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**Introduction**

This section sets out specific locations that require the additional development of land use recommendations and parameters for considering future development, in coordination with infrastructure decisions and environmental protection.



## PART 3: Critical Subareas

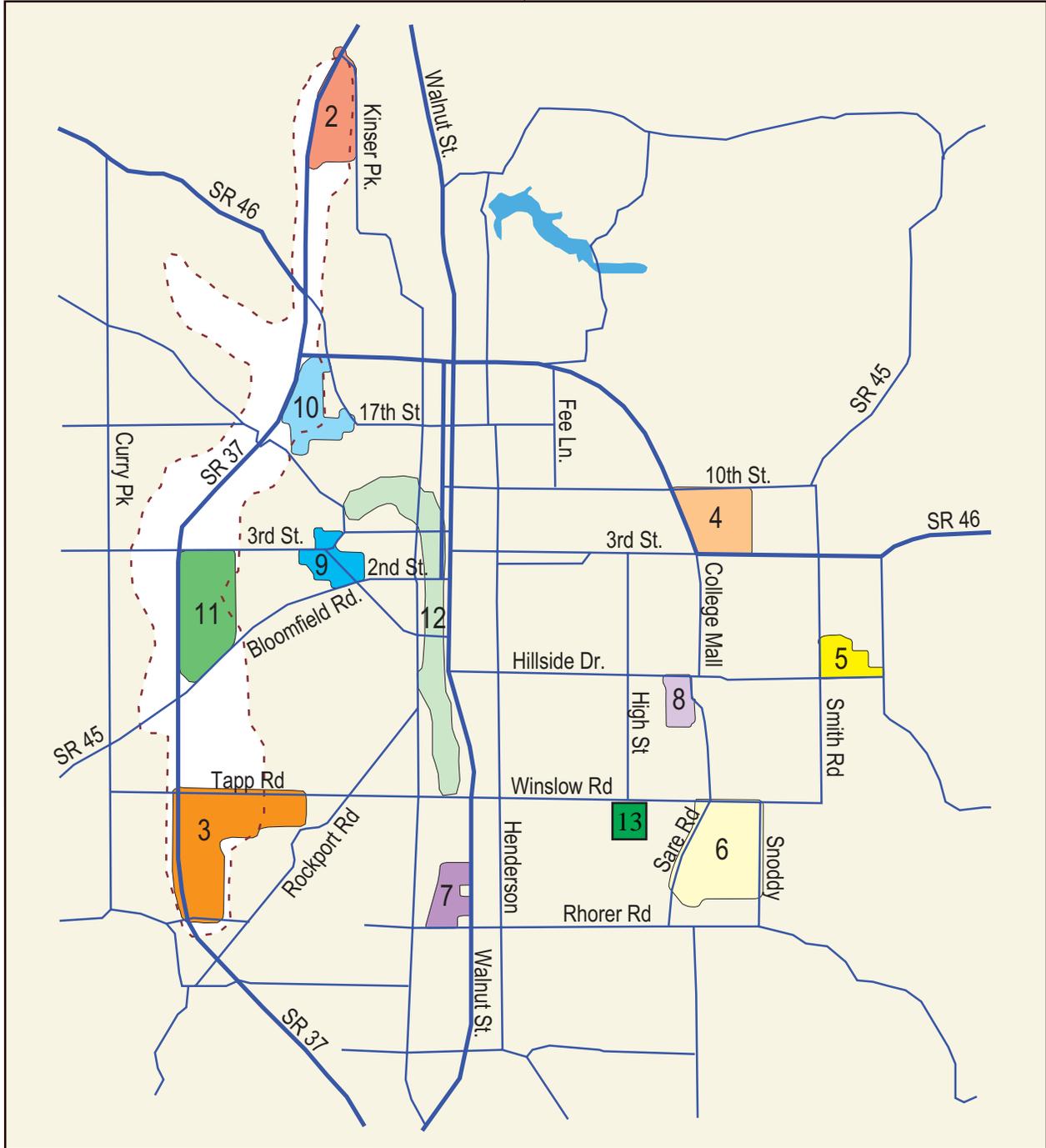
The following Subareas are designated by this Plan for additional planning consideration.

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The following page displays a map which indicates the location of the thirteen subareas in Bloomington.



# PART 3: Critical Subareas



MAP LEGEND

- 1 State Road 37 Corridor
- 2 Acuff Road/Kinser Pike Subarea
- 3 State Road 37/Tapp Road Subarea
- 4 North College Mall District Subarea
- 5 Huntington Farm/Moores Pike Subarea
- 6 East Jackson Creek Subarea
- 7 Winston-Thomas Subarea
- 8 Ramsey Farm Subarea
- 9 Adams Street/Patterson Drive Subarea
- 10 West 17th Street Subarea
- 11 Twin Lakes Park North Subarea
- 12 McDoel Switchyard
- 13 Goat Farm Subarea

(Adopted by City Council May 18, 2005)

## Subarea Location Map

Prepared by: Ground Rules, Inc



## PART 3: Critical Subareas

### State Road 37 Corridor

#### Intent

The State Road 37 corridor on Bloomington's west side is one of the most important areas of the community in terms of its impact on growth and development. In recognition of this, the Bloomington Economic Development Corporation (BEDC) produced a corridor plan for State Road 37 in March 2000. This plan included recommendations for land use, public infrastructure, and site design for development along the corridor. It focused particularly on how the State Road 37 corridor could be utilized as a prime location for employment development for the greater Bloomington community. The Growth Policies Plan is incorporating the State Road 37 Corridor Plan as a critical subarea to reflect the high priority being placed upon it. Below is a summary of the principles espoused by the corridor plan. It should be noted that the BEDC corridor plan references the potential location of Interstate 69 on the existing State Road 37 corridor. Regardless of the outcome of the I-69 location study currently underway, careful planning and guidance is required for the State Road 37 corridor.

#### Land Use Policies

- *The primary land use for developments along the corridor should be employment-based, with supporting commercial and residential components only as dictated by the primary employment use.*
- *Develop the core corridor first, which is defined as the section of State Road 37 that runs between Business 37 North and Business 37 South.*
- *Support Compact Urban Form, clustering, and other initiatives that will discourage development sprawl in those areas along SR 37 that are not yet adequately served by infrastructure.*
- *Promote developments that encourage mixed uses, with particular emphasis on making any commercial uses properly scaled so that they serve only the major employment uses in the immediate vicinity.*

#### Urban Services

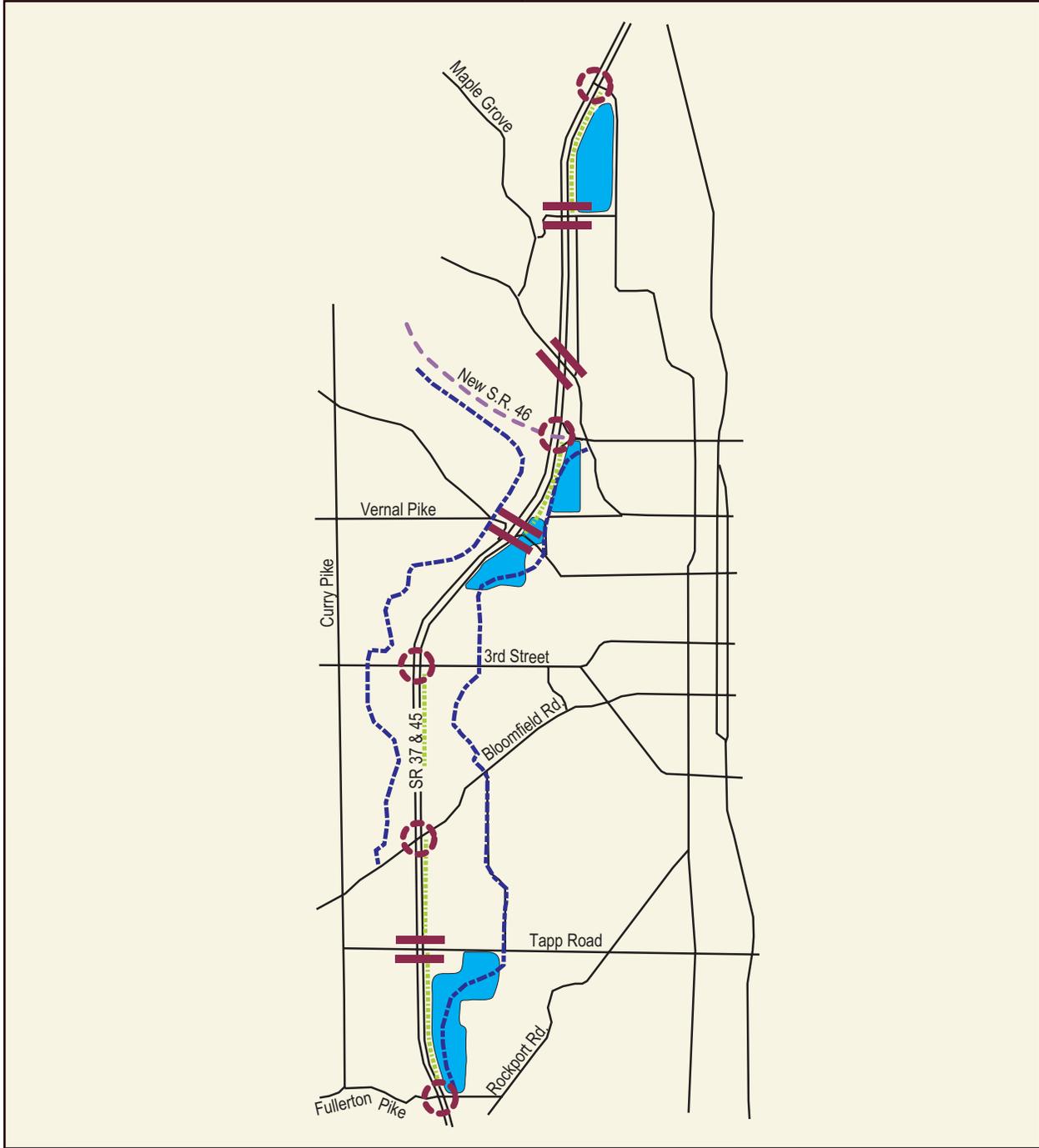
- *Develop State Road 37 and its interchanges to meet federal highway standards to improve safety and traffic flow.*
- *Avoid additional traffic signals and eliminate existing ones where feasible.*
- *Plan for a series of frontage roads on both sides of State Road 37 to remove local traffic from the highway corridor.*
- *Consider the installation of a fiber optic trunk line along the corridor to provide high-speed fiber optic access.*
- *Provide sewer services to appropriate employment developments, starting within the core corridor.*
- *Pursue the creation of bicycle/pedestrian crossings along SR37 to increase alternative transportation connectivity between residents and nonresidential services.*

#### Site Design

- *Maintain the corridor with a greenspace identity through preservation of generous greenspace buffers between the roadway and development.*
- *Encourage well-planned, integrated developments that include common architectural and signage themes throughout the site.*
- *Require new development to dedicate right-of-way for a frontage road system.*



# PART 3: Critical Subareas



**MAP LEGEND**

- Employment Center
- Existing Roadway
- New Roadway
- Frontage Road
- Preserve Buffer
- New Overpass
- New Interchange

**State Road 37 Corridor**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### Acuff Road/Kinser Pike Subarea

#### Intent

This site is bordered by Acuff Road, Kinser Pike, and State Road 37. The site is designated for Employment, as defined in the Land Use Categories section of the Plan. More specifically, this Subarea is intended to develop as a planned center for corporate offices and light manufacturing, with small scale site-serving retail and service uses also being allowed. As a gateway to Bloomington, great care must be taken in site design.

#### Land Use Policies

- *Ensure that land for corporate office development is reserved.*
- *There is a need for retail and service uses in this Subarea (i.e. day care, office supplies, and restricted retail). However, these uses should not create off-site traffic generation. The objective is provide service to on-site customers, not promote regional destination traffic.*

#### Urban Services

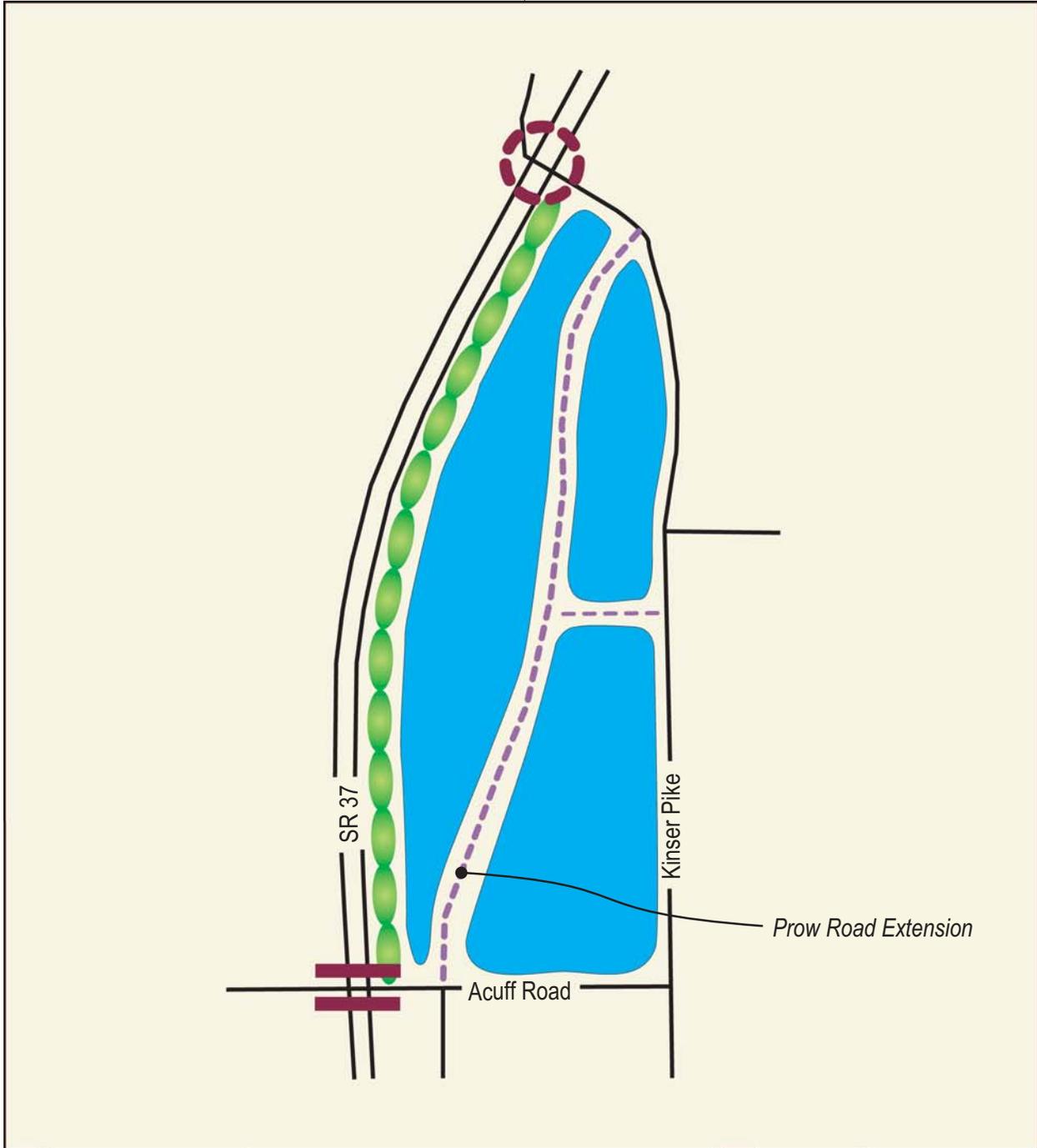
- *The City should continue using public funding sources to provide sanitary sewer, water, and fiber optic extensions into this Subarea concurrent with development.*
- *In addition to internal pathway amenities, sidewalks should be required along all new public streets and County roadways.*
- *Tax Increment Finance revenues from this Subarea should be designated to upgrade existing roadway conditions on Acuff Road and Kinser Pike.*
- *If the State designates State Road 37 as a limited access highway, changes to intersections at Acuff Road and Kinser Pike will be a major issue. Viability of employment uses will require an interchange at one of these intersections. The Bloomington Metropolitan Planning Organization's current Long Range Transportation Plan designates Kinser Pike as the most desirable location for a limited access interchange.*

#### Site Design

- *The interface between existing residential areas along Kinser Pike and future nonresidential uses should be an important design consideration, especially in regards to the location of loading docks, parking, and security lighting. Maintenance of the surrounding residential quality of life should be a key consideration in the site design of this business park.*
- *The routing of visitor and delivery traffic should be oriented away from Kinser Pike and toward State Road 37.*
- *Site design should incorporate a coordinated pedestrian pathway system, containing linkages with employee-oriented amenities (i.e. small parks, recreational space, etc.).*
- *Site development should incorporate common design themes; with coordinated site features, sign controls, and 360 degree building profiles to insure an aesthetic appearance from State Road 37.*



# PART 3: Critical Subareas



**MAP LEGEND**

 Employment Center	 Preserve Buffer
 Existing Roadway	 New Overpass
 New Roadway	 New Interchange

**Acuff Road/Kinser Pike Subarea**  
Prepared by: Ground Rules, Inc.

**ORIENTATION MAP**



## PART 3: Critical Subareas

### State Road 37/Tapp Road Subarea

#### Intent

This site is located north of Fullerton Pike, east of State Road 37, south of Tapp Road, and runs east to the boundary of the Woolery Farm PUD. Vacant land in this Subarea is designated for Employment, as defined in the Land Use Categories section of the Plan. This must be achieved through minimizing the impact of development on the high quality environs located throughout this property. More specifically, the intent of the Subarea should be to foster development of medical and corporate office land uses while insuring the preservation of environmentally valuable and sensitive lands.

#### Land Use Policies

- *Medical and corporate office land uses are recommended; with light manufacturing and site-serving retail also being permitted. Medical offices are particularly desired east of the Southern Indiana Medical Park, while corporate offices should be considered along the State Road 37 frontage near Fullerton Pike.*
- *An assisted care living facility has been approved on the Fullerton Pike site in the past. Such a facility could be considered in the future for this Subarea provided that it does not consume significant acreage which should be devoted to employment uses.*

#### Urban Services

- *Limited sanitary sewer and water capacity is available, which dictates that development should be phased from Tapp Road southward to Fullerton Pike. As a result, development of a portion of this subarea shall be governed under a master utility plan which addresses future service for the entire subarea.*
- *Because roadway infrastructure is deficient in this Subarea, any request for development should include consideration of Tax Increment Financing. Improvements that should be considered include the continued widening of Tapp Road, improved vertical geometry on Fullerton Pike, intersection improvements at Fullerton/SR 37 and Fullerton and Rockport Road, and the eventual connection of Fullerton Pike and Gordon Pike.*
- *The Master Thoroughfare Plan designates a new north-south Secondary Collector through this Subarea to form a realigned four-way intersection at Weimer Road. This roadway should not negatively impact or intrude on high quality and environmentally sensitive areas on this property.*

- *If State Road 37 is designated a limited access highway, then further planning should consider the closure of the Tapp Road intersection with State Road 37, along with a full interchange developing at the Fullerton Pike intersection.*

#### Site Design

- *For property fronting State Road 37, site planning controls should be emphasized, including a 360 degree building profile along the highway. The presence of parking lots should be limited along SR 37.*
- *Maintenance of the existing woodland buffer along sections of State Road 37 is critical. The preferred width of this buffer should be at least 100 feet.*
- *Pedestrian connections should be emphasized between developments bordering either side of the Clear Creek floodplain. Additional integration of pedestrian connections with the Clear Creek Trail is a required site design element.*
- *Site design should take into account and reflect the sensitive nature of the Subarea, especially areas with heavy woodland, steep slopes, and karst. Conservation of these areas as greenspace is a required feature, and can significantly enhance the attractiveness of business park development.*



# PART 3: Critical Subareas



MAP LEGEND

- Employment Center
- Quarry
- Environmentally Sensitive Area
- Park
- Existing Roadway
- New Roadway
- Creek
- Preserve Buffer
- Alternative Transportation Path
- Realign Roadway
- Interchange
- Overpass

## State Road 37 / Tapp Road Subarea

Prepared by: Ground Rules, Inc

ORIENTATION MAP





## PART 3: Critical Subareas

### North College Mall District Subarea

#### Intent

This site is located north of 3<sup>rd</sup> Street, east of the State Road 45/46 Bypass, south of 10<sup>th</sup> Street/State Road 45, and west of the Bell Trace Retirement Community/Park Ridge Neighborhood. Although the Subarea has multiple land use designations, the majority of the property is being utilized for commercial or multifamily development. Several new prospects need to be integrated into future development of this Subarea. These include the Daisy Garton site (at 10<sup>th</sup> Street and Pete Ellis Drive), the vacant site north of the Barnes & Noble development, and the area located north of the new Marsh grocery store. The intent of this Subarea is to allow for intensification, but only with improvements to the overall quality of site amenities and no negative impacts to the Lake Griffy Watershed.

#### Land Use Policies

- *The vacant Garton site is designated "Urban Residential". This designation recommends residential land usage, with the integration of mixed uses where supported by adjacent land use patterns. Preservation of the existing residential and farm structures should be a critical design element in future site development.*
- *The vacant site east of St. Mark's United Methodist Church is designated Community Activity Center, which recommends a mixture of community-scaled retail uses, with ancillary offices and residential activities. This site, along with the church site, should be considered for eventual intensification of use based on the implementation of roadway and intersection improvements to the SR 45/46 Bypass and East 3<sup>rd</sup> Street.*
- *The remaining unbuilt portion of the PUD north of the new Marsh is suitable for a higher intensity use, such as professional offices or higher density multifamily.*
- *All development within the Lake Watershed Protection Overlay Area shall provide a Watershed Mitigation Plan to ensure development has no short or long-term negative impacts on the watershed.*

#### Urban Services

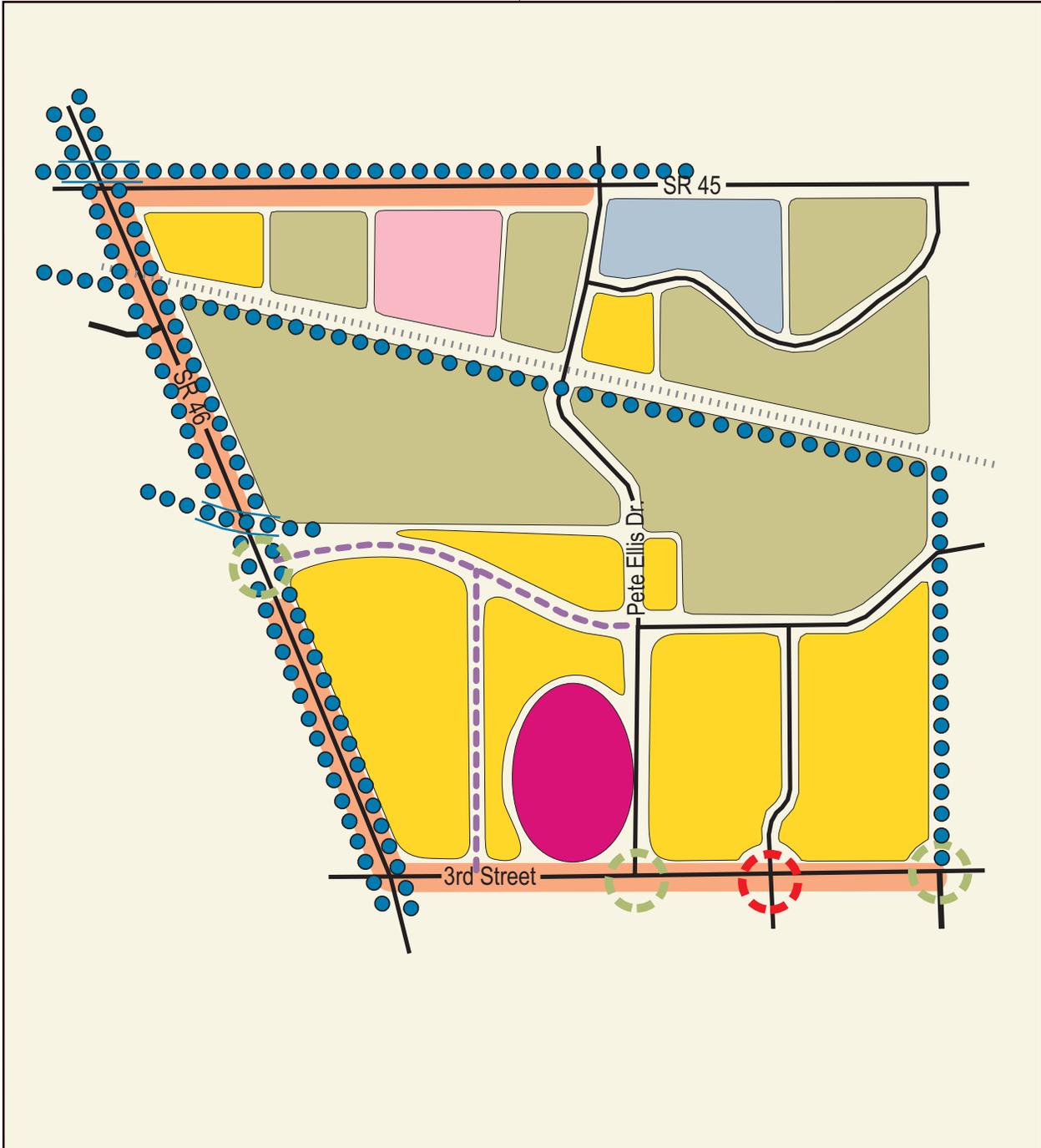
- *Traffic calming techniques should be implemented in order to slow east and west-bound traffic on Longview Avenue.*
- *The City and the State of Indiana shall coordinate signalized upgrades at the 3<sup>rd</sup> Street intersections with Pete Ellis Drive and Clarizz Boulevard, as well as a signal upgrade at the Pete Ellis/10<sup>th</sup> Street intersection. Development in this Subarea which occurs prior to these upgrades shall require close scrutinization.*
- *The existing sidepath along Clarizz Boulevard, south of East 3<sup>rd</sup> Street, shall be extended through this Subarea and connected with the railroad pathway south of 10<sup>th</sup> Street.*
- *The City shall coordinate with the State of Indiana to ensure that the future East 10<sup>th</sup> Street widening project is designed to incorporate multi-use pathway construction as well as transit pull-offs and shelters.*

#### Site Design

- *Strong access control for major thoroughfares bordering this Subarea is critical.*
- *Upgrades in existing commercial sites are strongly encouraged. Such upgrades should include changes in building/parking orientation, signage reductions, access management, and additional landscaping.*
- *As site development occurs, pedestrian/bicycle improvements should be made to ensure convenient access to the proposed new pedestrian/bicycle underpass at the 7<sup>th</sup> Street/Bypass intersection, as well as the existing trail running along the railroad tracks.*



# PART 3: Critical Subareas



MAP LEGEND

- Urban Residential
- Institutional
- Community Activity Center
- Homestead Preservation
- Regional Activity Center
- Access Control
- Existing Roadway
- New Roadway
- Alternative Transportation Path
- Alternative Trans. Under/Overpass
- New Traffic Signal
- Potential Removal of Traffic Signal
- Railroad

## North College Mall District Subarea

Prepared by: Ground Rules, Inc.

ORIENTATION MAP





## PART 3: Critical Subareas

### Huntington Farms/Moores Pike Subarea

#### Intent

This site is located north of Moores Pike, east of Smith Road, West of State Road 446, and bounded on the north by the Gentry Honours PUD, Gentry Estates, and the Hearthstone residential development. The Subarea is designated as Urban Residential in the Land Use Categories Section of the Plan. However, alternative land uses such as a major City park and a Neighborhood Activity Center should also be considered.

#### Land Use Policies

- *Development of this Subarea is encouraged to incorporate a mixture of residential uses and densities.*
- *Development of this Subarea should be guided according to a master development plan, not as a piecemeal project.*
- *The possible use of the portion of the property as a park facility or Neighborhood Activity Center should not be overlooked. Currently, there are no active park facilities east of College Mall Road, between 3<sup>rd</sup> Street and Moores Pike.*

#### Urban Services

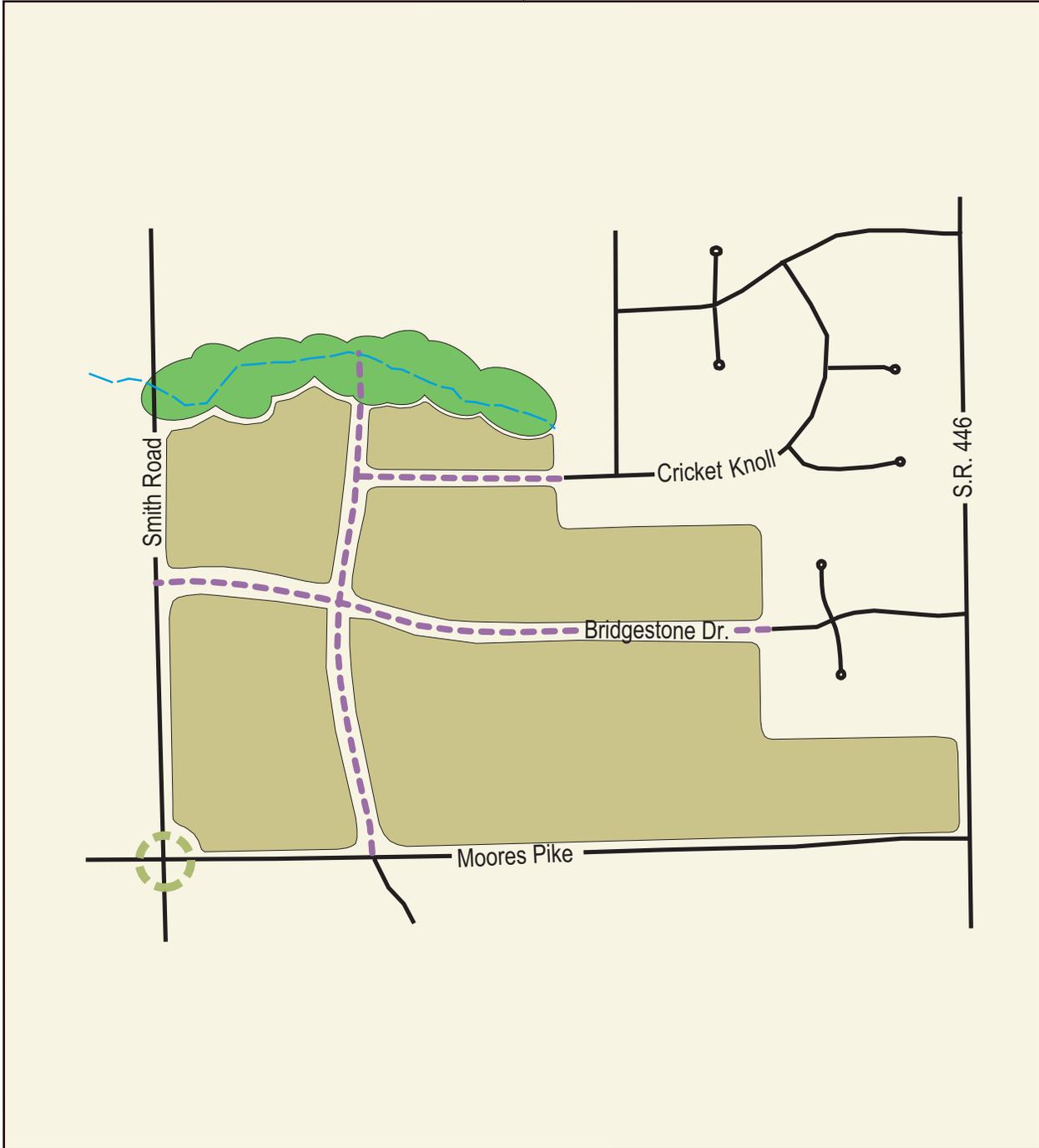
- *Smith Road and Moores Pike will both need to be upgraded as development occurs in this Subarea.*
- *Full signalization of the intersection of Smith Road and Moores Pike should be anticipated, as well as the Moores Pike intersection with State Road 446.*
- *Locations for transit facilities should be provided with the development of this Subarea in anticipation of future transit service.*

#### Site Design

- *Design of the internal road network should employ a grid pattern, with connections to Gentry Honours, Gentry Estates and Hearthstone being enabled. Access should be limited to maximize safety along Smith Road and Moores Pike.*
- *Tree preservation along the creek area in the northern portion of the Subarea must be included in site development design.*
- *Density and potential uses must be located to mitigate potential impacts on lower density single family residential and paired patio homes to the north and east.*



# PART 3: Critical Subareas



**MAP LEGEND**

Urban Residential	New Roadway
Preserve Stream Corridor	Creek
Existing Roadway	New Traffic Signal

**Huntington Farm/Moore's Pike Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### East Jackson Creek Subarea

#### Intent

This site is located south of Rogers Road, west of Snoddy Road, east of the Canada Farm PUD and Sherwood Oaks Christian Church, and runs south to the City's planning jurisdiction boundary. This area is divided by the floodway of the East Fork of Jackson Creek. This Subarea is intended to provide additional residential development opportunities at mixed urban densities, while defining the southeastern urban edge of Bloomington.

#### Land Use Policies

- *Urban scale densities are appropriate west of Jackson Creek, with a mix of residential types encouraged to complement existing development patterns.*
- *Reduced densities (less than 1 unit per acre) are appropriate for the area east of Jackson Creek.*
- *Development must be sensitive to the environmental constraints present in the area. As well, the preservation of Jackson Creek's floodplain should be incorporated into plans using conservation easements and greenways.*

#### Urban Services

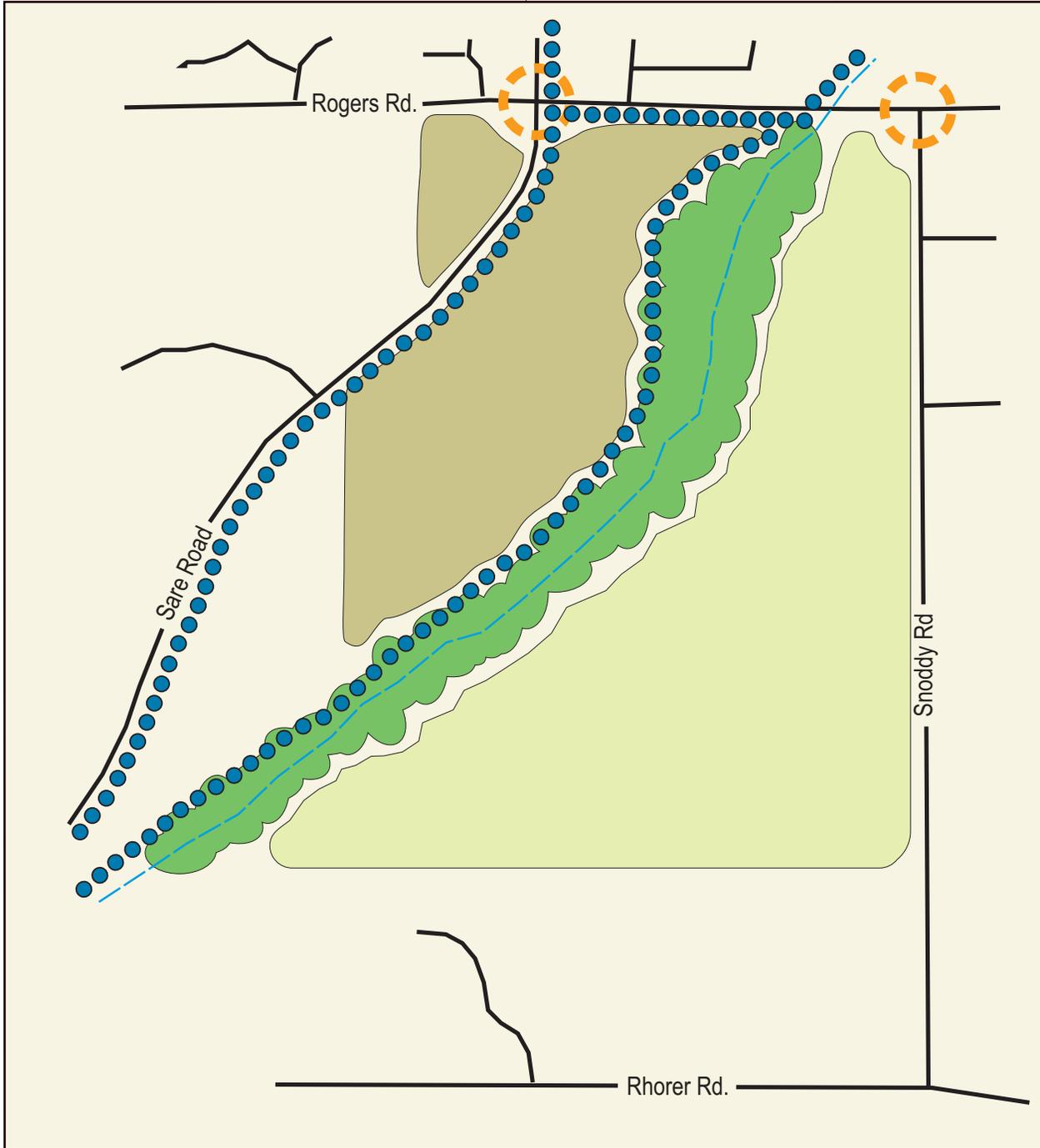
- *The intersection of Rogers and Sare Road has poor geometry for a 4-way intersection, necessitating the existing four-way stop configuration. This intersection will require full signalization as development progresses south of Rogers Road.*
- *The poor sight distance at the Rogers Road/Snoddy Road intersection must be improved as additional traffic is generated from this Subarea.*
- *Road connections across the Jackson Creek floodplain are not recommended due to topographic and other environmental constraints. Options for additional pedestrian connections should be explored with each development east of Jackson Creek.*

#### Site Design

- *A goal for this Subarea is to utilize innovative residential design to minimize site disturbance and protect scenic areas. Clustering and smaller lot sizes should be considered as an alternative to large-lot subdivision.*
- *Additional recommended elements of site design should include pedestrian facilities, such as sidewalks or asphalt pathways, to connect with Schmaltz Farm Park as well as the future commercial/office development within the Canada Farm PUD. A major sidepath facility should be installed along the south side of Rogers Road connecting Schmaltz Farm Park with the Sare Road pathway accessing the Canada Farm PUD.*



# PART 3: Critical Subareas



**MAP LEGEND**

Conservation Residential	New Roadway
Urban Residential	Creek
Preserve Stream Corridor	Alternative Transportation Path
Existing Roadway	Improve Intersection

**East Jackson Creek Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### Winston-Thomas Subarea

#### Intent

This site is located west of Old State Road 37 and north of Gordon Pike, and includes a portion of the Clear Creek floodway on its western edge. This is the City's former wastewater treatment plant, which has recently received clearance as a cleaned PCB site by EPA. This Subarea is designated for Employment, as defined in the Land Use Categories section of the Plan.

#### Land Use Policies

- *Encourage the reuse of this site for employment uses, and related institutional and commercial service uses.*
- *Placement of uses on site should be integrated with existing commercial, industrial, and institutional uses along Old State Road 37 as well as residential uses west of Clear Creek and south of Gordon Pike.*

#### Urban Services

- *Gordon Pike is adequate for grade and width, but lacks other urban facility characteristics (closed stormwater facilities, curbs/gutters, sidewalks, street lights). These facilities should be installed concurrent with site redevelopment.*
- *Recent development approvals adjacent to this site as well as the potential future development within this site will necessitate the consideration of an upgrade to the Old State Road 37 corridor.*

#### Site Design

- *During site redevelopment, incorporate pedestrian connectivity to the City's Victor Oolitic Trail running north-south along the west side of the Subarea.*
- *Sidewalk upgrades along Gordon Pike and Old State Road 37 are needed with redevelopment of this Subarea.*
- *Access control to Old State Road 37 and Gordon Pike is recommended. This can be accomplished by the construction of a single internal street providing access to the entire development.*
- *Site design should be coordinated with City of Bloomington Utilities and the EPA in order to ensure compliance with environmental clean-up regulations.*





## PART 3: Critical Subareas

### Ramsey Farm Subarea

#### Intent

This site is located south of Moores Pike, west of Sare Road, and east and north of the Sycamore Knolls neighborhood. The site is split by the floodway for the West Branch of Jackson Creek. The Ramsey Farm presents an opportunity for high-quality, infill housing accompanied by small-scale commercial uses.

#### Land Use Policies

- *This Subarea is designated "Urban Residential", which encourages the development of mixed residential housing at urban densities.*
- *The expansion of Southeast Park on the northwest portion of the site is highly recommended. The use of conservation easements and greenways should also be used to preserve the West Branch of Jackson Creek's floodplain and environmentally sensitive areas on this site.*
- *Orientation of uses should place potential nonresidential uses closer to the northeastern portion of the site, limit the scale of nonresidential uses, and provide for a tight design standard for new nonresidential construction in keeping with traditional neighborhood concepts.*

#### Urban Services

- *A pathway facility along the floodway in the middle of the site is recommended as an additional cross connection from Sare Road to Southeast Park and as an additional linkage to a planned path facility in the Jackson Creek floodway.*
- *Because development of this Subarea could add significant residential units to the southeast side of Bloomington, coordination with the Monroe County Community School Corporation is necessary to insure the availability of adequate school facilities.*
- *Stormwater drainage issues are a significant concern given past downstream flooding problems along the West Branch of Jackson Creek. Development of this Subarea should incorporate very stringent stormwater detention standards.*
- *The City's Long Range Transportation Plan recommends improvements to both Moores Pike and Sare Road within the next 20 years. Sare Road improvements near the Moores Pike intersection are scheduled to occur within two years.*

#### Site Design

- *In order to assure integrated site design, this Subarea should be developed under a master development plan.*
- *Road connections to Queens Way and Rock Creek Drive should be a required design element of Subarea development.*
- *Access to Moores Pike is a critical site design issue due to sight distance constraints, especially at coordinated points across from Valley Forge Drive and Winfield Road.*
- *Design at stubbed street locations should feature a narrower street profile, on-street parking and calming measures (such as neck-downs) to discourage cut-through traffic.*
- *Preservation of natural features on site is strongly encouraged. This includes stream buffer protection in the interior of the site, tree preservation at the south end of the Subarea, and steep slope protection on the east side of the site.*
- *The character of the site along Moores Pike is enhanced by an existing tree row of ornamental tree species; these trees should be preserved during site development.*





## PART 3: Critical Subareas

### Adams Street/Patterson Drive Subarea

#### Intent

This Subarea is a conglomeration of existing underdeveloped or underutilized properties that are largely zoned commercial. It is located west of Walker Street, south and west of Rose Hill Cemetery, and runs generally west to the Landmark PUD and south to Bloomfield Road. The area is prime for redevelopment with the realignment of the 3<sup>rd</sup>/5<sup>th</sup>/Adams corridor, the completion of Patterson Drive, and the future widening of West 3<sup>rd</sup> Street. The balance of the Subarea is designated Community Activity Center. The goal of this Subarea is to upgrade site planning quality through development and redevelopment, while insuring a dense mixture of service uses.

#### Land Use Policies

- *Development should insure that commercial services are conveniently located to serve employment uses in the Subarea, as well as designed to allow for non-vehicular access from nearby residential areas.*
- *Road upgrades will spark investment toward commercial retail facilities. Balancing these market demands with a need to further develop other types of nonresidential uses (employment-based) will be critical.*

#### Urban Services

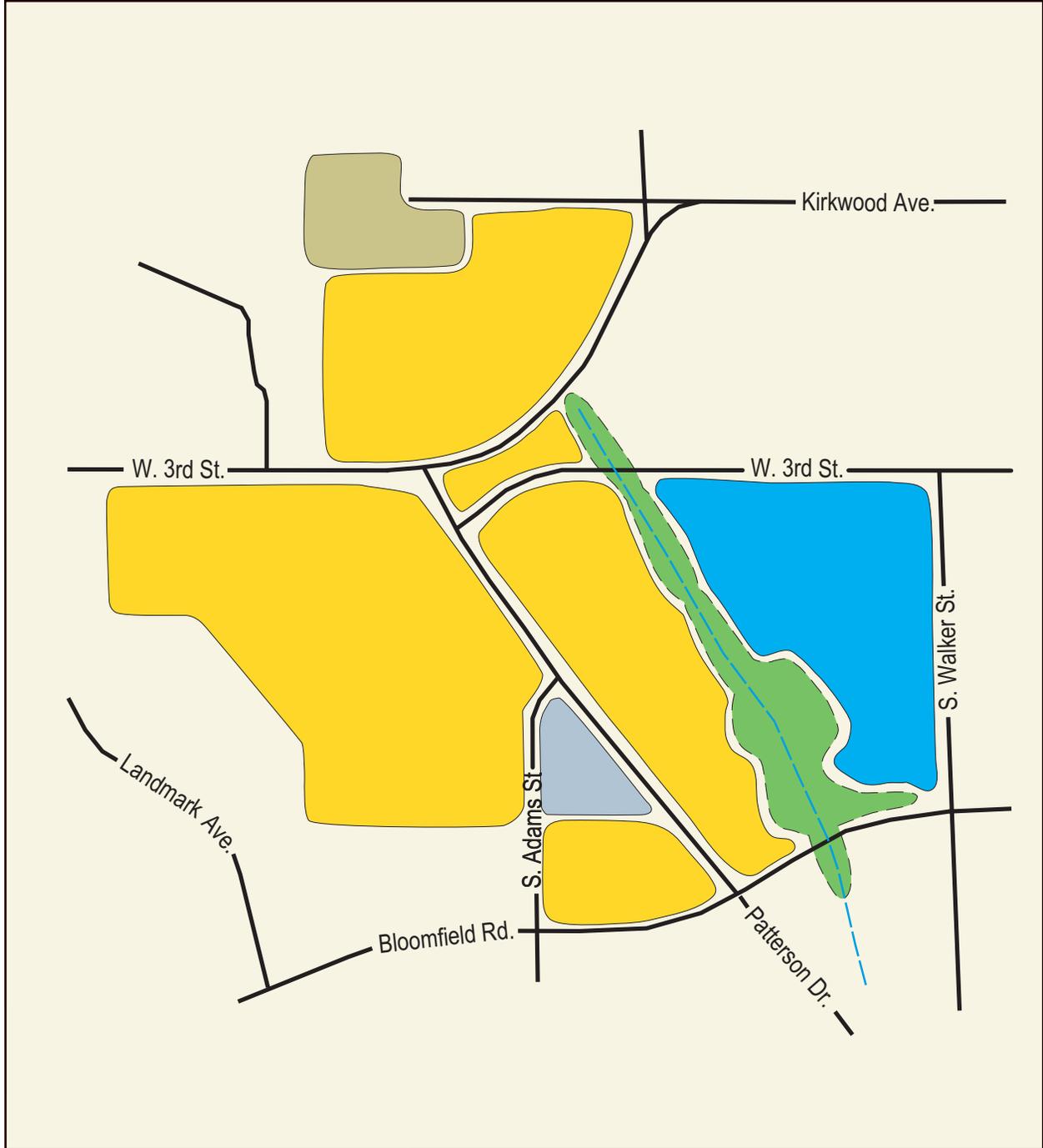
- *Bloomfield Road is slated for widening within the next 5-7 years. Prior to this widening a subarea plan should be developed which addresses ideal roadway cross-sections, access management, and desired land uses.*
- *Development along the east side of Patterson Drive should be augmented by the construction of new sidewalks.*
- *New commercial and employment development in this Subarea should be accommodated with new transit stop facilities.*

#### Site Design

- *Special design attention shall be paid to three key redevelopment sites within this Subarea. These sites are the automobile storage yard at Adams and Kirkwood, the Rogers Building Supplies property, and the property located along the east side of Patterson Drive, between West 3<sup>rd</sup> Street and Bloomfield Road.*
- *Access to arterial roadways (3<sup>rd</sup> Street, Patterson Drive, Bloomfield Road) must be tightly controlled as part of the development review process.*
- *Redevelopment and intensification should be accompanied by increased landscaping, greenspace opportunities, and building-forward design.*
- *The floodway of the West Branch of Clear Creek should be rehabilitated to improve its environmental quality. Opportunities for additional stormwater detention as well as pedestrian connectivity between Bloomfield Road and West 3<sup>rd</sup> Street should also be considered for this area.*



# PART 3: Critical Subareas



**MAP LEGEND**

	Urban Residential		Institutional
	Community Activity Center		Existing Roadway
	Employment Center		Creek
	Preserve Creek Corridor		

**Adams Street/Patterson Drive Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### West 17<sup>th</sup> Street Subarea

#### Intent

This Subarea is generally located east of State Road 37, south of the State Road 45/46 Bypass, West of Arlington Road, and north of the Crestmont/Bloomington Housing Authority neighborhood. The Subarea is largely an amalgamation of platted, narrow residential lots mixed with larger undeveloped tracts of land. The east portion, at the intersection of 17<sup>th</sup> Street and Monroe Street, is a collection of small industrial activities. The corner north and west of the Arlington/17<sup>th</sup>/Monroe merger (the so-called K-intersection) is designated for a future community activity center. This area could provide an opportunity for medium to high-density housing or service-oriented uses. The intent of this Subarea is to encourage the development of aggregated parcels for service, residential, and employment uses.

#### Land Use Policies

- *The majority of the West 17<sup>th</sup> Street subarea is designated Urban Residential, which is intended for a pattern of mixed residential uses at urban densities. This housing should be incorporated as a transitional use between the western tracts designated for Employment and lower density single family housing along 17<sup>th</sup> Street.*
- *The property located along State Road 37 should be reserved for employment land uses (i.e. light manufacturing or offices).*

#### Urban Services

- *Transit service expansion north of the Housing Authority site is necessary to augment future residential development at urban development densities.*
- *Monroe Street is adequate for width, but lacks urban facilities in most places and presents grade problems for future uses. Curb and sidewalk upgrades should be constructed along the length of this street.*
- *17<sup>th</sup> Street is a narrow, hilly roadway that lacks most urban facilities, especially closed stormwater facilities, curbs/gutters, and sidewalks. Redevelopment and development efforts in the area should be linked to physical improvements to this street, including curbs, sidewalks and street trees.*
- *Further development or redevelopment of the subarea will require the upgrade and realignment of the Arlington Road/17<sup>th</sup> Street/Monroe Street K-intersection. In addition, the 17<sup>th</sup> and Lindbergh intersection must also be made safer.*

- *Development of the properties north of Arlington Park Apartments and Superior Lumber should be accompanied by a frontage road connection from 17<sup>th</sup> Street to State Road 46.*

#### Site Design

- *Natural feature preservation should be sought for quality tree stands in the Subarea, and project layouts should respect the existing topography as much as possible.*
- *The emphasis of new development should be on creating affordable, mixed use housing.*
- *This Subarea contains existing vegetation adjacent to State Road 37. Any development proposal must include preservation of this vegetation.*
- *Attention to site design, especially a 360 degree building profile adjacent to State Road 37 and limited parking lot exposure to the highway, should be a feature of future employment development.*



# PART 3: Critical Subareas



**MAP LEGEND**

- Employment Center
- Community Activity Center
- Urban Residential
- Existing Roadway
- New Roadway
- Preserve Buffer
- Realign Roadway
- Improve Intersection

**West 17th Street Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### Twin Lakes Park North Subarea

#### Intent

This Subarea is located east of State Road 37, north of Bloomfield Road, west of Shady Acres and Cory Lane Estates, and south of 3<sup>rd</sup> Street. The area encompasses the Bradford Ridge and Basswood apartment complexes, the Twin Lakes Sports Park, Kerasotes Theater, and the south side of the 3<sup>rd</sup> Street commercial strip. Vacant land within this Subarea is designated “Urban Residential”. The intent of this section is to foster further residential development without compromising environmental preservation goals.

#### Land Use Policies

- *Patterns of land use in the southern extent of the Subarea dictate multifamily development consistent with densities already in place. This includes both the vacant, developable land located within the Brown property as well as the Ooley site. Nonresidential uses could be considered on the Ooley property in consideration of the cost of a roadway connection to West 3<sup>rd</sup> Street.*
- *Opportunities to preserve sensitive areas and open space to reduce habitat fragmentation should be a requirement for development in this area. In addition, the expansion of Twin Lakes Park’s overall acreage should be sought through additional land dedications during development review.*
- *Aggregation of commercial land uses along the soon-to-be widened West 3<sup>rd</sup> Street is necessary for improved traffic safety as well as improved aesthetics along the corridor.*
- *The small acreage north of Bloomfield Road and south of the Basswood Apartments complex should be considered for a neighborhood commercial land use.*

#### Urban Services

- *The Master Thoroughfare Plan currently depicts Weimer Road being extended from Bloomfield Road to 3<sup>rd</sup> Street as part of a City frontage road system. Feasibility of this extension is hindered by several factors: environmental sensitivity of the subarea, potential negative impacts to operations at the Twin Lakes Sports Park, need for a future railroad crossing, and the presence of Basswood Drive as a possible frontage road alternative. All of these feasibility issues must be closely examined prior to any consideration of this roadway extension.*
- *Transit service expansion is necessary to allow further residential intensification of this Subarea.*

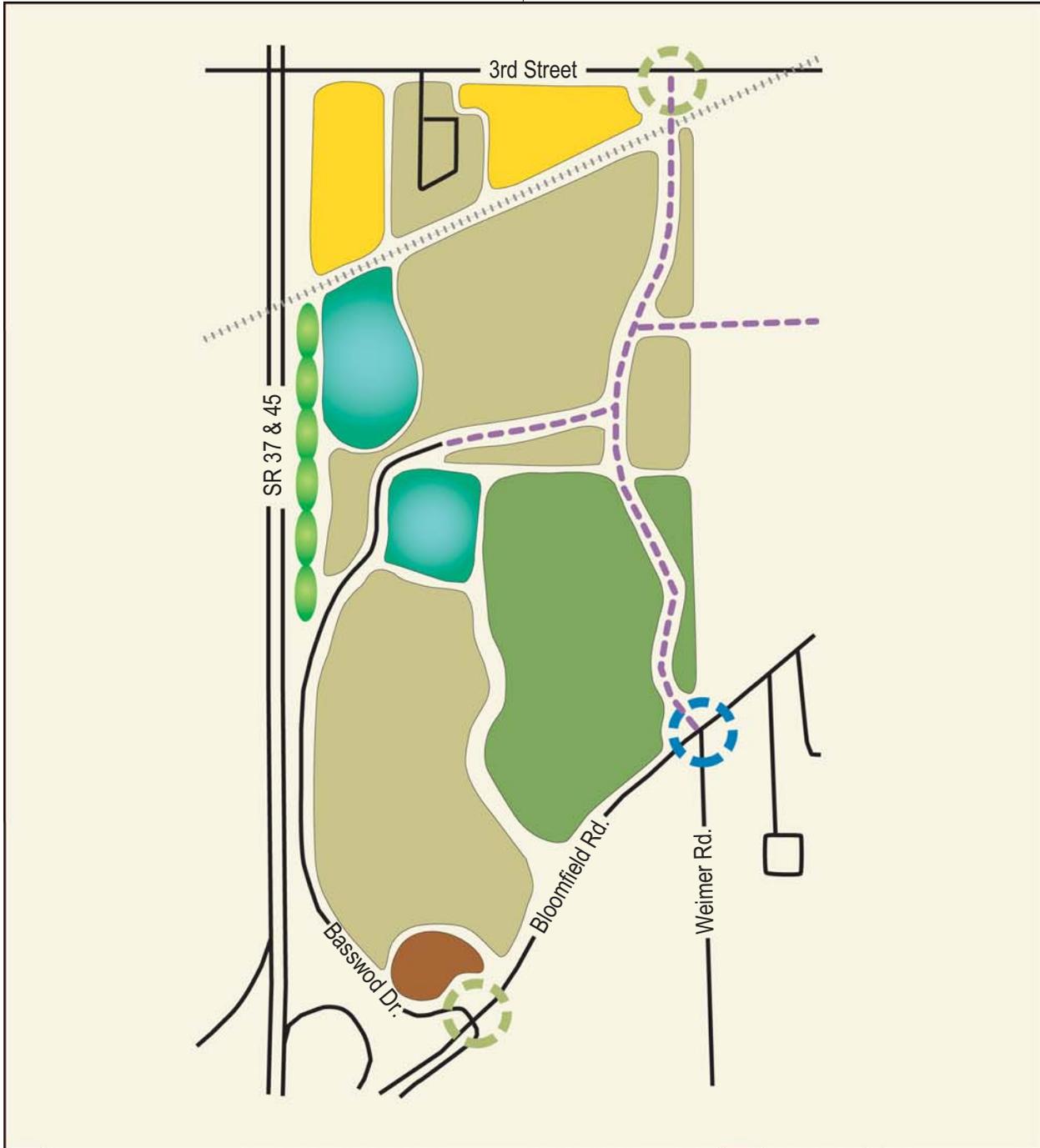
- *Basswood Drive is stubbed into the Brown property and is proposed for extension into the Ooley site. This roadway could either be connected to a possible Weimer Road extension, or extended all the way to 3<sup>rd</sup> Street if the Weimer Road extension is determined to be infeasible. Basswood Drive will require signalization concurrent with the development of the Brown property.*
- *Ensure road connectivity east from the Ooley site to Cory Lane, as additional access to and from Subarea.*
- *Given the drainage problems that have occurred in the Lower Twin Lakes region, development of this Subarea should incorporate very stringent stormwater detention standards.*

#### Site Design

- *Topography of the area, including sinkholes and steeply sloped terrain, will limit development intensity and confine development to unchallenged areas.*
- *Tree preservation should be key design consideration on properties adjacent to State Road 37 and adjacent to Twin Lakes Park.*
- *Pedestrian and bicycle connectivity from vacant development tracts to Twin Lakes Park is a key site planning consideration.*
- *Development along the West 3<sup>rd</sup> Street area should have limited access to West 3<sup>rd</sup> Street, reduced signage standards, and increased attention paid to front yard landscaping.*



# PART 3: Critical Subareas



**MAP LEGEND**

	Urban Residential		New Roadway
	Community Activity Center		Railroad
	Park		New Traffic Signal
	Environmentally Sensitive Area		Realign Roadway
	Neighborhood Activity Center		Preserve Buffer
	Existing Roadway		

**Twin Lakes Park North Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### McDoel Switchyard Subarea

#### Intent

An on-going venture between public and private entities may lead to the potential relocation of the McDoel Switchyard to an area west of State Road 37. With that in mind, a unique opportunity has may arise to redevelop a corridor that has been operated by the CSX Transportation company. This area extends approximately from Country Club Drive to Adams Street along the railroad line, including the McDoel Switchyard. Benefits related to redevelopment of this rail corridor include reduced traffic disruptions downtown, improved environmental quality, and enhanced alternative transportation opportunities.

#### Land Use Policies

- *Redevelopment of the McDoel Switchyard and rail corridor should be focused towards creating a high quality urban greenway.*
- *Remediation of the corridor must take place to ensure the clean up of any contamination that may have occurred in the area by previous land uses and activities.*
- *Promote mixed use development adjacent to the corridor that encourages retail services, new housing opportunities, and recreational amenities.*
- *In order to beautify the trailway, explore redevelopment opportunities of industrial sites along the Morton Street corridor.*
- *Prior to future development, require a Watershed Protection Plan for the Switchyard area due to its location in a floodplain and presence of numerous wetland features.*

#### Urban Services

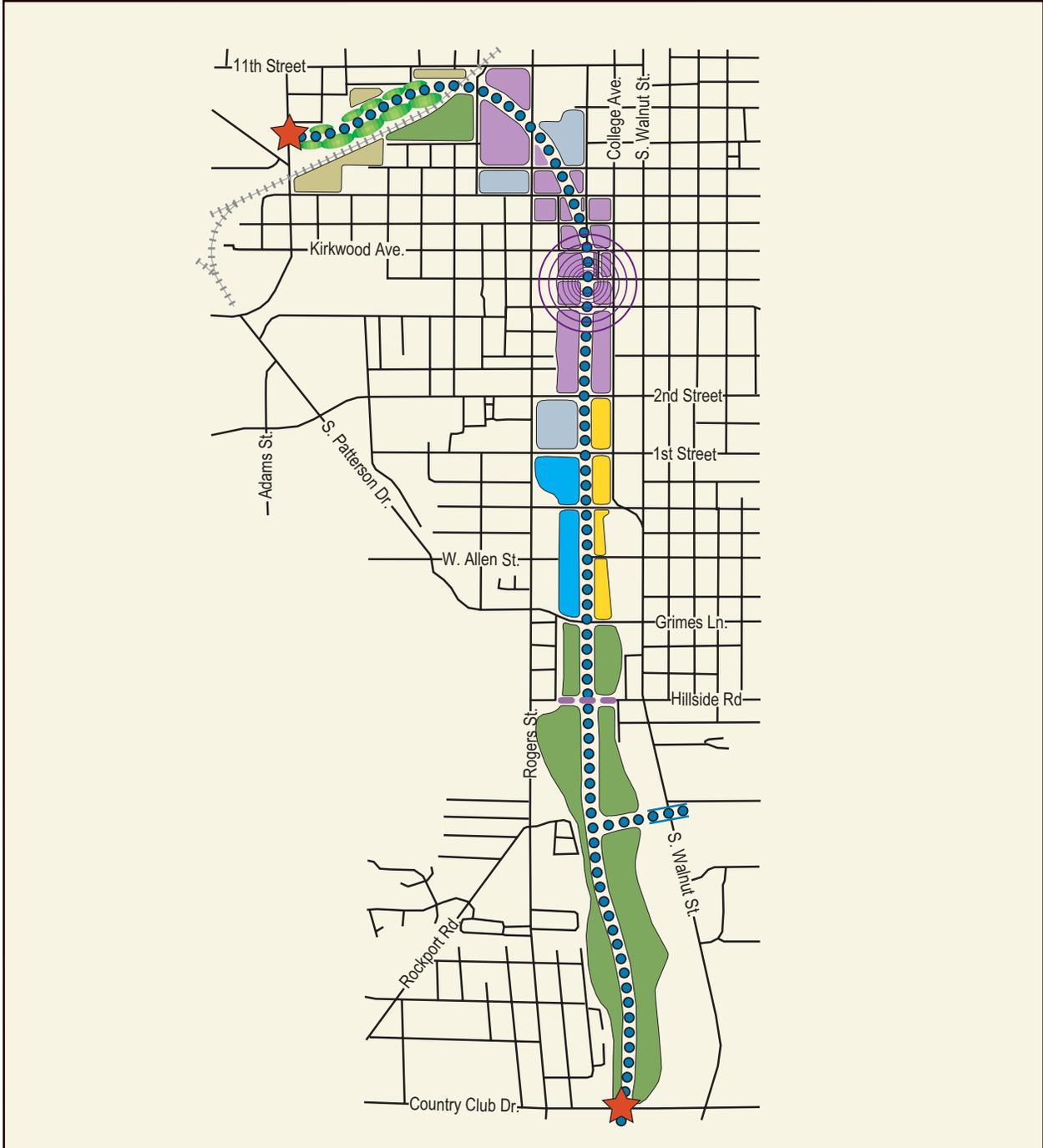
- *Provide safety improvements to road crossings that allow for bicycle and pedestrian accessibility.*
- *A connection of Hillside Drive between Walnut and Rogers Street should be constructed to allow for better east-west connectivity through the subarea.*

#### Site Design

- *Provide bicycle and pedestrian linkages from this future greenway to key nearby destinations. For Example: 9<sup>th</sup> Street Park, the Showers Building, the Victor/Oolitic Trail, and the Broadview and McDoel Gardens neighborhoods.*
- *Ensure that new development and redevelopment within this subarea has appropriate orientation of uses and buildings to the future greenway area.*
- *Explore the opportunity of facade improvement grants to encourage renovation of existing buildings.*



# PART 3: Critical Subareas



**MAP LEGEND**

Employment Center	Existing Roadway
Community Activity Center	New Roadway
Downtown Commercial	Preserve Buffer
Urban Residential	Alternative Transportation Path
Institutional	Alternative Trans. Under/Overpass
Park	Trailhead
Key Redevelopment Area	Railroad

**McDoel Switchyard Subarea**  
Prepared by: Ground Rules, Inc.





## PART 3: Critical Subareas

### Goat Farm Subarea

#### Intent

This site is located south of Winslow Road, bordered on the west by the Bentley Court and Sherwood Oaks subdivisions, and on the east by Jackson Creek and The Stands subdivision. This is a unique parcel of greenspace, which is characterized by several important traits including: environmentally sensitive areas, rural-like qualities in an urban context, and opportunities for innovative public and private development. The Subarea should foster environmental preservation, ensure neighborhood compatibility and showcase high-quality residential development, without compromising the sensitive and unique traits of this site.

#### Land Use Policies

- *The use of conservation easements and public land dedication is strongly recommended to protect existing wildlife habitats and environmentally sensitive features such as the Jackson Creek floodplain and its associated riparian buffer areas.*
- *The central location of the Subarea and its close proximity to Childs Elementary, Jackson Creek Middle School, Sherwood Oaks Park and Olcott Park, make this site an important linkage between nearby public facilities. As a result, public access and use are anticipated for floodplain portions of this site.*
- *Urban Residential densities consistent with existing zoning are appropriate for the non-floodplain portions of the Subarea. Density calculations should be based on areas located exclusively outside the Floodplain Study Area.*

#### Urban Services

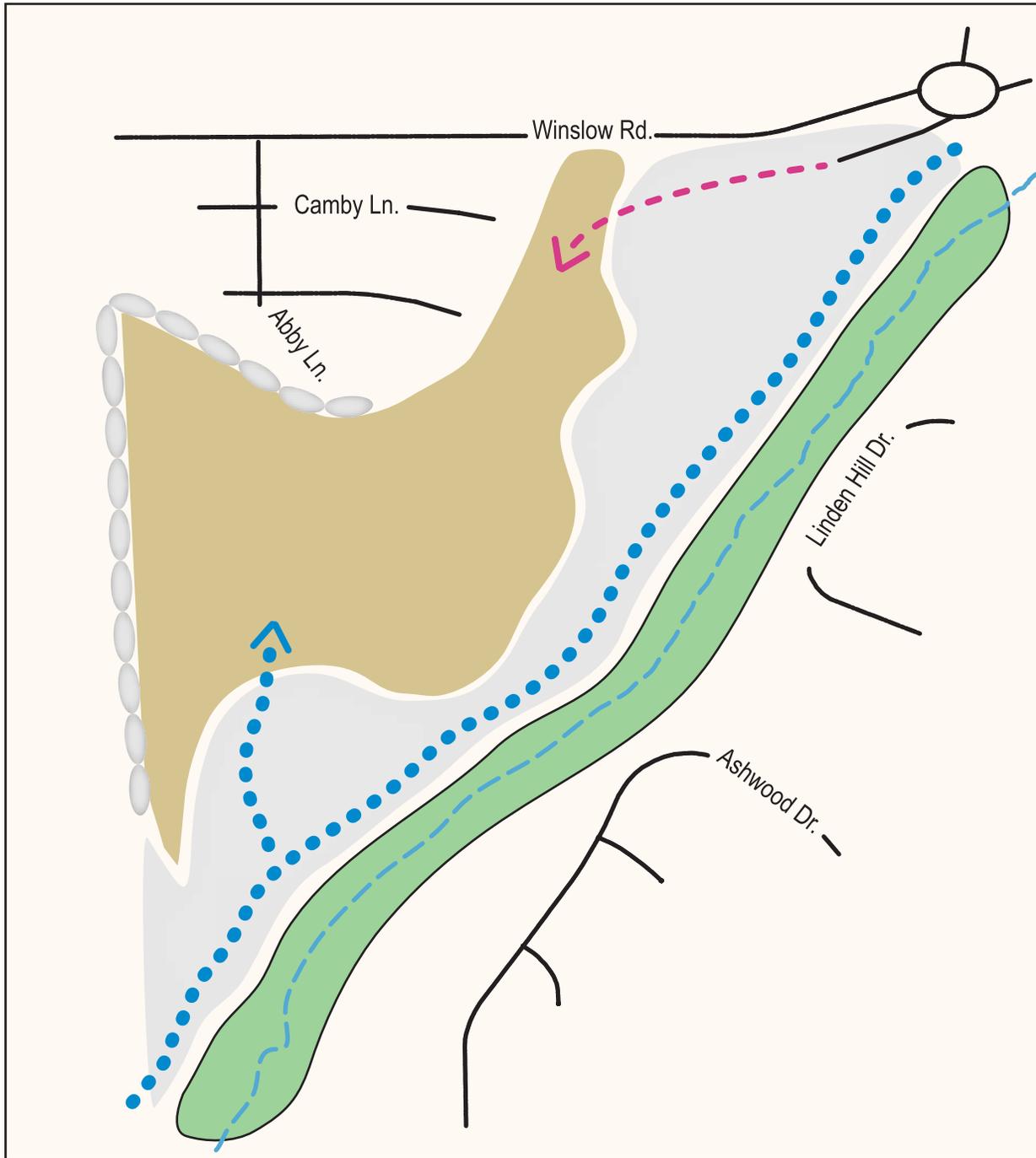
- *Land dedication along Jackson Creek is strongly recommended to enable future construction of a multi-use trail facility. This site provides a pedestrian and bicyclist linkage between surrounding neighborhoods, schools and parks as outlined in the Jackson Creek Trail Master Plan. The Jackson Creek Trail corridor is an integral part of the Alternative Transportation and Greenways System Plan and as such, this connection through the Goat Farm Subarea is critical.*
- *Additional connector paths to the multi-use trail and Sherwood Oaks Park from any future residential uses should be considered in the development approval process.*
- *Stormwater drainage issues are a significant concern given the present flooding conditions along Jackson Creek. Development of this Subarea should incorporate stringent stormwater requirements and water quality standards to accommodate on-site and off-site water flows from the north and west.*

#### Site Design

- *Installation of the multi-use trail and connector paths should avoid tree loss. Disturbance to the riparian buffer and environmentally sensitive areas adjacent to Jackson Creek should also be avoided. Land dedication for the multiuse trail should be sufficient to prevent degradation of the function of the riparian buffer.*
- *Prior to development activity, floodplain modeling should be performed by a qualified environmental consultant to ensure that the site plan adequately protects the Jackson Creek floodplain area.*
- *Access to the Goat Farm Subarea from the north should be limited to the existing street access at the High Street and Rogers/ Winslow Road roundabout.*
- *Extensive landscaping buffers shall be utilized to minimize potential impacts between existing and proposed residential uses.*



# PART 3: Critical Subareas



**MAP LEGEND**

Urban Residential	New Roadway
Floodplain Study Area	Alternative Transportation Path
Preserve Buffer	Preserve Riparian Buffer
Existing Roadway	Creek

**Goat Farm Subarea**  
Adopted May 18, 2005

