

Exhibit 'A' Proposed Revisions for the Draft Comprehensive Plan - May 2012

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The following items were discussed during the April 23rd Plan Commission meeting or discussed by staff during the Public Hearing for the Draft Comprehensive Plan. Proposed changes will be incorporated into the draft plan document for consideration by the Town Council during the plan adoption process. Text highlighted in yellow indicates **new text**, while red text with a strikethrough indicates **deleted text**.

1. Roundabout First (p. 97, 3 col., 2 par.)

The Town of Brownsburg, through the Traffic Study Process, should evaluate the potential for roundabouts to improve operations at intersections with existing capacity issues and in areas of new development to maintain traffic flow as volumes continue to increase. **When designing a roundabout, particularly at a major intersection such as US 136 and the Ronald Reagan Parkway Connector Road, emphasis should be placed on slowing traffic and ensuring traffic safety.** Additionally, education of motorists on how to maneuver through roundabouts is critical as municipalities begin the transition from improving signalized intersections to constructing roundabouts.

2. Street Signage (p. 140, 3 col., 2 par.)

The Town should initiate a roadway name dedication effort to rename county roads in honor of local figures, prominent geographic features, nearby communities, or other place-specific features that foster a sense of place. To assist with navigation for those unfamiliar with the local roads, **and maintain references to local address ranges,** the county road numbering system **should** remain in a less prominent position on the sign.

3. Neighborhood Commercial at 56th Street & Northfield Drive (Map figures - pp. 61, 81)

Staff requests that the southeast corner of 56th Street and Northfield Drive be designated Neighborhood Commercial to reflect similar uses occupying the northwest and northeast corners of the intersection.

4. Remove access drives along Northfield Drive west of Green Street (Graphic - pp. 40, 147)

Staff requests correction of North Green Street & Northfield Drive visualization to reflect removal of access drives to the PNC bank site and addition of a new shared access point at the neighboring Walmart.

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5. Ronald Reagan Parkway – Focus Area Introduction (pp. 165)

It is envisioned that the Ronald Reagan Parkway ~~is a north-south corridor that~~ will eventually connect I-70 (just west of the Indianapolis International Airport) to I-74, and potentially even extend further north to I-65 in Boone County. Once complete, Ronald Reagan Parkway will serve as a regional north-south corridor, providing ~~connectivity~~ a direct route between Plainfield, Avon and Brownsburg. The newly constructed interchange at Ronald Reagan Parkway and I-74 has drawn attention to ~~the~~ this focus area's strategic position in town that has the potential to develop with intense business uses to serve the larger region and help diversify and expand the Town's tax base.

~~The area surrounding the Ronald Reagan Parkway interchange is ideally suited for a large scale commercial/retail development and employment related uses. Proximity to I-74 and~~

This focus area has excellent access and visibility from both I-74 and Ronald Reagan Parkway ~~create the potential to,~~ which helps establish this area its potential as a regional commercial and employment center. The area surrounding the interchange is ideally suited for a mixture of uses which promote job growth and provide employer, resident and visitor amenities including large-scale rental development, general commercial, office, institutional, light industrial, restaurants and hospitality. As this area develops, it must be maximized as an employment and revenue generating opportunity.

It is also important to recognize the importance of establishing a development at this location that serves as an attractive gateway into the Town and represents the desired quality and character. As an area of more than 800 acres largely composed of undeveloped farmland, the Ronald Reagan Parkway area represents a large catalyst site in and of itself. The focus area plan outlines the primary components of the land use and development for the Ronald Reagan Parkway area and the key concepts intended to drive their future development.

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6. Ronald Reagan Parkway – Key Concepts (pp. 166)

1. Development near the interchange should capitalize on exposure to I-74 and ~~reflect positively on~~ serve as an attractive entry to the Town of Brownsburg, pulling visitors from the expressway and into the Town via Ronald Reagan Parkway.
2. Areas consisting of different land uses should have an integrated function and appearance, including a unified streetscape and high development quality resulting in a unified character of development for the area and encourage innovative building design.
3. Consider an overlay district that enacts ~~special~~ design standards and architectural review to ensure that new development ~~consists of~~ incorporates high-quality, innovative and diverse architecture and building materials and serves as an attractive entry and source of pride for the Town of Brownsburg.
4. This is a large area that will take many years to develop. The Town should be mindful of the desires of the residents of this area, but also consider development costs, feasibility and absorption, being careful ~~not to compromise~~ to balance long-term potential ~~ever~~ and current market conditions.
5. Promote the development of the area in a manner consistent with the Land Use Plan while maintaining flexibility to accommodate proposals that deviate from the Plan. Development should still be consistent with the larger community vision and broader goals and objectives given the geographic size of the area, the changing conditions of the market, and the key concepts and recommendations of this Plan for the area.
6. Two traffic signal locations along the Ronald Reagan Parkway have been ~~determined~~ established and INDOT will determine the location for future signalized access to Ronald Reagan Parkway.
7. New development should provide for internal circulation through cross access and streets to provide connectivity between adjacent developments and adjacent portions of the community. ~~to maximize signaled access for all commercial properties.~~ Final determination of the location and construction of access points will be evaluated at the time a development plan is proposed to the Town as part of its required development plan review process, using the Ronald Reagan Parkway & I-74 key focus area plan as a general guide for future desired connections to surrounding areas.
8. ~~Preserve~~ Consider preservation and maintain maintenance of extensive wooded areas including wood lots and creek corridors in the context of responsible development to serve as natural buffers between land uses, provide relief from the urban environment and preserve the Town's character.
9. Parking lot screening and interior landscaping should be provided around and within all surface parking lots in the corridor to improve their appearance to provide summer shade to minimize the heat island effect associated with large areas of concrete and asphalt.

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10. Install gateway features including signage and attractive landscaping at off-ramps and key intersections to "announce" entry into Brownsburg.
11. Working with INDOT, explore the feasibility of installing a roundabout at Connector Road and Crawfordsville Road to provide a unique gateway feature for the community.
12. Evaluate improvements to eliminate a CR 900 E crossing at the CSX railroad and US 136 intersection. Working with INDOT, the Town should consider the realignment of CR Road 900 E (south of US 136) and relocation of its intersection further east away from the existing railroad crossing. The Town should also consider creating a dead-end along CR 900 E as it approaches US 136, however this improvement should only be implemented after Motorsports Way has been extended east to Ronald Reagan Parkway.
13. While additional bicycle and pedestrian amenities could be incorporated within the Motorsports Way extension, the vehicular lane widths should be similar to that of the existing Motorsports Ways to the west of CR 900 E. Truck traffic should be limited along Motorsports Way and cut through traffic from Ronald Reagan Parkway should be prohibited. Connector Road and US 136 should be utilized as the preferred truck route to the Eaglepoint Business Park from Ronald Reagan Parkway.
14. Encourage development and redevelopment of the parcels located along Crawfordsville Road, and promote site assembly and comprehensive redevelopment to mitigate issues related to shallow lot depth. Smaller commercial properties along the Main Street corridor should be considered for consolidation and comprehensive redevelopment, given the appropriate opportunity.
15. Promote research and development uses along the County Road 900 E corridor north of Crawfordsville Road.
16. Minimize the impacts of commercial development (such as noise, light and traffic) on nearby residential areas through the use of buffering and screening.

7. Ronald Regan Parkway – Lead into Land Use designations (pp. 168)

The Land Use Plan assigns a range of land use categories to the focus area, allowing for a variety of development and establishing the area as a regional commercial, retail and employment center. These land use designations are intended to define the overall character of a given area and are not meant to be overly prescriptive.

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8. Ronald Regan Parkway – Clarify intent of Corporate Campus designation
(pp. 168)

Corporate campus uses should be encouraged in the areas adjacent to the Interstate. The proximity, access, and visibility to the Interstate provide a setting desired by corporate users and employers looking to locate or expand within the Indianapolis Region. The height, scale and intensity of office development should be most significant adjacent to the Interstate, decreasing moving away from the Interstate toward commercial and residential areas. Compatible corporate campus, office, research and business uses should increase employment opportunities and enhance the local tax base.

While corporate campus areas can accommodate a wide variety of commercial and industrial/employment uses, preference should be given to establishing the area for high-quality research/business park uses in a campus like setting. While individual uses may vary, corporate campus development should be guided by an overall site development plan to ensure the coordination of building sites, traffic access and circulation, and open space amenities. Pedestrian and vehicular connections should also be provided to nearby regional commercial areas to promote use by the area's working population.

9. Ronald Regan Parkway – Intent of Street Grid Extensions
(pp. 167)

Callout – Provide vehicular, bicycle and pedestrian connectivity to adjacent residential and industrial areas to establish synergies between adjacent uses.

New Callout – Truck traffic should use a preferred designated route and should be limited on local roadways such as Motorsports Way.

10. Ronald Regan Parkway – Wooded Area Preservation (Graphic - pp. 167)

Graphic Symbol – Wooded areas are now hashed to show underlying desirable land use.

Callout – Preserve desirable environmental features including wetlands, wooded areas, and waterways and incorporate these features within new development where appropriate

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11. Ronald Regan Parkway – Residential Land Use

(pp. 168)

The Ronald Reagan Parkway area represents a strategic opportunity that could serve as a catalyst for significant growth and development. Commercial and industrial uses within this area will serve to diversify the Town's tax-base and assist financially in supporting Town services and funding capital projects. The Ronald Reagan Parkway as defined in this plan however, is very large and will likely not development entirely for commercial uses. It is recommended that single-family attached and multi-family development be encouraged within the eastern portion of the focus area, on both the north and south sides off the interstate to transition toward existing and planned single-family areas. Existing roadway configurations and proposed traffic flow improvements, including a Ronald Regan Parkway overpass over Crawfordville Road, will limit the appeal of these areas to commercial development, however proximity to the Interstate, several main thoroughfares and future retail development make these areas ideal for more intense residential development. Commercial uses would also be appropriate in these residential areas provided the development fronts area roadways and it is appropriately scaled so as to complement adjacent residential development.

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