

MEETING NOTICE

LAND USE AND SPECIAL STUDIES COMMITTEE

WEDNESDAY, JANUARY 7, 2026
AT 5:30 P.M.

CARMEL CLAY PUBLIC LIBRARY
BOARD ROOM, SECOND FLOOR

THE PURPOSE OF THE MEETING IS TO DISCUSS CITY BUSINESS AS ASSIGNED, INCLUDING:

- a. **Resolution CC-11-17-25-03**; A Resolution of the Common Council of the City of Carmel, Indiana, Approving an Amendment to the Carmel Comprehensive Plan to Incorporate a New Subarea Plan for the US-31 Corridor; Sponsor: Councilor Minnaar.

Synopsis:

This resolution amends the Carmel Comprehensive Plan to incorporate a new subarea plan for the US-31 Corridor and makes associated revisions to the Mobility and Pedestrian Plan.

- b. **Ordinance D-2795-25**; An Ordinance of the Common Council of the City of Carmel, Indiana, Establishing Public Areas of City Hall; Sponsor: Councilor Snyder.

Synopsis:

An ordinance establishing public areas of City Hall.

- c. **Ordinance D-2762-25**; An Ordinance of the Common Council of the City of Carmel, Indiana, Amending Chapter 8, Article 5, Sections 8-37, 8-47, and 8-48 of the Carmel City Code; Sponsor: Councilor Aasen. * **TABLED UNTIL COMPLETION OF PARKING STUDY**

Synopsis:

Ordinance establishing 15-minute parking space(s) at the beginning of each block along Main Street from Knoll Ct to 1st Ave SE, regulating parking on Range Line from Main Street to 1st Street, and removing inconsistencies and duplications of code.

Land Use and Special Studies Committee Members:

Adam Aasen Appointed by City Council Jan -Dec 2026	Teresa Ayers Appointed by City Council Jan -Dec 2026	Anita Joshi Appointed by City Council Jan -Dec 2026	Ryan Locke Appointed by City Council Jan -Dec 2026
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MEMORANDUM



Date: November 7, 2025
To: Carmel City Council
From: Adrienne Keeling
Re: **Resolution CC-11-17-25-03**
US-31 Subarea Plan Comprehensive Plan Amendment

Certified by the Carmel Plan Commission:

Resolution CC-11-17-25-03 (Docket No. PZ-2025-00125 CPA: US-31 Corridor Subarea Plan Comprehensive Plan Amendment)

The applicant seeks to amend the Carmel Comprehensive Plan to incorporate a new US-31 Corridor Subarea Plan. Filed by the Carmel Department of Community Services, on behalf of the Carmel Plan Commission.

Introduction:

As part of the implementation of the Carmel Comprehensive Plan adopted in December 2022, the City of Carmel engaged Yard & Company to conduct a US-31 Subarea Plan. This proposed plan's primary focus is on recommendations for policy and the MC zoning district and a framework for the common public realm that, together, will enable and guide development, connectivity and amenities that position the corridor well for the future.

More specifically, incorporating the proposed US-31 Subarea Plan into the [Carmel Comprehensive Plan](#) will:

1. Add the proposed plan document to [Section 5: Subarea Plans](#).
2. Amend the [Mobility and Pedestrian Plan map](#) by adding the proposed Feature Trails (see pages 22-23 of the proposed plan).

What is the purpose of a Subarea Plan?

A Subarea Plan provides more detailed guidance for a specific neighborhood, corridor or district, helping to define its unique character, identity, and potential programming—beyond the broader vision and policies outlined in the Comprehensive Plan.

What does a Subarea Plan *not* do?

While a Subarea Plan can offer recommendations on a variety of topics, many of these require separate approvals to be implemented. For example, a Subarea Plan *does not*:

- Change or update zoning regulations in the UDO or in PUDs
- Alter the development approval process
- Make design or land use decisions for individual development sites
- Allocate funding for infrastructure, programs, or organizations

Contents of the Subarea Plan and proposed map revisions:

The draft **US-31 Subarea Plan** (Exhibit A) is organized into five parts:

1. **Planning Summary:** Includes a sampling of the background planning documents and context used in the drafting of the Subarea Plan.
2. **Growth Strategy:** Based on where the US-31 corridor is today and the shifting needs of tomorrow, this plan makes recommendations for intentional growth, high-quality development and amenities based on six strategies, as follows.

- Focus on early needs and opportunities
 - Infuse flexibility to support active uses and green spaces
 - Play both offense and defense
 - Plan for connectivity
 - Promote the new narrative
 - Coordinate efforts
3. **Design & Policy Guidance:** This section outlines key design and policy recommendations to guide development along the corridor. The focus is on creating a walkable, human-scaled environment that balances residential edges with vibrant, mixed-use development. It includes guidance on architecture, pedestrian infrastructure, trail integration, public amenities, and flexible policies to support evolving market needs while remaining sensitive to adjacent residential neighborhoods.
 4. **Subarea Plan:** This map illustrates the US-31 Subarea Plan, highlighting key components of planned development and infrastructure. Key features include feature trails, potential bus routes identified in a previous study, and an emphasis on multimodal connectivity, including access to the Monon Greenway.
 5. **Appendix:** Features links to supporting documents and stakeholder summaries.

The proposed revisions to the **Mobility and Pedestrian Plan Map (Exhibit B)** are as follows:

1. Adds the Feature Trails shown in the Subarea Plan as proposed Greenways
2. Updates the status of the Bur Oak pedestrian bridge over White River and the path leading to it as completed (solid line) rather than proposed (dashed line).

Plan Commission Summary:

See the full Plan Commission File on Laserfiche: [PZ-2025-00125 CPA: US-31 Corridor Subarea Plan](#).

The US-31 Corridor Subarea Plan advanced through a public hearing and a series of committee review meetings between July and September. At the July 15 public hearing, the Department of Community Services presented the plan's goal of preserving the corridor for business use while adapting to market shifts through strategies for flexibility, connectivity, and coordinated growth. Public comments centered on concerns about adjacent neighborhoods, boundary questions, and the preservation and addition of green space. The Department clarified that the plan applies only to future development and does not alter existing PUDs, and the Plan Commission referred it to committee for further review.

Through its August 5, September 2, and September 30 meetings, the Plan Commission's committee refined the plan's guidance and language. Discussions focused on clarifying the plan's purpose and enhancing readability with improved maps. Committee members emphasized thoughtful transitions in scale between business and residential areas, reducing lighting and signage impacts, improving pedestrian connectivity, and promoting flexible development standards. The committee also highlighted coordination with adjacent neighborhoods and the preservation of green space, particularly a wooded parcel of land owned by IU Health. While noting that existing zoning allows development, members supported retaining the area's green designation in the plan.

Once the Committee-discussed revisions were made and a few final adjustments, the Plan Commission ultimately voted to certify and favorably forward the revised plan to the City Council for review.

The information in this packet is arranged in the following order:

1. Plan Commission Certification (*no expiration*)
2. Resolution CC-11-17-25-03
 - Exhibit A: US-31 Subarea Plan Draft (November 2025)
 - Exhibit B: Mobility and Pedestrian Plan Draft

**CERTIFICATION OF THE CARMEL PLAN COMMISSION'S
RECOMMENDATION TO AMEND THE CARMEL COMPREHENSIVE PLAN
PURSUANT TO INDIANA CODE 36-7-4-508**

**RESOLUTION CC-11-17-25-03
US 31 Subarea Plan - Carmel Comprehensive Plan Amendment**

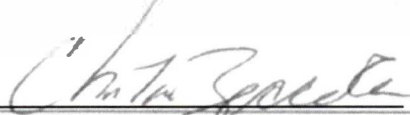
**To: The Honorable Common Council
Of the City of Carmel
Hamilton County, Indiana**

Dear Members:

The Carmel Plan Commission offers you the following report on the application to the Commission (**Docket No. PZ-2025-00125 CPA**) to **adopt** the proposed **US 31 Subarea Plan – Carmel Comprehensive Plan Amendment** for the City of Carmel.

At its regular meeting on October 23, 2025, the Commission voted five (5) in Favor, zero (0) Opposed, four (4) Absent, to **certify** the proposed **Resolution CC-11-17-25-03** to the Common Council with a **favorable recommendation**.

CARMEL PLAN COMMISSION


Christine Zoccola, President



**Bric Butler, Secretary
Carmel Plan Commission
Dated: October 24, 2025**

CARMEL CITY CLERK
OCT 24 2025
TIME: 10:15 am

RESOLUTION CC-11-17-25-03

**A RESOLUTION OF THE COMMON COUNCIL
OF THE CITY OF CARMEL, INDIANA,
APPROVING AN AMENDMENT TO THE CARMEL COMPREHENSIVE PLAN
TO INCORPORATE A NEW SUBAREA PLAN FOR THE US-31 CORRIDOR**

Synopsis:

This resolution amends the Carmel Comprehensive Plan to incorporate a new subarea plan for the US-31 Corridor and makes associated revisions to the Mobility and Pedestrian Plan.

WHEREAS, pursuant to the Advisory Planning Law of the State of Indiana (contained in IC 36-7-4), each unit of local government that wishes to adopt land use and zoning ordinances must first approve by resolution a comprehensive plan for the geographic area over which it has jurisdiction; and

WHEREAS, the Carmel Comprehensive Plan was certified and recommended by the Carmel Plan Commission on March 15, 2022, duly amended and approved by resolution (as amended) of the Common Council of the City of Carmel on October 3, 2022, with additional amendments certified by the Carmel Plan Commission and confirmed by the Common Council on December 5, 2022, with December 5, 2022, becoming the effective date of the Comprehensive Plan, and therefore it is the official Comprehensive Plan of the City of Carmel, Indiana; and

WHEREAS, there are certain areas and corridors in the City of Carmel that require a greater degree of planning and guidance for decision-making by outlining strategies for growth, design, policy and future development through clear goals and maps; and

WHEREAS, the US-31 corridor plays a major economic and transportation role, serving as one of the city’s most significant commercial and employment centers. It is home to major corporate headquarters, medical institutions, hotels, and professional offices, making it a key driver of Carmel’s tax base and job market. Functionally, it acts as a regional gateway, connecting Carmel to Indianapolis and neighboring communities.

WHEREAS, the corridor also represents a transitional zone—balancing high-intensity commercial uses along US-31 with adjacent residential neighborhoods. The intent of the US-31 Subarea Plan is to preserve the corridor’s economic function while enhancing design quality, walkability, amenities, and connectivity, ensuring that redevelopment along the corridor remains economically competitive, visually cohesive, and sensitive to nearby residential areas.

WHEREAS, the Carmel Plan Commission has duly certified, and recommended to the Common Council, an amendment to the community’s Comprehensive Plan regarding a new US-31 Subarea Plan and its associated revisions to the Mobility and Pedestrian Plan;

WHEREAS, the Carmel Advisory Plan Commission voted to Certify Comprehensive Plan Docket No. PZ-2025-00125 CPA to the Common Council on Thursday, October 23, 2025; and

WHEREAS, I.C. 36-7-4-501 provides that the legislative body may adopt a resolution approving, rejecting, or amending the Plan as presented by the Commission;

52 **NOW, THEREFORE, BE IT RESOLVED** by the Common Council of the City of
53 Carmel, Indiana, that:

54 Section I: Pursuant to IC 36-7-4-509, the Common Council hereby adopts this
55 Resolution to approve the following amendments to the comprehensive
56 plan:

- 57 1. Add the **US-31 Subarea Plan**, as attached hereto as **Exhibit A**, to
58 Section 5: Subarea Plans.
- 59 2. Revise the **Mobility and Pedestrian Plan Map**, as attached hereto as
60 **Exhibit B**, to reflect Feature Trails identified in the Subarea Plan.

61 Section II: After its adoption, this Resolution shall be filed in the office of the City
62 Clerk of the City of Carmel, who shall also forward one (1) copy of this
63 Resolution to the secretary of the Carmel Plan Commission and one (1)
64 copy to the office of the Hamilton County Recorder, all in accordance with
65 IC 36-7-4-509 and other applicable laws.

66 Section III: This Resolution shall be in full force and effect from the date of passage,
67 and its publication as provided by law.

68

69 **ADOPTED** by the Common Council of the City of Carmel, Indiana this _____ day of
70 _____ 2025, by a vote of _____ ayes and _____ nays.

71
72 **COMMON COUNCIL FOR THE CITY OF CARMEL, INDIANA**

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75 _____ Adam Aasen, President _____ Matthew Snyder, Vice-President

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78 _____ Jeff Worrell _____ Teresa Ayers

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81 _____ Shannon Minnaar _____ Ryan Locke

82
83
84 _____ Anthony Green _____ Rich Taylor

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86
87 _____ Anita Joshi

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89 ATTEST:

90
91 _____
92 Jacob Quinn, Clerk

93
94 Presented by me to the Mayor of the City of Carmel, Indiana this ____ day of
95 _____, 2025, at _____ .M.

96
97
98 _____
99 Jacob Quinn, Clerk

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101 Approved by me, Mayor of the City of Carmel, Indiana this ____ day of
102 _____, 2025, at _____ .M.

103
104
105 _____
106 Sue Finkam, Mayor

107 ATTEST:

108
109 _____
110 Jacob Quinn, Clerk

111
112 Prepared by: Adrienne Keeling, Planning Administrator, One Civic Square, Carmel, IN 46032
113
114
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CARMEL US-31 SUBAREA PLAN



Contents

- 1 **Planning Summary**
- 2 **Growth Strategy**
- 3 **Design & Policy Guidance**
- 4 **Subarea Plan**
- 5 **Appendix**

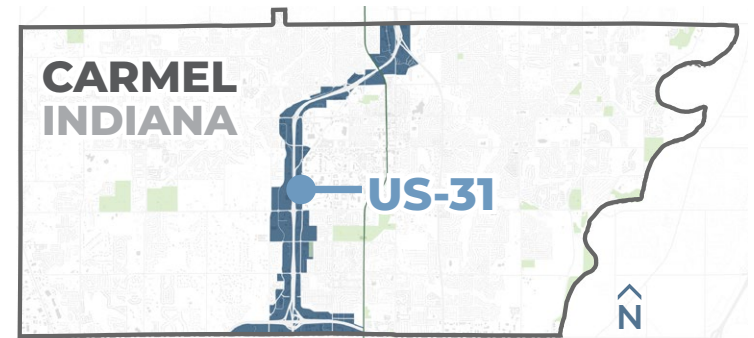
The US-31 Corridor

As part of the implementation of the Carmel Comprehensive Plan adopted in December 2022, the City of Carmel engaged Yard & Company to conduct a **US-31 (Meridian Street) Subarea Plan**. This plan's primary focus is on recommendations for policy and the Meridian Corridor (MC) zoning district and a common public realm framework that, together, will enable and guide the type of development that community members and City leaders want to see along this corridor.

A subarea plan provides detailed guidance for decision-making within a designated area (ex: district, neighborhood, or commercial corridor). 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. For example, a subarea plan does not:

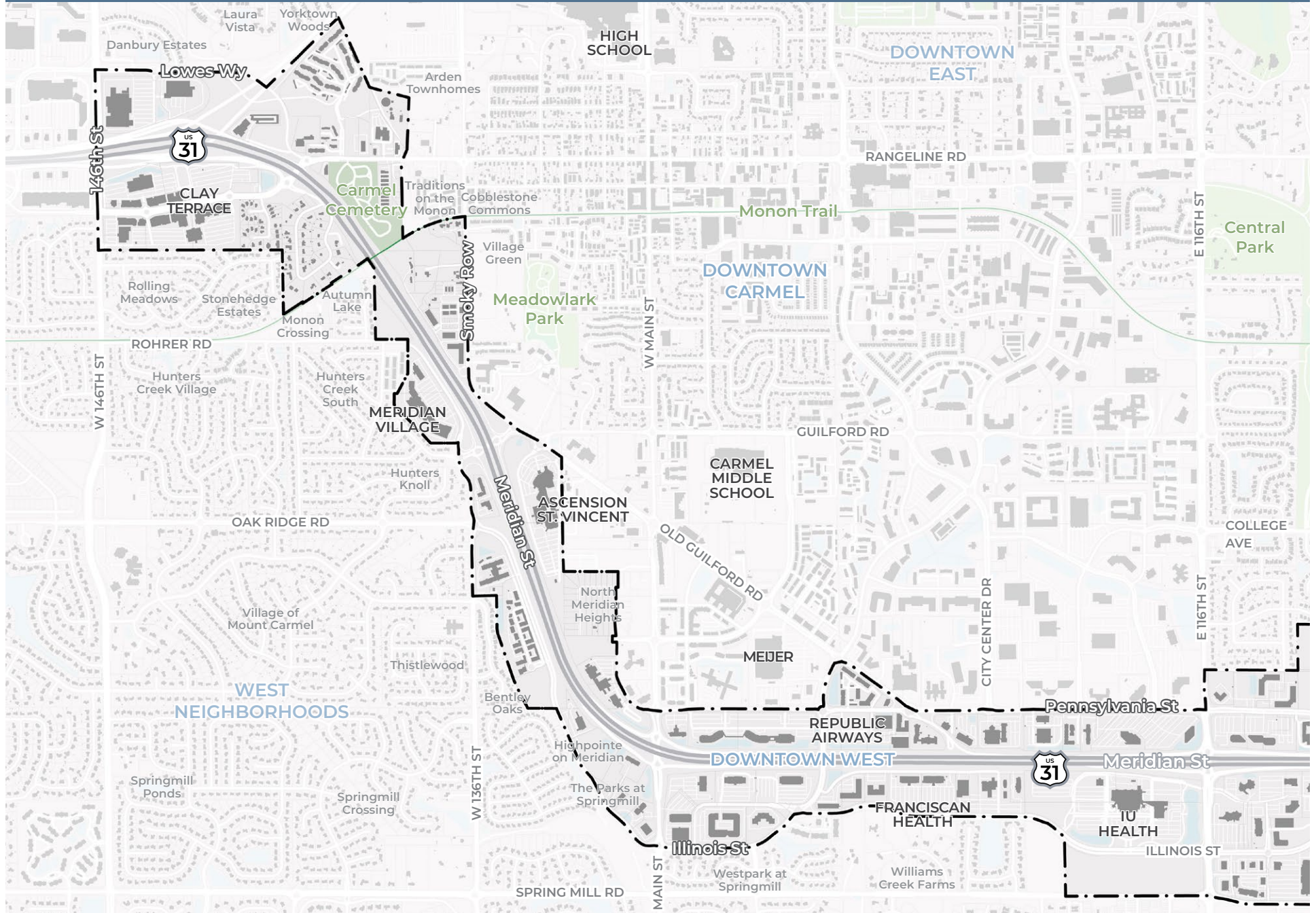
- » Change or update zoning regulations in the Carmel Unified Development Ordinance or in Planned Unit Developments;
- » Alter the development approval process;
- » Make design or land use decisions for individual development sites; or
- » Allocate funding for infrastructure, programs, or organizations.

A map of the US-31 Subarea is provided on the next two pages. The boundary of the subarea aligns fully with the Downtown West development pattern detailed in the Carmel Comprehensive Plan and available online at [carmelcomprehensiveplan.com](https://www.carmelcomprehensiveplan.com).

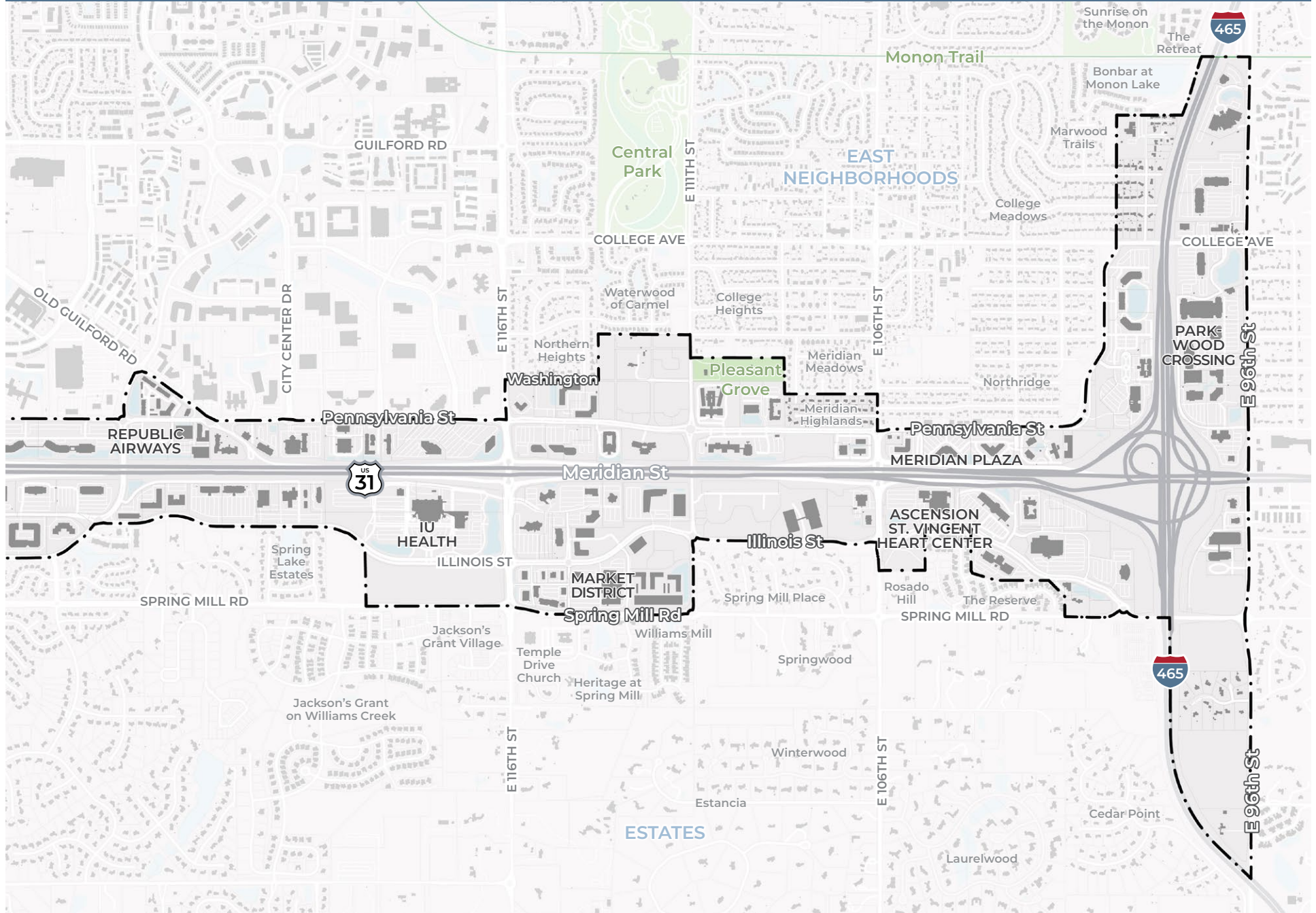


US-31 Subarea Locator Map

US-31 SUBAREA MAP (NORTH END OF AREA)



US-31 SUBAREA MAP (SOUTH END OF AREA)



1 Planning Summary

1 Planning Summary

Carmel Comprehensive Plan (2022)

The update of the Comprehensive Plan for the City of Carmel focuses on refining growth goals for the next 10 years and highlights the significant changes to the physical environment that have made Carmel attractive to new employers, employees, visitors, and residents. The Carmel Comprehensive Plan 2022 has 9 objectives, including managing community form, enhancing economic vitality, fostering a city of neighborhoods, reinforcing adaptability, cultivating community character, lightening Carmel's environmental footprint, supporting healthful living, and improving mobility options and functionality.

US-31 Corridor Future Development Plan (2020)

The US 31 Corridor Future Development Plan outlines a vision for US-31, focusing on creating a vibrant, walkable, and mixed-use environment to support transit and office trends. It emphasizes the need for pedestrian-friendly spaces, mixed-use density, environmental health, shared parking, and connected places.

City of Carmel Positioning Strategy (2023)

The Positioning Strategy compares Carmel to regional competitors and provides actionable recommendations for adapting to national and regional economic trends, including shifts to hybrid work and changing demographics. The Strategy highlights Carmel's Rangeline corridor as a successful, walkable, mixed-use area that has seen

significant growth and strong demand, and suggests that similar areas could be developed along US-31. It also emphasizes the need to review Carmel's zoning and regulatory policies to support the development of mixed-use spaces.

Carmel Mayor's Housing Task Force Findings and Recommendations Report (2024)

In September 2024, the Mayor's Housing Task Force published a report that describes five key challenges to providing housing. Several recommendations relevant to the US-31 corridor were provided, including: Prioritize infill and redevelopment of underutilized commercial and parking areas; Adopt a development strategy for new apartment construction; Actively seek new collaboration opportunities; Acquire more green space; Assess zoning; Publish relevant maps and data, and more.

City of Carmel Transit Study (2020)

The planned transit in Carmel would serve the US-31 corridor and much of the CBD. The Carmel Transit Study, prepared by Nelson/Nygaard, recommended two transit service options: 1) fixed route bus with para-transit service, and 2) on-demand micro transit service with flexible boundaries subject to further study. The long-term transit plan also includes the option to extend the Red Line regional bus rapid transit route from Indianapolis.

Planning Summary (continued)

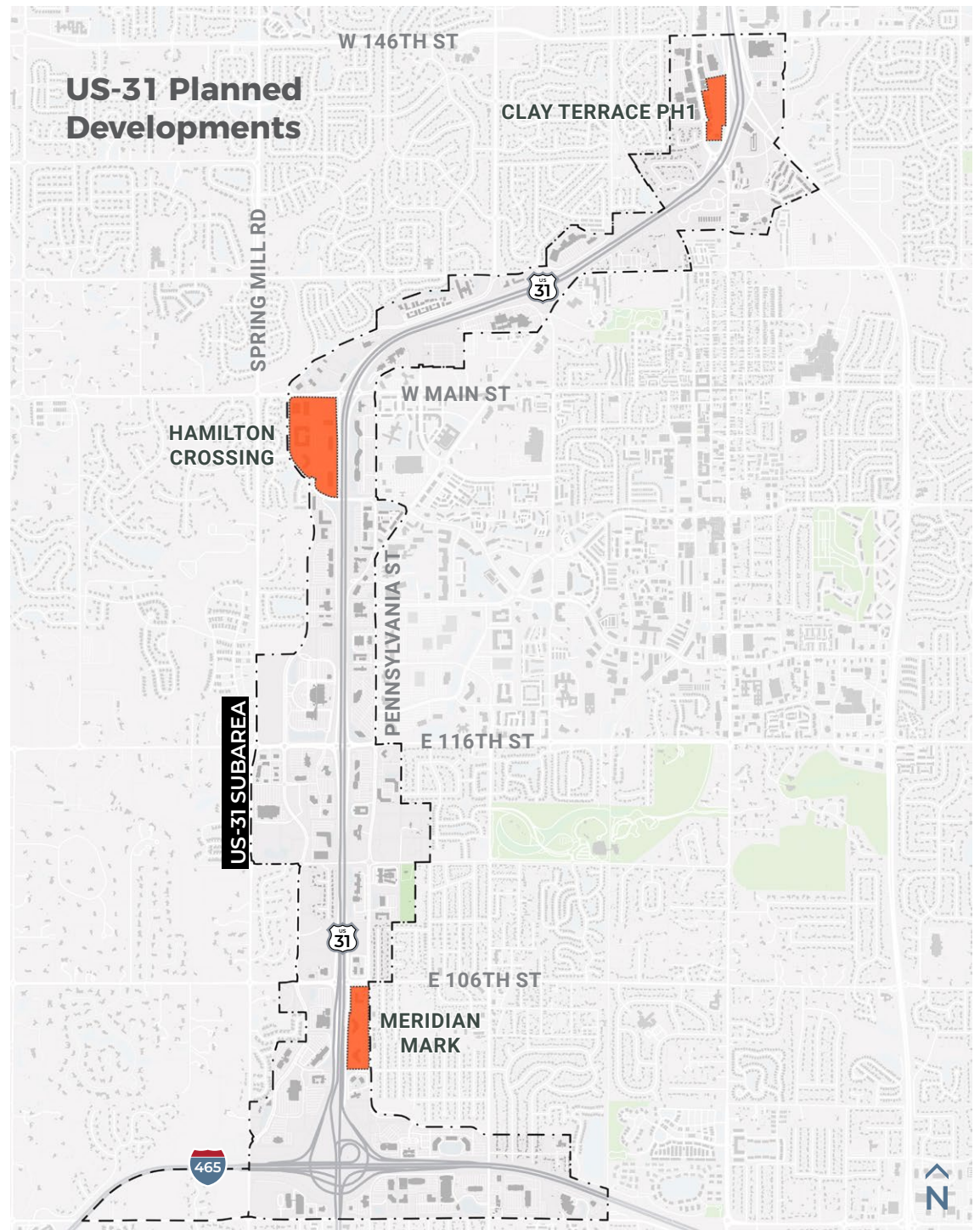
City of Carmel Transit Implementation Strategy (2025)

Building on the 2020 report, TransPro conducted an update recommending on-demand transit service city-wide as a short-term initiative. A fixed route that connects the commercial area along Old Meridian near Main Street with Merchant's Square Mall is recommended in the mid-term. Over the long-term, fixed routes along Pennsylvania, City Center, and/or Rangeline/Westfield may be possible.

Tax Increment Financing districts: Carmel has 69 established TIFs, about half located within the US-31 Subarea. Compared to TIFs along Range Line, many of the US-31 area TIFs continue to have lower assessed values per acre due to large parking lots. The Carmel Redevelopment Commission is responsible for managing their expiration and weighing the benefits of re-initiating those where incentives are needed to spur private investment.

Planned developments along US-31

The Carmel US-31 Corridor Plan includes several planned developments, such as Clay Terrace Phase 1, Hamilton Crossing, and the Meridian Mark Redevelopment. These developments are likely to include a mix of office, retail, residential, and recreational spaces, with varying building sizes and parking capacities.



2

Growth Strategy

2 Growth Strategy

The definition of a modern, competitive employment corridor has shifted to now include a mix of hospitality, tourism, residential, and dynamic public space experiences that are welcoming to residents, guests, and employees alike must now be the standard to attract and maintain businesses and workforce talent. Expansive grayfield parking lots and inaccessible or unusable open space should be rethought of as opportunities for more productive assets for the community.

Based on where the US-31 corridor is today and needs to go tomorrow, this plan makes recommendations for intentional growth and high-quality development based on these six strategies:



Focus On Early Needs and Opportunities



Infuse Flexibility to Support Active Uses and Green Spaces



Play Both Offense and Defense



Plan for Connectivity



Promote the New Narrative



Coordinate Efforts

Focus On Early Needs and Opportunities

The transition from an isolated, pavement-heavy office environment surrounding US-31 into a better connected, more beautiful, and desirable place to spend time is a long-term endeavor. A majority of property ownership involves investors who are generally risk-averse and not interested in leading change, but will respond accordingly once evidence of successful changes are demonstrated. There are a few sites within the district where intentional, mixed-use redevelopment could help establish the new standard. City leaders should promote the following near-term opportunities.

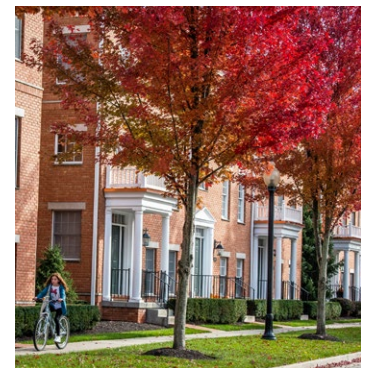
At the north end of the corridor, the Clay Terrace commercial district is set to introduce new office, residential, hospitality, and recreational uses to an otherwise dated life-style shopping center. The expected outcome of this development is a new neighborhood offering that continues to provide regional amenities while significantly boosting daily users and opportunities for small businesses.

On the southern side of Main Street, between Illinois Street and US-31 are a group of properties along Hamilton Crossing Boulevard with strong redevelopment opportunity. A new development concept could leverage the existing low occupancy, prominent location, and opportunity to construct

signature buildings that help establish a gateway at this key node. Given the grade relationship to the highway, the site is largely invisible to passerby which presents an opportunity for US-31 fronting structures to be taller than currently permitted by right and still maintain the Carmel feel through conformity with other quality-assuring standards. The geometry of the highway allows for a terminated vista on this site. Hospitality-oriented gathering spaces could be incorporated to accommodate both corporate business and community needs while improving the experience for existing properties fronting Illinois Street through streetscape and green space enhancements.

Another key redevelopment opportunity is south of 106th Street between Pennsylvania and US-31 (the existing Meridian Plaza). These office properties are under-performing and given their outdated format, are ripe for infill redevelopment that incorporates a mix of uses and amenities in place of surface parking.

Also on the horizon is the redevelopment of approximately 78-acres across six sites that previously encompassed the CNO Financial Group headquarter operations. While the campus is outside of the Meridian Corridor, its proximity, size, and opportunity to help connect the corridor to Carmel's core warrants proactive attention and coordinated planning.



Infuse Flexibility to Support Active Uses and Green Spaces

While large projects continue operating as they are in the near-term, small, complementary efforts can be leveraged to test the market for change. Underutilized open spaces and paved areas on properties with existing users can be opportunities to test activation-focused concepts. This means working with property owners to explore the feasibility of small scale outlot development. Projects could include creation of a food truck park, temporary retail villages with comfortable outdoor seating and green space amenities, incorporating more trees and vegetation where feasible, and other tactics that increase fuller use of sites.

Carrying out these quick projects will produce valuable insights that may inform larger redevelopment strategies, including an understanding of how such changes impact the daily lives of neighbors. However, there are existing regulations that may get in the way, such as minimum parking requirements and use restrictions. Initial suggestions for providing controlled flexibility, including specific modifications to consider for the Meridian Corridor zoning standards are provided in this plan and should be supplemented by additional conversations between City leaders, staff, and corridor property owners.



Play Both Offense and Defense

Through the decades-long redevelopment of Carmel's central core, City leaders and staff have fine tuned the processes and tools for encouraging development that contributes to a long-term vision and Carmel identity, while ensuring development that doesn't meet that standard is not built. Development expectations were recently updated in the 2022 Comprehensive Plan and are carried out daily by reference to the Unified Development Ordinance.

For the US-31 corridor, the C Districts (C1 and C2) and Meridian Corridor District (MC) provide the majority of use regulations and development standards. The mixed-use nature of the C Districts as well as their location within or adjacent to the core of Carmel, provide the City with the necessary leveraging power to influence the projects as needed to ensure there are sufficient public benefits. Redevelopment is time intensive and expensive, and typically requires public investment. Some of Carmel's best projects are because of the C-District redevelopment partnership process. By comparison, the MC District sets a high bar for development and has been effective in producing projects that conform to the vision and character of the corridor. This is where there is some opportunity to realign standards in the UDO that match market and community interests for this area. These MC recommendations are detailed in the Design Guidance section.

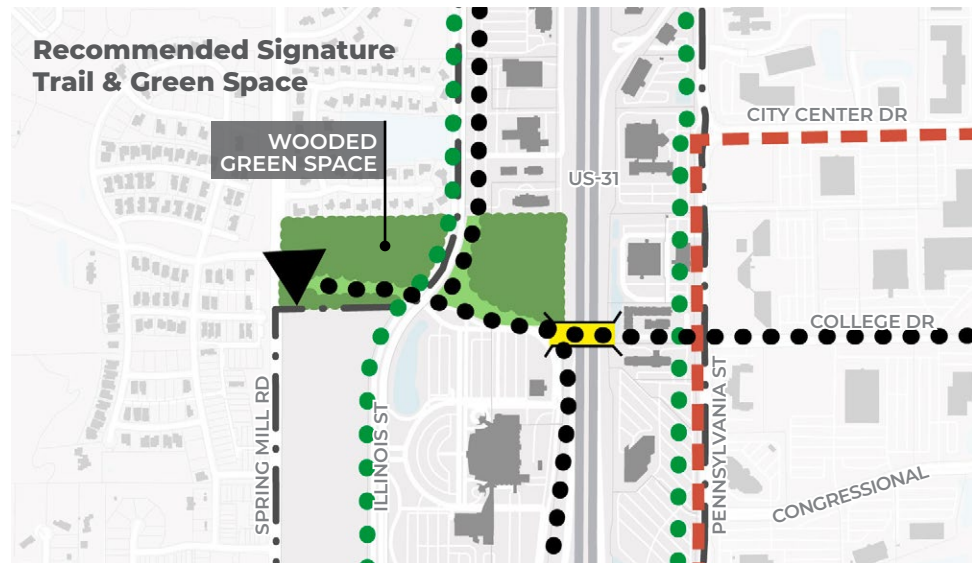


Plan for Connectivity

A critical element of a dynamic and resilient district where people are making full use of properties throughout most of the day is its ability to provide convenient, comfortable, and safe ways to get in, out, and through the place. As demonstrated in Midtown, incorporating multi-use pathways that are dotted with interesting things to see and do are key to connecting primary destinations. Over time, a fuller network can be built throughout the areas surrounding the corridor, incorporating amenities that benefit existing community members and attract future users.

Although not fully within the US-31 Subarea boundary, a suggested trail amenity for the City, Carmel Clay Parks, and IU Health to collaborate on is establishing the 20-acre wooded portion of IU Health property as a publicly-accessible park/ green space.

Additionally, new streets can help fill gaps where frontage roads are disconnected and where long stretches can be broken up with mid-block connections. New connections can also distribute hubs of activity currently isolated in the core and along the Monon out to destinations east and west. Centrally located and activated east-west corridors along 106th Street and through the redeveloped CNO campus, both with crossings over Meridian Corridor, should be priorities. Advancing the coordinated planning for future transit options is also key to boosting options for getting around Carmel.



--- US-31 Subarea - - - Possible Bus Route ••• Feature Trail ••• Planned/Proposed Trail

Promote the New Narrative

The US-31 corridor has recently landed some new, large occupants, including Republic Airways, as well as a new supermarket. There is great opportunity to build on these wins, develop a succinct pitch of what more could occur here, and promote that to a national and global audience of potential development partners who are likely to value and align with the Carmel brand and sense of place. Leaning on the Carmel identity while being able to promote a clear vision and amenable regulatory process will go a long way in attracting a wider level of expertise necessary to create the highly-amenitized mixed-use district that is possible.



Coordinate Efforts

Proactive coordination will be key to ensuring everyone is working in the same direction and continuing to have a positive experience in the corridor. Similar to how a Chamber of Commerce functions, an organizing forum specific to US-31 adjacent property owners and users would help galvanize efforts and facilitate information sharing. Regular check-ins could bring to light new opportunities for development, help resolve emerging issues, and make near-term improvements easier to pursue. Participation in these periodic meetings would also help keep the City engaged to support and collaborate in this area.



3

Design & Policy Guidance

Design Guidance

Recommendations

- » Maintain the transition (stepping down) of scale and massing of structures to minimize impact to adjacent residential development.
- » Require high quality, human-scaled urban architecture, site & trail design (including welcoming ground-floor details, walkable blocks, landscaping).
- » Incorporate pedestrian infrastructure (wide, connected sidewalks, street lighting, etc.).
- » Provide amenities attractive and welcoming to visitors, employees, and residents (ex: attractive landscaping/green space, seating, retail, art, etc.).
- » Minimize visual and environmental impacts of parking lots and structures.
- » Reduce light pollution by minimizing the use of high-wall signage and lighting facing residential areas, and by reducing interior lighting of non-residential buildings after hours of operation.
- » Maximize height at ends of vistas such as the curvature of US-31 and terminating street corridors.
- » Focus design review on creating a safe, active, and vibrant frontage along public spaces and streets.
- » Strive to provide seamless connections between properties.

Terminating vistas contribute to a sense of place by serving as a landmark or opportunity to highlight key buildings



Example development concept incorporating recommended design guidance

Design Guidance

Recommendations

Feature trail development:

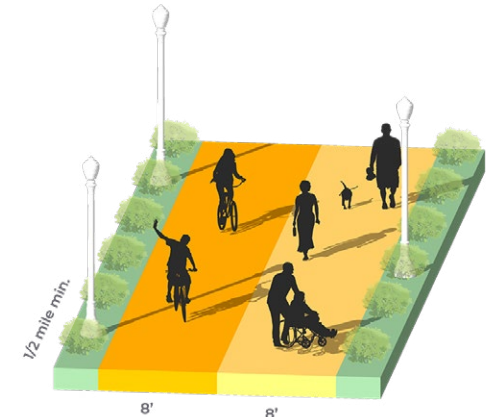
- » Abide by the existing Enhanced Multi-Use Path standards
- » Use surface treatments (painted concrete or pavers) to delineate space for pedestrians separate from cyclists and other faster moving users
- » Incorporate signage and wayfinding that aligns with the City and/or district identity
- » Provide lighting, landscaping, seating, waste receptacles, and bicycle parking along the path
- » Incorporate public art and other means of visual interest and activity
- » Incorporate space that accommodates trail-oriented programming and events, such as staging areas for pop-up vendors, performances, and gatherings

Planned/Proposed trail development:

- » Abide by the existing Multi-Use Path minimum standards
- » Incorporate signage, lighting and other essential elements, in addition to amenities such as seating, landscaping, and bicycle parking as appropriate



Multi-Use Path Standard (min.)



Enhanced Multi-Use Path Standard (min.)



Feature trail example

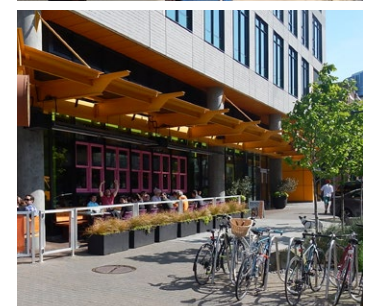
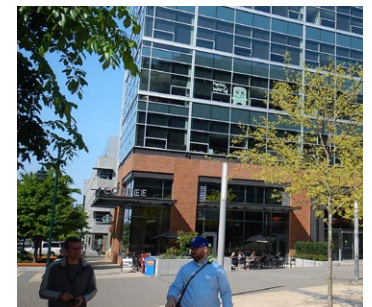


Feature trail example

Policy Guidance

Recommendations

- » Incorporate the Downtown West development characteristics listed in the 2022 Comprehensive Plan (carmelcomprehensiveplan.com/section/development-patterns).
- » Remove restrictions that dictate which floor level a permitted use can be on.
- » Explore expansion of special uses to include small-batch and artisan manufacturing and high-tech/biotech research and production.
- » Specify setback standards for parcels that have two or more street or roadway frontages to ensure all follow front setback regulations.
- » Allow the market to determine parking needs:
 - Reduce or eliminate parking minimums, while continuing to mandate accessible spaces.
 - If minimums are desired, re-evaluate the MC parking ratios to ensure they align with current market trends and encourage shared parking.
 - Expand the distance of qualifying off-street parking (on-site) from within 300 feet to 600 (2-minute walk) or 1,200 feet (4-minute walk) and remove requirement to be immediately adjacent to the primary lot.
 - Expand the off-site parking distance from 800 feet to 1,200 feet away from the subject building.
- » Incorporate publicly accessible plazas, courtyards, gardens, trail heads, and gathering spaces near entrances away from highways.
- » Incorporate additional architectural elements in public frontages that support a comfortable pedestrian and trail environment, such as seating and landscaping.
- » Consider increasing the 8-story height maximum at key intersections where a structure fronts US-31 and an arterial street.
- » Remove waiver required for use of permeable materials for surface parking lots.
- » Describe preferred proportions and heights for glazing and other facade features to promote human-scale design.
- » Ensure ground-floor glazing is transparent and uncluttered.
- » Reconsider requirements for all structures to have upper floors designed in similar format to multi-story office buildings in favor of proportions and features, such as operable windows and shallow distances from windows, which accommodate a broader variety of uses.

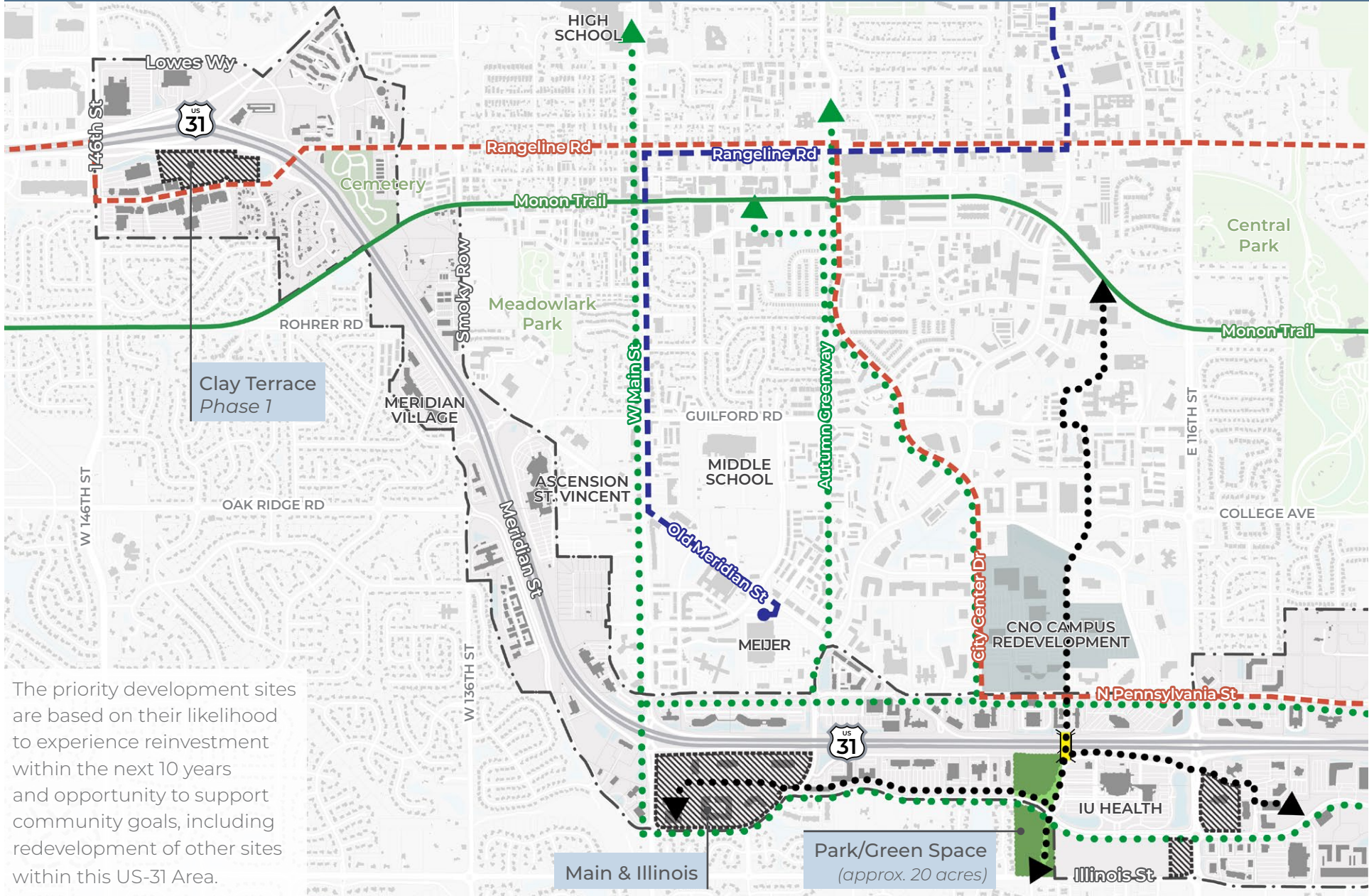


Examples of activated frontages that provide amenities

4

Subarea Plan

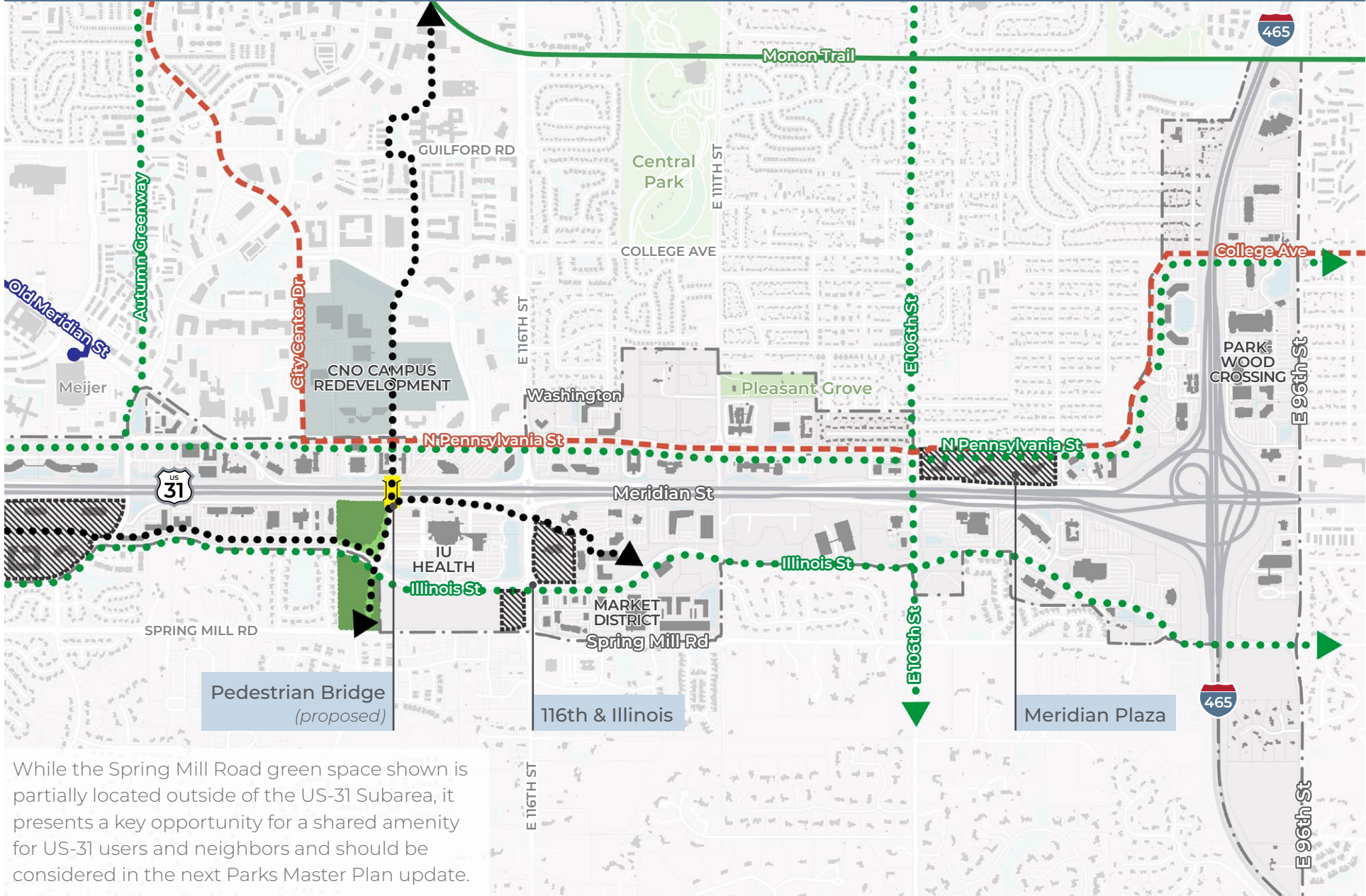
US-31 SUBAREA PLAN MAP (NORTH END OF AREA)



- US-31 Subarea
- Planned Bus Route
- Possible Bus Route
- ▨ Priority Development Site
- ... Feature Trail
- ... Planned/Proposed Trail

Note: Routes/Trails are not drawn to scale. Existing multi-use paths are not shown for clarity purposes. View the full network online at carmelcomprehensiveplan.com.

US-31 SUBAREA PLAN MAP (SOUTH END OF AREA)



While the Spring Mill Road green space shown is partially located outside of the US-31 Subarea, it presents a key opportunity for a shared amenity for US-31 users and neighbors and should be considered in the next Parks Master Plan update.

- US-31 Subarea
- Planned Bus Route
- Possible Bus Route
- /// Priority Development Site
- Feature Trail
- Planned/Proposed Trail

Note: Routes/Trails are not drawn to scale. Existing multi-use paths are not shown for clarity purposes. View the full network online at carmelcomprehensiveplan.com.

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Appendix

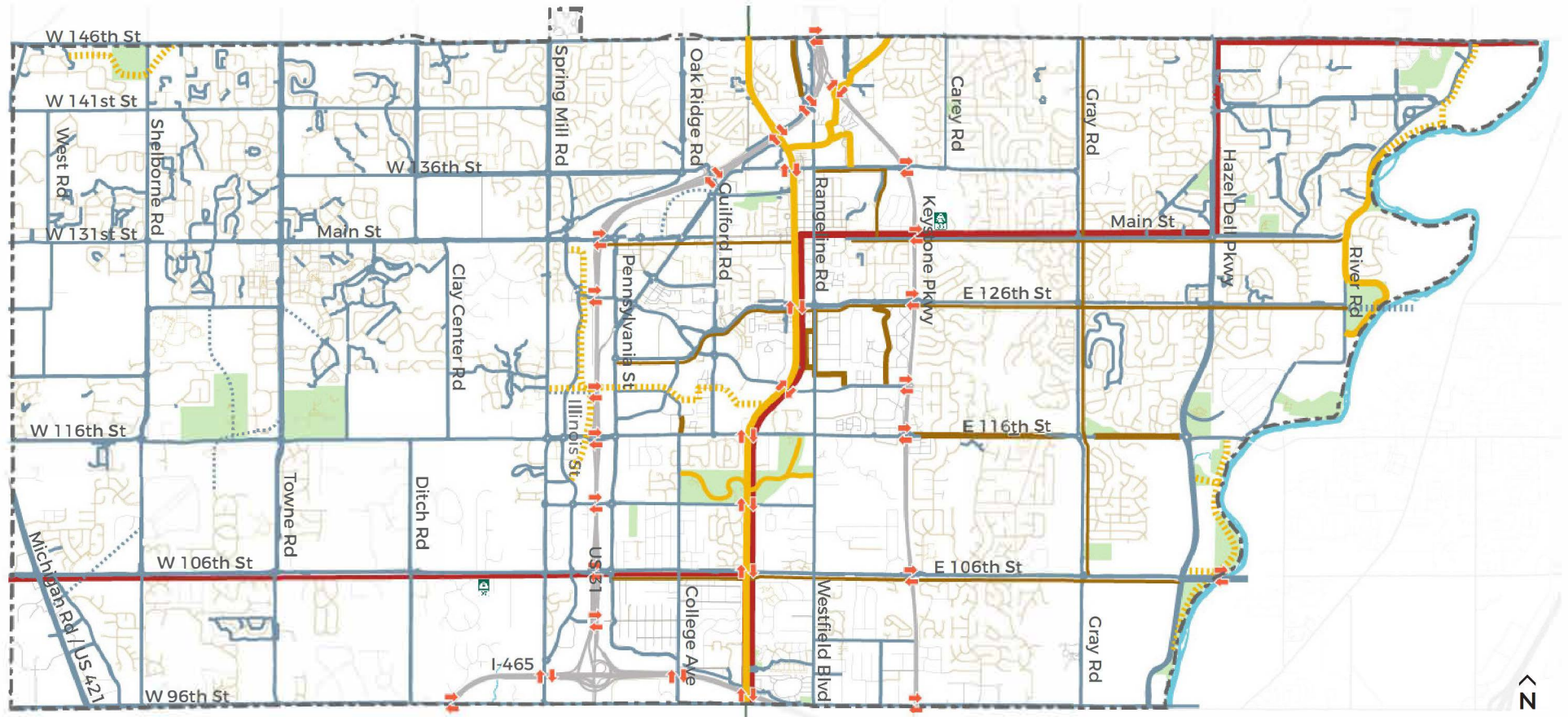
Click here to review these documents:

- 0.1 US 31 Corridor Future Development Plan
- 0.2 US 31 Corridor Future Development Plan: Appendix
- 0.3 City of Carmel Positioning Strategy
- 0.4 North Rangeline Road and US-31 Plan
- 0.5 116th and Meridian District Master Plan
- 0.6 Hamilton Crossing Master Plan
- 0.7 Meridian Mark Redevelopment Proposal
- 0.8 Hotel and Retail Infill at 116th and Penn
- 0.9 City of Carmel Transit Study
- 10 City of Carmel Transit Implementation Strategy
- 11 US 31 Subarea Stakeholder Input Summary Report
- 12 US 31 Stakeholder Webinar
- 13 Carmel Mayor's Housing Task Force Findings and Recommendations Report

CARMEL
US-31 by YARD & CO.

Mobility and Pedestrian Plan Map

Recommended Update



LEGEND

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

Feature Trail from US-31 Subarea Included as a Proposed Greenway. 106th bridge over the White River updated as completed (solid line).

ORDINANCE NO. D-2795-25

AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF CARMEL, INDIANA
ESTABLISHING PUBLIC AREAS OF CITY HALL

Synopsis:

An Ordinance establishing public areas of City Hall

WHEREAS, the Common Council of the City of Carmel, Indiana (“Council”), is the legislative body of the City and is empowered under Indiana Code § 36-4-6-18 and related provisions to enact ordinances governing the use of City-owned property;

WHEREAS, City Hall is owned by the citizens of Carmel and serves as the primary seat of local government and the center of civic engagement;

WHEREAS, the Council finds that maintaining open and reasonable public access to City Hall fosters transparency, participation, and trust between residents and their government; and

WHEREAS, it is the intent of the Council that City Hall remain accessible to the people whenever such access is necessary to fulfill civic, governmental, or participatory needs — including but not limited to public meetings, committee meetings, hearings, and any meeting whose intent is for the general good of the people of Carmel — all consistent with Indiana’s Open Door Law (IC 5-14-1.5);

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF CARMEL, INDIANA, as follows:

Section 1. The foregoing Recitals are fully incorporated herein by this reference.

Section 2. Definition of Public Areas. For purposes of this Ordinance, public areas of City Hall shall include, but not be limited to, lobbies, corridors, the Council Chambers, meeting rooms not located within or directly connected to office space occupied by a City department, and the restrooms located on the first and second floors of City Hall. Access may be temporarily limited only for emergency, maintenance, sanitation, or security purposes, or during all local, state, and federally mandated holidays unless otherwise provided for by the Common Council, or as otherwise required by law.

Section 3. Council Authority Over Access. The Common Council shall determine, by resolution or other formal action adopted in a public meeting, which portions of City Hall are designated as public and the conditions under which such areas shall remain open to the people.

Section 4. Access to Public Areas. The designated public areas of City Hall shall be open and accessible to the public at any time necessary to fulfill the needs of the people, including times when civic meetings, committee meetings, hearings, or other public purposes are conducted. City Hall shall remain open for any meeting, hearing, or event scheduled or determined by (1) the Common Council or any of its committees, or (2) any duly authorized City board, commission, or department. No closure or restriction of such areas shall occur without prior authorization by the Common Council, except as provided in Section 4 of this Ordinance.

Section 5. Implementation. The City Clerk is directed to record this Ordinance and provide copies to the Mayor, Chief of Staff, and Department of Administration to ensure consistent implementation and communication of this policy of public access.

46 Section 6. Effective Date. This Ordinance shall be in full force and effect from and after its
47 passage by the Common Council, approval by the Mayor, and any publication required by law.

48
49 **PASSED** by the Common Council of the City of Carmel, this ____ day of _____, 2025,
50 by a vote of ____ ayes and ____ nays.

51 **COMMON COUNCIL OF THE CITY OF CARMEL, INDIANA**

52
53
54 _____
55 Adam Aasen, President

Matthew Snyder, Vice-President

56
57 _____
58 Teresa Ayers

Anita Joshi

59
60 _____
61 Ryan Locke

Shannon Minnaar

62
63 _____
64 Anthony Green

Rich Taylor

65
66 _____
67 Jeff Worrell

68
69 ATTEST:

70
71 _____
72 Jacob Quinn, Clerk

73
74 Presented by me to the Mayor of the City of Carmel, Indiana this ____ day of
75 _____ 2025, at _____ .M.

76
77 _____

Jacob Quinn, Clerk

78
79
80 Approved by me, Mayor of the City of Carmel, Indiana, this ____ day of
81 _____ 2025, at _____ .M.

82
83 _____

Sue Finkam, Mayor

84
85
86 ATTEST:

87
88 _____
89 Jacob Quinn, Clerk

90
91
92 Prepared by: Ted Nolting
93 Kroger Gardis & Regas LLP
94 111 Monument Circle, Suite 900
95 Indianapolis, IN 46204
96

ORDINANCE NO. D-2762-25

**AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF CARMEL, INDIANA,
AMENDING CHAPTER 8, ARTICLE 5, SECTIONS 8-37, 8-47, AND 8-48
OF THE CARMEL CITY CODE.**

Synopsis: Ordinance establishing 15-minute parking space(s) at the beginning of each block along Main Street from Knoll Ct to 1st Ave SE, regulating parking on Range Line from Main Street to 1st Street, and removing inconsistencies and duplications of code.

WHEREAS, the City, pursuant to Indiana Code § 9-21-1-3, within the reasonable exercise of its police power, may by ordinance regulate vehicular parking;

WHEREAS, the City has previously regulated vehicular parking within its corporate limits, such regulation being codified, in part, under Carmel City Code §§ 8-37, 8-47, and 8-48; and

WHEREAS, the Common Council of the City now finds that it is in the interests of public safety and welfare to amend the regulation of parking of motor vehicles on City streets.

NOW, THEREFORE, BE IT ORDAINED, by the Common Council of the City of Carmel, Indiana, as follows:

Section 1. The foregoing Recitals are fully incorporated herein by this reference.

Section 2. The following subsections of Carmel City Code Section 8-37(a) are hereby amended and added, and shall read as follows:

“§ 8-37 Fifteen-Minute Loading Zones.

(a) Fifteen-minute loading/unloading zones are established at the following locations:

- ...
- (2) The first parking space on the south side of Main Street east of Veterans Way-
- (3) Reserved for future use.
- ...
- (5) Reserved for future use.
- ...
- (13) The first two spaces on the north side of Main Street west of 1st Avenue NW.
- ...
- (16) Reserved for future use.”

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51 Section 3. The following subsection of Carmel City Code Section 8-47 is hereby added and shall read
52 as follows:

53 “§ 8-47 No Parking Areas.

54 (a) No person shall park a vehicle at any time in the following locations:
55

56 (77) On either side of Range Line Road from Main Street to the East-West alley between Main
57 Street and 1st Street NW.”
58
59

60
61 Section 4. The following subsections of Carmel City Code Section 8-48 are hereby amended and shall
62 read as follows:

63 “§ 8-48 Limited Parking Areas.

64 (c) Three-hour parking zones between the hours of 6:00 a.m. and 5:00 p.m., Monday through Saturday
65 only, are established on the following City streets:
66

67 (1) The second space on the south side of Main Street west of 1st Ave SE.
68

69 (4) The first nine parking spaces on the north side of Main Street east of 3rd Ave NW.
70

71 (5) The first six parking spaces on the south side of Main Street west of the Monon Trail.
72

73 (6) The first seven parking spaces on the north side of Main Street east of the Monon Trail.
74

75 (7) The first six parking spaces on the south side of Main Street west of Veterans Way.
76

77 (8) The first four parking spaces on the south side of Main Street west of Range Line Road.
78

79 (44) Reserved for future use.
80

81 (45) Reserved for future use.
82

83 (46) Reserved for future use.
84

85 (47) Reserved for future use.
86

87 (48) The first 6 spaces on the north side of Main Street east of 1st Avenue NW.
88

89 (49) Reserved for future use.
90

91 (50) Reserved for future use.
92

93 (f) No vehicle shall be parked:
94

95 (3) On either side of Range Line Road from the East-West alley between Main Street and 1st
96 Street NW to Smoky Row for more than two hours between 6:00 a.m. EST and 5:00 p.m. EST,
97 Monday through Saturday only, excepting for any vehicle which properly displays a valid
98 Merchant Sticker issued pursuant to subsection (f)(3);
99

100 (o) A two-hour parking zone between the hours of 6:00 a.m. and 5:00 p.m., Monday through
Saturday only, is established on the north side of Main Street from a point 221 feet east of the
intersection of Main Street and Range Line Road to a point 1060 feet east of the intersection of Main
Street and Range Line Road.”

101 Section 5. All prior ordinances or parts thereof inconsistent with any provision of this Ordinance
102 are hereby repealed, to the extent of such inconsistency only, as of the effective date of this Ordinance, such
103 repeal to have prospective effect only. However, the repeal or amendment by this Ordinance of any other
104 ordinance does not affect any rights or liabilities accrued, penalties incurred or proceedings begun prior to the
105 effective date of this Ordinance. Those rights, liabilities and proceedings are continued and penalties shall be
106 imposed and enforced under such repealed or amended ordinance as if this Ordinance had not been adopted.

107
108 Section 6. If any portion of this Ordinance is for any reason declared to be invalid by a court of
109 competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance
110 so long as enforcement of same can be given the same effect.

111
112 Section 7. The remaining portions of Carmel City Code Sections 8-37, 8-47, and 8-48 are not
113 affected by this Ordinance upon its passage.

114
115 Section 8. This Ordinance shall be in full force and effect from and after the date of its passage
116 and signing by the Mayor and such publication as required by law.

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PASSED by the Common Council of the City of Carmel, Indiana, this _____ day of _____, 2025, by a vote of _____ ayes and _____ nays.

COMMON COUNCIL FOR THE CITY OF CARMEL

Adam Aasen, President

Matthew Snyder, Vice-President

Rich Taylor

Anthony Green

Jeff Worrell

Teresa Ayers

Shannon Minnaar

Ryan Locke

Anita Joshi

ATTEST:

Jacob Quinn, Clerk

Presented by me to the Mayor of the City of Carmel, Indiana this _____ day of _____ 2025, at _____ .M.

Jacob Quinn, Clerk

Approved by me, Mayor of the City of Carmel, Indiana, this _____ day of _____ 2025, at _____ .M.

Sue Finkam, Mayor

ATTEST:

Jacob Quinn, Clerk