

City of Greenwood, IN

Comprehensive Plan 2007 - 2027





HNTB

Adopted Dec 17, 2007 (Resolution No. 07-12)



GREENWOOD COMMON COUNCIL

RESOLUTION NO. 07-12

A RESOLUTION OF THE GREENWOOD COMMON COUNCIL TO ADOPT AND APPROVE A COMPREHENSIVE PLAN FOR THE CITY OF GREENWOOD IN ACCORDANCE WITH THE PROVISIONS OF I.C. 36-7-4-500 et seq., AS AMENDED

WHEREAS, the Greenwood Advisory Plan Commission (Hereinafter "Commission") has prepared a comprehensive plan entitled, "City of Greenwood, IN Comprehensive Plan 2007-2027" (hereinafter "Comprehensive Plan") in accordance with I.C. 36-7-4-500 et seq., as amended, to provide policies, goals and objectives for the future development of the City of Greenwood; and

WHEREAS, the Commission has held at least one (1) public hearing to consider and discuss said Comprehensive Plan for the City of Greenwood; and

WHEREAS, the Commission has approved, certified and presented to the Greenwood Common Council a Comprehensive Plan entitled "City of Greenwood, IN Comprehensive Plan 2007-2027"; and

WHEREAS, the Greenwood Common Council has reviewed the certified Comprehensive Plan and determines it is in the best interest of the City of Greenwood to adopt it,

NOW, THEREFORE, BE IT RESOLVED BY THE GREENWOOD COMMON COUNCIL AS FOLLOWS:

- Section 1. The Greenwood Common Council finds that the Comprehensive Plan entitled "City of Greenwood, IN Comprehensive Plan 2007-2027" will promote the public health, safety, morals, convenience, order and general welfare and promote efficiency and economy in the process of development of the City of Greenwood.
- Section 2. The Greenwood Common Council hereby adopts and approves the Comprehensive Plan entitled "City of Greenwood, IN Comprehensive Plan 2007-2027", attached hereto and incorporated herein by reference, and the following documents which are incorporated herein by reference: "The City of Greenwood, IN Five Year Parks and Recreation Master Plan 2007-2012"; and the "City of Greenwood, Indiana Municipal Airport Master Plan (1996)".
- Section 3. The "City of Greenwood Comprehensive Plan (1988)", and the amendments thereto, are hereby repealed and replaced by the "City of Greenwood, IN Comprehensive Plan 2007-2027". This repeal of the "City of Greenwood Comprehensive Plan (1988)" and the amendments thereto shall not affect any proposal properly filed with the City of Greenwood prior to the effective date of the "City of Greenwood, IN Comprehensive Plan 2007-2027", as such proposals shall continue under the "City of Greenwood Comprehensive Plan (1988)" and its amendments as if the "City of Greenwood, IN Comprehensive Plan 2007-2027" had not been adopted and approved.
- Section 4. The Greenwood Common Council states that two (2) copies of the "City of Greenwood, IN Comprehensive Plan 2007-2027" are on file and shall be kept on file in the office of the Clerk-Treasurer of the City of Greenwood, Indiana for public inspection.
- Section 5. The Greenwood Clerk-Treasurer is hereby directed to file in the Office of the Johnson County Recorder one (1) copy of the "City of Greenwood, IN Comprehensive Plan 2007-2027".
- Section 6. This Resolution shall be in full force and effect from and after its passage and approval by the Mayor of the City of Greenwood.

	- M
Passed by the Common Council of the C	ity of Greenwood, Indiana, this /// day of
Recommended By Greenwood Advisory Plan Commission:	
Trenton L. Pohlar, President	
v	
	Keith Hardin, President Greenwood Common Council
FOR:	AGAINST:
Kourld Bates	TOTALLOI.
Wm. B. Dosaz	
Jerrig E. Ded	
DECENT OF THE PROPERTY OF THE	
Radon	
John M. Seleson	
ATTEST:	
Jeanine 722yers	
Jeannine Myers, Clerk-Treasurer	
The foregoing Resolution passed by the Comon the Add day of Add Constant 2007, is presented o'clockm. to the Mayor of the City of	mon Council of the City of Greenwood, Indiana, I by me this // day of // day of // Greenwood.
	Gamino Duers
	Jeannine Myers, Clerk-Treasurer
The foregoing Resolution passed by the Comon the 17th day of December, 2007, at 8:40 o'clock f.m. to	mon Council of the City of Greenwood, Indiana, is signed and approved by me this 17th day of to the Mayor of the City of Greenwood.

CHARLES E. HENDERSON, Mayor of the City of Greenwood, Indiana

GREENWOOD COMMON COUNCIL

RESOLUTION NO. 09-02

A RESOLUTION OF THE GREENWOOD COMMON COUNCIL TO AMEND RESOLUTION NO. 07-12, "A RESOLUTION TO ADOPT AND APPROVE A COMPREHENSIVE PLAN FOR THE CITY OF GREENWOOD IN ACCORDANCE WITH THE PROVISIONS OF I.C. 36-7-4-500 et seq. AS AMENDED", TO REVISE THE FUTURE GROWTH AND REDEVELOPMENT AREAS MAP, TO REVISE THE FUTURE LAND USE MAP, TO CHANGE THE NOMENCLATURE OF STREET CLASSIFICATIONS ON TRANSPORTATION MAP LEGENDS, AND TO CHANGE THE WIDTH OF THE MAP LINES TO BETTER DISTINGUISH THE TWO STATE HIGHWAYS FROM THE FEDERAL INTERSTATE AND PRIMARY ARTERIAL STREETS

WHEREAS, the Greenwood Advisory Plan Commission ("Plan Commission) and the Greenwood Common Council ("Council") adopted a comprehensive plan in 2007 entitled "City of Greenwood Comprehensive Plan" (hereinafter referred to as the "Comprehensive Plan (2007)") by Greenwood Common Council Resolution No. 07-12, "A Resolution to Adopt and Approve a Comprehensive Plan for the City of Greenwood in Accordance with IC 36-7-4-500 et seq., as Amended" ("Resolution 07-12"), to provide policies, goals and objectives for the future development of the City of Greenwood; and

WHEREAS, the Plan Commission published notice and conducted at least one (1) public hearing, in accordance with I.C. 36-7-4-511, to consider and discuss proposed amendments to the Comprehensive Plan (2007) as follows:

- A. To amend the "Future Growth and Redevelopment Areas Map" to color code an "industrial use" area in the area of the map south of Pushville Road (700 North), east of the Railroad Tracks and west of Emerson Avenue (100 East) and north of theoretical 650 North to create a manufacturing area;
- B. To amend the "Future Land Use Map" to color code as "industrial use" the area of the map south of Pushville Road (700 North), east of the Railroad Tracks and west of Emerson Avenue (100 East) and north of theoretical 650 North, to create additional manufacturing area; and to delete from the map all the "industrial use" area east of Combs Road and north of Main Street on the east edge of the City and change the code for that entire area as "mixed-use";
- C. To amend the title "Arterial Street" in the "Thoroughfare Classifications" Section to read "Arterial Streets Primary and Secondary";
- D. To amend the "Existing Transportation System Map" and the "Future Transportation Map" to revise the Legends to include the following street classification nomenclature:

"Highways – Interstate Highways – State Primary Arterial Secondary Arterial Collector"

and to use a different width of line on the "Existing Transportation System Map" to distinguish the two state highways (State Road 135 and U.S. 31) from Interstate 65 (I-65) and from Primary Arterials; and

WHEREAS, the Plan Commission reviewed the proposed amendments, and after opening the public hearing and inviting additional public comments, the Commission unanimously approved the proposed amendments to the Comprehensive Plan; and

WHEREAS, the Plan Commission has certified such amendments of the Comprehensive Plan (2007) to the Council for consideration by the Council; and

WHEREAS, the Council deems it in the best interests of the City of Greenwood to approve amendments to the Comprehensive Plan (2007) and Resolution No. 07-12 as recommended by the Plan Commission,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GREENWOOD, INDIANA, THAT:

- Section 1. The "Future Growth and Redevelopment Areas Map", the "Future Land Use Map", the title of "Arterial Streets" in the "Thoroughfare Classification Section", the "Existing Transportation System Map", and the "Future Transportation System Map" of the Comprehensive Plan (2007) and Resolution No. 07-12 shall be amended as set forth in the attached Exhibits A, B, C, D, and E, incorporated herein.
- Section 2. The Greenwood Common Council finds that the comprehensive plan entitled "City of Greenwood Comprehensive Plan (2007)", as amended herein, will promote the public health, safety, morals, convenience, order and general welfare and promote efficiency and economy in the process of development of the City of Greenwood.
- Section 3 All portions of the existing Comprehensive Plan (2007) and Resolution No. 07-12 not in conflict with the provisions and intent of these Amendments to the Comprehensive Plan shall remain in full force and effect following the adoption of these Amendments. All portions of the existing Comprehensive Plan (2007) and Resolution No. 07-12 in conflict with the provisions and intent of these amendments to the Comprehensive Plan (2007) shall be repealed. Any portion of the existing Comprehensive Plan (2007) and Resolution No. 07-12 hereby repealed shall not affect any proposal properly filed with the City prior to the effective date of these Amendments to the Comprehensive Plan (2007), and such proposals shall continue under the existing Comprehensive Plan (2007) as if these Amendments to the Comprehensive Plan (2007) had not been adopted and approved.
- Section 4. The 2008 Amendments of the "City of Greenwood Comprehensive Plan (2007)", and Greenwood Common Council Resolution No. 07-12, "A Resolution Adopting and Approving a Comprehensive Plan for the City of Greenwood in Accordance with the Provisions of I.C. 36-7-4-500 et seq., as Amended", approved by the Greenwood Advisory Plan Commission and set forth above, are hereby approved.
- <u>Section 5</u>. The Greenwood Advisory Plan Commission is hereby authorized to incorporate the above described amendments into the said City of Greenwood Comprehensive Plan (2007).
- Section 6. The Greenwood Common Council states that two (2) copies of the "City of Greenwood Comprehensive Plan (2007)", as amended herein, are on file and shall be kept on file in the office of the Clerk-Treasurer of the City of Greenwood for public inspection.
- Section 7. The Greenwood Clerk-Treasurer is hereby directed to file with the office of the Johnson County Recorder one (1) copy of this Resolution and attachment amending the "City of Greenwood Comprehensive Plan (2007)".
- Section 8. The sections, paragraphs, sentences, clauses, phrases and words of this Resolution are separable, and if any word, phrase, clause, sentence, paragraph or section of this Resolution shall be declared unconstitutional, invalid or unenforceable by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality, invalidity or unenforceability shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and sections of this Resolution.

Section 9. This Resolution shall be in full force and effect from and after its passage and approval according to law.

Passed by the Common Council of the City of Greenwood, Indiana, this 16 day of 2009.

		Ronald Deer, President Greenwood Common Council
FOR:		AGAINST:
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Su	D Cong	
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Tim !	Motion II.	
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Rend	2) 5. bibson	
ATTEST:	me MINAS	
Jeannine Mye	rs, Clerk-Treasurer	
The fo	regoing within and attached Re	esolution passed by the Common Council of the City february, 2007, is presented by me this 9, at 7:53 g. Clock [.M. to the Mayor of the
16th day of	Express , 200	9, at 7:83 G'Clock .M. to the Mayor of the
City of Green	wood, Indiana.	Marin (Marin)
		Jeannine Myers, Clerk-Treasurer
The fo		
of Greenwood	, Indiana, on the / day of	esolution passed by the Common Council of the City Kebruary , 2009, is signed and approved , 2009, at 7:53 O'Clock P.M.
by me this <u>//</u>	day of <u>Fehnang</u>	, 20 <u>09</u> , at <u>7:53</u> O'Clock <u>\(\rho\)</u> .M.
		Charles E. Hondos ans
		CHARLES E. HENDERSON, Mayor
		City of Greenwood, Indiana

GREENWOOD COMMON COUNCIL

RESOLUTION NO. 12-17

A RESOLUTION OF THE GREENWOOD COMMON COUNCIL TO AMEND RESOLUTION NO. 07-12, "A RESOLUTION TO ADOPT AND APPROVE A COMPREHENSIVE PLAN FOR THE CITY OF GREENWOOD IN ACCORDANCE WITH THE PROVISIONS OF IND. CODE § 36-7-4-500 et seq. AS AMENDED", TO EXPAND THE PLANNING AREA BOUNDARIES

WHEREAS, the Greenwood Advisory Plan Commission ("Plan Commission) and the Greenwood Common Council ("Council") adopted a comprehensive plan in 2007 entitled "City of Greenwood Comprehensive Plan" (hereinafter referred to as the "Comprehensive Plan (2007)") by Greenwood Common Council Resolution No. 07-12, "A Resolution to Adopt and Approve a Comprehensive Plan for the City of Greenwood in Accordance with Ind. Code § 36-7-4-500 et seq., as Amended" ("Resolution 07-12"), to provide policies, goals and objectives for the future development of the City of Greenwood;

WHEREAS, the Plan Commission published notice and conducted at least one (1) public hearing, in accordance with Ind. Code § 36-7-4-511, to consider and discuss proposed amendments to the Comprehensive Plan (2007) to expand the Planning Area boundary westward to coincide the centerline of the north-south alignment of the Illinois Central Railroad tracks from County Line Road on the north to Stones Crossing Road (County Road 700 North) on the south;

WHEREAS, this boundary change will require amendment of the "Planning Area Boundary Map", and related exhibit maps, contained within the Comprehensive Pan (2007);

WHEREAS, the Plan Commission reviewed the proposed amendments, and after opening the public hearing and inviting additional public comments, the Commission approved the proposed amendments to the Comprehensive Plan (2007) (8-0);

WHEREAS, the Plan Commission has certified such amendments of the Comprehensive Plan (2007) to the Council for consideration by the Council; and

WHEREAS, the Council deems it in the best interests of the City of Greenwood to approve amendments to the Comprehensive Plan (2007) and Resolution No. 07-12 as recommended by the Plan Commission,

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GREENWOOD, INDIANA, THAT:

Section 1. The "Planning Area Boundary Map", the "Future Land Use Map", the "Future Growth and Redevelopment Areas Map", the "Future Transportation Map" and the "Growth and Redevelopment Segments Map", of the Comprehensive Plan (2007) and Resolution No. 07-12 shall be amended as set forth in the attached Exhibits A, B, C, D, and E, incorporated herein.

Section 2. The Greenwood Common Council finds that the comprehensive plan entitled "City of Greenwood Comprehensive Plan (2007)", as amended herein, will promote the public health, safety, morals, convenience, order and general welfare and promote efficiency and economy in the process of development of the City of Greenwood.

Section 3 All portions of the existing Comprehensive Plan (2007) and Resolution No. 07-12 not in conflict with the provisions and intent of these Amendments to the Comprehensive Plan shall remain in full force and effect following the adoption of these Amendments. All portions of the existing Comprehensive Plan (2007) and Resolution No. 07-12 in conflict with the provisions and intent of these amendments to the Comprehensive Plan (2007) shall be repealed. Any portion of the existing Comprehensive Plan (2007) and Resolution No. 07-12 hereby repealed shall not affect any proposal properly filed with the City prior to the effective date of these Amendments to the Comprehensive Plan (2007), and such proposals shall continue

under the existing Comprehensive Plan (2007) as if these Amendments to the Comprehensive Plan (2007) had not been adopted and approved.

Section 4. The 2012 Amendments of the "City of Greenwood Comprehensive Plan (2007)", and Greenwood Common Council Resolution No. 07-12, "A Resolution Adopting and Approving a Comprehensive Plan for the City of Greenwood in Accordance with the Provisions of Ind. Code § 36-7-4-500 et seq., as Amended", approved by the Greenwood Advisory Plan Commission and set forth above, are hereby approved.

<u>Section 5</u>. The Greenwood Advisory Plan Commission is hereby authorized to incorporate the above described amendments into the said City of Greenwood Comprehensive Plan (2007).

Section 6. The Greenwood Common Council states that two (2) copies of the "City of Greenwood Comprehensive Plan (2007)", as amended herein, are on file and shall be kept on file in the office of the Clerk of the City of Greenwood for public inspection.

Section 7. The Greenwood Clerk is hereby directed to file with the office of the Johnson County Recorder one (1) copy of this Resolution and attachment amending the "City of Greenwood Comprehensive Plan (2007)".

Section 8. The sections, paragraphs, sentences, clauses, phrases and words of this Resolution are separable, and if any word, phrase, clause, sentence, paragraph or section of this Resolution shall be declared unconstitutional, invalid or unenforceable by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality, invalidity or unenforceability shall not affect any of the remaining words, phrases, clauses, sentences, paragraphs and sections of this Resolution.

Section 9. This Resolution shall be in full force and effect from and after its passage and approval according to law.

Passed by the Common Council of the December, 202.	e City of Greenwood, Indiana, this 1911 day of
	Bruce Armstrong, President Greenwood Common Council
FOR:	AGAINST:
Michael Campbell	
Bay Carry	
Jem Mawepler	
Fonald Dates	
Linda S. Corbain	

ATTEST:	
Seanning !	Musers
Jeannine Myers, Clerk	70

The foregoing within and attached Resolution passed by the Common Council of the City of Greenwood, Indiana, on the 17 day of December, 20 12, is presented by me this 18 day of December, 20 12, at 9;00 O'Clock 12. M. to the Mayor of the City of Greenwood, Indiana.

Jeannine Myers, Clerk

The foregoing within and attached Resolution passed by the Common Council of the City of Greenwood, Indiana, on the // day of December , 20/2, is signed and approved by me this \(\frac{1}{2} \) day of \(\frac{1}{2} \) eventure , 20/2, at 10:00 O'Clock \(\frac{1}{2} \) M.

Mark W. Myers, Mayor City of Greenwood, Indiana



Community Vision Statement

The City of Greenwood will be a well-managed hometown of desirable neighborhoods and a strategic regional economic hub including retail, industrial, and a vibrant, mixed-use Old Town. The community's character will be defined by quality growth, distinctive edges, and well-planned transportation corridors. Greenwood will be a family-oriented city that provides a high quality of life for its residents by emphasizing its historic resources, and using a system of parks, trails and recreational areas to connect its citizens.

Greenwood Advisory Plan Commission

Bruce Armstrong Phil Tinkle

Trent Pohlar

Duane O'Neal

Tom McClain

Tom Bridges

Bettina Settles

Jerry Ott

Carmen Madsen

Greenwood Common Council

Keith Hardin

John Gibson

Ron Deer

Bruce Armstrong

Ron Bates

William Bless

Jessie Reed

Steering Committee

Land Use Subcommittee

Bettina Settles

Phil Tinkle

Bruce Armstrong

Thane Morgan

Brent Corey

Tom Bridges

Elliot Trexler

Transportation Subcommittee

John Griffin

David Pavne

Forrest Mellott

Old Town Subcommittee

Mike Campbell

John Gibson

Shelly Ragsdale

Kris Ragsdale

Stefan Bean

Don Cummings

Jason West

Chuck Landon

Ron Deer

Urban Design

Carmen Madsen

Bettina Settles

Karl Kreck

Laura Hilden

Elliot Trexler

Ron Deer

Phil Tinkle

Carey Damncke

Trent Pohlar

Board of Zoning Appeals

Phil Tinkle

Mike Campbell

Kenny Knartzer

Shan Rutherford

Planning Consultant

David Wenzel, AICP, Principal in Charge Thomas West, AICP, Project Manager Brooke Moore, AICP, Project Planner Rachel Uthe, ASLA, GIS & Mapping Jason Flora, Planning Intern

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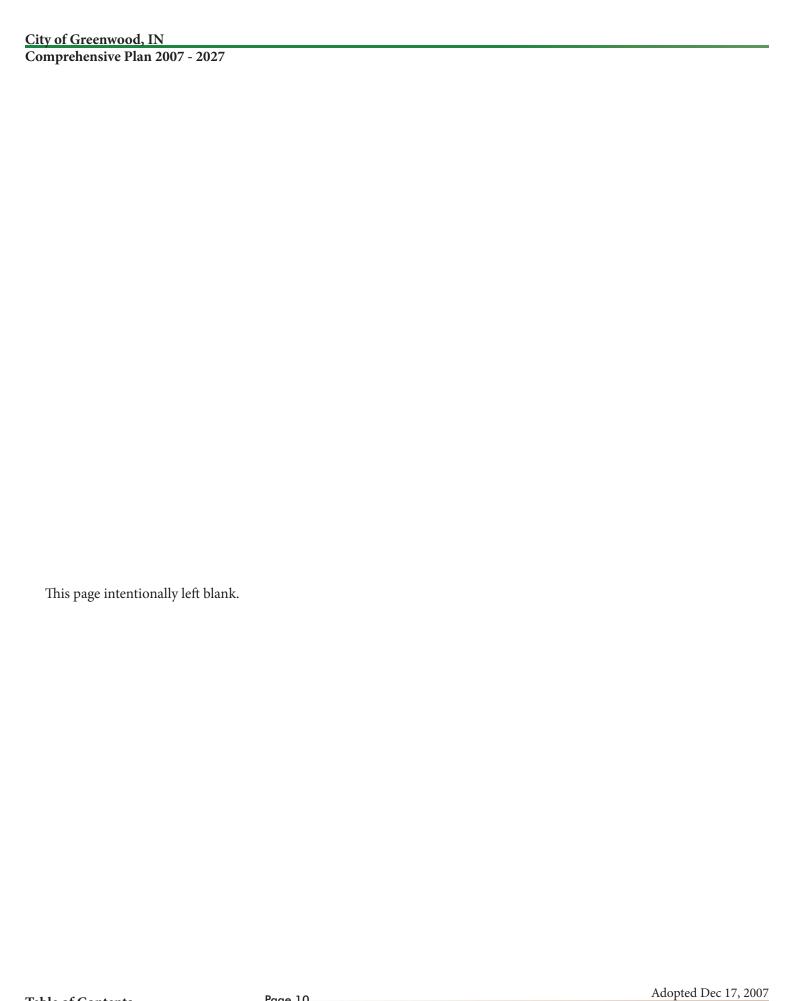


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City of Greenwood Comprehensive Plan

2007 - 2027

INDIANA

SECTION ONE

Introduction

HNTB





Moving Forward

Change is a reality in our communities. It may occur slowly over time, or faster than we feel we can seemingly adjust to it. When communities engage in the comprehensive planning process they are both responding to changes that have happened, or are happening, and planning for changes that will likely occur in the future. The Indianapolis Metropolitan Area is experiencing tremendous growth. The City of Greenwood could have chosen to simply react to the growth pressures. However, the city is taking an active approach to community planning by anticipating change and taking the necessary steps to directly impact future growth and

development.

In order to establish a long term community vision which defines the quantity, quality, and location of growth that the community desires, the City of Greenwood has undergone the comprehensive planning process described herein. Last updated in 1988, this plan accounts for the changes that are occurring in and around the city, while planning for the changes likely to occur in the community over the next twenty years. This plan also serves as an inventory of the community's resources and existing conditions; envisions the future character of Greenwood; and creates a framework for planned and diversified growth.



Compliance with State Statute

The City of Greenwood is within the jurisdiction of the Greenwood Advisory Plan Commission, which was legally established under the provisions of IC 36-7-4-202 for the purpose of managing development in a manner consistent with the health, safety, morals, and general welfare of the residents of the City of Greenwood.

In Indiana, comprehensive planning is governed by the 500 Series of Title 36-7-4 of the Indiana Code. This law empowers cities, towns, and counties to adopt plans. Any comprehensive plan adopted in Indiana must contain at least the following three elements:

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

In addition, Indiana state statute provides for a number of optional elements, including parks and recreation, flood control, transit, natural resource protection, conservation, flood control, farmland protection, education, and redevelopment of blighted areas. Like Greenwood's Comprehensive Plan, most comprehensive plans in Indiana have at least some of these optional elements.

The Greenwood Comprehensive Plan is comprised of the following Sections and Appendices:

- Section 1: Introduction
- Section 2: Trends
- Section 3: Guiding Principles & Vision
- Section 4: Goals & Objectives
- Section 5: Land Use
- Section 6: Transportation
- Section 7: Old Town

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• Section 8: Urban Design

Section 9: Public Facilities

• Section 10: Strategic Action Plan

• Appendix A: Public Participation

• Appendix B: Plan Evaluation & Revision

More specifically, the City of Greenwood's statement of objectives for the future development of its jurisdictional area is covered, in part, by the relevant goals and objectives identified in Section 4, which are further supplemented by the contents of Section 5, Land Use through Section 8, Urban Design, and including the City of Greenwood 5-yr Parks & Recreation Master Plan, as amended from time to time. While the entire plan is an holistic view of the community, these five sections are a closer examination of the existing conditions and future development of the city's land uses, transportation system, Old Town, parks, and a testament to the community's desire for higher design aesthetics.

The city's statement of policy for the land use development of the jurisdiction is covered, in part, in Sections 3, Guiding Principles & Vision and Section 4, Goals & Objectives. Like the statement of objectives for future development, this policy statement is further supplemented by the contents of Section 5, Land Use through Section 8, Urban Design, and including the City of Greenwood 5-yr Parks & Recreation Master Plan, as amended from time to time.

Similarly, the community's statement of policy for the development of all things public (i.e. public ways, places, lands, structures and utilities) is addressed in Section 3, Guiding Principles & Vision, Section 4, Goals & Objectives, and Section 9, Public Facilities, which is supplemented by Sections 5, Land Use through Section 8, Urban Design, and including the City of Greenwood 5-yr Parks & Recreation Master Plan, as amended from time to time..

The City of Greenwood uses a system of plans. This document, and the documents listed below, constitute the Comprehensive Plan of the City of Greenwood. Each document adopted as part of the city's comprehensive plan can be obtained from the Greenwood Planning Department.

- City of Greenwood 5-yr Parks & Recreation Master Plan
- Greenwood Municipal Airport Master Plan
- BSU Working Comprehensive Plan
- Greenwood East Side Economic Development Area (TIF District)
- Greenwood Fry Rd./US Hwy 31 Economic Development Area (TIF District)

Project Background

This plan is the capstone project of a few preceding projects. Specifically, this plan ties together the recently completed 5-yr Park & Recreation Master Plan, the Working Comprehensive Plan, and other relevant plans completed by various departments of the City of Greenwood.

The most applicable document, the Working Comprehensive Plan (BSU Study), was completed by the Urban Planning Department's PLAN 401 Fall 2005 Studio at the College of Architecture and Planning at Ball State University (BSU). The studio class was assisted by the Greenwood City Planning Department, the Greenwood Planning Commission, the Greenwood City Council, and the Community Based Projects program at Ball State University.

BSU Working Comprehensive Plan Summary

The Working Comprehensive Plan for the City of Greenwood developed by the Ball State University studio class served as a primary reference document for this Comprehensive Plan update.

Introduction Page 14 Adopted Dec 17, 2007





In the fall of 2005, Ball State University Urban Planning Students prepared a Working Comprehensive Plan for the City of Greenwood, Indiana. This document was created with the assistance of the Greenwood City Planning Department, the Greenwood Planning Commission, the Greenwood City Council, and the Community Based Projects program at Ball State University. The intent of this document was to provide the City of Greenwood with a working plan which would guide the future growth of the city in the face strong development pressure from the City of Indianapolis.

This plan was intended to be advisory in nature. The document identifies a community vision, as well as several goals and objectives. The plan highlights development trends and issues facing Greenwood and other similar

communities, and includes the following information: the history of Greenwood, results of a community survey, population and demographics, housing, land use, the environment, transportation, economic development, parks and recreation, and public involvement.

To gain perspective and input into the current conditions of Greenwood, Ball State University students conducted a demographic analysis and community survey. A total of 1,640 surveys were completed through utility billing statements and a survey website. Based on survey results, the BSU students were able to determine that the following five issues are the most important issues to the Greenwood community: quality of life, development, image, planning, and retail.

Conservative, moderate, and progressive population projections were also conducted for the City of Greenwood which ranged from 58,591, 68,028 and 83,988 residents by the year 2050. In addition to a growing population, students also found that Greenwood is experiencing a decreasing household size, an older population, increasing incomes, increasing home values, and a significant increase in construction of single family homes.

In November of 2005, in conjunction with the City of Greenwood's Planning Department, Ball State University Community Based Projects (CBP) program and the 4th year Urban Planning Studio conducted a design charrette at Greenwood City Hall. This charrette was intended to gather public input and engage citizens into the comprehensive planning process. Four major issues were discussed during the two day charrette. These included community identity, parks and recreation, gateways, and Old Town. Each focus group worked to identify various objectives related to their topic including design guidelines, prominent gateway locations, implementation policies, additional park and trail locations, and other conclusions. In the end, participants of the charrette summed up Greenwoods identify with the following phrase; Greenwood the "Community of Choices."

Throughout the plan, goals and objectives were outlined concerning issues such as housing, land use, the environment, economic development, parks and recreation, and transportation. These goals reflected issues discovered in the community survey and demographic analysis, and addressed concerns raised in the community charrette. These goals and objectives served as an excellent starting point and the foundation for the comprehensive plan prepared for the City of Greenwood by HNTB.

Comprehensive Planning Process Framework

The framework of this comprehensive plan is formed around four key questions that the planning processed asked, and that this plan answers. These questions are:

- 1. Where are we now?
- 2. Where are we going?
- 3. Where do we want to go?
- 4. How do we get there?

The question of "Where are we now?" depicts the community's history and setting including the local dynamics and the current demographic (population and housing) and economic conditions. The responses to this question are descriptive and are largely based on published data and observed characteristics.

The question of "Where are we going?" determines the current direction of the city's growth and development. This path is the likely outcome for the future of the community assuming that there are no changes made to the city's land use and growth policies and programs. The size of the future population, the amount of new development that will be required to serve that population, and the location of new development based on current trends are some indicators that determine the community's current course of direction.

We ask, "Where do we want to go?" to identify the desired community characteristics for the future. Responses to this question are a result of input obtained from the public and the plan's steering committee, focus groups, and key stakeholders. The responses to this particular question take the form of a desired land use scenario, a unified vision statement, a set of planning principles, and a set of goals and objectives.

Finally, we ask "How do we get there?" to provide city officials with the tools necessary for the successful implementation of this comprehensive plan. By enabling decision makers to make informed decisions about the present and future state of the City of Greenwood, city officials are better able to shape the community in a way that is consistent with the desired vision of the future. The primary tool for implementation is Section 10, Strategic Action Plan. The strategic action plan includes action steps, parties responsible for implementation, potential funding sources, a timeline of events, and other details that will assist the community in realizing its desired vision.

Planning Area Boundary

The physical boundaries of this planning process are represented by the planning area boundary. Refer to the Planning Area Boundary Map. The planning area boundary is independent of the city's corporate limits and the city's extraterritorial jurisdictional area.

Most people are familiar with the purpose and function of a municipality's corporate boundary. Every municipal corporation must have its boundaries fixed, definite and certain, in order that they may be identified, and that all may know the exact scope or section of territory or geographical division embraced within the corporate limits, and over which the local corporation has jurisdiction.

There are however properties outside of the city's incorporated area, but within the city's extraterritorial planning and zoning jurisdiction. These properties typically abut the existing corporate boundary. Often times, residents and businesses within the extraterritorial jurisdiction receive the same capital and non-capital services (e.g. trash service and emergency response) as residents and businesses within the municipal corporate limits. The City of Greenwood's extraterritorial jurisdiction is limited to property within Pleasant Township. The city's extraterritorial jurisdiction is composed of contiguous unincorporated territory abutting the City of Greenwood, as well as contiguous unincorporated parcels which are completely surrounded by the city.

To the extent possible, this comprehensive plan addresses the growth potential of the areas of the planning area boundary rather than just the corporate limits or the extraterritorial jurisdictional area. The city's planning area boundary extends beyond both of the corporate limits and the extraterritorial jurisdictional areas. The planning area boundary further anticipates the need for long range planning for future growth and development is likely to extend beyond even the extraterritorial jurisdiction.

Planning area boundaries, such as this one, are typically determined by the availability of public utilities, particularly

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Legend Planning Area Boundary Current Corporate Boundary Extraterritorial Jurisdiction









sanitary sewer, water distribution systems, and storm water management. Public utilities are discussed in further detail in Section 9, Public Facilities

It is therefore expected that Clark Township will be subject to significant growth and development in the future. The City of Greenwood has established sanitary sewer service across I-65, and is well positioned to address the need for sanitary sewer service in this high-growth area. Refer to the Eastside Interceptor Sewer Map in Section 9, Public Facilities.

The Planning Process

Documentation of the quantity, quality, and location of development within the planning area of the Greenwood Advisory Plan Commission process, which has been combined with the initial results of the BSU Working Comprehensive Plan and the 5-yr Park & Recreation Master Plan, have been compiled using the following planning process:

Community Analysis and Inventory

The existing community conditions and trends of the City of Greenwood were evaluated and analyzed. Basic demographic analyses were performed with respect to population, housing, employment and income characteristics. An inventory of community land use patterns, public facilities, and transportation systems were also completed in order to better understand how existing community features are likely to influence future development scenarios.

Public Participation

Greenwood residents, business owners, elected officials, and city staff contributed extensively to the comprehensive plan document. They were engaged throughout every phase of the planning processes. Participation in public meetings happens for many reasons. Some participants exhibited a passion for one particular topic or issue; many attended out of general interest or curiosity of the process. By engaging the public in discussions and other exercises, the comprehensive plan update process is better able to reflect the desires of the entire community. The public participation process was also important in that it has gained a wide-spread community buy-in for the end product. This is the City of Greenwood's Comprehensive Plan.

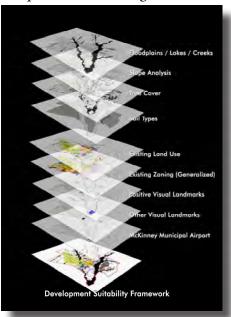
Development of Policies, Goals, and Objectives

Armed with input from the public and a baseline of information depicting how development has occurred in and around the city in the past, it was then necessary to formulate policy statements, or goals, and shor and long-term objectives. These were established and refined by four subcommittees. Membership of the individual subcommittees, which were chaired by members of the Greenwood Comprehensive Plan Steering Committee, consisted of citizens of the Greenwood community and surrounding areas who had expressed interest during the public participation phase of the planning process. Each subcommittee worked to further develop the goals and objectives identified during the previous phases of the planning process.

<u>Plan Development</u>

The development of the plan included the formation of a strategic action plan designed to outline the steps necessary to achieve each plan objective. In addition to the action steps, the strategic action plan outlines the possible resources required and a short-term, mid-term, or long-term designation for accomplishing each step.

Comprehensive Planning Process



Plan Implementation

As the name suggests, plan implementation will involve the active implementation of the planning strategies chosen by the community. It will be the responsibility of the Greenwood Advisory Plan Commission to oversee implementation of the plan; moving forth with the projects and programs outlined in the various short-term strategic action plans, as well as periodically developing additional strategic action plans with each revision of the plan.

Plan Evaluation & Revision

This phase recognizes the fact that communities are dynamic and ever changing. Because of this, the plan must be evaluated periodically, and when necessary, revised. This does not have to be a difficult or time-consuming process. Plan Evaluation simply requires that the Greenwood Advisory Plan Commission evaluate and revise the plan in order to ensure that the plan remains responsive to changing conditions in and around the City of Greenwood.

How to use this Document

Greenwood's Comprehensive Plan is intended as a working document to be used by elected and appointed officials to make decisions about the future growth and development of land within the jurisdiction of the Greenwood Advisory Plan Commission. It is further structured to allow for evaluations and periodic revisions.

Key Words & Phrases

There are some key words and phrases used throughout this document. It is important that these words and phrases be defined in order to ensure the effective use and understanding of the contents of this document. These words and phrases are defined on the following page.

Action plan/step

A specific step to be taken to implement an objective and its subsequent goal if the vision is to be realized.

Goal

A broad statement that supports the vision while adding a specific area of focus. A goal is lofty, but attainable within the planning horizon.

Key person/Stakeholder

An individual who is in some way responsible for implementing the plan or who has a vested interest in the outcome of the plan, whose input should be considered early in the planning process.

Objective

A statement that adds a level of specificity to the goal, without identifying the individual actions that must be taken for implementation. Objectives are generally measurable so that the community can identify and acknowledge their accomplishments through the successful implementation of this plan.

Planning Horizon

The period of time considered by the plan. A comprehensive plan generally considers a twenty-year period, however, communities are encouraged to review and, if necessary, update their comprehensive plan every five years, to ensure that its contents accurately reflect changing community conditions and the appropriate prioritization of goals, objectives, and action steps.

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Policy

A definite course or method of action to guide present and future decisions. Policies may be legislative or administrative in nature.

Steering Committee

The group of people, assigned by the Plan Commission, to represent the community and guide the comprehensive planning process. The Steering Committee members serve as a liaison between the community and the consultant during the planning process. The steering committee is ultimately responsible for the content of the plan.

Vision Statement

A broad statement describing the desired future of the community, as shared by members of the community.



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SECTION TWO

Trends

HNTB





Current Planning Trends

The following are some positive planning-related developments which are being replicated throughout the Metropolitan Indianapolis Area, and the country.

- Lifestyle centers (commercial)
- Traditional neighborhood development (primarily residential)
- Mixed-use development
- Downtown economic development

Lifestyle Centers

For the purpose of this plan, lifestyle centers are commercial shopping centers that combine the traditional retail functions of an indoor shopping mall with an outward, town-center approach. One advantage lifestyle centers have over traditional enclosed malls are quicker access to individual businesses for otherwise busy customers. Lifestyle centers typically require less land and generate higher revenue margins, and are often associated with leisure amenities oriented towards higher end users.

Traditional Neighborhood Development

Traditional Neighborhood Development (TND) refers to the development of a residential neighborhood using traditional town planning principles. Traditional Neighborhood Developments typically include a range of housing types, a network of well-connected streets and blocks, public open spaces, and amenities such as neighborhood stores, recreation facilities, and/or places of worship. These amenities are often located within walking distance of the developments residences. TNDs within the State of Indiana are typically done as new construction on previously undeveloped land, rather than as infill projects.

Mixed-use Development

Mixed-use development refers to the practice of allowing more than one type of use in a building or set of buildings. This often involves some combination of residential, commercial, industrial, office, institutional, or other land uses. The most applicable mixed-use development for the City of Greenwood, specifically Old Town, are live-over-work units where the business owner of the first floor retail use is also the resident of the upper floor, or floors. In many instances, the owner becomes the lessor and leases either of the spaces to tenants.

Downtown Economic Development

According to the National Main Street Center, communities should be aware of five economic trends to the downtown development landscape. These trends include: an increase in interest, the rise of the town center, the downtown catalyst development trend, housing growth, and smart growth initiatives.

Lifestyle Center



Traditional Neighborhood Development



Mixed-Use Development



Increased Interest

Having saturated suburban markets, national chains are developing new smaller formats appropriate to downtowns and neighborhood business districts. Look for these new formats in the stronger downtown markets across the state as development interests search for market potential.

Rise of the Town Center

As their anchors leave, enclosed malls are fighting to reposition themselves and avoid closure by introducing non-retail uses. Some enclosed malls, like the Greenwood Park Mall, are reinventing themselves as Lifestyle Centers.

Downtown Catalyst Development Trend

The trend toward finding the next big downtown project that will serve as a catalyst to redevelopment efforts can been seen right now in larger cities. Downtown catalyst projects should be paired with a mix of strategies and actions and should not been seen as a silver bullet that will save the downtown.

Housing Growth

Market interest in downtown housing is increasing, even in smaller towns and areas without a historic downtown residential component. At least two demographic groups are fueling this trend: retirees giving up their suburban lifestyle and younger professionals who have not yet started families.

Smart Growth Initiatives

Many downtown communities across the country are putting development tools in place to combat sprawling suburban development. These tools benefit downtowns by controlling where and how land is used. Some examples of tools being used include:

- Planning and zoning regulations favoring downtown and infill development;
- Transportation policies that encourage slower traffic movements in downtown districts;
- Caps on retail store sizes in downtown areas to curb large retail superstore development;
- Temporary development restrictions on suburban growth;
- Rehabilitation-friendly building codes; and
- Policies from state agencies which encourage state offices to locate in downtowns.

Development Trends in and around the City of Greenwood

Development patterns in and around Greenwood have shifted away from the traditional organization of the city's initial grid street pattern toward a series of disconnected and isolated cul-de-sac developments. This type of development does not promote traditional community development, nor does it promote pedestrian environment. It does not accommodate a mix of uses or a distinct architectural character. It rarely provides for public gathering spaces. Like many of the other communities surrounding the City of Indianapolis, the abundance of conventional tract homes is also a departure from the traditional character of the community.

Recently, the City of Greenwood has begun to require that new development meet relatively higher design standards. This practice is already having a positive effect on achieving developments that reflect the character and value of the Greenwood community; a trend that has the ability to continue to set Greenwood apart from the other suburban communities surrounding Indianapolis.

...the community's tolerance for the amount of future growth and the location of future growth is largely dependent on the quality and overall impact of that growth...

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What you have told us

Through various exercises and activities, which were designed to gauge public acceptance of key concepts, members of the Comprehensive Plan Steering Committee indicated that there is a strong preference for the incorporation of many of the positive, planning-related development trends described above. The following list is an introduction of the components that make up the city's guiding principles, which are described in the following section.

- Traditional community design;
- Traditional neighborhood design;
- Community amenities;
- Enhanced landscaping;
- Pedestrian scale design;
- Public gathering spaces;
- Mixed-uses;
- Distinct architectural character:
- Greenwood's heritage preservation;
- Old Town revitalization; and
- Multi-modal transportation.

There is a considerable amount of consensus with respect to a relative tolerance for higher density residential developments, if a development is done in such way as to incorporate higher architectural design and traditional site layout. There also exists some tolerance for conventional suburban development, both residential and commercial, if there are redeeming elements in the design. This includes, but is not

limited to, enhanced landscaping and pedestrian amenities such as sidewalks and trails.

The city's overall acceptance of positive, planning-related developments, and general tolerance for high densities and well designed suburban development are reaffirmed by the fact that both residents and business owners in and around the City of Greenwood are generally opposed to "Anywhere USA." "Anywhere USA" is defined as congested corridors, tract housing, characterless strip malls, and large expanses of under-utilized parking.

Trend vs Desired Identity

Some of the previously mentioned development trends are not consistent with what representatives of the Greenwood community have said are important to them. Inconsistent trends include: conventional cul-desac developments, and tract housing. Some development trends which currently being realized by the Greenwood community, are also consistent with the desired outcome of this plan, are the quality strip development and development with relatively higher design standards.





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Trends

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SECTION THREE

Guiding Principles & Vision

HNTB





Introduction

Below are the components of the city's guiding principles, which are the foundation for the Greenwood Comprehensive Plan Vision Statement. The city's guiding principles and vision are supplemented by the goals and objectives presented in the following section.

Community Vision Statement

The City of Greenwood will be a well-managed hometown of desirable neighborhoods and a strategic regional economic hub including retail, industrial, and a vibrant, mixed-use Old Town. The community's character will be defined by quality growth, distinctive edges, and well-planned transportation corridors. Greenwood will be a family-oriented city that provides a high quality of life for its residents by emphasizing its historic resources, and using a system of parks, trails and recreational areas to connect its citizens.

Components of the Guiding Principles

During the early stages of this phase of the Greenwood Comprehensive Plan Update, the Steering Committee formulated lists to compile the components of the guiding principles listed below. Discussions regarding the city's desired principle components centered on the following (refer also to Appendix A, Public Participation, for additional information with respect to the public input process):

Traditional site layout for residential development, including:

- The traditional grid-street pattern,
- · Pedestrian linkages,
- The use of traffic calming techniques/methods,
- Building and garage layout with the home facing the street and the garage oriented towards an alley, and
- The use of a build-to-line rather than minimum front setback distances.

Traditional architectural design, residential and commercial

- Front porches
- Respect for historic detail without imitation
- Building and garage orientation
- Building placement/lot size/setbacks
- Avoiding large massive facades
- Parking facilities
- Creative signage





Garage Orientation facing the Alley



Front Porch



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- Enhanced landscaping
- Pedestrian connections
- Pocket parks/seating areas/green space

Enhanced landscaping

- Native vegetation
- High impact: low cost
- Innovative parking lot design
- Building perimeters
- Trails & greenways
- Storm water design elements

Multi-modal transportation

- Trails
- Bike lanes (on & off-street)
- Sidewalks
- Pedestrian trails
- Road network
- Bike racks
- · Trail heads
- Rail, commuter & freight

Public spaces

- Trail heads
- Plazas
- Parks
- Street furniture
- · Sidewalk cafes

Mixed-use

- Walkability
- Neighborhood commercial
- Live-over-work
- Old Town (residential)
- Village centers

Historic preservation

- Old Town (buildings)
- View sheds
- Existing trees

Trails & Greenways



Sidewalk Cafe



Historic Preservation



Planned Corridors





- Historic landscapes
- · Building setbacks
- Block faces
- Parking in rear
- Creative/historically appropriate signage

Planned Corridors

- Land use management
- Roadway enhancements
- · Access management
- Traffic engineering
- Vehicular and pedestrian circulation
- · Public art

Plan Making

	Community Framework				
Guiding Principle	Employment	Neighborhoods	Transportation	Downtown	Nodes & Paths
Traditional site layout for residential development					
Traditional architectural design, residential and commercial		•			
Enhanced landscaping					
Multi-modal transportation					
Public spaces					
Mixed-use					
Historic preservation					
Corridors					
Economic development					
Sustainable design incentives					

Source: Steering Committee Meeting, Sept. 25, 2006.

Guiding Principles

The City of Greenwood has identified the following guiding principles, which they have stated in the form of value statements. Simply put, these guiding principles, coupled with the following Community Vision Statement, should serve as the foundation of the contents of this document and the day-to-day decisions made by local officials throughout the planning horizon.

- 1. We value preserving and creating open space, protecting critical environmental areas, and enhancing natural beauty.
- 2. We value creating walkable, interconnected neighborhoods.
- 3. We value the creation of a range of housing opportunities and choices for existing and new residents.
- 4. We value planned and diverse growth as a part of a dynamic, sustainable community with a supporting tax base.
- 5. We value planned multi-modal transportation forms and desire to provide a variety of easily accessible transportation choices while providing unique development opportunities to capitalize on our strategic location near Indianapolis.
- 6. We value the character and historic qualities of Old Town and seek to direct new development and redevelopment towards existing developed areas to strengthen our identity.
- 7. We value partnerships between the community and other governments, businesses, and educational institutions and encourage community and stakeholder collaboration.
- 8. We value fostering a distinctive, attractive city with a strong sense of place and identity.
- 9. We value making development decisions predictable, fair, and cost effective.
- 10. We value being good stewards of the land to provide a better quality of life for future generations.

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SECTION FOUR

Goals & Objectives

HNTB





Introduction

Below are the key concepts, goals, and objectives for the land use, transportation, Old Town, and urban design elements of this plan. Refer also to Section 10, Strategic Action Plan, for the action steps applicable to the successful implementation of these goals.

Land Use

Key Concepts

- Focus on the eastern side of the city to effectively manage development in areas that are currently undeveloped, without losing sight of the need to manage development and redevelopment elsewhere.
- Balanced growth.
- Fiscally responsible growth, employing the sanitary sewer boundary as the guide to the outer limits of the city's growth area (refer to the Eastside Interceptor Sewer Map in Section 9).

Goals and Objectives

Goal #1: Ensure quality, managed growth in the city's planning area boundary.

- Maintain and expand the city's grid street pattern through the continued use of grid streets and stub streets, while discouraging use of the cul-de-sac.
- Limit the approval of residential developments proposed in locations which are not adjacent to the existing urban infrastructure to avoid leapfrog development and spot zoning.
- Ensure that zoning policies and regulations reflect the desired community framework.
- Encourage that this and all other planning documents are reviewed, evaluated, and revised periodically so that they may continue to accurately reflect community conditions.
- Provide responsible, consistent and equitable regulations that are flexible, effective, enforceable, and responsive with the intent to be a developer-friendly community.

Goal #2: Develop a distinct, attractive, and strong identity, or brand, for the City of Greenwood.

- Provide incentives for the incorporation of desirable architectural and site layout design.
- Discourage conventional development practices which are inconsistent with the city's guiding principles and vision.
- Increase the vitality of each zoning district by permitting a mix of complimentary uses.

Goal #3: Protect and preserve existing open spaces and critical environmental areas.

 Prohibit development within environmentally sensitive areas, such as wetlands and floodplains.

Conventional Development Practices







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- Restore, enhance, and maintain natural riparian buffers along watercourses.
- Encourage the remediation, and if possible, the redevelopment of brownfield sites.

Goal #4: Provide for the housing needs of Greenwood's present and future residents.

- Provide for a mix of housing, varying in type, size, location, and quality to meet the housing needs of the community.
- Encourage the development of neighborhood centers which may include parks or small neighborhood retail areas.

Goal #5: Locate industrial uses in the appropriate locations.

- Encourage the location of future commercial or industrial developments along the city's major corridors.
- Provide incentives to encourage business and industrial development along these corridors.

Transportation

Key Concepts

- Corridor Overlay Districts (design guidelines)
- Multi-modal, competitive edge (economic development tie)
- Transportation improvements
- Access management

Goals & Objectives

Goal #1: Create a system of well-planned business corridors, which reflect the desired identity of Greenwood.

- Encourage the use of design specifications and corridor overlay design guidelines.
- Leverage public improvements throughout the city to encourage private investment, or reinvestment.
- Decrease the approval of commercial developments proposed in locations, which are not adjacent to the existing urban infrastructure.
- Employ the principles of access management to relieve congestion and enhance the design of major business corridors by establishing a "conflicts per mile" objective for major thoroughfares, especially at intersections.

Goal #2 Provide a transportation system that meets the mobility and access needs for all citizens and visitors of Greenwood.

Goal #3: Improve regional access.

- Foster a working relationship with the MPO and RTP, integrating the Greenwood Transportation Plan with existing and future regional transportation planning efforts.
- Invest in the capacity of the Greenwood Municipal Airport, as an asset to attract high-quality business and industry.

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Goal #4: Gain a competitive edge through the development of a multi-modal network within and around the City of Greenwood.

- Coordinate trail improvements with expanding community services.
- Identify locations and construct public facilities (e.g. trailheads, signage, rest areas, etc.) along bicycle and pedestrian trails.
- Explore opportunities for commuter train service, pedestrian mobility, taxi-service, and bus service, by establishing a commuter rail station at the underutilized Arvin Industrial Complex.
- Safely accommodate bicyclists and pedestrians along major thoroughfares, and through parking lots.

Goal #5: Employ the principles of access management to reduce congestion and increase pedestrian activity.

- Increase the use of traffic calming devices (e.g. neckdowns, pavement markings, medians, roundabouts, access lanes, etc.) in appropriate locations (i.e. residential neighborhoods) to limit through traffic.
- Encourage the use of common entrances, shared driveways, shared parking, etc. along business corridors to reduce traffic congestion.
- Ensure that commercial centers and subdivisions provide stub streets and more than two entrances.

Old Town

Key Concepts

- Old Town must be revitalized.
- Old Town's gateways and focal points should be visible from major intersections.
- Old Town should be large enough to plan.
- Greenwood must demonstrate a commitment to Old Town before businesses will invest in the area.

Goals & Objectives

Goal #1: Make Old Town a thriving and vibrant district that becomes a cultural and government destination for all of Greenwood.

- Update the image of the Old Town area.
- Create a master plan for the Old Town area.
- Make Old Town pedestrian friendly.
- Create a major public gathering space, such as a town square.
- Consolidate government offices in the Old Town district.

Goal #2: Encourage a vibrant economy for Old Town.

- Redevelop Market Plaza as a sustainable downtown anchor or destination.
- Revitalize historic district.
- Market downtown locations to targeted business segments.
- Ensure proper commercial signage.
- Permit and encourage mixed-use developments, such as live-over-work structures.



Source: Community Based Projects, BSU

Goal #3: Make Old Town attractive to developers.

- Actively engage city government in redevelopment activities.
- Provide for the consolidation of properties when required for redevelopment.
- Permit mixed use of buildings, such as residential over business.

Goal #4: Beautify Old Town.

- Support beautification projects that focus on surface cleanliness and functional issues.
- Retrofit Old Town with underground utilities.
- Create a major public gathering space, such as a town square.
- Create multiple gateways to Old Town that are visible from all four directions.

Goal #5: Improve Main Street traffic flow.

- Study the impact of converting certain Old Town streets to one-way.
- Solve the problems of vehicular congestion, pedestrian access, etc. at Main Street and Madison.
- Ensure Old Town connections to all multi-modal transportation systems.

Goal #6: Ensure that Old Town is served by adequate, attractive, and obvious parking options.

• Promote safe, clean, accessible, available, and visible public parking locations with wayfinding.

Goal #7: Establish a larger historic district in Old Town.

• Establish design standards for the architectural appearance of Old Town.

Urban Design

Key Concepts

- Greenwood is a bedroom community; a place where you can raise a family
- The existing built environment of Greenwood should be preserved and improved while new development should reflect a character distinctly "Greenwood"
- The character of Greenwood is not "grand" in style or scale
- The character of Greenwood should feel natural and not contrived
- The character of Greenwood should reflect its name and be a "green city"
- Greenwood is divided by north/south arterials into enclaves that need to be identified by focal points and interconnected with better east/west connectivity

Goals & Objectives

Goal #1: Establish multiple focal points throughout the city that convey a sense of place and cohesiveness. Ensure that these focal points are conveniently accessible and are surrounded by publicly accessible gathering areas.

• Target and retrofit some of the established city streets with landscaped medians.

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Goal #2: Create publicly accessible and inviting greenspaces throughout the city and connect these spaces through an east/west network of pedestrian-friendly transportation infrastructure.

• Establish a series of safe, effective pedestrian crossing points along the major thoroughfares that serve to connect the "enclaves" of the city.

Goal #3: Establish a theme that is identifiably Greenwood yet flexible enough to be incorporated into the fabric of the diverse areas of the city and still provide for the retention of a unique character.

- Incorporate a coordinated series of small "design features," which serve to identify the place as "Greenwood," into the fabric of Greenwood on a city-wide basis.
- Establish public policy consistent with the landscaping standards within the Zoning Ordinance and encourage a "green city" concept.

Goal #4: Establish this theme city-wide, but require that this theme be expressed in innovative ways in order to encourage diversity in the built environment.

• Review and revise private signage standards to ensure that these signs do not dominate the commercial corridors but establish a sense of place that is inconsistent with the "bedroom community" feel.

Parks & Recreation

Parks, recreation and open space are discussed in greater detail in the City of Greenwood's 5-yr Parks & Recreation Master Plan, as amended from time to time. The master plan should serve as the official city policy to guide park and recreation goals and objectives as the plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's parks and recreation system.

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Goals & Objectives



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SECTION FIVE

Land Use

HNTB





Introduction

Land Use is the term used to describe categories of activities that physically occupy a parcel of land. Land use categories range from residential, to commercial, to industrial, to public, to agricultural, to recreational. Planners and local officials often break these land use categories down even further in order to differentiate between such things as high and low density residential, light and heavy industry, and/or different types of commercial uses. The basic

premise for land use planning is that the local community takes an active role in determining the type, intensity, and frequency of a given use, at any number of locations.

The City of Greenwood's Future Land Use Plan is based, in part, on the applicable guiding principles, goals and objectives of Sections 3 and 4. These principles, goals and objectives represent the broad-based, Land Use vs Zoning.

This comprehensive land use plan is a holistic approach to effective growth management and land use planning. Zoning on the other hand, is only one of the tools that can help a community to fully realize their goals and objectives. All zoning decisions should be made on sound planning principles, rather than zoning driving a community's land use policies, goals and objectives.

community-derived ideals concerning which uses should be placed where in the community. They also determine how new development should be planned, how it should function, and how it should be evaluated in order to protect and promote the general convenience, safety, and welfare of Greenwood's citizens.

Existing Land Use

This subsection provides an inventory and assessment of existing land uses within the City of Greenwood, which was obtained from Johnson County G.I.S., the BSU plan, and aerial photography. The two primary components of this subsection include a statistical table describing the amount of land in each land use category, and the Existing Land Use Map which illustrates the existing land uses within the City of Greenwood. This information provides the foundation upon which the Future Land Use Plan Map was constructed.

Existing Land Use Categories

Existing Agricultural Land Uses

Significant agricultural land exists within the planning area boundary. This land is primarily located to the east of the I-65 and southeast of Main Street/CR 950 North. Agricultural land uses are also located in the southern portion of the current incorporated city. Currently this land is surrounded by residential development and, without any regulatory intervention, will most likely be developed as residential uses. In addition, agricultural land uses currently exist in the unincorporated and extraterritorial jurisdictional areas. This is in large part based on the fact that Johnson County, as a whole, is well suited for crop farming.

Existing Commercial/Business Land Uses

Commercial land uses within the City of Greenwood are primarily located along the community's north/south arterial thoroughfares. In general, this includes the SR 135, US 31, and I-65 corridors.

The largest and most intensive commercial use within the planning area is the regional shopping center, which is anchored by the Greenwood Park Mall and the surrounding supporting establishments. This regional shopping center is located between US 31 and Madison Ave. County Line Rd. along at the center of the northern edge of the planning area.

A substantial commercial corridor is maturing along SR 135 between Smith Valley Rd. (south) and County Line Rd. (north). Commercial establishments along this corridor consist primarily of large national retail stores, commercial strip development, and restaurants. Commercial uses similar to those found on SR 135 can also be seen along US 31 at the southern boundary of the Greenwood corporate limits.

In recent years the US Hwy 31 and SR 135 commercial corridors have been built out, resulting in redevelopment of old commercial properties. Demand for additional commercial areas is now occurring in the I-65 Corridor Overlay District along Emerson Ave., Graham Rd., and East Main St.

Significant commercial development is now occurring along the west side of the I-65 corridor includes South Park, a large commercial office park located on the northwest quadrant of the Main St./I-65 interchange. Newly constructed commercial retail development is also located at the southwest portion of the County Line/I-65 interchange. Development is also occurring on the east side of I-65 along Graham Rd.

Finally, some commercial office and retail establishments remain in downtown Greenwood, which is also referred to as Old Town.

Existing Commercial



Existing Business



Existing Industrial Land Uses

Industrial land uses within the incorporated limits of the City of Greenwood are generally located within close proximity to I-65.

Precedent South is a large industrial park located on the southeast corner of the Main St./I-65 interchange. Industrial development east of I-65, includes industrial uses near the Greenwood Municipal Airport.

Some industrial development remains along the Louisville & Indiana Railroad, which effectively bisects the City of Greenwood and the planning area. Industrial development located along this freight rail corridor exists at the intersection of US 31 and Stop 18 Rd., and the intersection of US 31 and Pushville Rd.

Existing Institutional Land Uses

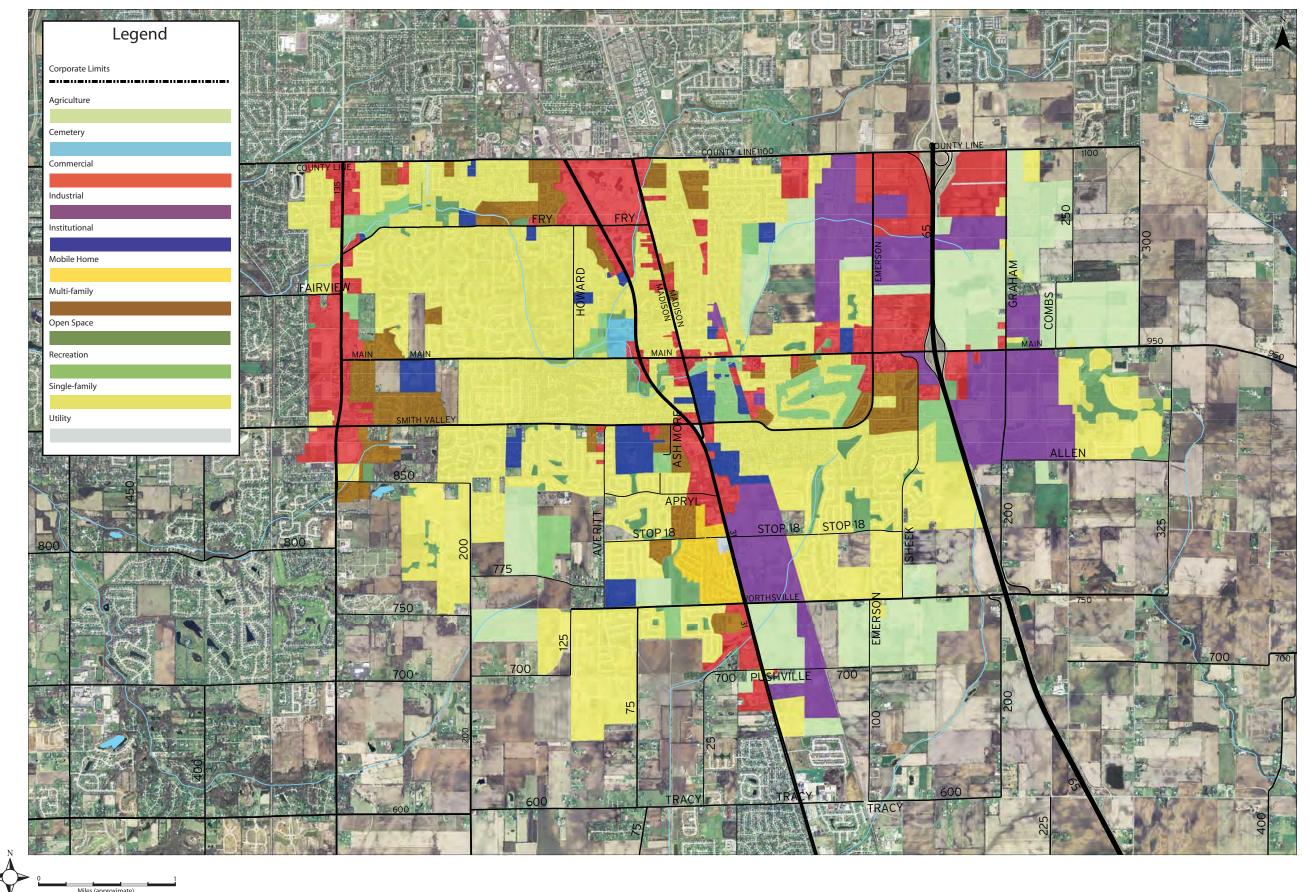
Institutional land uses throughout the City of Greenwood include a wide variety of public and private educational facilities for both youth and adults, public libraries, and local government facilities.

District boundaries for public schools and libraries are completely independent of the city's corporate boundaries. The City of Greenwood is served by three public school systems. From west to east, the three school systems are Center Grove, Greenwood Community School Corporation, and Whiteland (Clark-Pleasant). Refer to the School Catchment Areas Map on the following pages.

The Greenwood Community School District includes six schools which offer kindergarten through 12th grade to approximately 4,000 students. There are four elementary schools, one middle school, and one high school. There are approximately 1,000 students enrolled at both the middle school and the high school. Enrollment at each of the elementary schools ranges from just over 300 to nearly 550.

The Center Grove Community School District includes nine schools which offer prekindergarten through 12th grade to approximately 7,000 students. There are six elementary schools, two middle schools, and one high school. There are approximately 850 students enrolled at each of the middle schools, and over 2,000

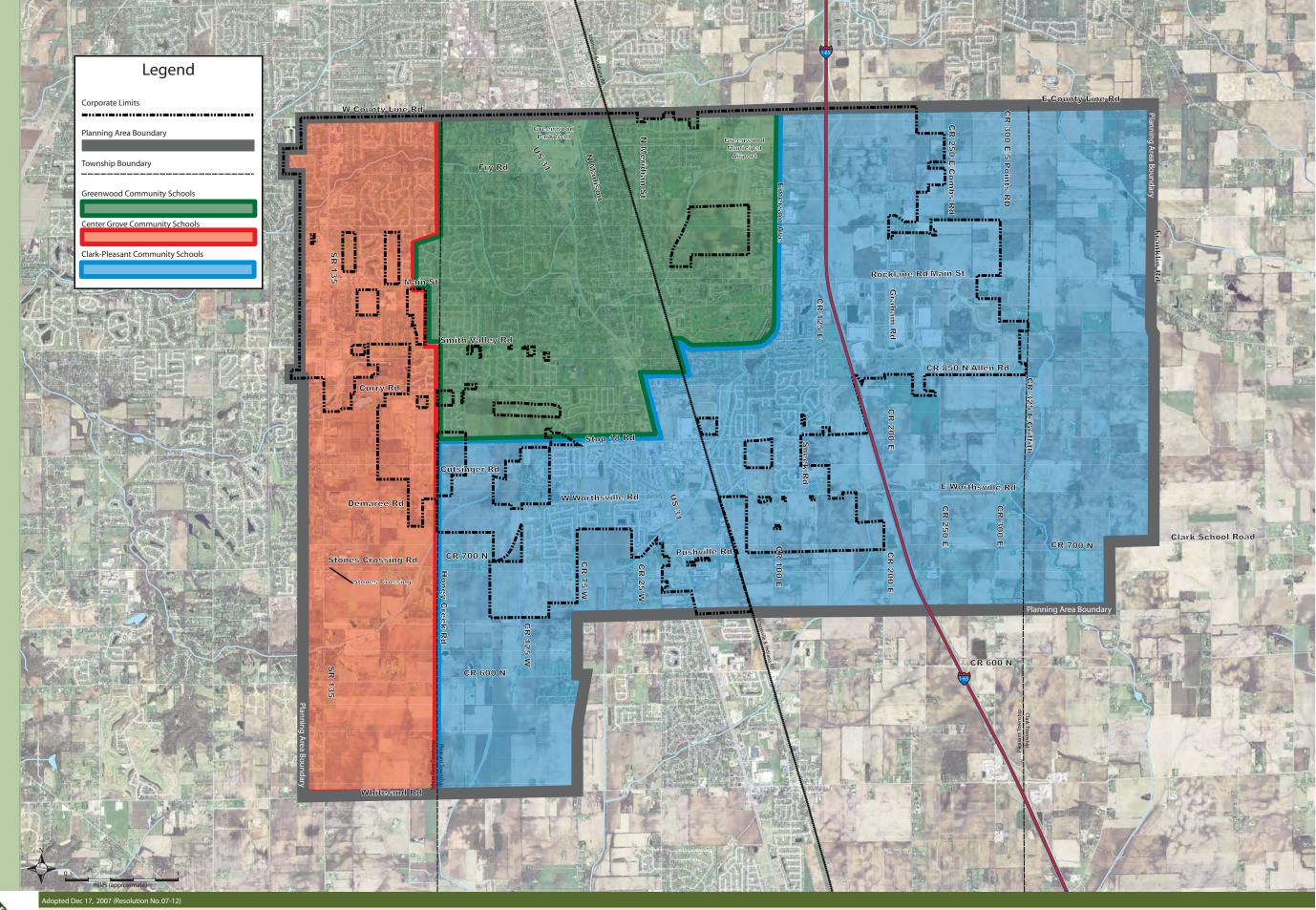
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students enrolled at the high school. Enrollment at each of the elementary schools ranges from 500 to nearly 700.

The Clark-Pleasant Community School District includes seven schools which offer kindergarten through 12th grade to approximately 4,000 students. There are four elementary schools, one intermediate school (grades 5-6), one middle school (grades 7-8), and one high school. There are approximately 1,000 students enrolled at the high school, and approximately 650 students enrolled at both the middle school and the intermediate school. Enrollment at each of the elementary schools ranges from just over 400 to approximately 550. The Clark-Pleasant Community School District has purchased land within the Developing City for the purposes of building an institutional complex at Stop 18 Rd. along I-65. The complex is likely to consist of one high school (possibly two) and one middle school.

Central Nine Vocational High School is a joint effort of nine public school systems aimed at providing specialized vocational education for area youth. Adult education programs are also offered during evening hours.

The Greenwood Public Library is located in the center of the city adjacent to Old City Park, between Madison Ave. and Meridian St. The White River Township Branch of the Johnson County Library is located east of SR 135 and north of Smith Valley Rd.

Several private and public post-secondary colleges have facilities located in various commercial areas of the city. In 2007, Indiana Wesleyan University and Med Tech College opened campuses in South Park near Main St. and I-65. These institutions provide courses which are intended to meet the needs of working adults. Indiana Wesleyan specializes in adult professional degrees while Med Tech College concentrates on short-term programs in the medical and health professions. Ivy Tech Community College also offers adult courses at the Central Nine Career Center.

The Greenwood City Building is located at the corner of Broadway St. and N Madison Ave. The Police Headquarters, Fire Headquarters, and Greenwood Community Center are located south of Main St. and east of Meridian Street adjacent to Craig Park in Surina Square. The City Court, Probation Department, Attorney, Engineering and Planning departments are in leased office space near Main St. and Emerson Ave. on the east side of the city.

The Police Department also has a shooting range and training facility on Loews Blvd. In addition to the Fire Headquarters, which is located at the intersection of Main and Washington, there are stations in the northwest, southwest, and northeast quadrants of the City.

Existing Residential Land Use Characteristics

A significant portion of the city's current land use consists of single and multi-family residential dwellings. These units are predominately located along the city's east/west thoroughfares.

The largest residential area in Greenwood is located between US 31 and SR 135 bordered by County Line Rd. to the north and Smith Valley Rd. to the south. The majority of these homes are single-family residential homes. They are bordered to the north, to the east, and to the west by several multi-family residential developments, which includes various rental properties.

Another significant portion of Greenwood's single-family residential properties are located to the east of Madison Ave with the largest concentration south of County Line Rd. and north of Main St. The large-scale Valle Vista Planned Unit Development includes a mixture of single-family and two-family residences, as well as apartments and condominiums. All of Valle Vista is surrounded by a golf course with a country club environment. In recent years housing has expanded southward along Sheek Rd. both east and west of Valle Vista.

Existing Land Use Acreage

The following table illustrates the city's existing acreage, by land use. These totals represent land uses within the current corporate limits of the city. Refer to the Future Land Use Growth Projections subsection on the following pages for quantitative data supporting future land area.

Acreage by Land Use Category					
Existing Land Use	Acres (approx.)	% of Total			
Agriculture	1,933	16%			
Cemetery	36	< 1%			
Commercial	1,775	15%			
Industrial	870	7%			
Institutional	283	2%			
Mobile Home	136	1%			
Multi-family Residential	525	4%			
Open Space	362	3%			
Right-of-way	84	< 1%			
Recreation	348	3%			
Single-family Residential	5,812	50%			
Utility	20	< 1%			
Total	12,183	100%			

Source: HNTB

Future Land Use

This section describes the characteristics of the future development and redevelopment within the city's planning area boundary. However, before defining the desired characteristics of future land uses, it is important to first understand the nature of each segment of the community, as well as the climate of the areas which are likely to experience the most growth pressure over the next 20 years.

Future Land Use Growth Projections

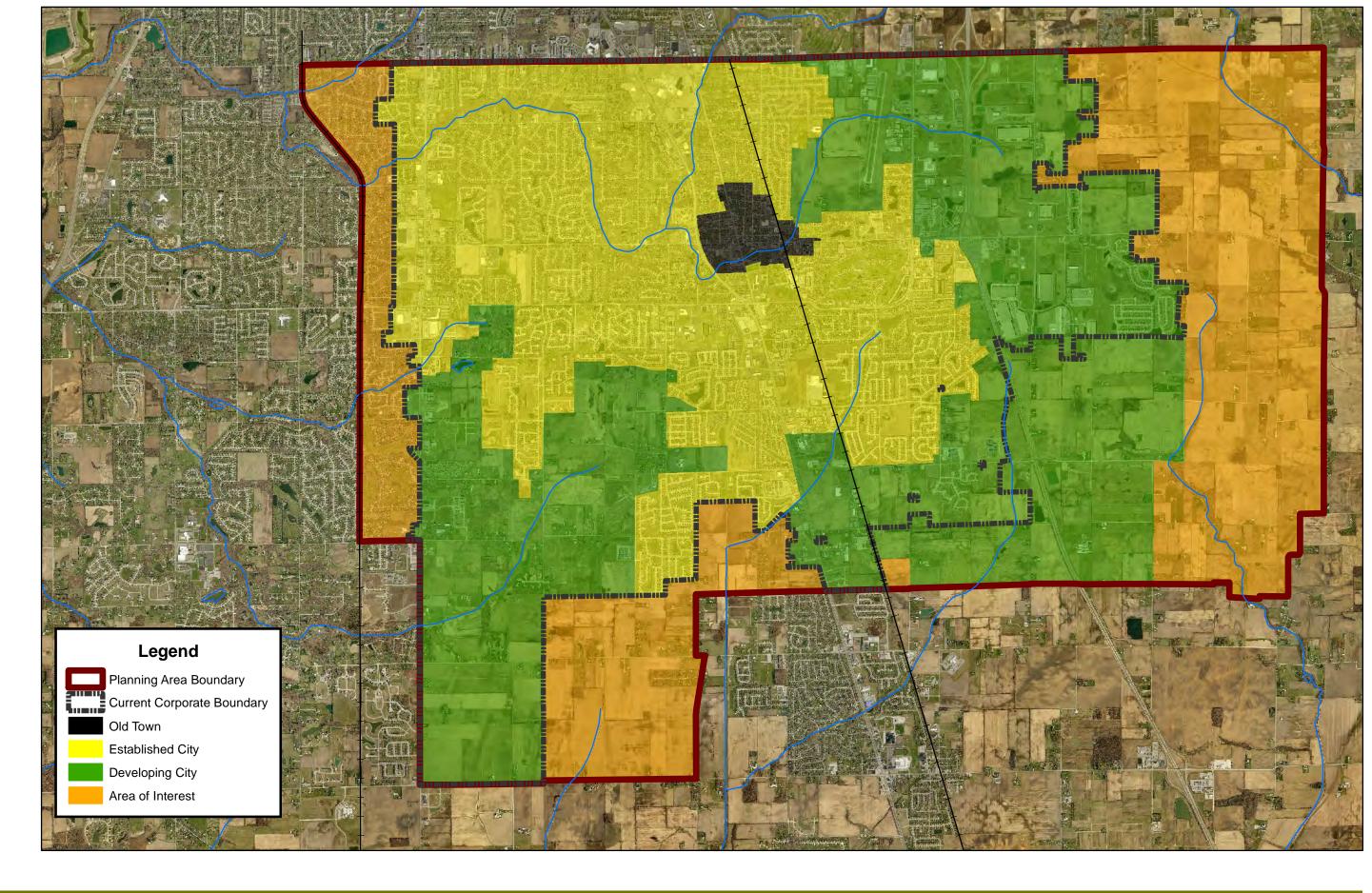
Greenwood is a hot-spot for suburban development in the Metropolitan Indianapolis Area. The city's total population is projected to more than double from 47,621 (as reported by the special census conducted in 2006) to nearly 113,000 by the year 2025. A projected 3,700 acres (approximately 1,600 dwelling units) absorption is needed over the next 20 years. During the same time period, a projected 1,000 acres of commercial and 500 acres of industrial will need to be absorbed as well.

Projected Acreage by Use							
Existing Land Use	Acres	Acres/person	New Acres	Total Acres			
Residential	6,473	0.057	3,743	10,216			
Commercial	1,775	0.016	1,026	2,801			
Industrial	870	0.008	503	1,373			
Park & Open Space	Refer to the most recent 5-yr Parks & Rec Master Plan						

Source: HNTB

It is unlikely that this growth will fit within the city's existing jurisdiction (refer to the Acreage by Land Use Category table above). Therefore, in order to accommodate this growth the City of Greenwood will need to continue to extend its corporate boundary and/or extraterritorial jurisdiction.

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Growth & Redevelopment Segments

In addition to Old Town (refer to Section 7), there are a number of city segments that make up the planning area boundary. These segments include the Established City, Developing City, and Area of Interest. Each of these segments is likely to attract different types of development at different rates of growth. Each will experience its own challenges related to new development, and in some instances, redevelopment. The Growth & Redevelopment Segments map illustrates the four segments of the city discussed above.

Established City Segment

The Established City is the portion of the city that is comprised of the original town plat. The original town plat predates the post World War II suburbanization, and consists primarily of older, well-established neighborhoods. Construction of these homes primarily consists of custom built homes. These older neighborhoods are fragile and are easily influenced by external factors which have the potential to have the greatest influence on whether or not the Established City improves or declines.

Past goals of the Established City included encouraging and maintaining long-term neighborhood stability.

Developing City Segment

The Developing City is comprised of recently developed (post WWII) and undeveloped land within and immediately adjacent to the current incorporated limits of the city, less the areas of Old Town and the Established City. The Developing City segment also consists of some well-established custom built neighborhoods, but is in large part the transitional area between custom built homes and tract homes, or conventional suburban development.

Past goals for the Developing City included limiting new development to those areas where the city has the ability to extend

public services, while encouraging smart growth in the form of planned development. Planned development in this context includes provision of public amenities and discouraging "spot zoning" and "leapfrog" development.

Area of Interest Segment

The Area of Interest includes the unincorporated area of the planning area boundary. It is primarily comprised of agricultural land. The eastern portion of the Area of Interest is currently served, or could be served, by the city's sanitary sewer system (refer to the Eastside Interceptor Sewer Map in Section 9), and is therefore likely to accommodate new development during the life of this plan. The eastern most segment of the Area of Interest is likely to develop more quickly than the southern segment given that there are sewer limitations south of the City of Greenwood.

Future Growth Areas

The areas within the planning area boundary that are experiencing the greatest growth pressures with respect to new development include:

- SR 135 Marketplace Corridor;
- Logistics Employment Areas (I-65 corridor);

Conventional Suburban Development





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- Life Sciences Employment Area (County Line Rd. and Emerson Ave. corridors);
- Entertainment Area (County Line Rd. and I-65 corridors);
- County Line Rd. Transitional Corridor (Greenwood Park Mall); and
- Madison Ave. Transitional Corridor (Old Town).

The Future Growth & Redevelopment Areas Map on the previous page illustrates the areas described below. The climate of these future growth areas is as follows:

SR 135 Marketplace Corridor Area

The SR 135 Marketplace Corridor is primarily located between County Line Rd. to the north and Curry Rd. to the south. This corridor primarily functions as a local retail destination, and is comprised of big box stores and franchise establishments abutting the thoroughfare, with smaller, locally owned businesses located adjacent to the otherwise easily recognizable chain establishments. Many of these big boxes and national chains have the ability to draw consumers from the more rural areas of Morgan and Johnson County. However, this type of draw is likely to decrease as the surrounding rural counties build-out.

Logistics Employment & Advanced Manufacturing Areas

The Logistics Employment Area is located along I-65 between the Entertainment District to the north and the existing corporate limits to the south. The Advanced Manufacturing Area is located between the Louisville & Indiana Railroad and US 31 between Pushville Rd. (south) and Apryl Dr. (north).

Both of these areas are close to existing transportation. It is the intent of the City of Greenwood that both of these areas be comprised of uses that are consistent with advanced manufacturing (including shipping and warehousing), and that they serve as employment areas for the local community and the surrounding areas. Industrial land uses need to be concentrated in these two general areas.

Life Sciences Employment Area/Airport Transitional Area

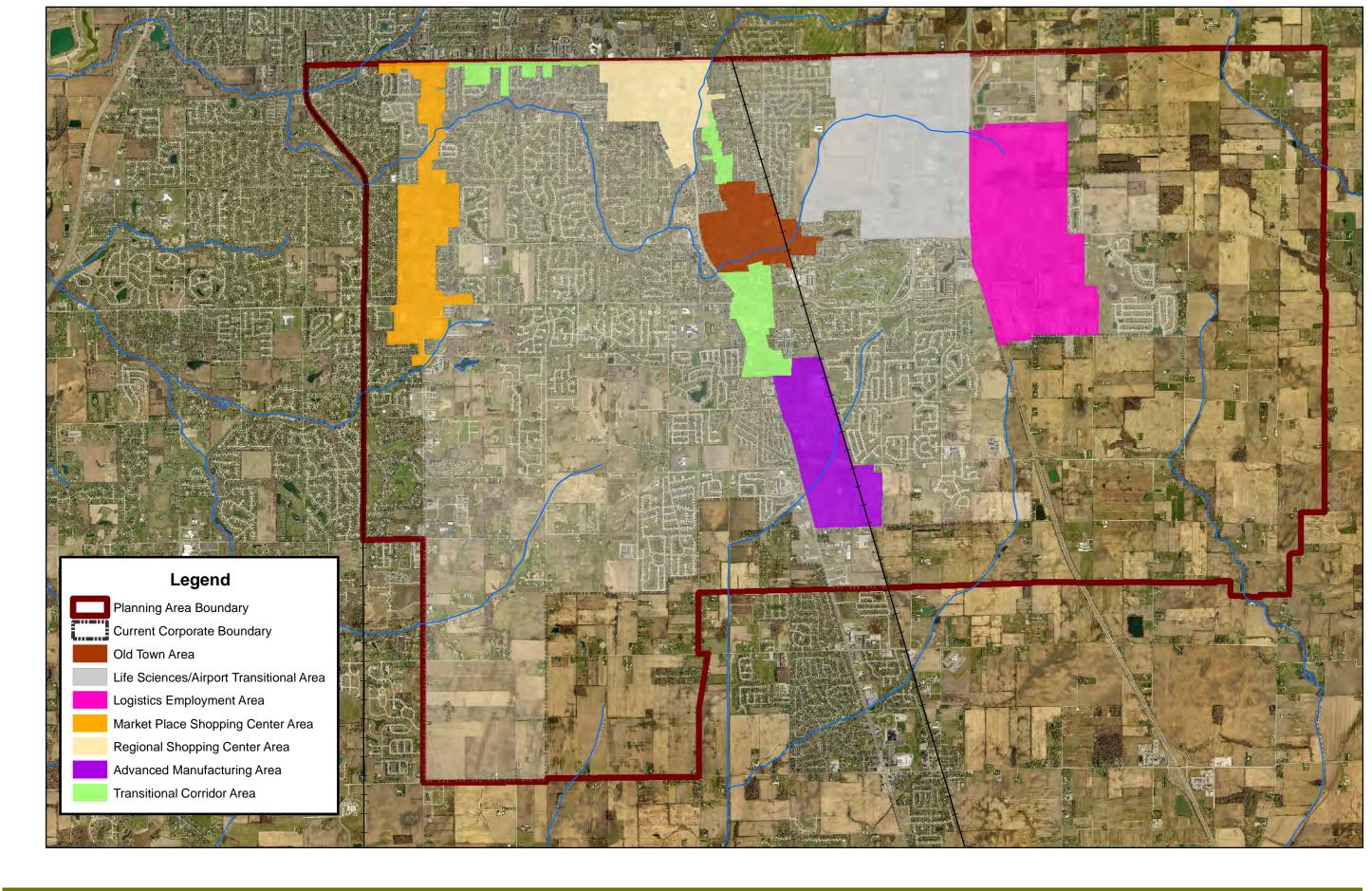
The Life Sciences Employment Area is located between County Line Rd. (north), I-65 (east), Main St. (south), and the existing residential uses east of N Meridian St. (west). This area consists of undeveloped and recently developed land. The developed land includes uses from residential (lower east corner) and big box retail development at the northwest corner of the intersection of Main St. and Emerson Ave. Future commercial uses are likely to cater to the day-to-day needs of the Life Sciences Employment Area, rather than to compete with the Regional Shopping Center or the SR 135 Marketplace Corridor.

The most established use is the Greenwood Municipal Airport. Therefore, this area is also considered a an Airport Transitional area. Future development within this area should consist of less intensive uses in low-rise buildings. The intensity of the area should be controlled by allowing for deeper setbacks and height restrictions.

Entertainment Area

The Entertainment Area is located at the southeast quadrant of the I-65/County Line Rd. interchange. It is anticipated that the Entertainment Area will continue to evolve in the short-term, but that the most desirable uses for this area are tourism retail, attractions and related services and amenities. This area will complement the Regional Shopping Center which is currently under redevelopment. The area is anticipated to attract large numbers of visitors whom stay overnight or for an extended period of time.

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County Line Road Transitional Corridor Area

The County Line Road Transitional Corridor is located between SR 135 to the west and US 31 to the east. This area is comprised of primarily single and multi-family uses. This corridor serves as the primary connection between the SR 135 Marketplace Corridor and the Regional Shopping Center. Unlike the transitional corridors of Madison Ave. and US 31, this area is likely to remain residential.

Madison Avenue Transitional Corridor Area

The Madison Ave. Transitional Corridor is located between the Regional Shopping Center (north) and Old Town (south).

Some of the single-family residential uses that traditionally occupied this area have been converted to non-residential uses, such as offices, shops, restaurants, etc. According to city officials, the neighborhoods where the conversions are taking place have begun to stabilize. A conversion in use from single-family residential to non-residential can result in the destabilization of the surrounding neighborhood; however, these converted structures buffer the adjoining neighborhoods from the busy arterial. Because of the increase in traffic and of noise form the thoroughfare, these structures and their lots are no longer desirable for residential use.

By maintaining the scale, proportion, height, bulk, area and setbacks of the buildings along these transitional corridors, the city could further prevent the negative impacts of neighborhood destabilization. (The treatment of corridors is discussed further in Section 8, Urban Design.) Special consideration should also be given to the uses allowed within this transitional corridor so as to prevent the creation of incompatible uses. The use of buffers and/or the creation of a theme should also become considerations.

US 31 Transitional Corridor Area

The US 31 Transitional Corridor exists along US 31 south of Smith Valley Road.

Primarily comprised of commercial and institutional uses, the US 31 Transitional Corridor serves as a buffer between Old Town and the southern Logistics Employment Area. This buffer includes commercial, educational and assisted living facilities.

Future Redevelopment Areas

In addition to Old Town (refer to Section 7), the area within the planing area boundary experiencing the greatest redevelopment pressure is the city's Regional Shopping Center. It is recommended that city officials encourage the use of urban design elements in these areas to establish a distinct and attractive identity, or brand, for the City of Greenwood. Refer to Section 8, Urban Design.

Regional Shopping Center

The Regional Shopping Center consists of the Greenwood Park Mall and surrounding commercial developments. It is anticipated that this area will continue to experience redevelopment cycles into the future. The administration of this plan, as well as other planning and zoning documents, will be key to the center's success. The US Hwy 31/Fry Rd.. Economic Development Area (TIF District) was established in recent years to provide the means to improve Fry Road as a primary thoroughfare connecting SR 135 and the Regional Shopping Center.

Future Land Use Characteristics

Future land use is a central component of this Comprehensive Plan. Land use, and most other development decisions, are a reflection of previous growth and development experience and the physical and environmental capabilities of the existing land.

There are several concepts presented by the Future Land Use Plan, including character descriptions and the physical components of the Future Land Use Map. These concepts have been included in this plan because they are either highly desirable components of the overall plan or are necessary elements with respect to the plan's ability to guide the day-to-

Goal #1: Ensure quality, managed growth in the city's planning area boundary.

Goal #2: Develop a distinct, attractive, strong identity, or brand, for the City of Greenwood.

Goal #3: Protect and preserve existing open spaces and critical environmental areas.

Goal #5: Locate industrial uses in the appropriate locations.

day decisions of the Greenwood Plan Commission.

The Future Land Use Map is the preferred land use alternative for the City of Greenwood. This and all other alternatives were based on the evaluation of land use policies, goals and objectives, existing land uses, existing transportation plan, and development projects currently underway.

The following are character descriptions of the land uses depicted on the Future Land Use Map. This Section addresses institutional, agricultural, industrial, commercial, mixed-use, multi-family residential, single-family residential uses, as wells as parks and open space and riparian corridors for the entire planning area. The Old Town area is addressed in Section 7. This Section also discusses and illustrates the incorporation of trails (existing, planned and proposed) as they relate to land use. Trails are discussed in greater detail in Section 6, Transportation.

Future Institutional Land Uses

The vast majority of institutional uses within the planning area boundary include primary educational institutions.

It is expected that other institutions, specifically churches and other places of worship, will become one element of the mix of uses proposed for the unincorporated land east of I-65 within the Area of Interest. Government uses are expected to return to Old Town.

Future Agricultural Land Uses

While a significant amount of the undeveloped land within the planning area boundary is well-suited for crop production, it is unlikely that agricultural land will remain as the highest and best use. This is especially true with respect to the Area of Interest as this area is experiencing tremendous growth pressure. The city's sanitary sewer system has the ability to serve nearly every property within the planning area boundary.

The City of Greenwood would like to focus future development in areas which can be served by the city's sanitary sewer system. Therefore, much of the southern portion of the planning area is likely to continue to be used for crop production in the immediate future. This area is generally located between Stones Crossing Rd. (north), CR 75 W (east), Whiteland Rd. (south), and SR 135 (west). Land development will continue to grow southward along SR 135 in this area.

Future Industrial Land Uses

It is anticipated that future industrial development will take place in the already established industrial areas. Again, these areas are generally located close to I-65 and the Louisville & Indiana Railroad along US Hwy 31 South. It is further anticipated that any future industrial development along I-65 will consist of warehousing, manufacturing, and advanced technology facilities where all operations take place indoors. Future industrial

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development along the railroad, however, is likely to be less-intensive manufacturing and warehousing where some outdoor storage of materials may be appropriate.

Both of the industrial areas serve as gateways to the Greenwood community. In addition, the type of industrial businesses that would be attracted to the Logistics Employment Areas will likely require a relatively sophisticated level of design. Therefore, special attention should be focused on site layout, site design, building design, lighting, signage, and the incorporation of public amenities, such as bike and pedestrian trails. Gateways are discussed in further detail in Section 8, Urban Design.

Future Commercial Land Uses

There are a number of commercial areas which are likely to be developed or redeveloped during the life of this plan. These areas will continue to provide for a variety of uses including retail, office, restaurant, and services to meet the needs of residents of the city and surrounding communities. These areas will continue to vary in their intended target market, intensity, and the range of products and services they offer. In addition to the commercial uses and services intended for Old Town (refer to Section 7), there are three types of commercial uses intended for the City of Greenwood: regional, community and neighborhood commercial.

Regional commercial offers a diversity of retail, service, entertainment, office, finance, and related business uses to serve the needs of residents of the city and portions of the surrounding counties. The city's regional commercial area is intended to be the most intensive, vehicle-oriented commercial area. Consequently, regional commercial uses should be served by or have access to major or minor thoroughfares and the uses should be buffered from or located away from residential uses. Because of the prominence of the regional commercial area, high standards of site planning and landscape design are desirable.

Community commercial offers a broad range of goods and services which cater to the convenience and comparison shopping needs of residents and business owners in and around the City of Greenwood. Because of the variety of business types available, special attention should be focused on site layout, site design, building design, vehicular and pedestrian circulation, and coordination of site features between adjoining

uses. Every effort should be made to achieve design compatibility with the surrounding uses.

Neighborhood commercial meets the day-to-day shopping and service needs of residents of the surrounding neighborhood(s). Wherever possible, neighborhood commercial uses should be incorporated into the fabric of the residential neighborhood. Special consideration should be given to parcel size, site layout, site design, building design, pedestrian orientation, traffic flow patterns (motorized and non-motorized), exterior lighting, and the overall residential character of the neighborhood. Commercial uses that generate large volumes of traffic or which offer goods and services beyond one's day-to-day necessities, and businesses that by their very nature exhibit other characteristics that would adversely

Neighborhood Commercial



affect the quality of surrounding residential neighborhoods should be encouraged to locate elsewhere in the Greenwood community.

Like most suburban communities, the City of Greenwood offers ample regional and community shopping areas. And like other suburban communities, the City of Greenwood lacks adequate neighborhood commercial shopping areas. This has caused the city's primary thoroughfares, the roads that service the regional and community shopping areas, to become congested during peak hours. Much of this congestion could be eliminated if residents and business owners were able to make shorter vehicular trips to nearby commercial establishments to purchase the day-to-day goods and services that they require. Congestion could be eliminated further when the incorporation of neighborhood commercial uses is combined with

the incorporation of pedestrian trails allowing residents to make non-vehicular trips for the same goods and services.

Future Mixed-Use, Master Planned Communities

The City of Greenwood has experienced a great deal of success in planning for and approving mixed-use, master planned communities. So much so that the Greenwood Plan Commission has established a set of development standards for such communities.

In general, mixed-use, master planned communities offer the flexibility necessary to easily adjust to ever changing market conditions. Larger tracts of land, sections that are completed in phases, and longer project time frames become feasible opportunities. Neighboring properties are able to gain a relatively high level of understanding of the development with the approval of a proposed concept plan, which establishes public buy-in early on in the planning stages. Members of the Plan Commission feel it is one way to ensure that each mixed-use, master planned community provides for a variety of users: from single-family, to multifamily, to neighborhood commercial. These communities have the potential to mediate the traffic congestion that currently exists by permitting the development of neighborhood commercial uses within residential neighborhoods.

Due to their nature and the foreseeable needs of the city, mixed-use, master planned communities are the most desirable land use for the Area of Interest east of I-65 and south along the SR 135 commercial corridor. Mixed-use developments within the Area of Interest should consist primarily of single and multi-family residential in character. Mixed-use developments along the SR 135 commercial corridor should be primarily commercial in character. Consideration should be given to site layout, site design, building design, vehicular and pedestrian access and circulation, lighting, signage and the inclusion of public amenities. Every effort should be made to achieve design compatibility with the surrounding area, including planning and providing for pedestrian and vehicular connectivity between communities through the installation of stub streets and trails.

Future Multi-family Residential Land Uses

Future multi-family residential uses should continue to provide medium to high-density residential developments, not unlike the multi-family residential neighborhoods that currently exist throughout the planning area boundary. These areas are distinguishable by their differences in lot size, setbacks, and design, all of which must be served by sanitary sewer. Another option for multi-family residential development is the development of mixed-use buildings and projects in the Old Town area, where apartments and condominiums can be located above downtown businesses.

Future Single-family Residential

Similar to future multi-family residential areas, future single-family residential uses should continue to provide, low to medium density residential developments, not unlike the single-family residential neighborhoods that currently exist throughout the planning area boundary. These areas are distinguishable by their differences in lot size, setbacks, and design, all of which must be served by sanitary sewer. More variety in housing styles, architecture, and neighborhood characteristics is encouraged.

Future Parks & Open Space

Parks, recreation and open space are discussed in greater detail in the City of Greenwood's 5-yr Parks & Recreation Master Plan, as updated and amended from time to time. The master plan should serve as the official city policy to guide park and recreation development, operations, and maintenance activities as the plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's parks and recreation system.

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For the purposes of this plan, parks and open spaces, such as the riparian corridors which are discussed in further detail below, are represented as physical elements of the Future Land Use Map, and the Future Transportation Map. These maps illustrate the relationship of these physical elements to the physical land use and transportation components of this plan.

Future Riparian Corridors

Maintaining a vegetative buffer along creeks, streams, and rivers improves the water quality of these features. Native trees, shrubs and grasses can also aide in the removal of sediment and harmful chemicals before they have a chance to reach the waterway. An appropriately sized and maintained buffer can moderate the negative effects of flooding, help in the recharge of the groundwater, and prevent soil erosion. They often preserve and improve many types of wildlife habitat as well.

The planning area is traversed by a number of creeks and streams. Many of these waterways, especially those west of I-65, are included in plans to accommodate trails. This in response to an overall desire to provide recreational facilities and an enhanced environmental quality for the citizens of Greenwood. Therefore, future development and redevelopment opportunities proposed for parcels which abut these waterways should allow for an adequate riparian corridor buffer.

The recommended width of a riparian buffer is dependent on existing site conditions and the purpose of the buffer. For example, for streambank stabilization and to sustain long-term protection of aquatic resources, the riparian buffer should be a minimum of 35 feet, measured from each bank. For the purposes of storm water control and flood management, the buffer should be a minimum of 200 feet, measured from each bank. Factors such as slope, soil type, floodplain and even the surrounding land uses can all influence the feasibility of restoring and maintaining a riparian corridor.

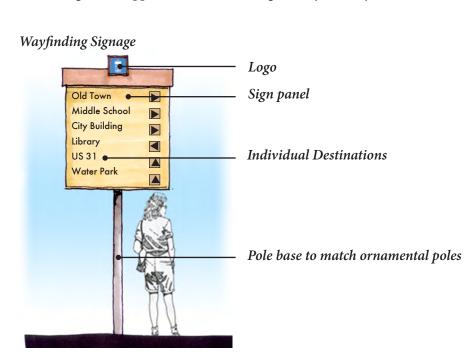
Future Trails

Similar to the parks and open spaces, trails are discussed in greater detail in the City of Greenwood's 5-yr Parks & Recreation Master Plan, as amended from time to time. The master plan serves as the official city policy to trail development, operations, and maintenance activities as the plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's trail system.

For the purposes of this plan, trails are represented as physical elements of the Future Land Use Map, and the Future Transportation Map. These maps illustrate the relationship of these physical elements as they relate to the physical land use and transportation components of this plan.

The Future Land Use Map and Future Transportation Map illustrate three types of trails: existing, planned and proposed.

Existing trails are those trails that have already been



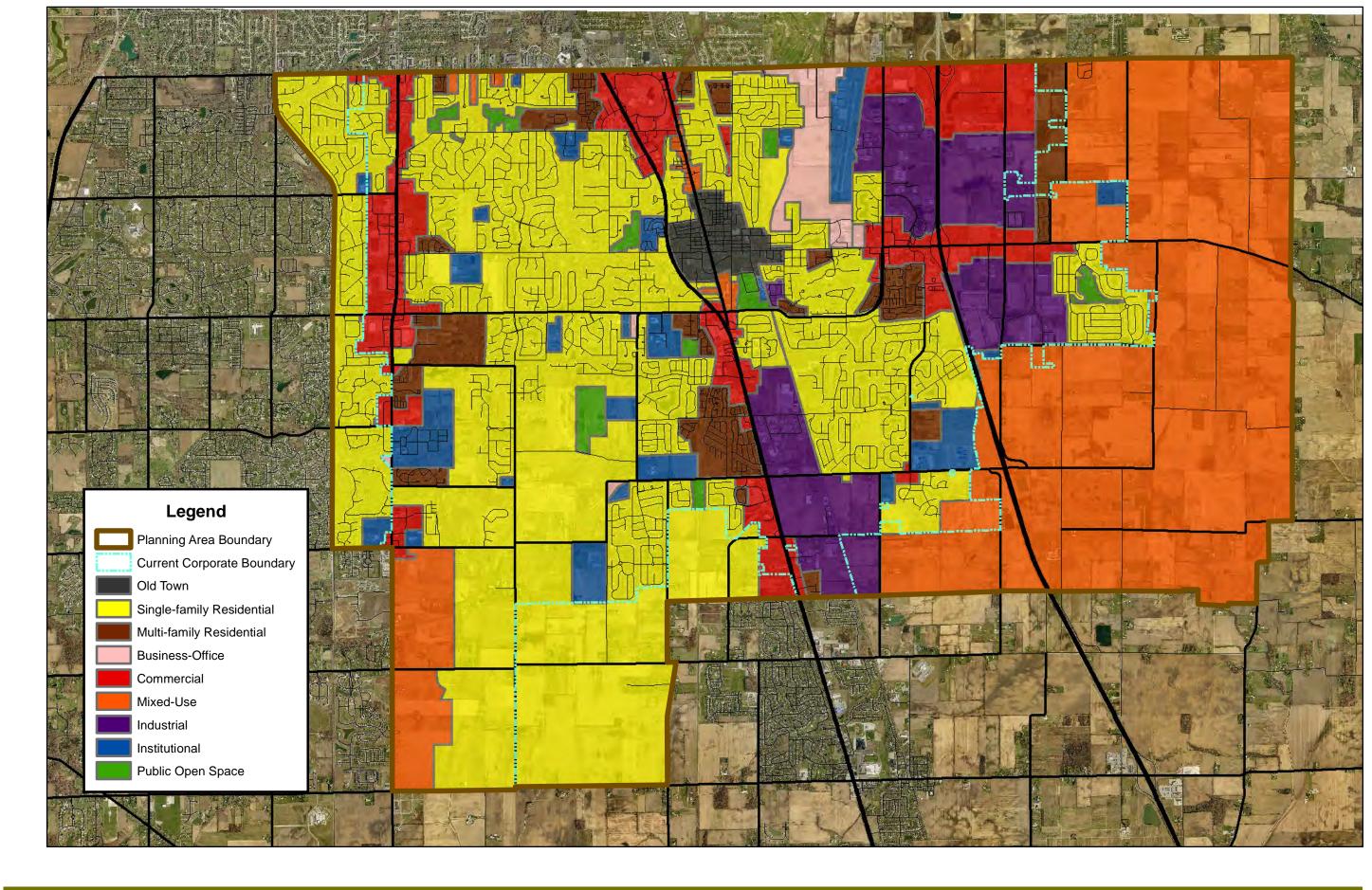
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constructed or which are currently being installed, operated and maintained through the cooperation of the Greenwood Parks & Recreation Department and the Greenwood Street Department. The existing trail system includes sidewalks as an extension of the overall trail system. Existing trails are primarily located within the Developing City, along major thoroughfares.

Planned trails are those trails that are currently in the pipeline to be financed, designed, constructed and operated in the same manner as the existing trails. The identification of these planned trails was completed by Greenways of Greenwood, which is an extension of the city's Parks and Recreation Department. These trails are primarily located within the Established City and, like the existing trails, are located along the city's major thoroughfares.

Proposed trails include those trails proposed by the MPO and Greenways of Greenwood. The majority of these trails are located outside the Established and Developing City in the Area of Interest, and along state and US highways. Like the City of Greenwood, the MPO has identified waterways as areas appropriate for trails. Therefore, a number of trail segments are proposed along the waterways which surround the current city limits.

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City of Greenwood Comprehensive Plan

2007 - 2027

INDIANA



Transportation

HNTB





Introduction

A community's land use and transportation system are inextricably linked. Different types of land uses require different modes and frequencies of transportation as well as varying levels of access required to service each use. For example, single-family residential uses require local and collector streets for collecting and breaking up traffic flow, while commercial uses require arterial streets for handling the relatively larger volumes of traffic that are often generated by shoppers.

A transportation system may itself impact the types of land uses that occur in a particular area. For example, ready rail and interstate access may dictate where regional commercial and industrial uses are located due to the fact that these modes of transportation are critical to the functions of such uses.

Thoroughfare Classifications

A Thoroughfare Plan visually depicts the proposed functional classification of all existing and proposed streets, roads, and highways for the planning area for the same time period as covered by the Future Land Use Plan. A road's functional classification is typically defined by its right-of-way and surface width requirements, and its accessibility, which are often based on traffic projections. Functional classifications consistent with the current Greenwood Thoroughfare Plan consist of interstate highways, major and minor arterials, major and minor collectors, and local roads and streets.

<u>Highways - State and Interstate</u>

Interstates are used to move high volumes of traffic from state to state. They are part of a larger state and federal network that interconnects and allows travel from one area of the country to another. Interstate highways do not provide direct access to properties; instead they provide access to arterials that link to the local network. State highways are used to move high volumes of traffic from city to city, and through cities in some cases. They are part of a larger state network that connects and allows travel from one area of the state to another, as well as from county to county. Segments of state highways frequently serve as major corridors through a city. Greenwood has two such state highways: U.S. Highway 31 and State Road 135. State highways usually have limited or controlled access.

Arterial Street

The purpose of an arterial street is to serve high volumes of intra-regional trips where access is controlled to intersections with non-local streets and major drives. Primary arterials serve traffic within, through, into, and out of the community. As such, access to adjacent properties should be carefully controlled. Parking along a major arterial should be prohibited except where additional and adequate widths are provided. Secondary arterial streets serve trips within the community, linking the collector streets, and local roads with the systems arterial network. Secondary arterials also provide service to adjacent properties. As such, parking along secondary arterials should be prohibited except where additional and adequate right-of-way width is provided.

Collector Street

A collector street connects all local roads and streets with the major and minor arterial streets. They also provide traffic circulation within residential neighborhoods and industrial/business parks. On-street parking, which serves the intended uses of adjoining properties, along collector streets is often appropriate.

Local Roads & Streets

The function of local roads and streets is to provide access to abutting properties. These streets are not intended to provide extended mobility or high operating speeds. They usually have lower traffic volumes than the higher roadway classifications. Improvement needs of these streets is often different than that of arterial and collector

streets which are typically volume driven. Rather, maintenance of local roads and streets is often identified and prioritized based on engineering factors, such as the degree of disrepair, cost estimates to repair, the number of properties receiving access, etc.

Thoroughfare Classifications	Minimum Right of Way	
Highways - Interstate	Determined by State	
Highways - State	Determined by State	
Primary Arterial	100 ft.	
Secondary Arterial	80 ft.	
Collector Street	70 ft.	
Local Roads and Streets	60 ft.	

Existing Transportation System

This subsection provides an inventory of the existing street and highway network, and its relationship to the existing land use, growth trends, and emerging development patterns. A description of existing land use types, their intensity, and their location are discussed in Section 5, Land Use.

Existing Roads

Vehicular travel through Greenwood and the associated planning area is predominately served by north/south thoroughfares including I-65, US 31 and SR 135. These thoroughfares are each classified as both state and interstate highways. Furthermore, the majority of commercial and industrial growth within Greenwood has developed along these major thoroughfares.

The City of Greenwood has long understood the importance of improving access and mobility via upgrading its major east/west thoroughfares. Currently the primary roadways serving east/west travel through the planning area are County Line Road, Main Street, Smith

Thoroughfare & Sidewalk

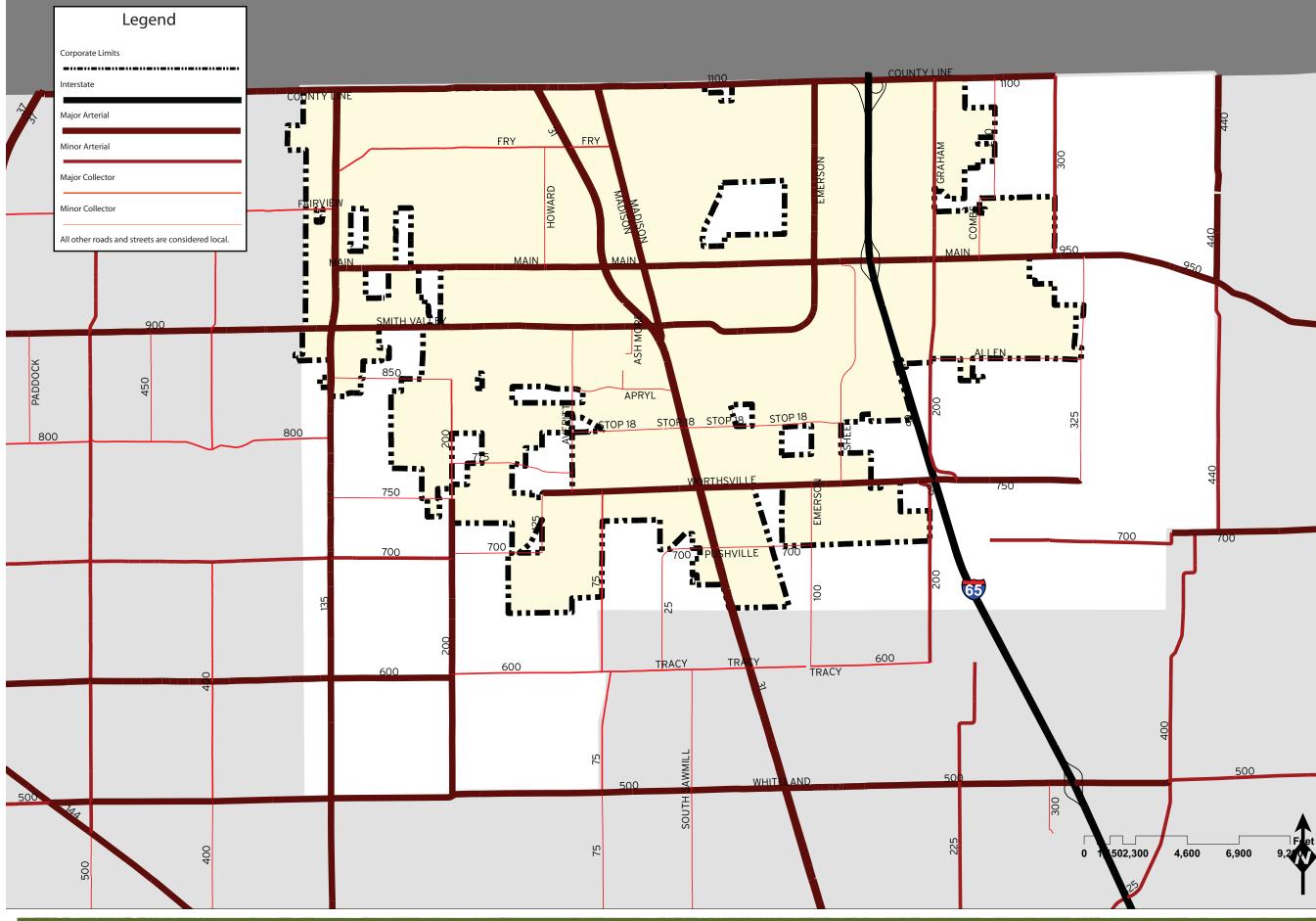


Valley Road, and Stone's Crossing Rd./Worthsville Rd.. (700 N - 750 N connection). These important roadways are defined as primary thoroughfares based on the functional classification table. Excluding County Line Road and recent improvements to Smith Valley Road, these thoroughfares are currently designed as two lane roads and do not meet the demands of recent growth in the area.

Secondary thoroughfares within the Greenwood planning area serve as alternatives to the travel and congestion of the primary and arterial roadways. Currently the major secondary roadways are Madison Ave., Main St. (Old Town), Averitt Rd.., Fry Rd., Sheek Rd., and Stop 18. As with the primary thoroughfares, these roadways are currently designed as two lane roads. Without improvements, these roads do not provide the continuous north/south or east/west access through the planning area. In which case, promotion to a primary thoroughfare classification would most likely be necessary.

Refer to the Existing Transportation System Map and the Existing Functional Classification table on the following pages.

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Existing Functional Classification and Inventory of Greenwood Thoroughfares			
Name (Description)	County Number (if applicable)	Classification	
I-65		Highway Interstate	
U.S. Highway 31		Highway State	
State Road 135		Highway State	
County Line Road		Primary Arterial	
Main Street (U.S. 31 to SR 135)	950 N	Primary Arterial	
Main Street (Airport Pkwy eastbound)	950 N (Rocklane Rd.)	Primary Arterial	
Smith Valley	900 N	Primary Arterial	
Worthsville Road	750 N	Primary Arterial	
Stones Crossing Road	700 N	Primary Arterial	
Tracy Road / Smokey Row Road	600 N	Primary Arterial	
Whiteland Road	500 N	Primary Arterial	
Clark School Road	700 N	Primary Arterial	
Stop 18 Blvd. (west of Averitt Rd. / east of Honey Creek Rd.)*	800 N	Primary Arterial / Boulevard*	
Emerson Avenue (County Line Rd. to Smith Valley by-pass)	100 E	Primary Arterial	
Graham Road (County Line Rd. to Tracy Rd.)	200 E	Primary Arterial	
Franklin Road	440 E	Primary Arterial	
Hurricane Road (Whiteland Rd. northward)	400 E	Primary Arterial	
Honey Creek Road (Smith Valley Rd. southward	200 W	Primary Arterial	
Fry Road	255 11	Secondary Arterial	
Howard Road		Secondary Arterial	
Averitt Road (Main St. to Worthsville Rd.)	100 W	Secondary Arterial	
Madison Avenue		Secondary Arterial	
Meridian Street		Secondary Arterial	
Airport Parkway		Secondary Arterial	
Allen Road (Graham Rd. to Sheek Rd.)	850 N	Secondary Arterial	
Collins Road	250 E	Secondary Arterial	
Stop 18 Road (Averitt Rd. to Sheek Rd.)	800 N	Secondary Arterial	
Sheek Road	125 E	Secondary Arterial	
Fairview Road	1000 N	Secondary Arterial	
Olive Branch Road	800 N	Secondary Arterial	
Stones Crossing Road (SR 135 westward)	700 N	Secondary Arterial	
Five Points Road	300 E	Secondary Arterial	
Griffith Road	325 E	Secondary Arterial	
Peterman Road / Berry Road	400 W	Secondary Arterial	
County Road 125 W	125 W	Secondary Arterial	
Emerson Avenue (Worthsville Road southward)	100 E	Secondary Arterial	
Curry Road	850 N	Secondary Arterial	
Main Street (U.S. Hwy 31 to Airport Pkwy.)	950 N	Secondary Arterial	
Pushville Road (from Emerson Ave. to 125 W)	700 N	Secondary Arterial	
Cutsinger Road Cutsinger Road	700 N 775 N	Secondary Arterial	
South Stop 18 Road (N-S leg between 750 N and 800 N)	775 E	Secondary Arterial	
Combs Road	250 E	Secondary Arterial	

Existing Functional Classification and Inventory of Greenwood Thoroughfares (continued)			
Name (Description)	County Number (if applicable)	Classification	
Saddle Club Road	400 W	Secondary Arterial	
Yorktown Road (Main St. to Curry Rd.)		Collector Street	
Meadowview Drive (Main St. to Fry Rd.)		Collector Street	
Demaree Road (Honey Creek Rd. to SR 135)	750 N	Collector Street	
Covered Bridge Road		Collector Street	
Apryl Drive		Collector Street	
Polk Avenue		Collector Street	
Legacy Boulevard		Collector Street	
Combs Road / Five Points Connector		Collector Street	
Christie Drive		Collector Street	
Commerce Parkway - West Drive		Collector Street	
Commerce Parkway - East Drive		Collector Street	
McColgin Road		Collector Street	
County Road 75 W	75 W	Collector Street	
County Line Road / I-65		Existing Interchange	
Main Street / I-65	950 N / I-65	Existing Interchange	
Worthsville Road / I-65	750 N / I-65	Proposed Interchange	

^{*}Two segments of Stop 18 Road - Averitt Road westward to public city park and Honey Creek Road eastward to public city park - are designated as Boulevards to be used as entrances and exits for the park. Those segments are not intended to be direct routes through the park.

NOTE: All existing and future collectors may not be shown or labeled on the Thoroughfare Plan (Figure 8) Map. The size and type of development in a given area, as well as, the functionality of a street are the primary determinants for collector classification. The Plan Commission shall have the authority to require installation of or extension of a collector class street development-by-development basis.

Existing Freeway Interchanges

Currently, the City of Greenwood is served by two freeway interchanges located at the intersection of I-65 and Main Street (Exit 99), and to the north, I-65 and County line Road (Exit 101). These interchanges serve as the principal eastern entry points into the City of Greenwood as well as the primary regional gateways into the city. (Gateways are discussed in greater detail in Section 8, Urban Design.) Both County Line Road and Main Street are functionally categorized as primary thoroughfares at these locations and serve a large volume of traffic daily, particularly at peak travel times.

Land use located at the County Line Road and Main Street interchanges are categorized predominately by commercial development. The Main Street interchange is served by commercial office and national retail establishments. Growth at the County Line interchange consists of larger retail /grocery establishments, regional retail attractions, and strip retail development.

Existing Rail

Greenwood is positioned along the Louisville Indiana Rail line which in October 2000 was designated by the U.S. Department of Transportation as a high speed commuter corridor. In addition the Indiana Railroad operates to the west of the Greenwood Planning Area.

Freight

The Louisville Indiana Railroad is a Class III railroad that operates freight service between Louisville, Kentucky and Indianapolis, Indiana with a major maintenance yard in Jeffersonville, Indiana (106 miles). The

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rail line primarily transports grain, cement, steel, scrap, plastics, food products, auto parts, lumber, chemicals, paper, and manufactured goods.

Coal

Currently to the west of the Greenwood planning area, the Indiana Railroad maintains a rail line which transports freight between Indianapolis, Chicago, Louisville, and Newton, Illinois. The railroad offers its customers connections to all major western carriers via Chicago and connects to all Class I carriers within Indiana. The railroad's primary business is transporting coal to various power generating plants in Indianapolis and along the Wabash River.

Existing Aviation Transit

The Greenwood Municipal Airport serves Johnson County and the Indianapolis region as a public general air facility. Currently the airport provides charter/commuter air service as well as flight lessons, airplane maintenance, hanger and airplane rental, and other pilot services. The existing runway has a length of 4,917 ft. Both the future volume and nature of air traffic provided by the airport will impact the future development which surrounds the Greenwood Municipal Airport.

Goal #1: Create a system of well-planned business corridors which reflect the desired identity of Greenwood.

Goal #2 Provide a transportation system that meets the mobility and access needs for all citizens and visitors of Greenwood.

Goal #2: Improve regional access

Goal #3: Gain a competitive edge through the development of a multi-modal network within and around the City of Greenwood.

Goal #4: Employ the principles of access management to reduce congestion and increase pedestrian activity.

The most recently adopted Airport Master Plan will be considered the official policy of Greenwood regarding air transportation. The Greenwood Municipal Airport is discussed in further detail in Section 9, Public Facilities.

Existing Bus Transit

Greenwood is served by public bus transit via the Indianapolis Public Transportation Authority (IndyGo) which operates the US 31, Route 31. This line runs daily from the Greenwood Park Mall to downtown Indianapolis with a round trip time of approximately one hour. In addition to the Route 31, ACCESS Johnson County operates the Greenwood Connector, a van dial-a-ride service, which provides additional access to Greenwood via a connection at the Greenwood Park Mall.

Future Transportation System

This subsection addresses several modes of transport, including automobile, bicycle, pedestrian, transit, goods movement by rail or truck and aviation. This section also explores the relationship between transportation and land use, and examines ways in which that relationship could be improved and enhanced.

In Greenwood, growth has historically taken place along the community's primary thoroughfares. This includes land uses along Main Street, SR 135, US Hwy 31, and Madison Avenue. Therefore the future thoroughfare system reflects the link between the future land uses fronting along these corridors and the most logical roadway classifications for the safe and efficient movement of people and goods. This future thoroughfare plan is a compilation of the City of Greenwood's existing thoroughfare system, the Johnson County Thoroughfare Plan, and the Indianapolis Thoroughfare Plan as developed by the Indianapolis MPO.

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A Future Transportation Map as been developed as part of this plan. The purpose of this map is to develop synergy between the City's future land uses and the transportation facilities that serve them. The city's thoroughfare plan should serve as the official city policy document concerning transportation improvements, operations, and maintenance.

Future Road Improvements

Several roadway improvements have been identified by the City of Greenwood in order to address access and congestion issues within the community. These extensions are principally on primary, secondary and collector thoroughfares within the planning area. They include the improvement/extension of the following roadways:

- Stop 18 Road
- Worthsville Road / Stones Crossing
- Combs Road
- Graham Road
- Airport Parkway
- Apryl Drive
- Covered Bridge Road
- Pushville Road
- Sheek Road

Future Freeway Interchange

Recent discussions between representatives of the city and the state highway and bridge departments have largely centered on the need to widen I-65 at Worthsville Road/CR 750 N. The interstate bridge that crosses Worthsville Road/CR 750 N is not wide enough to accommodate the road and is therefore hindering the widening of I-65. The need to widen the bridge presents an opportunity to include on and off-ramps for an interchange at this location. In addition, road improvements are planned in order to provide access to the Worthsville Road interchange planning area. The connection of Worthsville Rd. (750 N) and Stones Crossing Rd. (700 N) will then provide an east/west corridor across the south side of the city from I-65 to SR 135.

Future Rail Transit

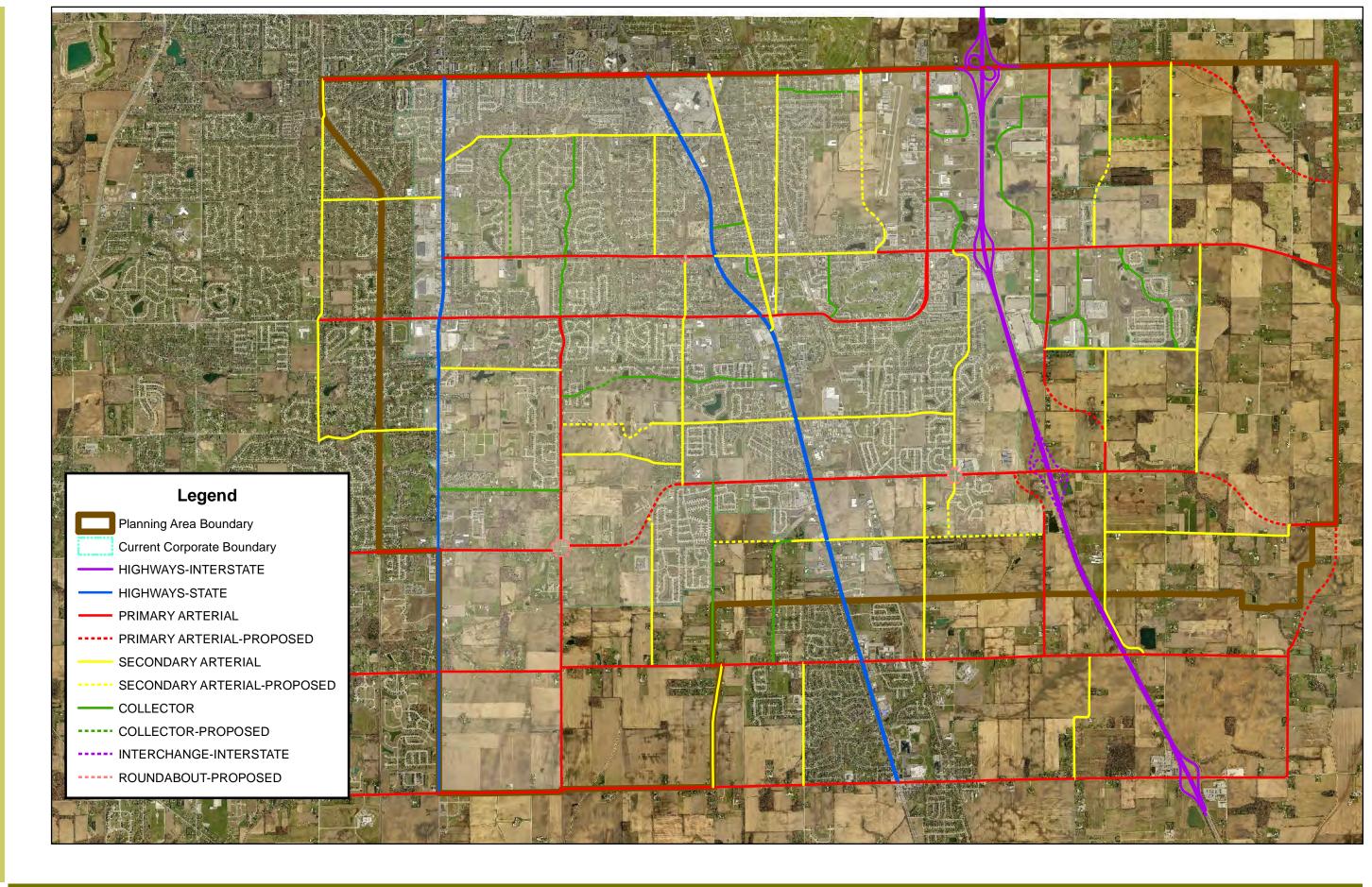
Commuter Rail

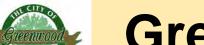
The Indianapolis Metropolitan Planning Organization's (MPO) Regional Transit Study known as "DiRecTionS" is the comprehensive plan for rapid transit in the Indianapolis region. This multi-phased plan is intended to identify the preferred alternatives for transit corridors and technologies. Phase I of the plan identified various corridor and technology alternatives while Phase II furthered prioritized these alternatives and identified various funding options. Currently, the Indianapolis MPO is entering Phase III of the plan.

In Phase II, "DiRecTionS" identified two alternatives for the south corridor which would serve the Greenwood area. Both alternatives would originate at a transit facility located in downtown Indianapolis and follow the existing rail line adjacent to Delaware Street. The first alignment would continue to follow the rail line and terminate in the vicinity of the Greenwood Park Mall. A pedestrian overpass would give riders direct access to the mall, while other stops would serve the University of Indianapolis and City of Southport. The second alignment identified in Phase II would leave the rail corridor and follow the median of U.S. 31. Stops would most likely serve commercial centers along the corridor with the final destination located in the vicinity of the Greenwood Park Mall.

With the conclusion of Phase II, the plan identified the Northeast corridor as the highest priority transit alignment. Phase III of the plan begins to address the operational and financial implementation of the

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Adopted December 17, 2012 (Resolution Number 12-17)





transit alternatives identified in Phase II. No further progress related to the "DiRecTionS" Study has been made in regard to potential commuter rail serving Greenwood. Additional inquires on regional transit and commuter rail matters should be made to the DiRecTionS Study, the Indianapolis Regional Transportation Council, and the Indianapolis Metropolitan Planning Organization.

High Speed Rail

The Midwest Regional Rail Initiative is a collaboration of nine states, including Indiana, in an effort to develop and improve passenger rail service throughout the Midwest. If developed this service would provide regional high-speed rail service to major Midwestern cities including Indianapolis. The federally designated rail corridors in Indiana are Chicago to Cleveland, Chicago to Detroit, Chicago to Cincinnati, and Indianapolis to Louisville. The Louisville Indiana Rail line which passes through Greenwood would be the dedicated rail corridor to serve Louisville. In order to serve as a high-speed rail alignment, proposed stops on route will likely be kept to a minimum. Due to its close proximity to Indianapolis, a stop in Greenwood would be unlikely. Several improvements to grade crossings and to the alignment will be required in order to accommodate the design speed of the rail line. Information on the Midwest Regional Rail Initiative is available from the Indiana Association High Speed Rail Association and the Indiana Department of Transportation.

Future Aviation Transit

Air transportation is discussed in greater detail in the City of Greenwood's Airport Master Plan, as amended from time to time. Like the 5-yr Parks & Recreation Master Plan, the Airport Master Plan should serve as the official city policy to airport development/redevelopment, operations, and maintenance activities as the airport's plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's airport.

For the purpose of this plan, the airport is represented as a physical element of the Future Land Use Plan Map, and the Future Transportation Map. These maps illustrate the relationship of this physical element to the physical land use and transportation components of this plan.

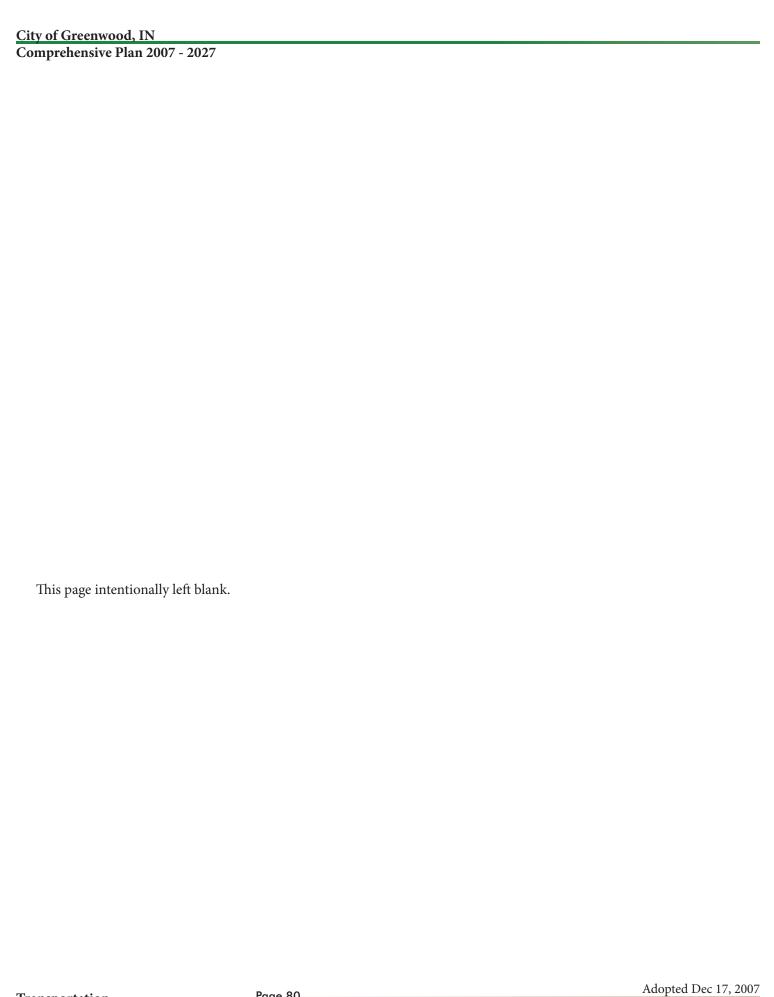
Future Bus Transit

It is anticipated that the City of Greenwood will continue to be served by public bus transit via the Indianapolis Public Transportation Authority (IndyGo) over the next 20 years. The future of ACCESS Johnson County will largely depend on the programs success in the local community.

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Transportation



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City of Greenwood Comprehensive Plan

2007 - 2027

INDIANA

SECTION SEVEN

Old Town

HNTB





Introduction

A vibrant downtown is a sign of an economically healthy and stable community. Although the role of downtown has changed in most American small towns over time, the common denominator for those that are considered successful is the ability to change with the times.

Yard sticks once used to measure the success of a central business district, such as retail activity and entertainment venues may not be the best methods for gauging success or vibrancy today.

Just as lifestyles have changed over the decades with more women in the workforce, busier schedules, smaller families, and the availability of goods and services via the Internet, so too has the retail sector changed.

At one time, downtown department stores dominated the shopping scene only to be abandoned for the suburban indoor mall as a response to the automobile and the advent of central air conditioning creating a comfortable, all-weather shopping environment. The strip center also came on the scene as schedules grew busier and customers desired a quick in and out experience. These have been followed by power centers and now the lifestyle center, which, in many ways, seeks to re-create a downtown experience.

We also have witnessed the change in housing choices over the years in response to the life cycle of individuals as well as the social and economic environment. At one point on the housing cycle our small towns featured dense, walkable, mixed-income, urban neighborhoods with a variety of choices from single-family homes to live-over-work structures.

The automobile took us through the early suburbs with WWII tract housing and the more recent single-family, gated-communities and garden apartments.

Today, even the housing market is changing in response to the desire many people have to return to traditional neighborhoods, with amenities such as neighborhood retail, trails, gathering spaces, and a porch culture that promotes social interaction.

These trends and others bode well for the future of small town downtown areas like Greenwood's Old Town.



Existing Old Town

Greenwood has always depended on Indianapolis in terms of Indianapolis' role as the focal point of state government, major retail and entertainment activities, however as a relatively densely populated area, a small downtown area emerged to meet the needs of residents and travelers to and from Indianapolis.

The area of Main and Madison saw a number of multi-story structures built to accommodate commercial activity at street level and offices or residences above. Over time, some of the structures have been lost to redevelopment efforts or other forms of demolition, such as fire or condemnation.

Today, the downtown area, or Old Town as it has become known, still boasts the community's only concentration of historic structures, maintains a mix of uses, and includes the most visible gathering spots for residents from throughout the community.

Physical Characteristics

Old Town is characterized by a mix of structures from a variety of time periods and a mix of uses from recreation to retail, housing to professional services, dining to government services and more. Some of the businesses located

in the district have become local institutions and serve as destinations for long-time residents, new arrivals, and visitors who are in-the-know.

Some of the structures in the district, especially along Madison Avenue, originally designed as homes have been converted to offices, restaurants and retail outlets. Because of the increase in traffic over the years as Madison became a major north-south arterial, these conversions have served as buffers for the neighborhoods located to the rear of the structures. They also provide walkable options for goods and services for residents of those neighborhoods.

The major streets in Old Town are relatively narrow as are many of the sidewalks. Madison Avenue has been retrofitted with a center turn lane through the district, eliminating any on-street parking opportunities and necessitating the narrow sidewalks. The east side of Madison Avenue is visually and functionally dominated by large utility poles placed within the sidewalks, narrowing them even more.

The neighborhood streets vary somewhat in design, but serve a grid pattern function well by encouraging lower speeds and connectivity within the area.

Public surface parking lots are available to visitors at no charge and are located in several areas of the district, yet lack the visibility required to promote their use.

The city has invested heavily in the Old Town area by locating facilities for police, fire, parks and recreation, as well as the Greenwood Community Center within the district.

Location

At one time, Old Town was the geographic center of Greenwood. Over time, the city has annexed to the south and east to such an extent that Old Town now finds itself in the northern and somewhat western quadrant of the city. It is located just south of the regional shopping center (Greenwood Park Mall area) and just north of the School campus on Madison Avenue.

Old Town includes the historic district and surrounding neighborhoods and is easily accessed from all directions via Main Street and Madison Avenue. While no formal boundaries exist, this plan considers the Old Town area as that part of Greenwood located roughly between Fry Road, Home Avenue, US 31, and Polk Street. Refer to the Old Town Map.

Existing Old Town







Role

Like many business districts, the Old Town area has found it necessary to redefine its role in the community over time. No longer does Old Town find itself as the center for local retail or professional services and it is no longer the local hub of nightlife or entertainment. Old Town is not currently a major attraction for tourists or the center of local government.

Today, the downtown area does serve as a cultural center for the community and is home to the only major public gathering space in Greenwood. Some government services and offices are located in the district and the

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neighborhoods have maintained their vibrancy and stability over time. Many of the businesses located in Old Town are unique destinations and locally owned and operated.

Old Town's Future

Old Town, perhaps more so than any other district in the community, has the potential to become a community icon for Greenwood. As commercial areas in other parts of the community continue to lose their local identity to that of franchise architecture and signage, Old Town maintains elements of Greenwood's past which can serve as the foundation for retooling an identity that is meaningful to current and future generations.

The future success of the Old Town district will depend on its ability to redefine its image, its assets, and Goal #1: Make Old Town a thriving and vibrant district that becomes a cultural and government destination for all of Greenwood

Goal #2: Encourage a vibrant economy for Old Town

Goal #3: Make Old Town attractive to developers

Goal #4: Beautify Old Town

Goal #5: Improve Main Street traffic flow

Goal #6: Ensure that Old Town is served by adequate, attractive, and obvious parking options

Goal #7: Establish a larger historic district in Old Town

its role in the community. In fact, the sub committee has already taken the first step in that direction by changing the long-varied spelling from updating the phrase "Olde Towne" to "Old Town" and making the application of the designation for Old Town consistent.

That sub committee of the Comprehensive Plan Steering Committee also developed several "big ideas" to help achieve the goals set for the Old Town district:

Old Town Master Plan

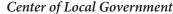
The development of a small area plan to serve as the master plan for the future development of Old Town is critical to the successful implementation of all other strategies described by this section of the plan. Because a comprehensive plan is, by definition, a broad brush stroke with a 20-yr horizon, it cannot and should not provide planning at the level required to deal with the number, type and detail of ideas required for revitalizing an area such as Old Town. Detailed land use, redevelopment site, pedestrian, programming, parking, and transportation planning will also be included in the master plan.

Center of Local Government

As the city begins to examine its options for the location of government offices, the civic commitment and feasibility of a location in Old Town should be considered, including the idea of a mixed use structure that might feature a public plaza or town green. The consolidation of city offices into an appropriate adaptive reuse or new structure that evokes the respect and dignity of local government and provides for the efficient operation of services should be criteria of this effort.

Role of the Local Government

Investments to the public infrastructure by the City of Greenwood are imperative in the community's ability to attract private investments for improvements to adjacent properties.





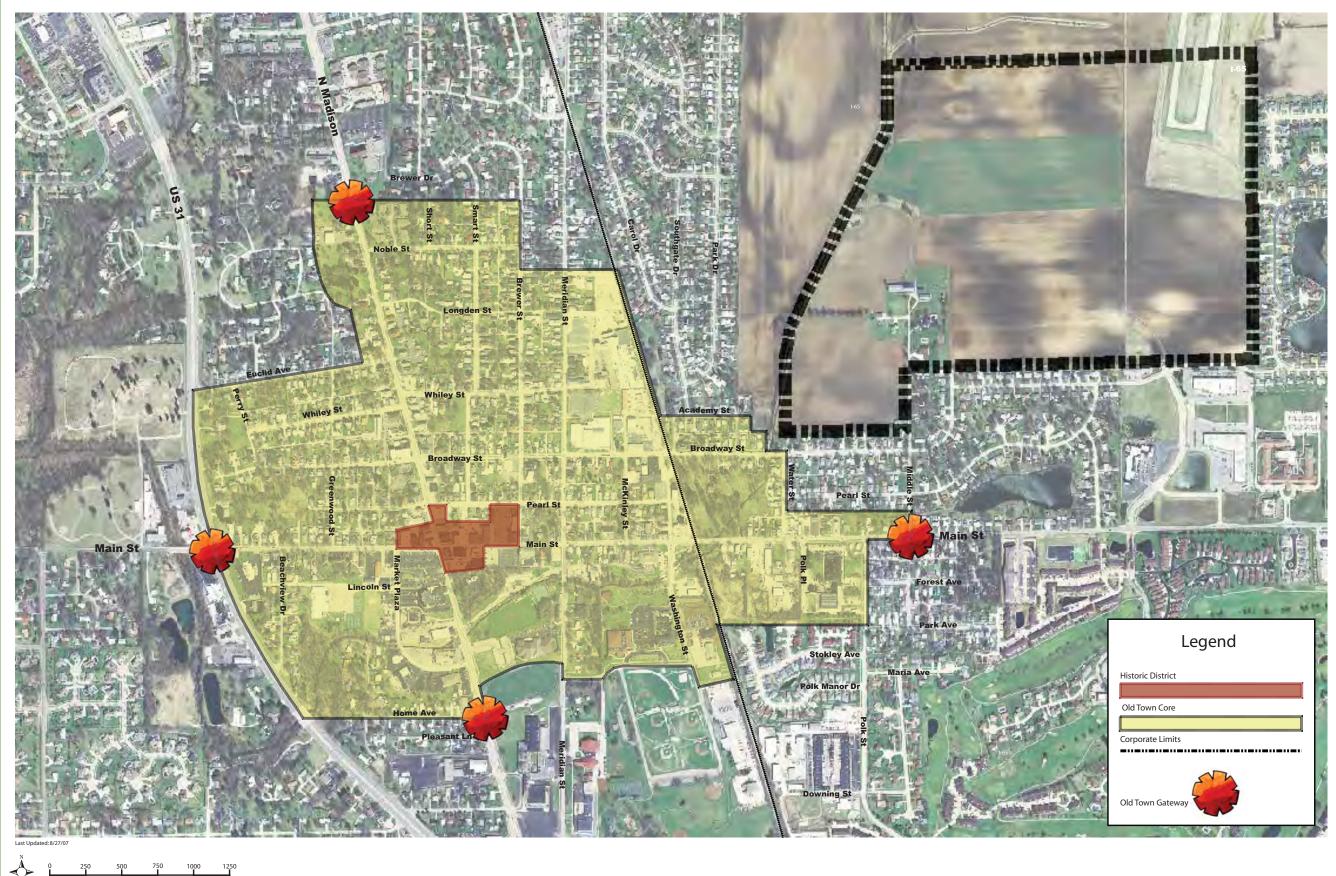
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Thus the local government should lead by example and establish programs for investing in the infrastructure of Old Town.

Market Plaza

Several ideas to redevelop the market plaza area into a local destination have been discussed. The new master plan should consider this project as a major anchor project for the revitalization of Old Town. Detailed planning due to current floodplain and floodway conditions will be required.

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City of Greenwood Comprehensive Plan

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INDIANA

SECTION EIGHT

Urban Design

HNTB





Introduction

Cities such as Greenwood implement urban design guidelines and regulations to better define a sense of place and enhance the quality of the community's built environment through the creation of a community-wide, or district

character. Typically, zoning ordinances define development standards such as setbacks, massing, sign limitations, etc. Urban design guidelines typically address level of treatment for elements such as: site layout and design, building layout and design, landscaping, signage design, traffic circulation, lighting, etc.

The city's use of relatively higher design standards in certain areas resulted in developments that reflect the character and value of the Greenwood Community; a trend that has the potential to set Greenwood apart from the other suburban communities near Indianapolis.

This section is intended to assist property owners, tenants, designers, and contractors in establishing a distinct character for the City of Greenwood through the use of elements of design and aesthetic quality, which are independent of development standards. Often confused with development standards and regulations, development guidelines allow for greater flexibility in design and construction, and can result in a better design aesthetic.

Creating and implementing design standards for private developments in newer parts of Greenwood has resulted in more aesthetically pleasing development. The city has the ability to set an example for all development within the application of urban design elements to better define community and/or district characteristics.

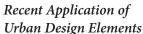
The following subsections identify the areas of the community where urban design elements should be applied as well as to describe the various levels of treatment for each urban design element.

Treatment Areas

Through this comprehensive plan planning process the City of Greenwood has determined that the following areas are appropriate for the application urban design elements. These areas include: gateways, corridors, redevelopment areas, and community focal points.

<u>Gateways</u>

A gateway is a landmark, streetscape or other area that a visitor or resident first sees when entering a community. The purpose of a gateway is to create a ceremonial entryway into the community. The motorist, bicyclist or pedestrian achieves a sense of arrival. Gateways also contribute to a strong sense of









Source: Community Based Projects, Ball State University

community identity, and provide a unique visual experience for motorized and non-motorized travelers.

Gateways take on a variety of forms. Historically they take the form of signs, sculptures, passageways or architectural embellishments. Destinations such as commercial corridors and even interstate highway interchanges can be built to create unique celebratory entry points. Some of the most common gateway applications include: pedestrian and vehicular bridges, corridors, and

Goal #1: Establish multiple focal points throughout the city that convey a sense of place and cohesiveness. Ensure that these focal points are conveniently accessible and are surrounded by publicly accessible gathering areas

Goal #2: Create publicly accessible and inviting greenspaces throughout the city and connect these spaces through and east/west network of pedestrian-friendly transportation infrastructure

Goal #3: Establish a theme that is identifiably Greenwood yet flexible enough to be incorporated into the fabric of the diverse areas of the city and still provide for the retention of a unique character

Goal #4: Establish this theme city-wide, but require that this theme be expressed in innovative ways in order to encourage diversity in the built environment

downtown gateways. Gateways can be elaborate or understated depending on the identity and the context.

The City of Greenwood does not currently have a well established network of gateways that go beyond a sign identifying a particular segment of the city. This is true for the Old Town area and the overall community. By identifying strategic locations and visually attractive design elements, the City of Greenwood can distinguish itself as unique place with strong civic pride.

Potential gateway locations have been identified in recent amendments to the Greenwood Thoroughfare Plan. Community gateways have been proposed at the following locations. Refer to the Future Transportation Map in Section 6, Transportation.

Major Gateways

- County Line Rd. and I-65
- Main St. and I-65
- Worthsville Rd. Interchange (proposed)

Prominent Entry Points

- SR 135 and County Line Rd.
- US 31 and County Line Rd.
- Madison Ave. and County Line Rd.
- Emerson Ave. and County Line Rd.
- Main St. (west of SR 135)
- Graham Rd. and County Line Rd.
- SR 135 and Stones Crossing (proposed)

Old Town

- US 31 and Main St.
- Madison north of Noble St.

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- Madison south of Home Ave.
- Main St. and Middle St.

The next steps will be to design or identify the type or form to be used to identify these gateways.

Corridors

In addition to cleaning up the visual clutter that typically aligns the major thoroughfares of suburban communities, corridor improvements are instrumental in creating efficiency in road function through the use of access management treatments setting the tone for development and redevelopment of the adjacent properties.

Access management is a set of techniques that state and local governments can use to plan for and control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes. From increasing spacing between signals and interchanges to the use of frontage roads, access management maintains the appropriate spacing of access points and the total number of access points along a primary thoroughfare. There are many benefits of access management, including:

- Reducing the potential for traffic accidents;
- Improving traffic flow;
- Improving pedestrian safety;
- Protecting the function of state highways;
- Preserving safety, capacity and efficiency; and
- Promoting orderly development of adjacent properties.

Like a gateway, a well planned corridor can achieve a sense of arrival, contribute to a strong sense of community identity, and provide a unique visual experience. The aesthetic treatment of corridors is typically accomplished by the use of Overlay Districts, similar to the city's existing I-65 Corridor Overlay District.

The City of Greenwood's transportation system includes numerous thoroughfare corridors. The use of these roadways goes beyond traffic counts and travel lanes. When transit corridors are combined with the adjacent land uses, some of these thoroughfare corridors also become commercial corridors or transitional corridors (Refer to Sections 5 & 6 of this plan). State Road 135, US 31, and to a somewhat lesser degree Madison Ave and I-65, are commercial corridors. Transitional corridors exist along SR 431, US 31 and County Line Rd. These corridors are critical to providing efficient transit; however, they can also be used to support and encourage desired development practices.

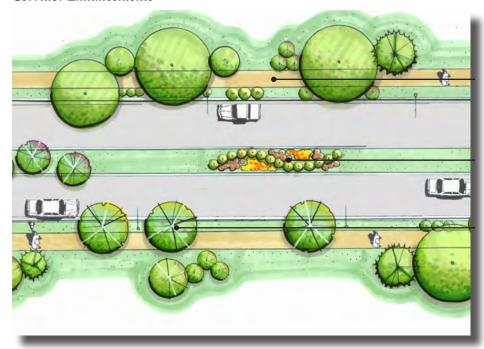
By establishing a set of guidelines for these commercial and transitional corridors, planners, agencies, engineers, and elected officials are better able to describe how to best use the space within the right-of-way to enhance the appearance and function of Greenwood's corridors. For example, there are a number of aesthetic treatments which can be used to improve and define the street edge and access points. This includes, but is not limited to:

- Raised medians.
- Landscape treatments,
- Pedestrian treatments,
- Ornamental lighting,
- Intersection treatments,
- A gateway system,
- · Wayfinding signage, and

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Trail crossing segments

Corridor Enhancements

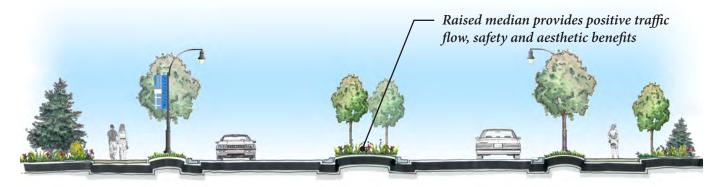


Multi-use corridor trail separated from roadway with 8' planted utility strip

Planted median creates continuity throughout corridor

Enhancements including street trees and decorative street lights tie the corridor together

Raised Median



Redevelopment Areas

Redevelopment areas, such U.S. 31 and SR 135 corridors, present an opportunity to incorporate urban design elements which are desirable to the Greenwood community. There is typically an attempt to retrofit what was more than likely a single large use through the creation of a mixed use, transit-oriented development that will result in a more compact urban form in a strategically located area of the community. This is in response to the trend towards Lifestyle Centers. Refer to Section 2, Trends for additional information on Lifestyle Centers and mixed-use developments.

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Community Focal Points

In general, community focal points consist of outdoor "rooms" or distinctive "places" accessible to the public which further enhance the quality and enjoyment of the pedestrian environment.

To lead by example, the City of Greenwood should employ the use of the following urban design elements by incorporating them into the design of any and all public gathering spaces, or other community focal points.

Level of Treatment

Preference for a particular level of treatment will vary from project to project, area to area. Each development or redevelopment proposal should include thoughtful consideration with respect to the desired level of treatment for the following design elements.

Site Design & Layout

In addition to traffic circulation and access, site design and layout has historically included the identification of lot size, setbacks, and the physical placement of the building on the site in relationship to the street and parking. Parking, which is typically located in front of the building, can be moved to the side or the rear to better connect the structure, pedestrian, and street.

Traffic circulation typically depends on traffic counts and the number of travel lanes. Conversely, access management involves the implementation and control of roadway design elements in order to allow for safe and efficient access to property while preserving the traffic movement function of the city's transportation system.

Proper access management can preserve the efficiency of a corridor, reduce congestion, minimize traffic accidents, while providing for an aesthetic appeal that measures taken to provide for adequate traffic circulation cannot. Access management involves the physical layout, operations and institutional control of a roadway. Access management design elements typically include:

- Raised medians,
- Continuous two-way left turn lanes,
- Traffic signal spacing,
- Unsignalized access spacing,
- Roundabout intersections,
- · Auxiliary lanes, and
- Driveway design, including shared driveways

Lighting

Lighting features are a necessary component of any outdoor space. A single design concept can help achieve a cohesive character.

In order to create a theme along the city's corridors, lighting poles and fixtures need to take on a consistent style. Special attention should be given to the type of fixture used in order to prevent light from spilling onto adjacent properties, and creating light pollution.

<u>Signage</u>

Signage design guidelines have historically related to the type, size, and location of all proposed signs. One example of a type of sign is wayfinding signage. Wayfinding signage typically includes a system of freestanding vehicular and pedestrian scaled wayfinding signs and pole mounted ornamental street signs that enhance the image of the city in addition to conveying important information to the reader. Individual destinations are

typically publicly owned and located within the community's jurisdiction.

Landscaping

Well designed and maintained landscaping often provides the biggest impact with the least amount of cost. Coupled with signage and lighting, landscaping can create a unified theme for a corridor, a system of gateways, a redevelopment area, or a public gathering space. The restoration or preservation of existing native vegetation, including large specimen trees and shrubs will give the landscaping a more natural, moderate level of treatment. Ornamental trees and shrubs in combination with flowering perennials in areas of special interest can create an

impact that may be interpreted as moderate or aggressive. Landscaping standards typically cover greenway landscaping, street landscaping, building perimeter landscaping, parking lot landscaping (interior and perimeter), building perimeter landscaping,

Building Design & Layout

Building design guidelines have historically focused on the buffering of such things as loading/unloading areas, refuse areas, and HVAC equipment.

Building layout guidelines have historically focused on the structures relationship to other buildings and the orientation of the structure to support the street. Without Architectural Design Standards



With Architectural Design Standards



<u>Pedestrian Facilities & Amenities</u>

Pedestrian facilities are likely to include multi-use paths and pedestrian crossings. Multi-use paths create safer alternatives for bicyclists, while allowing room for pedestrians. Multi-use paths can be exist on their own, or in conjunction with a roadway. Off-street, multi-use paths are often referred to as greenways.

In areas with such large volumes of traffic, pedestrian crossing should be wider and constructed out of a different material than the roadway. The effect of this type of treatment is two-fold. First, motorists tend to slow down when the surface they are traveling on is interrupted. Second, it raises the level of importance of the pedestrian in the area where the treatment is applied. Under the most ideal of circumstances, bike and pedestrian facilities should be separated from the roadway by a grass buffer strip. This treatment provides the pedestrian with a greater sense of security, further increasing the feasibility and desirability for non-motorized travel.

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Pedestrian amenities typically include benches, trash receptacles, drinking fountains, and bike racks. While they are often not considered as standard enhancements, such as access management, landscaping, signage and lighting) every attempt should be made to incorporate pedestrian amenities that compliment the other urban design elements of an area. This is typically where the construction and planting materials palette play the largest role.

Construction & Planting Materials Palette

A simple and complimentary palette can make a statement through the use of colors and textures. A change in pavement material can have the

effect of heightening motorists awareness of the presence of pedestrians providing for a much safer environment for non-motorized transportation.

Pedestrian-friendly Pavement



The following pages contain images illustrating sample treatments, ranging from minimal to aggressive, for a number of urban design elements discussed above.

Architectural Design Treatment

Minimal to moderate



Moderate



Moderate to aggressive



Minimal



Moderate



Aggressive



Minimal



Moderate



Aggressive



Greenway Treatment

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Minimal



Moderate



Aggressive



Minimal



Moderate



Aggressive



Minimal



Moderate



Aggressive



Building Perimeter Treatment

Minimal



Moderate



Aggressive



Minimal to moderate



Minimal to moderate



Aggressive



Parking Lot Landscaping Treatment

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City of Greenwood Comprehensive Plan

2007 - 2027

SECTION WINE

Public Facilities

HNTB





Introduction

Many of the existing and future public facilities within the City of Greenwood are guided by capital improvements plans, such as the Airport Master Plan or the Parks and Recreation Master Plan. Because these smaller sub-area, or departmental plans are updated more frequently, the intent of this Section is to relate the most relevant public facilities to the guiding principles, vision, goals and objectives for future growth and redevelopment in and around the City of Greenwood.

In addition to the city's thoroughfare system, the most applicable public facilities are the city's parks & recreation system, the Greenwood Municipal Airport and the city's sanitary sewer system. Each of these is directly related to either the city's existing and future land uses and/or transportation system. Each of the following plays an important role in the future growth and development of the City of Greenwood.

In order to continue to maintain and expand its services, the City of Greenwood will need to make improvements to existing facilities while adding additional acreage and facilities to its inventory. Therefore, this Section, also includes a table identifying the short, mid and long-term needs with respect to the acquisition of land.

Existing Public Facilities

The city's existing public facilities serve as a baseline and future guide for the continued maintenance and expansion of public services and facilities throughout the City of Greenwood's jurisdictional area.

Existing Parks & Recreation (including trails)

Parks, recreation, open space and trails are discussed in greater detail in the City of Greenwood's 5-yr Parks & Recreation Master Plan, as amended from time to time. The master plan should serve as the official city policy to guide park and recreation goals and objectives. The plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's parks and recreation system.

For the purpose of this plan, existing park and recreation facilities (including existing trails) are represented as physical elements of the Existing Land Use Map, Future Land Use Map, and the Future Transportation Map. These maps illustrate the relationship of these physical elements to the physical land use. Refer to Sections 5 and 6, respectively.

Existing Aviation

The Greenwood Municipal Airport serves Johnson County and the Indianapolis region as a public general aviation facility. Currently the airport provides charter/commuter air service as well as flight lessons, airplane maintenance, hanger and airplane rental, and other pilot services. The existing runway has a length of 4,917 ft.

Existing Sanitary Sewer

Johnson County is served primarily by private septic systems and municipal sanitary sewer systems. The use of private septic systems was banned for all major subdivisions through the county subdivision Existing Parks, Open Spaces & Trails







regulations in the late 1980s. As a result, the use of these sanitary sewer disposal systems is limited primarily to rural areas and older suburban neighborhoods.

The City of Greenwood owns, operates, and maintains a sanitary sewer system providing service to customers within the corporate limits as well as portions of Pleasant and White River Townships. The existing system provides service to approximately 15,000 residents within the corporate boundaries and another 7,000 (approx.) customers in unincorporated areas, primarily White River Township. The city's existing sanitary sewer system extends past the corporate limits and extraterritorial jurisdiction to the east covering the eastern half of the planning area boundary (refer to the Eastside Interceptor Sewer Map on the following pages). It does not, however, extend all the way to the southern portion of the planning area boundary. Sanitary sewer is only available as far south as Stones Crossing Rd.

Existing Administrative Offices and Facilities

Currently, the City of Greenwood's administrative offices and related facilities are distributed throughout the entire community. The mayor's office, clerk-treasurer and human resources are located off of N. Madison Avenue within Old Town. The city attorney, engineering, planning, and city operations currently lease space off of Emerson Avenue near the I-65 Interchange. Information technology, the police department and the parks and recreation department are located along Surnia Way. This physical separation of government offices/departments has the ability to create inefficiencies in the delivery of governmental services.

Future Public Facilities

As the City of Greenwood continues to grow and expand, additional public facilities will need to be added to the city's inventory. The city is quickly outgrowing a number of it's existing public facilities. Therefore, the following are short to long-term recommendations for Parks & Recreation, the Greenwood Municipal Airport, and the city's sanitary sewer system.

Future Parks & Recreation (including trails)

Parks, recreation, open space and trails are discussed in greater detail in the City of Greenwood's 5-yr Parks & Recreation Master Plan, as amended from time to time. The master plan should serve as the official city policy to guide park and recreation goals and objectives as the plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's parks and recreation system.

For the purpose of this plan, future park and recreation facilities (including existing trails) are represented as physical elements of the Future Land Use Map, and the Future Transportation Map. These maps illustrate the relationship of these physical elements to the physical land use and transportation plans. Refer to Sections 5 and 6, respectively.

Future Aviation

The volume and nature of future air traffic will undoubtedly impact the future development and/or redevelopment of the properties surrounding the Greenwood Municipal Airport.

Air transportation is discussed in greater detail in the City of Greenwood's Airport Master Plan, as amended from time to time. Like the 5-yr Parks & Recreation Master Plan, the Airport Master Plan should serve as the official city policy to airport development/redevelopment, operations, and maintenance activities as the airport's plan provides a comprehensive framework for meeting the needs, challenges, and opportunities concerning the city's airport.

For the purpose of this plan, the airport is represented as a physical element of the Future Land Use Plan Map, and the Future Transportation Map. These maps illustrate the relationship of this physical element to the physical land use and transportation components of this plan.

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Future Sanitary Sewer

The expansion of sanitary sewer into the Developing City, and the Area of Interest have been met for the short-term. Refer to Section, 5, Land Use and the Growth & Redevelopment Segments Map for additional explanation of the Established City, Developing City, and the Area of Interest.

The City of Greenwood's sanitary sewer system has the capacity to serve the area east of the Established City. The City will need to extend its sanitary sewer system into the southern segment of the Area of Interest. Sewer limitations in this segment of the planning area boundary will likely result in a slower rate of growth south of the current City of Greenwood as opposed to the more immediate growth east of the city.

Future Administrative Offices and Facilities

It is a goal of the City of Greenwood to acquire, designate and use an adequate amount of land so as to centrally locate the appropriate administrative offices and facilities to (a) improve efficiencies in the delivery and coordination of city services, and (b) to designate Old Town as a destination for public services and amenities.

Property Acquisition

There are a number of city facilities which will need to be considered during discussions about land acquisition over the next 5, 10, and 20 years. The table below identifies a project, the approximate number of acres the city should look to acquire, and the type of facility needed.

Public Facility Acquisition Table		
Project	Public Facility Type	
Park Land	As identified by the 5-Yr Parks & Recreation Master Plan	
Greenways/Trails	The identified by the 3-11 Furito & Recevation Master Figure	
New City Building	There is a need for new government offices and meeting space. The most desirable location would be a site within Old Town.	
New Fire Station (No. 5)	There is a need for a new Public Safety Facility in the far southeast are of the city	
New Public Works Sanitation Garage	A new Public Works Office, including meeting space, to be located at a new location, or rebuilt in the existing location	
New Flood Control Facility	Either as new construction in a different location, or as reconstruction in the existing location, there is a need for a new flood control facility within the city's northeast quadrant. There is potential for this facility to also serve as a park facility. There is an additional need for a satellite facility towards the eastern boundary of the planning area.	
Commuter Rail Transit Facility	A commuter transit/train hub is appropriate along the train tracks.	
City Green/Town Square/Plaza	Open Space surrounded by a mix of uses. The most appropriate location would be somewhere within Old Town.	
Police Headquarters	There is a need to either expand the existing headquarters, or to build a new police headquarters.	
City Court & Probation Department	There is a need to expand the City's court and probation department.	

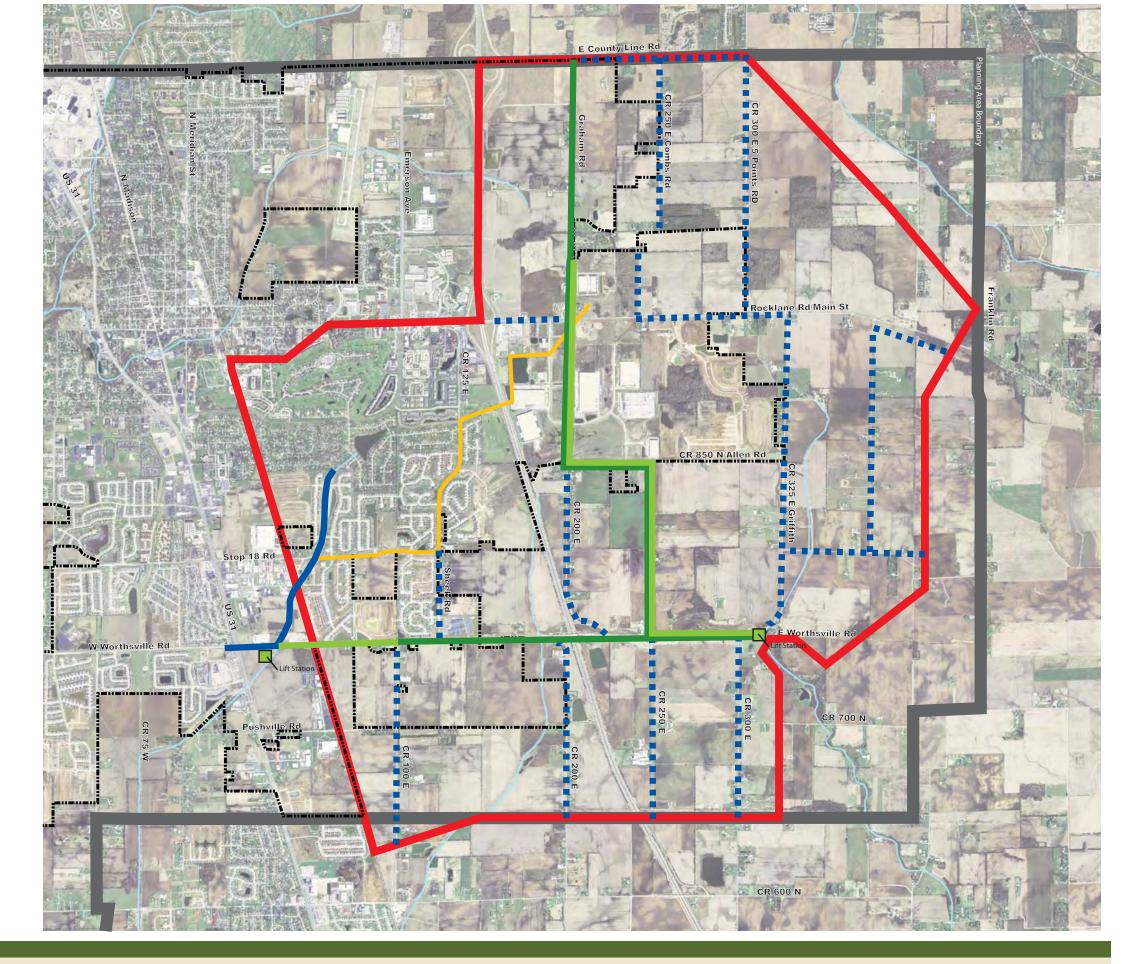
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Public Facilities

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Legend		
Corporate Limits		
Planning Area Boundary		
Sewer Service Area Boundary		
Existing Sewer		
Potential Sewers		
Force Main		
Interceptor Gravity Sewer		
Sewer by Others		







Adopted Dec 17, 2007 (Resolution No. 07-1)



City of Greenwood Comprehensive Plan

2007 - 2027

INDIANA



Strategic Action Plan

HNTB





Introduction

As the name suggests, plan implementation will involve the active implementation of the planning strategies chosen by the community. Although some action steps identify others as responsible parties, the ultimate responsibility of implementing the plan rests on the Greenwood Advisory Plan Commission. The Greenwood Advisory Plan Commission will oversee implementation of projects and programs outlined in the various short-term strategic action steps, as well as develop additional action steps with each revision of the plan. The Greenwood Common Council and Board of Public Works & Safety will also play key roles in funding and implementing civic elements of this plan.

The successful implementation of this plan rests with the day-to-day decisions made by the Greenwood Advisory Plan Commission and its staff. By enabling decision makers to make informed decisions about the present and future state of the City of Greenwood, city officials are better able to shape the community in a way that is consistent with the community's desired vision of the future.

Action Plan Components

The comprehensive plan strategic action steps include the following components for plan implementation: title of the action, description, responsible parties, potential funding sources, priority and to which goal(s) each action step is associated with.

Action steps which have been identified as having a short-term priority should be accomplished within the first five years of this plans planning horizon. Action steps which have been identified as having a mid to long-term priority should be accomplished within five to 10, and 10 to 20 years, respectively. Some action steps will be on-going. The priority of each action step was determined based on necessity, urgency, and feasibility of each project.

Below are tables which identify the appropriate responsible party or parties, potential funding sources, and priority level for each of the applicable goals and objectives outlined in Section 4.

Land Use Action Steps

Applicable Goal(s): Land Use Goals 1, 4 and 5

Title: Land Acquisition		
Description: consider the need to acquire new land, structures, or leasable space to maintain and improve the services offered by city government.		
Responsible Party(ies): City Council, Governmental departments		
Potential Funding Source(s): City general funds, departmental budgets	Priority: on-going	
Applicable Goal(s): All Land Use Goals.		

Title: Streamline the application submittal and review processes Description: Develop application and waiver forms which are uniform in their content and direction to the user Continue to post pertinent information (links to contact information, forms, meeting dates, deadlines, etc) on the city's website Responsible Party(ies): Plan Commission Potential Funding Source(s): Plan Commission budget, and/or City general funds Priority: on-going

Title: Neighborhood Stabilization	
Description:	
Discourage full conversion of single-family homes to commercial along Main Street. Instead, encourage residential business/home occupations that maintain the residential character of the home	
Responsible Party(ies): Planning Staff, Plan Commission and City Council	
Potential Funding Source(s): Priority: On-going	
Applicable Goal(s): Land Use Goal 1	

Title: Extension of Public Facilities and Services Description: Develop and maintain a comprehensive, coordinated 5-yr Capital Improvement Program (CIP) Consider any additional needs for fire and police protection within the Developing City and/or the Area of Interest Responsible Party(ies): Potential Funding Source(s): Priority: Short-term Applicable Goal(s): Land Use Goal 2

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Title: Zoning & Subdivision Control Ordinance Revisions

Description:

- Allow for a mix of land uses, specifically neighborhood commercial uses within mixed-use, master planned communities
- Allow new institutional uses to develop within residential or commercial districts, but with development standards that will protect local street networks from excessive use and be sensitive to adjacent land uses
- Maintain an advanced manufacturing industrial zoning classification to promote the development of this type of use.
- Prohibit "spot zoning"
- Discourage "leap frog" development
- Adopt regulations necessary to maintain high quality construction and design standards.
- Adopt architectural design standards and guidelines for all franchise establishments within the city's growth and redevelopment areas
- Require the incorporation of trails and other public amenities for all new development, and when feasible, redevelopment along roads, the perimeter of residential neighborhoods, along waterways, etc., consistent with the direction of the Greenwood Park & Recreation 5-yr Master Plan.
- Encourage development of additional housing types such as townhouses, live over work and elderly housing

Responsible Party(ies): Planning staff, Plan Commission, City Council, and if necessary the Redevelopment Commission

Potential Funding Source(s): City general fund

Priority: Short-term

Applicable Goal(s): All Land Use Goals

Title: Restoration, Protection & Maintenance of Riparian Corridors

Description:

- Create development standards that preserve the high quality environmental features
- Establish a program for the restoration, operation and maintenance of the community's riparian corridors
- Consider creating a theme, through signage, to give a cohesive feel for each corridor

Responsible Party(ies): Board of Public Works, Parks Department, Planning Staff, Area Extension

Potential Funding Source(s): Priority: Short-term

Applicable Goal(s): Land Use Goal 3

Title: Corridor Overlay Districts

Description:

- Identify additional corridors which would benefit from overlay district regulations
- Adopt corridor overlay district regulations for signs, lighting, accessibility standards, and building materials appropriate to each identified corridors

Responsible Party(ies): Planning Staff, Street Department(s), Plan Commission, City Council

Potential Funding Source(s): Priority: Mid-term

Applicable Goal(s): Land Use Goals 1 & 2

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Title: Annexation		
Description: Officially adopt a voluntary annexation strategy.		
Responsible Party(ies): Planning Staff, Plan Commission, and City Council		
Potential Funding Source(s): N/A Priority: Mid-term		
Applicable Goal(s): Land Use Goal 1		

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Transportation Action Steps

Title: Design Guidelines		
Description: Establish design guidelines and a design review board to administer a set of architectural requirements to promote development which reflects community identity and prevents "Anywhere, USA" development.		
Responsible Party(ies): Plan Commission, Planning Staff		
Potential Funding Source(s): City general fund and/or State Planning Grants	Priority: Short-term	
Applicable Goal(s): Transportation Goal 1		

Title: Overlay Zones		
Description: Develop corridor overlay zones to protect mobility and accessibility standards along selected arterials		
Responsible Party(ies): Plan Commission and Planning Staff		
Potential Funding Source(s): N/A Priority: Short-term		
Applicable Goal(s): Transportation Goal 1		

Title: Corridor Enhancement Projects		
Description: Engage in corridor enhancement projects for the primary gateway corridors identified in the transportation plan.		
Responsible Party(ies): City Council/Mayor, Street Department, Plan Commission, Redevelopment Commission		
Potential Funding Source(s): Tax Incremental Financing Revenue, Transportation Enhancement Funds	Priority:	
Applicable Goal(s): Transportation Goal 1		

Title: Streetscape Design		
Description: Develop consistent streetscape design standards and incorporate them into the subdivision control ordinance.		
Responsible Party(ies): Plan Commission, City Council/Mayor, Planning Staff, Street Department		
Potential Funding Source(s): City general fund	Priority: Short-term	
Applicable Goal(s): Transportation Goal 1		

Title: Zoning Ordinance Revisions		
Description: Revise the zoning ordinance to permit the reduction of parking requirements for commercial uses with pedestrian connections to residential areas or other adjacent commercial uses to promote shared parking, reduce congestion, reduce air and water pollution, and reduce the amount of impervious surfaces.		
Responsible Party(ies): Plan Commission, Planning Staff, City Council		
Potential Funding Source(s): City general fund Priority: Short-term		
Applicable Goal(s): Transportation Goal 1		

Title: Traffic Impact Studies		
Description: Incorporate traffic impact study requirements/guidelines into the subdivision control ordinance		
Responsible Party(ies): Plan Commission, Planning Staff, City Council/Mayor		
Potential Funding Source(s): City general fund Priority: Short-term		
Applicable Goal(s): Transportation Goal 1		

Title: I-65 Interchange Study	
Description: Engage in a feasibility study for a new I-65 interchange at Worthsville Rd.	
Responsible Party(ies): Plan Commission, City Council/Mayor	
Potential Funding Source(s): Indianapolis MPO, Johnson	Priority: Short-term
County, City general fund	
Applicable Goal(s): Transportation Goal 1	

Title: INDOT Coordination regarding SR 135		
Description: Work with INDOT to address SR 135 issues related to improved streetscape/design, excessive curb cuts and traffic congestion		
Responsible Party(ies): Street Department(s), Plan Commission, Planning Staff		
Potential Funding Source(s): INDOT Demonstration Project (for access management) Priority: Short to mid-term		
Applicable Goal(s): Transportation Goal		

Title: Transportation Plan		
Description: Develop and adopt a long range transportation plan consistent with future land use shown in Comprehensive Plan.		
Responsible Party(ies): Plan Commission, Planning Staff		
Potential Funding Source(s): City general fund	Priority: Short-term	
Applicable Goal(s): Transportation Goal 2		

Title: Roadway Classification	
Description: Before development occurs, ensure appropriate roadway classification is provided to meet the demands of future growth.	
Responsible Party(ies): Plan Commission, Planning Staff	
Potential Funding Source(s): N/A	Priority: On-going
Applicable Goal(s): Transportation Goal 2	

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Title: MPO Coordination		
Description: Provide MPO with current transportation plans (Thoroughfare / Bicycle / Pedestrian) for incorporation		
into regional transportation plans.		
Responsible Party(ies): Planning Staff		
Potential Funding Source(s): N/A	Priority: On-going	
Applicable Goal(s): Transportation Goal 3		

Title: MPO Notification		
Description: Notify the MPO of current or planned improvements to the transportation system for input into the		
regional air quality model.		
Responsible Party(ies): Planning Staff		
Potential Funding Source(s): N/A	Priority: On-going	
Applicable Goal(s): Transportation Goal 3		

Title: Regional Planning		
Description: Continue to monitor MPO regional planning activities.		
Responsible Party(ies): Planning Staff, City Engineer		
Potential Funding Source(s): N/A	Priority: On-going	
Applicable Goal(s): Transportation Goal 3		

Title: IRTC Regional Planning Meetings		
Description: Attend IRTC meetings concerning regional technical and policy decisions.		
Responsible Party(ies): City Engineer – Technical, Mayor – Policy		
Potential Funding Source(s): N/A Priority: On-going		
Applicable Goal(s): Transportation Goal 3		

Title: Transportation & Land Use		
Description: Promote the concurrency of transportation and land use planning, specifically when major development is anticipated.		
Responsible Party(ies): Plan Commission, Planning Staff		
Potential Funding Source(s): N/A	Priority: On-going	
Applicable Goal(s): Transportation Goal 3		

Title: Signage Plan		
Description: Develop a theme and related signage for trails identified in the trail plan.		
Responsible Party(ies): Greenways of Greenwood, Tourism Bureau		
Potential Funding Source(s): Transportation	Priority: Short-term	
Enhancement funds, City general fund		
Applicable Goal(s): Transportation Goal 4		

Title: Sidewalk Requirement		
Description: Update sidewalk and pathway requirements for residential and commercial development, encourage		
sidewalks and multi-use trails for new industrial development where appropriate.		
Responsible Party(ies): Plan Commission, Planning Staff, City Council/Mayor		
Potential Funding Source(s): City general fund	Priority: Short-term	
Applicable Goal(s): Transportation Goal 4		

Title: Bike Lanes		
Description: Update ordinance regulations to require bicycle lanes and/or trails in new road design and in the redesign / expansion of existing roadways in accordance with the bicycle / pedestrian plan.		
Responsible Party(ies): Plan Commission, Planning Staff, City Council/Mayor		
Potential Funding Source(s): City general fund, Transportation Enhancement program, Parks & Recreation fund, DNR Recreational Trails Grant	Priority: Short-term	
Applicable Goal(s): Transportation Goal 4		

Title: Transit Facility		
Description: Monitor ongoing MPO transit studies in regard to the future location and development of a regional transit facility, specifically a facility at the Arvin Redevelopment site.		
Responsible Party(ies): City Council / Mayor, Plan Commission, Redevelopment Commission		
Potential Funding Source(s): N/A	Priority: Mid to long-term	
Applicable Goal(s): Transportation Goal 4		

Title: Reference the Comprehensive Plan		
Description: Evaluate access and transportation impacts in terms of the Comprehensive Plan, and not on the basis of isolated, individual developments.		
Responsible Party(ies): Plan Commission, Planning Staff		
Potential Funding Source(s): N/A	Priority: Short-term	
Applicable Goal(s): Transportation Goal 4		

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Title: Traffic Calming

Description: Recommend traffic calming devices in appropriate locations (crosswalks, roundabouts, medians, etc.) during preliminary subdivision review.

Responsible Party(ies): Planning Staff

Potential Funding Source(s): N/A Priority: On-going

Applicable Goal(s): Transportation Goal 5

Title: Shared Driveways & Parking

Description: Revise subdivision control ordinance to require shared driveways / parking lots and frontage roads along arterials.

Responsible Party(ies): Plan Commission, Planning Staff, City Council/Mayor

Potential Funding Source(s): City general fund Priority: Short-term

Applicable Goal(s): Transportation Goal 5

Title: Subdivision Street Patterns

Description: Provide incentives for new subdivision streets to be designed on a grid pattern (but respecting topography) to promote connectivity.

Responsible Party(ies): Plan Commission, Planning Staff, City Council/Mayor

Potential Funding Source(s): N/A Priority: On-going

Applicable Goal(s): Transportation Goal 5

Title: Access Management Decisions

Description: Assure that access decisions are not made in reference to only one land use development, but consider future plans and the design of the entire corridor.

Responsible Party(ies): Plan Commission, Planning Staff

Potential Funding Source(s): N/A Priority: On-going

Applicable Goal(s): Transportation Goal 5

Title: Street Width

Description: Reduce street widths in order to reduce speed, except for those that provide regional connectivity such major arterials, interstates, and state highways. Implement via amending subdivision control ordinance.

Responsible Party(ies): Plan Commission, Planning Staff

Potential Funding Source(s): N/A Priority: Short-term

Applicable Goal(s): Transportation Goal 5

Old Town Action Steps

Title: Old Town Small Area Plan

Description: The development of a small area plan to serve as the master plan for the future development of Old Town is critical to the successful implementation of all other strategies described by this section of the plan. This small area plan/study should address the following:

- Old Town Streetscapes: Work with a consultant to develop plans for streetscapes on major corridors, which will include on-street parking, landscaping, traffic calming, lighting and other amenities; Move sidewalks away from street by creating a landscaped buffer; Widen sidewalks; Create landscaped median; Create interrupted on-street parking; Lower "eye-line"; and Study moving utilities underground
- Public Gathering Spaces/Town Square: Create a functional greenspace for public gathering near the center
 of Old Town; Create room for functional greenspace at the intersection of Main & Madison; Develop an Lshaped commercial or government center to border the greenspace; and Create parking behind commercial
 center
- Pedestrian Friendly Traffic Patterns/Crosswalk Design: Reduce congestion at the intersection of Main & Madison; Reduce speed and perceived risk by pedestrians; Study the advisability of a westward one-way street for Main St, complimented by a market plaza bypass; and Integrate the design of the crosswalks to match the design of the sidewalks to create the visual and subconscious impression that pedestrian traffic is more important than vehicular traffic
- Downtown Gateways: Create recognizable themed gateways near northern Madison at the two-lane expansion point and E Main St. at the intersection of Polk and Main
- Parking Plan: Clean, re-mark, re-sign, and resurface city lots; Identify new lots; and Create wayfinding "theme"
- Market Plaza Redevelopment: Mitigate flood plain designation by available means; Create legal environment standards that attract developer to area; Mandate mix of residential, commercial, greenspace and parking; Establish pedestrian connections to Town Square; and Plan for a potential bypass
- Flood Control: Study control for Pleasant Creek in order to promote development and Create waterway greenway; and Create recreational area
- Old Town as the Center of City Government: Concentrate local government services, offices, and operations in the Old Town area.

Responsible Party(ies): Greenwood Plan Commission, Street Department, local merchants, Parks & Recreation Department, Redevelopment Commission, Chamber of Commerce, Citizen Groups, Consultant				
Potential Funding Source(s): Plan Commission budget, State Planning Grants, JC Community Foundation, City general fund, Corporate Sponsorships, Main Street Association, Old Town Association, TIF funds, Parks & Rec budget,				
Applicable Goal(s): All Old Town Goals				

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Title: Market Old Town

Description:

- Officially drop the "e" from "Olde Towne"
- Create publicity and activity around the name change
- Create publicity and activity around revitalization projects
- Promote Old Town to developers and merchants

Responsible Party(ies): Redevelopment Commission, Old Town Association, and Greenwood Chamber of Commerce

Potential Funding Source(s): RDC, City General Fund and/or Tax Incremental Financing

Priority: Short to mid-term

Applicable Goal(s): All Old Town Goals

Title: Citizen Based Leadership

Description: Create a citizen based, volunteer group to provide guidance, innovation, motivation and accountability for the Old Town redevelopment

Responsible Party(ies): City Council and Mayor

Potential Funding Source(s): N/A

Priority:

Applicable Goal(s): All Old Town Goals, & Urban Design Goal 1

Title: Redevelopment Financing

Description:

- Create an Old Town TIF district
- Research and apply for appropriate private, state and federal grants to assist with additional financing of the redevelopment of Old Town

Responsible Party(ies): City Council and Mayor

Potential Funding Source(s):

Priority: Short-term

Applicable Goal(s): All Old Town Goals, & Urban Design Goal 1

Urban Design Action Steps

Title: Flood Control Description:

• Study control for Pleasant Creek in order to promote development and Create waterway greenway

• Create recreational area

Responsible Party(ies): Parks

Potential Funding Source(s): Federal Government | Priority: Medium-term / Long-term

Applicable Goal(s): Urban Design Goals 2 and 3

Title: Crosswalk Design

Description: Integrate the design of the crosswalks to match the design of the sidewalks to create the visual and subconscious impression that pedestrian traffic is more important than motor traffic

Responsible Party(ies):

Potential Funding Source(s): Tax Incremental Financing, | Priority: Short-term / Mid-term

grants

Applicable Goal(s): Urban Design Goal 1

Title: Center of City Government			
Description: Concentrate local government services, offices, and operations in the Old Town District			
Responsible Party(ies): Elected officials and City Government			
Potential Funding Source(s): Bonds Priority: Short-term			
Applicable Goal(s):			

Title: Citizen Based Leadership Description: Create a citizen based, volunteer group to provide guidance, innovation, motivation and accountability for the Old Town redevelopment Responsible Party(ies): City Council and Mayor Potential Funding Source(s): N/A Applicable Goal(s): Urban Design Goal 1

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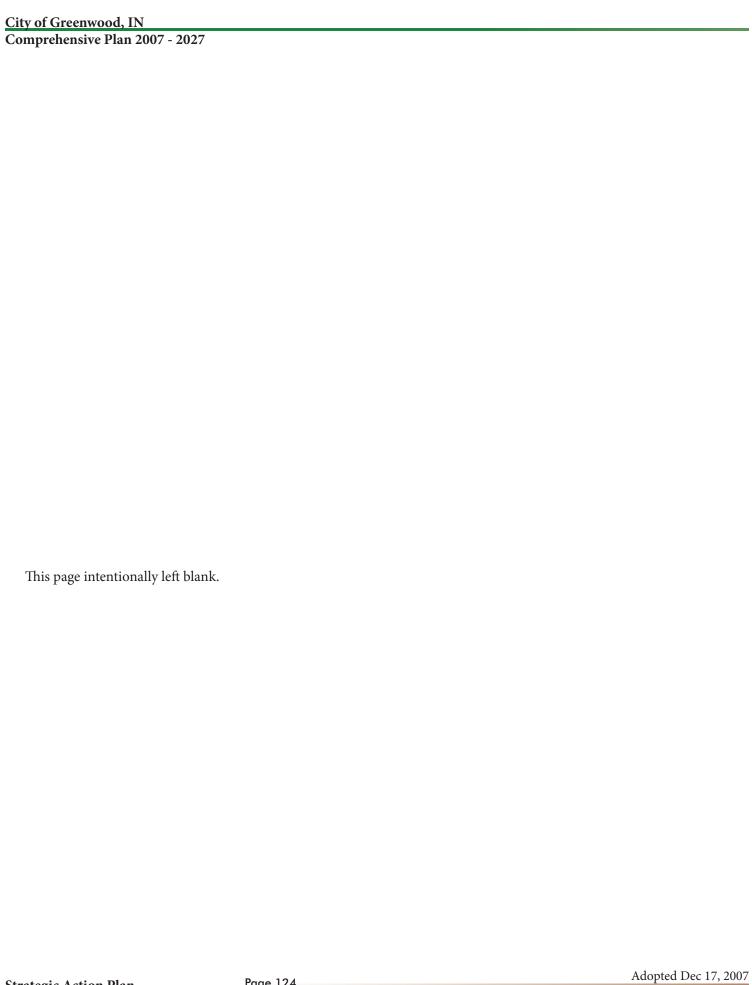


Title: Redevelopment Financing

Description:

- Create an Old Town Tax Incremental Financing district
- Research and apply for appropriate private, state and federal grants to assist with additional financing of the redevelopment of Old Town

Responsible Party(ies): City Council and Mayor, RDC		
Potential Funding Source(s):	Priority: Short-term	
Applicable Goal(s): Urban Design Goal 1		



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City of Greenwood Comprehensive Plan

2007 - 2027

APPEADIX A

Public Participation

HNTB





Introduction

Comprehensive planning requires that communities develop and document guiding principles, goals, and objectives for the community's future development. Greenwood residents and business owners contributed extensively to this comprehensive planning process by identifying the issues that were important to them and providing the consulting team with future recommendations. In their approach to consensus building, representatives and officials of the City of Greenwood were engaged throughout every phase of the comprehensive plan update processes. Meetings, activities, and exercises were designed and facilitated for the purpose of obtaining input from the Greenwood community. They are as follows:

- The general public in the form of the Public Opinion Survey conducted by the BSU Fall 2005 PLAN 401 Studio;
- The general public in the form of a Design Charrette facilitated by the BSU Fall 2005 PLAN 401 Studio, and Community Based Projects at Ball State University;
- The Comprehensive Plan Steering Committee and its subsequent subcommittees;
- The general public in the form of public meetings;
- Members of the Greenwood Advisory Plan Commission, Greenwood City Council, and general public in conformance with the public hearing process; and
- Public participation processes designed and executed as part of the City of Greenwood 5-yr Parks & Recreation Master Plan, as amended from time to time.

The above mentioned planning efforts, which are discussed in further detail on the following pages, aided the Comprehensive Planning process by placing public participation at the forefront of the creation of this plan.

Comprehensive Plan Steering Committee

The Greenwood Comprehensive Plan Steering Committee was formed following the completion of the BSU Working Comprehensive Plan in order to assist the consultants in the development of this document. Representatives of the committee included various community representatives and was comprised of citizens, business owners, and public officials.

Once established, the Steering Committee was first given an overview of the program with which the Comprehensive Plan would be completed. Then, for the remainder of the planning process, individual subcommittees were given specific tasks for completion. These tasks generated varied discussions allowing representatives of the community to determine their perspectives and opinions about the issues Greenwood was faced with at the time this document was created. Each member of the Steering Committee was asked a predetermined set of questions. These questions were further supplemented by the professional observations of the consulting team. The answers to these questions evolved into the foundation of the contents of this plan.

As is discussed within a number of other sections, the conditions and characteristics of the Greenwood community are not static, meaning that the city's conditions and characteristics will continue to evolve. Therefore, the makeup of the Comprehensive Plan Steering Committee should also change over time. Nonetheless, this document should continue to be represented by vested members of the Community and it is therefore recommended that a Comprehensive Plan Steering Committee be involved in future evaluations and revisions of this document.

Steering Committee Members





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Comprehensive Plan Subcommittees

The Greenwood Comprehensive Plan Steering Committee was broken down into four subcommittees. The subcommittees were tasked with issue oriented elements of the comprehensive planning process. These elements

included land use, transportation, Old Town, and urban design. The parks and recreation element of this plan is as presented in the City of Greenwood 5-yr Parks & Recreation Master Plan, as amended from time to time.

Each subcommittee was provided with a workbook. The workbook was intended as a tool to assist each committee chairperson with the management of the committee tasks. City staff and, when called upon, HNTB consultants served as technical support for each meeting. This support was often in the form of meeting materials and copies of relative planning and regulatory documents for the City of Greenwood.

Each workbook included a list of suggested agenda's for each of the subcommittee meeting. For example, the agenda for meeting #1 listed the following agenda items:

- 1. Introductions of Committee Members & Staff/Consultant Support
- 2. Review Vision Statement
- 3. Review Planning Principles
- 4. Identify Concepts
- 5. Create Concept Map

The suggested agenda for the fifth and final meeting included the following:

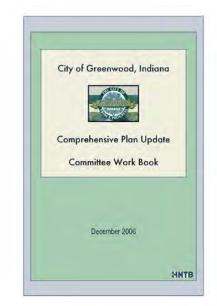
- 1. Introductions
- 2. Finalize Action Steps
- 3. Discuss Implementation Strategies (Funding, Responsible Parties, Policies, Timelines, etc.)
- 4. Review Draft Documents from Other Committees

Throughout the workbook were abstracts, or paragraphs, which described in more detail the intended purpose of each agenda item and the desired result of each meeting.

Public Meeting

Public workshops serve the planning process in a number of ways. People attending the meetings may have a passion for one particular topic or issue or may attend out of general interest or curiosity. Engaging the attendees in discussions and other exercises, informs the Steering Committee about local interest in the plan and the planning process. Results of individual and group exercises inform the Steering Committee as to specific values, ideas, and desires of the attendees about issues of growth and development of the community. While voluntary attendance at a public workshop on a given night does not constitute a scientific representation of the entire community, it does provide insight into what many of those who are engaged in the future development of the city may be thinking.

On August 17, 2006, a public meeting was held at the Greenwood Community Center. More than 40 residents attended and participated in a variety of exercises designed to gather public input and provide the Steering Committee with insight on the community's values and dreams for the future of the city. Descriptions of the exercises and the results for each are documented below.



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Visual Image Survey

Participants were asked to rate a series of images from -5 to +5. These images included scenes depicting land use, public facilities and amenities, and modes of transportation. The images also ranged from aesthetically pleasing to aesthetically appalling.

What they liked: There were 10 slides that generated a relatively positive response (2.0 average or higher). Eight of the 10 images were of traditional communities in terms of design. Seven of the eight traditional community images could be interpreted as downtown or neighborhood business districts. The remaining slide in this category was traditional neighborhood design with porches, sidewalks, higher density, and rear loaded garages (assumed because no driveways are present). The remaining two slides receiving a positive response showed a bike lane and what is sometimes referred to as a "McMansion."

These positive responses show that the participants like traditional design in terms of architecture and function. Images of traditional downtown scenes often generate positive responses, but responses by the participants of this exercise were higher than normal. The discussion following the exercise also revealed that many felt the downtown area has potential, but that it currently lacks the direction to achieve it.

What they felt neutral about: Only three images rated in the neutral category (<2.0 and > -2.0). All three of the images actually scored within a half point of zero. One of the images was a relatively new parking lot that had some mature landscaping. The landscaping in this particular image appeared to have been preserved when the parking was constructed. Another image shows the encroachment of suburban residential development on farmland. The third image shows a typical suburban strip center with some architectural interest and landscaping.

Given the fact that Greenwood has seen all three of these types of development over the years, this exercise reveals that while it may be accepted, it is not preferred. Top Three Images







What they did not like: The negative responses reveal as much about the participants' tastes and tolerances as the positive responses. In the case of what was viewed as inappropriate or undesirable, images of conventional suburban roadway, retail, and parking design rated among the worst of the images presented. The tolerance for contemporary design as well as bright colors also seems low given the ratings of a contemporary housing project, a retail facility, and a neon sign. While it did receive positive comments in the discussion about its walkability and traffic calming tactics, one image of housing also generated very low marks and was accompanied by comments such as "vinyl village" and "Anywhere USA."

It is clear that, while the participants rejected contemporary expressions of architecture and embraced the traditional, they want to avoid looking like every other community.

Community Identity Exercise

To determine what aspects or characteristics Greenwood should be associated with in the future, participants were asked to select magazine covers that Greenwood should be featured on 20 years from now. Participants overwhelmingly selected Preservation Magazine as their top choice. Suburban Living came in a close second, followed by Art and Antiques.

This is consistent in many ways with the earlier exercise, given the historic nature of much of the downtown area and the participants' preference for traditional design.



Modified Nominal Group Exercise

Working as small groups, the participants developed a list of ideas for what characteristics would be appropriate for Greenwood in 20 years. Following an explanation of each group's top three responses, each individual was asked to put money behind the ideas they felt were most important.

HNTB combined the responses to similar ideas and the results were clear. Downtown revitalization was, by far, the top priority for the participants, garnering more than twice the support of the second place topic, greenspace/trails and streetscapes.

Surprisingly, design guidelines and aesthetics ranked as the second lowest set of ideas. This is surprising, given a strong response to traditional design themes and the rejection of contemporary design in earlier exercises. There are several possibilities for this. One possibility is that downtown revitalization was seen as so important, and many may have believed this inherently included traditional design. A second possibility may be because participants of this particular exercise often have difficulty verbalizing their visual reaction to photos. Participants often fail to understand that development guidelines for aesthetics that contribute to their reaction to these photos.

The percent of the total dollar value assigned to each topical category are shown in the following table:

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Modified Nominal Group Exercise Results				
Category	Percent of Total			
Downtown Revitalization Efforts	45%			
Greenspace/Trails/Streetscape	20%			
Economic & Quality of Life Issues	9%			
Housing	8%			
Recreation & Parks	7%			
Schools	5%			
Aesthetics & Design Standards	4%			
People & Leadership	2%			

Working Comprehensive Plan

Below are summaries of the public participation components of the BSU Working Comprehensive Plan process. Refer to the BSU Plan for further explanation of the methodology used to obtain the following results.

Public Opinion Survey

A public opinion survey was conducted by the Ball State Urban Planning Department's PLAN 401 Fall 2005 Studio as one element of the Working Comprehensive Plan for the City of Greenwood. Major issues identified during this public opinion survey were as follows:

- Quality of Life: opportunities for recreation, housing, jobs and shopping
- Management of growth and development: primarily concerned with residential and commercial
- Image: aesthetic appeal, cleanliness, water and air quality, safety
- Planning: reducing traffic congestion, improving roads, connectivity, location and quality of residential and commercial development
- Retail: building upon the mall's success and incorporating additional support businesses.

Preliminary Issue Identification

In addition to the public opinion survey and the design Charrette components of the BSU Working Comprehensive Plan, the initial comprehensive planning process completed by the Fall 2005 PLAN 401 Studio identified the following five issues:

- 1. Quality of life
- 2. Management of residential and commercial growth
- 3. Greenwood's image and aesthetic appeal
- 4. The public is supportive of planning and aware of its importance
- 5. Additional retail development

Design Charrette

A design charrette was one other component of the BSU Working Plan. The following plan components were initially identified during this early design charrette:

- Identity = "A Community of Choices"
- Parks & Recreation
- Gateways
- Old Town

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City of Greenwood Comprehensive Plan

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Plan Evaluation & Revision

HNTB





Introduction

Because the plan contains value statements, guiding principles, and rather specific goals and objectives, it is important that these policies, goals, and objectives remain relevant as local characteristics and conditions change. In order to ensure that this document remains current, the Greenwood Comprehensive Plan must be evaluated and revised on a regular basis.

It is therefore recommended that Plan Commission, members of the Implementation Committee, and/or citizen volunteers meet annually, at a minimum, to review any and all progress made toward reaching the goals and objectives.

Annual Evaluation Procedures & Guidelines

It is recommended that the Plan Commission identify, advertise, and conduct an annual meeting in which to discuss emerging issues, changing conditions, and learned best practices. The Plan Commission should also discuss the on-going evaluation of this document and identify any necessary ordinance revisions that may need to be made. New issues should also be identified and discussed. The Implementation Committee, as constituted from time to time by the Plan Commission, shall coordinate the scheduling of its meetings through the Plan Commission.

Plan Evaluation is accomplished through annual meetings of the Greenwood Comprehensive Plan Steering Committee and its subsequent subcommittees, and the Greenwood Advisory Plan Commission...

A public meeting of the Greenwood Plan Commission, shall be advertised and conducted at least once per year to exchange information and encourage communication regarding implementation of the Comprehensive Plan. Staff may elect to include a comprehensive plan evaluation and report in the annual report submitted to the Plan Commission.

It is recommended that the following guidelines be used when adding or removing information from the plan:

- The Greenwood Comprehensive Plan shall be maintained by the Greenwood Advisory Plan Commission. All electronic documentation shall be maintained by the Planning Department.
- Plan to generate revisions electronically, in house or through a consultant. This is essential for effective, longterm storage of the community's policies, goals and objectives, and the strategies and action plans for attaining them.

Five and Ten-year Revision Procedures & Guidelines

5-Yr Revisions

At a minimum, individual plan components should be considered for revision every five years. The Plan Commission will initiate the 5-yr revision process. The following revision guidelines are recommended:

- Plan Commission to request a report of activity from the Staff.
- Staff shall solicit input from other city departments and boards, as well as from the Implementation Committee.
- The report shall summarize activity from the previous five years in a brief report to be presented to the Plan Commission. The report shall contain the following:
 - A summary of goals and objectives which have been met.
 - An update on each goal or objective on which progress is being made.

- Recommendations for new 5-yr goals and objectives, as well as strategic action steps for each newly proposed goal or objective.
- The Plan Commission will either approve or deny individual proposed revisions to the Comprehensive Plan, and direct the appropriate entity to amend the Plan accordingly.
- The amended Comprehensive Plan will be recommended by the Plan Commission to the Greenwood Common Council for adoption.
- The Greenwood Common Council, in recognition of any amendments, may approve and adopt the 5-yr revisions.

10-Yr Revisions

It is intended that the full Comprehensive Plan be considered for revision every ten years, with the first full set of revisions to be completed in 2018. The Greenwood Advisory Plan Commission will initiate the 10-yr revision process. The 10-yr revision process is the same as the 5-yr revisions process and include the following additional processes:

- Plan Commission to engage the services of a qualified consultant, or staff, to complete a new Community Profile and document changes in community character.
- The Consultant, or staff, shall present findings to the Comprehensive Plan Implementation Committee.
- Comprehensive Plan Implementation Committee will recommend new 10-yr goals and objectives and conduct sufficient public hearings or meetings prior to making final recommendations to the Plan Commission.
- The Commission will either approve or deny individual proposed revisions to the Comprehensive Plan, and direct appropriate staff or a consultant to amend the Comprehensive Plan accordingly.
- The amended Comprehensive Plan will be recommended by the Plan Commission to the Greenwood Common Council.
- The Greenwood Common Council, in recognition of any amendments, may approve and adopt the 10-yr revisions.

Evaluation Worksheets

The following pages contain sample worksheets, which may be photocopied and dispersed amongst steering committee members. Documentation of the evaluation and review of this plan's guiding principles, goals, objectives, and/or action steps should include, at a minimum, the following information:

- The planning period (i.e. 2008 2010)
- The applicable goal and/or objective
- A description of tasks which have been accomplished
- A description of tasks which have not been accomplished, but where progress has been made
- A description of tasks which have not been initiated, including identification of the barriers that exist
- Any and all suggested revisions for a specific task, goal, or objective
- Any other recommended revisions

Sample Evaluation Worksheets are included on the following pages.

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Sample Evaluation worksneet
Planning Period:
Goal/Objective:
Tasks which have been accomplished include:
Tasks which have not been accomplished, but where progress has been made:
Tasks which have not been initiated, and the barriers that exist:

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Suggested revisions for the task/goal/objective include:

Other recommended revisions:

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