



COMPREHENSIVE PLAN

CITY OF ANDERSON, INDIANA

PREPARED WITH THE ASSISTANCE OF:



RATIO Architects, Inc.
107 South Pennsylvania St.
Suite 100
Indianapolis, Indiana 46204
ph: 317.633.4040
fx: 317.633.4153
www.RATIOarchitects.com

RATIO

IN ASSOCIATION WITH:

Strategic Development Group, Inc.
2901 N. Walnut St.
Bloomington, Indiana 47404
ph: 812.331.1282
fx: 812.331.1285
www.S-D-G.com

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FOREWORD

Since the last Anderson Comprehensive Plan was adopted in 1962, much in the community has changed. The employment base has eroded as manufacturers moved their operations abroad seeking reduced labor costs. The City's population peaked in 1970 at nearly 71,000, but has since steadily declined as jobs flowed outward. As a result of these trends, Anderson has been faced with the challenge of maintaining its identity in the face of great change. It is this challenge that serves as the impetus for the creation of a new Anderson Comprehensive Plan.

The process of creating a new Comprehensive Plan provided Anderson with the opportunity to take a critical look at itself, and to reflect on the values that define it as a community. Citizens from all walks of life came together to express their hopes and dreams for the future of Anderson. The result of this effort is a plan that reflects not only the heritage that defines Anderson, but the vision its people have for their future.

This Plan serves as a comprehensive guide for City decision-making in areas related to land use, growth, housing, public services, and many other key community issues. As a statement of community values and priorities, it should be a guiding force in shaping Anderson's future.

TABLE OF CONTENTS

Preface

Introduction

Foreword	II
Table of Contents	III
The Vision for Anderson	IV
The Comprehensive Plan Mandate ...	V
How To Use This Plan	VI
Updating the Comprehensive Plan ..	VII
Acknowledgments	IX

1: Community Profile

History & Setting	1-2
Demographics Summary	1-6
Public Input Overview	1-8
Issue Identification	1-9
Issues Matrix	1-13

Community Goals

2: Image & Identity

Introduction	2-2
Goals & Policies	2-3

3: Natural Environment

Introduction	3-2
Goals & Policies	3-3

4: Parks & Recreation

Introduction	4-2
Goals & Policies	4-3

5: Land Use

Introduction	5-2
Goals & Policies	5-3

6: Housing & Neighborhoods

Introduction	6-2
Goals & Policies	6-3

7: Education

Introduction	7-2
Goals & Policies	7-3

8: Economic Development

Introduction	8-2
Goals & Policies	8-3

9: Downtown

Introduction	9-2
Goals & Policies	9-3

10: Transportation

Introduction	10-2
Goals & Policies	10-3

11: Infrastructure

Introduction	11-2
Goals & Policies	11-3

Implementation

12: Land Use Plan

Introduction	12-2
Future Land Use Map	12-3
Land Use Designations	12-5
Critical Areas	12-18

13: Transportation Plan

Introduction	13-2
Regional Transportation Issues	13-3
Thoroughfare Plan	13-4
Thoroughfare Plan Map	13-5
Thoroughfare Designations	13-7
Thoroughfare Plan Implementation Tools	13-16
Bicycle & Pedestrian Plan	13-18
Critical Areas	13-25

Supporting Data

14: Visioning Data

Introduction	14-2
Key Stakeholder Interviews	14-3
Visioning Workshops	14-6
Priorities Workshops	14-10

15: Physical Data

Introduction	15-2
Demographics	15-3
Peer Group Analysis	15-7
S.W.O.T. Analysis	15-18
Physical Analysis Maps	15-27

THE VISION FOR ANDERSON

The Vision Statement is an articulation of the values and aspirations of the Anderson community. The goals and policies of the Anderson Comprehensive Plan are designed to help the community achieve this broad vision. The Vision for Anderson was developed by the Comprehensive Plan Steering Committee, and is based on the input provided by Anderson citizens and stakeholders.

VISION STATEMENT

The City of Anderson is a community that puts People First. The City will use its diverse people, places, and institutions as a foundation for building a bright future. Anderson will provide an excellent quality of life for all people by ensuring that the community is safe, attractive, affordable, and vibrant. Anderson will achieve this vision by:

- *Developing leaders and fostering a culture of positive involvement and pride from all sectors of the community;*
- *Providing quality, affordable housing choices for all who wish to call Anderson home;*
- *Improving the quality and quantity of educational resources throughout the community;*
- *Promoting healthy lifestyles through provision of recreational facilities, activities, and programs;*
- *Recruiting and retaining employers that provide high-quality jobs and bolster the local economy;*
- *Pursuing strategic partnerships with community cultural and civic groups and institutions;*
- *Enhancing and promoting the White River corridor as a premier outdoor recreation site; and*
- *Enhancing the aesthetic appeal of the built and natural environment throughout Anderson.*

The City of Anderson will be an outstanding community in which to live, work, and play through the combined efforts of all stakeholders, sustained by the principle of putting People First.

This comprehensive plan is based on community input, existing land uses, development trends, suitability of land uses, economic feasibility, natural land features, and the requirements of Indiana law.

Indiana Statute, Title 36, Article 7, as amended, empowers communities to plan. Local government is further charged with the purpose of improving "the health, safety, convenience, and welfare of the citizens and to plan for the future development of the community to the end that:

- highway systems (and street systems) be carefully planned;
- new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
- the needs of agriculture, industry, and business be recognized in future growth;
- residential areas provide healthful surroundings for family life; and
- the growth of the community is commensurate with, and promotive of the efficient and economical use of public funds". (IC 36-7-4-201)

Public law further states that a community may establish planning and zoning entities to fulfill this purpose. (IC 36-7-4-201)

Furthermore, the adoption of a comprehensive plan is established by legislative mandate as the basis for zoning and subdivision control ordinances. The Indiana statutes provide for, and require the development and maintenance of a comprehensive plan by each plan commission. (IC 36-7-4-501)

IC 36-7-4-502 and 503 state the required and permissible contents of the plan. Required plan elements include:

- a statement of objectives for the future development of the jurisdiction;
- a statement of policy for the land use development of the jurisdiction;
- and
- a statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

The Plan Commission may also compile additional information, permissible by case law, into a comprehensive plan. This mandate serves as the foundation for the Anderson Comprehensive Plan.

HOW TO USE THIS PLAN

The Comprehensive Plan is a community guidebook. It will help guide the Plan Commission in its decision-making process. However, it addresses many other community issues as well. When reviewing development plans, making budgets, or setting priorities this document should be used to help guide decisions.

Because of its emphasis on public participation, this plan gives City leaders knowledge of what the community wants and needs. This plan:

- can assist the City when considering infrastructure or economic development decisions,
- can provide civic groups with ideas on how to strengthen and enhance the community, and
- serves as the legal basis for protection and conservation of sensitive environmental features, historic sites, and other community resources.

To facilitate the decision making process, the document is organized with the following features:

PREFACE

The Preface provides a synopsis of the contents of the plan. It includes a community profile, which provides a snapshot of the community in time and describes recent trends. This profile includes a brief summary of local history and demographics, as well as the public input and other information that serves as the basis for the rest of the document. The Preface also identifies the primary issues that were identified during the planning process.

PART I: COMMUNITY GOALS

The Community Goals provide a conceptual response to Anderson's vision and a direct response to the issues identified in the community. Each goal describes a philosophy of the community and provides a platform for the plan's implementation tools. The community goals section is divided into topic areas, each with its own set of goals and corresponding policies. The policies are composed of more specific directives that suggest means to accomplish each goal. Together, these goals and policies form the foundation that should guide future decision making by the City.

PART II: IMPLEMENTATION

The Implementation section provides tools by which the goals and policies of the comprehensive plan may be implemented. Specifically included here are the Land Use Plan and the Transportation Plan. These plans detail the location and type of future growth recommended for Anderson, as well as future transportation system changes required to serve this growth.

PART III: SUPPORTING DATA

The supporting data section includes all of the background information and analysis used in the development of the Anderson Comprehensive Plan. This includes demographic data, public input data, and key physical mapping that was done for the plan.

The comprehensive plan represents a response to the development trends, public opinions, and physical circumstances that affect Anderson today, as well as the impact they may have in the future. Over time, these factors could change in a way that affects the comprehensive plan's policies. For this reason, it is important to undertake a regular review of the document to ensure that it contains an appropriate and effective set of policies to guide Anderson.

WHEN SHOULD THE PLAN BE UPDATED?

Typically, a community will undertake a major update of its comprehensive plan approximately every five years. An interim review should occur annually. The interim review should include a discussion of changes in the community since the comprehensive plan was adopted and note amendments that may be appropriate. In addition, the community may periodically choose to revisit only certain elements of the comprehensive plan, particularly if necessitated by a major change in the community. In some cases, a development proposal will cause a community to reevaluate its comprehensive plan policies and consider making changes to the plan that will better inform or address similar types of development.

HOW IS THE PLAN AMENDED?

The process for amending the comprehensive plan is specified in the 36-7-4-500 series of the Indiana Code. An amendment to the comprehensive plan may be initiated by a citizen of the community, the Plan Commission, or the City Council. The process is as follows:

- Step 1** **Amendment Prepared:** The Plan Commission staff prepares and submits the requested amendment.
- Step 2** **Public Hearing & Certification:** The Plan Commission holds a public hearing regarding the amendment, at which time the amendment may be approved or rejected. If approved, the amendment is certified to the City Council.
- Step 3** **Legislative Body Action:** Once the amendment is certified, the City Council may adopt a resolution approving, rejecting, or amending the amendment.
- Step 4** **Return to Plan Commission (if necessary):** If the amendment is rejected or amended by the City Council, it is returned to the Plan Commission with a written statement of the reasons for its rejection or amendment.
- Step 5** **Plan Commission Reconsideration:** The Plan Commission has 60 days to consider the rejection or amendment, and to file its report with the City Council. This time frame may be extended by the City Council as needed.
- Step 6** **Plan Commission Action:** If the Plan Commission approves the amendment in its changed form, then it becomes effective as of the date the Commission files its report with the City Council. If the Commission disapproves the rejection or amendment, the action of the Council on the original rejection or amendment stands only if confirmed by another resolution of the Council. If the Plan Commission does not file a report with the City Council within the time frame allotted, the action of the Council in rejecting or amending the proposed amendment becomes final.

HOW SHOULD AMENDMENTS BE EVALUATED?

Some criteria that would be appropriate to consider as part of the amendment process are listed below. While these are not the only criteria to consider, they will help to frame the discussion of each amendment.

- Will the amendment provide an improvement to the comprehensive plan and not be solely for the good or benefit of a particular individual at a particular point in time?
- Is the amendment consistent with the overall intent of the comprehensive plan's goals and policies?
- Will the amendment affect the livability of the area, or the health, safety, or welfare of present or future residents?
- Will the amendment have an adverse impact on any neighboring lands?
- Will the amendment trigger the need for significant public expenditures for infrastructure or services like roads, sewer, or water?

The comprehensive plan should be a living document. While the plan cannot anticipate every possible land use or policy change in the future, a carefully considered process of review and updates will allow it to remain flexible and responsive to changing conditions. Diligent monitoring and maintenance of its goals and policies will ensure that Anderson has proper guidance for its future growth and development.

ACKNOWLEDGMENTS

The Anderson Comprehensive Plan is the result of the hard work and contributions of many people. A Plan that does not involve those it hopes to serve will not be as successful as one that does. For this reason, the residents of the community put forth much effort, thoughts, and ideas. It is appropriate and necessary to give special recognition to the following people and organizations who were integral to this planning process.

Special thanks goes to the people of Anderson, particularly those who attended the workshops, completed the surveys, participated in the interviews, and otherwise provided their valuable input into the planning process. Thanks also go to the following people who made this effort possible:

Mayor

The Honorable Kevin S. Smith

City Council

Rick Muir, *President*

Rodney Chamberlain

Donna Davis

Ollie Dixon

Joseph Newman

Art Pepelea

Kato Smith

Paul Stapleton

Mike Welch

Plan Commission

Kevin Guion, *President*

Jesse Wilkerson, *Vice President*

Joseph Newman

Paul O'Neil

Robert Schuler

Michael Spyers

John Suko

William Warmke

Michelle Witherspoon

Comprehensive Plan Steering Committee

Vicky Ash

Susie DeLong

Carolyn Dunteman

Griselda Garcia

Kevin Guion

Craig Hart

Willie Jackson

Sheryl Myers

Paul Newport

Diana Priser

J.R. Rosencrans

Joe Royer

Robert Schuler

Anita Smith

Mike Welch

Michelle Westermeier

Jesse Wilkerson

COMMUNITY PROFILE 1

PREFACE



HISTORY & SETTING

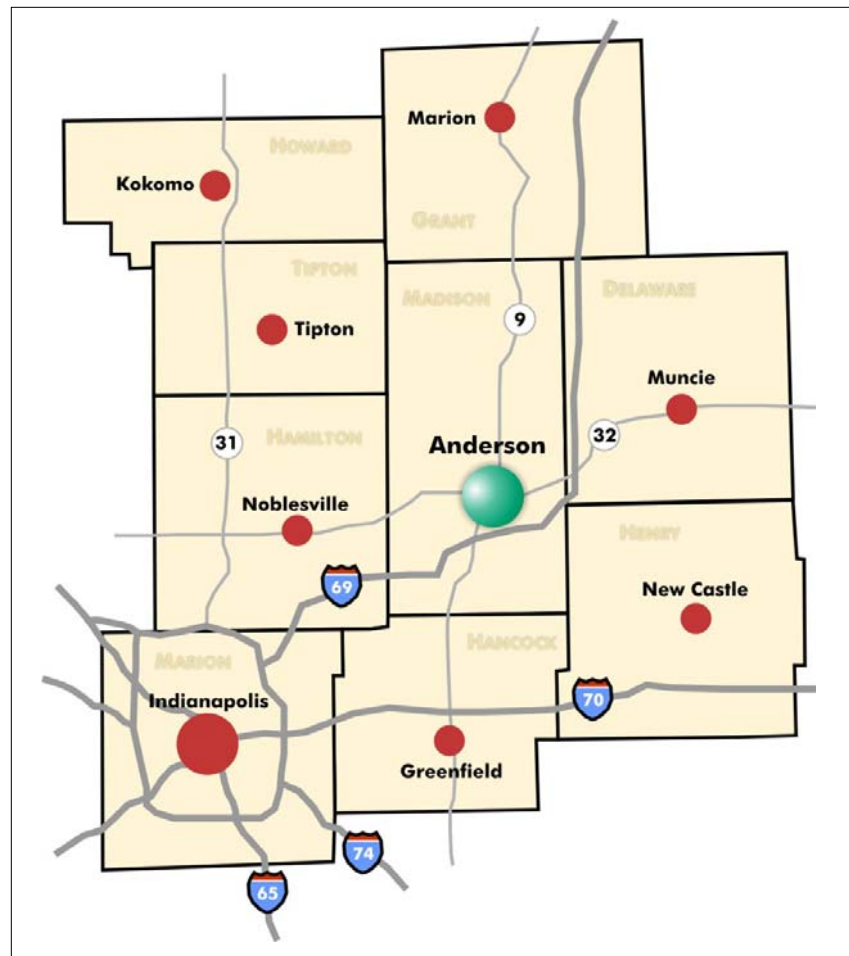
INTRODUCTION

Anderson, the 9th largest city in Indiana, is located approximately 37 miles northeast of Indianapolis, and is included as part of that city’s Metropolitan Statistical Area. Situated on the White River (West Fork) in the fertile farmland of central Indiana, Anderson is the county seat and principal market center of Madison County. The City is classified as a second-class city with an estimated 2004 population of 57,942.

Anderson enjoys the advantages of being located adjacent to Interstate 69, a major north-south limited access arterial. In turn, I-69 is part of the national interstate system, which connects the City to most of the large cities in the country. Other principal routes passing through Anderson include State Roads 9, 32, 67 and 109.

The general terrain of Anderson is flat to gently rolling with overall elevations ranging from 840 to 910 feet above sea level. The White River flows generally east to west through the City for about eight miles. Killbuck Creek flows in from the northeast to join the White River directly north of the central business district.

This map highlights Anderson’s position within the greater Indianapolis region. From a transportation perspective, Anderson is well connected via several state and interstate highways.



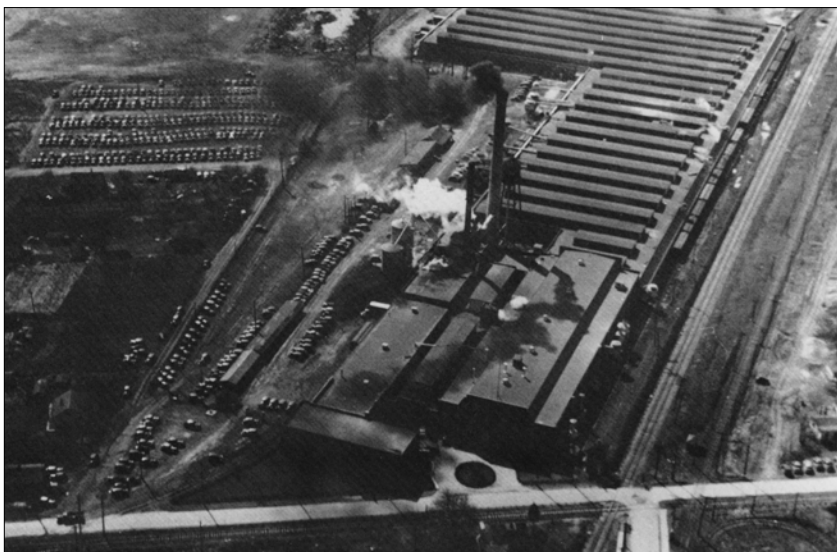
HISTORY OF ANDERSON

Native American peoples lived in the Anderson/Madison County area at least intermittently for many centuries, building mysterious mounds along the White River. Ten of these earthworks, built by Indians of the Hopewell and Adena cultures shortly after 500 A.D., remain in Mounds State Park. Continuous occupancy of the future City site began with the Lenni Lenape or Delaware Indians, the residents of this area before the first European settlers arrived. Principal chief of the Delaware was Kikthawenund who, according to one story, was converted to Christianity by a missionary named William Anderson. Adopting the missionary's name, he was known as Chief or Captain Anderson. His village, on the west bluffs of the White River, was referred to as Anderson's Town. He lived in a double log cabin near what is now Eighth Street and Central Avenue. An Indian burial ground was located near the present St. Mary's Church and another at the north end of the present City Hall. The last of the Indians left Madison County, pursuant to the provisions of the Treaty of St. Mary's, in 1821.

Anderson was platted on the site of the former Indian village in 1823 by John Berry, one of the first settlers in the community. To stimulate development, he dedicated land for public buildings, including a courthouse. This enabled the town to become the first declared seat of Madison County government on May 21, 1827.

In 1838 the construction of the Central Canal, a branch of the Wabash and Erie Canal, started a modest burst of population growth. The "Town of Andersontown" was first incorporated in 1839 with a population of 350. Within seven years, the town name was changed to "Anderson". The boomlet broke when the canal was abandoned in 1839. Remnants of a secondary hydraulic canal are visible along the north side of White River east of Scatterfield Road. Anderson was incorporated again as a town in 1849 and 1853, and finally as a city in 1865.

Anderson developed as a significant rail transportation hub after 1852, with the arrival of the Indianapolis Bellefontaine Railroad, and other later rail lines. This contributed greatly to the development of the City as an industrial center.



The Guide Lamp plant is one of many industrial employers that were established in Anderson in the early 20th Century.

HISTORY & SETTING (CONT.)

Real growth began in 1887 with the discovery of a natural gas field underlying east central Indiana. The abundance of an inexpensive fuel supply attracted major industrial development and resulting population and commercial growth. Between 1880 and 1910 the City's population grew from 4,126 to 22,476. Growth trends began to slow again when the gas deposits began to run dry in 1912. Many of the factories dependent on cheap fuel closed, but the Philadelphia Quartz Works (now known as the PQ Corporation) relocated to Anderson in 1889 and is still in operation in the City. Other contemporary reminders of this period are also evident today along historic West 8th Street, where numerous large homes reflect the prosperity of the period.

As the supply of natural gas diminished, a new developmental force began impacting economic growth in Anderson. Between 1905 and 1918, as many as 12 different makes of automobiles were manufactured in the City. This role ended as Detroit became the nation's automotive capital. The future of Anderson was not in the manufacture of automobiles, but rather in the production of parts for them. In 1896, two brothers formed the Remy Electric Company in Anderson. They invented an ignition system for the automobile that was a major technological advancement for the time. In 1918 the General Motors Corporation bought out the Remy Company and combined it with some of their other electrical businesses to establish the Delco Remy division, headquartered in Anderson. The City soon became one of the leading electromechanical technology centers in the world. All General Motors ignitions were manufactured here, and another division located in Anderson (Guide Lamp), produced most of the lighting systems for GM vehicles. For almost the next 60 years, Anderson's economic health would be tied to General Motors and automotive parts manufacturing.

The photo at right shows Downtown Anderson in the 1940s, a thriving business and cultural district.



The City's cultural life was growing as well. The Church of God was established here in the late 1800s. The church founded Anderson College in 1917. The Carnegie Building was constructed for the public library in 1905. The Paramount Theatre, an outstanding example of the "atmospheric" theatres of the time, was built in 1929. The need for military supplies during World War II and post-war demand for consumer goods meant continued prosperity for Anderson's auto-related economy.

General Motors and automotive parts manufacturing employment reached its peak in the City in the early 1970s. Then, in response to foreign competition, GM began dispersing its production and employment from its Anderson plants to distant locations with lower labor costs and divesting itself of its former divisions. These actions produced a dramatic reduction in the number of local GM/automotive jobs. Over the last twenty-five years, automotive employment has declined to less than 6,000. Idled plants have been closed. Many buildings were demolished in the 1990s. However, three independent companies that were formerly part of GM remain. These are Remy Incorporated, Delphi Automotive Systems, and the Guide Corporation. The changing economic conditions also caused a corresponding population loss in Anderson of 11,053 residents over essentially the same time period. General Motors no longer has a presence in Anderson.

Since the 1960s, Anderson has been shaped by yet another transportation advance, the construction of Interstate 69. This arterial opened the City to modern interstate travel and linked it conveniently to Indianapolis. By 1993, Anderson had been incorporated into the Indianapolis Metropolitan Statistical Area. The location of new commercial and industrial development has shifted to the south of the City and especially to the southeast corner near the Scatterfield Road intersection of this arterial.

Today, Anderson has become increasingly diversified. The Church of God is international in scope and Anderson College is now Anderson University. Purdue University Statewide Technology Center is located in the City, adjacent to the Anderson University campus. Ivy Tech State College has established a campus on the south side of town. The public library is housed in a large modern building in the downtown. The Hoosier Park horse race track is also located on the south side of the City. Anderson functions as a regional center because it is the seat of governmental/administrative, banking, finance and trade activities for Madison County. In addition, it remains an important center for manufacturing and transportation for the central Indiana region.

DEMOGRAPHICS SUMMARY

DEMOGRAPHIC PROFILE & TRENDS

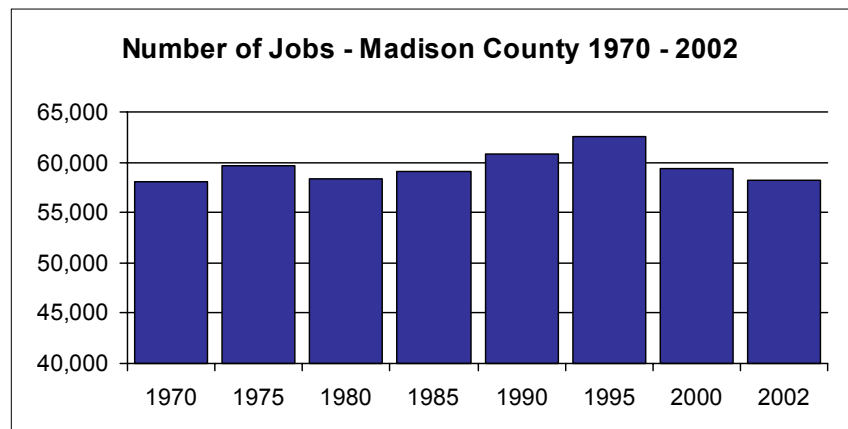
This demographic profile looks at population change, wealth, education and job creation as indicators of community prosperity. Anderson and Madison County have a number of positive economic assets to build upon but a look at this profile indicates some areas of concern as well.

POPULATION

- Anderson experienced steady population growth between 1900 and 1970, more than doubling its population during that period. The population has since declined by over 15% from its 1970 peak, leaving Anderson with 59,734 residents as of 2000.
- The population of Anderson is aging at a higher rate than the State of Indiana. Anderson’s population between the ages of 35 and 55 is 4% lower than the State. This age group is the primary demographic that would be working, raising families, and contributing leadership and volunteer talents to Anderson.
- The aging trend in Anderson leads projections to indicate that the population is likely to continue declining in the future. If current trends continue, Madison County is projected to lose approximately 12,000 residents by 2040.

WEALTH & JOB CREATION

- While most urban areas have lagged behind state averages in wealth and employment indicators, the discrepancy in Anderson is significant. For example, Anderson’s median household income grew by 24% between 1990 and 2000, while the State’s grew by 44%.
- Between 1970 and 2002, the Anderson area maintained a consistent number of jobs despite heavy losses in the manufacturing sector. The job market peaked in 1995 with over 62,000 jobs, but has declined steadily since.
- Anderson’s educational attainment has also tended to lag below state averages. Nearly 25% of Anderson’s residents above the age of 25 have not achieved a high school diploma, and many of the educated graduates of local institutions leave the community for careers elsewhere.
- Commuting patterns for Madison County indicate that nearly twice as many people leave the area for employment than come in to the County. Nearly 11,000 Madison County residents commute to Marion and Hamilton Counties every day.



PEER GROUP ANALYSIS

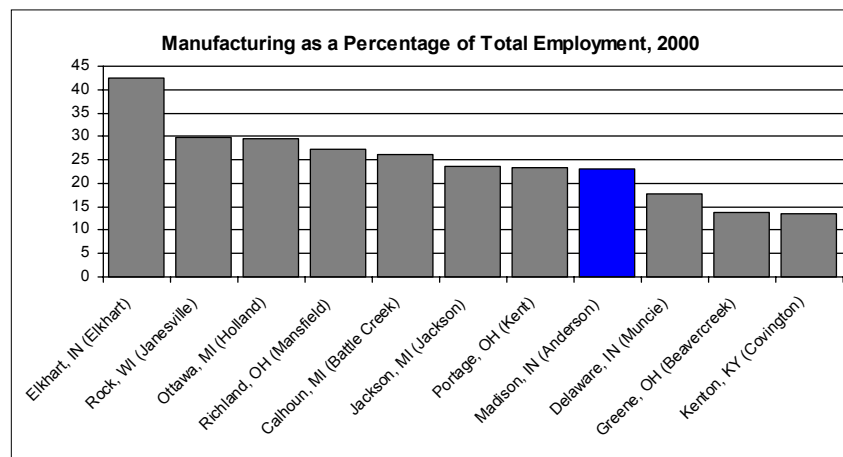
In order to assess Anderson’s transformation over the last three decades, ten peer communities were selected from the Midwest based on comparable demographics in 1970. Changes in these demographics during the period between 1970 and 2000 were charted for Anderson and the peer communities, resulting in a comparison of Anderson’s progress in key economic indicators.

PEER COMMUNITIES

- Jackson, Michigan (Jackson County)
- Battle Creek, Michigan (Calhoun County)
- Janesville, Wisconsin (Rock County)
- Mansfield, Ohio (Richland County)
- Covington, Kentucky (Kenton County)
- Muncie, Indiana (Delaware County)
- Holland, Michigan (Ottawa County)
- Elkhart, Indiana (Elkhart County)
- Kent, Ohio (Portage County)
- Beavercreek, Ohio (Greene County)

COMMUNITY PROSPERITY INDICATORS

- In 1970, Madison County was the third largest community in the peer group, but by 2000 it had dropped to ninth. While Anderson’s population has declined, the peer group as a whole grew by almost 20%.
- Educational attainment in the peer group improved, with the proportion of residents with a high school diploma rising from 50% in 1970 to 80% in 2000. Anderson, however, has risen much more slowly in this category, never moving higher than ninth in the peer group in diploma attainment.
- Within the peer group, only Elkhart, Indiana, maintained its relative level of manufacturing employment between 1970 and 2000. The proportion of total employment represented by manufacturing declined greatest in Madison County, dropping it from second to eighth in the peer group.
- In 1970, Anderson ranked eighth in the peer group for median household income. Between 1970 and 2000, only three communities in the peer group had smaller increases in this category.



PUBLIC INPUT OVERVIEW

Throughout the process of developing the new Comprehensive Plan, a wide variety of opportunities were provided for the public to participate. The information gathered from the public input process was key in shaping the issues that were addressed in the plan. The following is a brief overview of the public input component of the planning process. More detailed data from this process can be found in Chapter 12: Visioning Data.

KEY STAKEHOLDER INTERVIEWS

Early in the process, the City identified several key community stakeholder groups. These groups were given the opportunity to meet with City staff and the consultant team for a personal discussion of their concerns and ideas for the future of Anderson. Over the course of two days, a total of 11 interview sessions were conducted. Among these key stakeholder groups were representatives of the following community interests: Builders & Realtors, Churches, Major Employers, West Side Neighborhoods, Schools, Madison County Officials, City of Anderson Officials, Anderson Indiana Main Street (AIMS), Social Services, Business Community Council, and Historic Preservation.

VISIONING WORKSHOPS

An initial round of workshops, referred to as Visioning Workshops, were conducted to gather some initial input from Anderson citizens. Three workshops were held on consecutive nights, and were presented in three different locations to increase their accessibility. Small group exercises were used to elicit commentary on Anderson's assets and needs. Attendance was approximately 60 over the course of the three workshops.

PRIORITIZING WORKSHOPS

A second round of workshops, called Prioritizing Workshops, was conducted to follow up on many issues raised during the Visioning Workshops. Specifically, small group exercises concentrated on Land Use, Transportation, Infrastructure, and Downtown. Surveys and map activities helped participants to express their concerns and ideas in each of those categories. During this round, a total of four workshops were conducted, and again they were held in different locations each time. Over the course of the Prioritizing Workshops, approximately 45 people attended.

PUBLIC PRESENTATIONS

Once a draft plan was prepared and reviewed by the Steering Committee, it was presented to the community. This provided Anderson citizens with the opportunity to learn how the concerns they had voiced earlier in the process were being addressed. Input gathered at this stage was reviewed once more by the Steering Committee, and final adjustments were made to the Comprehensive Plan before it was brought forward for the adoption process.

ADOPTION PROCESS

As outlined in the Indiana State Code 36-7-4-500 Series, the Comprehensive Plan was reviewed by the Plan Commission and the City Council. At each stage, citizens had the opportunity to provide comments about the proposed document. Appropriate amendments to the Plan were made before its eventual adoption by the City.

As a result of the public input, the research and analysis that has been conducted, and the Steering Committee’s guidance, several key issues have been identified for Anderson. Policies and strategies for addressing these issues are the focus of the ensuing chapters of the Comprehensive Plan. While this should not be considered an exhaustive list of all issues discussed in the plan, it represents a starting point for the formulation of more detailed goals and strategies for Anderson.

LAND USE

- Seeking an appropriate mix of housing styles and price ranges that ensures affordability and accessibility to quality housing. This issue also must address neighborhood housing issues, as well as the housing needs of people who may live in Anderson and commute to Indianapolis for work.
- Seeking an appropriate mix of commercial/shopping opportunities, including both national chains and smaller, niche stores. Higher quality commercial establishments are desired as well.
- Improving the aesthetic quality of new development through stronger development standards. The physical appearance of the community is a concern, particularly as it relates to attracting new residents and businesses.
- Encouraging commercial growth in areas where it is lacking. Many areas of Anderson, particularly in the west side, have seen a decline in shopping opportunities, and a reinvigoration of these commercial areas is needed.
- Utilizing a mix of available industrial land. Anderson has an extensive inventory of industrial land in a variety of conditions. This includes the sites of existing and previous operations as well as new industrial sites.

TRANSPORTATION

- Key traffic corridors in the City need to be widened or otherwise improved. This includes general maintenance of roadways, as well as completing on-going widening projects such as Martin Luther King Boulevard.
- Improvements to the transit system are desired. Maintaining a high quality public transit service within the City is important to many people that rely on it, while regional transit connections to Indianapolis were also supported.
- Alternative transportation improvements, such as sidewalks and bike trails were emphasized. The general quality of sidewalks in the City is a concern, and recreation amenities like expansion of local trails was a strong interest.
- Making appropriate new road connections in key areas of the community. Two examples would be reconfiguring the intersection of Raible Avenue, 38th Street and Martin Luther King Boulevard, as well as exploring the potential of a frontage road north of I-69.

NATURAL ENVIRONMENT

- Protecting the White River corridor from overdevelopment. This corridor is a key community resource that needs to be managed carefully to avoid flooding problems
- Using the White River corridor as a recreational resource. An extensive greenway/riverwalk system could be developed, providing a unique local recreation opportunity.
- The established parks & recreation system in Anderson is a strong asset that can be built on in the future to help enhance the community's quality of life.
- New development needs to be environmentally friendly. Having experienced environmental problems before, the community has recognized the importance of diligence in this area.
- Parks need to be provided in developing areas of the city. As residential growth occurs on the south side of Anderson in response to the commuter market, parks and recreation resources should be integrated.

HOUSING

- Providing affordable housing options for all Anderson residents is crucial. Appropriate styles and scales of housing should be provided so all residents have opportunities to live in quality homes.
- Improving the quality of Anderson's established neighborhoods should be emphasized. These areas would benefit from infrastructure improvements as well as quality redevelopment and infill development efforts.
- Code enforcement need to be emphasized in key areas of the City. Ensuring that properties are well-maintained and attractive will enhance the quality of life of the City's neighborhoods.
- Commuters to Indianapolis are a housing market that Anderson should recognize and take advantage of. Housing styles and locations that would be desirable by this market should be sought.
- New development should be encouraged within existing Anderson neighborhoods, as opposed to development in vacant areas on the fringe of the community. Infrastructure and other resources are already present in the heart of Anderson, and new development here could greatly benefit some neighborhoods.

PUBLIC FACILITIES, INFRASTRUCTURE & SERVICES

- Providing high quality services and facilities to the community in general is important. Anderson's ability to attract new businesses and residents can be affected by the quality of services it provides.
- Separating the combined sewers that remain in Anderson is a key issue. The potential for overflows into the community's water resources is a threat to the City's environmental health.
- Areas that receive City services, particularly sewer and water, should be annexed into the City. This will ensure that Anderson is receiving the full fiscal return for the services it provides.



Fire protection is one of many important public services that the City provides to its residents.

- Fire department station locations and service coverage should be evaluated. Changes in the community's size and growth patterns need to be accounted for to ensure the most efficient delivery of fire protection services.
- Anderson should seek alternative sources of funding for public infrastructure improvements. Since local resources will always be limited, it is important to supplement those resources with additional grants that may be available for certain activities.

ECONOMIC DEVELOPMENT

- Establishing a strategy to attract new employers to the community must be a high priority. Recent job losses have hurt the local economy, and it is important that new employers are found to provide much-needed new jobs.
- Reusing abandoned industrial sites within the City is crucial. Companies leaving Anderson have left behind sites and structures that could be reused to better serve the community, whether they are occupied by new employers or other uses.
- New economic development efforts should focus on emerging market sectors such as high-tech and life sciences. Traditional manufacturing is being replaced by these new market sectors as major employers, and Anderson should try to tap into this trend.
- Maintaining and growing strong employment in Anderson is essential. High paying jobs in organizations that provide goods and services to locations outside of Anderson and Madison County will be the base for Anderson's future economy. The influx of money from these kinds of enterprises will help expand the retail and service markets and will contribute to stability in the local tax base.
- Anderson has been transitioning away from the character of its peak manufacturing employment for decades. New manufacturing occupations as well as other new jobs require new sets of skills that will transform workplaces throughout the community. At the time of this plan, new sectors such as life-sciences, advanced manufacturing, chemicals, and high technology are growing. These present emerging market opportunities for job creation in Anderson.

ISSUE IDENTIFICATION (CONT.)

The creation of the Flagship Enterprise Center, shown at right, is part of the City's strategy to foster business and employment growth in the community.

- Abandoned industrial sites provide a mix of buildings and properties for new business and industrial development. The remediation of environmental concerns and the protection of the physical condition of the properties should accompany efforts to find new uses and new tenants.

**DOWNTOWN**

- Finding a way to bring more businesses downtown is important. Downtown needs to be a viable location for a variety of commercial and business operations, while not directly competing with other commercial areas in the City.
- Improving the infrastructure of the Downtown area needs to be a high priority. This includes repairing or installing things like curbs, sidewalks, and other aesthetic improvements.
- Appropriate entertainment and retail establishments should be sought to create a more active Downtown. Currently, there is a lack of activities to draw visitors and residents to Downtown.
- Protecting remaining historic resources/architecture of Downtown is important. Many historic sites and structures have already been lost, so preserving the remaining physical icons of Anderson's heritage should be emphasized.
- Parking and circulation through the Downtown area is a concern. Appropriate changes to traffic patterns should be considered, as well as evaluating options for the provision of adequate parking.
- Assuring that the downtown business district can serve the immediate needs of nearby residents is important. Such efforts will help stabilize nearby residential areas by increasing available services and employment opportunities.

IMAGE & IDENTITY **2**

PART I: COMMUNITY GOALS



INTRODUCTION

The image and identity of Anderson is a theme that runs throughout every element of this Comprehensive Plan. A key component of developing the plan was to discover what Anderson's image is, and what the community would like it to be in the future. This includes not only the self-image of community residents, but the image that Anderson projects outward, particularly in regards to how that image affects Anderson's reputation as a place to live and do business.

The goals and policies of the Image & Identity chapter are designed to provide a strategy for enhancing Anderson's internal and external image. This includes addressing community gateways, the aesthetics of new development, and enhancements to existing development. Taken together, these strategies will help Anderson to enhance its identity as a welcoming and attractive community.

This building, the former Railroad Depot, has been given new life through physical restoration and occupancy by a local business.



Protect and enhance the unique community character that defines the identity of Anderson and develop a clear vision for an economically diverse employment base in Anderson.

- Policy 1 Protect Historic Design and Development Patterns:**
Protect the development patterns that define Anderson’s character, including the mixed-use nature of the downtown, the grid-street pattern of the core neighborhoods, and the human-scale, pedestrian-friendly features of the central business district.
- Policy 2 Promote Aesthetically Pleasing New Development:**
Promote a higher standard for the aesthetic quality of new development in Anderson. This should include improved landscaping and signage, high quality building materials, sidewalk connectivity, and human-scaled design.
- Policy 3 Discourage Threats To Local Character:**
Discourage design and development patterns that result in the segregated land uses, the outward sprawl of large-lot subdivisions, and lack of pedestrian accessibility.
- Policy 4 Lead By Example:**
Use the design of new community facilities, whether government structures or infrastructure improvements, to promote the desired physical character of Anderson. This should include working with other institutions, such as Madison County and the Indiana Department of Transportation, to promote quality design in their improvements.
- Policy 5 Build Community:**
In its broadest sense, a community is a group of organisms with something in common. Anderson has a demonstrated sense of community throughout its businesses, organizations, churches, and neighborhoods. Anderson can mobilize its residents for the purpose of improving the identity that they have of themselves and their city as well as the image that they and their city project.

Action Steps

- 1 Establish Design Guidelines**
As a component of the Zoning Ordinance, create design guidelines for Anderson’s neighborhoods and downtown, as well as for new areas of development, that emphasize and confirm the desired character of the city and the community.
- 2 Place Utility Wires Underground**
Seek opportunities to place existing utility wires underground, and require new development to do the same. Removing this visual obstruction from the streetscape would improve the aesthetic appeal of local roadways.

GOAL TWO: **GATEWAYS**

Facilitate the creation of unique and attractive gateways at Anderson's key community entrances.

Policy 1 Recognize and Enhance Community Entrances:

Recognize the importance of key transportation corridors as the “front door” to Anderson, and promote public and private investments and activities that improve the aesthetic quality of those gateways.

Policy 2 Prioritize the I-69 Corridor:

Focus specific attention on the quality of development around the I-69 corridor in recognition of its significance to Anderson. Create unique gateway features at the local I-69 interchanges.

Policy 3 Support Collaboration:

Collaborate with local property owners, Madison County, the Indiana Department of Transportation, and other community stakeholders to improve the attractiveness and function of key gateways.

Policy 4 Coordinate Public Improvements:

Coordinate aesthetic enhancements to community gateways with other needed public improvements to enhance efficiency and minimize disruption to the area.

Action Steps

1 Develop Gateway Plans

Create gateways focal points for Anderson's main entrances at the I-69 interchanges. Design plans should address types of signage (identity and wayfinding), right-of-way fencing, street lighting, landscaping, and public art in order to promote the city's identity and desired image. Coordinate the development of Gateways with the Indiana Department of Transportation (INDOT).

2 Develop Corridor Plans

Scatterfield Road, Martin Luther King Jr. Blvd., State Route 32, Raible Avenue, and Broadway are major roads that traverse Anderson's residential, commercial and industrial districts. Enhancements to these corridors can connect gateways and unify the disparate land uses along them. Improvements should include signal interconnectivity, minimal curbcuts/driveways, landscaping and lighting. The City shall require right-of-way dedication to provide amenities.

3 Seek Funding

Seek Transportation Enhancement funds for improvements such as landscaping, lighting, and site furnishings.

Encourage the appropriate maintenance and up-keep of local sites and structures, particularly those with local historic value.

Policy 1 Support Code Enforcement:

Provide adequate staff, resources and support for the thorough and consistent enforcement of Anderson’s building, zoning and other municipal codes.

Policy 2 Encourage Quality Infill Development:

Promote infill development within Downtown and the core neighborhoods that is appropriate in design, scale, and function, and remains compatible with established development patterns.

Policy 3 Provide Adequate Infrastructure:

Support private investment in the upkeep and enhancement of existing structures by providing consistent investment in construction and maintenance of related public infrastructure, such as landscaping, lighting, streets, sidewalks, and curbs.

Action Steps

1 Expand Meridian Corridor Streetscape

Continue extending the Meridian Corridor streetscape project along Meridian Street, as well as to other areas of downtown as appropriate. This will help to tie in more parts of Downtown with the consistent design theme of the Meridian Street area.

2 Coordinate Improvements

Maintenance for infrastructure and amenities should be considered at the time of project construction and installation. To ensure this, develop maintenance agreements and programs for new improvements.



The maintenance and upkeep of historic structures, such as the Anderson Fine Arts Center, is an important step in protecting Anderson’s identity.

NATURAL ENVIRONMENT **3**

PART I: COMMUNITY GOALS



INTRODUCTION

As a growing community, Anderson faces a challenging balance between urban development and environmental stewardship. Anderson’s environmental features, such as the White River corridor, are not only elements to be protected, but assets to be promoted as part of the community’s quality of life. Sound growth and development policies must be followed to ensure the continued vitality of the natural systems and features throughout Anderson.

The Environment & Recreation chapter is intended to provide a guide for environmental protection and enhancement in Anderson. The environmental policies found in this chapter should be considered in concert with the land use and development polices found elsewhere in the plan as the community evolves.

The White River is one of Anderson’s most important environmental and recreational assets.



Promote the protection and enhancement of local water-based resources, such as surface water, ground water, and wetlands.

Policy 1 Protect the White River Corridor:

The White River is a significant environmental and recreational amenity in Anderson. It should be protected from the many impacts of adjacent development.

Policy 2 Promote the Protection of Wetlands:

Wetlands, both adjacent to the White River and in other areas of Anderson, serve as natural water filters and unique habitats. Significant protections should be afforded for these sensitive areas.

Policy 3 Eliminate Potentially Hazardous Septic Systems:

Septic systems are not sustainable waste disposal options over the long term. Areas where existing septic systems are near the end of their useful life should be considered for City utilities connections.

Policy 4 Support Wellhead Protection Practices:

The community draws its water from underground sources. It is important that development is managed such that hazardous materials do not infiltrate key water resources.

Policy 5 Promote Appropriate Construction Practices:

Activities that occur during the construction process can cause negative impacts on the natural environment. Steps such as appropriate erosion control measures can minimize these impacts.

Action Steps

1 Utilize Available Resources

Identify and take advantage of educational resources regarding proper water resource management and promote community awareness of issues regarding ground water and drinking water protection.

2 Establish Wellhead Protection Standards

Update the City's Zoning Ordinance to include wellhead protection regulations that ensure the safety of the community's drinking water supply. Such regulations would manage the location and operation of certain land uses in proximity to wells.



Wetlands such as the area shown at left should be preserved and protected from pollution.

What is a Wetland?

Wetlands are areas inundated or saturated by surface or ground water throughout the year. The presence of water at or near the surface is the dominant factor that determines soil characteristics as well as plant and animal communities.

Why are Wetlands Important?

- 1) Water Quality - Wetlands purify water by filtering and trapping sediment, chemicals, and excess nutrients before water enters other water bodies or groundwater.
- 2) Wildlife Habitat - Wetlands provide habitat for fish, waterfowl, and other wildlife which use these areas to breed, find food, and protect their young.
- 3) Flood Control - Wetlands reduce flood damages by storing and slowing floodwaters. Wetlands regulate water levels within a watershed.

How are Wetlands Identified?

The general location of wetland areas may be determined using the U.S. Geological Service's (USGS) National Wetland Inventory (NWI) maps. The specific identification of wetlands are typically made by an individual holding a "US Army Corps of Engineers Regulation 4 Jurisdictional Wetland Certification". The exact boundaries of jurisdictional wetlands can be determined using all three of the following criteria:

- 1) Water Indicator - The area is inundated or saturated to the surface, by a single, continuous episode, for at least 5% of the growing season in most years.
- 2) Wetland Vegetation - The presence of plant species that are typically adapted for life in anaerobic soil conditions.
- 3) Hydric Soils - The presence of soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the root zone.

A typical wetland area.

**Who Regulates Wetlands?**

Wetlands along waterways are protected primarily by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. The Natural Resource Conservation Service (NRCS), U.S. Fish & Wildlife Service (USFWS), as well as state and local environmental agencies may also regulate wetlands.

The U.S. Environmental Protection Agency (EPA), Corps, and USFWS have a public policy of "no net loss of wetlands" requiring acre-for-acre replacement of wetlands either on-site or within the same watershed.

What is Wellhead Protection?

The term “wellhead” refers to the area that surrounds drinking water wells. Natural filtering systems are not always fast enough to keep up with the level of pollution occurring, and over the years these wellhead areas can become contaminated for several reasons, such as the existence of abandoned underground storage tanks, or nearby industrial and commercial uses. When contamination occurs, the groundwater can become hazardous and it is possible that this could lead to the contamination of the entire public drinking water supply.

To help solve these issues, the Safe Water Drinking Act (SWDA) was first passed in 1974 and later amended several times. The SWDA mandates a wellhead program for all public water systems that use groundwater for drinking water. In 1997, the Indiana Wellhead Protection Program (IWPP) was placed into effect to mandate community public water supplies.

How Does the IWPP Work?

An IWPP is regulated by the Drinking Water Branch of the Indiana Department of Environmental Management (IDEM). Indiana requires that all community public water supply systems (CPWSS) have an IDEM-approved wellhead protection plan. This plan includes:

- public notification
- requiring the CPWSS to delineate protection areas around drinking water wells
- identifying potential sources of contamination to the wellheads
- working with the community to create a plan for the protection of public water supplies

These plans must include, at minimum, an education component, but could also include ordinances, zoning, monitoring, and the implementation of best management practices.

Public drinking water taken from rivers and streams can become contaminated as a result of wellhead contamination.



GOAL TWO: LAND

Promote the protection and enhancement of local land-based resources, such as floodplains, riparian areas, woodlands, and soils.

Policy 1 Preserve and Enhance Riparian Areas:

Preserve and enhance key riparian areas, made up primarily of streamside forests, in order to maintain the function of these natural systems as well as to protect water quality and wildlife habitats.

Policy 2 Protect Area Floodways and Floodplains:

Maintain the community's floodways and floodplains as natural spaces primarily for flood and erosion control, water quality management, and groundwater recharge. Development should be managed carefully in the vicinity of these sensitive areas.

Policy 3 Preserve the City's Natural Features and Habitats:

Promote the inclusion of significant natural features within dedicated open space in new development and within public parks. These areas should be protected from encroachment and preserved as passive recreation areas and natural habitats.

Policy 4 Promote Tree Preservation Within Development:

Trees perform important natural functions as well as serve as visual amenities in the community. Individual specimen trees as well as significant stands of trees should be preserved within new development.

Action Steps

1 Improve Local Understanding of the Environment

Make educational materials available to the public that provide information about the relationships between land use change and the impact it has on the natural environment, and provide education in up-to-date management practices for local environmental decision makers.

2 Maintain an Inventory of Natural Features

Create and maintain an inventory of natural features that will include environmentally sensitive areas and will serve as a reference for new development and preservation activities.

3 Promote Citywide Storm Water Management

Develop and implement a storm water master plan that includes designated locations for detention and retention ponds, as well as promoting the use of detention and retention ponds in large-scale development, and encourage innovative alternatives to stormwater management which could also provide opportunities for linear pedestrian connections.

Trees and forested area preservation should be practiced in new development areas.



What is a Riparian Area?

Riparian areas are also known as streamside forests. They are the wooded areas along rivers and streams. These areas are a complex ecosystem vital to the protection of stream and river water quality. These areas include some of the richest varieties of plants and animals in most regions.

Why are Riparian Areas Important?

Land along waterways has significant ecological and aesthetic value that enhances the natural environment of a community. The presence of riparian areas also adds value to properties with water access, as they are often prime locations for development.

Many communities depend upon local rivers and streams for recreation, drinking water, and natural resource areas. The loss of riparian areas along such waterways is a major cause of decreases in water quality and loss of wildlife habitat.

How are Riparian Areas Identified?

Healthy riparian areas are typically composed of large trees, woody understory trees and shrubs, and smaller flowers, grasses, and groundcovers. Well maintained and managed riparian areas are able to influence the physical, chemical, and biological characteristics of the stream by:

- 1) Providing food, shelter and natural linkages for a wide variety of plant and animal communities.
- 2) Shading and cooling the stream to enhance aquatic habitats.
- 3) Filtering sediments and pollutants, preventing them from entering the stream or waterway.
- 4) Stabilizing river banks and reducing bank erosion.
- 5) Providing flood control.

Who Regulates Riparian Areas?

In Indiana, the Indiana Department of Natural Resources has the authority to regulate riparian areas for water quality purposes. Local governments may regulate, to some extent, development or encroachment to riparian areas through planning and zoning controls.

The Natural Resource Conservation Service (NRCS) has developed Conservation Standards for Riparian Forest Buffers (Code 391). These standards are site specific and will vary depending on the size of the waterway and floodplain. Most standards address an area ranging from 35 to 150 feet on either side of the stream. The ideal riparian area includes three zones for management in which development should be restricted. These zones, listed in sequence from the edge of the stream, are as follows:

- 1) Undisturbed Forest - This zone is adjacent to the stream and is ideally 15' in width. Removal of vegetation is not permitted.
- 2) Managed Forest - This zone is ideally 60' in width and harvesting of older vegetation is encouraged to support better filtering/removal of nutrients through younger, faster growing vegetation.
- 3) Runoff Control - This zone is ideally 20' and may be pastured, farmed for hay or mowed for recreational purposes.

A typical riparian forest along a stream surrounded by farmland.



Why Is Floodplain Management Important?

While many areas have flood problems, floodplain lands can be valuable community assets. The natural resources that are contained in these areas, as well as the natural functions of these resources, can contribute to the overall quality of life. When floodplain areas are left in or restored to a natural state, they can not only reduce the severity of flooding, but better handle stormwater runoff and help prevent pollution of the natural water system.

Floodplain or Floodway?

The floodway is the channel of a river or stream and those portions of the land adjoining the channel which are reasonably required to carry and discharge the peak flow of the regulatory (100-year) flood. The areas adjoining the channel which have been or may be covered by the regulatory flood is the floodway fringe. The floodplain includes both the floodway and the floodway fringe districts. Generally, the floodway should be kept clear of structures and other impediments to drainage flow. Floodway fringe areas may have limited development, but it should be carefully managed to ensure minimum impact on drainage and damage to structures.

Floodplain Management Practices

There are many steps that communities can take to manage their flood-prone areas in a way that maintains effective drainage and provides quality of life benefits. This includes:

Preventing Increases in Flood Losses

- 1) Establishing floodplain regulations that limit new construction in these areas.
- 2) Information and education programs for those who live in or near floodplain areas.

Reduce Flood Risk for Existing Development

- 1) Acquisition & Relocation programs for at-risk properties.
- 2) Participation in the National Flood Insurance Program.
- 3) Structural measures to improve drainage, such as channel alterations, land treatment measures, and on-site or regional detention systems.

Preserve & Restore Natural Floodplains

- 1) Wetland and riparian area restoration projects
- 2) Floodplain and wetland protection regulations
- 3) Develop floodplain areas with complimentary uses such as parks, nature preserves, or other low-impact recreation facilities.

Appropriate floodplain management practices will reduce the long-term cost to the community of clean-up and repair should a major flood event occur.

Promote the protection and enhancement of local air and climate resources.

- Policy 1 Promote Pollution-Minimizing Transportation Options:**
Air pollution can be prevented by encouraging the use of less-polluting options such as walking, bicycling, public transit, or carpooling. Seek opportunities to accomplish this both locally and regionally.
- Policy 2 Encourage Mixed Use Development Patterns:**
Mixed use development patterns, where commercial and residential uses are in closer proximity, can reduce the length and number of vehicle trips a person needs to make. Supporting more development of this type would help to minimize added pollution over time.
- Policy 3 Support Air Quality Education Initiatives:**
Promote the participation of the community in various initiatives to combat air pollution, such as ozone reduction days, regional transportation planning, and mass transit programs. The City could also explore alternative fuels technologies for buses as a way to reduce emissions.

Action Steps

- 1 Educate the Public about the Local and Global Consequences of Air Pollution**
Encourage efforts to promote public participation in air quality improvement programs and provide information to local residents about the negative impacts of air pollution in relation to economic development and attractiveness of the city as well as the negative impacts on public health.
- 2 Support new Air-Quality Initiatives**
Investigate and implement as appropriate both sustainable designs for municipal facilities (designs that are energy efficient or that use recycled or environmentally friendly materials) and alternative fuel sources, such as bio-diesel, for city owned vehicles.



Promoting alternative transportation options, such as bicycle routes, will increase public awareness and lead to less automobile pollution.

GOAL FOUR: **WHITE RIVER**

Protect and enhance the White River corridor throughout the community.

Policy 1 Clean and Maintain the River Corridor:

Debris from within and around the river should be removed regularly to ensure that it serves its drainage function effectively as well as to prevent environmental harm.

Policy 2 Seek Opportunities to Acquire Land Along the River:

Evaluate the feasibility of acquiring sites and structures along the river that are located within the floodplain. Such structures can be removed and the land used for passive recreation and flood control purposes.

Policy 3 Encourage Appropriate Development:

New development along the river corridor should be managed appropriately to maintain flood control function as well as to minimize the risk of flood damage to private property.

Policy 4 Promote the White River as Recreational Focal Point:

Seek ways to make the White River an active recreation resource for the community, including such amenities as canoe launch points and walking trails along the river's edge.

Action Steps

1 Strengthen Floodplain Protection Provisions

Include in the zoning and subdivision control ordinances restrictions on the location of new development within sensitive floodplain and floodway areas, and on the altering or expanding of existing developments within these areas.

2 Promote Maintenance Standards Along the River Corridor

Include in the zoning and subdivision control ordinances guidelines and regulations for proper maintenance of the floodplain and floodway by new development and existing uses located within these areas.

3 Create Development Setbacks and Easement Dedication

Develop standards in zoning ordinances that provide sufficient setback of new development from the top of the bank of the White River and dedication of an easement to provide trail corridors along the river.

The Downtown Riverwalk provides visitors and residents with the opportunity to experience the natural setting of the White River Corridor without leaving the urban area.



PARKS & RECREATION 4

PART I: COMMUNITY GOALS



INTRODUCTION

Parks and recreation facilities play a vital role in any community's quality of life. Whether it is a recreational trail, a picnic shelter, or a baseball diamond, these public amenities enhance the vitality of the community. Care must be taken to ensure that existing facilities are well maintained, and that new facilities are added as the community grows. Parks play a crucial part in creating and maintaining vibrant neighborhoods, and the provision of multiple scales of parks facilities throughout the community is key.

The Parks & Recreation chapter is intended to provide guidance for the continued enhancement and expansion of the parks and recreation system in Anderson. The goals and policies found in this chapter are complementary to the specific strategies contained in Anderson's Parks and Recreation Five Year Master Plan. The Parks Master Plan was updated in 2004, and it provides a development strategy for 2004 through 2008. The parks and recreation policies found in this chapter should be considered in concert with the land use and development policies found elsewhere in the plan.

Parks and open space should be provided at a variety of scales, including small neighborhood parks like Funk Historic Park, located along West 8th Street.



Enhance the present Anderson parks and recreation system and open space amenities.

Policy 1 Support the Parks & Recreation Master Plan:

The principles and priorities of the Parks & Recreation Master Plan should be supported. That plan provides specific guidance on improvements to be carried out in order to provide a high-quality parks and recreation system to the community.

Policy 2 Consider All Forms of Open Space:

When considering the community's open space amenities, it is important to look beyond public parks. Other key forms of open space include school and church facilities, stream corridors, and even open space on individual residential lots.

Policy 3 Provide Multiple Scales of Parks Facilities:

Anderson should provide a variety of parks types, from small-scale neighborhood parks, to large-scale regional parks. This will allow the parks system to meet the needs of each unique part of the community while providing attractions beyond the Anderson community.

Policy 4 Seek Opportunities to Serve Currently Underserved Areas:

It is important to identify those areas of the community that currently have limited access to parks and open space, and to devise a strategy to meet their needs. Parks resources should be conveniently available to all sectors and ages of Anderson.

Policy 5 Coordinate Storm Water Detention & Open Space:

Opportunities to combine large-scale stormwater detention areas with publicly accessible parks and open space amenities should be pursued. These arrangements can help to address drainage issues and recreation opportunities simultaneously.

Action Steps

1 Create and Maintain an Inventory of Open Space

Create an inventory of Anderson's open spaces and water detention areas that will serve as a reference for decisions regarding new locations of recreational and park facilities.

2 Create Wayfinding Signage

Create signage to increase awareness of connections and access to trail systems. Market this community resource to promote Anderson's commitment to a high quality of life.

3 Provide a Variety of Bicycle Facilities

Provide different and appropriate levels of bike facilities including bike lanes, bike routes, and bike paths. Provide connections between schools/universities, the library, and recreational facilities.

4 Explore the Need for Additional Facilities

Analyze the need for alternative recreational facilities, such as a skateboard park.

GOAL TWO: **GROWTH**

Ensure that the Anderson parks and recreation system keeps pace with community growth.

Policy 1 Ensure Access to Open Space:

Provide convenient access to parks and open space amenities for all new residences in Anderson. This may include provision of open space within new subdivision developments.

Policy 2 Coordinate Open Space and Density:

The provision of open space should be coordinated with the density of new and existing development in Anderson. The highest density residential areas should have the most direct access to quality parks and open space.

Policy 3 Utilize Natural Features:

Encourage the use of natural features, such as floodplains, woodlots, wetlands, or other areas unsuitable for development to meet open space needs by incorporating them into public parks. This could include using stream corridors for trail system extensions.

Policy 4: Support Development of a Greenways Trail System:

Greenways trails can provide a unique recreational experience for a community, help to protect key natural areas and features, and enhance transportation options for residents. Trails through existing parts of the community as well as within new developments should be considered as part of an overall system.

Action Steps

1 Seek Funding Alternatives

Research additional methods of park and recreation funding (such as impact fees, grants, and dedication requirements) to assist in the creation of new park and recreational facilities, as well as the purchase of land along the White River.

2 Identify and Reserve Land for New Parks

Identify areas of the community that are in need of additional parks and recreation facilities, and reserve appropriate land prior to development occurring.

3 Reuse the former City Dump site for Recreation Purposes

The former City Dump, located on Ridge Road north of 53rd Street, is a logical location for a public recreational amenity. Specifically, the possibility of creating a motocross or mountain biking facility on this site should be explored.

The development of trails, such as the one at right, should be encouraged within new developments, as well as the maintenance of trails that currently exist in Anderson.



Use the White River as a focal point for parks and recreation development.

Policy 1 Improve Accessibility:

In order for the White River to become an even more important recreational resource, public access must be available. This could be in the form of a riverwalk trail, additional canoe launches, or other facilities adjacent to the river.

Policy 2 Explore Opportunities to Purchase Land Along the River:

In some areas, older homes and other structures may be located within the floodway or floodplain of the White River. The City should explore opportunities to purchase such properties, with the potential of enhancing drainage functions and providing new parks and open space amenities to the community.

Policy 3 Improve Connectivity

The White River corridor is a potential greenway link between a wide variety of destinations for pedestrians and bicyclists. Connectivity of these destinations should be improved through the construction of new trails, trailheads, and trail linkages of the corridor.

Action Steps

Provide River Signage

Provide signage throughout the City leading to points of access for the White River’s trails and recreation areas.



This structure marks one of the primary access points to the Riverwalk from Downtown Anderson.

4

PARKS & RECREATION

LAND USE 5

PART I: COMMUNITY GOALS



INTRODUCTION

Achieving an appropriate land use mix in any community is a challenge. In Anderson, historic development patterns, community desires, and market forces must all be accounted for as future land use is considered. It is the intent of this chapter to provide for the orderly, responsible use and development of land throughout Anderson, consistent with the vision and principles of this plan.

The goals and policies of the Land Use chapter are designed to create a balanced land use pattern that best serves the needs of the community. They are also meant to compliment other policies in the plan, particularly those pertaining to growth management and transportation. The guidance provided in this chapter will help the City achieve a land use pattern that supports the high quality of life desired by its residents.

New commercial development, such as this restaurant on Scatterfield Road, is part of the overall mix of land uses in Anderson.



Promote the creation of a balanced and diverse mixture of land uses to support quality growth in Anderson.

Policy 1 Use the Future Land Use Plan:

It is important that the Future Land Use Plan is consulted as part of the land use decision-making process. This plan reflects the community's desires for future land use patterns, and should be given due consideration in any process relating to such patterns.

Policy 2 Focus Residential Development Priorities:

Seek out opportunities to enhance housing and neighborhood quality by providing a variety of housing types, styles, and densities, and matching residential density with infrastructure availability.

Policy 3 Focus Commercial Development Priorities:

Promote commercial development that is of high quality, that is well designed, that serves the needs of the community, and that enhances Anderson's tax base. This includes the development of a variety of commercial districts that vary in scale based on the market they serve and their relationships with other land uses.

Policy 4 Focus Industrial Development Priorities:

Promote industrial development that provides a diverse array of jobs and incomes, and helps to enhance the community's tax base. A variety of new employers should be sought, ranging from traditional manufacturing to research and development or high-technology sectors.

Policy 5 Accommodate Anderson's Diverse Institutions:

Anderson is home to a variety of public and private institutions, each with particular land use and development needs. The City should work together with such institutions to ensure their needs are met within the overall framework of the best course for the community.

Action Steps

1 Monitor Land Use Changes

Maintain an up-to-date inventory of land uses within Anderson. Use this inventory to evaluate the land use balance in the community and adjust the Future Land Use Plan as needed to ensure an appropriate mix of uses.

2 Encourage Planned Urban Developments (PUDs)

Promote mixed use development through the use of PUDs or mixed-use zoning districts.

GOAL TWO: **PLANNED COMMERCIAL**

Promote well planned and designed commercial development at appropriate scales.

Policy 1 Support High Quality Commercial Development:

High-quality commercial uses should be encouraged to develop in Anderson. A range of shopping opportunities for all income levels and areas of the community should be encouraged.

Policy 2 Direct Commercial Opportunities to Underserved Areas:

Some areas of Anderson, particularly neighborhoods on the west side, have suffered from a lack of commercial investment in recent years. New commercial opportunities should be sought for these areas, as travel to other shopping areas in Anderson can be a challenge for some residents.

Policy 3 Encourage Downtown Commercial Development:

A variety of retail, service, and entertainment commercial uses should be developed in the downtown area. Downtown should be a vibrant, active area with places to eat, shop, and congregate.

Policy 4 Enhance Planning and Design of Commercial Development:

Commercial development should be well designed and planned. This should include not only good materials and design of structures, but logical site design, ample landscaping, and appropriate signage.

Action Steps

Create Commercial Design Standards

Establish zoning standards that address quality planning and design of commercial development. Such standards should include provisions for appropriate site access and circulation, signage, landscaping, and architecture.

This gas station sign is an example of commercial signage at pedestrian scale.



Establish and promote locations for a variety of industrial development in Anderson.

Policy 1 Encourage Reuse of Vacant Industrial Land:

While the closure of local employers in recent years has been unfortunate, the vacated land and facilities that remain provide opportunities for new development. New employers that come to Anderson should be encouraged to reuse these sites where infrastructure is readily available.

Policy 2 Support the Continued Development of Flagship Industrial Park:

The Flagship Park is a key employment development resource, particularly due to its proximity to I-69 and the construction of the new Flagship Enterprise Center. This effort and others like it should be supported.

Policy 3 Provide Appropriate Infrastructure to Desired Industrial Locations:

One of the major costs associated with new industrial development is the extension of infrastructure such as sewer and water. Such development should be directed to areas where infrastructure is readily available, and in some cases the City should be proactive in extending infrastructure as an incentive to new employers.

Policy 4 Reduce Land Use Encroachment:

It is important to locate and develop industrial areas in ways that complement surrounding land uses. Once industrial development areas have been identified, the land should be protected from development into other uses, and nearby land should be developed with complementary uses.

Action Steps

1 Facilitate Infrastructure Improvements

Explore funding options (such as public-private partnerships or tax increment financing) for expanding and improving the infrastructure necessary to encourage industrial development.

2 Integrate Industrial Development and Design Standards

Establish zoning regulations to protect industrial zoned land from other land uses that may be encroaching on it, as well as establishing regulations that require adequate buffering and design features to minimize conflicts in areas with multiple land uses adjacent to one another. Develop quality design standards for elements such as architecture, building materials, site orientation, and landscaping.

GOAL FOUR: HOUSING DIVERSITY

Promote the creation of a diversity of quality housing opportunities for people of all incomes within the community.

Policy 1 Encourage Neighborhood Variety:

A variety of residential neighborhood types should be supported within the community. This includes traditional neighborhoods, cluster housing neighborhoods, suburban subdivisions, rural residences, apartment complexes, and mixed-use areas.

Policy 2 Promote High-Quality Design and Construction for All Residential Development:

Regardless of the style, density, or cost of housing, it should be of high quality design and construction. The City should work to ensure that quality standards are met in all residential areas.

Policy 3 Support Special Needs Groups:

Support the efforts of local groups that serve the homeless, and similar groups that provide support and transitional housing for special needs groups.

Action Steps

1 Require Quality Affordability

Establish zoning regulations that allow for small-lot/small living area homes, as well as requiring quality development standards for them.

2 Provide for Manufactured Homes

Establish appropriate zoning regulations that provide for manufactured housing types that are compatible with the Future Land Use Plan, the surrounding land uses and neighborhoods, and are consistent with Indiana law regarding construction-method-specific discrimination prohibitions.

3 Create Design Standards for Residential Structures

Create design standards for residential structures to ensure quality design and construction of all housing types.

This senior living complex is located in Downtown, providing access to a variety of amenities, including the Riverwalk.



HOUSING & NEIGHBORHOODS **6**

PART I: COMMUNITY GOALS



INTRODUCTION

Anderson is a community of diverse people and neighborhoods. From near-Downtown traditional neighborhoods, to modern apartment complexes, to suburban housing subdivisions, a variety of residential styles are represented. It is crucial that the mix of housing opportunities in the community remain balanced such that quality and affordability of homes for all citizens is maintained.

The Housing & Neighborhoods chapter provides guidance for revitalizing Anderson's existing housing stock, as well as providing for future residential growth needs. Strong neighborhoods are the building block of a great community, and the strategies found in this chapter should shape Anderson's neighborhood improvement efforts.

High density apartments, such as Armstrong Apartments shown here, is one of the many types of housing that can be provided in order to ensure a variety of housing options in Anderson.



Provide diverse and affordable housing options for all residents of Anderson.

Policy 1 Encourage the Development of a Variety of Scales and Densities of Residential Uses:

Anderson’s housing market should offer a range of style, density, and location choices. Anderson’s planning and development practices should foster housing variety throughout the community.

Policy 2 Provide Adequate Living Options for Senior Citizens:

As the community ages, more and more senior citizens will seek appropriate living arrangements. Anderson should provide a variety of options for the senior community, including a range of independence and healthcare options.

Policy 3 Support the Preservation and Rehabilitation of Older Homes in Core Neighborhoods:

In many cases, re-use of existing neighborhoods can be preferable to the creation of new residential subdivisions in other parts of the community.

Action Steps

1 Provide for Special Needs Housing

Establish zoning regulations that allow accessory residences, traditional housing, and group housing to meet the requirements of special needs groups. Establish regulations that provide standards for this type of housing and enable it to fit into the existing fabric of the community.

2 Support Historic Preservation Efforts

Support the Historic Cultural and Preservation Commission in its efforts to enhance the West Eighth Street and West Central Historic Districts. Clearly identify these districts by signage and by incorporation of them onto city maps. Reassess the current material standards for restoration.

3 Pursue Historically Compatible Infrastructure Improvements

Pursue infrastructure improvements that are historically compatible with the downtown.

4 Create a Downtown Overlay District

Encourage the recognition and expansion of historic patterns of design and development in the downtown area by creating a “Downtown Overlay District” that contains guidelines for new construction and façade improvement. Overlay districts are established to preserve and protect the natural environment, to encourage pedestrian-oriented design, to promote redevelopment and rehabilitation, to promote mixed-use development, and to protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development.

What is a Historic District?

A historic district is a site that has been placed on the National Register of Historic Places. The National Register was authorized under the National Historic Preservation Act of 1966, and is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect our historic and archeological resources. Properties can be listed on the National Register if they are evaluated and considered to be of significance to American history, architecture, archaeology, engineering, and culture.

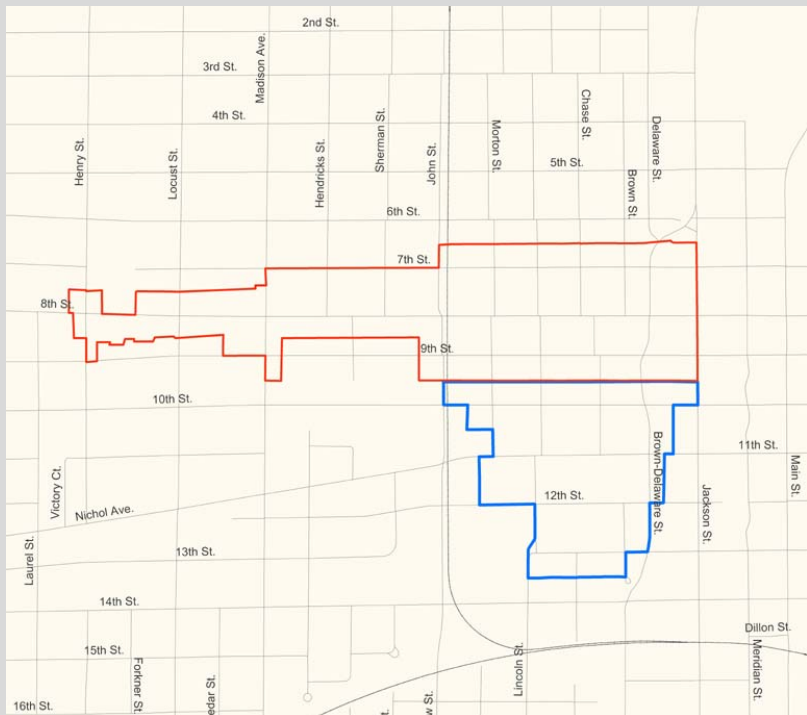
How Does this Affect Anderson?

Anderson currently has two historic districts: the West Central Historic District, and the Historic West Eighth Street District. Both are located close to Anderson's Downtown. The first district to be listed on the National Register was the Historic West Eighth Street District in 1981, and soon after that the West Central Historic District was designated in 1985. In Anderson, a city ordinance has been created to protect the historical significance of the West Central Historic District, including restrictions on the types of alterations that are allowed to be made to the homes and structures in this district.

Further Information:

The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. For more information on the National Register or how to have a historically significant site or structure listed, visit <http://www.cr.nps.gov/nr/>.

In the map at right, the red district is the Historic West Eighth Street District, and the blue is the West Central Historic District.



Enhance opportunities for home ownership throughout the community.

Policy 1 Support Home-Ownership Education Programs:

Many individuals and families are unsure of or intimidated by the process of purchasing a home. Providing educational tools and materials to these individuals can help them to become home-owners.

Policy 2 Support Activities of Community-Based Housing Service Providers:

Support should be provided for the work of local public housing authorities in their efforts to provide housing for low-income families. Opportunities should be sought to support the transition from public housing to home-ownership.

Policy 3 Encourage the Conversion of Rental Properties to Owner-Occupied Homes:

Neighborhoods become more stable as their base of owner-occupied homes increases. Supporting the purchase of rental properties and their conversion to owner-occupied status would help to reduce turnover and maintain the quality of Anderson’s neighborhoods.

Action Steps

1 Provide Educational Opportunities

Provide opportunities for home-ownership and financial education, possibly through Anderson’s Community Development Department, Housing Authority, Habitat for Humanity, local educational institutions, and community faith-based organizations.

2 Encourage the Creation of a Central Resource Center

Encourage private and non-profit agencies to create a “one-stop” resource center in which various businesses, not-for-profit, and social service organizations can come together to provide services and share resources to meet the housing needs of the community.

GOAL THREE: CORE NEIGHBORHOODS

Maintain the vitality and appeal of Anderson's core neighborhoods.

Policy 1 Enhance Community Infrastructure in Core Neighborhoods:

Part of encouraging private investment in core neighborhoods is ensuring that high quality infrastructure is present. This includes safe sidewalks, good streets, adequate lighting, and utilities services.

Policy 2 Support Code Enforcement Efforts:

It is important to maintain the safety and integrity of existing core neighborhoods through enforcement of property maintenance codes. These efforts should be supported and broadened to ensure the neighborhoods remain clean and safe for residents.

Policy 3 Encourage Neighborhood-Based Improvement Initiatives:

In some cases, neighborhood organizations could be empowered to make physical improvements to their surroundings. The City could establish a program that provides small improvement grants to neighborhood organizations for this purpose.

Policy 4 Seek Opportunities for Residential Infill and Redevelopment:

Vacant lots and substandard housing in older neighborhoods present ideal opportunities for infill and redevelopment projects. Such redevelopment could bring new life to the core neighborhoods of Anderson.

Action Steps

1 Explore Local Leadership Opportunities

Explore opportunities for the creation of community-based programs (such as neighborhood, community development, and faith-based organizations) that could assist in residential infill, renovation and redevelopment projects.

2 Create a Neighborhood Improvement Grant Program

Establish a program that provides small grants to neighborhood organizations to facilitate physical improvements within their neighborhoods.

Safe and efficient neighborhood infrastructure must be provided, such as the sidewalks and pedestrian-scaled lighting shown here.



Promote the development of high-quality new neighborhoods in Anderson.

Policy 1 Incorporate Greenspace in New Residential Developments:

One of the most desired components of new residential development is greenspace, particularly in the form of recreation areas. Opportunities should be sought to provide both passive and active recreation areas as a component of new residential development.

Policy 2 Provide Pedestrian Amenities and Connectivity in New Residential Developments:

Like older, traditional neighborhoods, new neighborhoods should consider the ability of residents to walk safely within the development as well as to nearby destinations. Providing sidewalks as well as a network of pathways that connect multiple developments could address this issue.

Policy 3 Support High Standards for Design and Construction in Residential Development:

It is important that the aesthetic and structural quality of new residential development be maintained. High standards for such development, and effective enforcement of those standards, will ensure quality residential growth in Anderson.

Action Steps

1 Provide for Greenspace in Residential Areas

Require the provision of usable open space as a component of new residential developments in Anderson. These spaces could become City parks or be maintained by homeowner associations. Retention and other stormwater facilities could provide usable open space if landscaping and other site amenities are added.

2 Create Standards for Connectivity

Establish zoning standards that ensure transportation connectivity between and within residential developments, including road, sidewalk, and bicycle path connections.

3 Require Residential Landscaping

Establish zoning standards to require street and foundation landscaping in residential areas before dwellings can be occupied.



It is important to incorporate greenspace into new residential developments.

6

HOUSING & NEIGHBORHOODS

EDUCATION 7

PART I: COMMUNITY GOALS



INTRODUCTION

One of the key resources a community provides to its citizens is education. Quality education benefits from a comprehensive approach and each school contributes to the goal. Anderson is fortunate to be home to multiple institutions of higher learning that supplement the education provided by Anderson Community Schools and several faith-based private and parochial schools. Anderson University, Purdue University, Ivy Tech and Indiana Business College all have primary or branch campuses within the city. These educational resources provide Anderson with the means to enhance its workforce and its reputation as an educational center.

In order to take full advantage of the resources at hand, Anderson should take a new approach to the role of education in the community. A lifelong learning continuum should be considered a vital component of the community's long term well-being. While the City does not have direct control over local educational institutions, it does have the ability to foster relationships and coordination among them to the ultimate benefit of all.

The Education chapter outlines a strategy for the enhancement of education opportunities in Anderson. It is the intent of this chapter to foster an environment of cooperation among the many educational institutions in the community. The Education chapter should work in concert with the others in this plan as a guide to community development activities.

Anderson University and its School of Theology is one of several institutions of higher learning located in Anderson.



Promote an excellent education system and life-long learning opportunities for all Anderson residents.

Policy 1 Encourage Community Support for Education:

Education is at its best when community support is present. It is important to promote involvement by parents, families, volunteers and community groups throughout the education process.

Policy 2 Enhance the Readiness of Children to Enter School:

Building a strong foundation for education will increase a child's chance of success later in the process. The community should provide support for programs that help to prepare children for entry in the public school system.

Policy 3 Promote Safe and Healthy Learning Environments:

The environments in which children learn must be clean, safe and positive in order to support academic success. The City should work together with local schools to help ensure the safety and security of all students.

Policy 4 Encourage Collaboration Among Education Stakeholders:

Partnerships between local government, educational institutions, and businesses can help to strengthen the overall learning process. Collaboration among these groups should seek to create opportunities to continue education from youth through adulthood.

Policy 5 Enhance Relationships with Institutions of Higher Learning:

Local colleges and universities can provide key educational opportunities as well as advanced learning facilities and resources, such as libraries and laboratories. Enhancing relationships between local school districts and higher education institutions can enhance the learning experience.

Action Steps

1 Establish a Formal Coordination Process

The City should create a formal forum for the discussion of community education issues, providing an opportunity for representatives of the city's diverse educational institutions and community residents to work together.

2 Utilize the Library

Promote and utilize the City Library as a place of life-long learning.

GOAL TWO: **WORKFORCE ENHANCEMENT**

Promote the development of employability among Anderson residents.

Policy 1 Promote Job Skills Training for All Residents:

The community should support training opportunities for workers displaced by the closing of local employers. Likewise, currently employed residents should be afforded opportunities to expand their skills through training programs.

Policy 2 Coordinate Education Resources and Business Needs:

Collaboration between training providers and local businesses is crucial in order to provide workers trained to meet local employment needs. Employers and trainers should be encouraged to work together to prepare local workers for local jobs.

Policy 3 Enhance Anderson's Reputation as a Learning Center:

Anderson has access to a wide variety of educational resources that many communities do not have. The community should leverage those resources to become a regional leader in education, particularly as it relates to developing skilled workers for regional employers.

Action Steps

Explore Opportunities for Community Education

Explore the possibility of job skill training and business education through the local higher learning institutions and the feasibility of these institutions to expand their resources and services to the community.

The Hopewell Center is a job training facility for Anderson residents who are developmentally handicapped..



ECONOMIC DEVELOPMENT 8

PART I: COMMUNITY GOALS



INTRODUCTION

Anderson has felt the impact of the changing world economy. Industrial and manufacturing employment has been on the decline, leading Anderson to search for a new employment base to sustain it for the future. The community is seeking to find its niche in the new economy, and the development of new employers is key in this regard. Anderson must leverage its quality of life assets and make strategic investments in order to be successful in expanding its employment base in the future.

The Economic Development chapter outlines a strategy for community economic growth, providing a policy foundation that focuses the City's efforts in this arena. These policies must work in conjunction with those pertaining to land use, infrastructure, and transportation to be truly effective. Economic development is a thread that ties many elements of this Comprehensive Plan together.

The Flagship is one of Anderson's industrial parks, providing a prime location with direct access to Interstate 69.



Maintain existing community employers and encourage their growth.

Policy 1 Maintain Business-Friendly Public Policy:

Business supports the community through wages paid to workers, taxes paid to local units of government, financial support of community activities, and personal involvement in local organizations. The growth and success of business should be encouraged within the boundaries of local laws and regulations.

Policy 2 Maintain Adequate Resources for Industrial Expansion:

Major expansions often require investments in infrastructure, changes in land use, or augmentations in the workforce. Anderson should maintain its competitive edge by having systems in place to respond to needs of business when expansions present appropriate economic opportunity.

Policy 3 Encourage Entrepreneurial Activity:

Anderson residents have long perceived their community as a source of entrepreneurial talent. This should be recognized, encouraged, and realized through community action and support.

Policy 4 Support Community-Based Business Development Organizations:

Chambers of commerce, economic development organizations, and other similar groups have specific roles relative to supporting local business. These entities can channel needed resources and information to businesses to encourage their success.

Policy 5 Encourage Productive Business-Education Partnerships:

The success of business is increasingly tied to educational attainment, skill levels, ingenuity, and cooperation of its workforce. Close working relationships between business and education will help provide a continuum of work-ready graduates from secondary, post-secondary, and adult education programs.

GOAL TWO: RECRUITMENT

Promote Anderson as an attractive location for new employers.

Policy 1 Maintain On-going, Proactive Business Recruitment Efforts:

The competition for new business development, and especially new industrial development is world-wide and intense. In order to maintain an adequate flow of industrial prospects, Anderson must keep a presence in the industrial recruitment marketplace.

Policy 2 Provide Clear and Comprehensive Information:

A cohesive, informative marketing campaign for economic development in Anderson is crucial to getting the message out to prospective employers. The City should work to ensure that all avenues are pursued in promoting Anderson as a great place to work and live.

Policy 3 Promote Anderson's Quality of Life Assets:

Community quality of life is a major attractor for new employers, particularly as it relates to the opportunities the community can offer employees. Anderson's many quality of life assets should be a key feature in any marketing efforts for economic development.

Policy 4 Encourage Collaboration Among Community Stakeholders:

Many public and private groups and organizations have a stake in recruitment of quality employers. It is important that all of these groups coordinate their strategies so that a strong, unified recruitment effort can be put forth.

Policy 5 Support Creative Incentives for Recruiting Employers to Anderson:

In recognition of the competitive nature of business recruitment, Anderson should explore creative incentives to raise its attractiveness in the economic development marketplace.

Action Steps

1 Study and Provide Economic Incentives

Develop a "menu" of economic incentives (such as enterprise zones, tax increment financing, and economic development grants) that the City can provide to assist in advancing economic development in Anderson.

2 Explore Recruitment Opportunities

Explore recruitment opportunities through the City's Economic Development Department and organizations such as the chamber of commerce, and further promote the attractiveness of Anderson's quality of life to employers through distributable information. The Chamber of Commerce and leaders from major employers could organize and act as facilitators for a summit of Human Resources Professionals.

Identify and protect key land assets for development by new employers

Policy 1 Encourage Industrial Growth Near Transportation

Assets:

Transportation connections are important to many types of industrial operations. Such development should be encouraged in proximity to key transportation resources, such as the I-69 corridor and rail corridors.

Policy 2 Maintain an Adequate Supply of Industrial Development Sites:

In order for new employers to develop in Anderson, appropriate land must be set aside in key locations. These prime locations should be identified and reserved so that other land uses do not encroach.

Policy 3 Attract Diverse and Innovative Employers to Anderson:

While historically Anderson has been a manufacturing based economy, economic development efforts should encompass a wide variety of employer types. In addition to traditional manufacturing operations, recruitment should include high-tech, research and development, and other types of businesses as well.

Policy 4 Promote Environmentally Friendly Industrial Practices:

While it is important to bring additional jobs to the community, this should not come at the expense of the natural environment in Anderson. Existing and new companies should be encouraged to consider the environmental implications of their operations.

Action Steps

1 Provide Industrial Operations with Transportation Access

Include in the zoning and subdivision control ordinances provisions for the location of industrial activities and zones near key access points of Anderson, such as along the I-69 corridor near the entrance/exit ramps.

2 Minimize Land Use Conflict

Establish zoning regulations to protect industrial zoned land from other land uses that may be encroaching on it, as well as establishing regulations that require adequate buffering and design features to minimize conflicts in areas with multiple land uses adjacent to one another.

3 Create Guidelines for Industrial Development

Create guidelines that encourage sustainable and environmentally compatible industrial construction and operation practices.

GOAL FOUR: INFRASTRUCTURE

Promote infrastructure investments that support economic development efforts.

Policy 1 Provide Utilities Services to Key Industrial Development Sites:

Certain areas in the community may be desirable for future industrial development, but may not be feasible for such uses until certain utilities and services are extended. Anderson should consider extending these services as a way of making such land more attractive to potential employers.

Policy 2 Develop an I-69 Frontage Road System:

In order to take full advantage of the I-69 corridor as an industrial development asset, a frontage road system should be developed on the north side of the corridor. This would allow local circulation to key industrial sites between the interchanges, relieving pressure on the highway and making industrial land more accessible.

Policy 3 Prepare Brownfields Sites for Future Development:

Some sites in Anderson have been left behind by departed businesses. The City should consider proactively preparing such sites for new users, including clearing them of structures and debris that are not compatible with potential redevelopment.

Action Steps

1 Conduct a Brownfields Study

Create an inventory of brownfields and investigate feasibility and funding options (such as EPA grants or public/private partnerships) for cleanup and infrastructure improvements.

2 Facilitate Infrastructure Improvements

Explore funding options (such as public-private partnerships or tax increment financing) for expanding and improving the infrastructure necessary to encourage industrial development.

Utility infrastructure, including water and power, is a key component of industrial development.



What are Brownfields?

Indiana defines a brownfield site as a parcel of real estate that is abandoned or inactive; or may not be operated at its appropriate use; and on which expansion, redevelopment, or reuse is complicated; because of the presence or potential presence of a hazardous substance, a contaminant, petroleum, or a petroleum product that poses a risk to human health and the environment. Brownfields can include the remains of industrial and commercial uses, such as factory chemical operations, gas stations, laundromats and drycleaners, auto repair, and any other use that may leave contaminants on or beneath the site.

The reuse of brownfield sites is recommended, especially in urbanized areas, because of the existing city services and utility lines that are readily available to that site. However, prospective redevelopers are generally uninterested in these sites due to the liability of having potentially hazardous material on the site and the cost of the required site cleanup. By making brownfield cleanup and preparation a city policy, it will be easier to attract developers to these sites while minimizing the amount of utility extension the city would otherwise need to undergo to serve more remote sites.

How are Brownfields prepared for reuse?

The Indiana Department of Environmental Management (IDEM) handles brownfield associated issues. The City first needs to submit an application for a Brownfield Environmental Assessment. If accepted, IDEM will assist in funding either one or two phases of studies, depending on site specific circumstances.

Phase I involves historical research of the brownfield property and a site reconnaissance to determine if a threat of contamination may exist. If it is determined that contamination may exist, IDEM will coordinate and possibly conduct Phase II which may include the collection and analysis of environmental samples (e.g., soil, sediment, groundwater, surface water, drums/non-drum containers, tanks, building materials) on-site, and possibly off-site. Contaminant migration (movement off-site) and possible exposure pathways (means by which persons may become exposed to contaminants; for example, soil, air, water, inhalation, ingestion, etc.) may be evaluated to help determine the potential risk the site may pose to human health and the environment.

IDEM will then issue a Brownfield Environmental Assessment Report which will include a site description and history, soil and geologic characteristics, site sampling results (if applicable), conclusions, and cleanup recommendations, if it is determined that a cleanup is necessary. If it is determined that there is on-site contamination, IDEM will discuss funding options, removal options, cleanup standards, and whether any land use restrictions may apply to the site after cleanup is completed.

If IDEM determines that a cleanup is required, the responsible parties will have the opportunity to participate in IDEM’s Voluntary Remediation Program which could result in a Certificate of Completion and a Covenant Not To Sue for the property.

For further information on the Brownfield program and funding options, contact IDEM or refer to <http://www.in.gov/idem>.

This abandoned gas station is a prime candidate for brownfield investigation due to the possibility of contamination.





DOWNTOWN 9

PART I: COMMUNITY GOALS



INTRODUCTION

Anderson's central business district is an important component of the community, and one that has undergone significant change over the years. Today, primary uses within the Downtown include local government offices, professional services, limited residential uses, and some shopping and dining opportunities. Key desires of local residents include seeking a greater variety of commercial and entertainment venues, as well as improving the physical appearance of the area.

The Downtown chapter is intended to address both the economic and physical needs of the area. The strategies found here should guide future reinvestment in Downtown, and are designed to help Downtown maintain its role as the heart of the community.

Anderson Town Center provides an optimal location for public events and gatherings.



Enhance Downtown Anderson as an activity center for the community.

- Policy 1 Create an Activity Center in Downtown With a Mix of Commercial Office and Retail Uses, Restaurants, and Public and Private Institutions:**
Downtown should be a place where a multitude of people and uses can coexist.
- Policy 2 Enhance the White River Corridor as a Downtown Asset:**
The White River should be a significant focal point for development and recreational activities in Downtown. Access to the waterfront should be enhanced through such things as the Riverwalk project.
- Policy 3 Develop a Wayfinding Signage Program:**
Getting to Downtown and navigating among destinations within that area are challenges for visitors. A well-designed and executed wayfinding signage program would greatly enhance the attractiveness and accessibility of Downtown Anderson.
- Policy 4 Enhance Linkages Between Downtown and Surrounding Neighborhoods:**
The neighborhoods that surround Downtown can provide a customer base for businesses in the area. It is important that convenient pedestrian connections are provided to ensure accessibility between these neighborhoods and Downtown.
- Policy 5 Promote Coordination:**
Promote and facilitate the coordination of efforts of the groups and individuals who are stakeholders, such as City government, the chamber of commerce, property owners and Madison County, and non-profit groups such as Anderson Indiana Main Street (AIMS).
- Policy 6 Encourage Public Events:**
Events and activities that draw people to Downtown can result in increased patronage of businesses located there. Opportunities should be sought to host more public events in the downtown area, taking advantage of resources such as Anderson Town Center or the Paramount Theater.

GOAL ONE: **ACTIVITY CENTER** (CONT.)

Action Steps

1 Create a Special Attraction and Signage Inventory

Create an inventory to catalog signs and special attractions downtown (such as government offices, parks, and libraries) to use as a reference for any future wayfinding signage program.

2 Create an Inventory of Sidewalks

Create and maintain a sidewalk inventory of the locations and conditions of sidewalks downtown. This inventory can serve as a reference for improving existing sidewalks and creating additional ones.

3 Analyze Street Orientation

The system of one-way and two-way streets should be carefully studied to determine if directional alterations are needed to optimize efficiency.

4 Enhance Corridors

Improve public infrastructure by implementing street beautification which would include such items as landscaping, special paving, lighting, and street furnishings

Preserve and enhance Downtown Anderson’s aesthetic quality and historically significant character.

- Policy 1 Provide Protection for Historic Sites and Structures:**
Historic sites and structures within Downtown provide a window to the community’s heritage. These resources should be protected so that they will be available to future generations of Anderson residents.
- Policy 2 Support the Activities of Local Historic Preservation Groups:**
A variety of local groups devote time and energy to historic preservation efforts, including Anderson’s Historic Preservation Commission. The work of these groups should be recognized and supported.
- Policy 3 Encourage Public Art:**
Promote the installation of public art pieces in visible locations throughout downtown Anderson. Such pieces enhance the attractiveness of downtown and reflect the community’s commitment to arts and culture.
- Policy 4 Promote Local Heritage:**
A key component of Anderson’s quality of life is its history, and how that history is represented in various sites and structures, particularly in the downtown area. Coordinated promotion of these resources would provide an additional attraction to the downtown area.

Action Steps

- 1 Investigate Local Leadership Resources**
Investigate opportunities for local leadership in the creation of downtown historic preservation organizations regarding protection of historic sites and structures and the promotion of these local amenities.
- 2 Create a Downtown Overlay District**
Create a Downtown Overlay District which would help preserve the character of the structures downtown while allowing modifications to structures.
- 3 Explore Partnerships**
The City should explore becoming a partner in a process to provide facade improvement assistance for downtown structures.

Public art, such as this mural found on a building along Meridian Street, enhances the visual attractiveness and uniqueness of the downtown area.



GOAL THREE: INVESTMENT

Encourage new investment in Downtown Anderson.

Policy 1 Improve Downtown Public Infrastructure:

In order for downtown to be successful, it must be safe, clean, attractive, and accessible. This requires that investments be made in physical improvements such as sidewalks, streets, lighting, and other streetscape enhancements.

Policy 2 Support the Activities of the Anderson Indiana Main Street (AIMS) Program:

The City’s AIMS Program works to enhance the downtown area through promotion and programming of community events. These activities are vital to the continued success of downtown, and should receive strong support.

Policy 3 Encourage Private Investment in Downtown Anderson:

Downtown cannot thrive without investment by local businesses and residents. Appropriate businesses should be encouraged to locate in the downtown area, and to become involved in revitalization efforts.

Action Steps

1 Develop a Plan for Downtown Anderson

While the Comprehensive Plan provides general recommendations for Downtown Anderson, it would be beneficial to undertake a more detailed study of Downtown that could define a more specific strategy for this important piece of the community.

2 Investigate Funding Opportunities

Investigate the opportunities that are available for downtown investment (such as enterprise zones, tax increment financing, grants and public/private partnerships).

3 Provide Assistance to Businesses

Provide public assistance to businesses, either financially with grants or in an advisory capacity, through organizations such as the Economic Development Department and the Chamber of Commerce, and also encourage investment in downtown by private entities that provide educational services and financial and loan assistance to businesses.

Private investment into businesses and entertainment venues, such as theaters, restaurants, and bars, are important to the vitality of Downtown Anderson.



TRANSPORTATION 10

PART I: COMMUNITY GOALS



INTRODUCTION

Circulation of people and vehicles throughout Anderson is a key priority of the plan. Every day, people use the road network to navigate between destinations within the community, as well as between Anderson and other parts of the greater Indianapolis region. The transportation network must be as safe and efficient as possible in order to accommodate present and future travel patterns.

The goals and policies of the Transportation chapter are designed to create a transportation system that is effective for all modes of travel used by Anderson residents. The chapter compliments other policies in the plan, most notably the policies that guide future land use patterns and infrastructure enhancements. The policies of this chapter also bolster the recommendations found in the Thoroughfare Plan (Chapter 13).

Maintaining a safe and efficient roadway system is a key goal of this Plan.



Promote the development of a unified plan that accommodates improvements to all modes of travel effectively.

Policy 1 Use the Transportation Plan:

The City and the community should use the transportation plan elements of the Comprehensive Plan when considering development issues in Anderson. Land use and development related decisions will have an impact on transportation facilities, and the two should be coordinated as much as possible.

Policy 2 Coordinate Transportation Improvements:

Improvements to the transportation system should be closely coordinated with other infrastructure improvements to ensure that construction is done efficiently and with a minimum of community disruption. This also presents opportunities to combine funding sources to ensure monetary support for such projects.

Policy 3 Encourage Citizen Participation:

Roadway improvement projects, whether widening existing roads or creating new connections, have an impact on the residents of the community. It is important that the community is given a voice in the selection, design, and construction of local roadway projects.

Policy 4 Cooperate With Other Transportation Authorities:

In addition to local roads maintained by the City, there is a network of state and interstate roadways that have an impact on travel throughout Anderson. The City should maintain close coordination with other transportation authorities to ensure that the community's needs and concerns are being addressed.

Action Steps

1 Create an Inventory of Existing Conditions

Create and maintain an inventory of all existing transportation facilities in Anderson and their condition including streets, sidewalks, curbs, and trails to serve as a reference when making decisions regarding public improvements.

2 Create a Capital Improvements Plan

Develop and maintain a capital improvements plan that incorporates the inventory of existing conditions and provides a detailed priority list and funding options for a specific projected time period.

3 Seek Alternative Funding

Investigate alternative funding for studies of and improvement of transportation facilities (such as tax increment financing, grants, and low-interest loans).

GOAL TWO: EFFICIENT STREET SYSTEMS

Develop a safe and efficient local and regional street system.

Policy 1 Maintain and Enhance Existing Routes:

Existing roads should be maintained to the greatest extent possible to ensure that the local transportation system is of high quality.

Policy 2 Encourage Transportation Connectivity:

New development, particularly residential subdivisions, should be encouraged to provide multiple road access points. This alleviates stress points at subdivision entrances and balances traffic over a wider network of streets.

Policy 3 Promote Access Control On Major Thoroughfares:

In order to ensure the safety and efficiency of major thoroughfares, some measure of access control is appropriate. Shared driveways and frontage roads should be encouraged as a way of protecting the integrity of these corridors.

Policy 4 Improve East-West Linkages:

Strong east-west transportation corridors are lacking in Anderson. Opportunities to create better linkages through enhancements to existing corridors and the potential connection of new roads should be explored.

Policy 5 Study Vehicle Circulation Within Downtown Anderson:

The circulation of vehicles within and through Downtown is key to traffic management in Anderson. The system of one-way and two-way streets should be carefully studied to determine if directional alterations are needed to optimized their efficiency.

Action Steps

1 Promote Connectivity

For new developments, include in the zoning and subdivision control ordinances guidelines and regulations for connectivity to access roads as well as between developments.

2 Promote Access Control

Include guidelines and regulations regarding access to major thoroughfares in the zoning and subdivision control ordinances in order to maintain safety and alleviate traffic along these routes.

3 Conduct a Traffic Study

Conduct a study of traffic moving through Anderson as well as the circulation of traffic downtown to serve as a reference when determining efficiency of routes and opportunities to improve linkages.

4 Create an Inventory of Signage

Develop an inventory of signage that can be used as a reference when updating street and directional signs in Anderson to ensure efficient access, linkages, and connectivity within the transportation system.

Encourage the development of transportation corridors that complement the City's desired character.

Policy 1 Encourage Context-Sensitive Road Designs:

When roads are constructed or widened, it is important that their context be considered in the design process. This includes providing appropriate lighting, landscaping, bike facilities, and pedestrian amenities in addition to travel lanes.

Policy 2 Protect the Character of Significant Traditional Streetscapes:

Many important road corridors run through long-established traditional neighborhoods, as well as the downtown area. These streetscapes are important to the character of the community, and should be considered as alternatives are developed for roadway improvements.

Policy 3 Promote the Development of Attractive New Streetscapes:

The construction of new roads provides an opportunity to define the character of the areas they pass through. A standard should be set through the provision of attractive streetscapes as a component of new road construction.

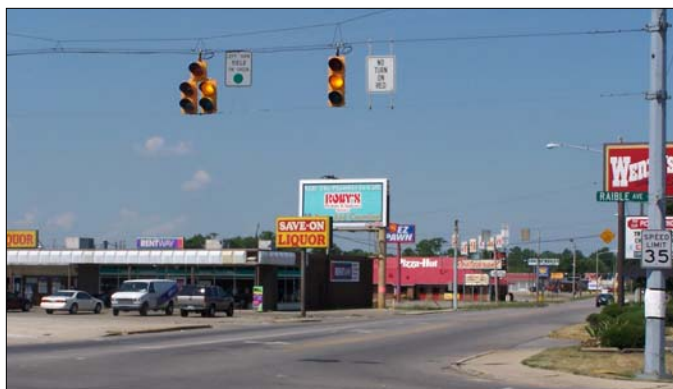
Action Steps

1 Promote Attractive Streetscape Design and Protection

Include in the zoning and subdivision control ordinances guidelines for the creation of attractive streetscape design in new developments, as well as guidelines for the protection and improvement of existing historic and traditional streetscape designs in keeping with the context of their neighborhoods.

2 Seek Out Service Alternatives

Minimize conflict between the scale of the streetscapes and community services by investigating alternative smaller scaled municipal vehicles (such as garbage trucks, school buses, and fire engines).



When road improvements take place, corridors such as this one along Nichol Ave. can also be improved with the addition of elements such as sidewalks, curb and gutter, and pedestrian-scaled lighting and amenities.

GOAL FOUR: **ALTERNATIVE TRANSPORTATION**

Encourage the development of connectivity and alternative modes of travel, such as walking, biking, or public transit.

Policy 1 Enhance the Existing Sidewalk Network:

Walking is an important mode of transportation for many in the community, particularly children. It is important that the City invest in a safe and well-connected sidewalk network throughout the community.

Policy 2 Support the Development of a Greenways Trail System:

Multi-use pathways benefit communities from both a transportation and recreation standpoint by increasing connectivity. In this way, they can add significantly to the overall quality of life of the community, making it a more attractive place for people to live.

Policy 3 Encourage Future Regional Public Transit Connections:

On-going studies are evaluating the potential for commuter rail linkages between Indianapolis and communities in the surrounding region. Providing such linkages with Anderson could enhance the efficiency of the roadway system and strengthen the community's ties to the region.

Policy 4 Update the City of Anderson Transportation System Master Plan:

In order for transit to be effective, it must remain affordable and follow an efficient and accessible route structure. It is important that a long term plan for the maintenance and enhancement of local public transit is kept current.

Policy 5 Provide Enhanced Amenities at Public Transit Stops:

Public transit stops should be safe and attractive locations. It is important that appropriate shelter and lighting are provided, while opportunities for aesthetic enhancements should also be explored.

Policy 6 Connect Anderson With Regional Trail Networks:

Local trail systems can be greatly enhanced by providing connectivity to larger regional networks. Anderson should coordinate with other communities in the region to provide key linkages between their trail systems.

Policy 7 Enhance Biking Facilities

To increase the use of alternative modes of transportation in Anderson, the City should enhance biking facilities for recreation and destination travel.

Policy 8 Provide an Intermodal Transit Facility

An intermodal transit facility can increase the number of participants to the City's mass transportation systems. The City should consider providing a facility which would include parking for "Park and Ride," bus, and future light rail riders. The City should also continue its participation as a member of the Regional Transportation Authority.

Action Steps

1 Create a Sidewalk and Trail Inventory

Create and maintain an inventory of sidewalks and trails in Anderson and their conditions to reference when making transportation and infrastructure improvement decisions.

2 Investigate Transportation Funding Sources

Investigate alternative funding sources (such as grants) for non-traditional transportation improvements and additions like the Greenways Trail System.

3 Research Bicycle and Pedestrian Trail Linkages

Research and locate bike paths, lanes, and other area trail systems and determine the opportunities available for Anderson's trails and bike lanes to link with the larger regional system.



Filling gaps in the sidewalk system, such as the one illustrated here would enhance pedestrian connectivity throughout Anderson.

INFRASTRUCTURE 11

PART I: COMMUNITY GOALS

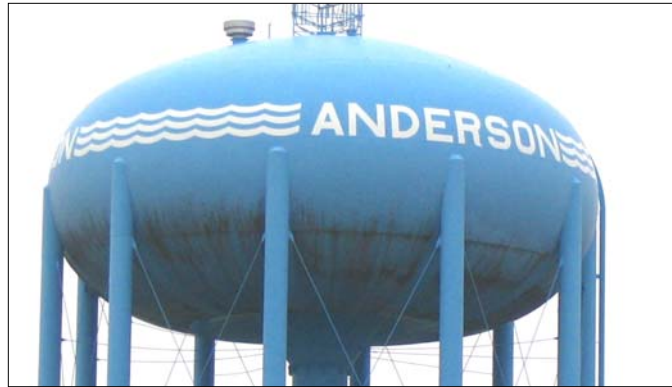


INTRODUCTION

The City of Anderson is responsible for providing and maintaining a wide variety of infrastructure and services to its residents. This includes not only roads, sidewalks, and sewers, but also public safety services and recreational programs. The challenge that faces Anderson, like other communities, is the need to effectively and efficiently provide these services with limited funding. It is a constant balance of allocating resources to address present needs, while at the same time looking forward to the impacts of future changes in the community.

The goals and policies of the Infrastructure chapter are designed to help the community maximize the return on its investment in infrastructure and public services. The policies found in this chapter will help Anderson be prepared to provide the services and infrastructure envisioned by the land use component of the Plan.

The City of Anderson provides a wide variety of public infrastructure and services to its residents and businesses.



Promote the coordination of services and infrastructure among public and private providers.

Policy 1 Promote Intergovernmental Cooperation:

It is important that Anderson communicate with the County and with other public entities in regards to the provision of infrastructure and services. There may be opportunities to coordinate or consolidate such services in a way that benefits all community stakeholders.

Policy 2 Coordinate Planning Efforts With Madison County:

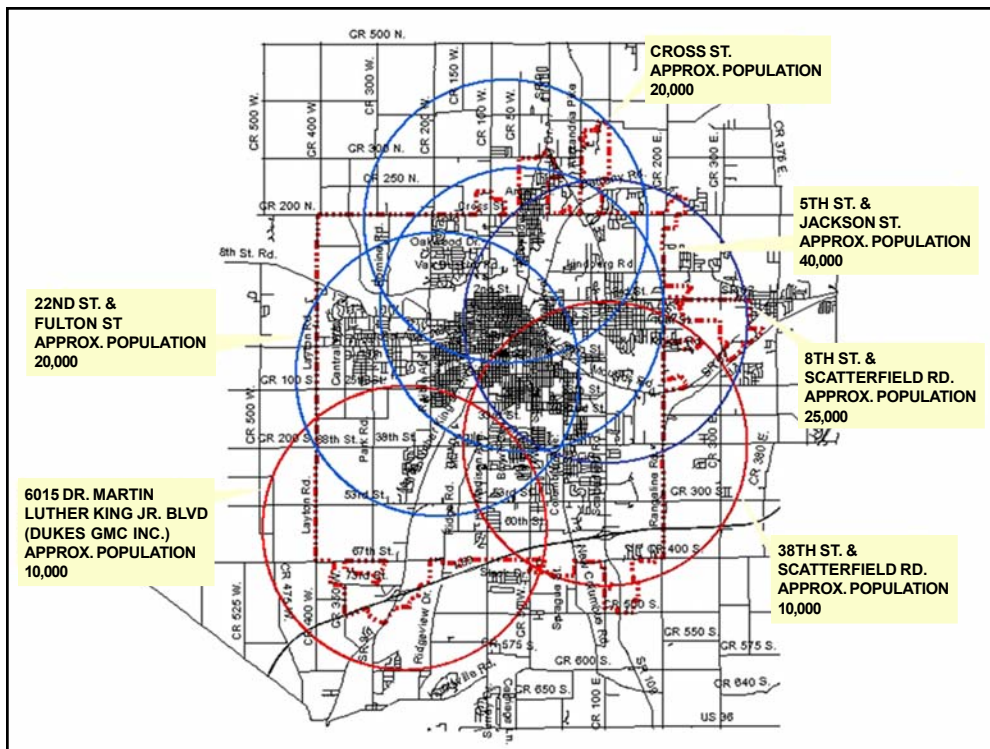
Community growth and development have impacts that cross political boundaries. It is thus important that Anderson and Madison County communicate about their future growth plans in an effort to provide an appropriate development pattern for all community stakeholders.

Policy 3 Promote Consistency:

Facilitate cooperation with private utility providers to ensure consistency with plans. It is important that all service providers have a clear understanding the community’s vision for future growth so that appropriate investments can be made by all infrastructure stakeholders.

Policy 4 Support Public Safety Coordination

Fire, police, and emergency medical services should be involved in the planning for growth and development in order to maintain adequate levels of service throughout the community.



This map shows the City’s fire safety strategy. The blue circles represent existing fire stations and the red circles represent proposed fire stations. Each circle is accompanied by the approximate amount of population served.

Provide infrastructure and services that complement desired growth patterns.

Policy 1 Coordinate Sewer and Water Extensions and Annexation:

The City should be vigilant over where and how it provides sewer and water services to the community. Developments seeking such services should consent to annexation so that the full tax benefit of the development can be directed to service provision.

Policy 2 Ensure Adequate Capacity:

The City should maintain enough capacity to adequately serve all areas of the community with appropriate services. This may require periodic reviews and reallocations of resources to ensure that needs are being met.

Policy 3 Provide Infrastructure as an Incentive for New Employers:

Some sites may not be feasible as locations for new employers without certain incentives. One way the City can remove cost barriers to the establishment of new employers is to extend infrastructure and services to key sites where such development is desirable.

Policy 4 Discourage Inconsistent Development:

Development that does not complement infrastructure resources should be discouraged. This means encouraging redevelopment in existing parts of Anderson, as well as directing new development to areas contiguous to the City.

Policy 5 Address the Combined Sewer Overflow Problem:

Combined sewer overflows present a health hazard to City residents as well as a threat to the integrity of Anderson's natural systems. Efforts should be made to prepare and execute a plan to separate storm and sanitary sewer systems.

Policy 6 Relocate or Bury Overhead Power Lines Along City Roadways:

The relocation or burial of overhead power lines is seen as a priority to enhance the aesthetics and safety of the City's roadways. Distribution lines are the easiest to bury, while larger capacity transmission lines are easier to relocate off the roadway to the rear of existing or proposed properties fronting the road. Funding for this work should be included in all new roadway projects. New development should be required to bury utility lines.

Action Steps

Create a Plan to Remedy the Combined Sewer Overflow

Create a plan to address the combined sewer overflow problem that includes sewer locations with highest ranking priority and a budget with funding options within a specific projected time period.



Combined sewer overflows, like this one into White River, can be hazardous to residents and to the environment.

GOAL THREE: REDEVELOPMENT & INVESTMENT

Maximize the use of existing infrastructure in the community.

Policy 1 Encourage the Redevelopment of Brownfield Properties for New Uses:

There are many sites within Anderson that were used by various industrial operations, but are now vacant. These sites would require minimal infrastructure investments to become feasible for use by new operations, providing an alternative to green field sites that would require infrastructure extensions.

Policy 2 Remove Barriers to the Development of Properties in the City:

One of the main barriers to redevelopment of brownfield properties is environmental concerns. The City could take the initiative by clearing abandoned buildings and conducting environmental studies to determine the level of remediation that may be required.

Policy 3 Promote a Compact Development Pattern:

Development should be guided to areas within the City or directly adjacent to it, taking advantage of existing infrastructure resources. This would minimize the need for costly extensions of roads, sewer, and other resources.

Action Steps

1 Conduct a Brownfields Study

Create an inventory of brownfields and investigate feasibility and funding options (such as EPA grants or public/private partnerships) for cleanup and infrastructure improvements.

2 Promote Consistent Development

Include in the zoning and subdivision ordinances regulations and requirements for the construction of new developments to be located within or adjacent to Anderson where infrastructure exists or can be efficiently directed.

Areas like the closed restaurant at right should be considered for infill development.



Develop and implement a Capital Improvements Plan for the City of Anderson.

Policy 1 Inventory Local Assets:

Before planning for future improvements, it is crucial to conduct a thorough inventory of existing facilities and assets. Existing assets should be compared against projected future land use and transportation patterns to determine infrastructure needs.

Policy 2 Support a Capital Improvements Plan:

A Capital Improvements Plan (CIP) provides an effective means of matching community infrastructure needs with funding sources. The CIP gives the community a clear, implementable strategy for enhancing its facilities and services.

Policy 3 Seek Alternative Funding Sources:

The key to enhancing community infrastructure is the provision of adequate funding. The City should continually seek out new funding alternatives, such as transportation enhancement funding, to implement key infrastructure improvements.

Action Steps

1 Create an Inventory of Existing Facilities

Create an inventory of existing facilities that will serve as a reference for prioritizing Anderson’s infrastructure needs and determining where to focus improvements.

2 Investigate Funding Sources

Investigate funding options (such as grants and tax increment financing) for future infrastructure maintenance and improvements.

LAND USE PLAN 12

PART II: IMPLEMENTATION



INTRODUCTION

This chapter of the Comprehensive Plan describes the primary methods for implementing the land use related goals of the Anderson Comprehensive Plan. The following pages will detail the specific types of land uses that are planned for Anderson in the future, and will provide guidance for the relationships between the various land use types. The designation of land uses is based on a number of factors, including (1) present and future City infrastructure capacities, (2) the location and character of existing land uses, (3) analysis and public input gathered during the comprehensive planning process, and (4) the vision, goals and policies of this Comprehensive Plan.

Generally, the Land Use Plan is intended to accomplish the following land use goals:

- **Managed Growth:** Growth should occur at a pace that ensures the protection of existing community character and the adequacy of public infrastructure, services, and resources.
- **Housing Diversity:** An appropriate mix of housing styles and densities should be encouraged as a means to foster affordability at all income levels.
- **Economic Development:** Adequate land must be provided for the growth of industrial facilities and other employment uses in Anderson.
- **Vibrant Downtown:** Encourage the continued vitality of Downtown Anderson.

The Future Land Use Map on page 12-3 illustrates the future land use pattern for Anderson. Following the map is a series of land use descriptions that provide details about the specific characteristics of each designated land use type. Included in these land use descriptions are discussions of (1) appropriate relationships between that land use and others, (2) required infrastructure for that land use, and (3) important design features for development in that land use category.

In addition to the guidance provided by the Future Land Use Map, several locations within Anderson have been designated Critical Areas. These are areas where specific, more detailed guidance is required to deal with special circumstances that the general land use policies cannot address adequately.

(11 x 17 MAP FOLDOUT TO BE INSERTED)

Conservation areas include many different types of natural features such as wetlands, forests, rivers, and lakes. The Conservation designation protects environmentally sensitive natural features from the potential impacts of new development, such as water and air pollution, run-off, and erosion. It also promotes the safety and protection of private investment and property in flood-prone areas or areas that may present other natural hazards.

RELATIONSHIPS

Conservation areas have a strong relationship with water features, such as the White River and Killbuck Creek. These areas are typically located near and around water features, as well as forests. Development within Conservation areas should be limited. If development does occur in or near a Conservation area, preservation of these natural features should be a priority of the design.

INFRASTRUCTURE

Infrastructure in these areas should not be needed with the intent of preserving the natural features within Conservation areas and allowing them to remain in their natural state.

DESIGN

Design issues will be minimal within Conservation areas. Any development occurring near or adjacent to Conservation areas should be done such that it preserves the function of these natural systems.



The photo at left shows a portion of the White River corridor as it winds through Downtown Anderson.

LOW DENSITY RESIDENTIAL

Residential areas include various unique development and street patterns, such as similar lot sizes and curvilinear streets. Low Density Residential areas will include primarily single-family housing, and can be distinguished from Medium Density Residential areas by the larger lot sizes, increased setbacks, and lower density. In addition to single-family housing, these residential areas could potentially include appropriately scaled schools, parks, and churches.

RELATIONSHIPS

These neighborhoods generally require convenient access to areas of employment and institutional, recreational, and small-scale commercial uses. In order to protect these neighborhoods, they should be kept separate from areas with incompatible uses and negative impacts, such as Industrial areas and Regional Commercial areas.

INFRASTRUCTURE

Low Density Residential areas should be provided with a complete range of utility and infrastructure services. Vehicular and pedestrian access are important elements of Low Density Residential neighborhoods. Existing developments should be improved to provide better street and pedestrian access to commercial, institutional, and recreational areas. Connections and access should also be improved or created between developments. A clear hierarchy of streets should exist to allow for more efficient collection systems and safer local streets. Curbs and gutters should also be provided, as well as enclosed drainage systems and street lighting on a pedestrian scale.

DESIGN

These low density neighborhoods will include generous setbacks and lot sizes. New developments should be primarily integrated with existing street systems, and within developments there should be multiple entryway access points to avoid unnecessary congestion. A variety of housing styles and designs should be encouraged along with streetscaping throughout developments, as well as the integration of common open space within residential developments.

Residential areas include various unique development and street patterns, such as similar lot sizes and curvilinear streets. Medium Density Residential areas will include primarily single-family housing, and can be distinguished from Low Density Residential areas by the smaller lot sizes and setbacks, higher density, and possibly smaller home sizes. In addition to single-family housing, these residential areas could potentially include appropriately scaled schools, parks, and churches.

RELATIONSHIPS

These neighborhoods generally require convenient access to areas of employment and recreational, institutional, and small-scale commercial uses. Additionally, Medium Density Residential neighborhoods could serve as transitional land uses between high density and low density neighborhoods. In order to protect these neighborhoods, they should be kept separate from areas with incompatible uses and negative impacts, such as Industrial areas and Regional Commercial areas.

INFRASTRUCTURE

Medium Density Residential areas should be provided with a complete range of utility and infrastructure services. Vehicular and pedestrian access are important elements of Medium Density Residential neighborhoods. Existing developments should be improved to provide better street and pedestrian access to commercial, institutional, and recreational areas, as well as creating or improving access between residential developments. A clear hierarchy of streets should exist to allow for more efficient collection systems and safer local streets, as well as the encouragement of on-street parking in denser neighborhoods. Curbs and gutters should also be provided along with enclosed drainage systems and pedestrian scale street lighting.

DESIGN

These medium density neighborhoods will include moderate setbacks and mid-sized lots. New developments should be primarily integrated with existing street systems, and within developments there should be multiple entryway access points to avoid unnecessary congestion. A variety of housing styles and designs should be encouraged along with streetscaping throughout developments, as well as the integration of common open space within residential developments.



Some homes within residential developments, such as the one at left, are considered a Medium Density Residential Land Use.

TRADITIONAL RESIDENTIAL

Traditional Residential areas include the core neighborhoods adjacent to downtown as well as some historic neighborhoods. These neighborhoods are typically developed in a grid street pattern, and have the highest density for single family detached housing. These areas may also include vacant land in and around these neighborhoods with the intent that they be developed in the Traditional Residential pattern. Traditional Residential areas include primarily single family residences, but can also include small scale parks, open spaces, schools, churches, neighborhood-serving businesses, and occasionally accessory and multifamily residences. The City of Anderson and its residents should be encouraged to rehabilitate existing structures and residences in Traditional Residential areas.

RELATIONSHIPS

A key relationship for Traditional Residential areas is with the downtown because of the services and activities that downtown can provide for residents of these neighborhoods. Another strong relationship is with Neighborhood Commercial areas, which can have a significant impact on the desired quality of life through access to amenities and convenient goods and services. Incompatible uses include Industrial uses and large-scale Regional Commercial activities, from which Traditional Residential areas should be buffered or protected.

INFRASTRUCTURE

The full range of urban utilities should be provided to all Traditional Residential areas. Transportation, connectivity, and reinvestment are extremely important in Traditional Residential areas, and should be provided for through quality sidewalks, curbs and gutters, street lighting, and proper drainage. This will encourage reinvestment into these areas and provide efficient access for residents of Traditional Residential areas. An alley system should also be provided and maintained behind the homes of these areas.

DESIGN

Traditional Residential areas should have design aspects that are compatible with existing historic and older neighborhoods. Ample greenspace should be provided along streets and between curbs and sidewalks, and on-street parking should also be included to act as a buffer that gives additional protection to pedestrians from street traffic. Homes and other structures in these areas should have relatively small front setbacks, and garages should be located behind homes with access from the alleys.

This photo highlights some homes from a traditional residential area on Anderson's near west side.



Multifamily Residential areas are high density areas that may include apartment buildings, condominiums, duplexes, single-family townhomes, or mobile home parks, among others. Assisted living and group homes could also exist in these areas. Multifamily Residential areas are intended to provide options for high density housing with convenient and easy access to goods and services, transportation and transit routes, and parks and open spaces.

RELATIONSHIPS

Multifamily Residential areas have strong relationships with activity centers, recreational centers, and commercial areas. These areas are usually located near areas that offer a large variety of services, including shopping and entertainment, which could include Downtown, Community, and Regional Commercial areas, as well as serving as transitional areas between commercial and business activities, and lower density Residential areas.

INFRASTRUCTURE

Multifamily Residential areas should be provided with a complete range of utilities and infrastructure services including curbs, sidewalks, and street lighting at pedestrian scale. New developments should be incorporated into the existing street system for a higher quality of access, while also providing efficient and convenient street and pedestrian access to nearby activity, recreation, and commercial areas. The street system should also be integrated with other land uses, such as low density residential and commercial areas, and should be improved or maintained to accommodate a high volume of traffic.

DESIGN

Multifamily Residential areas should include design that is compatible and functionally integrated with surrounding land uses. Larger developments should include housing that is grouped around shared common open space and includes adequate streetscaping, while undesirable activities, such as parking and garbage collection areas, should be buffered from view with fencing or landscaping to minimize the negative impacts, such as noise, odor, and aesthetic impacts on adjacent and nearby residential uses.



This apartment building is one of many examples of Multifamily Residential throughout Anderson.

DOWNTOWN

A city's Downtown requires a diverse and compact mix of uses, such as service businesses, restaurants, retail, institutional, religious, and residential uses, governmental facilities, gathering and open spaces, offices, and entertainment activities. The Downtown serves as a focal point of the city, and the uses in this area will need to be of the type to draw regional interest as well as local. The Downtown is also a historic area of the city, and will need to maintain this image while remaining pedestrian friendly as well as an effective commercial center.

RELATIONSHIPS

There is a strong relationship between the Downtown area and the Residential areas within and adjacent to it. This area needs to provide for the convenience needs of local residents, as well as providing the business and entertainment opportunities to attract people on a community and regional scale. In addition to this, the Downtown serves as a hub through which neighborhoods and uses located within and outside of Downtown are connected, either through functioning as a gathering venue or through transportation connections. The Downtown area will need to take advantage of these connections, and provide transitions that will separate the intense commercial and entertainment activities occurring within Downtown's core from the Multifamily and Traditional Residential areas located at the edges of and adjacent to downtown.

INFRASTRUCTURE

A full range of utility and infrastructure services should be available for the Downtown area. Particular attention should be paid to making infrastructure additions or improvements at pedestrian scale. Sidewalks, pedestrian scale streetlights, crosswalks, street surfaces, and drainage are all important infrastructure elements of the Downtown and should be kept in good repair and as modern as possible to ensure a high quality of city services. An efficient street pattern and ample parking, on and off street, is also needed to ensure safety for both local and regional visitors to Downtown.

DESIGN

The Downtown area should be designed to complement the historic atmosphere of downtown Anderson as well as having their own unique design elements. In general, the Downtown area will be designed to display businesses and restaurants at ground level, with offices and residential on higher floors. Setbacks will begin at the interior edges of sidewalks and overall, these areas should be pedestrian oriented including pedestrian friendly signage, street furniture, and streetscapes. Window displays and decorated street lighting will also add to this pedestrian friendly atmosphere.

Recent improvements to the Meridian Street corridor have enhanced the aesthetic appeal of Downtown Anderson.



Neighborhood Commercial areas are intended to serve the day-to-day convenience needs of smaller scale neighborhoods. Uses in these areas include convenience stores, coffee shops, and cafes, among other uses. These areas also may include higher density residential arrangements with multifamily residences, such as apartments, existing on the upper floors of commercial buildings.

RELATIONSHIPS

Neighborhood Commercial areas are located within high density neighborhoods, and are typically located around the intersection with the highest volume of traffic within the neighborhood. These commercial areas can serve as connecting points within neighborhoods through the use of gathering spaces and institutional and religious facilities, as well as having a need to connect with adjacent neighborhoods and Downtown Commercial areas.

INFRASTRUCTURE

Neighborhood Commercial areas should be provided with a full range of utility and infrastructure services. Infrastructure within these areas should be created or improved to fit a pedestrian scale. Connections should be made between these commercial areas and neighborhood and downtown areas through the improvement or addition of adequate vehicular and pedestrian facilities, such as streets, sidewalks and trails. On street parking would provide safety benefits to pedestrians by serving as a buffer between pedestrians and street traffic. In addition, curbs, gutters, street lighting and street surface improvement should be provided and maintained.

DESIGN

Neighborhood Commercial areas should be designed to be compatible with the surrounding uses and possible historic character as well as being designed at a pedestrian scale. New and restorative commercial development in these areas should compliment the existing character of surrounding neighborhoods. Unattractive elements, such as mechanical facilities and waste collection, should be carefully screened from adjacent uses, with parking facilities to be located discretely behind commercial businesses. Overall, these areas will need to be created within walking distance of the residents they serve, and will need to carefully design facilities for walking and bicycling.

COMMUNITY COMMERCIAL

Community Commercial areas are typically located in close proximity to major local corridors and intersections. They serve the commercial needs of community wide areas, providing services such as convenience stores, grocery stores, shopping centers, and restaurants, among others. Community Commercial areas may include high density multifamily residential, such as apartment buildings and possibly residential on the upper floors of businesses.

RELATIONSHIPS

Community Commercial areas have a strong relationship with nearby high density residential areas, such as Multifamily and Medium Density Suburban Residential developments, as well as with nearby employment areas. Community Commercial areas should include buffers to screen them from, but not cut them off from, directly adjacent uses such as existing low density or single-family developments because of the increased noise and congestion that these commercial areas typically generate.

INFRASTRUCTURE

A full range of utility and infrastructure services should be available for Community Commercial areas. For improvements and new development both vehicular and pedestrian traffic must be planned for, providing connections to other commercial areas as well as to the neighborhoods and communities that the Community Commercial areas themselves serve. Connections between these uses must be facilitated through efficient street access as well as through adequate amounts of sidewalks. In addition, these areas must plan for transportation facility requirements, such as the need to accommodate delivery trucks and their access to the commercial buildings, as well by providing various options for pedestrian visitors of these areas.

DESIGN

Community Commercial areas must have coordinated designs, as well as an abundant amount of landscaping and the use of high quality building materials. These areas should be arranged to resemble centers rather than strips in order to limit the number of access points and curb cuts. These commercial areas should also have their own internal roads and sidewalks, as well as plenty of pedestrian scaled amenities like outdoor furniture and pedestrian scaled street lighting.

*IHOP and similar chain restaurants
and stores are considered
Community Commercial Land Uses.*



Regional Commercial areas are usually located in close proximity to Business Parks, Industrial areas, and Institutional areas. These areas are usually located at the intersection of two main regional routes, and provide commercial services that draw people from outside of the immediate area. Some of the services found in Regional Commercial areas include large chain stores and restaurants, hotels, gas stations, retail outlets, and entertainment. These areas have a wider collection of mixed uses, incorporating high density residential into the commercial areas.

RELATIONSHIPS

Typically, connections are strongest between Regional Commercial areas and Business Parks, Multifamily Residential areas, and Institutional areas. Low Density Suburban Residential developments are generally considered to be incompatible with Regional Commercial areas due to the potential negative impacts on these neighborhoods that could result from commercial uses, such as increased traffic congestion or a significant impact on the area's utility service capability. These residential areas should be separated from Regional Commercial areas either physically or through the use of buffers to minimize the noise and congestion impacts that can occur as a result of the creation of these commercial areas.

INFRASTRUCTURE

A full range of utility and infrastructure services should be available for Regional Commercial areas. Both pedestrians and vehicles must be planned for in this type of a development, and traffic flows within Regional Commercial areas must be carefully planned for to minimize safety issues that arise from pedestrian and vehicular conflict. Connections must be present between the regional commercial areas and other uses, as well as interior connections within the development, such as sidewalks that connect the various types of residential and businesses. In addition, development-wide sidewalks, streets, street lighting, curbs, and drainage facilities must be provided within the areas.

DESIGN

The areas must provide an adequate amount of landscaping and the use of high quality building materials, and the site design of Regional Commercial developments should allow these developments to resemble centers rather than strips in order to limit the number of access points and curb cuts. Internal roads and sidewalks must be included for accessibility and connectivity, as well as the integration of unique, quality architecture, coordinated signage, and streetscaping within these developments.



Hoosier Park is an example of a Regional Commercial Land Use.

INDUSTRIAL

Industrial areas are intended to include major area employers such as manufacturing companies, product suppliers, distribution centers, and professional offices. Other uses on these sites can include warehousing, as well as employee directed uses, such as day cares, banks, delis, and coffee shops, among others.

RELATIONSHIPS

Industrial areas are generally located with close proximity to similar land uses, such as other Industrial sites, Business Parks, large Institutional areas, and large Commercial developments. Due to the unique nature of industrial uses, such as the need for large tracts of land, pollution emissions, and heavy as well as noisy truck traffic, Industrial areas are incompatible with most types of Residential areas and should be screened from residential developments.

INFRASTRUCTURE

A full range of utility and infrastructure services should be available for Industrial areas. Industrial areas have a strong need for convenient access to major transportation infrastructure, such as state and national highways, as well as interstates. This will need to be accomplished without disturbing the regular community traffic patterns of the area. Rail access may be an important necessity, depending on the type of businesses within these Industrial areas, and sidewalks or trails should be provided on site and connecting to nearby neighborhoods for benefit of employees in the area. Technology infrastructure, such as fiber optics, will be necessary for Industrial uses, and drainage should be taken care of on site by the individual businesses, or more suitably through a coordinated drainage system of multiple sites.

DESIGN

Industrial uses require large lots of land to accommodate large facilities as well as the possibility of future expansion. Streets accessing and running through Industrial areas will need to be designed to handle heavy truck traffic adequately, and there will need to be effective management of the street network in order to minimize traffic conflicts. In addition, Industrial areas should be designed to minimize environmental impact as well as impact on surrounding non-industrial uses, such as Commercial areas and Business Parks.

The Guide Corporation is one of several industrial employers in Anderson.



The main priority of Business Parks is to provide a location for major area employers, with a focus on professional offices, that has a campus-like setting and convenient connectivity between the businesses located there. Business Parks typically include general professional offices, research and development offices, and offices for technology companies, as well as other business types along these lines. Accessory commercial uses may also be located in these areas, such as banks, coffee shops, and other services that will focus on employee convenience and be limited enough in size or service to prevent drawing customers from outside of the campus.

RELATIONSHIPS

Business Parks should be located adjacent to Industrial areas, as well as Community and Regional Commercial areas. In addition, Business Parks may also serve as transitional areas between Industrial and Residential areas.

INFRASTRUCTURE

Business Parks should be provided with a full range of utility and infrastructure services. Transportation infrastructure is important in Business Parks, though they primarily serve commuting employees, as well as technology infrastructure. A coordinated drainage system should be included in the site, providing drainage services to all businesses and offices located there, as well as a possible amenity and open space. Another key element is connectivity, which should be demonstrated with linking streets and sidewalks to adjacent areas, such as Commercial and Residential areas.

DESIGN

A campus setting should be used for Business Parks, with a unified theme of architectural style and design throughout the site. Parking should be limited to the rear of buildings, and should be appropriately screened from employees and visitors with proper landscaping. Pedestrian infrastructure, open space, and streetscapes should also be carefully considered, with the need for sidewalks and trails throughout the site to increase connectivity, as well as providing additional pedestrian amenities for employees and visitors.



The Flagship is a relatively new Business Park, and is located on the southwest side of Anderson.

INSTITUTIONAL

Institutional areas are extremely important to the development of a city. They include various civic, educational, and governmental facilities. In addition, hospitals, large scale churches, or other service providing facilities, such as water treatment plants, may also be located in Institutional areas. Additional non-institutional uses, such as offices and homes, may be located there as long as they are directly complimentary to the institutions.

RELATIONSHIPS

Institutional areas are a main focal point of communities. They exist to facilitate strong relationships between residents and community activities and services. Actual location of these areas and the proximity of them to other land uses depends largely on the types of uses located in these Institutional areas, such as locating governmental services near downtown and locating neighborhood serving uses, such as churches and schools, near neighborhoods. There is also a strong need for connectivity between Institutional areas and nearby Residential and Commercial areas.

INFRASTRUCTURE

A full range of utility and infrastructure services should be available to Institutional areas. In addition, transportation is a vital infrastructure element for these areas, with a need for efficient and well-maintained streets including street surfaces, curbs, gutters, and sidewalks. Institutional sites should be easily accessible by residents as well as visitors to Anderson, and technology infrastructure should be provided to ensure the highest efficiency of community and city services.

DESIGN

The design of individual Institutional areas will vary depending on the types of facilities currently existing within or planned for these areas. A professional level of design, including building design, site design, landscaping, and streetscaping should be undertaken to ensure that the projected image of Institutional areas is compatible with the desired image of the community and the City of Anderson. Institutional areas should also be designed to be compatible with adjacent and surrounding uses, particularly Residential areas within and around Institutional sites.

City Hall is one of several institutional facilities within the Downtown area.



The Parks & Recreation land use designation includes both public and private open spaces and recreation facilities, such as individual parks, golf courses, and recreation centers. Both active and passive open space use should be incorporated into the design of Parks & Recreation areas, including athletic facilities, picnic areas, and other uses, and these areas should be located throughout Anderson and available to as many residents as possible.

RELATIONSHIPS

Parks & Recreation areas should be designed at a variety of scales depending on their locations, nearby residential densities, and types of intended activities and uses. Because of a strong relationship to Residential areas, Parks & Recreation areas should be integrated with Residential areas as often as possible.

INFRASTRUCTURE

The appropriate level of utilities and infrastructure should be provided to Parks & Recreation areas based on the intended uses and activities of specific park locations. Utilities would be needed for park facilities such as refreshment stands, band and performance shelters, athletic facilities, and restrooms, as well as some sidewalk or trail lighting. Roads, sidewalks, and trails should all be provided to enforce strong connectivity to other land uses such as Residential areas, Downtown, schools, and other recreational activity locations.

DESIGN

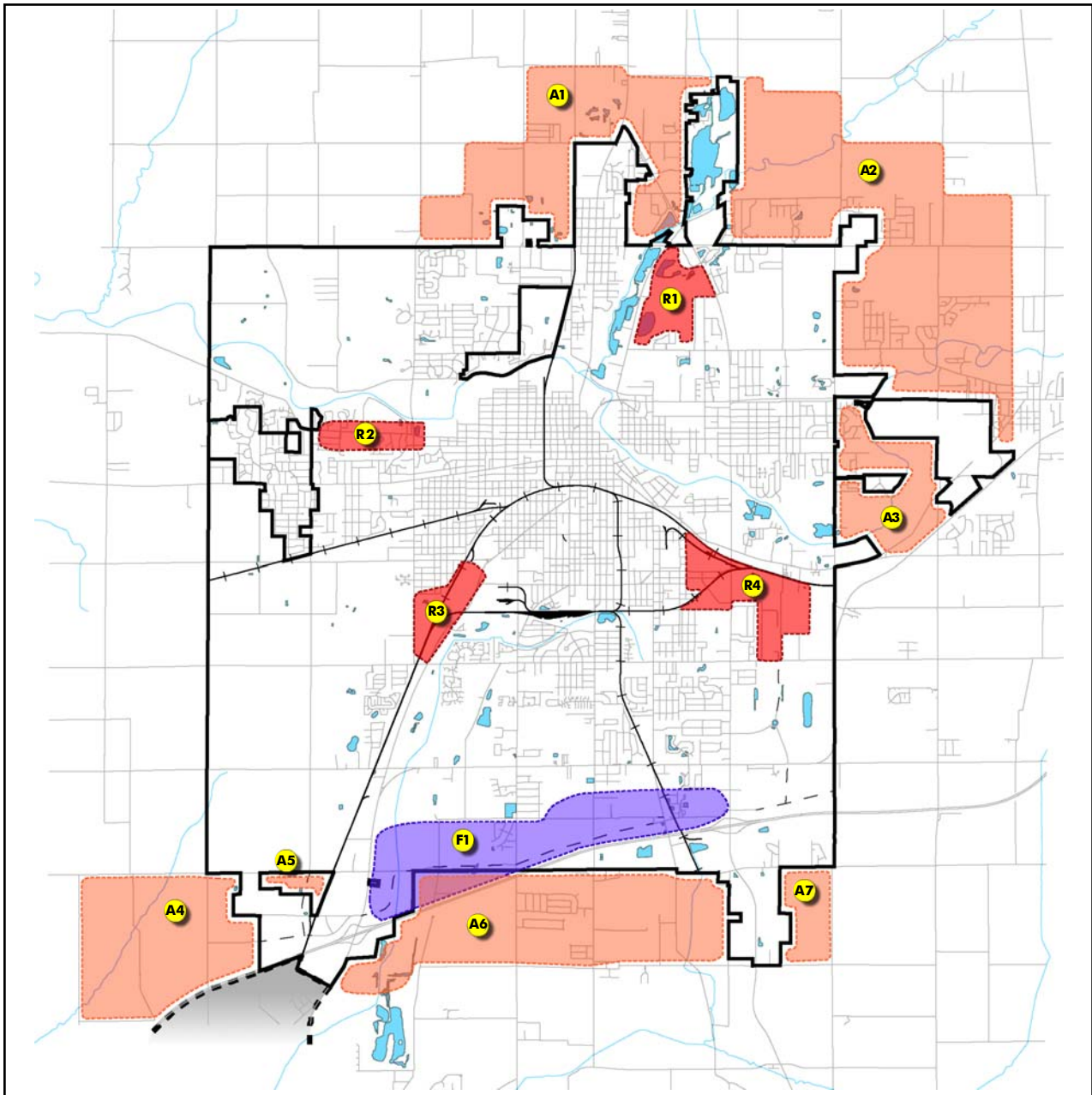
The design of individual Parks & Recreation areas will vary depending on the intended uses and activities at these locations. In all cases, active recreation should be carefully designed to include considerations for natural preservation, as well as careful integration with the surrounding environment. Uses within Parks & Recreation areas that have the potential to cause noise and light impacts, such as parking lot and athletic facilities, should be screened from surrounding Residential areas through proper landscaping.



Jackson Park provides a variety of recreational opportunities to residents of the surrounding neighborhood.

CRITICAL AREAS

In the course of developing the Land Use Plan for Anderson, it became necessary to identify several key areas within the community for more detailed study, beyond that provided in the Future Land Use Map shown earlier in this chapter. These areas have been evaluated on a more detailed basis in order to provide guidance that responds to the unique issues and challenges found in each area. Each Critical Area section includes a description of the area and a set of policies for future development in the area. The map below shows the general location of each of the Critical Areas identified in Anderson.



INTERSTATE 69 FRONTAGE ROAD/ENTERPRISE DRIVE

One of the most important transportation routes in Anderson is Interstate 69, which runs along the southern portion of the community and provides two exits where travelers can access the City. This type of transportation resource is a key asset for the development of new employers, but it cannot be fully exploited without an adequate local street network to supplement the Interstate route. Currently, the 53rd Street corridor is the nearest east-west route to I-69. The creation of a new east-west corridor between I-69 and 53rd Street would open up additional land for business development along the highway. The following issues and policies should guide the development of such a route.

Issues

- 1 Funding - A frontage road project is too expensive for the city to take upon itself.
- 2 Identity - Convenient access to this area will create a higher demand for development which, without proper control, could cause harm to the desired identity of this area and the use of this corridor as a gateway into Anderson.
- 3 Access & Signalization - Vehicle access management and signalization is a safety and efficiency concern as the corridor develops.
- 4 Mixed Use Development - Mixed use development should be allowed within this area with appropriate development standards.
- 5 Safety - There is a need to provide for the safe movement of pedestrians and bicyclists within the corridor.

Policies**Policy 1 Encourage Public/Private Partnerships:**

The City should partner with interested developers to cover the costs of roadway improvements, and should require right-of-way dedications from all new developers.

Policy 2 Incorporate Bicycle & Pedestrian Accommodations:

Bicycle and pedestrian access and pathways should be incorporated into the roadway and land use development occurring within this corridor.

Policy 3 Create a Corridor Overlay:

An overlay zoning district should be created for this corridor and should require unique development standards for elements such as signage, building placement, and landscaping. These standards should be a reflection of the desired identity of this area, and should be specific to the types of retail, business, and recreation that will develop here in the future.



Critical Area F1, Interstate Frontage Road/Enterprise Drive.

CRITICAL AREAS

FUTURE ANNEXATION AREAS

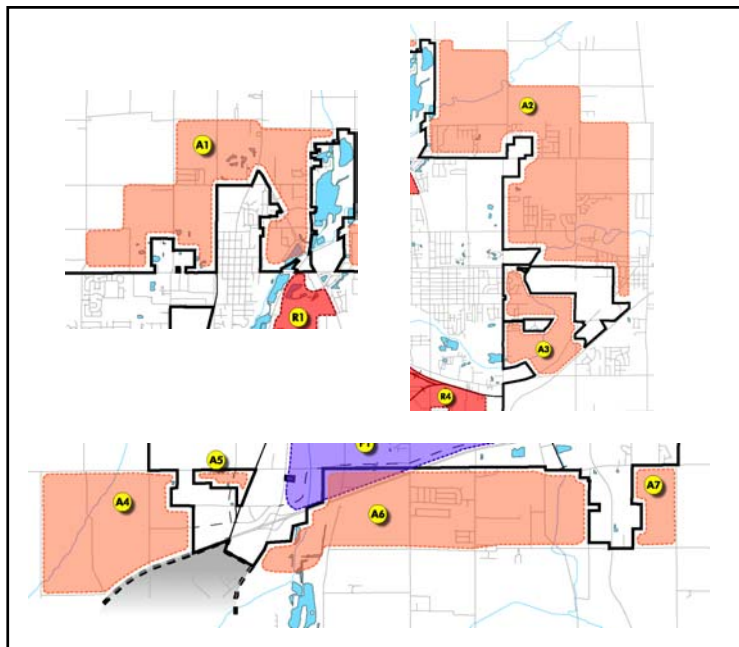
Anderson has not undertaken significant annexation in several years. As the community develops and changes, it may be prudent to explore new annexation opportunities in the future. Certain areas around the fringe of Anderson's existing municipal boundary are logical candidates for annexation over time. The possible need for annexation of these areas is a result of growth pressure from Pendleton to the south, the potential for commercial and industrial development on either side of I-69, the occurrence of unincorporated areas receiving city service, and the small areas within or immediately surrounding the city that are themselves nearly or completely surrounded by Anderson. In addition, there are towns within Anderson that are incorporated themselves. These towns cannot be annexed into Anderson, and therefore they have been left out of this section.

The map below highlights several areas that would be appropriate to consider for annexation by the City. These areas should be studied thoroughly before any action is taken, as the map below has not taken into account eligibility requirements as provided by State statute, nor has it made a full analysis of the fiscal feasibility of such annexations. Instead, this map highlights areas that would be logical for the City to have under its planning and zoning jurisdiction to ensure that future development patterns provide maximum benefit to the Anderson community.

Issues

- 1 Utility Service within City Limits - Some areas that are currently within Anderson do not yet receive city utility service, such as sewer and water.
- 2 Unincorporated Areas Receiving City Utilities - There are some residential developments outside of Anderson's limits that receive city sewer and water service but have not yet been annexed.
- 3 Promote Growth - The possibility for annexation may be needed for those commercial and industrial land uses that require land characteristics that cannot be found within Anderson.

Future Annexation Areas, A1, A2, A3, A4, A5, A6, and A7.



Policies

- Policy 1 Require Annexation in the Event of Utility Extension:**
Under no circumstances should the City allow for the extension of sewer and water service without first annexing the area in question.
- Policy 2 Conduct Thorough Research Before Taking Action:**
It is important that the City carefully analyze its ability to provide appropriate public services to newly annexed areas before such annexations occur. It is also important that, in the event that certain City services are to be provided outside of the corporate limits, the City takes measures to ensure that annexation will be able to proceed without protest by those receiving the services.
- Policy 3 Prioritize Need:**
Areas within Anderson that do not receive city sewer and water service should be considered as the highest need for utility extension. Following that, a priority for annexation should be given to those areas with existing city utilities that are not within the City's limits.
- Policy 4 Give Preference to Industrial & Commercial Development:**
Suggested annexation areas located on the south side of Anderson, areas A4-A6 on the key map, should be considered as growth opportunities for industrial and commercial expansion or attraction.

REDEVELOPMENT AREAS

While growth will likely move outward from the existing City, there are also opportunities to reuse and revitalize significant tracts of land within the community. In some areas, facilities vacated by employers that have left the community are ripe for redevelopment. In other areas, active quarry operations present the opportunity for future reuse as residential areas and parks. These potential redevelopment, or “infill”, sites can have several advantages over vacant sites at the edges of the community. First, they are likely to have established networks of streets and other key infrastructure, minimizing the investment that would be needed to prepare them for use. Second, they are likely to be among established residential populations, providing a stable customer base for commercial businesses, and an employee base for new companies.

Issues

- 1 Brownfields - The General Motors site (R4) is currently a brownfield. This aspect of any site can discourage potential employers and delay development of the sites.
- 2 Access - Access to main thoroughfares can be limited from these sites because of their location in established areas that may be heavily populated.

Policies

Policy 1 Conduct Brownfield Studies for Potential Redevelopment Sites:

Conduct brownfield studies and initiate cleanups for all potentially hazardous commercial and industrial infill sites.

Policy 2 Coordinate Improvement & Redevelopment Efforts:

Anderson should coordinate the improvement of these redevelopment sites with the Railroad Relocation Study and its suggested improvements by conducting compatible projects at the same time, such as making aesthetic, roadway, and connectivity improvements to redevelopment areas near the rail corridors.

Policy 3 Explore Various Redevelopment Scenarios:

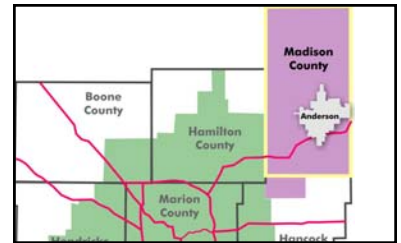
The City should explore different redevelopment scenarios, such as residential, commercial, or industrial redevelopment, as they apply to each site uniquely.

Redevelopment Areas R1, R2, R3, and R4.



TRANSPORTATION PLAN 13

PART II: IMPLEMENTATION



INTRODUCTION

The Transportation Plan describes the primary method of implementing the transportation related goals of the comprehensive plan. The Transportation Plan consists of several key elements, including (1) the Anderson Thoroughfare Plan, (2) a Trails & Greenways Plan, and (3) a Critical Areas summary. In addition, there is a discussion of Anderson's role in the regional transportation system, as well as suggested implementation tools for safe and efficient roadways.

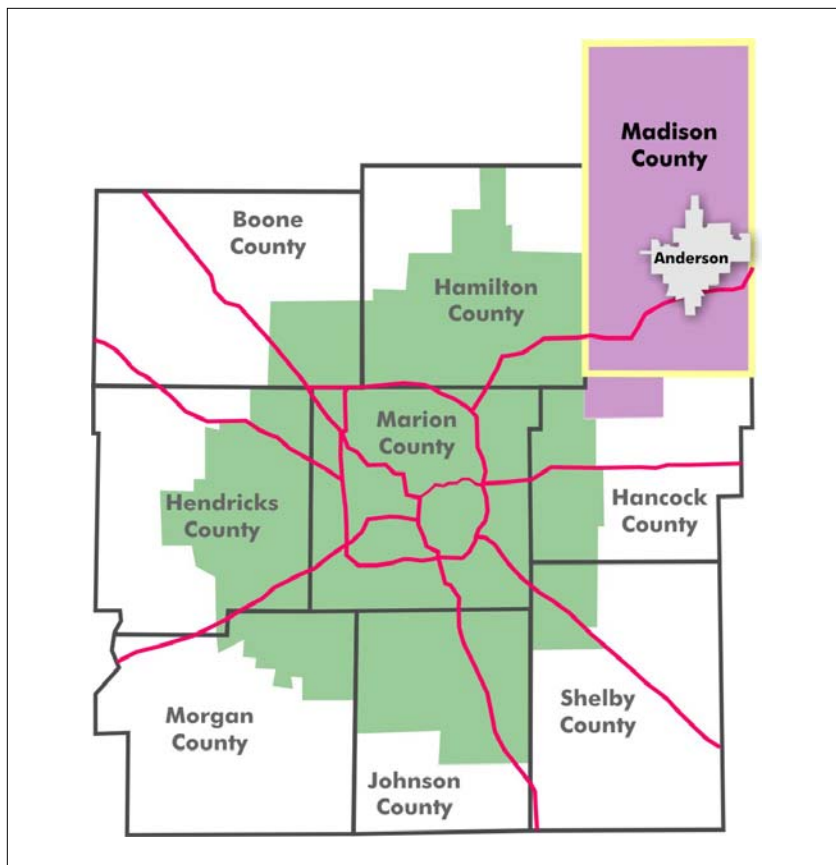
Generally, the Transportation Plan is intended to accomplish the following Transportation goals:

- **Safety & Efficiency:** Adequate road capacity should be provided in a way that allows efficient travel within the community, but also ensures the safety of users.
- **Travel Options:** Provisions should be made for multiple transportation options, including personal vehicles, transit, bicycling and walking.
- **Development Support:** Road connections and configurations should support the future development patterns proposed in the Future Land Use Plan.

The Thoroughfare Plan component of this chapter describes the network of roadways that are designed to support the future land use patterns envisioned by this comprehensive plan. Several categories of roads have been designated, based on their purpose and capacity needs.

Several key locations within the Anderson transportation system have been designated Critical Areas. These are areas where specific, more detailed guidance is required to deal with special circumstances that the general transportation policies cannot address adequately.

As a member of the Madison County Council of Governments (MCCOG), Anderson is connected to a regional network of transportation routes and issues. It is important that any transportation solutions proposed for the City of Anderson recognize the regional context of the community. In particular, it is important to be aware of road projects proposed by state and regional transportation authorities so that local projects can be effectively coordinated. For example, some projects to be aware of include any INDOT or federal transportation project and the MCCOG Long Range Transportation Plan, which plans projects to the year 2030. The map below shows the urbanized area that is served by MCCOG in its capacity as the Metropolitan Planning Organization (MPO) for the region. The MPO coordinates transportation needs and projects, helping to channel money from funding sources to appropriate projects.



The map at left shows the boundaries of the planning areas for the Indianapolis and Anderson Metropolitan Planning Organizations. Coordination with both planning groups is important for the continued functionality of the regional transportation network.



THOROUGHFARE PLAN

Not every road in Anderson can accommodate high volumes of traffic efficiently. Constructing a road network where every road can handle the same high volume of use is not physically or financially feasible. It is necessary to create a logical hierarchy of thoroughfare types that can accommodate varying levels of traffic volumes. The Thoroughfare Plan, therefore, proposes that a system of primary and secondary thoroughfares be established to accommodate future growth in Anderson. The system is based on establishing a specific function and minimum design standards for each roadway. It is important to note that the Thoroughfare Plan designates not only existing roadways, but recommends future connections that may be appropriate based on projected growth patterns.

The functions and classifications proposed for Anderson’s roadways are detailed on the following pages. In addition, a map is provided here to show the functional classification of each road in the city. In some cases, it may not be practical or feasible to meet the recommended design standards for a particular road. In these cases, every effort should be made to establish the best possible alignment, grade, sight distance, drainage, and other appropriate characteristics.

THOROUGHFARE DESIGNATION GUIDELINES

Classification Criteria	Thoroughfare Designation			
	Collector	Secondary Arterial	Primary Arterial	Freeway/Expressway
<i>Trip Distance</i>	Provides for short distance (< 3 miles) traffic movement between neighborhood and arterial systems).	Provides for moderate-distance traffic movement (about 3 miles) within Anderson and between Anderson and adjacent communities.	Provides for long-distance traffic movement (+3 miles) between Anderson and other communities within the metropolitan area.	Provides for long-distance traffic movement between Anderson and other metropolitan areas.
<i>Access Control</i>	Provides direct access to abutting land uses and some access control through the spacing and location of driveways and intersections.	Partial access control: moderate service to abutting land uses. Access control through raised medians, and the spacing and location of driveways and intersections.	Limited access control: very limited service to abutting land uses. Access control through frontage roads, raised medians, and the spacing and location of driveways and intersections.	Full access control: no service to abutting land uses. Access points limited to other freeways and arterials with a minimum interchanges spacing of 1 mile.
<i>Traffic Separation</i>	Opposing traffic flows are generally unseparated.	Opposing traffic flows are physically separated by a raised median or continuous left turn lane. Collector and arterial cross streets are signalized as well as major development entrances.	Opposing traffic flows are physically separated by a raised median. Collector and arterial cross streets are signalized.	Opposing traffic flows are physically separated and cross streets are grade separated except that expressways may have at-grade signalized intersections at least 1 mile apart.
<i>Signalization</i>	Traffic signals exist for those intersections where an arterial street crosses a collector.	Traffic signals are coordinated for progressive movement.	Traffic signals are coordinated for progressive movement.	not applicable
<i>Number of Lanes</i>	2-lane, undivided	2-lane, divided	4-lane, divided	2+ lanes in each direction
<i>Ideal Spacing (same type of roadway)</i>	.25 to .50 mile	0.75 to 1 mile	1.5 to 2 miles	Variable, not less than 3 miles

In order to maintain an efficient and effective roadway network within Anderson, public streets are given thoroughfare designations that correspond to the purpose that they serve. Taken as a whole, this system of thoroughfare designations will help to serve the traffic generated as a result of the anticipated future land use pattern in Anderson. Please refer to Chapter 12 for a detailed description of future land uses in Anderson. The pages that follow provide a description of each thoroughfare designation that illustrates the following key characteristics of each roadway type:

- (1) Minimum right-of-way required;
- (2) Number of traffic lanes;
- (3) Median divider requirements;
- (4) Tree plot size; and
- (5) Other relevant design components.

TYPICAL STREET CROSS SECTION STANDARDS

Functional Class	Minimum R.O.W.	Pavement Section					Border Section	
		Number of Moving Lanes	Moving Lane Width	Median Divider	Curb & Gutter (each side)	Bicycle Lane (each side)	Tree Plot and Utility Easement (each side)	Sidewalk (each side)
Local Street	60'	2	11'	0	2'	0	12'	5'
Secondary Collector	80'	2	12'	0	2'	5' **	16'	5'
Primary Collector	100'	2	12'	12'	2'	5' ***	18'	5'
Secondary Arterial	108-130'	4	12'	12'	2'	5' *	10'	5'
Primary Arterial	126-150'	4	12'	18"	2'	5' *	16'	5'

* or 12' multi-use path (each side)
 ** or 12' multi-use path (each side) with 9' tree plot
 *** or 12' multi-use path (each side) with 11' tree plot

DESIGN PROFILE:

LOCAL STREETS

MINIMUM R.O.W.

60 feet

OF MOVING LANES

2

LANE WIDTH

11 feet

MEDIAN DIVIDER

none

CURB & GUTTER

2 feet (each side)

TREE PLOT & UTILITIES

12 feet (each side)

SIDEWALK

5 feet (each side)

LOCAL STREETS

Local Streets are City streets that are not designated as Arterials or Collectors within the Thoroughfare Plan hierarchy. They typically carry low volumes of traffic and driveway access is not strictly controlled. These roads move traffic over short distances at relatively low speeds, connecting travelers with the wider network of roads. This category also includes streets within subdivisions that serve primarily as access points for residential development. Right-of-way standards for these roads are the lowest for any of the categories, although in the case of subdivision and neighborhood streets, more improvements (such as curbs, sidewalks, and street trees) should be required.

INSERT 11x17 GRAPHIC

COLLECTOR ROADS

Collector Roads serve an intermediate function in the Thoroughfare Plan’s roadway hierarchy. While they move medium volumes of traffic from one area to another within Anderson, they also serve to connect traffic from local roads, particularly within subdivisions, to the wider Arterial roadway network. They are recommended to be medium capacity roadways with moderately high rates of speed. It is important that Collector Roads include amenities such as curbs, sidewalks, street trees, lighting, and bike lanes/paths.

PRIMARY COLLECTORS

Primary Collectors are City roads that play significant roles in moving traffic between Arterial roadways, as well as funneling traffic from residential areas to the greater road network. Examples of Major Collectors in Anderson would be Ridge Road or Virgil E. Cook Boulevard. This category also includes roads built within new subdivisions which serve to gather traffic from neighborhood streets and direct it to the larger roads in the system.

SECONDARY COLLECTORS

Secondary Collector roads serve much the same purpose as Primary Collectors, only these roads would experience lower volumes of traffic and have less regional significance in the overall roadway network. Like Primary Collectors, these roads primarily serve to connect local roadways to the Arterial Road system. Examples of Secondary Collectors in Anderson would include a portion of 10th Street near Anderson University or 22nd Street west of Madison Avenue. Typical road profile and right-of-way requirements would be lower for these roads than for Primary Collectors.

DESIGN PROFILE:	
COLLECTORS	
<i>MINIMUM R.O.W.</i>	100 feet (Primary) 80 feet (Secondary)
<i># OF MOVING LANES</i>	2
<i>LANE WIDTH</i>	12 feet
<i>MEDIAN DIVIDER</i>	12 feet (Primary) none (Secondary)
<i>CURB & GUTTER</i>	2 feet, each side
<i>TREE PLOT & UTILITIES</i>	18 feet, each side (Primary) 16 feet, each side (Secondary) * width varies with multi-use path option
<i>SIDEWALK</i>	5 feet, each side
<i>BICYCLE LANE</i>	5 feet, each side Optional 12’ multi-use path, each side

DESIGN PROFILE:

ARTERIALS

MINIMUM R.O.W.

126-150 feet (Primary)

108-130 feet
(Secondary)

OF MOVING LANES

4

LANE WIDTH

12 feet

MEDIAN DIVIDER

18 feet (Primary)

12 feet (Secondary)

CURB & GUTTER

2 feet, each side

TREE PLOT & UTILITIES

16 feet, each side
(Primary)

10 feet, each side
(Secondary)

SIDEWALK

5 feet, each side

BICYCLE LANE

5 feet, each side

Optional 12' multi-use
path, each side

ARTERIAL ROADS

Arterial Roads are at the top of the hierarchy established in the Thoroughfare Plan. These roads are designed to carry high volumes of traffic at reasonable speeds, and over significant distances. These roadways also have the widest typical profile due to their need for high lane capacity. There are two levels of Arterials as designated by this Plan: Primary Arterials and Secondary Arterials.

PRIMARY ARTERIALS

Primary Arterials designated by this Plan are local and state roads of regional importance. This includes such roads as Scatterfield Road, 53rd Street, or Martin Luther King Jr. Boulevard. These roadways are intended to move large volumes of traffic between the communities within Hancock County, as well as to surrounding counties. While these roads are not intended to be limited access, like Freeways, access control standards should be utilized to ensure that these corridors remain safe and efficient.

SECONDARY ARTERIALS

Secondary Arterials include several local routes of lesser regional significance but which still serve high volumes of traffic within the community. Examples of these roads would be Columbus Avenue or 8th Street. These road corridors should also be subject to access control measures as development occurs along them.

INSERT 11x17 GRAPHIC

FREEWAY/EXPRESSWAY

There is only one road designated as a Freeway in Anderson, that being Interstate 69. Freeways are designed as high-speed, limited access corridors that move very high volumes of traffic on a regular basis. They are characterized by two or more lanes of traffic in each direction, and are constructed with grade-separated interchanges to maintain traffic flow. There are currently two I-69 interchanges within Anderson, one at Martin Luther King Jr. Boulevard (Exit 22), and the other at Scatterfield Road (Exit 26). Proposals for any new interchanges should be evaluated carefully, considering their impact on surrounding land uses and the traffic capacity of connecting roads. At this time, it is anticipated that I-69 will remain the only Freeway in Anderson.



Interstate 69 serves as the primary transportation linkage to Indianapolis, just south of Anderson.

Constructing additional paved surfaces is not the only way to maintain efficient traffic movement. Proper management of land uses, understanding the impact of individual developments on the road system, and the control of roadway access points can maintain efficient traffic flow without significant roadway construction projects.

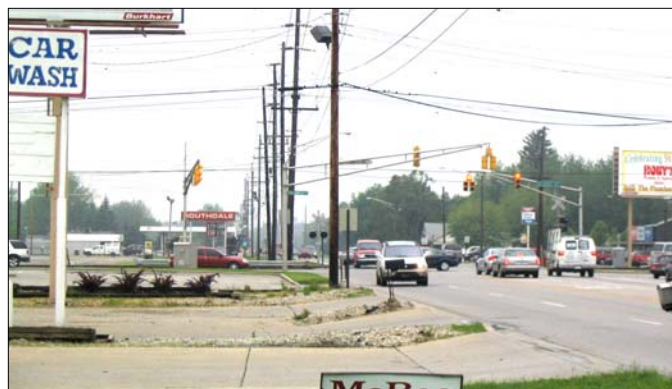
ACCESS CONTROL

As traffic volumes on roadways increase, the need to control access from abutting properties also increases. The primary purpose of arterials and major collectors is to move traffic from one point to another, not to provide access to individual properties. Access control is needed to facilitate this purpose.

Some methods of access control fall under the scope of the city's Zoning and Subdivision Control Ordinance. On city and state roads, the city may regulate access characteristics, including sharing and spacing of access points. Ultimately, it is in the city's best interest to establish site development standards that minimize transportation impacts. This not only ensures the safety and efficiency of the city's roadways, but can also help to manage road maintenance costs over the long term. Some techniques that can be used to control access include the following:

- Regulate minimum spacing of driveways.
- Regulate minimum corner clearance. Provide drivers suitable sight distance to help them execute their turns smoothly and safely.
- Regulate the maximum number of driveways per property frontage.
- Establish minimum frontage requirements for newly subdivided lots.
- Arrange access points so that driveways are immediately across from one another.
- Consolidate access for adjacent properties. Encourage the use of shared driveways and parking.
- Encourage connections between adjacent properties.
- Require adequate internal design and circulation planning.

Strong access control policies can prevent the creation of dangerous and confusing traffic patterns along major road corridors. Multiple driveways located in close succession, as illustrated at right, can create safety hazards for motorists.



DEVELOPMENT REVIEW

The Anderson Plan Commission has direct impact on the future of the city and its roadway system. When asked to review a developer's proposal, they must have a clear understanding of the transportation aspects of that proposal. Some criteria to consider when making decisions concerning the transportation impacts of development proposals are summarized below:

- Does the proposed street system meet the local ordinance requirements for street width, sidewalks, and engineering construction standards?
- Will the proposed street system work well with the roadway hierarchy established in the Thoroughfare Plan?
- Does the proposal assure good on-site circulation?
- Are there safe and convenient connections between proposed new streets or driveways and the existing street system?
- Has the developer considered and planned for the additional demands the new development will place on the existing transportation system?
- Are the needed transportation improvements guaranteed as part of the plan approval?
- Have opportunities for transportation connections to potential future development on adjacent properties been provided?
- Have appropriate bicycle and pedestrian facilities and connections been provided?

RIGHT-OF-WAY RESERVATION

The final way to implement the standards established in the Thoroughfare Plan is the reservation of appropriate right-of-way as land develops. It is important that as parcels of ground develop, rights-of-way be reserved for potential future roadway improvements. While one development may not adversely affect the efficient operation of the roadway system, several developments concentrated in one area will place a strain on the system. The City must maintain a strong policy of reserving adequate rights-of-way in all development proposals.

BICYCLE & PEDESTRIAN PLAN

In a growing number of communities, bicycling and walking are considered to be indicators of livability – a factor that has a profound impact on attracting businesses, residents, and tourists. In cities and towns where people can regularly be seen bicycling and walking, there is a palpable sense that these are safe and friendly places to live and visit. Enhancing the bicycle and pedestrian environment in Anderson can provide the community with numerous benefits. These benefits include:

- **Traffic Congestion:** Increased convenience for bicyclists and pedestrians can help to reduce the number of motor vehicles on local roadways.
- **Non-Driver Accessibility:** Providing better bicycle and pedestrian connections helps to increase mobility throughout the community for those that may not have access to a car.
- **Quality of Life:** Communities that are bicycle and pedestrian friendly provide a positive and welcoming image to visitors, and are perceived to offer a high quality of life to their citizens.
- **Health & Wellness:** There are numerous health benefits to be derived from the physical activity of increased bicycling and walking.
- **Economic & Tourism:** Bicycle and pedestrian facilities can become tourism destinations, bringing in visitors that will spend their money at local businesses.

The City of Anderson has recognized these benefits and is committed to improving the bicycle and pedestrian environment throughout the community. Anderson’s bicycle and pedestrian strategy is based on the following key principles:

- Transform the existing transportation network to accommodate bicycling and walking as a transportation mode and for recreation.
- Provide safe and easy access to schools, parks recreational trails, community centers, shopping, and employment.
- Ensure safe and convenient bicycle and pedestrian access to all parts of the city through a network of on- and off-street facilities, bicycle parking, and proper signage.

The City reinforced its commitment to bicycle and pedestrian planning by announcing a new signed bicycle route through Anderson.



The Madison County Council of Governments has drafted a Madison County Bicycle and Pedestrian Facilities Plan. This plan presents goals not only for Madison County, but Anderson as well. The City would like to adopt the components of the plan and begin implementation as feasible.

The goals are as follows:

- **Development Goal:** Establish a regional network of walkways, bike lanes, paved shoulders, and shared use paths among residential neighborhoods, cities and towns, employment centers, shopping centers, transit stations, historic districts, schools, libraries, recreation centers, etc.
- **Education Goal:** Educate public officials, business and community leaders and the general public.
- **Funding Goal:** Ensure adequate funding for construction and maintenance of the pedestrian and bicycle network and related facilities.
- **Coordination Goal:** Ensure public agencies within the county and all municipalities are active and involved in discussing the “Facilities Plan” and local efforts at developing a pedestrian and bicycle network.
- **Land Use Goal:** Incorporate pedestrian and bicycle recreation and commuter needs into local comprehensive plans, land use plans, park plans, and transportation plans.
- **Research Goal:** Create a database and foundation of information to aid in the planning of the pedestrian and bicycle network.

SYSTEM DEVELOPMENT OPPORTUNITIES

The first step that Anderson should take is to expand on existing bicycle and pedestrian resources in the community. The list provided below provides an overview of the opportunities that exist in Anderson, and some suggested enhancements.

EXPANSION OF EXISTING TRAIL SYSTEM

The river-walk is located on the northeast side of downtown Anderson along the White River from Shadyside Park to Scatterfield Road. Primary amenities include a walking/biking trail system and areas of nature observation. A pedestrian bridge connecting the existing trail on the west side of the river to the existing trail and two city parks on the east side of the river will be built near the downtown. A historic bridge has already been purchased for the connection of this project. A donation of 132 acres of property along with the purchase of an additional 54 acres has afforded the park system a diverse piece of property located along the White River at Range Line Road.

The property formerly known as the Vulcan property is a nature preserve named Range Line Nature Preserve. There are plans to connect this property to the rest of the parks trail system by a pathway running along the north shore of the river and eventually Mounds State Park. This would entail approximately 2.43 miles of new trail. With this expansion, a new access point will be constructed at State Road 9. This location is highly visible to this busy road and would be the connecting point between the new trail and the existing trail.

BICYCLE & PEDESTRIAN PLAN

MOUNTAIN BIKE TRAILS

In addition to existing trail expansion, the potential for creating off-road mountain biking trails at the Range Line Nature Preserve is being explored. The area has unofficially been used for this activity in the past, but no formal plans, trails, or signage have ever been implemented. Representatives from Hoosier Mountain Bike Association (HMBA) and Do INdiana Off-road (D.IN.O) are creating a trail plan for the property that highlights potential mountain biking trails. They intend to establish a volunteer base to train, design, and build the new trails. This project will not only benefit the local population, but regional riding groups as well. D.IN.O. is Indiana's largest organizer of mountain bike races, trail running (footraces), and other off-road endurance events. A D.IN.O event can bring direct economic benefits to the community.

ABANDONED RAILROADS

The City has an influx of abandoned railroads. The abandoned lines should be considered for conversion to trail use. Various agencies such as Rails to Trails Conservancy can help in the planning process. The Trails and Greenways Clearinghouse provides technical assistance, information resources, vendor opportunities, communication forums and referrals to trail and greenway advocates and developers. The services are free and available to government agencies and communities to create or manage trails and greenways.

PROPOSED BICYCLE ROUTES

The following is a list of proposed routes from the Madison County Bicycle and Pedestrian Facilities Plan:

- 38th Street
- Columbus Avenue
- Cincinnati Avenue
- West 8th Street
- Lindberg Road
- Alexandria Pike
- 10th Street
- Anderson-Frankton Road
- North Shore Boulevard
- VanBuskirk Road
- Raible Avenue
- Madison Avenue
- Vinyard Street
- Crystal Street
- Cross Street
- Park Road

The City of Anderson is actively exploring other routes in the community that should be expanded to include bicycle and pedestrian accommodations. The City is prepared to assist with the implementation of the Madison County Bicycle and Pedestrian Facilities Plan with additional route naming and signage to further encourage bicycle and pedestrian activities.

IMPLEMENTATION TOOLS

There are a number of steps that the City of Anderson can take with regard to implementing the bicycle and pedestrian recommendations of the Comprehensive Plan.

CITY ORDINANCES

Land use ordinances should be updated to support bicycle and pedestrian accessibility throughout the community. Developers should be required to include bicycle and pedestrian paths in all developments, even State highways. This would include commercial and industrial as well as residential development. There is even a development trend in some communities that bicycle parking is mandatory for any new or expanding business. Proactively revise codes, practices, and regulations that encourage alternate modes of transportation such as bicycling and walking. Ordinances that relate to street widths should be updated to include enough width to include a bicycle path and sidewalk for pedestrians. Whenever a new road is constructed or an existing road is rebuilt or altered, bicycle and pedestrian spaces need to be included. Integrate bicyclists' and pedestrians' needs in all phases of transportation planning, roadway design, roadway construction, and capital projects.

Encourage mixed land uses within neighborhoods and blocks to create a walking based community by keeping walking distances short, safe, secure and comfortable (Park Place, Meadowbrook).

BICYCLE PARKING

Bicycle parking needs to be included in all parks, recreation centers, and public buildings (i.e. City Hall, City Court, Police Department). Another option is to have bicycle parking be mandatory for any new or expanding business with certain variables (proximity to schools, residential developments, etc.)

EDUCATION

Another option to consider is bicycle education. One example is if a Police or Sheriff's Department issues a warning or citation to a person violating local traffic laws, not only should they pay a fine, but some type of bicycle safety education should be included. If motor vehicles are disobeying traffic laws, they are probably disregarding bicyclist and pedestrian safety as well. The appropriate department, whether it be Police or Parks, should have a community bicycle and pedestrian education seminar every year in the spring. Motorists, bicyclists, and pedestrians need to be reminded of the laws of the road. Additional options include sponsoring a bike to work week in coordination with the national campaign (www.bikemonth.com). The City can initiate a Bike to Work Week (May 16-20) and Bike to Work Day (May 20) to further promote education and safety.

Bicycle education needs to include safety features such as helmets, proper shoes, clothing, night riding, and state law compliance.

MISCELLANEOUS

Use plantings, street lighting, and furnishings to create an environment that fosters pedestrians. Changing street orientation from auto-only to pedestrian friendly may result in more sidewalk cafes and more commercial and retail activities.

Put police officers on bikes. According to Donald W. Tighe of the International Police Mountain Bike Association, bike patrols are cost effective – 10 to 15 bike

Planning Tools:

- Sidewalks
- Street Trees
- Paths/Trails
- Bike Parking
- Road Construction
- Public Facilities
- Bus Racks
- Mixed Uses
- Development Connectivity

Education:

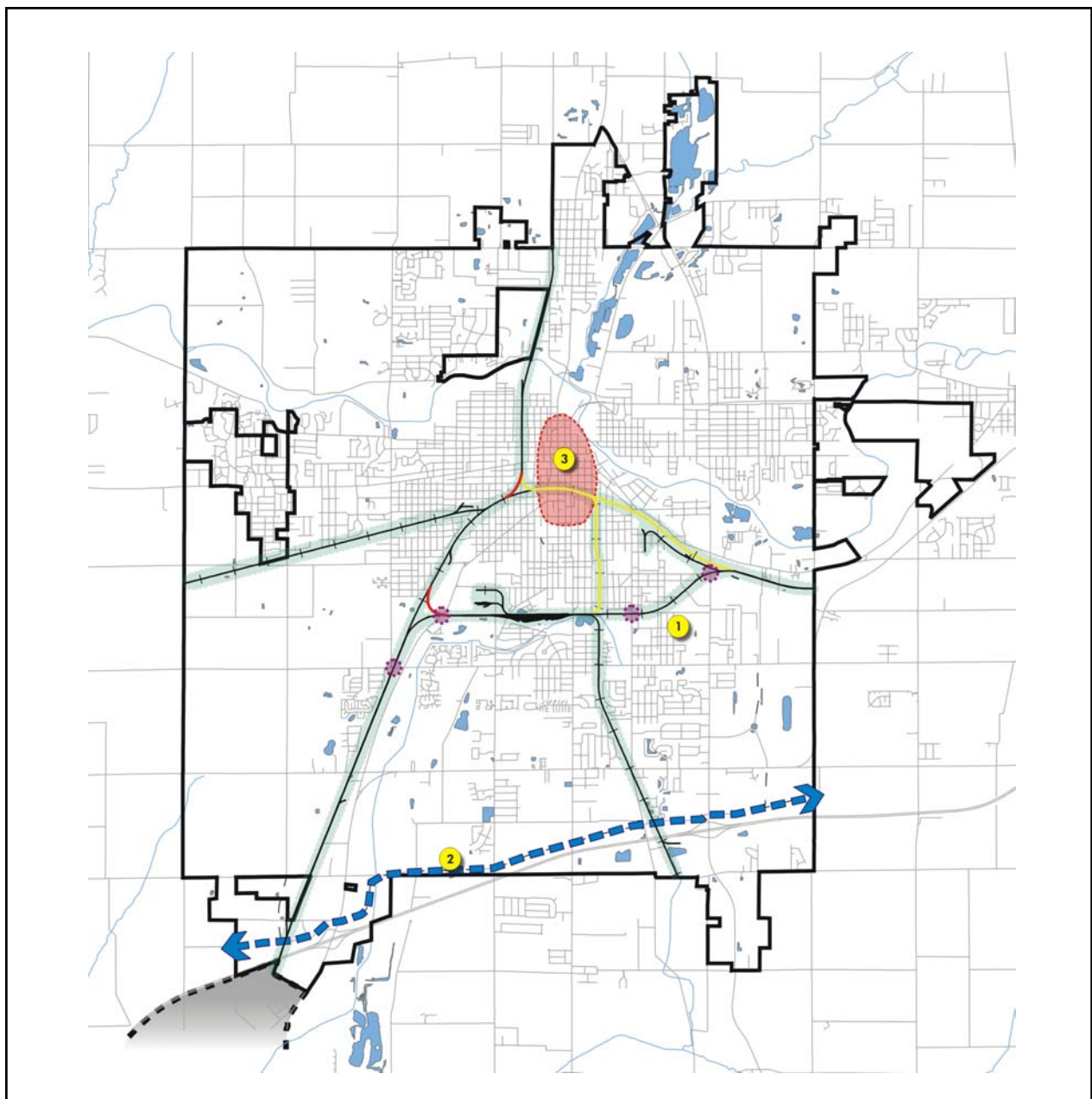
- Seminars
- Bike to Work Week
- Bicycle Friendly Community
- Bike & Ped Safety Commission
- Kids Helmet Giveaway

BICYCLE & PEDESTRIAN PLAN

officers can be fully outfitted for the cost of one patrol car. Bike officers can travel faster and farther than foot officers and they are able to patrol and pursue in areas that are unreachable by car. Bicycles give officers the “stealth” advantage because they are silent. Police officers on bikes can ride right to the scene of a crime before they are noticed. Bicycles are great public relations tools. An officer on a bike is much more approachable than one in a police car. Police departments also have cited lower health care costs due to more fit officers.

INSERT 11x17 GRAPHIC

The Thoroughfare Plan described earlier in this chapter identifies the roles of key transportation routes in Anderson. In some cases, certain transportation routes merit special attention, particularly those that identify new road corridors and connections. These areas have been designated Critical Areas. The critical transportation areas identified for Anderson are based on issues identified by the public, steering committee discussion, and transportation analysis conducted as part of the planning process. For each critical area, a series of key issues has been identified, followed by policy recommendations designed to address those issues. Such policy recommendations should be considered in concert with the other elements of this plan as a guide for transportation decision-making.



CRITICAL AREAS

RAILROAD CROSSINGS

The City of Anderson has several active railroad lines running through the community. As a result, there are numerous railroad crossings, creating potential conflict points between trains and vehicular traffic on local streets. Many of these crossings are of significant concern due to their awkward configuration.

In recognition of the challenge that these rail crossings present, the City of Anderson commissioned a comprehensive study of the rail system throughout the community. This study evaluated the current and future use of the various rail lines in Anderson, analyzed the safety performance of the rail crossings, proposed alternative rail line configurations, and suggested design improvements for several key railroad crossing locations. The complete details of that study are available in a document separate from this Plan. Below are some issues and policies in addition to the Railroad Study.

Issues

- 1 Hazardous crossings - Certain intersections where railroad crossings are present, such as where 38th Street, Raible Avenue, and Martin Luther King Jr. Boulevard come together on the City's south side, can be dangerous to drivers as well as pedestrians.
- 2 Concerns for the Surround Areas - As rail improvements are made, the surrounding landscape may be neglected, resulting in concerns about safety issues and the aesthetic quality of the areas.

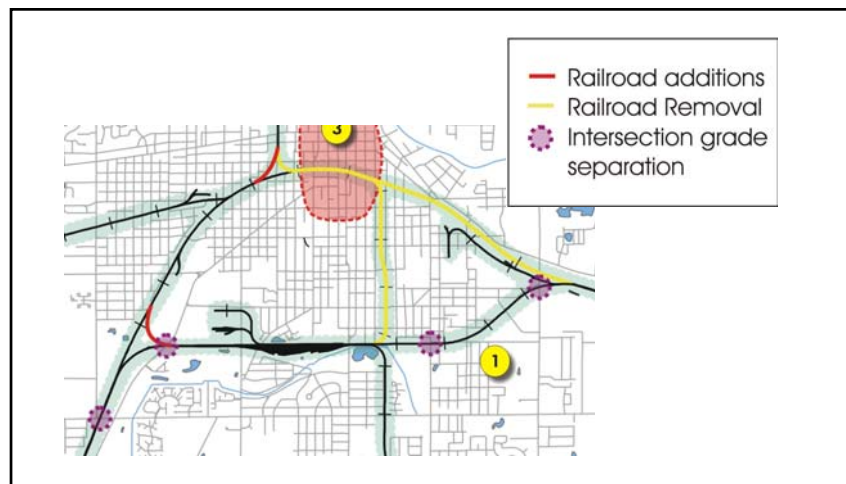
Policies

Policy 1 Improve Pedestrian & Bicycle Facilities:

Sidewalks, trails, bike paths, and open spaces should be considered as redevelopment options for the areas suggested for railroad removal.

Policy 1 Coordinate Improvement Efforts:

The City should coordinate the aesthetic and safety improvements of roadways, rail corridors and railroad crossings with the relocation and improvement proposals of the Railroad Study.



INTERSTATE 69 FRONTAGE ROAD/ENTERPRISE DRIVE

One of the most important transportation routes in Anderson is Interstate 69, which runs along the southern portion of the community and provides two exits where travelers can access the City. This type of transportation resource is a key asset for the development of new employers, but it cannot be fully exploited without an adequate local street network to supplement the Interstate route. Currently, the 53rd Street corridor is the nearest east-west route to I-69. The creation of a new east-west corridor between I-69 and 53rd Street would open up additional land for business development along the highway. The following issues and policies should guide the development of such a route.

Issues

- 1 Funding - A frontage road project is too expensive for the city to take upon itself.
- 2 Efficiency & Accessibility - Lack of proper guidance or control of frontage road construction and development standards could hinder the efficiency and accessibility of this road in the long run.
- 3 Identity - Convenient access to this area will create a higher demand for development which, without proper control, could cause harm to the desired identity of this area and the use of this corridor as a gateway into Anderson.
- 4 Access & Signalization - Vehicle access management and signalization is a safety and efficiency concern as the corridor develops.
- 5 Mixed Use Development - Mixed use development should be allowed within this area with appropriate development standards.
- 6 Safety - There is a need to provide for the safe movement of pedestrians and bicyclist within the corridor.



CRITICAL AREAS

Policies

Policy 1 Require Connecting Elements:

Require the construction of frontage roads and shared access easements between parcels for all new development within the corridor.

Policy 2 Restrict Access Drives:

New access drives onto the proposed east-west roadway should be restricted to increase safety.

Policy 3 Utilize Medians:

Utilize a raised median on the proposed east-west roadway to control traffic movement and enhance safety for pedestrians and vehicles.

Policy 4 Incorporate Bicycle & Pedestrian Accommodations:

Bicycle and pedestrian access and pathways should be incorporated into the roadway and land use development occurring within this corridor.

Policy 5 Require Right-of-Way Dedication:

Require public road right-of-way dedication for all new public roadways in the corridor.

DOWNTOWN TRAFFIC CIRCULATION

Downtown streets must balance multiple important purposes. For some users, streets must provide an efficient route through Downtown as they seek destinations outside the central business district. For others, Downtown is the destination, and streets must provide convenient circulation and access among businesses in the Downtown area. Downtown Anderson is currently served by a system of 1-way and 2-way streets. In recent years, concerns have been raised about the efficiency and effectiveness of this system, leading to the evaluation presented here.

Issues

- 1 Visual Disruption and Orientation - The 1-way streets of Anderson's Downtown can sometimes disrupt the view of the downtown area for visitors seeking Downtown by limiting the options for the angle of approach. The 1-way streets are also confusing and disorienting to downtown visitors.
- 2 Connectivity - The large number of 1-way streets and stoplights in the Downtown area can make traffic movement and patterns less efficient than they should be.

Policies

Policy 1 Conduct Applicable Traffic Studies:

Thorough studies should be conducted to determine what the optimal traffic patterns should be, as well as the impacts and financial feasibility of the removal or reconfiguration of certain stoplights.

Policy 2 Convert Streets and Remove Stoplights:

Upon review of studies conducted Downtown, select stoplights should be removed or reconfigured and the necessary streets should be converted from 1-way streets into 2-way streets. Possibilities for this conversion include Meridian Street, Jackson Street, 13th Street, and Main Street.



