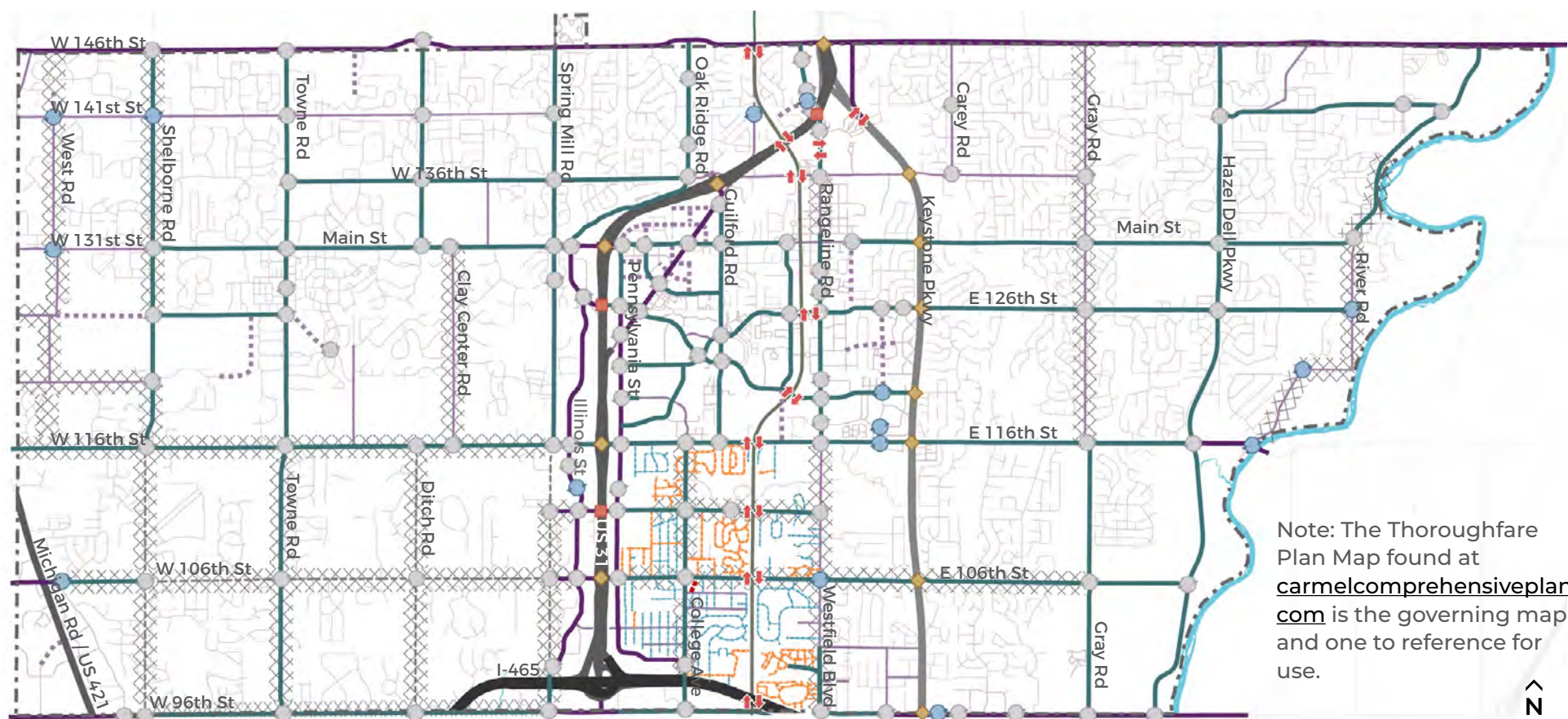
Priority 6: Add or replace trees and vegetation after facility improvements are made to buffer private residential properties and/or to replace trees and vegetation that were removed for construction.

Priority 7: Achieve priorities 3 through 5 above by installing a pedestrian facility on only one side of the street, where appropriate.

Priority 8: Achieve priorities 3 through 5 above by narrowing the typical tree lawns, where appropriate.

Priority 9: Include adjacent and nearby private residential property owners in early design discussions.

Thoroughfare Plan Map



LEGEND

- | | | | | |
|-----------------------------|--|---------------------------------|-----------------------------|------------------|
| Interstate | Local Road
(ROW 46-78ft) | Proposed Local Rd. | Roundabout | Interchange |
| US/State Highway | Collector Street per
NOAX agreement
(ROW 80ft) | Proposed
Neighborhood Street | Proposed
Roundabout | Overpass |
| Keystone Parkway | Conservation Corridor | Proposed Lane | Grade-separated
Crossing | Monon Greenway |
| Arterial (ROW
96-120ft) | | Proposed Shared | | River |
| Boulevard
(ROW 68-100ft) | | | | Municipal Limits |

Street Typology Summary

Summary

STREET TYPES	RIGHT-OF-WAY (ROW)	# OF LANES	LANE WIDTH (FT)	MEDIAN/TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES	NOTES
Arterial	96-120	4-5	11	Not required, 12-14' where used	Not required, 7' min. where used	Required, 8' min.	Required	
Boulevard	68-100	3	10	Required, 11-14' median	Not required, 7' min. where used	Required, 6' min.	Required	
Local	46-78	2	10	N/A	Not required, 7' min. where used	Optional	Required on residential streets	
Neighborhood	50-60	No markings	N/A	N/A	1 side min., 7' wide	Optional	Required on residential streets	
Lane	50-60	No markings	N/A	N/A	Not required	Optional	Optional	Intended for streets with rural character and posted speed limits up to 15-20mph and low average daily traffic counts.
Yield	38-62	No markings	N/A	N/A	1 side min, 8' wide	Optional	Required on residential streets	Markings for on-street parking not required to promote flexibility in use of street.

Street Typology Summary

Summary Continued

STREET TYPES	RIGHT-OF-WAY (ROW)	# OF LANES	LANE WIDTH (FT)	MEDIAN/TURN LANE	ON-STREET PARKING	TREE LAWN	STREET TREES	NOTES
Shared	18-80	No markings	16 min. (bi-directional)	N/A	Minimal use permitted	Optional	Required on streets wider than 40'	Pedestrian priority, vehicles subordinated and calmed, maintain emergency access.
Paseo	18-36	No markings	N/A	Not required	N/A	Optional	Optional	Pedestrian priority, cars restricted, maintain emergency access.
Alley	20	No markings	N/A	Not required	Not required	Not permitted	Not permitted	

4

Streetscape Facilities

4.1 Streetscape Facilities

4.2 Off-Street Facilities

Off-Street Facilities Summary

4.3 Curbside Facilities

Curbside Facilities Summary

Mobility and Pedestrian Plan Map

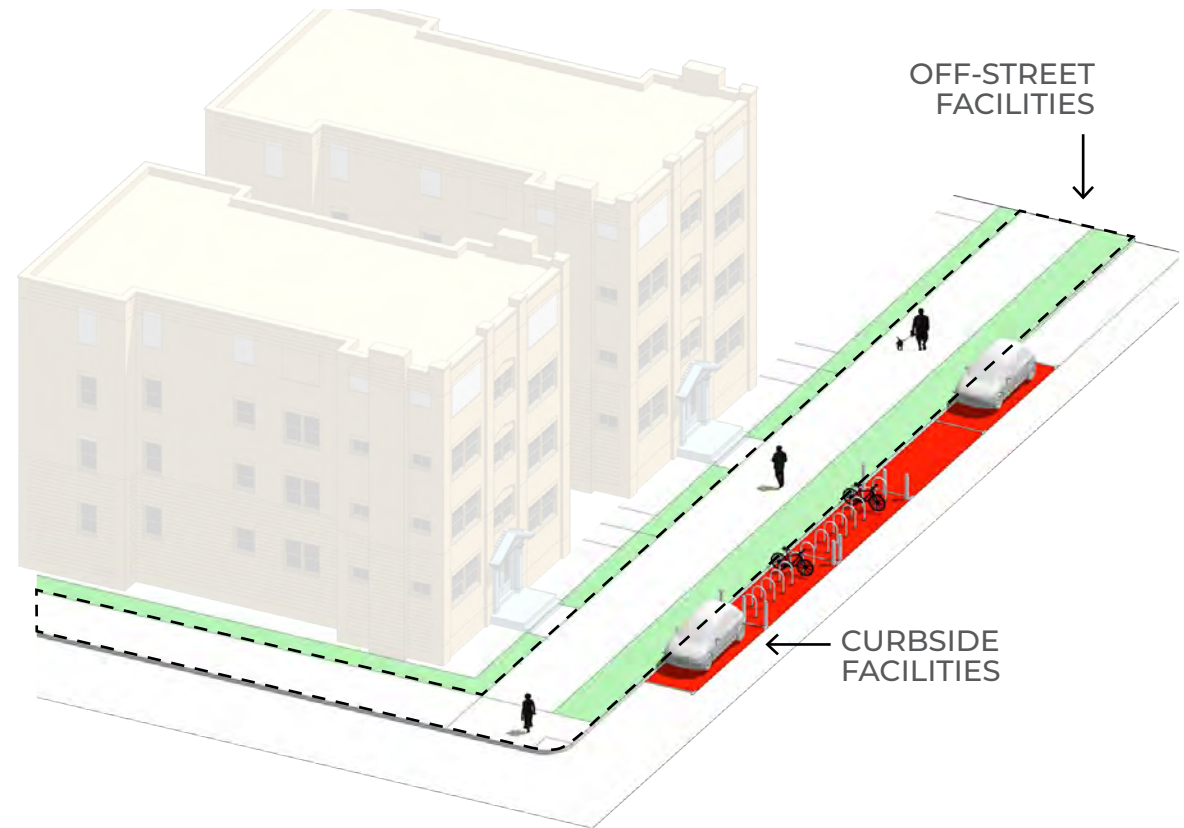
Bicycle and Pedestrian Loops Map

4.1 Streetscape Facilities

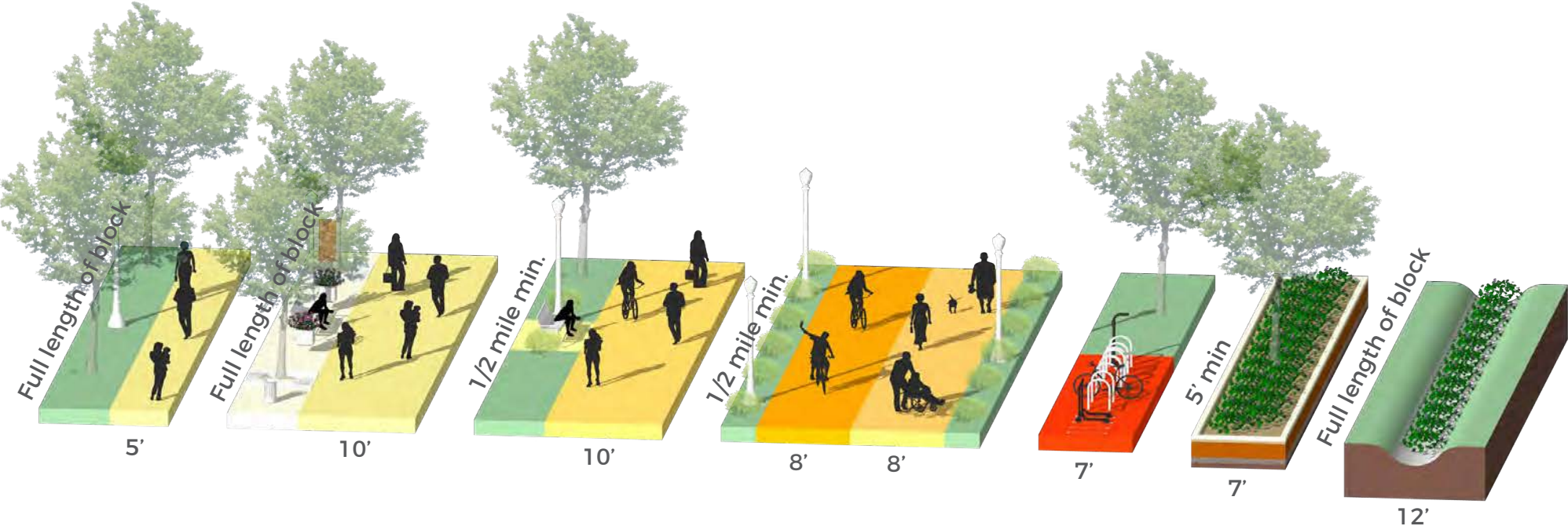
Streets perform a variety of functions that include but are not limited to transportation, property access, recreation, community events, stormwater conveyance and parking. The Streetscape Facilities recommendation provides a menu of interchangeable and mix-and-matchable street-side components that may be utilized to complement most Street Typologies based on contextual mobility, neighborhood and development needs. The two general zones where a Streetscape Facility may locate are off-street and curbside.

OFF-STREET FACILITIES Off-street Facilities are those parts of the right-of-way that are most commonly located between the back of the curb and the abutting property line.

CURBSIDE FACILITIES Curbside Facilities are those parts of the right-of-way that are most commonly located at or along the typical curb, if one is present.



4.2 Off-Street Facilities



Residential Sidewalk

Creates safe, walkable, neighborhoods.

Commercial Sidewalk

Creates safe, walkable commercial and mixed-use districts.

Multi-use Path

Provides a pathway for wheeled and pedestrian users, linking them to neighborhoods and community amenities.

Enhanced Multi-use Path

Uses markings, signage and/ or surface treatments to delineate space for different users of a high-volume multi-use path.

Bike / Scooter Parking

Provides convenient and visible storage and is paired with a 'fix-it station' where possible.

Stormwater Planter

Also known as a rain garden, this provides stormwater management in urban areas and public spaces.

Bioswale

Provides low-impact stormwater management in rural and low-density areas, as well as public spaces.

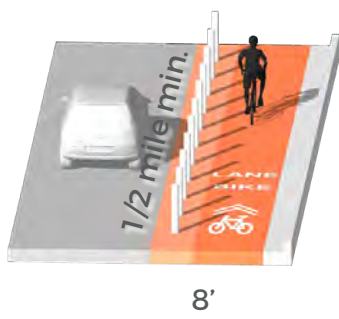
Off-Street Facilities Summary

OFF-STREET FACILITIES	PURPOSE	MIN. DEPTH (FT)	MIN. LENGTH	LANDSCAPE	LIGHTING	SIGNAGE / MARKINGS	PUBLIC ART	TYP. BLDG FRONTAGES	RECOMMENDED POLICIES
Residential Sidewalk	Create safe, walkable neighborhoods	5	Full length of parcel	In planted area, see Street Type	Pedestrian and street-scaled lighting fixtures	None	Ground surface painting / stamping; artistic lighting	Front yards, porches and stoops	Focus on fixing gaps in networks and connecting subdivisions; residents responsible for snow clearance.
Commercial Sidewalk	Create safe, walkable commercial and mixed-use districts.	10	Full length of parcel	Protected tree beds, potted vegetation and flowers, planter boxes	Pedestrian and street-scaled lighting fixtures	Wayfinding and district branding	Ground surface painting / stamping; artistic lighting; sculpture (kinetic / fixed/; seating; fountains; planters	Gardens, porches, stoops, lobbies, patios and storefronts	Support signage/lighting encroachments and on-street dining where a minimum of 5 feet clearance can be maintained; snow clearance prioritized
Multi-use Path	Provide a pathway for wheeled and pedestrian users, linking them to neighborhoods and community amenities	10	Full length of parcel	Context-dependent, see Street Type	Pedestrian and street-scaled lighting fixtures	Wayfinding and district branding	Ground surface painting / stamping; artistic lighting; sculpture (kinetic / fixed/; seating; fountains; planters	Gardens, porches, stoops, lobbies, patios and storefronts	Support signage/lighting encroachments and plantings, snow clearance prioritized.

Off-Street Facilities Summary (cont.)

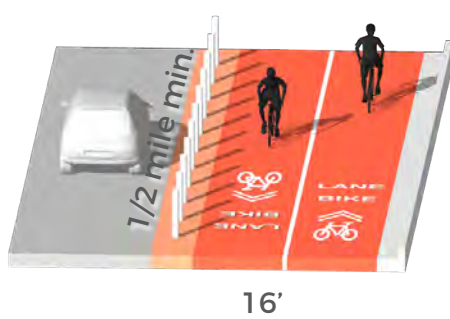
OFF-STREET FACILITIES	PURPOSE	MIN. DEPTH (FT)	MIN. LENGTH	LANDSCAPE	LIGHTING	SIGNAGE / MARKINGS	PUBLIC ART	TYP. BLDG FRONTAGES	RECOMMENDED POLICIES
Enhanced Multi-use Path	Uses markings, signage / surface treatments to delineate space for different users of a high-volume multi-use path	16	1/2 mile	Low plant - ings and street trees permitted	Pedestrian and street-scaled lighting fixtures	Wayfinding and district branding	Ground surface stamping; lighting; sculp - ture (kinetic / fixed); seating; fountains; planters	Campuses, gardens, porches, stoops, lob - bies, patios, storefronts, fences, parking	Regular landscape and path maintena - nce; snow clearance prioritization
Bike / Scooter Parking	Provide conven - ient and visible storage	7	None	None	Bollard or pedestrian lighting optional	Instruc - tional and district branding	N/A	N/A	Maintain cleanliness and functionality; fix-it stations and locker facilities where feasible
Stormwater Planter	Provides stormwater management in urban areas and public spaces.	7	5 feet	Dense wet- and dry-tolerant vegetation, native where possible, mix of breeds, soil suited for bioretention	None	As required	Incorporated with land - scape design	Gardens, porches, stoops, lobbies, patios and storefronts	Maintain cleanliness and stormwater functionality, promote public education of facility
Bioswale	Provide storm - water manage - ment in rural and low-density areas, and public spaces	12	Full length of parcel	As required	Street lighting optional	As required	Designed stormwater management	Fields, yards, campuses, fences, parking & as traffic calming	Maintain cleanliness and stormwater functionality

4.3 Curbside Facilities



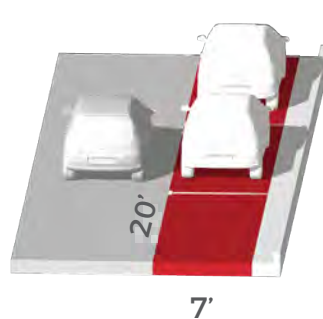
Mobility Lane

Provides safe, convenient and connected routes for bikes, scooters, skateboards, and other forms of micro-mobility.



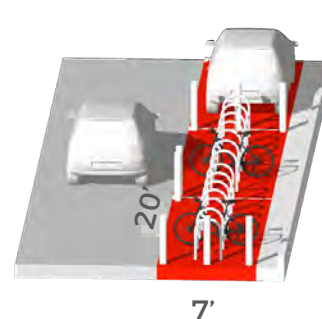
Cycle Track

Provides safe, convenient and connected routes for bikes, scooters, skateboards, and other forms of micro-mobility.



On-street Parking

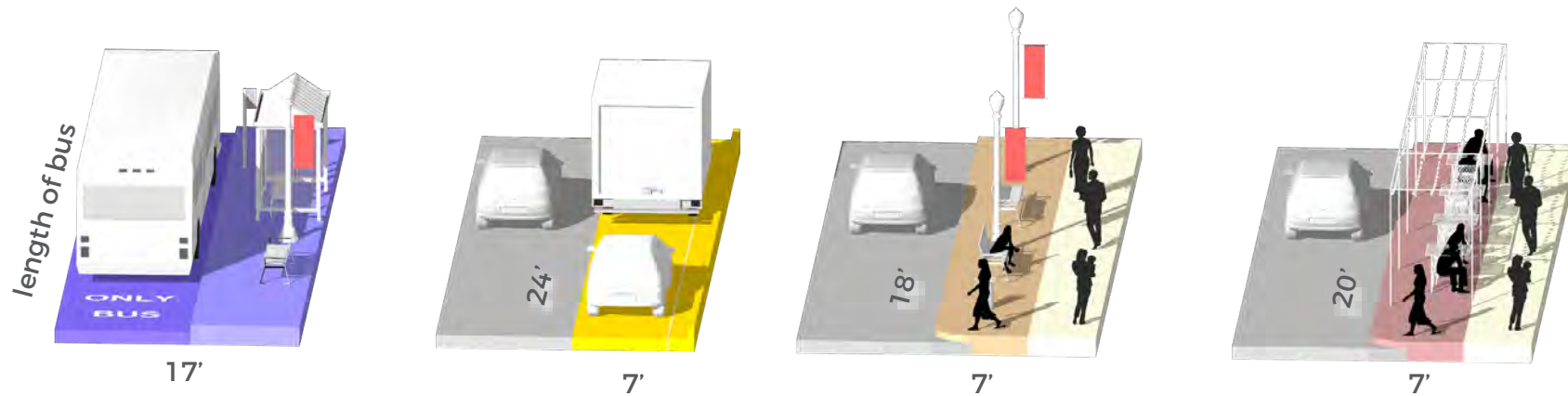
Provides short-term convenience parking.



Bike / Scooter Parking

Provides convenient and visible storage adjacent to on-street facilities and slow streets where users share space with cars.

4.3 Curbside Facilities (cont.)



Bus Stop

Provides safe and convenient loading and offloading of transit vehicles.

Delivery / Pick-up and Loading Zone

Provides safe and convenient short-term drop offs and pick ups for ride-sharing and delivery apps. During designated times, supports bulk deliveries for retailers.

Curb Extension

Expands the amount of space dedicated to the sidewalk, calm traffic, and enhance pedestrian visibility.

Parklet

Expands the amount of space dedicated to the sidewalk in a temporary or quasi-permanent structure.

Curbside Facilities Summary

CURBSIDE FACILITIES	PURPOSE	MIN. DEPTH (FT)	MIN. LENGTH	LANDSCAPE	LIGHTING	SIGNAGE / MARKINGS	PUBLIC ART	TYP. BLDG FRONTAGES	RECOMMENDED POLICIES
Mobility Lane	Provide safe, convenient and connected routes for bikes, scooters, skateboards, and other forms of micro-mobility.	8 (including buffer)	1/2 mile	Bollards, paint striping, low plantings, planters and street trees permitted in buffer and outside curb	Include in design of street lighting	Directional and street safety	N/A	N/A	Protected facilities preferred. Regular street sweeping, snow clearance priority and surface deterioration fixes.
Cycle Track	Provide safe, convenient and connected routes for bikes, scooters, and other forms of micro-mobility.	16 (including buffer)	1/2 mile	Bollards, low plantings, planters and street trees permitted in buffer and outside curb	Include in design of street lighting	Directional and street safety	N/A	N/A	Protected facilities preferred. Regular street sweeping, snow clearance priority and surface deterioration fixes; repaint as needed.
On-street Parking	Provide short-term convenience parking	7	20 feet	None	Include in design of street lighting	Rules and restrictions	N/A	N/A	Price demand for on-street parking
Bike / Scooter Parking	Provide convenient and visible storage adjacent to on-street facilities and slow streets where users share space with cars	7	N/A	Corner bollards permitted	N/A	Instructional and district branding; painted boundary and transitions	N/A	N/A	Maintain cleanliness and functionality

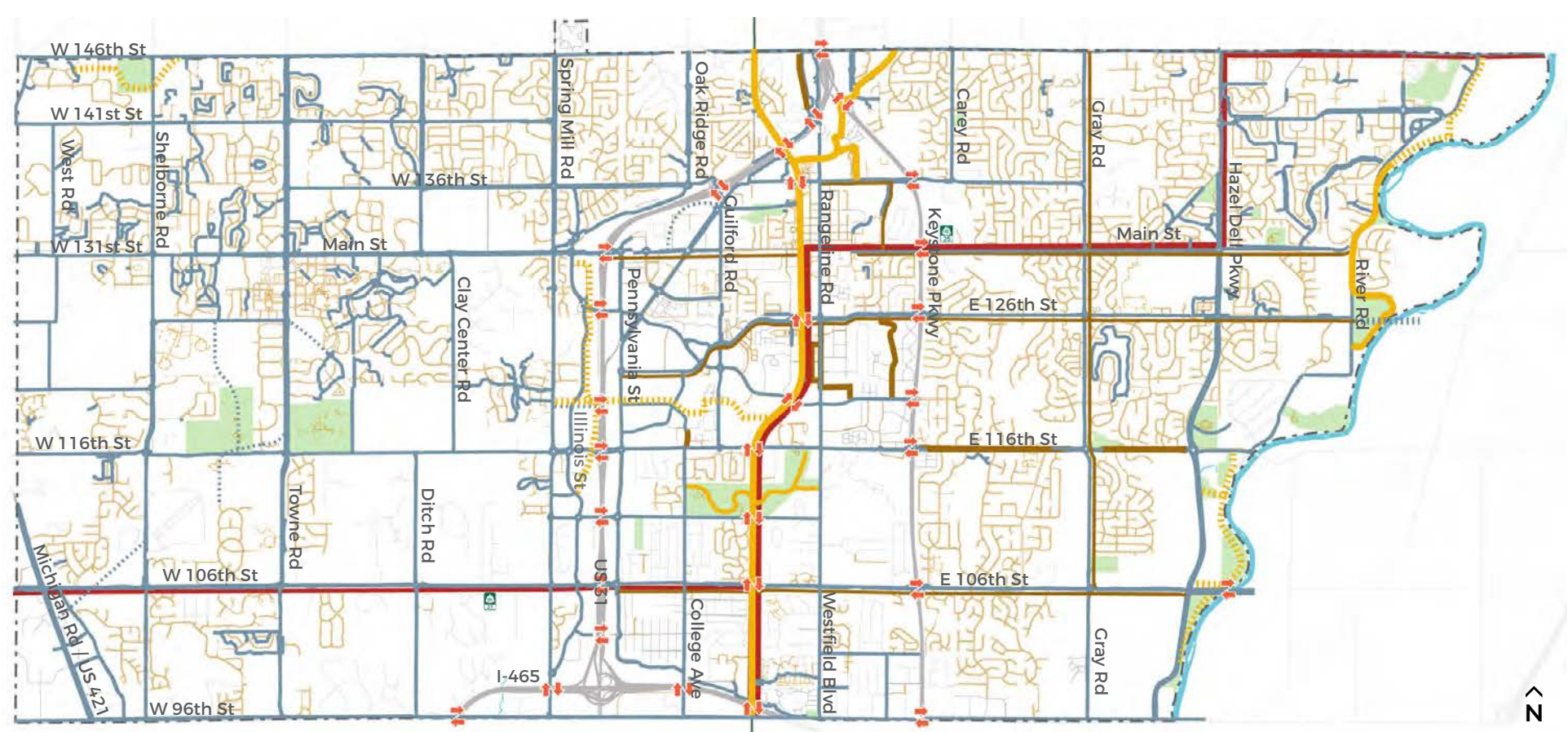
Curbside Facilities Summary (cont.)

CURBSIDE FACILITIES	PURPOSE	MIN. DEPTH (FT)	MIN. LENGTH	LANDSCAPE	LIGHTING	SIGNAGE / MARKINGS	PUBLIC ART	TYP. BLDG FRONTAGES	RECOMMENDED POLICIES
Bus Stop	Provide safe and convenient loading and offloading of transit vehicles	17 (travel lane + pedestrian on boarding)	Length of bus	Bollards and low plantings permitted	Pedestrian and street-scaled lighting fixtures	Instructional and district branding; painted boundary and transitions	Artistic shelter	N/A	Keep clear of debris, maintain markings, and prioritize lane blockage clearance
Delivery / Pick-up and Loading Zone	Provide safe and convenient short-term drop offs and pick ups for ride-sharing and delivery apps. During designated times, supports bulk deliveries for retailers	7	24 feet	None	Include in design of street lighting	Painted curb, rules and restrictions (permitted hours)	N/A	N/A	Balance needs of businesses and street users. Enforce time limits for delivery / pick-up and adjust use of this zone as needed to accommodate mix of users.

Curbside Facilities Summary (cont.)

CURBSIDE FACILITIES	PURPOSE	MIN. DEPTH (FT)	MIN. LENGTH	LANDSCAPE	LIGHTING	SIGNAGE / MARKINGS	PUBLIC ART	TYP. BLDG FRONTAGES	RECOMMENDED POLICIES
Curb Extension	Expand the amount of space dedicated to the sidewalk, calm traffic, and enhance pedestrian visibility	7	18 feet	Bollards, low plantings and street trees permitted	Include in design of street lighting and/or user provided lighting	Gateway/ district branding and wayfinding	Ground surface painting / stamping; artistic lighting; sculpture (kinetic / fixed); seating; fountains; planters	Gardens, porches, stoops, lobbies, patios and storefronts	Maintain cleanliness
Parklet	Expand the amount of space dedicated to the sidewalk in a temporary or quasi-permanent structure	7	20 feet	Bollards and planters required. Ideal to have a wheel stop 4 ft from each end	User-provided lighting	Information and district branding	Artistic lighting; sculpture (kinetic / fixed); seating; fountains; planters	Gardens, porches, stoops, lobbies, restaurants, and storefronts	Maintain cleanliness and structural integrity

Mobility and Pedestrian Plan Map



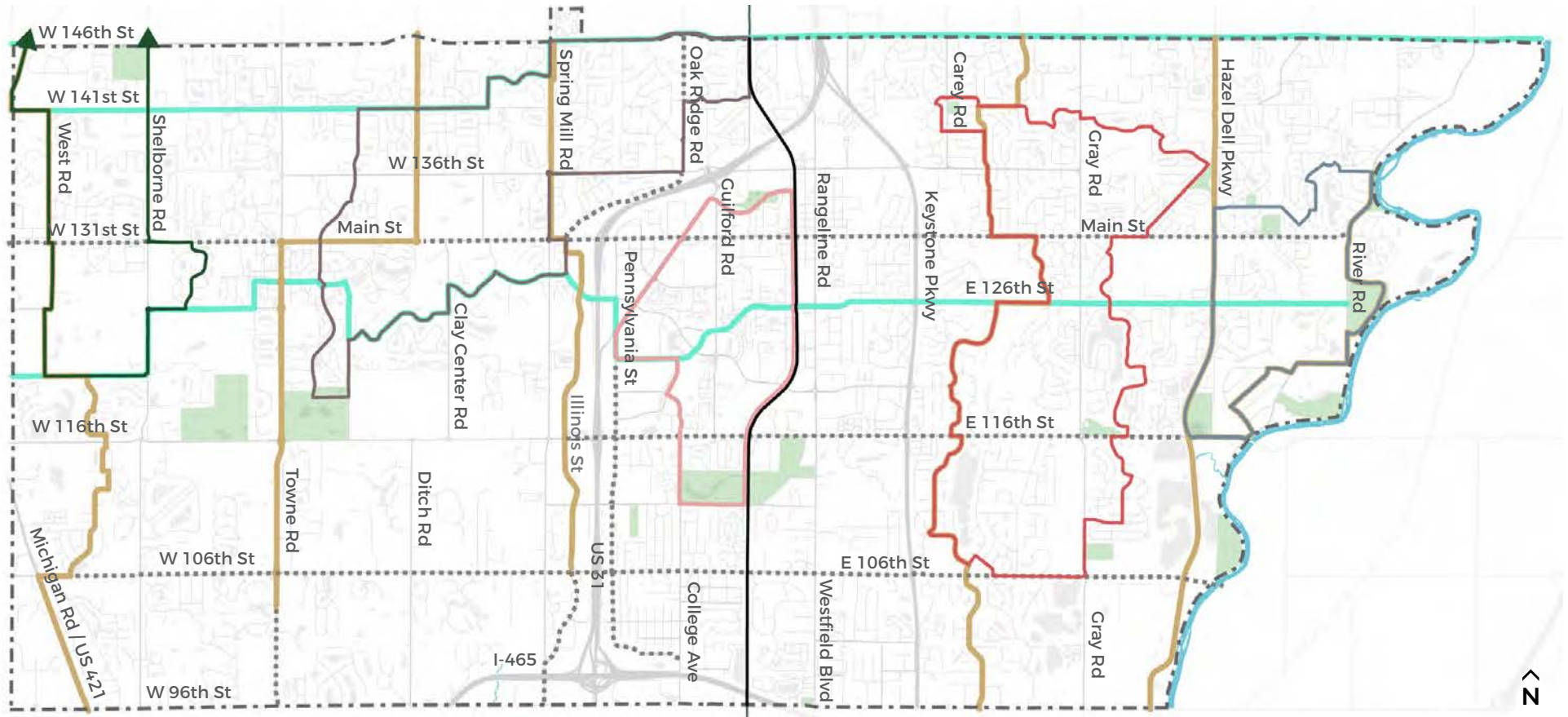
LEGEND

- | | | |
|--|---|---|
| — Regional Trail | - - - Proposed Multi-use Path | ↑ ↓ Grade-separated Crossing |
| — Multi-use Path | - - - Proposed Mobility Lane / Cycle Track | ■ Public Park |
| — Mobility Lane / Cycle Track | - - - Proposed Greenway/ Feature Trail | ■ Water body |
| — Greenway | | — River |
| — Sidewalk | | - - - - Municipal Limits |

Note: paths are required on both sides of all streets where they are identified unless otherwise noted.

Note: The Mobility and Pedestrian Plan Map found at carmelcomprehensiveplan.com is the governing map and one to reference for use.

Bicycle Pedestrian Loops Map



LEGEND

— West Loop	— East / West Routes	— Roadway
— Village Loop	— North / South Routes	— River
— City Center Loop	— Future Routes	— Municipal Limits
— Cool Creek Loop	— Monon Greenway	■ Public Park
— White River Loop		■ Water body

Note: The Bicycle and Pedestrian Loops Plan Map found at carmelcomprehensiveplan.com is the governing map and one to reference for use.

5

Subarea Plans

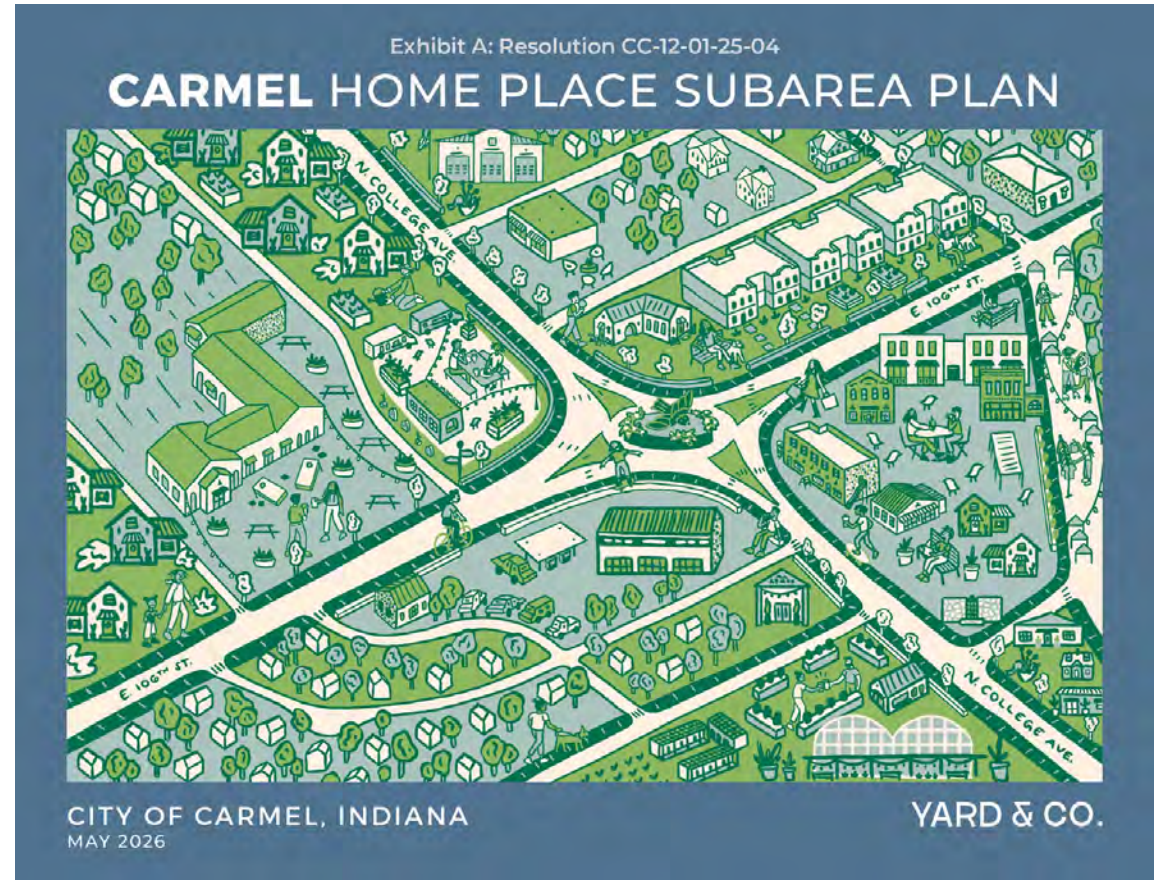
Home Place Subarea Plan

Subarea Plan Purpose

A subarea plan provides detailed guidance for decision-making within a designated area. The plan defines the area's unique character, identity, and potential programming. Where applicable, a subarea plan finds ways to help address relevant city-wide goals through local initiatives. In most cases, recommendations described by a subarea plan require further action to be implemented.

The Home Place Subarea Plan process began in April 2024, involved several community events and engagement opportunities, including a May 2025 Block Party at 106th & College, and led to a Draft Home Place Subarea Plan compiled in June 2025. Project information was updated regularly online to [ThisIsHomePlace.com](https://thisishomeplace.com). An initial public hearing was held by the Plan Commission on Tuesday, July 15, 2025. Members of the public attended, with some providing comments. Since that hearing, the Home Place Subarea Plan was discussed and refined across four Commission Committee meetings and received a favorable recommendation by the Plan Commission to advance to the Carmel City Council.

On May 18, 2026, the Carmel City Council approved the Home Place Subarea Plan with revisions. The revised May 2026 version was subsequently returned to the Plan Commission and ratified on June 16, 2026. With this action, the Home Place Subarea Plan was formally adopted as an amendment to the Carmel Comprehensive Plan.



[VIEW THE FULL DOCUMENT](#)

US-31 Subarea Plan

The US-31 Subarea Plan process began in April 2024, involved stakeholder interviews, a public survey, open invite webinar, and led to a Draft US-31 Subarea Plan compiled in February 2025. An initial public hearing was held by the Plan Commission on July 15, 2025. Members of the public attended, with some providing comments. Since that hearing, the US-31 Subarea Plan was discussed and refined across three Commission Committee meetings and received a favorable recommendation by the Plan Commission to advance to the Carmel City Council.

On April 20, 2026, the Carmel City Council approved the US-31 Subarea Plan with revisions. The revised May 2026 Plan was subsequently returned to the Plan Commission, which reviewed the Council's amendments and recommended several additional clarifying revisions. On June 15, 2026, the City Council considered the Plan Commission's recommendations, approved a final set of revisions, and formally adopted the US-31 Subarea Plan as an amendment to the Carmel Comprehensive Plan.



[VIEW THE FULL DOCUMENT](#)

Amendment Log

Amendment Log

EFFECTIVE DATE	COUNCIL APPROVAL	RESOLUTION #	DOCKET #	NOTES
December 5, 2022	December 5, 2022	CC-12-05-22-10, CC-04-18-22-01	PZ-2021-00177 CP	Established Carmel Comprehensive Plan, 2022
June 3, 2024	June 3, 2024	CC-06-03-24-01	PZ-2024-00038 CPA	Amended Objective 1.1.5 to reference the 2025-2029 Zone Improvement Plan for Carmel Clay Parks and Recreation.
June 15, 2026	April 20, 2026	CC-11-17-25-03, CC-06-15-26-04	PZ-2025-00125 CPA	Adopted a new US-31 Subarea Plan, amended the Mobility and Pedestrian Plan Map.
June 16, 2026	May 18, 2026	CC-12-01-25-04	PZ-2025-00126 CPA	Adopted a new Home Place Subarea Plan, add Neighborhood and Lane Street Typologies, amended the Thoroughfare Plan and Mobility and Pedestrian Plan Maps.

CARMEL COMPREHENSIVE PLAN