

THE TOWN OF M^CCORDSVILLE

Next Stop  *McCordsville*



COMPREHENSIVE PLAN

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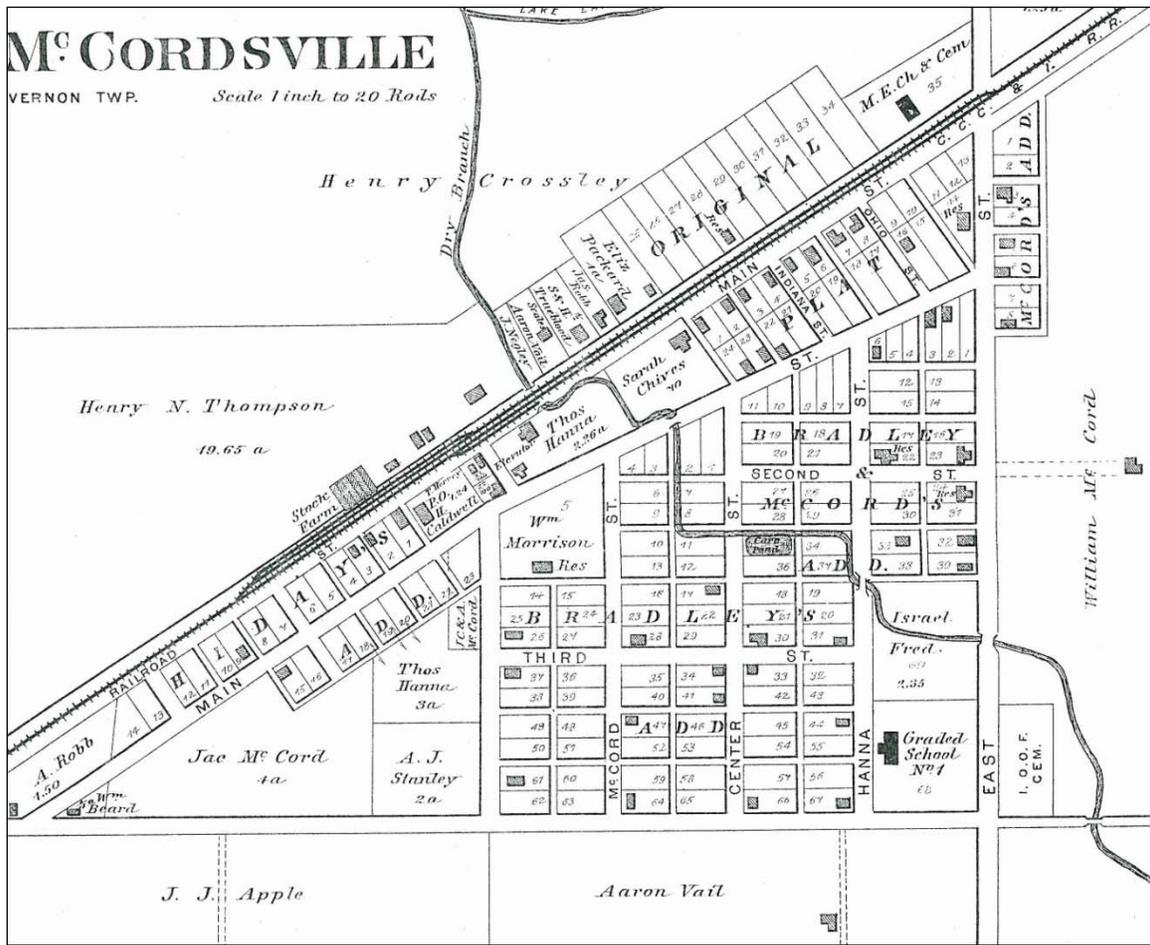


CHAPTER 1: INTRODUCTION

The Town of McCordsville continues to experience challenges related to increasing growth pressures from the City of Indianapolis and surrounding suburban communities. Recent growth can be characterized as new homes, utility expansions, and roadway improvements. The purpose of this plan is to manage the impacts of this growth along with potential future growth on the existing McCordsville community. This plan is intended to be a comprehensive guide for decision makers within the Town of McCordsville.

History & Context

The Town of McCordsville was originally platted in 1865 with the original plat for the Town consisting of thirty-four (34) lots as laid out by James Nagley. It was officially incorporated as a Town in 1988, drawing its name from the McCord family, early settlers in the area who also platted a portion of the Town in 1873. While a small area of the originally platted Town remains, much of the land within the current Town boundaries is comprised of new subdivisions and undeveloped land. It is this area outside the Old Town Center that is experiencing some of the greatest development pressure in Hancock County.



Original Plat for the Town of McCordsville, Indiana

McCordsville had a bustling economy in its early years, with several general merchandise stores, a grist mill, and a saw mill. Around 1895, McCordsville became home to a telephone manufacturing company, and for two years the Leader automobile factory assembled automobiles in its McCordsville plant. The first church in McCordsville, the Gillum Chapel Methodist Episcopal

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Church, was established in 1854 prior to the platting of the Town, and the first grade school was opened in McCordsville in 1874.¹

Today one can glimpse remnants of the past along Broadway where the original plat of the Town follows the railroad. A mercantile, church, and lodge still stand as a reminder of the past. These structures have been preserved, remodeled, and reused throughout the past decades and centuries. They contribute to the unique character of the Town and remind the residents of McCordsville of their community's past.



This antique store is one of many local businesses located along the US 36 Corridor.

Vision and promise: thus began the desire of the McCordsville community to plan for economic development, land use, housing and transportation. The words evoke the meaning inscribed on the Town seal – **vision and promise for the future.**

Originally conceived of in 1999, the original master plan was founded on three main principles to ensure that local needs and issues were documented and evaluated. The first was to grow with a plan, meaning that future land use decisions should be consistent with a well thought out plan. The second was that growth should be concurrent with infrastructure development, meaning that the Town should coordinate future growth with infrastructure availability to achieve its development goals. Lastly, the desire for the Town to strive to maintain its small town character and spirit as it continues to grow. The 2005 master plan revisited each of these principles updating the goals and objectives to better reflect changing community conditions. Following much discussion with the 2011 Steering Committee and members of the public, these founding principles remain true today.

The 1999 Economic Development, Land Use and Housing Study and the 2005 McCordsville Master Plan embodied that vision and promise, guiding Town officials for the past ten years as they made policy decisions. Each plan advised area decision makers and led to the adoption of local ordinances.

The Town has seen great changes since 1999, many brought about as a result of the proactive efforts of past plans, others unforeseen. Once again, the Town has revisited its land use, transportation and open space goals and objectives to update them and ensure that the Town realizes its vision.

¹ Source of historical information: History of Hancock County, Indiana, Its People, Industries and Institutions, George J. Richman, B.L., Federal Publishing Co., Indianapolis, IN (1916)

What is a Comprehensive Plan?

Simply put, a comprehensive plan is a document that describes the most desirable future conditions of a community and outlines the process for achieving those conditions. This comprehensive plan sets a vision for the future development of the Town of McCordsville, focusing on land use patterns and efficient transportation and community services. In order to achieve this vision, this plan defines what is in the best interest of the Town of McCordsville and what must be done to reach the community's desired quality of life.

Because McCordsville is a growing community, this Comprehensive Plan has become a framework (or strategy) for growth, and a guide for community decision making for the future. It is the intent of this plan that managing growth in and around the Town will lead to the following benefits:

- Efficient delivery of services,
- Lower transportation costs,
- Faster response times for emergency vehicles, and
- Improved access to shopping and employment.

Through the use of written text, illustrations, and maps, this plan provides an image of the community McCordsville wishes to become within the next fourteen years, and suggests programs and strategies for accomplishing those goals. This plan is designed to be a guide for future decision making, providing elected and appointed officials and Town staff with a set of guidelines demonstrating how long-range planning can be used most efficiently to maintain and improve the quality of life in McCordsville.

Relationship to State Statute

This comprehensive plan is based in part on input from the community, existing conditions, development trends, and the requirements set forth by state law. Indiana statute, Title 36, Article 7, as amended from time to time, empowers municipalities to plan, challenging them with the task of improving the health, safety, convenience, and welfare of its citizens and to plan for the future development of the community to the end that:

- Highway systems (and street systems) are carefully planned;
- New communities grow only with adequate public way, utility, health, educational, and recreational facilities;
- The needs of agriculture, industry, and business are 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.²

Public law further states that a municipality may establish planning and zoning entities to fulfill this purpose. The adoption of a comprehensive plan is established by legislative mandate as the basis for zoning and subdivision control ordinances. State law provides for, and requires the development and maintenance of a comprehensive plan by each plan commission.³

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

² Source: IC 36-7-4-201

³ Source: IC 36-7-4-501

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- A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

A Plan Commission may also compile additional information, permissible by case law, into a comprehensive plan. This mandate serves as the foundation for the McCordsville, Indiana Comprehensive Plan. Common permissible elements include:

- Growth management;
- Capital improvements;
- Economic development;
- Parks and recreation;
- Transit;
- Natural resource protection;
- Inter-jurisdictional relationships; and
- Redevelopment.

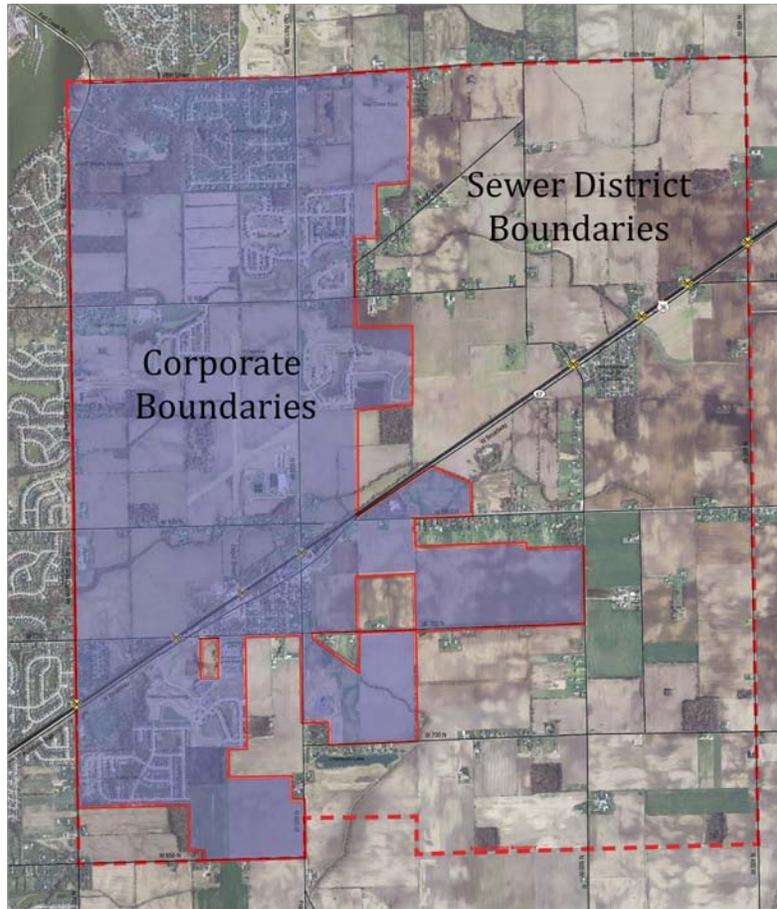
Scope

Study Area

It is important to note that the Town of McCordsville has no jurisdictional authority outside of the corporate boundaries of the Town. The Town does however have limited jurisdiction over new development that falls within its sewer district boundary to the extent that all new development is required to connect to the Town's sanitary sewer system.

The study area selected for this plan encompasses more than just the Town's corporate boundary. As the population of the Town continues to grow, so too will the Town's incorporated area. By planning for growth and development in the areas adjacent to the Town, the Town's elected and appointed leaders and staff can better inform the County's planning and zoning processes for areas that will likely be annexed into the Town of McCordsville in the short-, mid- and long-term future. To the extent possible, the planning area considered by this plan is roughly bounded by CR 1000 N to the north, CR 600 N to the south, CR 400 W to the east and County Line Road to the west; coinciding with the boundaries of McCordsville's Sewer District boundary. See **Figure 1** on the following page.

Figure 1: Study Area



Planning Horizon

A planning horizon is the period of time considered by a plan. A comprehensive plan typically covers a twenty-year period of time. Given the rate of growth in and around the Town of McCordsville, the time frame for this comprehensive plan is shorter: between 2011 and 2025. It is recommended that the contents of this plan be reviewed annually and that it be updated no less than every three years.

This plan is well-rooted in the on-going needs and desires of McCordsville’s residents, business owners, volunteers, and elected and appointed officials. By design, this document contains explicit goals and objectives. These goals and objectives can be translated into tangible action steps for the purpose of achieving successful implementation of this plan. It is important to remember that any number of the goals and objectives described herein are likely to change over time.

How to Use this Plan

A comprehensive plan is a policy document, not a regulatory document. This plan has no power to govern land development or to provide community services. Its purpose is to serve as a valuable tool to set local policy and guidance document in making policy and regulatory decisions.

Because this plan originates from local input and careful research, and because it incorporates the interrelated effects that land use, transportation, and utility decisions have on one another, it is a decision maker’s best tool in setting policies and approving developments that will uphold the best interest of the Town. And while this plan should be consulted in all infrastructure

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improvement planning and expansions, its most regular use should be in the review of zoning petitions and development requests. By consulting this plan, land use and policy determinations can be made within a comprehensive framework that incorporates public health, safety, welfare, and quality of life considerations.

The McCordsville Comprehensive Plan should be used for specific guidance on land use & development issues within the Town. This plan has been organized into the following eight chapters.

Chapter 1: Introduction

This chapter is the introduction to the Comprehensive Plan. It explains the purpose behind this update and the ones that preceded it. It also describes what a Comprehensive Plan is, and how it is used, the scope of the plan (study area and planning horizon), and the planning process used in generating this update.

Chapter 2: Local Conditions

This chapter examines local community conditions with respect to population and housing. Due to the nature of the data used and the fact that it originates from the decennial census, the 2000 Census data contained and analyzed during the 2005 Master Plan update is the most readily accessible information at this time. To better prepare the Town of McCordsville for growth and development, this chapter uses current rooftop totals and population density to estimate the existing population and project the future population of the Town of McCordsville using a series of build-out scenarios. *Use this chapter to evaluate and monitor changing community conditions.*

Chapter 3: Goals and Objectives

The key component of this chapter is the community vision statement. Second to the vision statement are the various goals and objectives necessary to realize the community's vision. The goals set direction while the objectives define ways in which the goals can be achieved. *Use this chapter to evaluate a proposed development, looking specifically for goals and/or objectives that directly, or indirectly, relate to what is being proposed.*

Chapter 4: Land Use Element

This chapter illustrates the future land use plan for the Town of McCordsville and surrounding areas. The future land use plan is comprised of a map illustrating the physical location of each land use type. Text within the document explains the contents of the map and how the map is to be interpreted and implemented. *Use this chapter to evaluate the compatibility of a proposed development with an intended use as determined by the Town of McCordsville Future Land Use Map.*

Chapter 5: Transportation Element

This chapter includes the Town's future thoroughfare plan. The thoroughfare plan incorporates recommended improvements to the existing transportation network as well as additional connections necessary to provide accessibility to developable properties and increased mobility and access throughout the Town. *Use this chapter to compare future development with the intended transportation network paying particular attention to the roadway classifications and what they are intended to do, or in some instances, not do.*

Chapter 6: Public Facilities & Services Element

This chapter addresses the needs of the McCordsville community with respect to public facilities and services, including emergency response and wastewater facilities. *Use the contents of this chapter to gain additional insight about how development affects the various public facilities and services provided by the Town and other such entities.*

Chapter 7: Open Space Element

This chapter discusses open space and recreation planning for the Town of McCordsville, including both public parks and private open space recommendations in general terms. *Use this chapter to obtain an overview of open space needs. Use the most recent draft of the*

McCordsville 5-yr Parks and Recreation Master Plan for additional guidance with respect to parks and recreation.

Chapter 8: Implementation

While many policy recommendations are introduced throughout Chapters 4 through 7 of this Comprehensive Plan, this chapter ties all of these recommendations together by restating many of the policies associated with the vision, goals, and objectives of the previous chapters. *Use the contents of this chapter as a summary of the various goals and objectives by which to develop action steps and projects which must be completed in order to realize the Town's overall vision.*

The Planning Process

2011 Steering Committee

In order to guide the effort of updating the 2005 Master Plan, the Town created the 2011 Steering Committee to oversee the feasibility of establishing an independent Plan Commission for the Town of McCordsville. The 2011 Steering Committee was comprised of members of the McCordsville Planning & Zoning Committee, members of the Town Council, citizen representatives, and Town staff. Membership of this committee provided for a diverse set of perspectives with respect to the decision making process. HNTB Corporation out of Indianapolis was hired to assist the Steering Committee in drafting this Comprehensive Plan update.

Process

The process the 2011 Steering Committee undertook was not to rewrite the 2005 Master Plan, but to update it, looking at its recommendations in light of current circumstances, and adapting it to serve the Town in the immediate future, while still providing guidance for the long-term.

Goals & Objectives

The Committee examined the goals and objectives of the 2005 Master Plan. The goals and objectives, which were originally written with input from the citizens of McCordsville, were generally found to be in agreement with the desired direction of growth and development for the Town. The Committee then formulated additional goals and objectives to further define the community's vision. The goals and objectives for this document are therefore a blend between the goals of the 1999 Master Plan, the 2005 Master Plan, and a new outlook on the future. The goals and objectives can be found in **Chapter 3**.

Population Growth

Comprehensive planning involves predicting the growth of a community over the planning horizon so that educated decisions can be made regarding future development. To predict future growth, a community looks at population projections. These projections are often released by agencies specializing in demographics, or can be generated using mathematical progressions of local growth trends. The 2011 Steering Committee reviewed several different population projections and found both those created by outside agencies, and those based on local trends continue to be lower than their anticipation of future growth. The build-out population projections used by local decision makers can be found in **Chapter 2**.

Future Land Use Planning

A future land use plan begins with the current pattern of development. The 2005 Master Plan Steering Committee had examined three possible future land use scenarios generated by HNTB. Those three scenarios were refined into one preferred future land use map which was then presented for public comment, along with the goals and objectives, at a public hearing. The map was then refined based on the consensus of the public, as heard at that public meeting.

The 2011 Steering Committee again looked at existing development patterns, the availability of large parcels of land, thoroughfares, and the location of utilities in order to determine the

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best locations for future residential, commercial, industrial and institutional developments. The 2011 Steering Committee revised the 2005 Future Land Use plan, making changes based on recent and anticipated development and roadway improvements to create new future land use plan. The preferred future land use plan for the Town of McCordsville can be found in **Chapter 4**.

Transportation & Community Facilities Planning

Developed in concert with the Town's future land use plan maps, the 2011 Steering Committee focused on the transportation needs of the Town's current and future residents, including the need to realign CR 600 W. The need for new public facilities, such as a new town hall and new emergency response facility, are incorporated into the future land use section of this plan. A plan for future roadway development can be found in **Chapter 5**. The need for open space and other public amenities are reflected in **Chapters 6 and 7**.

Implementation of this Plan

Finally, the 2011 Steering Committee focused on big picture action items necessary to implement this Comprehensive Plan and achieve the plan's goals and objectives. Many of these measures involve the creation of the Town's first zoning ordinance using the existing Town Overlay District and county zoning ordinance as a foundation. It is anticipated that other action items will require additional studies. A summary of the implementation measures recommended can be found in **Chapter 8**.

Conclusion

Throughout the master planning process, the 2011 Steering Committee, citizens, business owners, and elected and appointed official determined how best to maintain and enhance the Town's sense of identity and small town community feel in the face of population growth. This document was completed with the belief that a small town character and sense of identity is something that can be achieved despite ever increasing growth pressures. With the adoption of this Comprehensive Plan, the Town of McCordsville will continue to be a Town of vision, and a Town full of promise.

CHAPTER 2: LOCAL CONDITIONS

The 2005 Master Plan utilized information gathered as part of the 2000 Census to reveal many population, economic, social, and housing characteristics of and trends experienced by the Town of McCordsville. However, as many demographic statistics are obtained only through decennial census, the data compiled in 2005 was already dated when that version of this plan was adopted. In this Comprehensive Plan, the 2000 Census is still the most readily available data compiled to-date. This plan recognizes that because the Town continues to experience growth pressures, 2000 Census data, nearly 10 years out of date, is no longer an accurate reflection of local conditions.

2010 Census data associated with this accounting of area demographics will not be available until after this plan has been adopted. The American Community Survey, an on-going survey, is often used to provide more timely information about a community's population and housing characteristics. To-date, the American Community Survey has not collected data specifically for the Town of McCordsville. Therefore, the majority of the data included in the 2005 McCordsville Master Plan continues to be the most recent and readily available data.

Population Growth

Incorporated as a Town in 1988, the Town of McCordsville has experienced considerable growth in the last two decades. Between 1990 and 2000, the Town of McCordsville grew from 684 to 1,134 people, or nearly 66%. According to Town records, there are currently 1,578 roof tops and 295 persons residing in an apartment complex within the jurisdictional boundary of the Town of McCordsville. Based on these accountings, the current population for the Town of McCordsville is estimated to be approximately 5,000 people. In 1990, there were 2.71 people per housing unit. By 2000, there were 2.77 people per housing unit. Today, there are an estimated 2.9 people per housing unit.

Much of the development to-date is due in large part to growth pressures from the City of Indianapolis and surrounding suburbs. The small town character and rural feel of Vernon Township is also a contributing factor as it continues to attract new residents to the Town of McCordsville. The Town further anticipates continued population growth in the short-, mid- and long-term future.

Population Projections⁴

In a rapidly growing community set in a major metropolitan area, population projections using historic trends are often inadequate to plan for the amount of growth that will occur during a given planning period. For example, use of the exponential growth formula results in a projected population of 18,900 persons for the Town of McCordsville by 2025 (see **Table 1**, Population Projections). Conversely, the same methodology projects only 9,100 persons for all of Vernon Township for the same planning horizon. Given that the planning area for the Town of McCordsville is located entirely within Vernon Township, the projected population for the township should, at a minimum, equal that of the Town of McCordsville. In this case, the projected population for the township falls far short of the projected population for the Town.

Therefore, a projected population firmly based in a series of build-out scenarios continues to be the most useful tool for measuring the amount of growth that the Town of McCordsville is likely to experience. Similar to the process used in 2005 to update the Town's Master Plan, this plan's population projections make use of a set of build-out scenarios.

To re-construct the Town's build-out scenarios, the amount of land in each land use classification was recalculated to reflect the land use designations presented by the Town's Future Land Use Map which is described in greater detail in **Chapter 4** of this plan.

⁴ Population projections, Town of McCordsville – Source: US Census Bureau, HNTB Corporation

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Table 1: Population Projections

Geographic Area	1990	2000	2010 proj.	2015 proj.	2020 proj.	2025 proj.	2030 proj.	2035 proj.
McCordsville	684	1,134	5,000	7,000	11,500	18,900	31,000	51,000
Hancock County	45,527	55,391	69,500	73,300	79,900	87,000	94,900	103,400
Indiana	5,544,159	6,080,485	7,011,100	6,620,900	6,821,300	7,027,600	7,240,100	7,459,100
Vernon Township	5,728	6,894	7,700	8,100	8,600	9,100	9,600	10,200
Fortville	2,690	3,444	3,600	3,800	4,000	4,200	4,400	4,600
Source: 2006-2008 American Community Survey 3-yr Estimates								
Source: HNTB (2010 - 2035 projections)								

Table 2: Acreages by Land Use Category

LAND USE CATEGORY	ACRES		
	Town	Remaining Study Area	TOTAL
Rural Residential	0	588	588
Low Density Residential	1,589	2,381	3,970
Low-Medium Density Residential	392	201	592
Medium Density Residential	232	92	324
Medium-High Density Residential	37	0	37
Mixed Use	196	33	229
Light Industrial	20	57	77
Medium Industrial	0	168	168
Neighborhood Commercial	122	72	194
Professional Office	197	0	197
Regional Commercial	93	184	277
Park/Open Space	43	0	43
Public/Semi-Public	103	7	110

The population was then calculated using the maximum density planned for each land use category and the current figure for the number of people per housing unit (2.9). Under this construction, the population of the planning area, at build-out, would be less than 20,000 persons.

Referring to the population projections produced when using the exponential growth formula, the Town's current planning area would be completely built-out around the year 2025 with respect to residential development. If the planning area were to build-out at the lowest residential density planned for each land use category, the planning area would be home to approximately 10,000 persons. If the planning area were to build-out at the highest density planned for each residential land use category, the planning area would include approximately 18,500 persons.

Table 3: Lower Density Residential Build-Out

Land Use Category	Max. Density	Acres	Housing Units	Population per Unit	Population
Rural Residential	0.00	588	0	2.9	0
Low Density Residential	0.51	3,970	2,025	2.9	5,872
Low-Medium Density Residential	1.00	592	592	2.9	1,717
Medium Density Residential	2.00	324	648	2.9	1,879
Medium-High Density Residential	2.50	37	93	2.9	268
Mixed-Use [±]	3.00	57	172	2.9	498
Total Residential Acres	-	5,568	3,529	2.9	10,234

± Assumes 25% of the Town's Mixed Use Land Use Category will consist of residential dwelling units

Table 4: Higher Density Residential Build-Out

Land Use Category	Max. Density	Acres	Housing Units	Population per Unit	Population
Rural Residential	0.50	588	294	2.9	853
Low Density Residential	0.90	3,970	3,573	2.9	10,362
Low-Medium Density Residential	1.99	592	1,178	2.9	3,416
Medium Density Residential	2.49	324	807	2.9	2,340
Medium-High Density Residential	2.99	37	111	2.9	321
Mixed-Use [±]	3.50	115	401	2.9	1,162
Total Residential Acres	-	5,626	6,363	2.9	18,453

± Assumes 50% of the Town's Mixed Use Land Use Category will consist of residential dwelling units

In order to accommodate the projected population of 51,000 persons by the year 2035, which is beyond the planning horizon for this plan, one or more of the following would have to occur:

- Extend the planning area boundary;
- Increase the planned density associated with each land use category (established in the zoning ordinance); and/or
- Convert lower density residential areas to higher density residential areas.

Adjustments such as those listed above should be considered every three years when this plan is updated and routinely adjusted to reflect changing community conditions and characteristics.



CHAPTER 3: GOALS & OBJECTIVES

Community Vision

A comprehensive plan is, in its simplest explanation, a community's vision for the future. The Town of McCordsville has grown from a small town on the edge of Indianapolis, to a bustling close-knit community poised for future growth. The Town has embraced this growth, but chooses to grow on its own terms. A vision statement articulates the community-wide values and aspirations. The following is the Vision Statement adopted by the Town of McCordsville:

*Guided commercial development and unique
Residential opportunities with valued
Open spaces and
Well-managed community services and amenities
That compliment a
Healthy local economy*

The following themes have become the prevailing vision for this document and for the Town's future. The following themes reinforce the key principles stated as part of the vision of Hancock County as a whole.

Growing with a Plan

Since the adoption of the McCordsville Economic Development, Land Use, and Housing Study in 1999, McCordsville has embraced the principles and policies of its plan as the foundation of sound land use decision making. As the Town moves forward over the next fourteen years, it has chosen to reevaluate the components of this plan and modify its development goals, raising its standards, and striving to provide the best to its residents in terms of housing, employment, recreation, and services. McCordsville recognizes and emphasizes the role of planning in implementing its own high standard for quality and excellence in the future, both locally and regionally.

Growing Concurrent with Infrastructure Development

The heart of the Town is located along its infrastructure network, with the historic structures such as the Mercantile, the United Methodist Church, and the location of the post office all centered along the Town's lifelines – West Broadway and CR 600 W. Equally important to future growth is the Town's utility infrastructure. The planning and coordination of utility development, as well as roadway enhancements, will be imperative in helping the Town achieve its long-term growth and development goals.

Growing with a Sense of Pride in Who We Are

McCordsville knows that feeling like a close-knit community is not something that is derived purely from a population count. "Small town atmosphere" is defined as a town park, a Main Street, a favorite local restaurant, a civic celebration. No matter how McCordsville grows, residents wish to hold on to the values and traditions they associate with their Town. Despite growing numbers, McCordsville wishes to recapture that small town spirit and reawaken a sense of community pride in its residents.

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Goals & Objectives

The following goals and objectives replace the goals and objectives found in the 2005 McCordsville Master Plan. The land use, transportation and open space goals are followed with more description in their respective chapters herein. More information regarding economic development, community services, and social development can be found in the following chapters.

Land Use

In order of importance, the following land use goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Create a Village Center that is the focus of Town activities.

- A. Establish a central downtown district for the Town of McCordsville, complete with a Main Street.
- B. Provide multiple destinations for varying degrees of civic activity and public gathering.
- C. Create a sense of Town identity, for all seasons, through design, architecture, streetscaping, and/or landmarks.
- D. Define the edges of the New Town Center to further establish this particular destination for residents and visitors.

Goal #2: Promote a balance of land uses that secures the fiscal well being of the Town and its tax base.

- A. Evaluate the economic impact of each development to ensure that current residents and businesses are not overly burdened with the cost of new development.
- B. Arrange land uses so as to capitalize on existing infrastructure.
- C. Use the future land use map to identify large, contiguous areas for future commercial and industrial developments.
- D. Encourage developments that also provide public amenities such as recreational areas and gathering spaces.

Goal #3: Attract quality residential and non-residential developers to the Town of McCordsville.

- A. Ensure that the design of a subdivision matches the intended density and housing choice.
- B. Encourage creativity in architectural design, choice of materials, and workmanship; which includes the artful and skillful design of retention/detention basins.
- C. Discourage monotonous design in all residential development.
- D. Develop a referral program for developers that have proven to provide a high level of aesthetic and structural quality for residential and/or non-residential development.

Goal #4: Create a sense of community suggestive of a well planned, "small town" by retaining an overall neighborhood character.

- A. Maintain compatibility between residential and non-residential areas, specifically with respect to traffic, noise, and outdoor lighting.
- B. Encourage development wherein the layout, scale, and physical features (e.g. landscaping, architecture, and amenities) respect the human scale. This requires the skillful arrangement and design of the built environment so that it is accessible to and pleasing for the pedestrian, rather than the motorist.
- C. Establish a series of destinations for pedestrians and bicyclists to encourage multi-modal forms of transportation.
- D. Improve safety along pedestrian routes through building orientation and design.



Neighborhoods of higher density development should use public common areas to maintain an open feel.



Higher density is not synonymous with lower quality. Here high quality homes are built on relatively small lots but with good relationships to each other and the street.

Transportation

In order of importance, the following transportation goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Provide infrastructure for multiple modes of transportation including bicycling, walking, and public transit.

- A. Encourage site design practices that accommodate bicycle and pedestrian travel.
- B. Anticipate and plan for future stops along the proposed Indianapolis regional transit system, and actively participate in mass transit initiatives as they arise.
- C. Anticipate and plan for bicycle and pedestrian facilities as a requirement for future development and redevelopment.
- D. Discourage unnecessary use of the cul-de-sac while promoting the use of a modified grid-street pattern.

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- E. Require the inclusion of multi-modal transportation routes within any new development or redevelopment.

Goal #2: Achieve and maintain a balanced transportation system that enhances the visual appearance of major streets and community gateways.

- A. Maintain and enhance the Town's design standards for major street corridors to ensure consistency and continuity in lighting, landscaping, and other streetscape amenities.
- B. Develop entrance plans for key gateways into the community to define the edge and enhance the user's experience.

Goal #3: Achieve and maintain a balanced transportation system that promotes safe and efficient traffic circulation.

- A. Ensure that the development of large, undeveloped areas of land that would otherwise require the construction of new thoroughfares observe a half-mile gridded street pattern.
- B. Minimize through trips on arterial roads by connecting collector roads and local streets.
- C. Ensure connectivity between existing developments and new developments through the use of stub streets.
- D. Minimize the frequency of curb cuts along arterial streets and other major thoroughfares by maintaining a minimum distance between individual curb cuts along arterial streets and other major thoroughfares.
- E. Improve traffic circulation by maintaining a minimum distance between a curb cut and the intersection of major thoroughfares.
- F. Reserve adequate rights-of-way for new and improved roadways.

Goal #4: Achieve and maintain a balanced transportation system that promotes accessibility throughout the entire community.

- A. Establish a new north-south route/s, or upgrade an existing route to ensure ease of movement within and through the Town of McCordsville.
- B. Enhance east-west connections throughout the study area (CR 700 W to CR 400 W).
- C. Accommodate non-vehicular movements in all new development.

Public Facilities

In order of importance, the following public facility goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Plan for infrastructure and services that support planned future growth.

- A. Facilitate economic development by providing the infrastructure necessary for business expansion and growth.
- B. Encourage the installation and maintenance of telecommunications infrastructure, such as fiber optics, or "Fiber to the Home" (FTTH).
- C. Seek alternative infrastructure funding sources.

Goal #2: Provide infrastructure and services in an efficient and cost effective manner.

- A. Facilitate the expansion of water and sewer services to growth areas in and around the community.
- B. Require the installation of sidewalks and multi-use paths with all new development.
- C. Establish densities that are favorable to the cost of doing business.

Open Space

In order of importance, the following open space goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Protect the natural features, open spaces, and greenspaces while further providing areas for passive and active recreation.

- A. Identify desired locations for future parks and other recreational uses, without predetermining which parcels should be converted to such use.
- B. Identify areas which need to be protected due to historic, social or natural significance, without predetermining which parcels should be converted to such use.
- C. Require the designation of open space in new development.
- D. Promote small parks and recreation management by private entities.

Goal #2: Continue the creation of a community-wide network of greenway corridors that connect with the path systems of neighboring communities.

- A. Create and maintain a local system of greenway corridors that connect various destinations throughout the community.
- B. Establish working relationships with neighboring communities to ensure connection with the McCordsville multi-use trail system and other pedestrian routes.



Useable open space within a neighborhood can meet some of the community's park needs without placing additional strain on taxpayers to fund recreation areas.

Goal #3: To the extent possible, protect and enhance the community's land-based (e.g. floodplains, wooded areas, riparian areas) and water-based (e.g. surface water, groundwater, and wetlands) natural resources.

- A. Protect floodways and floodplains from development by reducing the impacts of development on these natural resources.
- B. Improve local understanding of drainage maintenance.
- C. Establish development standards that protect rivers and streams.
- D. Promote the use of best management practices in erosion and sediment control.

Economic Development

In no particular order, the following economic development goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Recruit and retain general business and light industrial development that enhances the business climate established by McCordsville's existing businesses.

- A. Encourage commercial development in Old Town.
- B. Increase the tax base by providing a diverse range of commercial choices.
- C. Encourage commercial development that serves the needs of local residents.

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- D. Explore higher paying employment options that match local education levels and increase per capita income.
- E. Work to support and retain local businesses as they grow and expand their operations locally.

Goal #2: Create a strong and diverse tax base that provides additional revenue and increases the quality of municipal services provided to the residents.

- A. Increase the tax base by providing a diverse range of commercial choices.
- B. Centralize larger commercial developments where they can become a stable economic base for the Town and a catalyst for further economic growth.
- C. Continue to develop and routinely consult a well thought out future land use plan.

Goal #3: Focus industrial economic development efforts on advanced manufacturing, life sciences, and information technology.

- A. Identify key industrial development sites within McCordsville.
- B. Explore economic development incentives options to offer to potential developers.
- C. Provide an entrepreneurial climate for existing home-based companies, especially in advanced manufacturing and life sciences fields.

Community Services

In no particular order, the following community service goals and objectives are hereby established by the Town of McCordsville:

Goal #1: Develop and advance needed community services as McCordsville grows, always maintaining a high level of service for Town residents.

- A. Identify areas for new services, such as a library, community center, or fire station.
- B. Promote on-going communication, and encourage coordination efforts with other governmental jurisdictions, public agencies and service providers to provide high quality, efficient services.

Goal #2: Promote community organizations and functions that provide opportunities for social interaction and participation, as well as a sense of identity and pride in the Town.

- A. Continue to encourage the development of the Town as a family-oriented community.
- B. Broaden on-going communication and coordination efforts with community support organizations.

CHAPTER 4: LAND USE ELEMENT

Introduction

The 1999 Master Plan made several observations, which were then reinforced by the 2005 update regarding the existing land uses within the Town of McCordsville. The findings of the 1999 and 2005 Plans regarding land use were as follows:

- McCordsville is a close-knit community. While primarily residential in nature, institutional, industrial and commercial uses continue to be attracted to the community.
- Some of the land within the planning area is agricultural, but is anticipated to be redeveloped as non-agricultural uses.
- The majority of the dwelling units within the Town are classified as single-family, detached residential. While expanded housing options are still needed, the Town of McCordsville has recently seen the construction of apartments and is anticipating the development of senior housing.
- Expansion of recreational space is still needed and will become increasingly important as McCordsville grows.

Today McCordsville is still considered to be a close-knit community. While population has grown significantly since 1999, institutional, commercial, and industrial development has only started to increase. As the land use composition below shows, the Town is still primarily residential. The 1999 Plan reported that 45.2% of the Town and 89.5% of the planning area (outside of McCordsville) were agricultural. While the land use today is still largely agricultural, the ratios have dropped, especially in the unincorporated areas. In 2005 only 41% of the land area of the Town and 81% of the land area of the planning area were agricultural. The planning area in this instance included only the unincorporated portions of the planning area and not the Town of McCordsville. Recreational space continues to be a need. In 2005, the Town began working with developers to obtain recreational amenities within new residential developments, but additional Town park land is greatly desired.

The Town of McCordsville continues to experience residential growth in the form of single-family residential. However, each passing year brings with it more commercial, industrial, institutional development in and around the community as well. Residential developments, often in the form of Planned Unit Developments (PUD), continue to provide additional open space throughout the community.

Existing Land Use

Much of the existing land use is representative of the existing land use presented in the 2005 McCordsville Master Plan. In that plan, land uses were described as follows:

Residential & Agricultural

In 2005, residential development within the planning area was comprised mostly of single-family, detached housing. Multi-family uses comprised less than 2% of all land area dedicated to residential uses. Today, the Town offers a wider range of housing options, from apartments to historic single-family homes, to starter homes, to large single-family homes. Housing options are growing in the unincorporated portions of the planning area as well, where new subdivisions are joining the historic farmhouses that used to occupy the landscape. Residential land uses continue to be the predominate type of development within the planning area. Only agricultural land comprises a larger percent of the total landscape of the planning area.

Commercial & Industrial

In 2005, commercial land uses made up approximately 5% of the developed land within the planning area (less than 1% of all land area). Most of the planning area's commercial uses are located along Broadway in the historic core of the Town of McCordsville. Industrial uses made up

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only 1% of the developed land within the planning area (about a tenth of a percent of all land area).

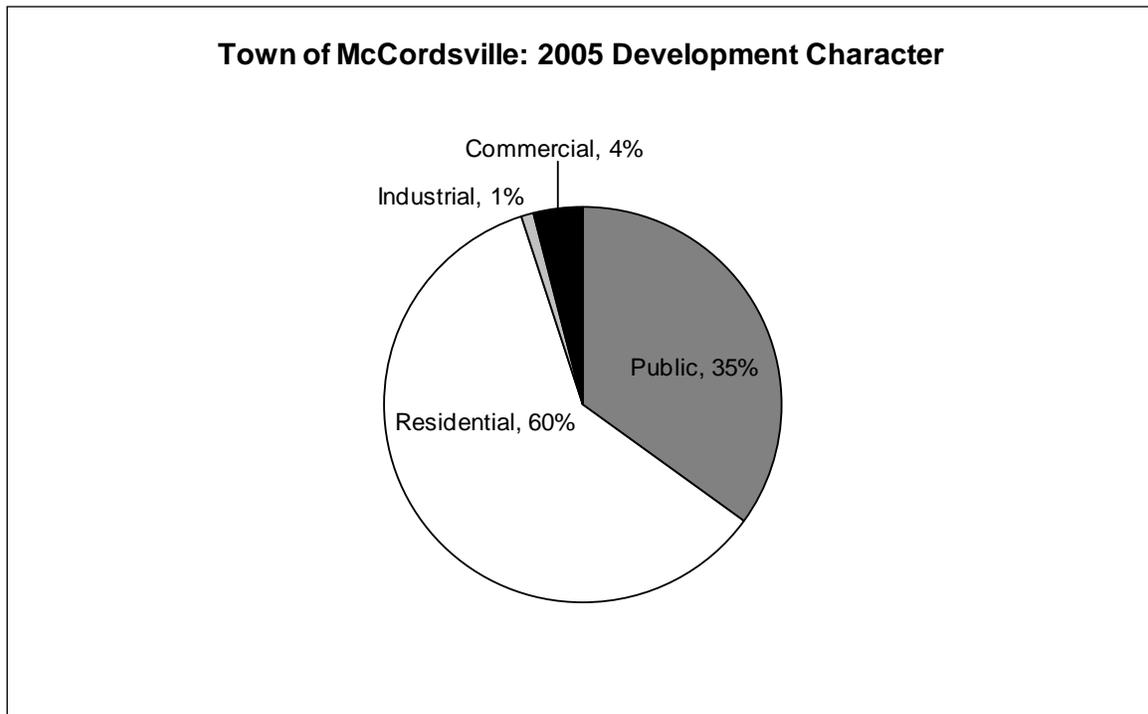
Public Uses

In 2005, public uses accounted for 7% of the developed land within the planning area (about 1½% of all land area). Public uses include churches, schools, and government buildings.

Land Use Consumption

There is no formula for how much of each land use type a community needs. Each community approaches the task of determining its values and goals differently. Some municipalities seek an abundance of commercial and industrial growth to keep taxes low. Other communities seek commercial and industrial growth for the purpose of providing work for their labor force. Still others seek to limit commercial and industrial land uses because they wish to retain the image of a residential community. The Town of McCordsville seeks to balance the importance of tax base, jobs, and image with its desire for additional residential development.

Figure 2: Town of McCordsville Development Characters (2005)



The 2005 land use ratios show the character of McCordsville to be very residential, with some public uses such as churches, a school, a park, and municipal buildings. While this is still a valid assessment of the land use composition of the Town, it is a stated goal of the Town to attract and retain more commercial and industrial development to balance the tax base. This becomes especially important when the land use composition of the entire planning area is examined. Much of this land area may one day become part of the Town, and it exhibits a much higher residential land use ratio. Further, the ratios for industrial and commercial uses are almost identical to the Town, meaning the industrial and commercial uses within the planning area are already located within Town limits. Therefore, the character of the developed land immediately adjacent to the Town is primarily residential. More commercial and industrial development will be required as the Town grows in land area and population if the Town wishes to maintain or

improve its residential to non-residential land use ratios and keep taxes balanced between residential and non-residential developments.

Future Land Use Plan

The purpose of the future land use plan is to direct local decision makers in setting land use policies for the next fourteen years. Why is land use regulated? Because no matter where new development locates, it will create demands on the existing transportation network, schools, utilities, emergency responders, and local government. The more dispersed growth and development becomes, the more costly it is to provide these basic services to all. As a result, the tax base is negatively impacted and the Town is then required to mitigate this effect.

Another important reason communities regulate land uses is to preserve land for desirable uses. For example, by designating the most appropriate land for commercial and industrial development, the Town can ensure that each parcel of land is being used for its highest and best use. As McCordsville seeks to increase its commercial and industrial base, the reservation of land to protect it from residential encroachment will be very important. Furthermore, it is beneficial for new residents to understand which areas the Town is seeking to develop for commercial and industrial uses as it may influence the homebuyer's decision of where to locate. Thus, having a plan for land use development provides a sense of security in knowing how adjacent properties are anticipated to develop in the future.

The Town's Future Land Use Plan Map was updated to implement the land use goals set forth in **Chapter 3** and is a result of input gained from the 2011 Steering Committee. In reading the future land use plan, it is important to understand that it is separate from the Town's zoning. The categories of the plan will not always match with zoning classifications prescribed by the McCordsville Zoning Ordinance, or the Hancock County Zoning Ordinance in the case of the portion of the study area which is outside the incorporated limits of the Town. This provides for some flexibility in the implementation of this plan. It is also important to understand that the future land use map is a part of this greater text document. The subsections that follow describe the different land use recommendations in detail and should be consulted when making land use and zoning decisions in the future.

Residential Land Uses

The future land use plan designates five different residential land use classifications; with a sixth option of having higher density residential located within mixed-use land use areas. In large part, areas designated as residential are intended to be developed to include detached single-family dwellings. The location of the following residential uses is based in large part on the availability of utilities and the character of surrounding development.

Rural Residential

The Rural Residential land use classification is intended for very low density, single-family residential uses in an otherwise rural setting. Other uses in this classification should be limited to public and semi public uses which are normally associated with residential neighborhoods, such as parks, riding stables, or bed and breakfast establishments. The purpose of this classification is to create an attractive, established, and orderly residential environment for citizens who desire large single-family residential lots. Development in this classification is often less than 1 dwelling unit per acre. Other uses within this area should contribute to, rather than detract from, the rural character of the surrounding area.

Low Density Residential

The Low Density Residential land use classification is intended for areas of the Town which have already developed at this density. This land use category consumes more land area in the study area than any other land use and is the predominate land use type. Other areas where this classification might be appropriate include land located outside of the current jurisdictional boundary of the Town. Land classified as Low Density Residential is intended for low density single-family residential uses. Other uses in this classification should be

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limited to public and semi public uses which are normally associated with residential neighborhoods, such as a community center, daycare, golf course or school, wherein no use detracts from the residential character of the immediate area. The purpose of this classification is to create an attractive, stable, and orderly residential environment for citizens who desire larger lots. Development in this classification is often such that there are less than two dwelling units per acre.

Low-Medium Density Residential

The Low-Medium Density Residential land use classification is intended for lower density, single-family residential uses and should be interpreted as such. Other uses in this classification should be limited to public and semi public uses which are normally associated with residential neighborhoods, such as an assisted living facility or two-family dwelling, wherein no use is such that it detracts from the residential character of the immediate area. Development in this classification is typically between two and three dwelling units per acre. The purpose of this classification is to create attractive, established, and orderly residential environment for citizens desiring average lot sizes. This low-medium classification of density is intended to serve as a buffer between the lower density residential areas and higher density residential areas. It also serves to buffer residential areas from non-residential areas. Planned Unit Developments (PUD) which often have a commercial or business component may be considered in these areas, provided the commercial use or uses are able to be supported by local infrastructure.

Medium Density Residential

The Medium Density Residential land use classification is intended for moderate density residential uses. Other uses in this classification should be limited to public and semi public use which are normally associated with residential neighborhoods, such as a retail bakery, beauty shop, or convenience store, wherein no use detracts from the residential character of the immediate area. Development in this classification should be between two to three dwelling units per acre. The purpose if this classification is to create an attractive, stable, and orderly residential environment for citizens desiring average lot sizes and/or two-family dwellings. Planned Unit Developments (PUD) with commercial or business components may be considered in these areas, provided the commercial use or uses are able to be supported by local infrastructure.

Medium-High Density Residential

The Medium-High Density Residential land use classification is intended for higher density residential uses. Other uses in this classification should be limited to public and semi public uses which are normally associated with residential neighborhoods, such as a coffee shop, daycare or emergency response facility. Development in this classification should be between four to five dwelling units per acre. The purpose of this classification is to create an attractive, stable, and orderly residential environment for citizens who desire smaller lot sizes. Like the other residential categories, it is reserved for predominately single-family residential uses, although multi-family uses in the form of condominiums, duplexes, and retirement or assisted living facilities are also considered appropriate. Areas given the highest density residential land use category generally serve as buffers between the lower density residential categories and commercial development. Planned Unit Developments (PUD) with a commercial component may be considered in these areas, provided the commercial use or uses are able to be supported by local infrastructure.

Higher Density Residential

For the purposes of this plan, higher density residential classifications are reserved for mixed-use areas, or other areas which have yet to be identified. The Town of McCordsville invites and strongly encourages property owners and developers to propose developments of this type for consideration in the future. See also *Mixed-Use Development* on the following pages.

Commercial/Business Land Uses

There are two types of commercial land uses depicted on the Future Land Use Plan Map; neighborhood commercial and regional commercial. A third category has been added to better accommodate the development of professional offices. Each commercial/business category has its own character and impact on surrounding land uses. Therefore, the location of commercial development should be carefully examined to ensure it is suited for the environment in which it is to be located. Neighborhood and regional commercial areas and professional office areas are described in greater detail below. Commercial uses in the area that encompasses the original town plat are described under the sub-heading "Old Town" on the following pages.

Neighborhood Commercial

As its name suggests, neighborhood commercial should be developed to serve adjacent neighborhoods. These areas are located immediately adjacent to residential areas and should be designed at a human-scale. The purpose of neighborhood commercial development is to reduce the number of trips taken on the community's primary arterial and collector streets, rather than to replace centrally located commercial developments. Therefore, neighborhood commercial uses should be limited to small shopping centers or free-standing buildings which provide convenience retail or services to adjacent neighborhoods. Examples of appropriate uses for neighborhood commercial areas are dry cleaners, dentist offices, day care centers, ice cream shops, carry out pizza outfits. Just as some uses are appropriately located adjacent to residential neighborhoods, other uses may not be appropriate. Gas stations which are generally very well lit, attract a great deal of traffic, and are open late hours are not appropriate for neighborhood commercial areas. Car washes which have noisy vacuums and other machinery are not appropriate for neighborhood commercial areas. Even restaurants with drive through windows may not be appropriate as they too stay open late, have a great deal of automobile traffic, and include loud speaker boxes which may disturb nearby property owners. Development will be encouraged to occur within the Town's limits where it can best be served by local services and provide balance to the Town's largely residential tax base.



Neighborhood commercial areas are small in scale and provide convenience type uses.

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Regional Commercial

Regional commercial is a broad land use category and is planned to include those uses which would not be appropriate in a neighborhood commercial center or within the core of the Town Center. This area is most appropriate for larger commercial buildings and those uses which produce heavier amounts of vehicular traffic. This location allows for multiple access points from more than one major roadway, providing development sites with high visibility and improved accessibility. As an area that is otherwise removed from the concentration of residential development, it is a more appropriate location for uses which may be obtrusive to residential neighbors as a result of their size, character, lighting, noise, or automobile and delivery truck activity. However, such a removal will require additional review and consideration to ensure adequate pedestrian and vehicular connectivity. With respect to properties that are located outside of the Town's corporate boundary, owners will be encouraged to undergo the voluntarily annexation process bringing their development within the Town of McCordsville's jurisdiction.



The scale of certain uses makes them better suited for regional commercial areas rather than town center or neighborhood commercial areas.

Professional Office

Professional office is a broad land use category and is planned to include those uses that benefit from a corporate business park type setting. These areas are most appropriate for larger business offices and supporting land uses, such as copy centers and flex spaces. Their size and relatively large footprints often require additional thought and consideration with respect to the human scale and accessibility by some other means other than the automobile. These areas are often used to buffer residential areas from other more intense land uses such as regional commercial or industrial.

Industrial Land Uses

McCordsville owes a lot of its history to the rail line which bisects the Town. As the romanticized days of rail travel make a comeback, the Town is in a position to take advantage of this alternative form of transportation. The popularity of the railroad for shipping has been steadily increasing, and communities with the possibility for rail access as well as excellent road access are finding themselves in good positions to attract industrial growth while bracing for passenger travel via high speed rail or commuter rail. Railroads are also popular again for businesses which

do light manufacturing and distribution. While some businesses make regular use of rail spurs, others seek out railroad locations only to make use of the rail asset occasionally. This plan recognizes the advantage that McCordsville has over other local communities. The Town has an abundance of undeveloped land along an active rail line.

Light Industrial

Conventional light industrial uses typically include manufacturing and/or processing, fabrication, assembly, packaging, incidental storage, sales, and distribution of products or parts made from previously prepared materials (i.e. cloth, plastic, paper, metal, or wood); wherein operations occur within buildings, requiring no outdoor storage, and generating limited amounts of truck or rail traffic. The phrase “light industrial” is often synonymous with industries that are free of hazardous or objectionable elements such as noise, odor, dust, smoke, glare or other pollutants.

McCordsville defines the uses it wishes to see in light industrial areas as having minimal impacts on the adjacent residential developments. Where industrial uses are immediately adjacent to areas designated for residential uses, the industrial development should be well screened and provide adequate buffers to reduce noise and light spill over onto adjacent properties. All industrial uses visible from public roadways must be conscious of the impact they have on the community’s character. As the railroad runs parallel to the Town’s major thoroughfare, screening of loading and unloading areas will be especially important.

Medium Industrial

Conventional medium industrial uses include the production or assembly of modern industrial parts, wherein operations take place within, or outside of, a building and may require outdoor storage, increased truck or rail traffic, and/or use of somewhat hazardous materials. While less restrictive than areas designated as light industrial, it is the intent of the Town of McCordsville that areas designated as medium industrial not include overly obnoxious land uses such as landfills and meat packing plants.

Old Town

The known “downtown” of McCordsville is oriented along Broadway where a few historic structures remain and where access is provided to the original street grid and its older homes. The area of the historic downtown and original street grid is designated as Old Town. This area will continue to play a key role in the identity and character of the Town and all development proposals in this area need to be reviewed by the McCordsville Plan Commission. The Town encourages continued reinvestment in the commercial area along Broadway. Uses in this area should take into account the historic character of the roadway and be encouraged to make use of remaining historic structures or design new structures to match the style of the time period in which this area was originally developed. Smaller parcels may be consolidated to provide development sites large enough for today’s building and parking needs but should be designed with an emphasis on pedestrian rather than vehicular traffic, keeping parking lots to the sides and rears of buildings where possible, emphasizing the front entrances, making use of windows, and providing screening for parked cars.

Commercial Uses

The new commercial areas located within Old Town should follow the same style of development. Franchise architecture is discouraged in this area. The style should instead remain true to the character of a small town. Buildings should be multi-storied and oriented towards the street. Uses within Old Town should be of a comfortable scale for pedestrians with emphasis on inviting doorways and the use of windows to soften facades. The character will largely be determined by these commercial buildings.

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Residential Uses

Residential uses within Old Town most closely resemble the medium-high residential areas. This relatively higher density residential classification serves as a buffer between the commercial areas and the lower density residential areas to the south and east. As in all areas of this density classification, single-family development is encouraged, but alternative options such as condominiums, duplexes, and assisted living facilities are also appropriate.

Public Uses

The remainder of Old Town is reserved for public uses, including civic buildings such as a new post office, future library, or Town Park. With the exception of the land currently owned by the School District, the remainder of the land designated for public use will be subject to the need for expanded public facilities. As residential and commercial developers consider the property within or near Old Town, they will be encouraged to locate their open space in the areas which coincide with the public uses on the land use map so as to create a consolidation of land which can be purchased by the Town or dedicated to the Town for use as public land.

Mixed Use Development

Second only to street connectivity and access management, mixed use developments also reduce the number of single occupancy trips on primary arterial and collector streets. The mixed use land use classification is intended to encourage a high-tech, energy efficient, environmentally responsible mix of residential, retail, commercial, medial, office, public and educational facilities, recreation and institutional development. The purpose is the creation of a vibrant and attractive gathering place for the entire community in the form of a New Town Center with adequate provisions for distinct and interconnected multi-generational uses. All uses within the mixed use land use classification are strongly encouraged to contribute to a pedestrian friendly street network and human scaled development.



Suggested character commercial uses in the a mixed use development

CHAPTER 5: TRANSPORTATION ELEMENT

Thoroughfare Classifications

Transportation is one of the most important support systems for development. Land must be accessible in order to be developed. Similarly, as land develops, the transportation systems must be equipped to handle the additional traffic. The 1999 and 2005 Master Plans categorized the Town's thoroughfare system into four general road classifications: major arterials, minor arterials, major collectors, minor collectors, and local streets. Each classification is based primarily on the type of traffic the road is intended to carry and access to land. Through the planning process, the Town of McCordsville has identified a fifth roadway classification: local-collector. A local-collector is similar in design and construction to a local street, but differs in the thickness of the pavement.

Arterials

Arterials generally carry traffic through a community and between communities. Because their primary purpose is to quickly move traffic from one place to another, direct access to individual parcels of land to/from an arterial roadway should be limited. Commercial and industrial properties generally prefer to locate along arterial streets. Residential developments may also develop along arterial streets, provided each residential parcel is not accessible directly from the street.

Collectors

Collectors gather traffic from local roads and streets and distribute it to the nearest arterial street. Collectors in McCordsville are divided into two classifications: major and minor. Major collectors generally serve more vehicle trips than minor collectors and therefore should be designed to handle higher traffic volumes. With the exception of Broadway, these roads serve as the primary transportation routes for travel through Town. Motorists also use these roads to reach Indianapolis. These roads will likely see an increase in demand over the next fourteen years. Minor collector streets accumulate traffic from adjacent residential developments and redistribute it to the major collectors.

Local Roads & Streets

Local roads are generally located within developments and provide direct access to adjacent properties. Residential subdivision streets generally fall under this classification. The historic grid of McCordsville also serves a local road function as these streets serve a limited number of homes and businesses.

Thoroughfare Plan

The Future Thoroughfare Plan Map has been established to further illustrate the future transportation needs of the McCordsville community. Each roadway is colored based on its thoroughfare classification. New roads are indicated with a dotted line.

According to the McCordsville Economic Development Plan, the highest priority for rail crossing improvements is CR 500 W. Relocation or expansion of this crossing will accelerate the development of light industrial business along the north side of the CSX rails, as well as provide some relief of traffic congestion along CR 600 W.

Two new north-south routes are proposed essentially connecting W Broadway and CR 700 N creating a smaller, altered grid and providing relief to the heavily traveled CR 600 W. These roadways would provide additional access to the Town's proposed mixed use developments connecting commercial corridors and creating an alternative route to CR 600 W. New north-south routes would alleviate some of the traffic congestion along that roadway.

In addition to the reclassification of roadways and creation of new roads and connections, an important traffic consideration for the Town of McCordsville, will be access management. Both

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CR 600 W and Broadway are planned for increased commercial development. The more access that is provided to adjacent properties by way of curb cuts, the more congested each roadway is likely to become. Large developments often request their own stoplights, further delaying traffic on the Town's major thoroughfares. Any additional stoplights need to be evenly spaced to allow timing of the lights and better traffic movement. Spacing of lights should be kept at a minimum of one-half mile apart. To the extent possible, the Town should adopt a minimum distance between curb cuts in its ordinances. This distance may vary based on the speed of the road, but should be several hundred feet in length. The future thoroughfare plan proposes maintaining and enforcing a highway corridor overlay district for these and other reasons.

Multi-use Trails

The 1999 and 2005 Master Plans included specifications for multi-use trails and sidewalks along new roadways throughout the Town. These specifications were incorporated into the Town's Overlay District, now the McCordsville Zoning Ordinance, and should continue to be enforced to ensure a safe, off road route for pedestrians and bicyclists to navigate throughout the community. These connections are critical in maintaining a small town atmosphere and should be considered as important as future roadway projects. The Park Board should continue to plan for trail locations and connectivity to further guide the development of trails in McCordsville. A multi-use trail is proposed along CR 600 W connecting a park in the Historic Town Center with the Town Woods north of the intersection of CR 600 W and CR 900 N in the Bay Creek subdivision.

Connectivity Plan

In September 2006, the Town of McCordsville adopted a North-South Path Corridor Components Plan. This plan primarily consists of a map illustration. This plan links the following areas, from north to south:

- Residential area
- CR 800 N project
- Future wastewater treatment plant site
- Villages at Brookside – Parcel G
- Villages at Brookside – Partially constructed residential section
- Villages at Brookside – Residential section
- Villages at Brookside – Parcel F/Kite Development
- Crossing and Corner lot
- Bay Creek – Existing 5' sidewalk in Section 4
- Bay Creek – Existing private path
- Bay Creek – Multi-use path
- CR 600 W to south Highland Springs entrance
- CR 600 W to CR 1000 N/E 96th Street

CHAPTER 6: PUBLIC FACILITIES ELEMENT

Emergency Response

Having only one fire fighting facility, the Town has identified the need for an additional emergency response facility. The current facility is located within the Historic Town Center south of the railroad tracks. While the station is centrally located, the railroad tracks could diminish response times north of the tracks. As development continues to take place north of the tracks, the Town will need to enhance emergency response service north of the tracks. The Town has currently identified the most appropriate location in the vicinity of CR 900 N and CR 500 W. An emergency response facility in this location would further compliment the most desirable development along the railroad corridor as light industrial by further improving the fire insurance ratings of facilities located along the otherwise industrial corridor.

Town Hall

It is anticipated that Town Hall will be temporarily relocated to the future public works building currently under construction at a location east of CR 600 W and north of CR 800 N. It is further anticipated that a New Town Hall will be constructed within the Town's New Town Center which has yet to be designated by either future land use plan map.

Wastewater Treatment

The McCordsville Sewer Master Plan discusses existing conditions, as they relate to wastewater, as well as the advantages and limitations of the Town's wastewater treatment plant.

With respect to future land use decisions, the most recent version of the McCordsville Sewer Master Plan should be consulted to determine the impact of development as it relates to wastewater treatment. This is most effective because, unlike a comprehensive plan such as this, the Sewer Master Plan is intended to be updated more frequently making it the most current resource on wastewater treatment in and around the Town of McCordsville.



CHAPTER 7: OPEN SPACE ELEMENT

Park Needs

The 1999 Master Plan for the Town of McCordsville conducted an analysis of the Town's park and recreation needs based on the build out of the future land use plan. The following level of service standards were used to determine the needed park land and are benchmarks that still hold true today:

- Mini Park: 0.52 acres/1,000 population
- Neighborhood Park: 0.85 acres/1,000 population
- Community Park: 0.93 acres/1,000 population
- Regional Park 0.90 acres/1,000 population
- **Total Park System: 3.20 acres/1,000 population**

Between 2001 and 2005, the Parks and Recreation Board accomplished some objectives from its previous 5-yr Parks and Recreation Master Plan. This included the development of the Town's Multi-Use Paths Connectivity Plan and the completion of the update to the Town's 2005 Master Plan. Current park needs are summarized below.

Regional Parks

Regional parks provide recreational needs for broad areas, supplying recreational amenities not available in smaller local parks and preserving unique landscapes and open spaces of regional importance. A large regional park, Fort Benjamin Harrison State Park, is located within a short distance of the Town of McCordsville. Therefore, the regional park needs of the residents of McCordsville are said to be sufficiently met.

Community Parks

The 1999 Master Plan indicated a need for 0.93 acres of community parks for each 1,000 people in the Town's population. The Town had a population of more than 1,162 persons, requiring 1.2 acres of community park land. Today, the Town has an estimated population of 5,000 persons. The Town's population has surpassed the threshold given that the current park is approximately three (3) acres in size. Therefore, the Town will need to establish a priority of providing additional parks and open space within the community over the next fourteen years.

In 2007, the Town of McCordsville 5-yr Parks and Recreation Master Plan was updated for the years 2007-2011 to include the following:

- A project introduction which includes some background information and a description of the planning process.
- A description of the local context and demographics, which looks at: the regional context, natural features, and landscape and man-made, historical and cultural features. It also includes a demographic analysis.
- A description of the existing conditions, including: McCordsville Parks and Recreation Board; Study area designation and base map; McCordsville park facilities and base map; school park; school park equipment inventory; accessibility evaluation; accomplishments of the 2001-2005 plan; and future park opportunities.
- A recreational needs profile including: trends in parks and recreation; recreation demand analyses; and a national level of service requirements needs analysis.
- A list of recommendations for plan implementation including: the mission and goals of the Parks and Recreation Board; goals and recommendations specific to the McCordsville Parks and Recreation Plan (2007-2011); new facilities location map; future nature

Comprehensive Plan

preserve site; a priority action schedule complete with the associated costs; a list of potential funding sources; and a list of past grant recipients.

Mini Parks and Neighborhood Parks

Mini parks and neighborhood parks serve a smaller number of residents. They are intended to serve areas within a half-mile radius and are generally located within individual neighborhoods. It is not in the best interest of the Town of McCordsville to focus its limited resources on mini parks and neighborhood parks. These recreational amenities are best suited to homeowner associations which have the ability to collect dues for their maintenance and upkeep, allowing the Town to focus tax money on larger, community wide recreational needs. As the Town examines its open space requirements for new residential development, it should seek ways to encourage or require non-residential development to provide open space for residents as well as employees and visitors.

Future Recreation Needs

With respect to future recreation needs, the most recent version of the Town of McCordsville Park and Recreation Master Plan should be consulted to determine the impact of development as it relates to parks and recreation. This is most effective because, unlike a comprehensive plan such as this, a Parks and Recreation Master Plan is often updated using a planning process that focuses primarily on park and recreation needs making it the resource with the most relevant information on parks and recreation within the Town of McCordsville.

CHAPTER 8: IMPLEMENTATION

This comprehensive plan has outlined many goals and objectives as well as policy recommendations designed to manage and direct growth through the year 2025. To carry out the recommendations of this plan, the Town may need to adjust current practices and procedures and follow-up with amendments to its local ordinances or conduct additional studies. When and how this plan is implemented will be a function of the Town desires, availability of staff, the willingness of volunteers, cooperation with other agencies, political climate, and fiscal resources.

The 2005 Master Plan outlined a detailed implementation strategy with policy recommendations and follow-up steps summarized in three general categories:

- Action Programs and Follow-up Studies,
- Strategic Planning Programs, and
- Intergovernmental Coordination and Community Involvement.

The recommendations of the implementation chapter of the 2005 Master Plan are still valid today. While the Town has taken great strides in accomplishing the procedures set forth in that document, others remain to be accomplished as the Town seeks out available funding and staffing resources. Rather than recreate the implementation strategies of the 2005 Master Plan, this comprehensive plan adds to it those strategies, projects and programs. The future implementation of the comprehensive plan and the attainment of the Town's goals and objectives will rely on the action steps described below.

Land Use Regulation

As a result of the 1999 and 2005 Master Plans, the Town of McCordsville wrote and presented to the Hancock County Commissioners an overlay district to guide development within the Town. This Ordinance enhanced the underlying zoning districts defined by the Hancock County Zoning Code to create specific requirements for development in McCordsville. Until the recent adoption of the Town of McCordsville Zoning Ordinance, the Overlay Ordinance served as the Town's best tool in implementing its Master Plan. Today, elected and appointed officials and staff rely on the contents of the new McCordsville Zoning Ordinance. The land uses within the Town of McCordsville are governed by the McCordsville Zoning Ordinance, as amended from time to time.

Subdivision Control: Road Standards

McCordsville's one mile street grid carries traffic through Town. Local streets can provide some of this functionality by maintaining connections within the established one mile grid. The Town's new subdivision control ordinance should be revisited to require connections of adjacent subdivisions, discourage cul-de-sacs, and require the creation of stub streets in new developments which are located adjacent to undeveloped land. Where residential or non-residential land uses are located along the Town's major thoroughfares, the Town should seek to minimize the number of curb cuts that are created. The subdivision control ordinance should establish a minimum distance between curb cuts and between curb cuts and intersections. The reduction in curb cuts would limit the amount of turning movements made, thus keeping traffic moving and reducing the probability of accidents.

In addition, the Town intends to work with INDOT and the Hancock County Highway Department to establish a plan for where stoplights are desirable, and the spacing that will be required. The Town further intends to have new roads designed and constructed to follow a half-mile grid, at a minimum, in largely undeveloped areas of the planning area boundary that lies outside of the municipal boundaries.

Comprehensive Plan

Economic Development

One measure of success for this comprehensive plan is dependent on the Town increasing its ratio of non-residential to residential land uses. To achieve this goal, the Town will need to not only work with developers who approach the Town on their own accord, but market itself to the development community. This is especially important in attracting office and industrial growth for which there is more competition.

According to the McCordsville Economic Development Plan, which was last updated in September, 2009, the McCordsville Redevelopment Commission was/is charged with igniting growth for the non-residential sector within the Town of McCordsville to diversify the Town's tax base.

The Town envisions becoming the business hub of Northwest Hancock County for the life science, information technology, logistics, and light manufacturing industries. To do so, the Town is prepared to partner with other towns, the County, related governmental entities, utility companies, service providers, and existing local business owners in order to gain a competitive advantage in attracting businesses to McCordsville.

According to the McCordsville Redevelopment Commission, advantages of and to the Town include:

- Location along the northeast corridor of Marion County as a place for future growth and redevelopment.
- Close proximity to three major interstate highways, including I-70, I-69, and I-465 providing easy access for shipping and transportation.
- Ability to provide shipping alternatives to businesses with the presence of an active CSX rail line.
- Close proximity to two airports (CR 600 W and the Indianapolis Executive Airport) which are within five and 10 miles respectively. These airports have the ability to accommodate private passenger plans as well as cargo.
- The Mount Vernon School Corporation offers a special computer training center and is the only such laboratory in the County.
- The community's assessed valuation and tax rate have historically been stronger than surrounding communities.
- Technology is strong in McCordsville. The Town has broadband capabilities and the availability of "Fiber to the Home" (FTTH) technology. The area is competitively served by multiple providers.
- The adoption of this plan, and zoning and land use regulations and controls, wherein the Town of McCordsville recognizes and emphasizes the role of planning, both locally and regionally, in implementing high standards for quality and controlled growth in the future.

Downtown Plan

Throughout this comprehensive planning process, the theme of local character is evident. A key to providing a local identity and sense of character is to provide an identifiable downtown. This plan elevates both the historic Old Town and New Town Center (not yet identified) as the Town's primary area(s) of interest for investment and character creation. The Town should plan specifically for the character of these areas before it develops (or redevelops) to ensure that the Town is the entity dictating the character, not the uses which choose to locate there. McCordsville should invest in a downtown plan to define the character of the area, streetscape design, permitted uses, and a more specific layout of the site. The purpose of such a sub-area plan should be to create a sense of identity through the downtown's design, architecture, amenities,

and monumentation. The plan should further identify gateways and other community identity elements, and identify historic sites for preservation.

Road Improvements

Road improvements are specifically stated in **Chapter 5**. To summarize those recommendations, the Town should begin obtaining funding for improvements proposed by the Thoroughfare Plan. According to the McCordsville Economic Development Plan, improving CR 800 N between CR 600 W and CR 700 W is of top priority. This is to include the intersection of CR 600 W and CR 700 W, including allowances for any necessary infrastructure expansion considerations to accelerate industrial and commercial development along this corridor. The Future Land Use Plan and Future Thoroughfare Plan suggest a need for a new north-south road that would essentially realign CR 600 W. The feasibility of such a roadway should continue to be studied and analyzed for the foreseeable future.

Rezoning of Land

The greatest influence a comprehensive plan can have is in directing decision makers in the rezoning of land. The goals and objectives set forth in this document call for the Town to be very discerning in its recommendations for rezoning. The Town should ask two questions of all development before recommending rezoning approval. First, "Is the project proposed consistent with the Future Land Use and Future Transportation Plan Maps?" Second, "Is the fiscal impact beneficial to the local tax base, directly or indirectly?"

Occasionally a desirable project will be proposed that does not meet the recommendations of this comprehensive plan. In this instance, the Town should re-examine the contents and recommendations of this plan to determine if conditions have changed. If so, this plan should be updated to reflect current community conditions, thereby allowing for the proposed development, rather than simply discounting the guidance of this plan. An amendment to a comprehensive plan requires the same procedures as its initial adoption. The proposed amendment should be presented to the Advisory Plan Commission, wherein the Commission makes a recommendation to the Town Council, and the Town Council takes action on the proposed amendment. This is the only instance in which to rezone land in a manner that is inconsistent with this comprehensive plan.

Wastewater Treatment

It is recommended that the Town of McCordsville continue to monitor and update its Sewer Master Plan to ensure that the Town remains ahead of growth and development. The Sewer Master Plan should be updated following the release of 2010 Census data and a revised analysis of the existing and future land uses in and around the Town of McCordsville to ensure that the equivalent dwelling units (EDUs) used throughout the master plan coincide with development, uses, and flows. In addition, the Town should continue to explore the need for interceptor sewers, lift stations, or additional capacity in general. At a minimum, the Town should know the triggers that would require any of the above mentioned infrastructure improvements.

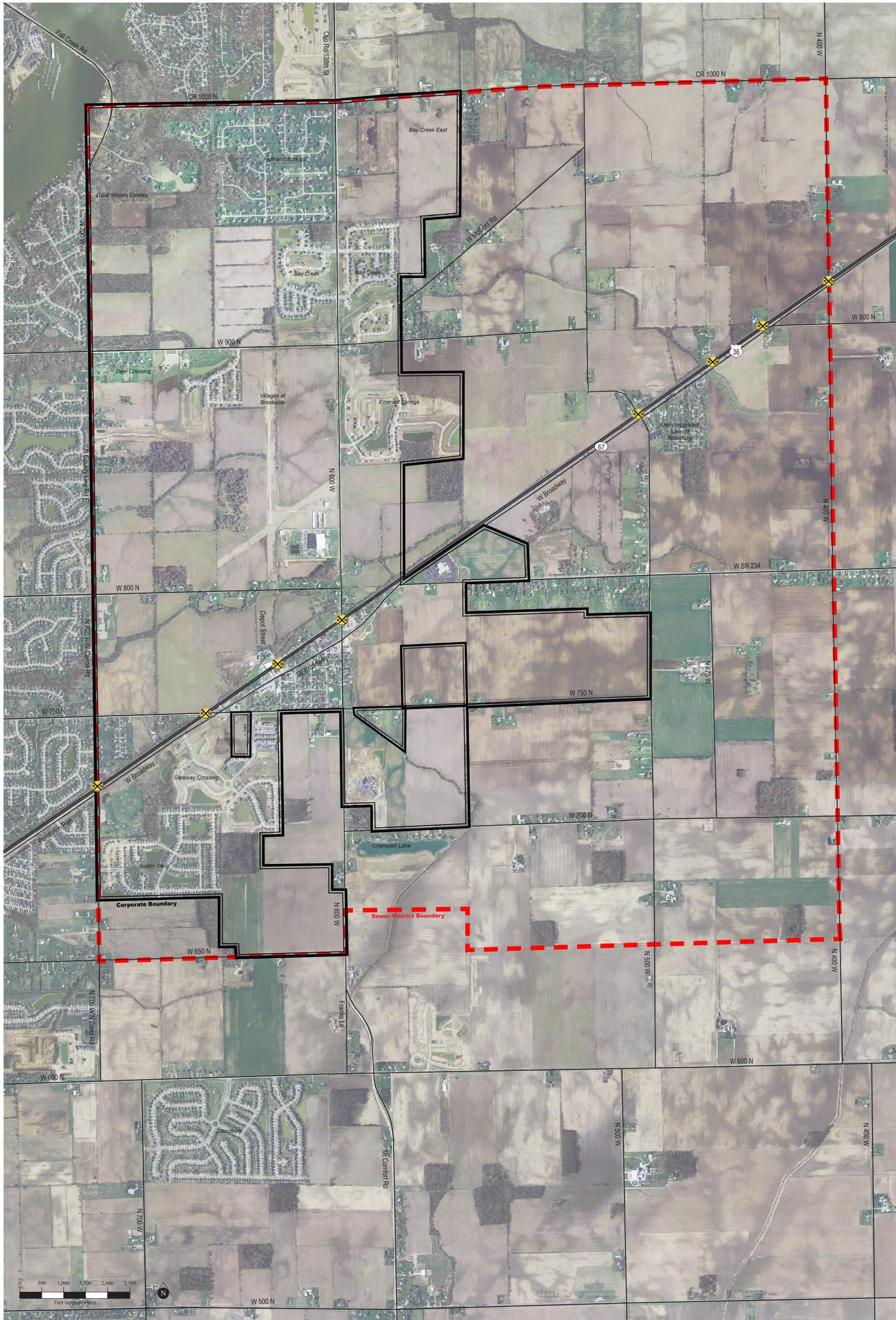
Stormwater Quality & Quantity Control

In compliance with various state and federal regulations, the Town of McCordsville has adopted a Stormwater Management Ordinance. This ordinance regulates all development and redevelopment within the Town of McCordsville. Similar to this plan, the purpose of the Town's Stormwater Management Ordinance is to provide for the health, safety, and general welfare of the citizens of McCordsville through the regulation of stormwater and non-stormwater discharges to the storm drainage system and to protect, conserve and promote the orderly development of land and water resources within McCordsville. All development within the Town of McCordsville must comply with the regulations and standards set forth in the McCordsville Stormwater Ordinance, as amended from time to time.

Next Stop  *McCordsville*

THE TOWN OF McCordsville

Next Stop  McCordsville



Context Map

Legend

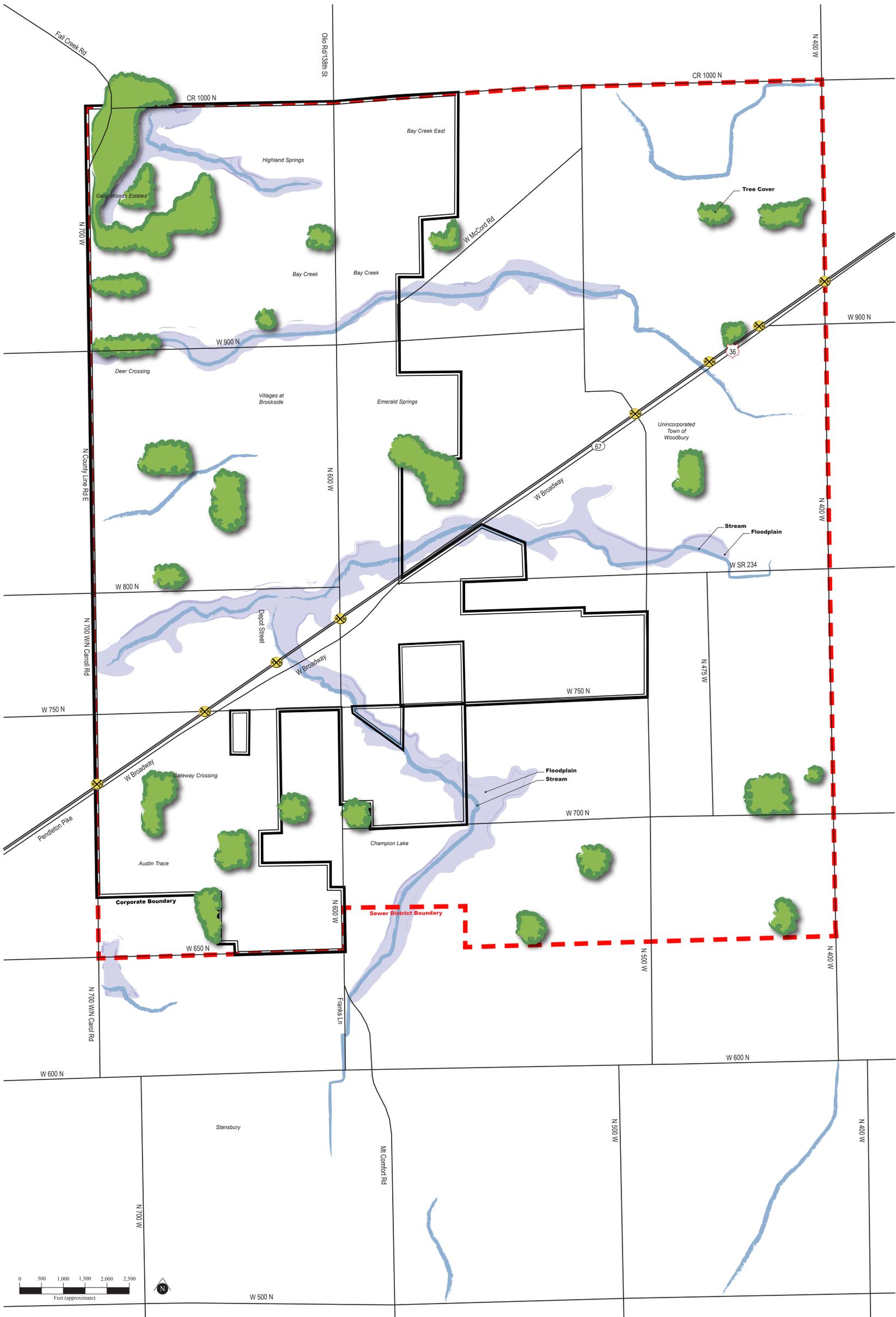
 Corporate Boundary

 Sewer District Boundary

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Natural Features



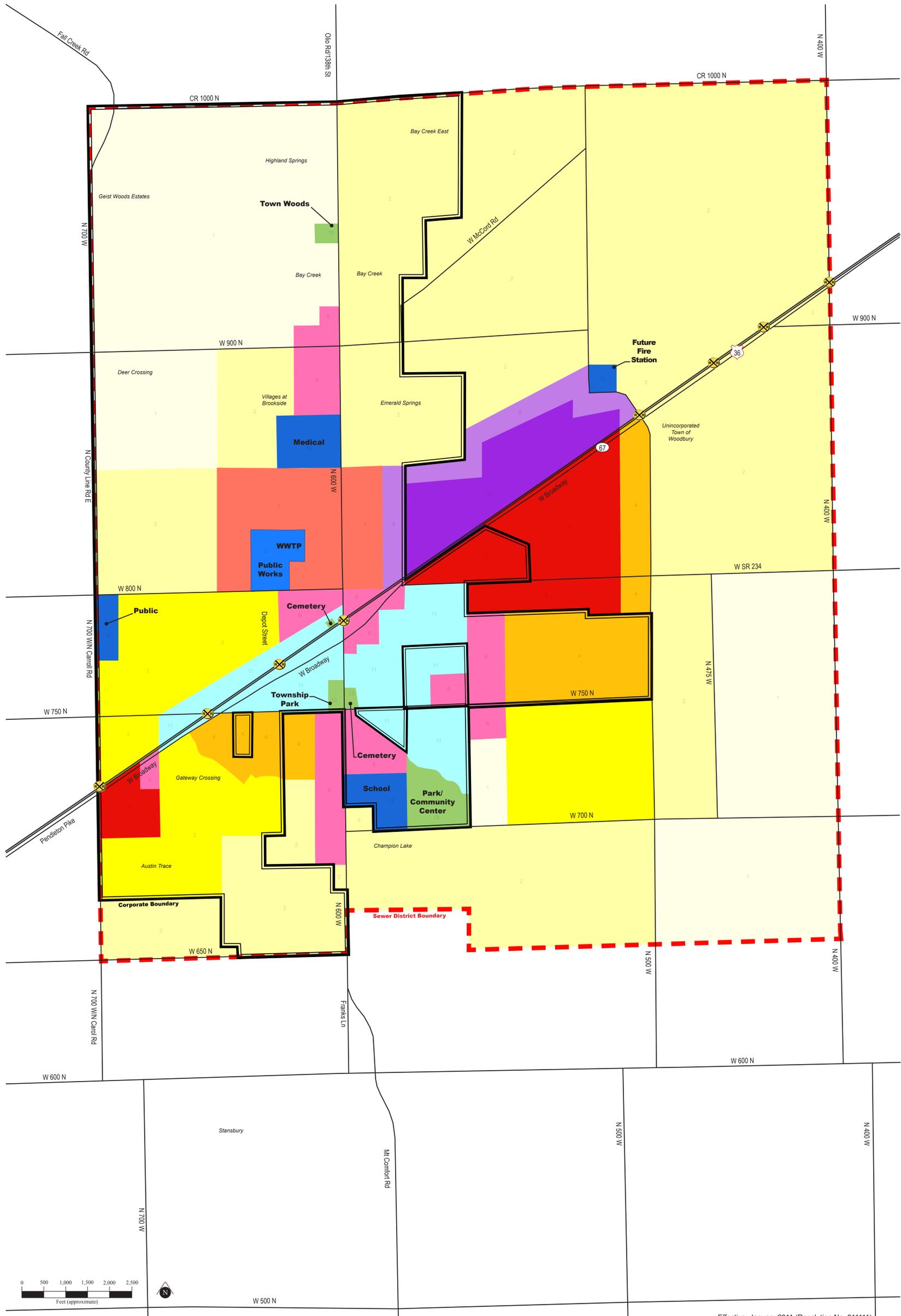
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-  Streams
-  Floodplain
-  Tree Cover

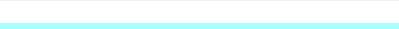
THE TOWN OF McCordsville

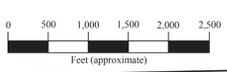
Next Stop  McCordsville

Future Land Use Plan Map



Legend

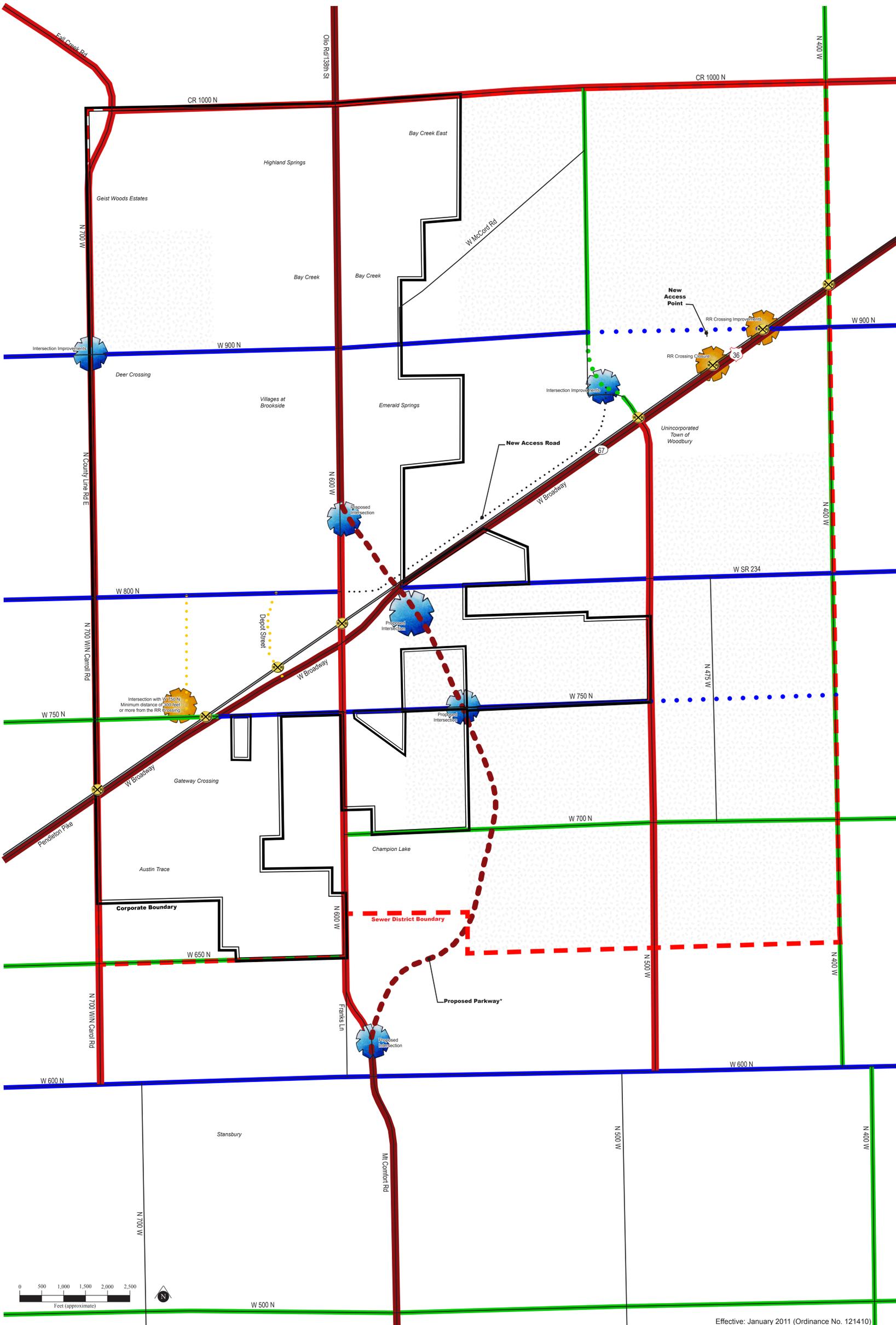
-  Rural Residential
-  Low Density Residential
-  Low-Med Density Residential
-  Medium Density Residential
-  Med-High Density Residential
-  Neighborhood Commercial
-  Professional Offices
-  Regional Commercial
-  Light Industrial
-  Medium Industrial
-  Mixed Use
-  Public/Semi-public
-  Park/Open Space
-  Corporate Boundary
-  Sewer District Boundary
-  Roadway
-  Railroad



THE TOWN OF McCORDSVILLE

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Thoroughfare Plan Map



Legend

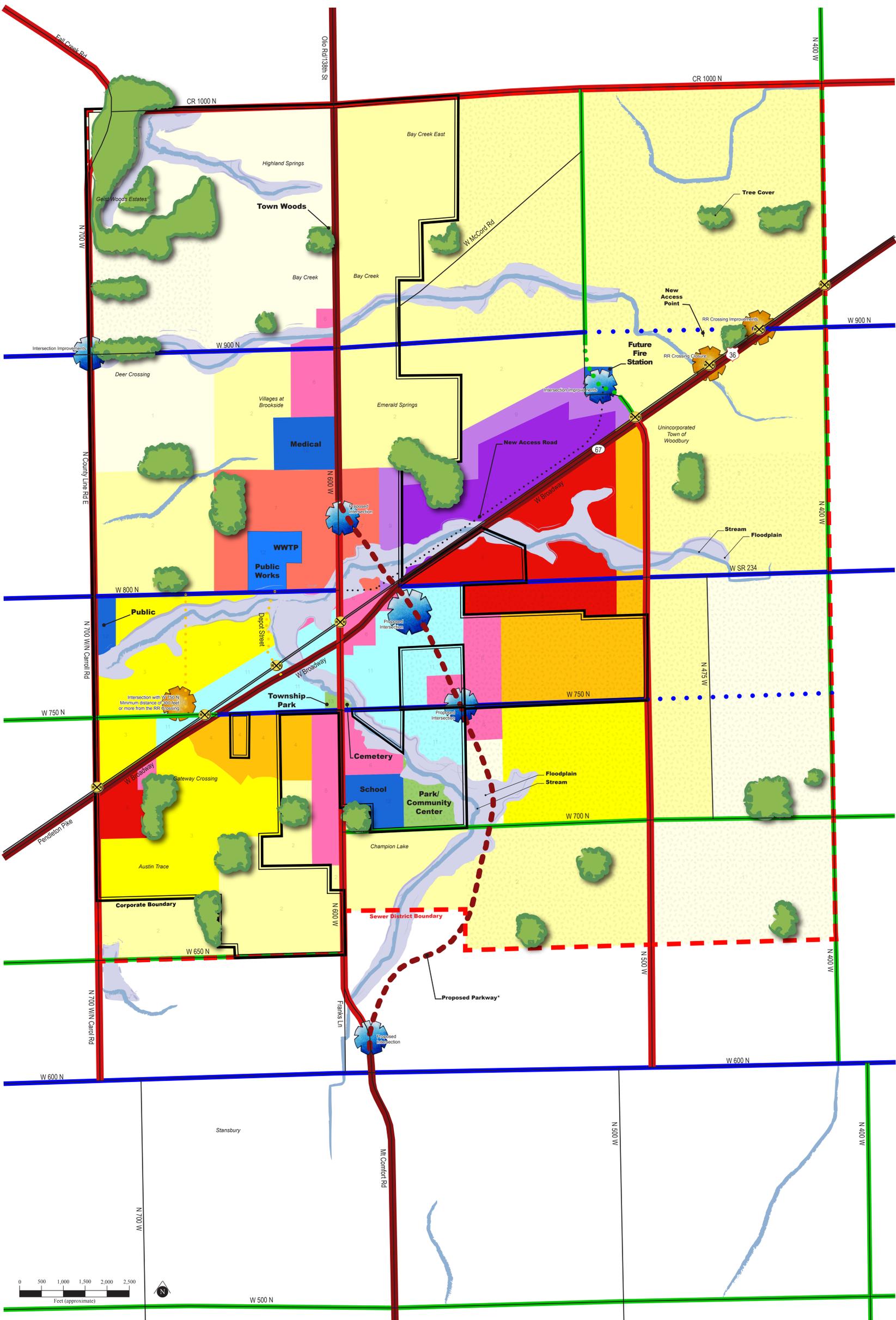
- Major Arterial** 
- Minor Arterial** 
- Major Collector** 
- Minor Collector** 
- Local-Collector** 
- Local Road or Street** 
- Proposed Parkway*** 
- 1/2 Mile Grid Development Area** 

*Proposed Parkway conceptual interpretation of engineering drawings for illustrative purposes only. Actual alignment and location of proposed interchanges may vary.

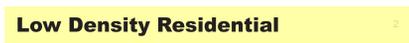
THE TOWN OF McCORDSVILLE

Next Stop  McCordsville

Composite Map



Legend

-  Rural Residential
-  Low Density Residential
-  Low-Med Density Residential
-  Medium Density Residential
-  Med-High Density Residential
-  Neighborhood Commercial
-  Professional Offices
-  Regional Commercial
-  Light Industrial
-  Medium Industrial
-  Mixed Use
-  Public/Semi-public
-  Park/Open Space
-  Proposed Parkway*
-  Major Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local-Collector
-  Local Road or Street
-  Railroad
-  1/2 Mile Grid Development Area
-  Stream
-  Tree Cover
-  Floodplain
-  Corporate Boundary
-  Sewer District Boundary

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