

Anderson Land Use Categories

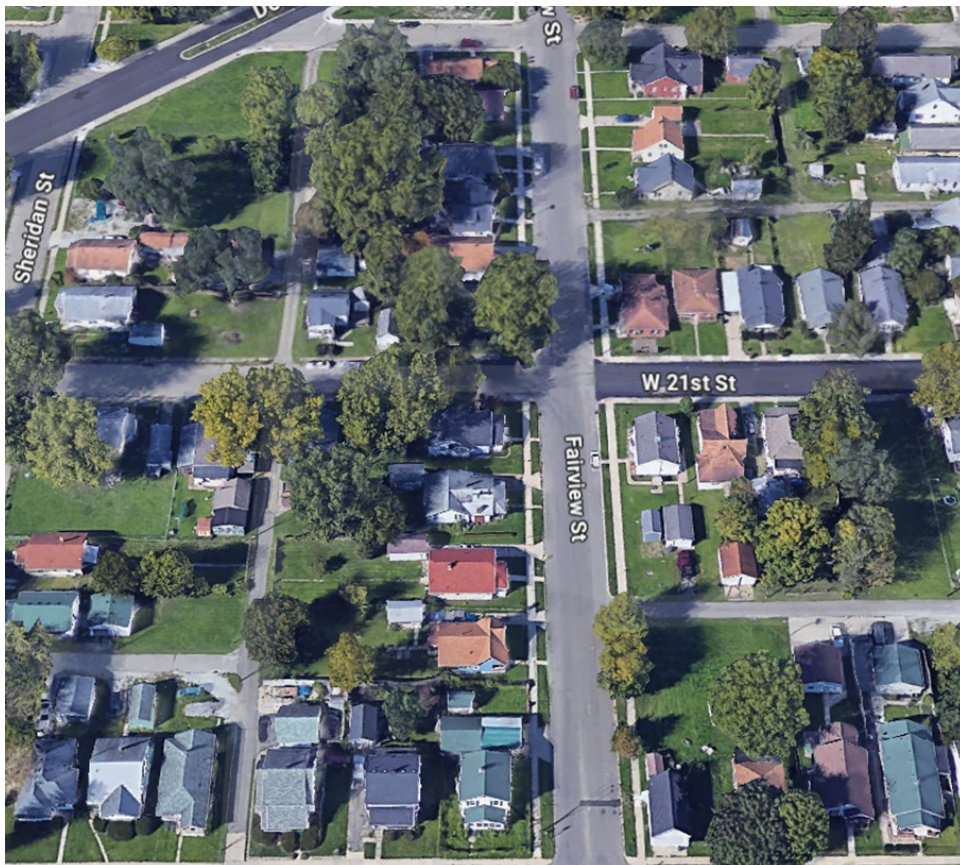
1 Compact Residential

A. Uses

1. Primary uses: all residential uses
2. Secondary uses: parks and open space, neighborhood-scaled institutional uses
3. OPTIONAL-- neighborhood-scale retail (grocery, pharmacy, café, bookshop); home-based businesses **subject to special exceptions**

B. Conditions

1. Density of approximately 12 or more units per acre
2. Developments should follow the traditional plat grids
3. Redevelopment of vacant properties is encouraged
4. Adaptive reuse of existing buildings is encouraged
5. Maintain the massing and character of development in historic areas
6. Development should generally follow the traditional street grid.
7. **No new alley construction. Alley-loaded parking is permitted for infill development where paved alleys exist.**
8. Building scale should be less than 3 stories and at least 5 feet from side lot lines. Front setbacks should reflect existing development--average setbacks.
9. Multi-unit development on sites 10,000 square feet or smaller should be of a similar size and appearance to detached dwellings.
10. Multi-unit development on sites larger than 10,000 square feet should be located near collector or arterial streets.



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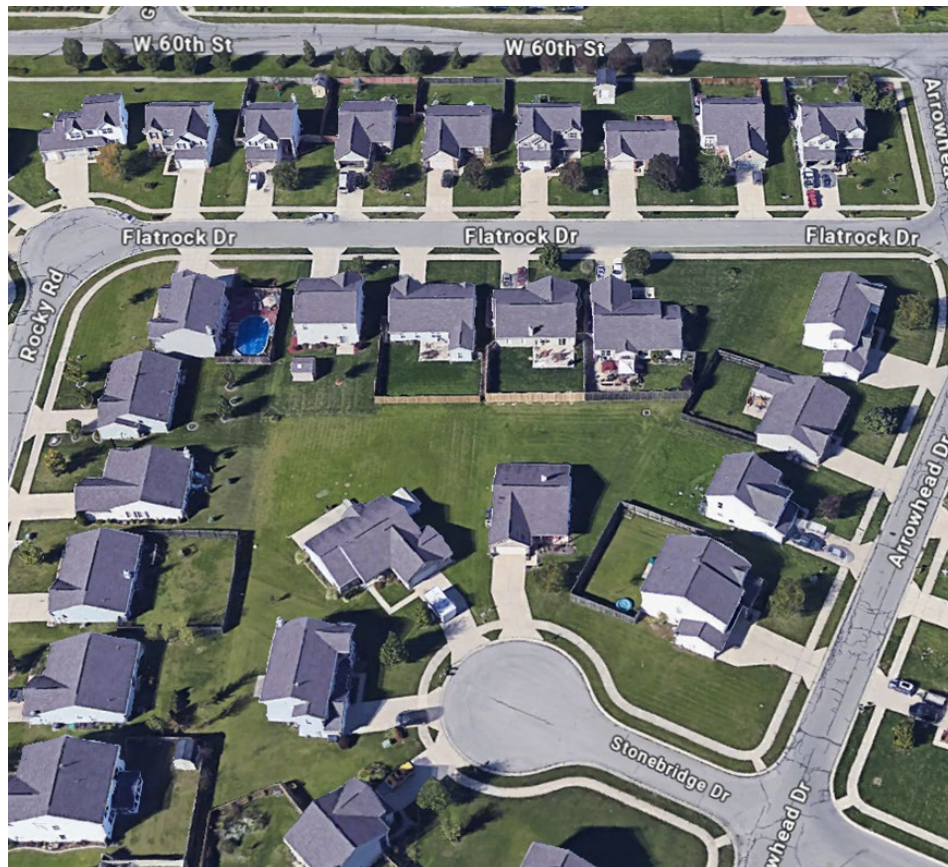
7i Suburban Residential

A. Uses

1. Primary uses: detached dwellings, multi-unit residential developments larger than 10 acres
2. Secondary uses: attached dwellings, parks and open space, neighborhood-scaled institutional uses
3. Optional—certain residential types could be permitted as special exceptions or subject to form-based standards: duplexes, triplexes, quad-plexes, townhouses or apartment developments less than 10 acres

B. Conditions

1. Density from 3 to 11 units per acre; higher density could be permitted for multi-unit residential over 10 acres
2. Typically applied to modern (post-war) subdivision developments and applies to areas proposed for new subdivisions.
3. Subdivision and apartment developments should front on arterial/collector streets
4. Consistent with development along the 1-69 corridor. This kind of development should be promoted.
5. Secondary institutional uses should be located near intersections or provide wide buffer yards from residential uses.
6. Adequate water and sewer utilities should be available
7. Areas in floodplains should be preserved as open space and remain in a natural state



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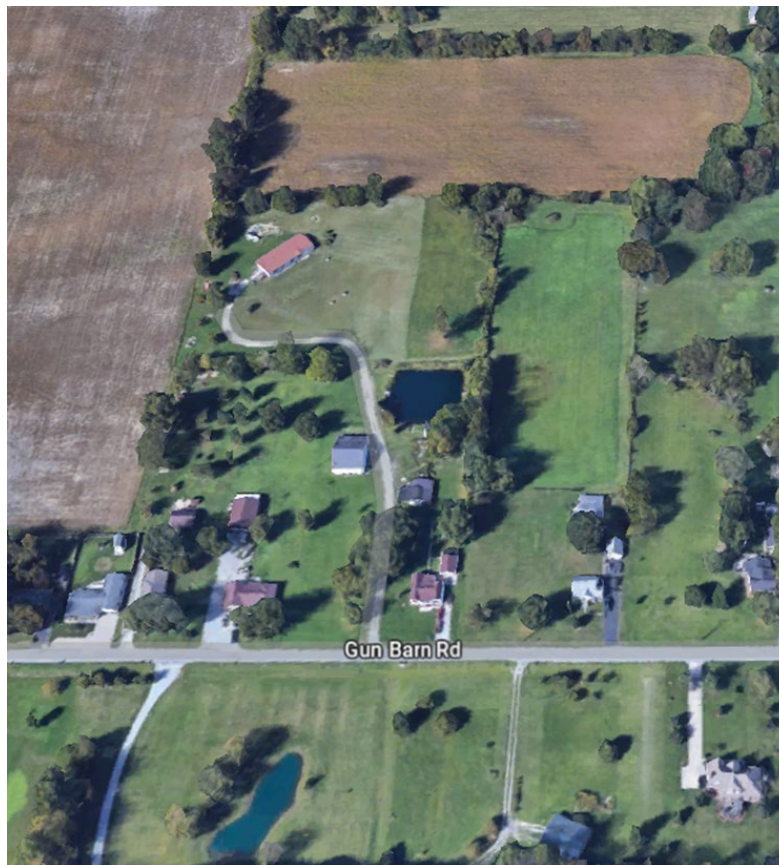
Rural and Estate Residential

A. Uses

1. Primary uses: detached dwellings
2. Secondary uses: parks and open space, neighborhood-scaled institutional uses, **established/existing agriculture.**

B. Conditions

1. Density of approximately 2 or fewer units per acre
2. Typically applied to rural residential areas
3. Lots are typically a half-acre or larger with wide setbacks between dwellings
4. Adequate water and sewer utilities should be available
 - a. Septic could be used on sites over 2 acres pending health dept. Approval.
5. Areas in floodplains should be preserved as open space and remain in a natural state
6. Driveways/accesses should be adequately spaced along roadways to avoid traffic conflicts. Shared driveways should be used for flag lot developments, including appropriate address markers for EMS.
7. Existing vegetation should be preserved, especially along street frontages and near watercourses; however, plantings that obstruct traffic visibility or clear sight areas may be removed.
8. **Established/existing agricultural uses may remain, but new agricultural uses are not encouraged.**



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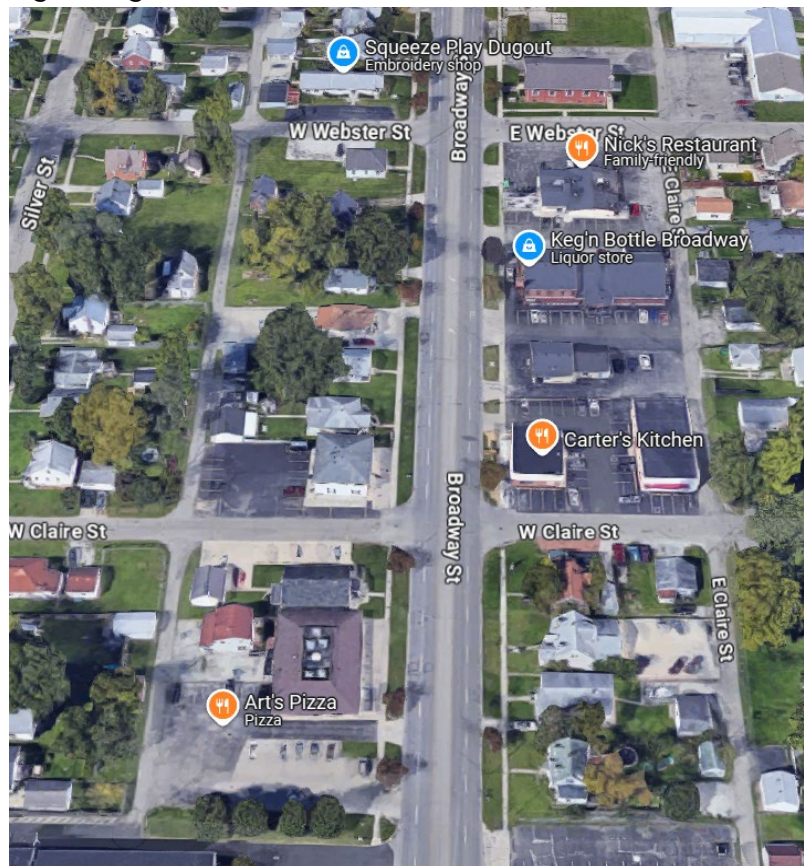
MI Neighborhood Mixed-Use

A. Uses

1. Primary uses: attached residential developments, office, retail or personal service less than 10,000 square feet, neighborhood-scale service businesses, neighborhood-scaled institutional uses, eating and drinking places under 10,000 square feet, home-based businesses/live-work
2. Secondary uses: detached dwellings, parks and open space (less than 3 acres)
3. Restricted uses: no new auto repair, auto sales, gas stations, car lots. **Limit construction of new liquor stores, vape stores, smoke shops.**

B. Conditions

1. May apply to transitional areas and corridors
2. Encourages mixed-use buildings and complete streets principles
3. Development should be clustered and have access to arterial/collector streets and be served by sidewalks and/or bike infrastructure
4. Buildings should be built close to the street but allow for streetscape amenities like wide sidewalks with street trees and street furniture (benches, café tables, streetlamps, bike racks).
5. Parking should be located behind the buildings. Parking can be located on the sides of buildings on shallow depth lots.
6. On street parking (parallel to the street or angle parking) is encouraged
7. Upper story residential development is encouraged
8. Sign scale should primarily serve pedestrians
9. Electrical vehicle charging may be integrated into parking areas
10. Bicycle parking/storage should be included



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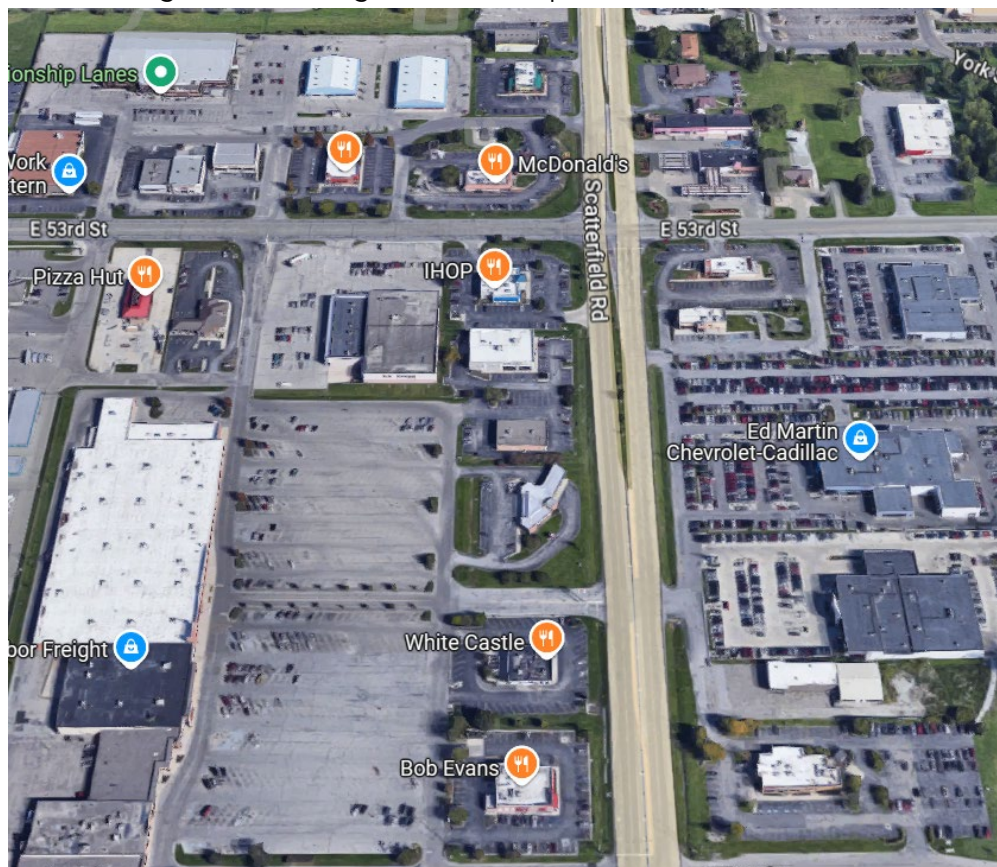
vi Community Commercial

A. Uses

1. Primary uses: retail and shopping centers 10,000 square feet and larger, service businesses, drive-through businesses, auto sales and services, gas stations/electric vehicle charging stations, lodging
2. Secondary uses: larger institutional uses, community scale parks or open space, **electric vehicle charging stations**, special exception for artisan manufacturing (breweries, woodworking, ceramics, clothing production, etc.)

B. Conditions

1. Generally large sites that can accommodate high traffic volumes.
2. Sites can be integrated to share amenities.
3. All sites should have sidewalks on street frontages and marked pedestrian paths from the street to the building entrances (raised sidewalks or pathways marked with paint or a differing paving material). Pedestrian path signage is encouraged.
4. Integrated site developments
 - a. Should have common access drives to minimize the number of driveways
 - b. Should have multi-tenant pylon signs to minimize visual clutter
 - c. Parking areas can be shared
5. Single site developments
 - a. Access should be limited to one driveway. Corner lots may have a second driveway on the additional frontage
 - b. Parking in the front yard should be limited. Parking in the side or rear yard is preferred.
 - c. Ground signs 10ft. In height or less are preferred.



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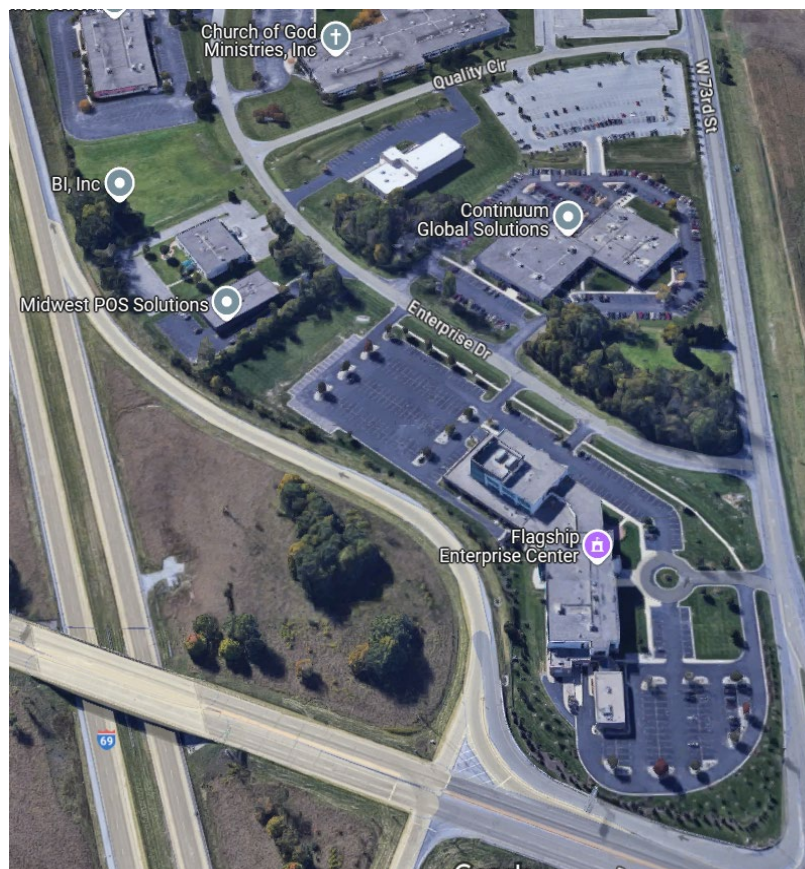
vi Flex Industrial

A. Uses

1. Primary uses: research and development, office/business parks, lodging, light manufacturing (minimal impact), auto-related services, truck stops (**should overnight truck parking and self-storage be permitted?**), self-storage, building contractors and tradespeople, technology and data centers
2. Secondary uses: small-scale or accessory restaurants, retail, and convenience retail; workforce housing.

B. Conditions

1. Typically park-style developments: business and industrial parks
2. Smaller sites may be used for service industries like auto repair or artisan manufacturing
3. Outdoor operations and storage should be minimal. It should be in rear yards and screened.
4. Buildings should generally have large setbacks. Landscape buffers should be installed adjacent to non-industrial uses.
5. Secondary commercial uses should be grouped together near the entrances of industrial parks. Accessory secondary uses may be on site or within the primary building.
6. Lodging and workforce housing
 - a. Should be located near the entrances of industrial parks
 - b. Should be easily accessed from collector or arterial streets wherever possible
 - c. Landscape buffers should separate lodging and workforce housing from industrial uses.



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V71 Regional Industrial

A. Uses

1. Primary uses: distribution/warehousing, manufacturing, recycling and waste management, indoor agriculture, research & development, auto-related services, fleet vehicle/truck storage and services, building contractors and tradespeople, railroad facilities, all other permitted industrial uses
2. Secondary uses: self-storage, artisan manufacturing, light manufacturing

B. Conditions

1. These uses should be buffered from residential uses to minimize impact from noise, dust, vibration, or other nuisances.
2. These uses are typically clustered together in strategic locations. These locations should avoid environmentally sensitive areas such as watersheds or wildlife areas.
3. These areas are typically located near interstates or highways to accommodate heavy truck traffic
4. Outdoor operations and storage should generally be in rear yards and screened.
5. Buildings should generally have large setbacks. Landscape buffers should be installed adjacent to non-industrial uses.
6. Vehicle access should be on arterial streets. No vehicle traffic should route through local streets or primarily residential areas.



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- VTA** Civic and Institutional
- A. Uses: various civic, educational, government facilities, hospitals
- B. Conditions

1. This land use should apply to large-scale or regional institutional uses
2. Typically, sites are 1 acre or larger
3. Should be located along corridors suitable for high traffic volumes (relative to scale)
4. Maintain the mass and character of development in historic areas
5. Building designs should promote high-quality design through architectural aesthetics and quality building materials
6. Site layouts should orient buildings towards the street and have parking areas behind or beside the building.
7. All yards should include landscaping. Landscape buffers should be between parking areas and adjacent sites.



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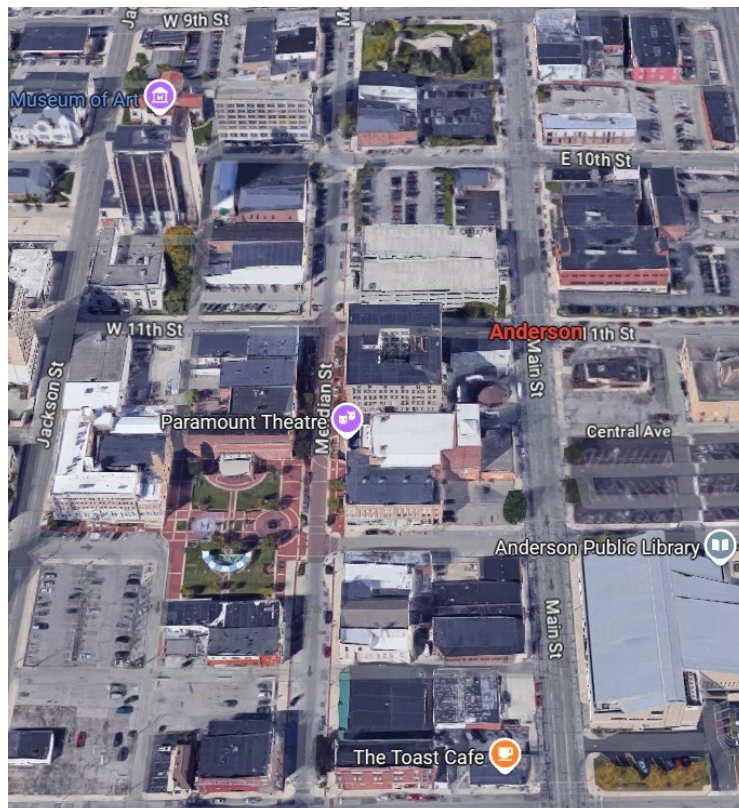
xi Downtown (CBD)

A. Uses

1. Primary uses: office, commercial, and multi-unit residential uses; upper story residential; lodging; entertainment and cultural facilities; retail; eating and drinking places; personal services; parks and open space
2. Secondary uses: electric vehicle charging stations.
3. Restricted uses: auto-related sales and services, large-scale commercial or industrial uses.

B. Conditions

1. Development should generally follow the traditional street grid.
2. Surface parking lots should be limited or eliminated to increase the tax base.
3. Apply complete streets principles to encourage walking, biking, and riding public transportation.
4. Encourage activity thorough sidewalk activation such as outdoor dining, public or semi-public plazas, street trees and planting beds, and public art.
5. Massing and materials should complement existing development patterns and buildings.
6. 2-5 story buildings; taller buildings may be permitted by plan commission approval.
7. On-street parking and structured parking are preferred; accessory surface parking should be behind buildings and accessed from the alley.
8. Upper story residential development is encouraged.
9. Avoid long, monotonous building facades at the pedestrian level/ground floor.
10. Sign scale should primarily serve pedestrians. Ground-mounted signs should be restricted or prohibited (unless legally established or historic).
11. Electrical vehicle charging may be integrated into parking areas, including street parking.
12. Bike parking and storage should be included.



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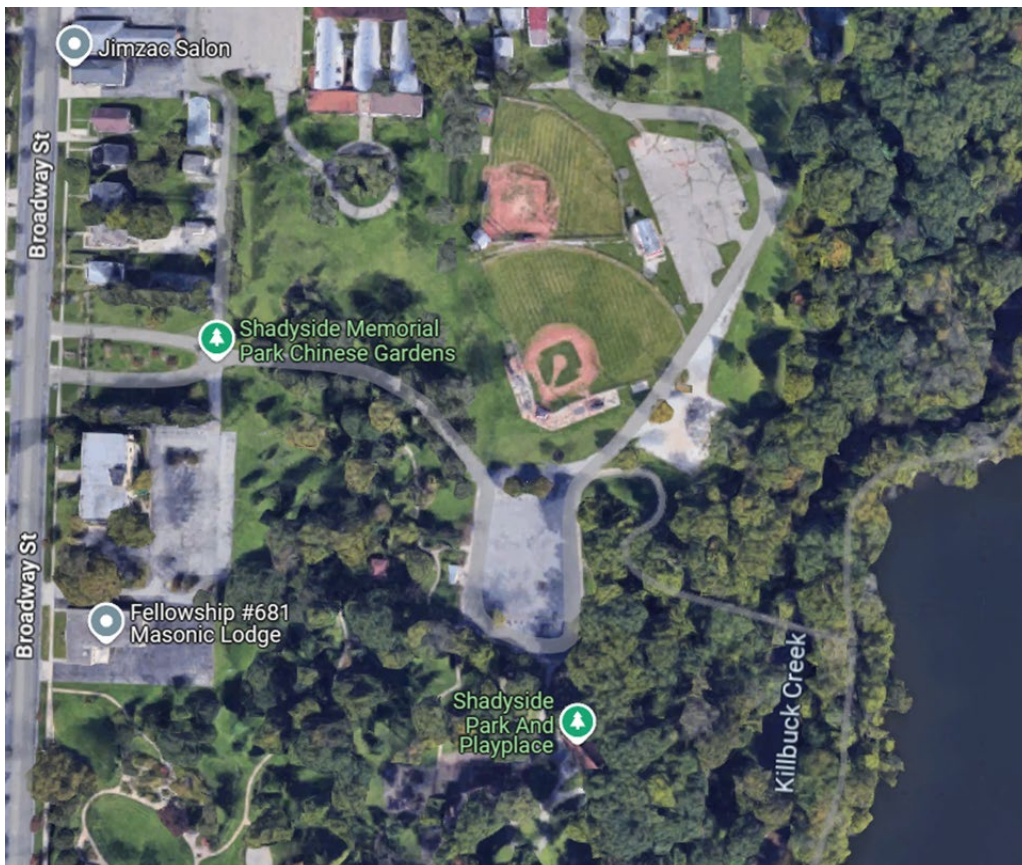
xī Parks and Outdoor Recreation

A. Uses

1. Primary uses: **CITY-OWNED** parks, recreation, natural areas, sport facilities, playgrounds, picnic shelters.
2. Secondary uses: related buildings for park activities, electric vehicle charging stations, administration, and/or maintenance.
3. **Special exceptions for private outdoor recreation**

B. Conditions

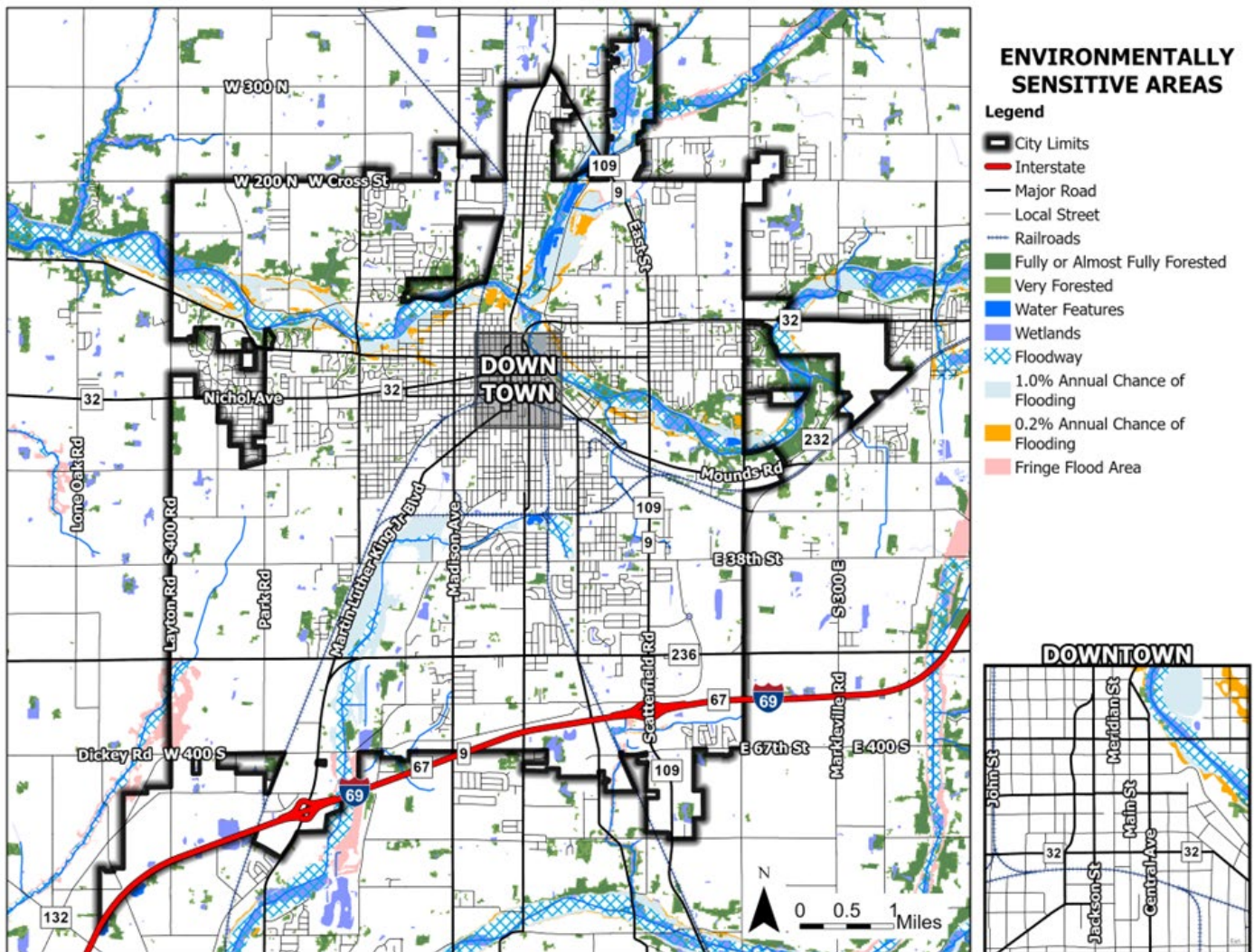
1. Enhance quality of place with landscaping, vegetation, and typography.
2. Provide amenities for all ages and abilities.
3. Permitted as a special exception in all districts in current ordinance.
4. Need sidewalk accessibility (at minimum needs frontage sidewalks) for recreational areas.
5. Regional parks and recreational areas should be large sites with many amenities.
6. Smaller parks or landscapes should be integrated into developed areas. Residential neighborhoods should reserve smaller park sites for resident recreation such as basketball, tennis, picnic areas, playgrounds, etc.



X1 Environmentally Sensitive Areas

1. floodplain, riverfront, watercourses, forests, animal habitats, etc.
2. OPTIONAL-apply as an overlay instead of its own land use?

1. Typically left undeveloped.
2. Could be developed with recreation and/or transportation infrastructure (roads, trails, bridges...) where appropriate.
3. Developments should be subject to review criteria to conserve natural features.
4. Developments should be subject to review or regulations by agencies such as DNR and others.



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Critical areas

- A. White River
- B. Mounds Mall and Mounds Reservoir Plan
- C. Scatterfield Road Interchange at I-69
- D. Scatterfield Road at SR 32
- E. Anderson University
- F. Anderson Motor Speedway
- G. Dr. MLK Boulevard Corridor
- H. Madison Avenue
- I. Possibly SR/Nichol



Figure 1 White River