

APPENDIX C

Town of Whitestown Planning Maps and Tables

Town of Whitestown Thoroughfare Plan
Future Functional Classification Map

Town of Whitestown Comprehensive Plan
Future Land Uses Chapter



CHAPTER 04

LAND USE

GUIDING POLICIES

1. To achieve the vision for the community, Whitestown must promote unique designs, appropriately placed residential densities, and appropriate transitions between adjacent densities that provide market-driven product types that are attractive to individuals and families in all phases of life, especially young professionals and families.
2. For long-term community sustainability, it is essential that Whitestown maintain the proper balance of commercial, industrial, and residential uses.
3. To help develop the community spirit and identity desired by the residents of the community, Whitestown needs to grow as a collection of connected and integrated neighborhoods, not subdivisions.
4. To grow and retain the desired local labor force, the community needs to support housing options with amenities that serve both an urban and suburban lifestyle.
5. Development within the community needs to be designed to be efficient, compact, and walkable.
6. Future development should be encouraged to provide a mix of uses in appropriate areas in addition to high-quality and creative product design.
7. The community needs to grow and develop, but such activities need to be sensitive to how they relate to existing uses and agricultural areas.

IN THIS CHAPTER...

This chapter highlights the location and quantity of desired growth in Whitestown. It includes growth and land use strategies for Whitestown, a future land use map, and a description of each land use category. This element is required by Indiana Code.

CHAPTER OVERVIEW

A major element of any community is the land use pattern. This can include a variety of land uses and densities that are coordinated to result in an effective and well-organized community. Whitestown has appropriate locations for all land uses, from high-density mixed-use developments to low-density rural subdivisions. Providing the appropriate mix of these densities, land uses, and areas can result in a higher quality of life for the Town, residents, and businesses.

The components needed to promote strong land use decisions include:

- Variety of land use districts and densities,
- Compatibility with land uses,
- Redevelopment of areas in need of reinvestment,
- Enforcement and update to the zoning and subdivision regulations,
- Connectivity between areas, destinations, and activity zones, and
- Coordination with other community services and facilities as growth occurs.

INTRODUCTION

Several factors influence the desired land use direction of Whitestown. One of the most significant factors is the pace of growth that the community has experienced in the past 20 years. Much of this dynamic growth began with the approval and subsequent development of the mixed use project Anson. Prior to that point, Whitestown was perceived as a small town with limited desire to capitalize on its development potential. Following

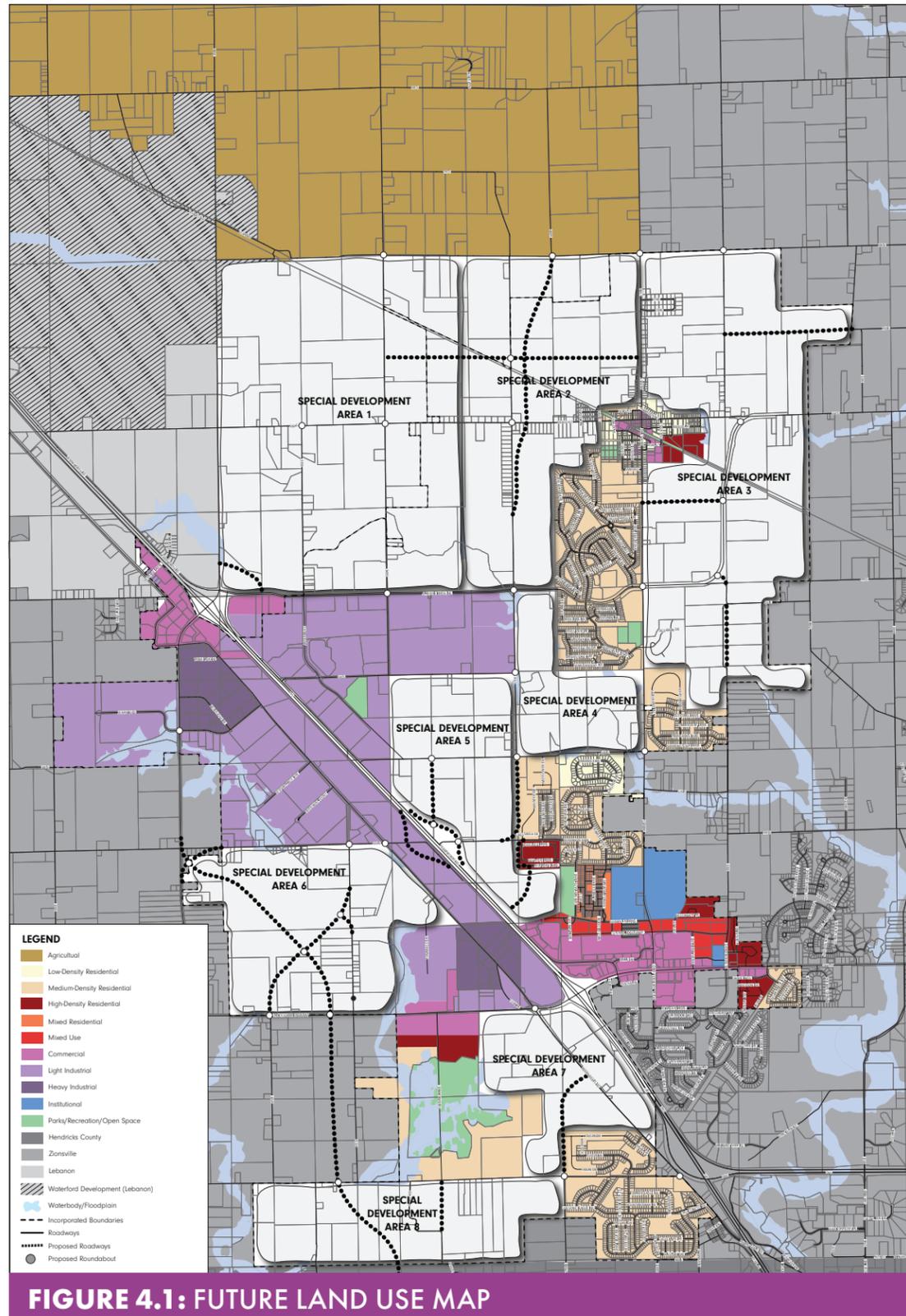
the approval of Anson by Boone County officials and subsequent annexation into Whitestown, the community acknowledged to the world that it was ready to embrace growth opportunities. What remained undefined, however, was what opportunities and direction the community would choose to pursue. During the development of this Plan, it was identified Whitestown desires a mix of land uses to support a sustainable rate of growth for the community and to grow into a unique destination for residents and businesses.

Making this a reality is possible in Whitestown, especially given the current capacity and location of utilities which provides the opportunity for development activity to take place in most areas of the community. It is likely that areas within and around Anson, near Interstate 65 and its interchanges, and along Whitestown Parkway will experience non-residential development first. Residential development, however, will likely continue to develop from east to west across the community and within the Anson PUD. Additional thoroughfare and trail improvements will increase the likelihood of development in other areas of the community.

Long-term growth management policy requires that the community will be driven by two primary factors. The first is to continue to expand the potential envelop of growth and development within Whitestown. This means strategically locating infrastructure and mixing land uses to maximize the availability of developable property. The second factor is to maximize the density of development to support the character, activation, and return on investment for the community. Whitestown's vision is to be a unique community with urban character and suburban amenities while also providing adequate open space to support the desired quality of life for the community. To achieve this balance, it may be necessary to support residential and commercial densities that exceed what is otherwise anticipated for suburban communities. Each future development should look for creative ways to mitigate any adverse impacts of greater density, while positioning each development to maximize and leverage the benefits that are inherent to more dense development practices.

GUIDING POLICIES

8. Where needed, the community needs to promote redevelopment and support those activities with the appropriate level of new development activity.
9. Future land use and density decisions need to be coordinated with the needs and availability of transportation, utilities, and other infrastructure facilities.
10. Larger planned unit developments are encouraged and should include flexible integration of a true mix of uses and unique design standards.
11. Continue to review, revise, and implement the Interstate 65 Land Use Overlay as part of managing development activities.
12. Ensure new developments preserve existing high-quality vegetation, natural features, and wildlife habitat.
13. Environmentally sensitive areas should be protected from new development through buffers and/or environmental best practices.
14. Higher density developments should use higher-quality building materials, landscaping, and architectural standards that are in-line with the Anson PUD Standards and the Unified Development Ordinance.



FUTURE LAND USE

The future land use plan (maps and accompanying text) provides local officials and decision makers with a tool to assist in making decisions and policies for attracting new growth and development. Locations for future land uses were based on the location criteria, public input, geographical limitations, and existing conditions.

Generally, new development should be compatible with the surrounding area and provide appropriate transitions between densities and land uses. New development should also preserve and utilize the existing road and utility network while capitalizing on underutilized or undeveloped land.

The Future Land Use Map included in this chapter is intended to be used as a guide when land use decisions are made. **Some flexibility in the implementation of this plan is intentional to allow the Town to respond to changing market demands and community needs.** Future land uses in areas that are already developed or that are included in approved Planned Unit Developments (PUDs) are shown to generally reflect the existing or approved development pattern.

FUTURE LAND USE MAP

The Land Use Maps established in this chapter depict the desired future land uses over approximately the next ten years. This includes uses within the existing corporate boundary of Whitestown, as well as future areas that have annexation potential. The maps include plans for Special Development Areas that are described in more detail later in this chapter. It is important to note that a significant portion of the areas in the map are already governed by approved PUDs (such as Anson and the Golf Club of Indiana) and it is anticipated that future development in these areas will continue to follow the uses and standards established inside those existing PUDs.

LAND USE DESCRIPTIONS

Each land use identified on the Future Land Use Map is described below and is intended to be more general and broader than the Town's zoning districts to provide flexibility over the 10-year horizon of this plan. The following descriptions provide the intent of each land use category (See pages 38 - 39).



LAND USE

LAND USE DESCRIPTIONS

Agriculture

Agriculture has been a significant part of the history and heritage of Whitestown and it continues to be a land use in the community today. It is anticipated that as the community continues to grow, areas currently used for agricultural purposes will transform into developments within the community. However, there is a desire in the community to continue to respect and encourage the continued operation of current agricultural uses in Whitestown.

Low Density Residential

Includes single-family residential development of less than 1.75 units per acre. These areas are intended for medium to small-sized lot subdivisions with single-family detached houses. These areas are located primarily in the northeast and southern parts of the Town.

Medium Density Residential

Includes residential development between 1.75 to 4 units per acre. These areas are intended for small lot subdivisions with single-family detached houses, duplexes, townhomes, small apartment complexes, or similar density residential. These areas are generally located in the northeast part of the Town along County Road 650 East.

High Density Residential

Includes residential development greater than 7 units per acre. These areas are intended for higher density residential developments that could include single-family, duplexes, townhomes, large apartment complexes, or similar density residential. These areas are located in the southeast and northwest parts of Town, as well as within the Anson and Golf Club of Indiana PUDs.

Mixed Residential

Intended for areas where moderate to higher density residential developments exist or are desired. Desirable housing types include a balanced mix of single family detached, single family attached, townhomes, and limited multi-family. Developments should include diverse residential types with a variety of architectural styles. Densities should be between 4 and 7 units per acre within this district, while maintaining open space and providing desired amenities. Residential developments should be walkable and encourage connections to adjacent areas and nodes.

Commercial

Intended as a broad land use category that includes commercial developments serving the surrounding neighborhoods and region. Commercial developments can include retail, offices, restaurants, and other service-oriented uses and are generally adjacent to roads that can accommodate greater volumes of vehicular traffic, such as Whitestown Parkway, Indianapolis Road, CR 575, and at the Interstate 65 interchanges .

Mixed Use

Intended for well-designed developments that include a mix of land uses, such as commercial, office, and residential. Development in this area should consider internal connectivity for all modes as well as a higher level of aesthetic design.

LAND USE DESCRIPTIONS

Light Industrial

Intended for a range of light industrial uses, this category includes small to medium-scale and clean industrial uses, including warehouses, flex space, construction, distribution, or other small to medium-scaled industrial uses that are minimally or moderately obtrusive. This category also includes technology industrial uses that are intended for industrial or office uses that focus on engineering or manufacturing technology that make production more efficient. These may include corporate offices, high tech manufacturing and research and development facilities. These uses are clean, minimally obtrusive, and can be master planned in a campus setting.

Heavy Industrial

Heavy industrial uses may include large-scale and industrial uses, such as warehouses, manufacturing, assembly, regional/national distribution facilities or similar large-scale industrial uses. Uses in this category could have outdoor operation or production components. Heavy manufacturing uses that have significant environmental impacts or generate significant smoke, noise, or odors are not desired in Whitestown.

Institutional

Intended for public or semi-public uses that could include government buildings, emergency services, schools, religious facilities, or similar uses.

Legacy Core

Intended for Whitestown's Legacy Core through the implementation of the Legacy Core Master Plan. Additional details of this area are provided in the 2021 Legacy Core Plan.

Special Development Areas

These areas are intended for developments that include a mix of land uses, such as retail, office and residential, and are designed in pedestrian scale and reflect a unique character. Each of the development areas may have a unique character, as well as a preferred set of uses and development standards reflective of its location, function, and desired appearance within the development area. Additional details of each proposed area are listed later in this chapter.

Parks, Recreation, & Open Space

This land use category identifies a series of potential land uses that are intended to promote active and passive park, recreation, and open space uses. These uses are not intended to prohibit the potential for limited development in these areas, but such development must be sensitive to maintaining the feel and character inherent to the identified uses for this designation.

Parks and recreation include spaces and activities that happen within both outdoor and indoor facilities. Active recreation involves physical activity while passive recreation usually does not. Active recreation often includes a mix of activities and facilities such as: athletic fields, courses and courts, buildings or structures for recreational activities, children's play areas, dog play areas, bike paths, and community gathering places. Passive recreation area often refers to a mix of uses in a park, undeveloped land or minimally improved lands which can include the following: landscaped areas, natural areas, community gardens, picnic areas, and bodies of water. Future community, school, and other public facilities may also be included in these areas as the coordination and connectivity of civic facilities is important to create the unified gathering places and efficiency of services desired by the community. Open space is generally undeveloped areas that allow individuals opportunities to engage in outdoor activities, access nature, protect natural areas, and promote the continued agricultural use of properties.

ZONING AS A DEVELOPMENT TOOL

The Whitestown Unified Development Ordinance (UDO) is the local tool for implementing land use policy. Thus, the Whitestown UDO must foster the development of concepts of this Plan. This is especially true of the developments of the Special Development Areas identified in this Plan. The concept will not work without a sufficient market to support a Special Development Area in each location. To achieve the maximum creativity from private developers, the Town should encourage creative zoning techniques such as form based zoning and Planned Unit Developments (PUDs) to facilitate the best development types for the community. The existing Whitestown UDO should also be reviewed and amended as necessary to ensure that the base standards are in place to support the vision of the community. This is especially true with regard to architectural controls and site development standards. These standards should also allow for the blend of uses while still being sensitive to the appropriate transitions between new uses and existing uses.

As stated previously, areas along existing thoroughfares where utilities are already in place are likely to develop sooner than other areas in the community. This is especially true in Anson and other areas east of Interstate 65. Some of these areas are supported by the Special Development Areas identified in this Plan, however, some of them are outside these areas. There are also several new corridors that are being planned (the future Ronald Reagan Parkway and 575 Corridor, as examples) that will provide access to areas that are within and outside of these Special Development Areas. Areas outside the Special Development Areas may be subject to traditional zoning approvals and governed by the underlying land uses identified within this Plan.

This comprehensive plan encourages the concept of transitioning from a town of subdivisions to a community of neighborhoods. To accomplish this, it will require a combination of improvements to better connect and coordinate existing developments, creative future design, and special considerations for new development projects. The best neighborhoods are not just a collection of houses within a subdivision, but they also contribute to a unique sense of place and community identity, with residents interacting socially with one another as well as contributing volunteer time, leadership, and civic

involvement. Key physical elements of neighborhoods include:

1. Seamless transition from residential to non-residential uses.
2. A well-balanced mix of land uses and services.
3. Uses are an integrated component of the neighborhood with adequate buffering and transition for noise, light, and parking intrusions. Heavy industrial areas will require significantly more buffering than light industrial uses.
4. Mixed density residential designed as a component of the neighborhood.
5. Multi-modal transportation (i.e. pedestrians, bicyclists, drivers) and walkability within the neighborhood and between neighborhoods and community amenities.
6. Design and architectural features that are visually interesting.
7. Encouraged human contact and social activities via things such as unique gather spots within the neighborhood.
8. A variety of choices in entertainment and activity options.

SPECIAL DEVELOPMENT AREAS

Throughout history, communities that have thrived have had successful core areas of commerce, living, and civic life. These cores contain community meeting places, employment centers, and municipal services, as well as retail and entertainment establishments and residential neighborhoods. These areas create a sense of belonging and community identity for the entire community. The Legacy Core provided this for Whitestown at one point, but as the community grew outside of its "downtown," some focus has been lost on the sense of belonging and identity that the Legacy Core once brought to Whitestown.

The Special Development Area (SDA) concept is an effort to ensure this sense of place by creating unique development areas that are designed to have creative character that, while perhaps different from one another, are still coordinated and connected in ways that promote the overall character of the community.

It is important that people and businesses located in these areas identify themselves as part of the larger community.

Each development area will include a mix of uses such as convenience retail shops, food services, personal and business service uses, employment centers, and some community facilities such as, parks, schools, libraries, or places of worship. However, because each special development area is in a unique geographic location with a variety of market needs and demands, the mix of uses is expected to vary with each area. And because the centers are expected to be programmed through market forces and demands, flexibility of uses is an important function of each plan. As neighborhoods develop around each development area, it is important each area:

- Provides neighborhood/area identities and a sense of place.
- Prevents haphazard commercial growth.
- Reduces auto trips.
- Encourages pedestrian access.
- Creates a focal point for social and cultural life and for commerce.
- Provides opportunities for higher density housing.

There are eight Special Development Areas proposed within this chapter. Four of the development areas are proposed along the existing interchanges on Interstate 65. Two of the development areas are proposed where the new mid-point interchange is being constructed. The remaining development areas have been proposed in strategic locations to tie together the broader community. Details of each of the development areas are listed in the following pages.

SPECIAL DEVELOPMENT AREA (SDA) GENERAL GUIDELINES

1. Where multiple buildings are proposed within a single development, consistent architectural themes are encouraged to be applied throughout the entire development.
2. Site access and signage must be carefully planned to orient drivers to a safe and efficient travel pattern.
3. Site design and parking lot layout must recognize the "double-fronted" nature of development sites in the SDA's.
4. 360 degree building architecture design should be considered for all buildings.
5. Alternative transportation facilities should connect uses within the zones for safe, pedestrian travel, as well as connect individual areas to other areas within the community.
6. Flexibility and creativity are key to the success of the areas, so form-based zoning standards are encouraged to be part of the overall PUDs in the SDA's.
7. Site layouts and design standards should be focused on creating active spaces that encourage energy and vitality in each SDA.
8. Mixed-use areas within the SDA's should be designed at a compact pedestrian scale.
9. The SDA's should be well landscaped.
10. The SDA's should be master planned. It will take many years for areas to fully develop and no project within it should prevent the development of future projects according to the plan.
11. Centralized parking facilities should be encouraged within the commercial areas of the SDA's and shared facilities should be available between the uses in the SDA's.
12. Combined drainage facilities are encouraged to create lake/amenity features.
13. Through streets shall be required in all developments. Stub streets should be required where a development is adjacent to vacant land.

LAND USE

SPECIAL DEVELOPMENT AREAS

1. ALBERT S. WHITE WESTERN GATEWAY

This area serves as the northern gateway, so special attention must be paid to signage and landscaping along Albert S. White Drive. The land use to the north focuses on a mix of office, research, and technology to support an innovate corporate campus or technology park that transforms Whitestown into a regional research and technology area. The architecture may reflect the innovation of the medical/technology field through more contemporary architecture and modern

materials such as glass; however, more traditional styling elements are not discouraged if they respond to the style of adjacent buildings.

Further north, it is anticipated that Whitestown would annex land as far as County Road 200 South, and this land would be used for medium-density residential near the corporate boundary of Lebanon and mixed residential along the Big Four Trail.

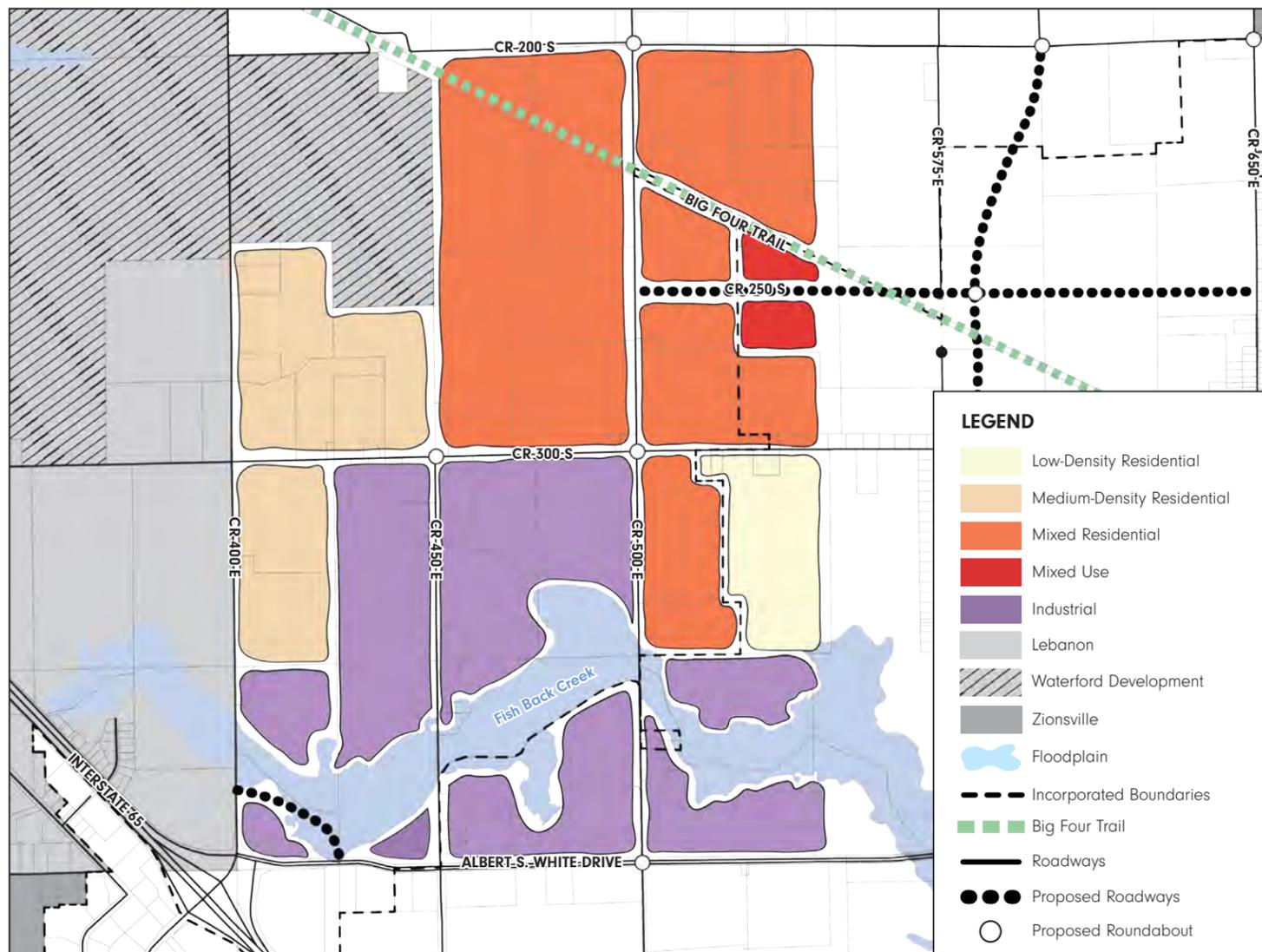


FIGURE 4.2: SPECIAL DEVELOPMENT AREA 1

2. MIXED USE - LEGACY CORE WESTERN GATEWAY

This area is located between Interstate 65 and the Legacy Core along the north side of Albert S. White Drive. This area is important because it serves as a transition between the more intense industrial uses currently planned to the west and the existing and planned single-family areas in northeastern Whitestown. This area will likely need to include some mixed residential, mixed use, and low-density residential areas as the Albert S. White Drive transitions from industrial uses to the Legacy Core. It is likely this area will include

some neighborhood retail uses, such as pharmacy, grocery, and other smaller retail uses. "Big box" retail uses would not be appropriate in this area. It is also important that the commercial in this area not injure market potential for redevelopment opportunities in the Legacy Core and the more intense retail uses that may be possible in Special Development Area 3.

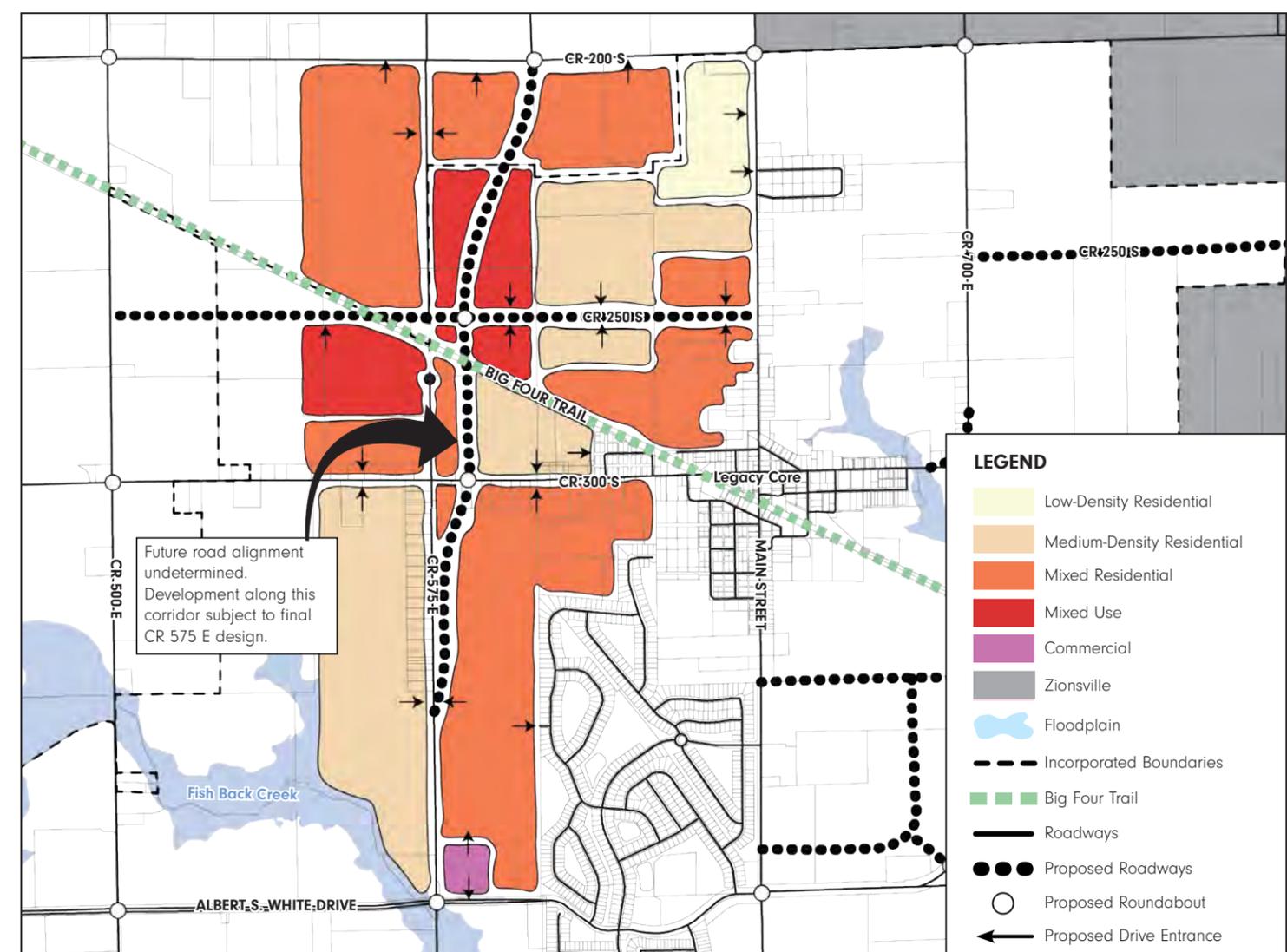


FIGURE 4.3: SPECIAL DEVELOPMENT AREA 2

LAND USE

3. MIXED USE - LEGACY CORE EASTERN GATEWAY

This area is in the northeast corner of Whitestown, east of the Legacy Core. Development in this area not only serves as the primary eastern gateway into Whitestown but supports the continued redevelopment opportunities of the Legacy Core. This area is also important because of its accessibility to the future extension of County Road 300 South/146th Street corridor between Interstate 69 and Interstate 65. As a gateway into both Whitestown and the Legacy Core, this area shall have an emphasis on high quality architecture, proportion, and detail.

This area is anticipated to include a collection of office, service retail, commercial retail uses, technology focused industrial businesses, and mixed density residential. Larger retail stores are not anticipated in this area, but smaller outlots are encouraged to be located near the street. There is a strong opportunity to focus the non-residential employment generators toward technology

based businesses. These will likely be smaller uses, and the area may serve as a small business technology incubator, allowing business to grow out of the area and locate expanded facilities in other locations within Whitestown.

With the connectivity of this area with the Big Four Trail and the proximity to the Legacy Core, residential uses will be an important component of the development within and around this area. It is likely that there will be a mix of residential use types within this area including traditional detached single-family homes, attached single-family homes, condominiums, townhomes, and multi-family homes. It is anticipated that these uses will be market driven but should address the need to cater to young professionals and those seeking a more urban living atmosphere. This means that this area will need to accommodate a mix of densities, including levels that are usually not permitted in most suburban communities.



FIGURE 4.4: CROSS-SECTION CONCEPT OF COUNTY ROAD 575 E

Downtown Thoroughfare Design from National Association of City Transportation Officials' Urban Street Design Guide



Mixed-use Development



Multi-family Development

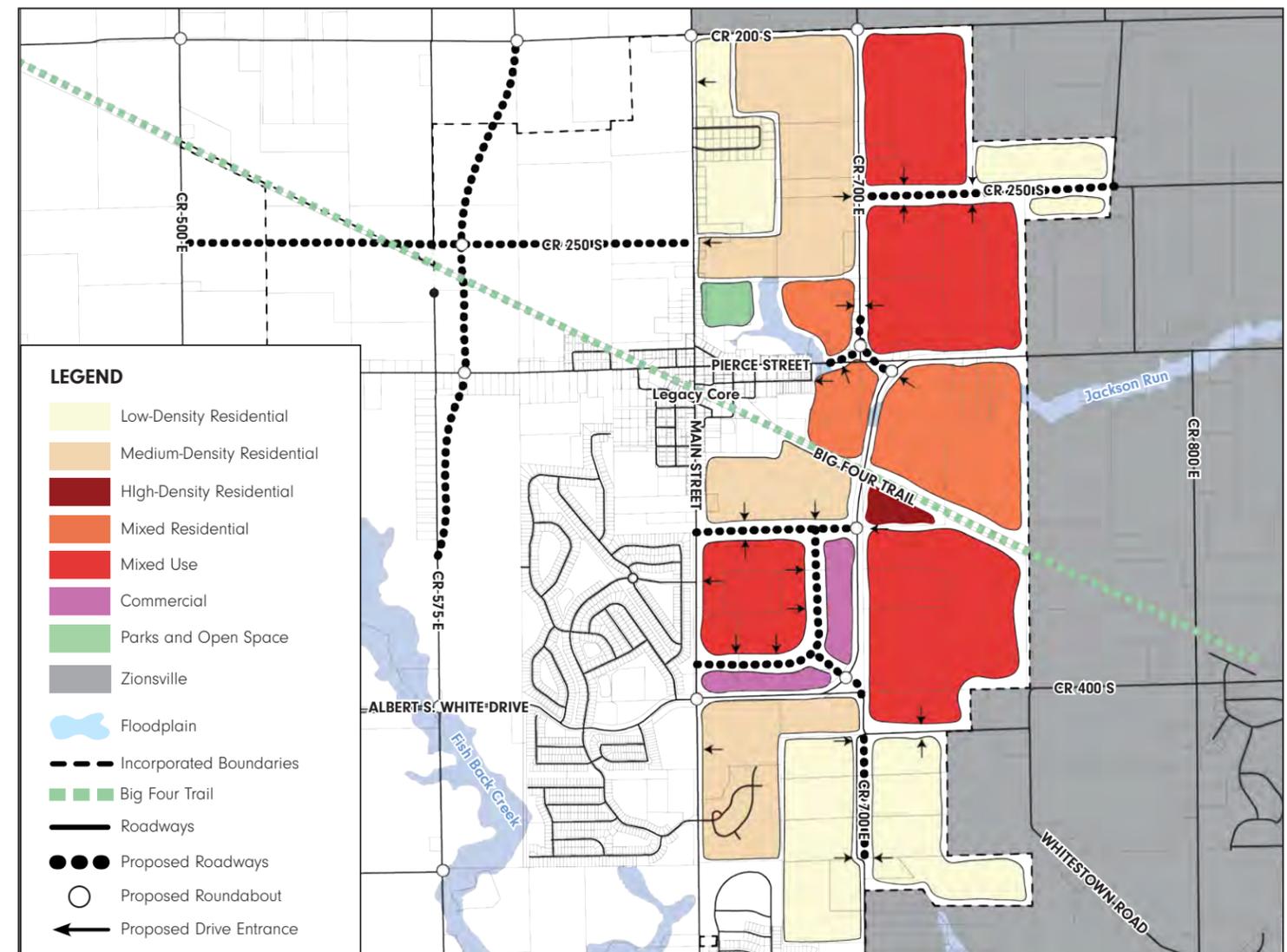


FIGURE 4.5: SPECIAL DEVELOPMENT AREA 3

LAND USE

4. FISHBACK CREEK RESIDENTIAL

This area intertwines with Fishback Creek and is a transition area between the Anson Planned Unit Development and the neighborhoods of Walker Farms and Heritage. Land uses identified for this area include mixed residential, low-density residential, and mixed use. White Lick Creek poses a challenge to development, but also an opportunity for open space preservation and bicycle and pedestrian connectivity.



Single-family Development

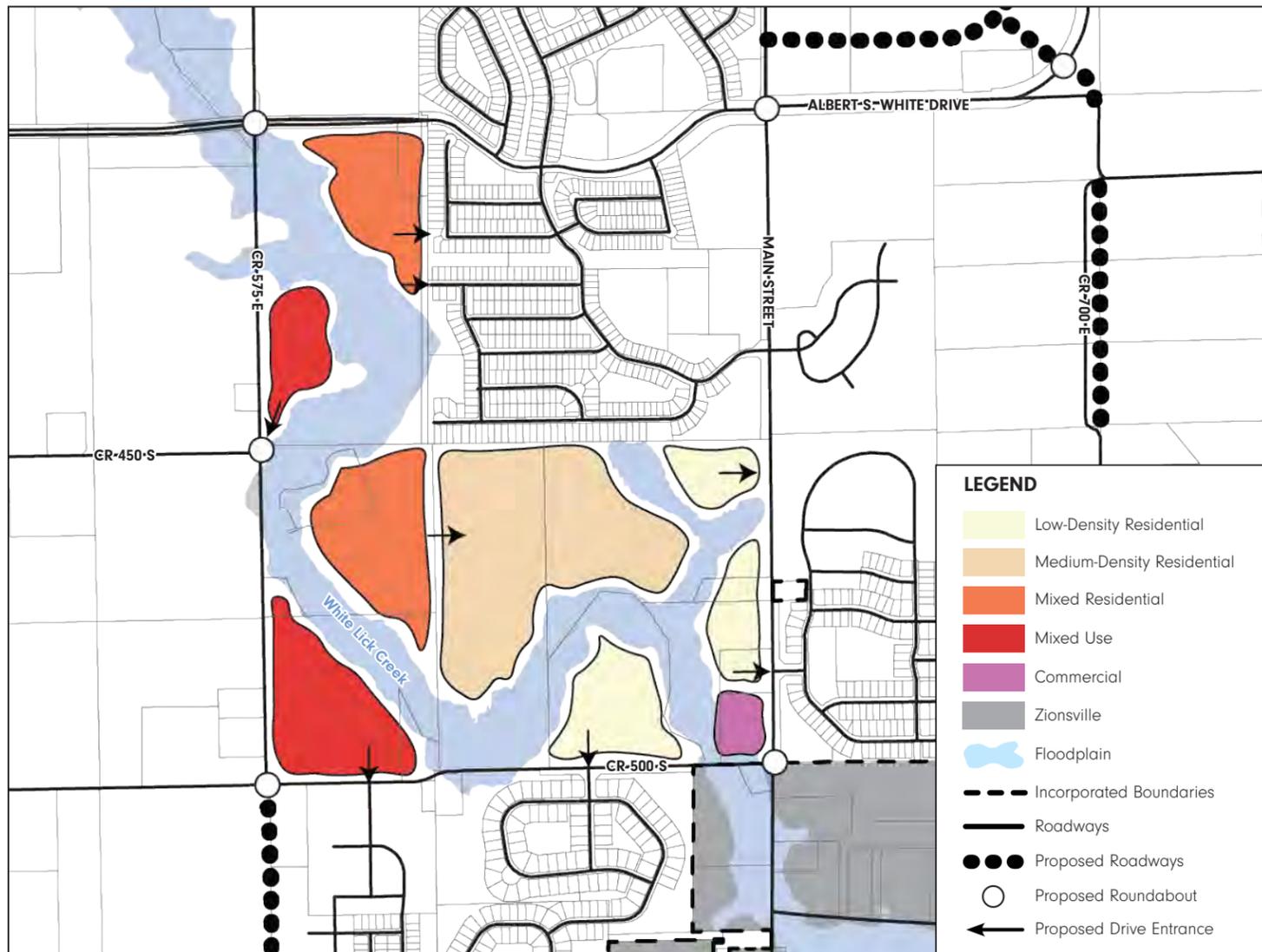


FIGURE 4.6: SPECIAL DEVELOPMENT AREA 4

5. MIDPOINT EAST

This area is east of the midpoint interchange and is in the Anson PUD. The development standards for this area are defined by the Anson Planned Unit Development (PUD) ordinance text.

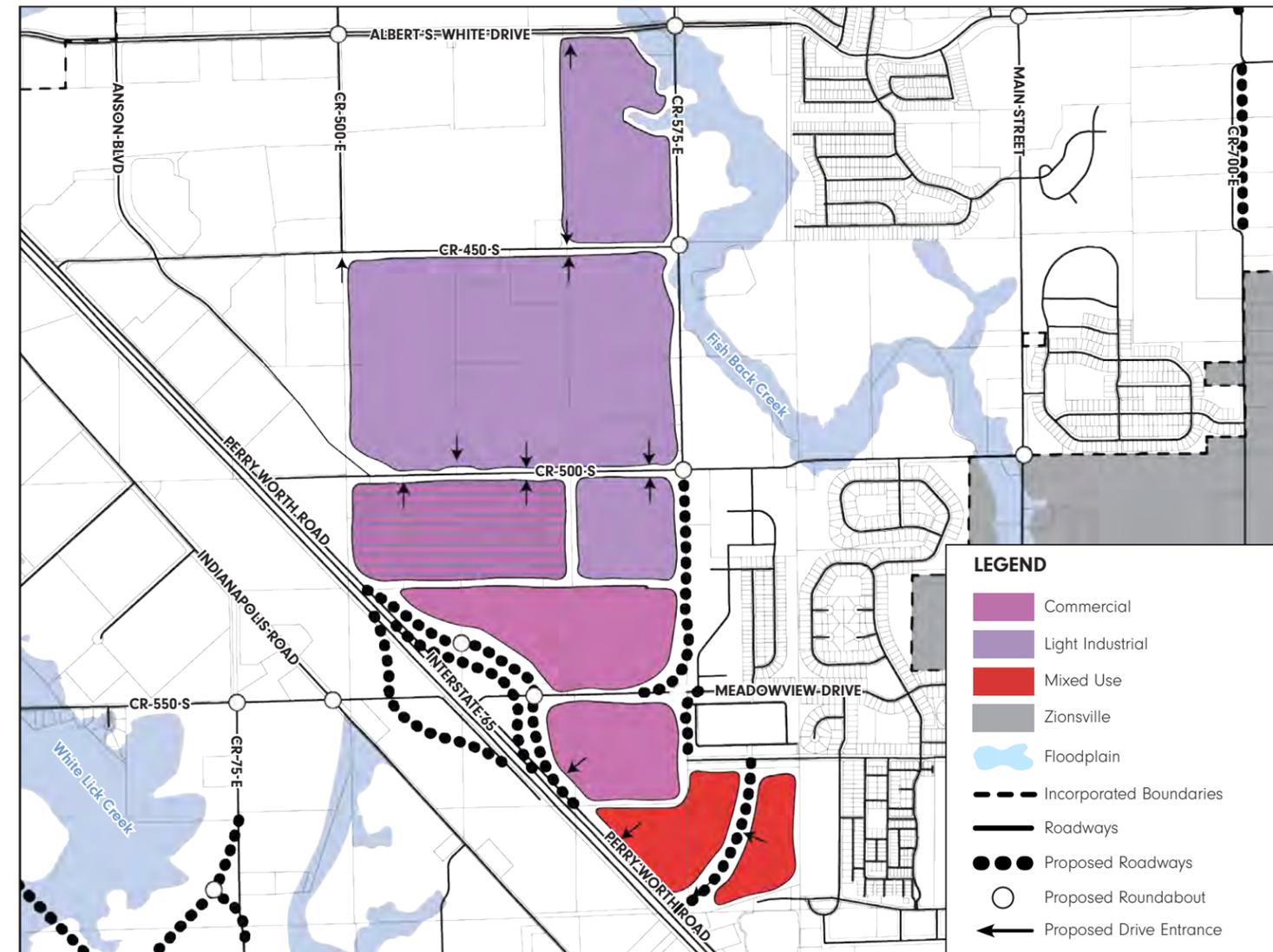


FIGURE 4.7: SPECIAL DEVELOPMENT AREA 5

LAND USE

6. MIDPOINT WEST

This area supports industrial and commercial land uses and should provide easy access and visibility from major thoroughfares, Interstate 65, and the future extension of Ronald Reagan Parkway. This area shall have an emphasis on high quality architecture, proportion, and detail. Where possible, greenspace should be integrated to protect sensitive environmental areas.

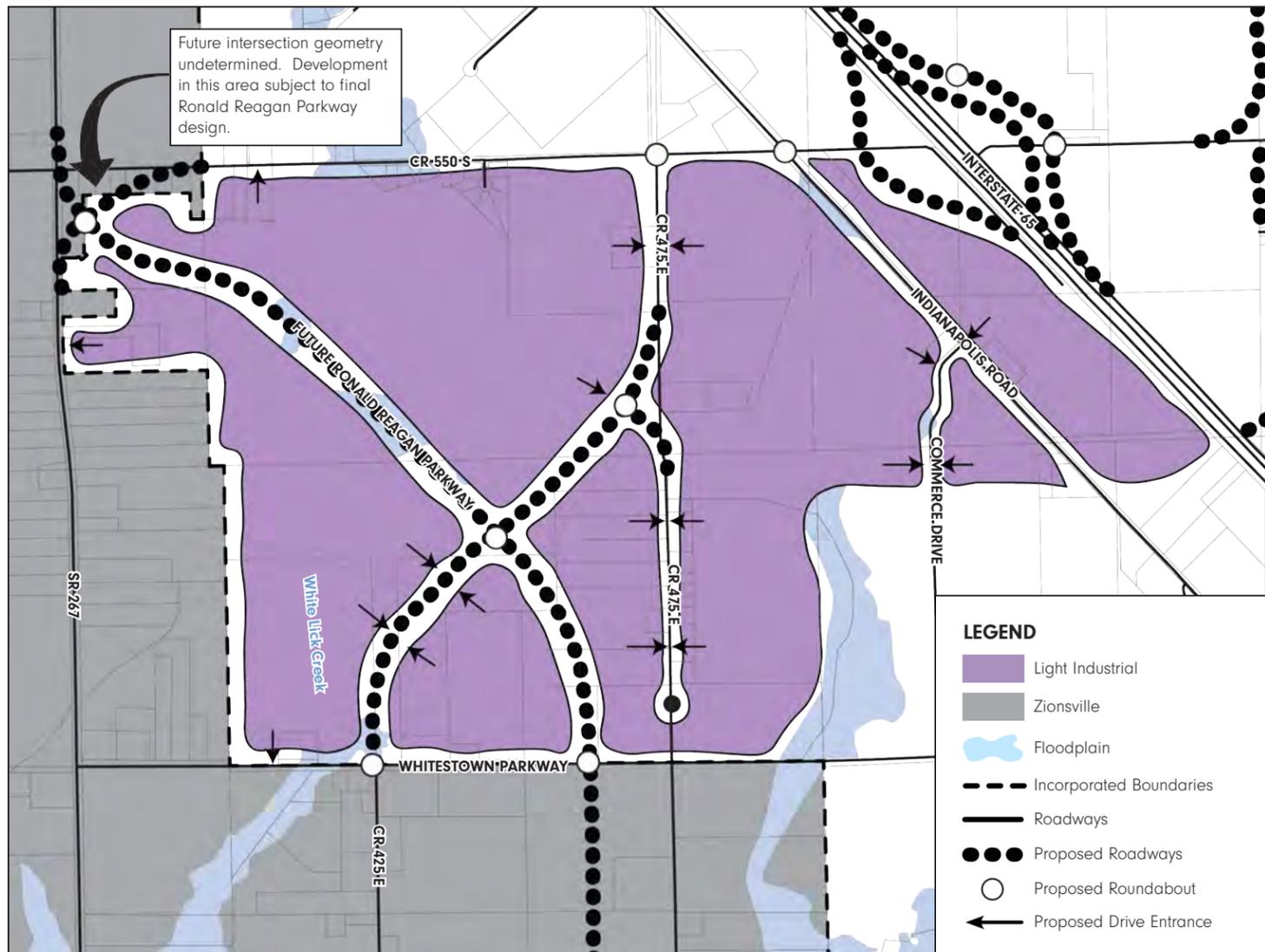


FIGURE 4.8: SPECIAL DEVELOPMENT AREA 6

7. INDIANAPOLIS ROAD CORRIDOR

This area is along Whitestown Parkway and Indianapolis Road in the southwest quadrant of Interstate 65. It is anticipated to include a collection of office, retail, hospitality, public/semi-public recreation and residential uses. High quality building design and site improvements are a priority in this area because this corridor functions as a new development area in the community and is highly visible from Interstate 65.

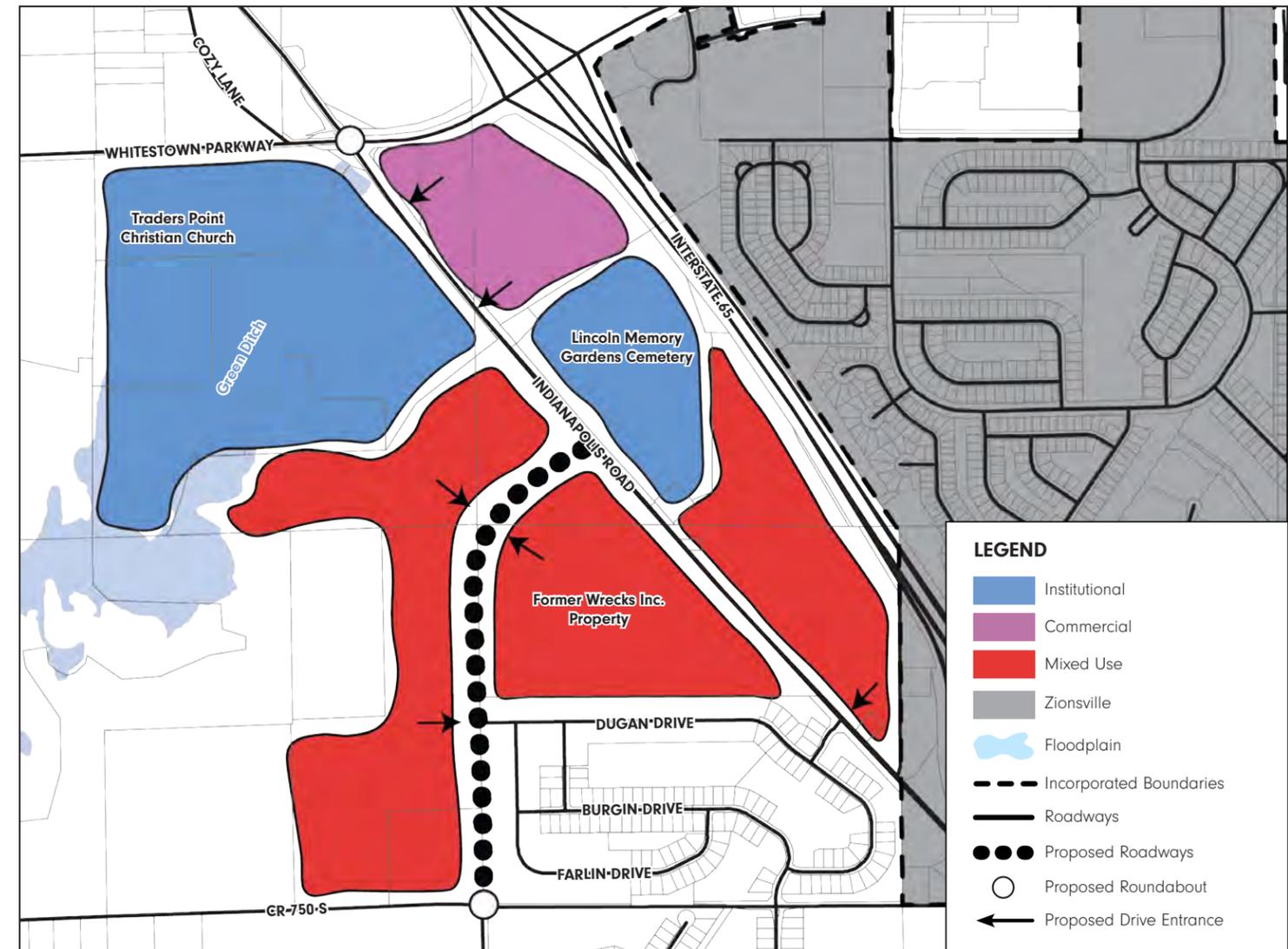


FIGURE 4.9: SPECIAL DEVELOPMENT AREA 7

LAND USE

8. SOUTHERN GATEWAY TRANSITION AREA

This area is located in the southwest portion of Whitestown around 750 S and 450 E and will serve as the primary southern gateway into Whitestown. This Special Development Area also acts as a transition area between institutional uses on the west to residential uses on the east. A Mixed Residential area will help transition land uses from future commercial in Hendricks County to low-density residential in Whitestown.

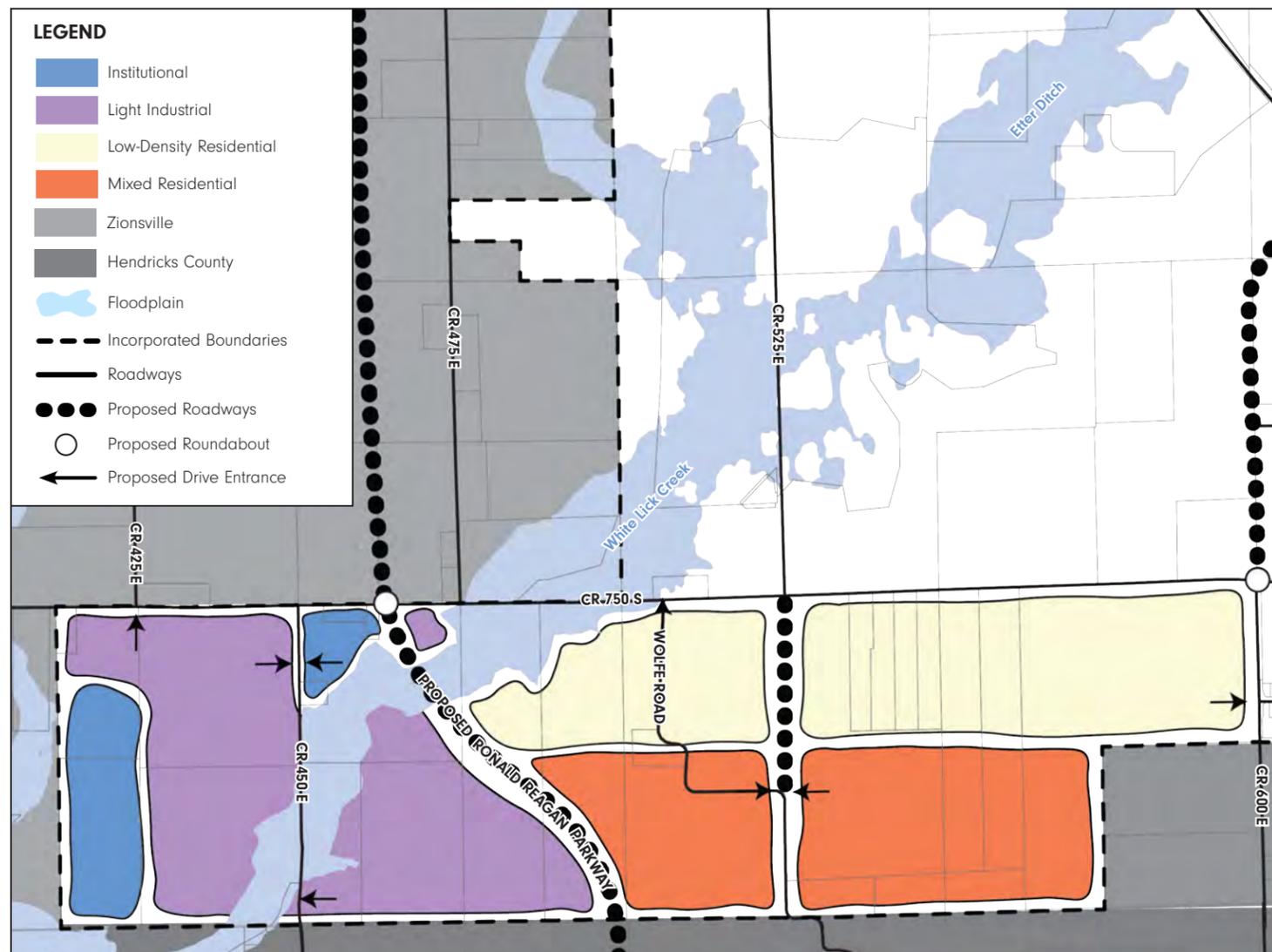


FIGURE 4.10: SPECIAL DEVELOPMENT AREA 8

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