

Part 1
Foundation



Chapter

1

Community Profile



Community Profile

Demographics

The Constitution requires the federal government to administer a census every ten years to allocate the number of U.S. Representatives to each state. Both governments and private agencies also use the data gathered from the census to evaluate demographic changes in towns, cities, counties, states, and the county. The demographic data collected by the federal government may be used to help understand where a community has been and where it is now. That same data can also be analyzed to create estimates to help predict where the community is headed.

Prior to 2000, the town maintained a population close to 500 residents. This population stayed relatively steady for the previous 30 years, but started to climb in recent years. Part of this increase is due to new subdivision developments and annexation of new land into the corporate limits.

Whitestown's population in the 2000 Census was approximately 470 residents. Estimates for 2003 show the population as approximately 580, a 23% increase over just three years. However, according to local leaders, the population today is estimated to be much higher. Unfortunately, there is no reliable data to determine the 2005 population.

Between 1990 and 2000, the median household income rose 63% in Whitestown, 43% in Boone County, and 44% at the state level. In 1990, the Whitestown median household income was \$28,611 and by 2000, it had climbed to \$46,528. These numbers are not artificially inflated by Zionsville.

Over the past 20 years, the unemployment rate for Whitestown has decreased from 6.6% to 2.3%. The nearby communities of Lebanon, Zionsville and the state have also had a decline in unemployment during that same period. Between 1980 and 2000, the poverty rate for Whitestown has decreased from 9.5% to 7.3% which is below the state's rate for the same years.

Additional demographic information, including data, charts, graphs and descriptions of the data may be found in the Appendix.

Public Input and Notice

Three different types of meetings were held in and around Whitestown to gather information about the community. The meetings were held to obtain input from community leaders, key interest groups and the general public.

Community Leaders

The first meeting was attended by community leaders. The leaders were asked to share their attitudes and perceptions of Whitestown. They were also asked to list the assets, liabilities, needs and dreams they saw for the community. Finally they shared their vision of Whitestown 20 years from now.

Key Interest Groups

The second set of meetings was held for key interest groups around the community. Invitations were mailed to people with strong agricultural interest, local builders and developers, people in the business community, the county leadership, and the utility and emergency service personnel. This series of meetings allowed each key interest group to independently express the concerns and issues they see for Whitestown's future.

Public Workshop

The third meeting was established to gather information from the general public. The public workshop was scheduled in the evening hours to maximize attendance. The public workshop was advertised in the local paper as per the requirements established by the State of Indiana for notification of a public meeting. Press releases were also written to help get the word out regarding the meeting. Finally, over 200 postcards were mailed out to Whitestown residents and nearby property owners asking residents to come participate and invite their neighbors and friends to attend the public workshop as well.

Community Profile

The public workshop was attended by 39 people. The participants were first asked to complete a community values survey. They were asked to rate their opinions and feelings on various topics, such as property rights, new development, taxes, local amenities and the downtown. This survey was used to help participants to start thinking of the issues that influence a community's values. It also was used to provided insight into Whitestown's values.

The second part of the public workshop required participants, in round table discussions, to identify the community's liabilities, assets, needs, and dreams. Their comments were recorded, and at the conclusion, they were asked to vote on the needs that they believed were most necessary for Whitestown. The following needs (in no particular order) got the most votes:

Identification of Major Needs for Whitestown

- Road improvements/new roads
- Park activities for all age groups
- Downtown Revitalization
- More control over zoning and annexation

For a complete list of the needs identified in the Public Workshop, as well of a listing of the liabilities, assets and dreams that were discussed, please refer to the Appendix.

Public Hearing

After the comprehensive plan was drafted and reviewed by the local steering committee, it was made available to the general public and interest groups. A public meeting was then held to hear comments and answer questions in regard to the plan.

A variety of comments were offered and recorded. These issues were then considered by the steering committee and, as appropriate, the comprehensive plan was modified. The resulting draft was then forwarded to the Area Plan Commission for public hearing and certification.

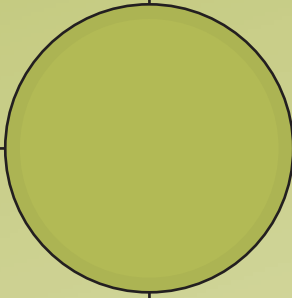
Community Profile

Conclusion

A summary of the primary community issues, as determined through the town leadership involvement, public input process, and demographic research, is listed below.

- Address transportation needs
- Manage the rate of growth
- Assure utilities are established concurrent to new development
- Manage land use patterns
- Avoid conflicting land uses from being adjacent from one another
- Promote a balanced and diverse population
- Develop more park facilities
- Establish pedestrian paths and sidewalks throughout town
- Engage in the economic development of commercial and industrial districts
- Revitalize the Whitestown town center
- Establish a library in town
- Improve the image and identity of Whitestown

The remaining chapters (Plan Essence) address these important issues by outlining a vision, goal, objectives, and implementation measures for long range planning and implementation.



Part 2
Plan Essence



Chapter

2

Vision for Whitestown



Whitestown's Vision

Whitestown's Primary Vision Statements

Whitestown is on the forefront of growth. The town's proximity to Indianapolis and I-65, Duke Realty's announcement of Anson, and the community's purchase of Boone County Utilities have set in place a heightened interest in development. Amongst these positive situations the town is also faced with notable challenges that, when overcome, will secure the vision described in this plan.

Part of the town's vision stems from early conversations with town leaders. Their description of what they would like Whitestown to become included a commitment to quality, adding amenities, and becoming a well-rounded community. Those comments along with input from the interest groups and general public resulted in the following visions:

- 1) Assure diverse housing opportunities exist for all socioeconomic classifications.
- 2) Be sustainable; a community with employment, recreation, entertainment, shopping and public infrastructure.
- 3) Reject homogenization and the temptation to model itself off of other communities.
- 4) Protect the heritage of the existing Whitestown village and the values of its residents.
- 5) Plan for full build-out of Whitestown's planning interest area which encompasses the utility service area.
- 6) Work integrally with the development community to build partnerships that result in high quality and mutually beneficial development.
- 7) Decentralize the town's commercial areas and establish multiple commercial villages within the town.
- 8) Establish mixed use districts (village centers) with unique character and independent identities, and reject strip development.
- 9) Establish a system of vehicular and pedestrian connectivity.
- 10) Secure a positive image for the community; locally, regionally, and nationally.
- 11) Provide an enviable quality-of-life for all citizens and employees and visitors.

Chapter

3

Foster Convenient Circulation



Foster Convenient Circulation

Introduction

Whitestown is on the verge of significant development activity and the existing transportation system is inadequate to support that growth. Every development project provides an opportunity to properly establish the pieces of a transportation system that will, when all the pieces are assembled, provide convenient circulation. Whitestown must aggressively prepare itself for current and future transportation needs at full build-out.

This plan is unlike many comprehensive plans that assign future land uses first, followed by a transportation plan to provide adequate circulation. Instead, the plan established the transportation plan first, followed by future land uses. This reversal from the norm was necessary due to the fact that the existing transportation system, established rights-of-way, and alignments are significantly inadequate to encourage quality growth and to safely convey increasing traffic. Without a clear and functional transportation system, the Town will struggle to achieve quality build-out.

In addition to vehicular transportation, Whitestown hopes for alternative transportation, primarily off-road trails, side paths, and sidewalks for pedestrians. The transportation plan also addresses pedestrian systems necessary at full build-out.

The transportation plan addresses circulation, safety, efficiency, maintenance, relationship to future land uses and cost effective implementation. Engineering and other transportation studies will be needed to further evaluate and determine the exact (site specific) solutions for the transportation recommendations in this chapter.

The following components are necessary to foster convenient circulation.

- Pedestrian network
- Vehicular network
- Limiting access from arterial streets
- Establishing and maintaining connectivity
- Maintaining a street hierarchy
- Establishing aesthetic corridors

These components are addressed in the following goal statement, objectives and implementation measures. Additionally, further detail is included on the following pages. The achievement of this section of the Comprehensive Plan is crucial for the success of the community's vision.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to fostering convenient circulation.

Foster Convenient Circulation Goal

Provide a safe, efficient, and convenient circulation system accommodating vehicles, pedestrians, and cyclists.

Objective 1: Develop, Enhance and Maintain an Efficient Roadway System

- IM 1.1** Ensure that adequate right-of-way is preserved for future road extensions, widening and drainage.
- IM 1.2** Establish 1/2-mile grid system to add connectivity and opportunity.
- IM 1.3** Ensure accessibility and efficiency for emergency services.
- IM 1.4** Require road networks within new subdivisions to link to the networks in neighboring subdivisions.
- IM 1.5** Utilize and adhere to the transportation plan during development approval.
- IM 1.6** Periodically review the transportation plan and then adjust for previously unknown circumstances, update roadway classifications and capture newly discovered opportunities.
- IM 1.7** Prepare a 5-year capital improvement plan that identifies realistic construction and maintenance projects prioritized by importance and availability of funding. Avoid hodgepodge upgrades to roads.
- IM 1.8** Slightly widen Pierce Street and Main Street in downtown Whitestown.

Foster Convenient Circulation

Objective 2: Develop, Enhance, and Maintain an Alternative Transportation System

- IM 2.1** Recognize and promote the benefits of pedestrian circulation (walking, cycling, etc.).
- IM 2.2** Strive to provide an uninterrupted community-wide network of paths and sidewalks.
- IM 2.3** Require pedestrian networks (sidewalks and trails) within all single-family, multiple-family, commercial and industrial developments.
- IM 2.4** Require the pedestrian networks within single-family, multiple-family, commercial and industrial development to link to adjacent developments.
- IM 2.5** Install and improve sidewalks along Pierce Street and Main Street in downtown Whitestown.
- IM 2.6** Improve mobility for youth, seniors, disabled, and other residents in need.
- IM 2.7** Establish a circular system of pedestrian trails by utilizing natural corridors, utility corridors, on-street trails and sidewalks.
- IM 2.8** Promote a system of trails for horses within the equestrian district.

Objective 3: Improve Transportation Safety

- IM 3.1** Restrict all access onto major arterials, significantly restrict access onto minor arterials, and limit nonessential access onto major collectors.
- IM 3.2** Utilize traffic circles (roundabouts) at dangerous intersections to slow traffic and to increase safety for vehicles and pedestrians.
- IM 3.3** Install traffic signals at major intersections.
- IM 3.4** Disallow entrances and driveways when proposed too close to intersections or along a street with a blind approach.
- IM 3.5** Utilize roundabouts at intersections to mitigate traffic accidents. Roundabouts should also reduce transportation time and improve the aesthetics of the community.

Objective 4: Strive to Improve Air Quality

- IM 4.1** Reduce the dependency on motor vehicles by providing alternative means of transportation, promoting telecommuting, and other creative means.
- IM 4.2** Reduce inefficiencies in motor vehicle circulation in order to minimize emissions. Two means for accomplishing this shall be the utilization of traffic circles (roundabouts), and requiring connectivity of all subdivisions.
- IM 4.3** Be at the forefront of alternative fuels use in the region (such as hydrogen).

Objective 5: Appropriately Integrate the Transportation System Into the Community

- IM 5.1** Balance the need to widen primary transportation routes with the need for more beautification and streetscape design.
- IM 5.2** Establish major arterials as medianed, 4-lane, limited access roads with significant vegetation to soften their impacts on adjacent developments.
- IM 5.3** Require new collector streets to be slightly curved and angled to mimic the heritage roads and pikes that transected the Whitestown area. Collector streets should not be built dominantly as a grid system.

Foster Convenient Circulation

Ronald Reagan Parkway

The Ronald Reagan Parkway will have a dramatic positive or negative effect on the Town of Whitestown depending on the alignment and design. Specifically, if the alignment disrupts the existing and proposed transportation network, the effect will be damaging to the Town's future. Similarly, if the design of the road reflects a highway or interstate, the road will function as a major barrier between the north and south side of the community. Further, it will be challenging to buffer existing and proposed land uses from major-road attributes.

The most ideal and proposed characteristics include the following:

- 1) The Ronald Reagan Parkway should be a high volume, four-lane divided parkway with a minimum 150 foot right-of-way.
- 2) The right-of-way corridor should be more in character to the Hazel Dell Parkway in Carmel, rather than a highway.
- 3) Large roundabouts should be used at major intersections instead of traffic signals to improve vehicular flow, reduce noise, increase safety, and improve aesthetics.
- 4) The parkway's right-of-way should include pedestrian facilities; sidewalks on one side and asphalt sidepath on the other.
- 5) When adjacent to existing or proposed residential areas, the parkway's right-of-way should be significantly landscaped to complement and enhance those residential areas. Additionally, these segments of the Ronald Reagan Parkway should be planted with canopy trees to function as a sound and visual buffer.

It is believed the Ronald Reagan Parkway is an important east-west corridor to establish in southern Boone County, but it does not have to be a detriment to Whitestown. With proper alignment and design decisions, the road will be a significantly beneficial improvement. The Town of Whitestown should be very involved in alignment and design decisions from the start to completion of the project.

Collector Street Character

It was the intent of the Town to show collector streets as curving roads. Whitestown believes it is necessary to respect the legacy of how roads were established in the early days. Many County roads in southern Boone County today are not through streets and their alignment often includes curves and turns.

The intent of the transportation plan is to show curves in collector streets, but to also respect the need for connectivity and efficient systems. For this reason, most proposed collector streets are through streets.

Half-mile Grid

Many of the existing County roads are based on a one-mile grid. As development occurs, new streets need to be established to create a half-mile grid system, especially in areas with moderate to very high intensities.

Relying solely on the existing County road system will result in a transportation system of arterials and local streets; without collectors. This has been the substantive result in Fishers and Carmel, where the transportation systems are stressed and expensive to resolve.

Whitestown wishes to avoid long-term problems associated with not establishing a full and appropriate mix of road classifications. Installing collector and minor arterials such that large blocks of land are divided into areas one-quarter square mile in area will greatly relieve the concern.

Foster Convenient Circulation

Street Hierarchy

The transportation plan is established through study of each road's existing right-of-way, condition, existing classification, travel demand, access points, speed, and purpose. It strives to overcome dangerous intersections, missing links, absence of hierarchy, and lack of trans-community routes. The transportation plan should result in a system that provides safe and efficient circulation of vehicles and pedestrians and takes into consideration the strengths and limitation of the existing transportation system.

The primary means for establishing the transportation plan is by illustrating proposed streets and future street classifications on a map. The transportation plan shall be used to set-aside land necessary to establish new roads and to determine future rights-of-way necessary for the construction of new and existing streets. All development proposals shall be required to establish the future rights-of-way, streets, intersections and other components of the transportation system.

Whitestown's classification system recognizes six types of streets. They are:

- **Interstate** - a street designed to rapidly convey vehicular traffic from city to city or state to state. These streets have strictly controlled access utilizing interchanges. The right-of-way for Interstates is to be determined by the Indiana Department of Transportation.
- **Major Arterial** - a street that restricts access, disallows on-street parking, and conveys significant vehicular traffic from one side of town to the other. These streets primarily connect with interstates and major and minor arterials. The minimum right-of-way for Major Arterials shall be 110 feet in all circumstances.
- **Minor Arterial** - a street that limits access, significantly limits on-street parking, and conveys significant vehicular traffic from one district within town to other. These streets primarily connect with major and minor arterials and major collectors. The minimum right-of-way for Minor Arterial shall be 95 feet.
- **Major Collector** - a street that reduces access, allows minimal direct driveway access, and allows on-street parking when deemed safe and necessary. These streets primarily connect with minor arterials and major and minor collectors. The minimum right-of-way for Major Collector is to be 80 feet.
- **Minor Collector** - a street that allows direct driveway access and allows on-street parking when deemed safe. These streets primarily connect with major and minor collectors and local streets. The minimum right-of-way for Minor Collector is to be 70 feet.
- **Local** - a street designed primarily to provide access to platted residential lots and remote properties. These streets primarily connect with minor collectors and local streets. Local street may include non-through streets. The minimum right-of-way for Local Streets is to be 60 feet.

Foster Convenient Circulation

Through observation of other communities, it is known to be problematic to utilize a County road, 1-mile grid for arterial traffic. Rather than rely on such a system, Whitestown has determined that a 1/2-mile grid system should be the basis of its arterial road system.

The Whitestown Transportation Plan (on page 17) has been designed to foster convenient vehicular and pedestrian circulation at full build-out of the community. By planning for full build-out, Whitestown is in a better position to establish the most efficient uses of land and to reduce long-term transportation costs.

Often times streets will be classified higher than their existing use because the community expects traffic volumes to increase or for that segment of road to become more essential. Because existing streets may not match the proposed classification, Whitestown will encourage future development to occur along streets that have adequate capacity. If the developer insists on developing areas without adequate capacity, they will be expected to establish adequate public facilities for their development.

Whitestown also uses street hierarchy to protect neighborhoods and provide safe environments. Developers should primarily utilize narrow local streets to ensure quieter, safer, and more enjoyable neighborhoods. These neighborhood streets reduce the potential for accidents and increase pedestrian safety because they are designed to keep faster, heavier traffic out of these sensitive areas.

The following map illustrates the desired hierarchy of the existing and proposed roads within Whitestown.

MAP PLACEHOLDER

Chapter

4

Advance Compact Form



Advance Compact Form

Introduction

Compact form describes a land use pattern that emphasizes full utilization of urban lands resulting in strong community identity, local spirit and efficient capital expenditure. Compact form **should not** be interpreted as high density or result in a loss of privacy. It should result in an increase in quality-of-life.

The intent of compact form is to promote effective, well organized, and responsible development of land within a community. It strictly discourages urban sprawl and enables communities to be pedestrian friendly and well integrated. In fact, many tangible benefits of compact form can be realized. Compact communities:

- are more economically stable;
- have greater retail and entertainment options;
- have lower tax rates;
- achieve higher quality public services;
- are successfully able to require high quality architecture and development;
- have improved quality-of-life; and
- concurrently focus on redevelopment, resulting in fewer underutilized and dilapidated areas.

Achieving compact form requires an orchestration of land use, growth management, design standards, density, intensity, and macro development patterns. For instance, when density increases, so must the design standards. It mimics the principals and concepts woven into communities in the past.

Compact form is founded on an appropriate distribution of land uses and intensities. For the purposes of this document all land uses within Whitestown shall be placed into one of the following seven broad categories or combinations thereof.

- Agricultural/Equestrian
- Open space and Recreation
- Residential
- Mixed Use
- Office/Institutional
- Commercial
- Industrial

To achieve the greatest benefits of compact form, the location of land use districts should be arranged to assure:

- Compatibility with the adjacent land uses and land features (i.e. topography).
- Connectivity to public and private services.
- A healthy and safe community based on levels of noise, traffic, light, character, and other elements.

Managing where and how growth and redevelopment is occurring is the second most important factor of advancing compact form. The preparedness of Town services and fiscal impact to the whole community must be a primary concern. The Town should minimize existing commercial and residential districts from stagnating. The Town should strive to refresh, renew, infill, and refurbish the existing community village. This will likely result in increased community pride and a higher quality-of-life.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific components of advancing compact form.

Advance Compact Form Goal

Advance compact form such to provide an orderly and responsible land development pattern, community sustainability, and the highest quality-of-life.

Objective 1: Manage Community Growth

IM 1.1 Maintain and enforce the Whitestown Zoning Ordinance, Subdivision Control Ordinance, and related ordinances in order to achieve the goals of the Whitestown Comprehensive Plan.

IM 1.2 Maintain, utilize and promote the Whitestown Comprehensive Plan, Transportation Plan, and related planning documents.

IM 1.3 Recognize that small concessions granted to developers add up over time, resulting in potentially significant loss of community quality. Therefore, the Town shall strictly uphold the intent of the Town's ordinances, policies, and plans.

Advance Compact Form

IM 1.4 Utilize the capacity of existing public facilities (e.g. water, sewer, and streets) to determine if new development or annexed properties can be implemented.

IM 1.5 Ensure developments outside the corporate limits commit to be annexed into the Town before planning approval or utilities are granted.

Objective 2: Mitigate Conflicting Land Uses

IM 2.1 Disallow encroachment into environmentally sensitive areas and maintain best management practices when in close proximity to such features.

IM 2.2 Disallow conflicting land uses in close proximity to one another.

IM 2.3 When conflicting land uses are not avoidable, require site design and architectural design to mitigate the impacts first. When that is not fully effective, require distance (space) buffering landscape (softening), and hardscape (shielding) to fully mitigate the conflict.

Objective 3: Establish Sustainable Land Uses and Distribution of Land Use

IM 3.1 Secure a commitment from the Lebanon School Board to establish schools, offering classes for all grades in the Whitestown area.

IM 3.2 Decentralize the village center by establishing multiple mixed-use districts with unique themes and character.

IM 3.3 Utilize one of the decentralized village centers for a municipal complex for administration, utilities, police, fire, and the like.

IM 3.4 Preserve land to expand public facilities, such as satellite fire stations and community parks in correlation with Town growth.

IM 3.5 Encourage a variety of home types and price points to ensure housing for a diverse population in Whitestown.

IM 3.6 Recognize the relationship between Town sustainability and land use; and continually strive to balance the land use mix to improve community vitality.

Objective 4: Distribute Land Uses to Maximize Connectivity and Quality-of-Life

IM 4.1 Recognize the relationship between density and connectivity; and utilize density in close proximity to community parks, village centers, schools, and the like.

IM 4.2 Promote and distribute light industrial and office land uses in areas with good access to major thoroughfares and away from neighborhoods.

IM 4.3 Utilize incentives to encourage aesthetic excellence and also to promote mixed use developments.

IM 4.4 Discourage strip commercial development.

Objective 5: Promote Redevelopment

IM 5.1 Place an equal priority on providing improved infrastructure and services to areas in need of infill or redevelopment.

IM 5.2 Encourage redevelopment of the commercial buildings in downtown Whitestown.

Objective 6: Connect the Community Physically, Functionally and Emotionally

IM 6.1 Require all residential, commercial and industrial development to be interrelated by roads, sidewalks, trails, themes, character, and public improvements.

Objective 7: Manage High Density and Intensity

IM 7.1 As residential density increases from 2 units per acre, require an escalation of development and design standards. It is believed that higher density is not a negative factor if it is synchronized with higher quality building materials, landscaping, subdivision design, and appropriate architectural standards.

IM 7.2 Allow intensity bonuses when developers offer to conserve environmental features and land for public recreation.

Advance Compact Form

The following sections provide the background and essential information necessary to allocate and distribute land uses throughout the community such to advance compact form. The information in these sections also denote strategies that will contribute to an appropriate land use pattern.

Residential Land Uses

Whitestown wishes to provide housing opportunities for people with different incomes, needs, and desires. Whitestown also recognizes housing needs change as people age and their household size grows or diminishes. A mix of housing is important so residents are able to find housing that enables them to live in Whitestown throughout their lives.

Homes for low income persons should exist in town, equating to 20% to 30% of the total dwelling units. Within this category, persons living in poverty shall also have opportunities. Opportunities for moderate income persons should comprise 40% to 60% of the total dwelling units. Lastly, 20% to 35% of housing opportunities should be geared to upper income persons.

Whitestown encourages developments with multiple housing products (e.g. zero lot line single-family detached, large single-family detached, townhomes, etc.) designed to create thriving neighborhoods with a holistic sense of place. In these developments, families can move from one sized house to another within the same neighborhood. The residents of Whitestown will benefit by being able to maintain strong ties to their neighbors, neighborhood, and schools over time.

The Town will promote residential developments with quality landscaping, canopy trees, architectural diversity and character. Whitestown will also reject developments with uniform appearance, high density without high design standards, and that saturate a single market.

The Town will support clustered housing (homes on smaller lots with large natural open space areas) near parks, trails, golf courses and environmentally sensitive areas. The Town will also support high density

housing in close proximity to village centers, schools, parks and similar amenities. This land use pattern will improve the critical mass necessary to support village centers and encourage a pedestrian-oriented vibrant community.

Commercial Land Uses

Commercial uses in a community provide employment opportunities, goods and services, recreation, and other amenities. They also reflect a community's economic vitality. If they are "tired" and have vacancies, then the impression of the community is negative. For this reason and others, Whitestown will strive to make sure commercial zoning and development stay concurrent with population growth and market demand.

Whitestown is in a unique situation allowing it the opportunity to create a decentralized village. Instead of the traditional commercial land use pattern which builds on one central village with a few remote strip centers, Whitestown will encourage multiple small villages with their own character and land use themes. These decentralized villages will all be mixed-use districts with high density residential and other community amenities in close proximity.

Whitestown should strive to disallow strip commercial development. Instead focus commercial development into cohesive districts without multiple curb cuts onto major roads. Also, districts should be designed for pedestrian access.

The Legacy District

The historic downtown has several underutilized or abandoned buildings with varying setbacks and auto-oriented design. The renovation and redevelopment of the legacy district is one of the most significant ways to improving the quality-of-life for residents who grew up in Whitestown. This district is what they relate to and they have a great deal of affection for its heritage.

Unique restaurants, specialty retail and services, convenience retail, professional offices, civic clubs, and organizations are examples of what is most appropriate in the legacy district. Additionally this district would be appropriate for an incubator program to assist small business start-ups.

Advance Compact Form

A small area plan should be prepared to help overcome several obstacles holding back the district. These obstacles include dilapidated buildings, an unfriendly environment for pedestrians, and conflicts with residential neighborhoods.

A chapter in the comprehensive plan has been written to address legacy district improvements (see Chapter 8)

Municipal and Healthful Living District

The municipal and healthful living district is intended to be located near the intersection of 700 East and 400 South. This district would primarily be themed around the Town's administrative offices, community recreation center, central library, central police station, central fire station, and the like. To fill out the district, restaurants, specialty food sales, general retail and service businesses, convenience stores, professional offices, and the like would be mixed with upper-story residential. The perimeter of the district will include a multiple-amenity regional park, high density residential, and limited auto-oriented businesses.

This district will be designed to reflect progress by utilizing multiple-story modern architecture, integrating high technology and offering cutting edge recreational opportunities.

Equestrian Commercial District

The equestrian district is intended to be located at the southwest corner of the equestrian district and extend south toward the Perry Worth Elementary School. The district would transition from pure equestrian-based businesses and operations on the north side of the commercial district to a general commercial village near the school. The district would include a satellite police and fire station, cafes, specialty shops, small businesses, convenience stores, grocery, tack shops and the like. Fringe areas will include medium to high density residential, a competition arena, and farmers market/festival grounds.

This district will be designed to be low-key by utilizing two-story small town architecture.

West District

It will be inconvenient for people living west of I-65 to access daily goods east of the interstate where most of the commercial districts are being established. The west district is intended to be a small commercial area serving daily needs of residents on the west side, and the employment base west of the interstate.

The west district should as a minimum reflect a typical mix of village retail, services, restaurants and entertainment. However, the Town should strive to seek another complementary theme to buttress the district. One such concept is an higher education center. This could be as simple as a community college outreach center or as elaborate as a small campus.

The west district will likely serve as a buffer between residential areas and the industrial uses being established along the I-65 corridor.

Office and Industrial Land Uses

Offices and industries provide communities with good jobs and strong tax bases. However, these developments can generate transportation conflicts, land use conflicts, pollution, reduced aesthetics, noise, and other ill effects if not properly planned and regulated.

Whitestown will mitigate the potential negative effects of these developments through effective planning, growth management and development standards. For example, the Town will require increased architectural standards for all buildings that abut the interstate and arterial streets.

In contradiction to the approved Anson PUD, Whitestown would like to restrict the intensity and scale of industrial uses immediately adjacent to 400S (Ronald Reagan Parkway). The transition, impact and aesthetics along the north edge of Anson are of significant concern. As an island, Anson makes sense, but in context, the transition to land north of 400S will be challenging.

Advance Compact Form

Whitestown will focus on retaining and attracting offices and industries that can benefit from locations along the interstate. A significant area has been assigned to various types of office and industrial uses near the interchange with S.R. 267. Whitestown will maintain its advantage by quickly adapting to new industry-wide needs as new markets, technology, and industry regulations emerge. However, under no circumstances will aesthetics and circulation be compromised in lieu of economic development.

Whitestown will make a concerted effort to find more appropriate locations for the industries currently located in the legacy district. These industries are appreciated as corporate citizens, so the Town will provide assistance in their eventual, but not rushed, relocation to less confined areas elsewhere in the Town.

Environmentally Sensitive Areas

Environmentally sensitive areas include ponds, creeks, wetlands, floodplains, riparian corridors, woodlots, and critical habitat for threatened and endangered species. These areas are local amenities, which make living in the community a more enjoyable, aesthetically appealing, and healthier experience. Protection of natural areas and critical wildlife habitats are essential to the quality-of-life in Whitestown.

The following are the most important factors regarding protection of environmentally sensitive areas:

- Protect the water quality of the creeks,
- Protect the local groundwater supply,
- Reserve wood lots for plant and animal habitat,
- Protect and preserve the natural drainage of the 100-year floodplain,
- Conserve open space and wetlands, and
- Minimize the conflicts with and encroachment on the natural environment.

Parks and Open Space

Access to parks, recreation, and open space is essential to a high quality-of-life, good health, and community spirit. To ensure these amenities exist, Whitestown will provide and encourage an assortment of parks and recreation facilities throughout its jurisdiction. In addition, the Town will provide activities throughout the year for all age groups and interests.

Acquiring park land now is less costly than waiting until community demand increases and the available land dwindles. Whitestown needs a regional community park in the east-central and west side of the area of planning interest. Small neighborhood parks are also important as well, but should be integrated into new subdivisions. The Town will consider options such as home owners association agreements to ensure adequate maintenance of small neighborhood parks.

Off-street trails were identified as an essential component of any park system. Because off-street trail systems can be very challenging to implement, any opportunity for a piece of the system should be pursued to establish the trail or reserve the land.

Institutional Land Uses

Institutional uses within a community include schools, libraries, Town offices, community centers, and churches. In Whitestown, it is intended to lump a significant number of institutional uses into the municipal district. However, there still is a need to decentralize some institutional uses. For instance schools should not all be located in the same general area.

The Town Hall and the police station are functionally obsolete. It is necessary to move from the current building within the next five years. The Town may choose an new interim location with the intent of investing in an architecturally designed building within 12 years. A well designed new building can and should become a focal point for the municipal and healthful living district and set the standard for quality architecture.

Whitestown believes smaller, local schools are preferred over regional schools. The idea children from Whitestown will continue to be bussed to Lebanon even after full build-out is not supported. It is disconcerting Lebanon's school corporation does not have plans today that recognize Whitestown's population is expected to exceed Lebanon's in ten years. A build-out population of 40,000 to 50,000 will necessitate a high school, two middle schools and several elementary schools.

Whitestown will work to establish a higher education center in the West Village. A recent trend is for universities and technical schools to lease space in satellite communities which would be sufficient. However a permanent investment and establishment of a small campus is preferred to complement Anson across the interstate. A central complex will create a vital village supported by students and faculty. Other uses could include restaurants, nightclubs, convenience stores, small businesses, and urban residential.

Future Land Use Map Interpretation

The Future Land Use Map (on page 27) designates the general distribution of land uses which will help manage growth and advance sustainable development. A description of each land use category can be found on page 26. These descriptions are intended to be conceptual, similar to the map depiction of each district.

Specifically, the map depicts the community's land use goals in a conceptual manner. It should not be construed as a precise location of land use districts. It should be used as a foundation for support and influence with land use decisions and zoning map changes.

When interpreting the map, density numbers should be read to be an average of all projects in that subdistrict. As with other components of the map, density should be considered conceptual. Generally, higher density has been assigned close to proposed parks, village centers, schools, and the like. If those community features are not established, the intended higher density would no longer be appropriate.

Furthermore, the Zoning Ordinance and Subdivision Control Ordinance will be the primary method used to implement the concepts and goals represented on the map. Zoning districts are intended to generally, but not specifically reflect the proposed future land uses.

Developers should not use the future land use map to claim right to a certain density. The Comprehensive Plan is a "broad brush" approach at future land use planning. Each development proposal should be reviewed with consideration of the Comprehensive Plan in addition to site features, context, design standards, and development standards.

Advance Compact Form

Future Land Use Map District Description

The next page contains the Future Land Use Map for Whitestown. The following statements briefly describe each land use category identified on the map.

Equestrian/Agricultural District: This district is intended for estate residential, hobby farms, equestrian farms, and typical agricultural land uses. It is not intended for confined feeding or other uses that would be offensive to residents living in the district.

Open Space/Recreation: This district is used to identify existing public open space or recreation areas; or areas that have strong potential for such use. Areas that are not secured for public access should be viewed as a “wish list” of sites for open space and recreation.

Very Low Intensity Residential: This district should average one (1) dwelling unit or less per acre. These areas are intended to be for large lot subdivisions and estates. In some cases, hobby farms can be compatible land uses.

Low Intensity Residential: This district should average one (1) to two (2) dwelling units per acre. These areas are intended to be for large to medium-sized lot subdivisions with single-family detached homes.

Medium Intensity Residential: This district should average two (2) to four (4) dwelling units per acre. These areas are intended to be for medium to small lot subdivisions with single-family detached homes.

High Intensity Residential: This district should average four (4) to eight (8) dwelling units per acre. These areas are intended to be for small lot subdivisions with single-family detached homes; or duplex, triplex, townhome, small apartment building developments.

Very High Intensity Residential: This district should average eight (8) to twelve (12) dwelling units per acre. These areas are intended to be for duplex, triplex, townhome, small apartment building, and large apartment building developments.

Office/Institutional: This district is intended for schools, churches, municipal buildings, professional offices, general offices and the like.

Moderate Intensity Commercial: This district is intended for small- to medium-scale general commercial uses, including retail, services, small offices, entertainment, and restaurants are typical uses.

High Intensity Commercial: This district is intended for medium- to large-scale general commercial uses, including retail, services, small offices, entertainment, and restaurants are typical uses.

Highway Commercial: This district is intended for businesses that thrive in proximity to major highways. Gas stations, hotels, fast food, truck stops, and the like are typical uses.

Mixed-Use Village: This district is intended for developments that provide integrated residential and commercial uses. Typically, residential uses are installed in upper floors, but can be separated in different but integrated buildings.

Low Intensity Industrial: This district is intended for small-scale, clean and relatively unobtrusive industrial uses. Small-scale warehouses, flex space, construction trades, and local distribution facilities are common uses.

Medium Intensity Industrial: This district is intended for medium-scale, clean and moderately obtrusive industrial uses. Medium-scale warehouses, flex space, construction trades, small-scale manufacturing, small-scale assembly, and small-scale regional distribution facilities are common uses.

High Intensity Industrial: This district is intended for large-scale and obtrusive industrial uses. Large-scale warehouses, large-scale manufacturing, large-scale assembly, and large regional or national distribution facilities are common uses.

Mixed Use Commerce Park: This district is intended for a well designed mix of commercial, office and industrial uses. Generally, the aesthetic expectations for this district are higher than other districts due to its distribution in close proximity to the interstate.

MAP PLACEHOLDER

Advance Compact Form

Chapter

5

Serve Community Needs



Serve Community Needs

Introduction

The local government's elected leaders strive to anticipate and meet the needs of the public at large by maintaining public lands and facilities and by providing services to the community. Through this planning process the Town has identified more clearly the public's needs to be served. For purposes of organization five types of facilities and services have been identified. They are:

- **Public utilities**
- **Public services and administration**
- **Parks and recreation facilities**
- **Leveraging public capital**
- **Advancing identity and communication**

The type of utilities discussed in this section include potable water, sanitary sewer, and storm sewers. Public services include police, fire, rescue, Town offices, public works, and the like. The third category includes passive and active parks, natural areas, pavilions, and community recreation centers. Leveraging public capital includes pursuing grants and private investment. Lastly, advancing identity and communication includes activities like disseminating information about the community and establishing inter-jurisdictional agreements, and synchronizing zoning ordinances with neighboring communities.

Primarily the local government provides the services listed above, but private entities can also provide some services. For instance, a golf course is a recreation facility open to the public, but often times are privately owned. The Town can influence, encourage or provide incentives to a private entity to develop needed amenities. Public/private partnerships may also provide benefit to the community.

Public services usually are perceived as things that promote public health, safety, and welfare, and enhance quality-of-life. Public services can also be used to influence development patterns and growth rates. For instance the location of water and sewer lines often directs and limits growth in a community. A strategically planned public service system can aid in the management of growth and compact form.

As the community grows, Whitestown must keep pace with the demand for additional services and facilities. Therefore, a great deal of this chapter is dedicated to implementation measures that maintain or advance the current level of service. This chapter identifies long-range methods for maintaining, upgrading, and expanding public provided amenities.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to serving the community's needs.

Serve Community Needs Goal

Maintain, upgrade, and expand public parks, utilities, facilities, and services to adequately serve the needs of Whitestown.

Objective 1: Elevate the Existing Level of Services

- IM 1.1** Study and determine the optimal location for water towers and wells. Ensure that sufficient fire hydrants exist and water pressure can be maintained as the Town expands.
- IM 1.2** Proactively enhance emergency services, equipment and, vehicles in order to keep up with growth.
- IM 1.3** Intend to move out of the existing Town Hall building into a larger facility within 5 years and move again to a permanent dedicated Town Hall within 12 years.
- IM 1.4** Establish a storm water utility to address drainage problems.
- IM 1.5** Work with the school corporation to locate local schools for all grades.

Serve Community Needs

Objective 2: Make Long Term Investments and Set a Precedent for Quality

- IM 2.1** Develop design and quality standards for the construction of all facilities and infrastructure planned for public ownership.
- IM 2.2** Study and determine optimal locations for new fire stations to maintain an excellent fire rating. Acquire sites as far in advance to minimize inflationary costs.
- IM 2.3** Intend to build an architecturally significant modern town hall to set the precedent in the Municipal and Healthful Living District.

Objective 3: Institute and Maintain a Variety of Parks, Facilities, Recreational Programs, and Natural Areas

- IM 3.1** Focus equally on redevelopment of the existing park and establishing new park facilities.
- IM 3.2** Strive to offer active recreational programs and facilities to meet the needs of all age groups.
- IM 3.3** Acquire park land in the east-central and west side of the community as shown at full build-out. Once incorporated into the Town, develop the sites as parks.
- IM 3.4.** Pursue any opportunity for pieces of the off-street trail system to be secured and installed.
- IM 3.5** Strive to develop park amenities that generate revenue (user fees), community pride and regional excitement.
- IM 3.6** Involve local residents in park maintenance through volunteer programs and events.
- IM 3.7** Regularly apply to the Department of Natural Resources, Indiana Department of Transportation, and Indiana Department of Environmental Management for grants to enhance public facilities and environmental features.
- IM 3.8** Protect park lands and recreational areas from undesirable, conflicting, and potentially dangerous land uses and developments.

Objective 4: Maintain Strategic Plans for Public Facilities

- IM 4.1** Develop a town-wide master plan for sanitary and storm sewers.
- IM 4.2** Maintain a relationship with a professional grant writer and administrator to plan for and pursue State and federal grants. Use grants to leverage local financial resources.
- IM 4.3** Maintain a capital improvement program to fund public utilities and infrastructure.
- IM 4.4** Qualify for State and federal funds by maintaining a 5-year parks master plan that meets Department of Natural Resources standards.

Objective 5: Maintain Productive Relationships With Neighboring Communities and Jurisdictions.

- IM 5.1** Work with the County to alter their zoning ordinance such that it synchronizes with the Whitestown Zoning Ordinance.
- IM 5.2** Maintain lines of communication and understand policies related to development and annexation on the fringe of the Town.

Objective 6: Disseminate Information and Opportunities to the Public.

- IM 6.1** Produce and make available to the public an executive summary of the comprehensive plan.
- IM 6.2** Publish the answers to common question and make known the regulations for typical violations.

Serve Community Needs

The following section provide the background and essential information relating to the provision of utilities, services, and facilities such to serve the community's needs. The information in these sections also denote actions in process and potential strategies that contribute to serving the public's needs or that contribute to overall vision for Whitestown.

Sanitary and Storm Sewers

Sanitary sewers carry sewage to the Whitestown Wastewater Treatment Plant. Approximately 98% of the housing units in Whitestown are connected to the public sanitary sewer system. This reflects 100% of the homes where sewers are available. The remaining housing units have private septic systems or other means of disposal.

Storm sewers drain storm water to appropriate bodies of water to prevent or minimize flooding. The Town has several trouble spots that do not drain well, including the legacy district.

Master plans for sanitary and storm sewers will be prepared and updated periodically. These plans are useful because they enable the Town to identify:

- Future demand and levels of service.
- The need for system expansion and for scheduling maintenance and repair.
- The appropriate connection fees and sewer service charges.
- The most efficient and effective transport.
- Policies, regulations, and design standards that minimize flooding, protect water quality, enhance public safety, and preserve the natural environment.
- Updates to subdivision control ordinance.

The first step in creating a master plan is to analyze the recommendations for future land use, as outlined in the comprehensive plan. This analysis will provide an estimation of future demand for public utilities. The next step is to inventory the existing infrastructure, looking at location, size and the need for repair. Then the Town can prepare a list of potential projects taking into consideration future demand and the need for additional infrastructure capacity, replacement, and maintenance. Once the list is prioritized, the Town will fund the highest priority projects utilizing a capital improvement program.

Chapter

6

Nurture Environmental Quality



Nurture Environmental Quality

Introduction

Clean water, clean air, and an aesthetically pleasing environment are some of reasons for nurturing environmental quality. In essence, maintaining natural areas and potentially restoring natural features will enhance the Town of Whitestown.

The community believes that protecting groundwater and surface water quality is essential. Protecting and preserving the natural drainage of the 100-year floodplain is also considered essential due to the potential ill affects to waterways and drinking water.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to nurturing environmental quality.

Nurture Environmental Quality Goal

Promote an ecologically healthy community through the protection and enrichment of Whitestown's environmental amenities.

Objective 1: Protect the Ground Water Supply.

- IM 1.1** Monitor changes in State and federal laws and comply with applicable requirements.
- IM 1.2** Once community wells are installed, denote the wellfield recharge areas and protect them from uses that can contaminate the drinking water.

Objective 2: Improve the Water Quality in all Waterways

- IM 2.1** Reduce large impervious surfaces in close proximity to waterways through zoning regulations.
- IM 2.2** Require buildings and impervious surfaces to be set back from the top of bank of any stream or ditch.
- IM 2.3** Require filtration strips (trees, brush, native grass) along all streams and native or prairie grass along all regulated ditches.

Objective 3: Conserve and Restore Natural Areas, Including Wood Lots, Open Space, and Water Features.

- IM 3.1** Preserve natural areas to provide habitats for plants and animals that improve the quality-of-life.
- IM 3.2** Participate in State and federal programs (i.e. Natural Resource Conservation Service, Farm Services Administration, U.S. Department of Agriculture and Department of Natural Resources) to conserve, sustain, and restore natural areas.
- IM 3.3** Strive to become a "Tree City."
- IM 3.4** Require canopy trees and other vegetation to be planted when new development occurs.

Objective 4: Minimize Conflicts Between Development and the Natural Environment.

- IM 4.1** Require new developments, through a landscape ordinance and subdivision control ordinance, to preserve existing high quality vegetation and be sensitive to on-site natural features and habitats.
- IM 4.2** Buffer and protect environmentally sensitive areas from the impacts of new development.

Nurture Environmental Quality

Objective 5: Preserve and Protect Natural Drainage Areas and Floodplains from Siltation.

IM 5.1 Strengthen and enforce regulations to minimize soil erosion and prevent pollution at construction sites.

Objective 6: Develop and Promote a Solid Waste Management Plan that Emphasizes Waste Reduction and Recycling.

IM 6.1 Advocate the expansion of recycling to minimize waste disposal of plastic bottles, cardboard, and other items.

Objective 7: Improve Air Quality.

IM 7.1 Support efforts to make transit and trails accessible, reliable, safe, convenient, and attractive to minimize traffic generation.

IM 7.2 Ensure smooth traffic flow on truck routes and other high-volume road corridors.

IM 7.3 Utilize roundabouts to increase vehicular flow through intersections and to reduce the consumption of gas.

IM 7.4 Support the use of alternative fuel sources.

Nurture Environmental Quality

The following sections provide the background and essential information relating to best management practices necessary to nurture environmental quality. The information in these sections also denotes actions in process and potential strategies that contribute to environmental enhancement or that contribute to the overall vision for Whitestown.

Floodplain Management

Flooding causes more damage to communities across the country than all other types of natural disasters combined. Flooding is costly, not only in terms of the value of the property lost, but also lives lost.

Floodplains act as sponges, soaking in rain and slowing the overland flow of water. This contrasts with impervious surfaces, such as parking lots, rooftops and roadways, which accelerate stormwater flow. Watersheds that have more pervious floodplains lessen the severity of flooding in downstream areas.

To minimize economic losses attributed to flooding, Whitestown will encourage the protection of natural areas within floodplains. Although Whitestown is not significantly susceptible to flooding, being a participant in floodplain management is socially responsible.

Whitestown will continue to discourage development in the floodplain. In instances when development must occur, the impact of development must be offset by mitigation measures to ensure no “net loss” of floodplain storage capacity.

Riparian Corridor Management

Riparian corridors are streamside forests that are located along creeks and ditches. These corridors have significant ecological and aesthetic values, in part because they contain a rich array of plants and animals.

Healthy riparian corridors are typically composed of large trees, woody understory trees, shrubs, flowers, grasses and groundcovers. This vegetation stabilizes the banks of the waterways, reduces the amount of sediments and pollutants entering waterways, and lessens flooding and drainage problems.

Waterways can be vulnerable to developmental pressures. Whitestown will review its ordinances and policies, as needed, to minimize the effect of development on the stream banks and natural areas.

According to the United States Department of Agriculture (USDA), the ideal riparian corridor includes three specific zones for management in which development should be restricted. These zones, listed in sequence from the stream, are as follows.

- **Undisturbed Forest** - this zone is adjacent to the stream and is minimally 15’ in width. Removal of vegetation is not permitted.
- **Managed Forest** - this zone is ideally 60’ in width and harvesting of older vegetation is encouraged to support better filtering and removal of nutrients through younger, faster growing vegetation.
- **Runoff Control** - this zone is ideally 20’ and may be pastured or mowed for recreational purposes.

Soil Quality and Management

Soils limit the type of development and land uses on a site. Development on inappropriate soils can result in problems such as water and wind erosion, flooding, and insufficient drainage. These problems can financially burden the Town and property owners.

Whitestown has some soil limitations. Additionally, the water table is high. These conditions can lead to significant settling of homes and garages, costing homeowners a significant amount of money to fix.

When evaluating sites for public buildings, the Town will test soils to make certain the land use is suitable for a particular location.

Whitestown will require all new public and private developments to have adequate sanitary sewer capacity and to connect to the Town’s wastewater system.

Nurture Environmental Quality

Water Quality

Whitestown is sensitive to land uses and practices that could contaminate water resources. Any development that poses a risk to ground and surface water will be prohibited unless proven measures are used to protect the water resources.

To protect water quality, the Town will require developers to submit development and redevelopment plans that provide for:

- Surface stabilization, including tree preservation, retaining walls, and sodding.
- Runoff control, such as swales, small culverts, and vegetative buffers.
- Sediment control, including sediment traps and filter strips.
- Stormwater management, such as retention ponds or infiltration swale.
- Stream protection, including streambank protection and setback.

Wetland Conservation

Whitestown has areas that are or could be considered wetlands, low flow streams/ditches, and wet soils.

The Town will strive to ensure State and federal laws for wetland mitigation are met. The Town will also consider ways to limit development in these areas, to the extent possible. Some possible alternatives include purchasing property, encouraging the use of conservation easements, or promoting planned developments that are designed to preserve open space.

Woodlot Management

Whitestown has a few small and medium sized woodlots.

Woodlots should be managed because of the many benefits they provide. A forest stand can:

- Reduce air temperatures in the summer by about 10 degrees Fahrenheit;
- Reduce wind velocities by 20 to 60 percent;
- Provide vital wildlife habitat;
- Clean pollutants from the air, absorbing an estimated ten tons of carbon dioxide per year per acre of woodlot;
- Reduce the erosion of soil on construction sites.

For the property owner, saving a few trees on site reduces energy bills and increases the value of the property.

The Town will require new developments be designed to minimize the impact on existing woodlots and tree stands.

Nurture Environmental Quality

Chapter

7

Improve Community Character



Improve Community Character

Introduction

Whitestown's image, identity, and character are born from its history, cultural diversity, economy, location, and past physical development. Unfortunately development standards and economic factors have not led to the desired character, especially with new subdivisions. For that reason the community will strive to advance the community character.

A community's image, identity, and character rely on physical features, vitality, maintenance, cleanliness, land use patterns, mix of land uses, cultural amenities, and reputation, amongst other factors. By translating the vision of the community into the development character and layout, a Town can set itself apart as a distinctive place to live and work.

Whitestown wants a self-sufficient community with a balanced mix of commercial, office, industry, housing, recreation, entertainment, and shopping. More specifically, the Town wants a more vibrant community such to improve the overall character and reputation of the Town.

Building on the positive aspects of Whitestown is instrumental in retaining and attracting residents and businesses. To advance Whitestown's character, the following strategies are recommended and discussed in detail:

- Beautifying gateways and primary corridors;
- Revising subdivision standards and zoning regulations;
- Revitalizing the legacy district.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to improving community character.

Improve Community Character Goal

Strengthen Whitestown's image, identity, and character to foster a distinctive and appealing place to live, work and conduct business.

Objective 1: Promote the Use of Quality Materials and Aesthetic Standards.

- IM 1.1** Develop ordinance language that requires the use of quality materials and design features that better assure quality development.
- IM 1.2** Develop and adopt design guidelines for new development layouts and building design.
- IM 1.3** Enforce and enhance a commercial landscaping ordinance.
- IM 1.4** Evaluate potential incentives to offer developers to minimize monotonous and repetitive residential design.

Objective 2: Promote a Unique Character for Whitestown

- IM 2.1** Develop a "Character Vision" for Whitestown followed by an implementation plan to encourage enhancements to the Town.
- IM 2.2** Use quality materials for public facilities and structures, including but not limited to buildings, signs, fences, park equipment, and sidewalks. Set the precedent for quality throughout the Town.

Objective 3: Preserve Historic and Cultural Amenities.

- IM 3.1** Encourage maintenance and enhancement of historic structures and cultural amenities.
- IM 3.2** Develop guidelines for maintenance and enhancement of historic structures.
- IM 3.3** Assure infill and redevelopment in historic and cultural areas is completed appropriately through ordinance regulations.

Improve Community Character

Objective 4: Improve the Appeal of Neighborhoods.

- IM 4.1** Enforce the maintenance requirements for vacant buildings and lots.
- IM 4.2** Require amenity centers in all major subdivisions to provide relief in the monotony of subdivisions; and to provide parks, recreation, and open space.

Objective 5: Promote a Unique Theme for Each Village Center

- IM 5.1** In each village center, establish a unique theme for development. Themes may be architectural (modern, Italianate, etc.), a land use mix, streetscape features, and the like. However, in all circumstances require pedestrian friendly environments and amenities.

Objective 6: Beautify the Gateways and Main Corridors

- IM 6.1** Develop gateway and main corridor standards and themes that generate a positive first impression to improve civic pride and capture more interest in the Town.
- IM 6.2** Consider developing an adopt-a-right-of-way program to coordinate, install, and maintain improvements at gateways and along main transportation and stream corridors.
- IM 6.3** Work with INDOT and property owners along the highways to improve how Whitestown looks from I-65, S.R. 334, and S.R. 32.

Improve Community Character

The following sections provide the background and essential information relating to physical enhancements such to improve community character.

Gateway Profile

Gateways can be essential statements of a community's vitality, values, amenities, and quality-of-life. Gateways can be evaluated and critiqued in many ways. They can be a single element at the corporate limit (e.g. a "welcome to" sign) or a stretch of corridor leading into town.

Strong gateway statements can improve a community's identity, economy, and image. They can identify a community's boundaries and can invoke pride in belonging. For these reasons and others, gateways protection and improvement shall be an ongoing objective of the Town.

The most important gateways in Whitestown are:

- 1) Exit/Interchange at 334;
- 2) Exit/Interchange with 267;
- 3) 400S/300S Corridor off I-65 (West);
- 4) 400S/300S Corridor from Zionsville (East);
- 5) 700E Corridor off S.R. 334 (South);
- 6) 700E Corridor off S.R. 32 (North);
- 7) 400E Corridor off S.R. 32 (North); and
- 8) S.R. 267 Corridor from Hendricks Co.

Great effort shall be taken to protect the 400S/300S Corridor, S.R. 334 Corridor, 400E Corridor, and 700E Corridor as they transect the Town. Each of these corridors shall be limited access to maintain smooth traffic flow, but also to improve aesthetics. These corridors shall more strictly regulate commercial signs and only allow ground signs with minimal lighting.

Lastly, the I-65 corridor is the vantage point of many people who traverse Boone County. The aesthetics along this corridor can have a significant positive impact on the Town's identity and character. Because the INDOT is responsible for I-65's maintenance, they do not allow aesthetic improvements within the right-of-way. Therefore, the Town must strive to improve the aesthetics along the I-65 corridor with buffering and architectural requirements. The strategy to be utilized is to require canopy trees to be planted

along the I-65 right-of-way. Canopy trees, when mature, will be large enough to soften the edges of the corridor. An added benefit is that they will reduce noise generated from the interstate during warmer months.

The strategy also includes improving the character of buildings visible from the interstate. This can be done by requiring facades facing the interstate to be aesthetically appealing and for utilities, loading docks, outdoor storage, and mechanical systems to not be visible from the interstate.

Anti-monotony Subdivision and Zoning Standards

Whitestown will update its zoning and subdivision control ordinances to establish higher standards for development. In recent years, courts have upheld aesthetic regulations and communities have utilized such standards to improve general welfare and quality-of-life.

The public meetings resulted in a high demand for improved development quality. Many people stated that new developments were not meeting the expectations of the Town and that developers were not being sensitive to the context of their developments.

Additionally, developers participating in the interest group interviews believed that Whitestown must improve its standards in order to better the community.

For these reasons, Whitestown shall revise its Subdivision Control Ordinance, Zoning Ordinance and Building Code to require a higher standard of development and construction of structures. More specifically, the Town should strive for less monotonous developments, higher quality architecture, and greater amenities within developments. With these greater regulations should also be incentives for developers.

Chapter

8

Redevelop the Legacy Core



Redevelop the Legacy Core

Introduction

The future of Whitestown's downtown is of great concern to the existing residents. Its legacy as the core of the Town is ever relished and many people wish for the vitality to return. Any degradation to the downtown seems to have a parallel effect on each resident's sense of pride and belonging.

In most towns the downtown is considered the heart of the community. In Whitestown's past, that has also been true. However, as Whitestown annexes and growth dominantly occurs to the south and west, the downtown will no longer be geographically at the center of Town. In fact, with Anson, Stonegate, and other commercial development near the interstate, Whitestown's downtown will continue to be de-emphasized.

A significant challenge to successful improvement is the ever increasing competition from nearby commercial districts in Zionsville and Lebanon. Competition will be greatly realized when each phase of Anson's development is completed. This competition has already resulted in modest growth and investment in the old downtown.

Other significant challenges to the downtown include aging infrastructure, mitigating storm water drainage, dilapidated buildings, overgrown and poorly maintained trees, narrow roads, minimal right-of-way, excessive curb-cuts, and undefined streetscape.

Whitestown's downtown is also controlled by a relatively small number of owners. This can be an opportunity or a liability. The opportunity comes if the persons are "friends of the Town" and have the financial means to be stewards of vitality. More often when a single person or group has a dominant role in ownership, downtowns do not thrive. There are several reasons why this occurs, but the most frequent is when they are property rich, but cash flow from the buildings does not justify the necessary investment.

The most significant amenities to support improvements in the downtown include: proximity to established neighborhoods, an ever increasing residential population, popularity of L.A. Cycles/Cafe, historic structures, proximity to post office, abandoned rail corridor, local history, and nearby employment.

To reestablish the downtown as a vital commercial center, Whitestown must invest in infrastructure, facilitate a catalyst commercial project, and establish character goals. Whitestown will also have to strive to increase the population in close proximity to the downtown. Population can be increased by allowing upper story housing, encouraging infill development on vacant lots, and building-out contiguous areas in a complementary fashion (i.e. grid streets and alleys).

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to redeveloping the legacy core.

Redevelop the Legacy Core Goal

Reestablish commercial and social vitality in historic Whitestown downtown; and advance aesthetic and functional components such to regain town-wide pride in the district.

Objective 1: Establish Critical Mass of Uses

- IM 1.1** Rehabilitate historic structures; bringing them up to current standards for commercial or residential (upper floors only) uses.
- IM 1.2** Encourage the full redevelopment and reuse of a noncontributing vacant structure in the downtown core.
- IM 1.3** Encourage the expansion of existing uses and structures in context to the character goals for the downtown.
- IM 1.4** Encourage the conversion of residential uses to commercial uses when the structure breaks the continuity of the commercial district.

Redevelop the Legacy Core

Objective 2: Address Parking Needs and Locations

- IM 2.1** The town should encourage parking areas to be paved and better organized to maximize the number of available spaces.
- IM 2.2** Reduce the curb cuts off of Main and Pierce Streets. This will free up more curb line for additional on-street parking.
- IM 2.3** When parking pressure increases, the Town should consider establishing a public parking lot behind existing buildings in the Town center.

Objective 3: Improve “Downtown” Characteristics and Design Elements

- IM 3.1** Encourage maintenance and enhancement of historic structures.
- IM 3.2** Install pedestrian amenities like benches, decorative street lighting, street trees and crosswalk delineation.
- IM 3.3** Encourage parking to be installed at the rear of buildings.
- IM 3.4** Improve the “urban edge” through Town by requiring new buildings to be built to the sidewalk. Also, requiring parking lots that front Main or Pierce Street to have a short wall continuing the hard edge established at the back of the sidewalk.

Objective 4: Address Specific Vehicular and Pedestrian Accessibility and Circulation Needs

- IM 4.1** Slightly widen Main and Pierce Street in each direction to the edge of the built community.
- IM 4.2** Install sidewalks along Main and Pierce Street to the edge of Town to improve pedestrian access to the downtown.
- IM 4.3** Reduce curb cuts off of Pierce and Main Street to improve safety and circulation in the downtown; and to increase parking opportunities.

Objective 5: Establish a Downtown Theme

- IM 5.1** Build on the character goals established in Chapter 7, and develop a unique theme for the legacy downtown.
- IM 5.2** Prepare a physical plan for the downtown which encompasses character and theme goals.
- IM 5.3** Establish incentives for investment and occupancy of buildings in the downtown.

Redevelop the Legacy Core

The following sections provide the essential information relating to redeveloping a downtown.

Critical Mass Before Aesthetics

Over the last two decades, communities have been investing millions of dollars in aesthetic improvements without significant gains to their downtowns. It is often believed that if a community makes the downtown look good, that businesses will want to be there. This is not true.

Businesses want quality space in a location that best meets their needs. Retail and entertainment uses generally need high visibility and proximity to a specific population. Offices generally need employee parking, notable addresses, and quality work environment; including lunchtime amenities.

A better strategy for revitalization is to improve building quality and to recruit businesses to fill them. The number one criteria for most businesses is the quality and fit of the building; and proximity to the owners and managers homes.

Whitestown should investigate and consider one or more of the following strategies:

Strategy 1:

Work in partnership with a developer to purchase and demolish one of the derelict buildings in the downtown. Following the demolition, build a new two-story structure with architectural appeal. Secure one or more tenants to fill the space.

Strategy 2:

Select a retail or entertainment theme to build a critical mass of competing or complementary enterprises. The concept is simply that people are willing to travel much farther to a “district” that has more than one shop that offers what they are looking for. For instance, if Whitestown’s downtown had three wedding dress shops, a florist, a seamstress, and party rental store; a bride-to-be would choose to come to Whitestown over Castleton because she can shop for multiple items that she is in the market for. The same concept works with nearly any business theme.

Strategy 3:

Build a new recreation center or enhance an existing park in, or near the downtown. The strategy is to achieve an enviable recreation amenity that will draw “tourists” to the downtown area. With greater visitation to the downtown, more businesses may be interested in locating in the downtown.

Strategy 4:

Recruit retail businesses that sell products via catalog and internet and that do not rely on drive-by traffic. Similarly, attract service businesses that provide their services via call-in and internet. Restaurants that provide a unique culinary experience can also thrive in small towns.

Whitestown currently does not have the population necessary to support a lot of retail and commercial businesses. Therefore, the types of businesses listed above may be able to thrive in the legacy district.

Strategy 5:

Focus on entrepreneurs and start-up businesses. Most savvy entrepreneurs and start-up businesses will look for a place that is cheap, and that offers the core needs for their business. The theme for Whitestown would be to become an “incubator” for new businesses, providing the basic needs for entrepreneurs. There are hundreds of businesses being run from homes in southern Boone County and that may be interested in an office away from home.

The available office space in southern Boone County is sparse and usually is expensive and large in size. Few home-based businesses need over 800 square feet, but that is about the smallest space available in the market. Anson is likely not going to fill this niche, thus giving the legacy district a competitive edge.

Strategy 6:

Incentives may have to be offered to encourage someone to take the first step. Until the district is reestablished with vitality, many potential investors are going to be afraid to take the risk. Tax breaks, public improvements, assembly of land, and partnership investment are potential means of providing incentives.

Chapter

9

Stimulate Relationships



Stimulate Relationships

Introduction

This chapter looks at ways to effectively communicate with and relate to Zionsville and Boone County, and other governmental or quasi-governmental bodies.

The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to stimulating relationships.

Stimulate Relationships Goal

Stimulate relationships with contiguous and interrelated government and quasi-government entities to further the vision for Whitestown.

Objective 1: Improve Interlocal Cooperation

- IM 1.1** Provide frequent opportunities for communication and discussion on shared opportunities and concerns by holding periodic meetings with planning staffs from Zionsville and Boone County.
- IM 1.2** Minimize differences between procedures and regulations where practical by establishing an inter-local planning committee composed of officials and planning staff from the county, city and towns.

Objective 2: Influence the Location of New Schools and Their Integration Into the Community

- IM 2.1** Work with School Corporation to assure a high school and middle school in the Whitestown community.
- IM 2.2** Work with School Corporation to add elementary schools in the community as development occurs.
- IM 2.3** Strive to utilize school facilities holistically as community centers open to the public at off-peak times and dates.
- IM 2.4** Utilize schools as anchors to village centers and neighborhoods.

Objective 3: Maintain Assistance from Boone County

- IM 3.1** Recognize the relationship benefits of having Boone County provide building inspections, zoning administration and the like.

Stimulate Relationships

Whitestown Schools

One of the most critical elements that will influence the future of Whitestown is whether or not local schools are built in the corporate limits of Whitestown. The town officials and stakeholders should strongly lobby for all levels of public schools to be located in Whitestown. The growth pattern in Boone County justifies a commitment from the Lebanon School Corporation to build such schools. In fact, the population for the Whitestown region will likely exceed 10,000 by the end of 2010 and at full build-out will exceed 50,000. Further, the likelihood of the Whitestown area building-out prior to the Lebanon area is high due to its adjacency to Indianapolis.

Each of the above listed factors justify a commitment for new schools in the Whitestown region. Further study and evaluation are necessary to fully understand the dynamics. As a minimum, Whitestown official and the Lebanon School Corporation should begin regular communication in regard to this matter.

Stimulate Relationships

Chapter

10

Conclusion



Conclusion

Implementation Strategy

An important part of a successful comprehensive plan is a plan for its implementation. While it is an enormous accomplishment for Whitestown to prepare the Whitestown Comprehensive Plan, the real “work” is still to come.

The intent of a comprehensive plan is to provide a framework for implementation, but not the exact course of action. To determine the exact course, the town should prepare an implementation strategy to complement the Whitestown Comprehensive Plan. The implementation strategy should focus on achieving a realistic number of implementation measures listed throughout the comprehensive plan.

More specifically, the implementation strategy should outline the most important implementation measures that need to be completed; and then devise the means to accomplish them. The strategy should address the priorities for the next two years and then be reviewed and updated every year. The implementation strategy will likely only need to be three to eight pages in length to explain:

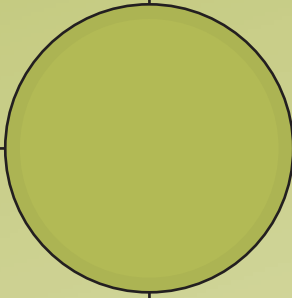
- The priority implementation measures to be accomplished in the next two years,
- A timeframe for each project’s estimated start and completion date,
- Who or what group will be responsible for the implementation, and
- What financial or staff resources will be necessary to complete the project.

Comprehensive Plan Maintenance

The comprehensive plan cannot be viewed as a static “set in stone,” series of unalterable ideas and projects. To be effective, it must be reviewed, evaluated, and when necessary, updated to reflect changing trends, outlooks, and big picture thinking in the community. In doing so, the community can collectively plan for the future in a proactive manner, thus capturing opportunities and avoiding potential pitfalls.

To achieve this result, the Town of Whitestown will strive to:

- 1) Annually review the Whitestown Comprehensive Plan. This review should denote what has been accomplished and identify necessary minor amendments. Through this process the Area Plan Commission should become more familiar with the plan and its content; and
- 2) Comprehensively review the Whitestown Comprehensive Plan every five years. This review should include public workshops, interest group interviews, and full scrutiny of the content and maps. A five-year revision schedule is the most cost effective means to maintain a comprehensive plan and will result in greater appreciation for community planning. It will also result in a well-planned community.



Part 3
Appendix



Appendix

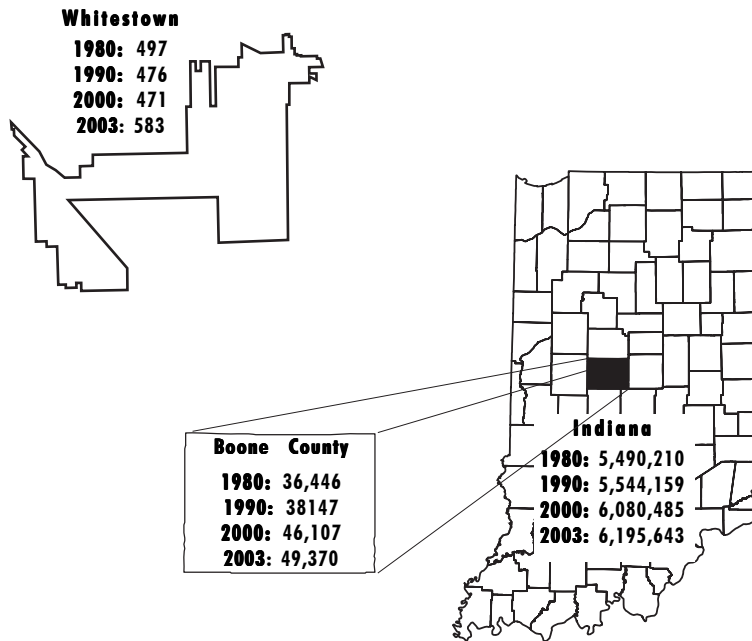
A

Demographics



Appendix A - Demographics

Population



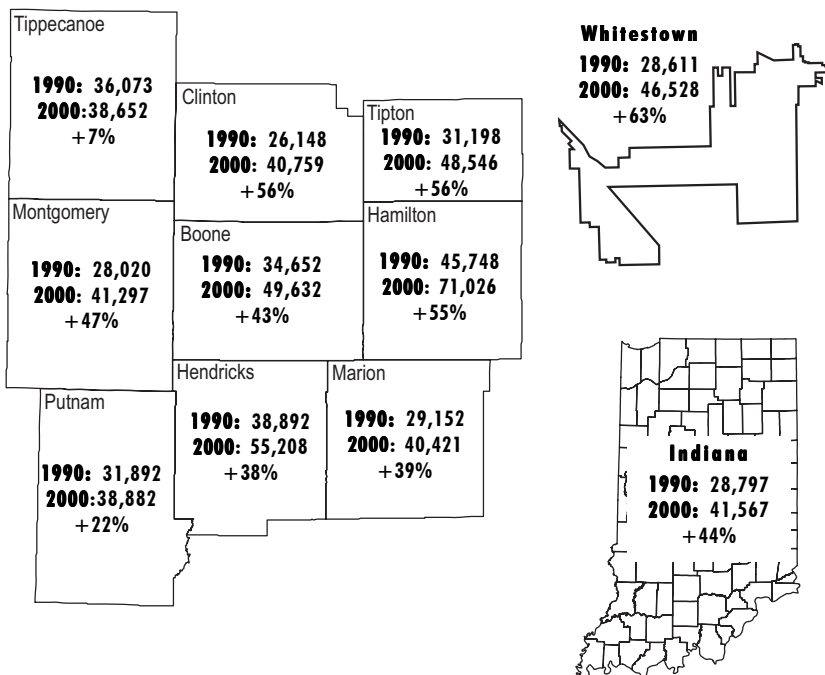
Whitestown's population has slightly declined over the past 40 years, but has started to increase within the past three years. The population increased by 17% between 1980 and 2003. Over the same period, Boone County grew 35% and the state grew 13%.

Whitestown's population increased by 112 residents, which is a 23% growth rate, from 2000 to the 2003.

Five of the eight surrounding counties have had population increases equal to or greater than the state's population growth between 1980 and 2003, Hamilton, Hendricks, Putnam, Tippecanoe and Marion Counties.

Source: 1980, 1990, 2000 U.S. Census and July 2003 Census estimates.

Median Household Income



The median household income is the middle income value for the community, meaning half of the households are above and half are below the median income value.

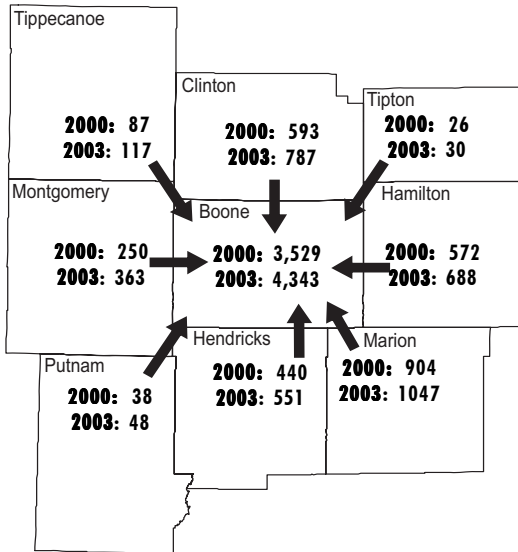
Whitestown's median household income has increased by 63% from 1990 to 2000, an increase of \$17,917. Over the same period, Boone County and the state's median household income increased by 43% and 44% respectively.

Four of the eight surrounding counties have had medium household income increase equal to or greater than the state's medium household income growth between 1990 and 2000, Clinton, Tipton, Hamilton, and Montgomery Counties.

Source: 1990 and 2000 U.S. Census.

Appendix A - Demographics

Commuting Patterns

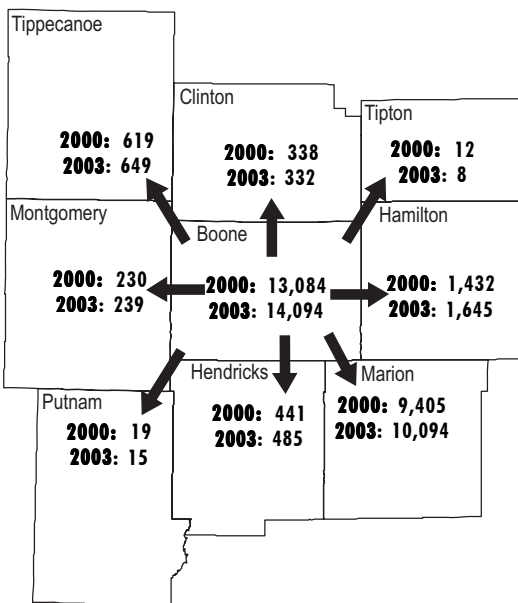


The top illustration shows the commuting patterns of the surrounding communities coming into Boone County for employment. In 2000, 3,529 residents commuted to Boone County. By 2003, the rate had increase 18.7% to 4,343 residents.

The second illustration shows the commuting patterns of Boone County residents traveling to the surrounding counties for employment. In 2000, 13,084 residents commuted into one of the surrounding counties. By 2003, the rate had increased 7.1 % to 14,094 residents.

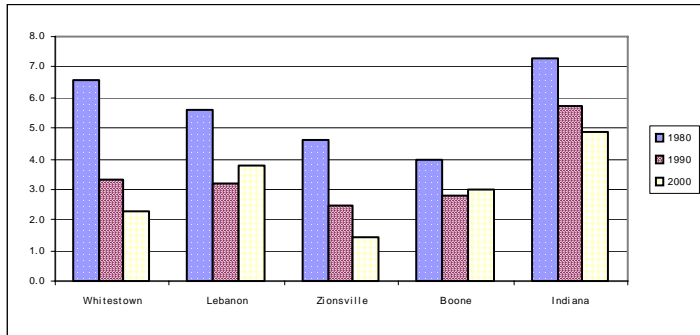
The county has over 3 times as many people leaving the county for employment as it has entering the county for employment.

Source: STATS Indiana; Indiana Department of Revenue.



Appendix A - Demographics

Unemployment Rate

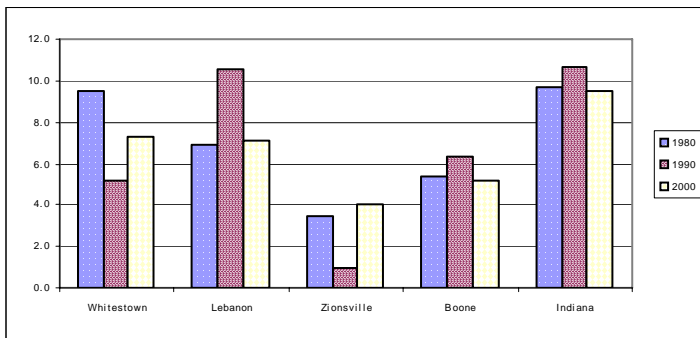


The unemployment rate for Whitestown has decreased over the past 20 years. The rate fell from 6.6% to 2.3%. During the same period, Lebanon had a similar decline from 5.6% to 3.8% and Zionsville declined from 4.6% to 1.4% respectively.

The state unemployment rate declined between 1980 and 2000 from 7.3% to 4.9%.

Source: 1980, 1990, 2000 U.S. Census

Poverty Rate

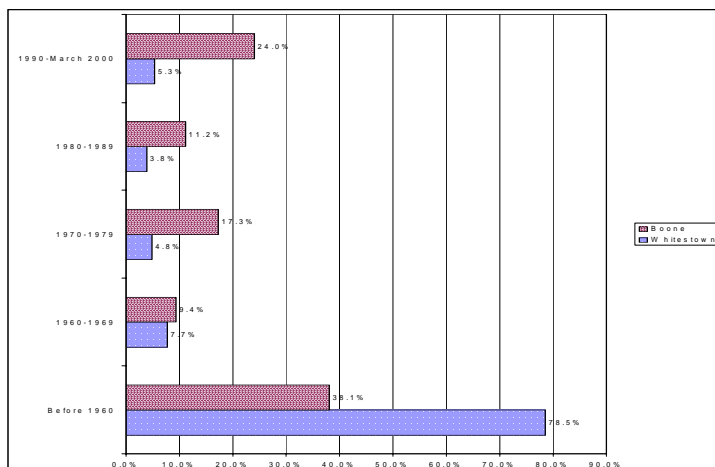


The poverty rate for Whitestown has decreased from 9.5% to 7.3% between 1980 and 2000. Both Lebanon and Zionsville have had a slight increase in the poverty rate during that 20-year period, but are below the rate of Whitestown.

The state poverty rate has declined from 1980 to 2000 from 9.7% to 9.5% with an increase in 1990 of 10.7%.

Source: 1980, 1990, 2000 U.S. Census

Year Housing was Built



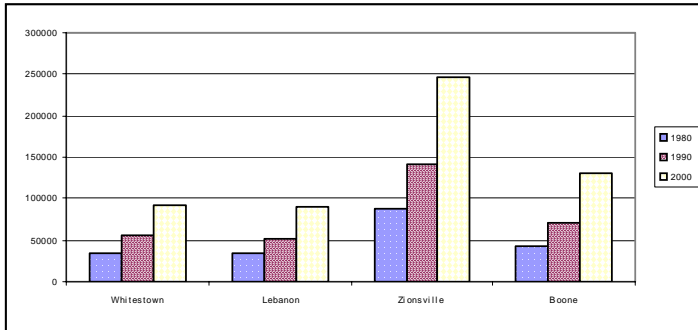
Whitestown has an older stock of housing than Boone County. Seventy-eight and one-half percent (78.5%) of Whitestown's housing was built before 1960. The rate of new home construction decreased from 1960 to 1990. The rate increased slightly from 1990 to 2000 to 5.3%.

Before 1960, 38.1% of Boone County's housing was constructed. From 1990 to 2000, 24% of the houses were built.

Source: 1980, 1990, 2000 U.S. Census

Appendix A - Demographics

Median Home Value



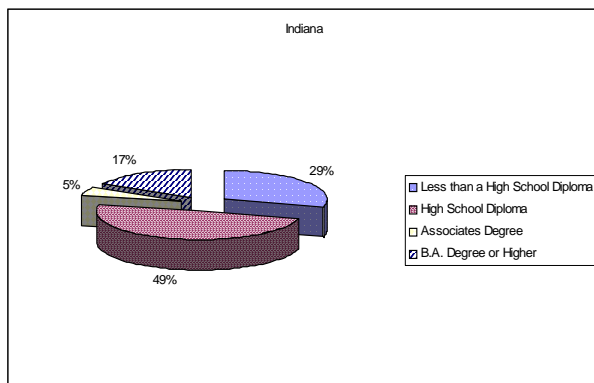
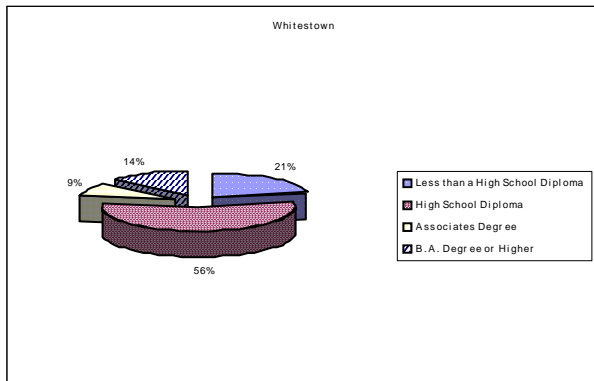
The median home value is the middle home value for the community, meaning half of the home values are above and half are below the median home value.

Whitestown's home values are below the county's value. In 2000, Whitestown's median home value was \$91,700 and the county's was \$131,300.

When comparing the percent increase in median home values, the three communities and the county are very similar. From 1980 to 2000, Whitestown's median home value increased 63%, Lebanon's was 62%, Zionsville's was 64% and the county's median home value increase by 67%.

Source: 1980, 1990, 2000 U.S. Census

Educational Attainment



Whitestown has similar educational attainment levels as the state for the adult population. The town has 56% of the population with a high school diploma, while the state has 49%. The town has 9% of the adult population with an associates degree and 14% with a B.A. degree or higher. The state has 5% of its adult population with an associates degree and 17% with a B.A. degree or higher.

Source: 2000 U.S. Census and Indiana Department of Education

Appendix A - Demographics

Appendix

B

Public Workshop



Appendix B - Public Workshop

Liabilities

The following liabilities were recorded by the facilitators at the five round table discussions:

Infrastructure/Utilities

- Stormwater drainage
- Sanitary sewer capacity, liability, and price
- Water capacity, quality and price
- Water system needs to be replaced
- Maintenance and size of streets
- Maintenance of newly annexed streets
- Safety of retention ponds
- Maintenance of retention ponds
- Lack of sidewalks
- Utility rates
- No public transportation to Indianapolis
- High number of gravel roads
- Utilities in the old town
- Capital improvements in Perry Township
- Lack of natural gas
- No cable access
- Lack of parking
- Overhead power lines

Business/Industry

- Limited business, commerce

Government/Services

- No library
- Lack of school system in Town
- Need to have middle school and high school nearby
- Law enforcement
- No local building inspector
- Local mail service
- Volunteer fire department
- No street department
- County won't provide services
- Communication/Information
- The whole Town Council
- Seem to be trying to stop any redevelopment in downtown
- Too small of Town Council
- Board of Health requiring sewer hookup and forcing non-remonstration to future annexation

Residential

- New lots are too small so it creates a fire hazard
- Small homes don't pay enough in taxes to support schools
- Too many abandoned homes
- Modular homes, trailers not kept up

Environment/Recreation

- Dead and diseased trees
- No trails or greenspace
- Old trees on main roads
- Light pollution from new developments
- Lions Park needs to be updated
- Co-op ammonia leaks

Growth/Development

- Accepting all new development
- Developers run the show
- Developers aren't upgrading streets and utilities
- Annexing too much land too fast
- Annexing into Perry Township
- Whitestown taking on too much
- Willy-nilly development
- Anson is too big
- Lack of real downtown
- Haphazard zoning in surrounding areas
- Urban sprawl from Lebanon
- Zoning and planning not done well in the past
- Whitestown proper not centralized to new land

General

- Not all properties are well kept
- Run down buildings
- Too many junk cars in yards
- Proximity to Indianapolis
- Perception of Town as poor and rundown
- Crime is not low enough
- Small fish compared to Zionsville and Lebanon
- Commerce building on Main Street rundown
- The name "Whitestown"
- Motorcycle groups
- Packs of dogs running around town
- Teenage punks

Appendix B - Public Workshop

Assets

The following assets were recorded by the facilitators at the five round table discussions:

Infrastructure/ Utilities

- Very little traffic
- Utilities
- TDS telephone system
- Small town service with utility companies

Business/Industry

- LA Café
- LA Cycles
- Cathedra Marble
- The Gutter Place
- Machine shop
- Nearby shopping
- Whitestown Market
- Pizza Parlor

Government/Services

- Fire territory
- Ralph the police officer
- Worth Township Trustee
- Perry Worth Elementary School
- Excellent school system
- New post office
- Volunteer fire department
- Tax rates
- County fairgrounds

Residential

- Mainly single-family homes
- Variety in subdivisions
- Affordable housing
- Walker Farms subdivision brings young people to Town
- Historic houses

Environment/Recreation

- Parks
- Railroad easement – trails
- Mature trees

General

- Small town, rural values
- Quiet
- Friendly people/neighbors
- History of town
- Community
- Close proximity to Indianapolis
- Close proximity to interstate
- Open land
- Central location
- Diversity in economic groups
- Low crime
- Small horse farms

Appendix B - Public Workshop

Needs

The following needs were recorded by the facilitators at the five round table discussions. The numbers in parenthesis represent the number of times the need was mentioned if it was mentioned more than once.

Infrastructure/Utilities

- New roads and improvements to existing roads (11)
- Develop sidewalks and trails in Town (8)
- Relocate all utilities underground (4)
- Review bypass around north end with the County (4)
- Street lighting (3)
- Address storm drainage problems (2)
- Find new water source (2)
- Draft regulations for retention ponds (1)
- Parking (1)
- Open communication with INDOT for access to I-65 corridor
- Salt budget
- Affordable/quality utilities

Business/Industry

- Manage mix of businesses
- Cleaner downtown

Government/Services

- Library (7)
- Larger town council for more representation (6)
- Create own school system (6)
- Paid fire department (4)
- Working relationship with the county (4)
- More police officers (2)
- New town hall

Environment/Recreation

- Park activities for all ages (12)
- Interconnected parks and trails (6)
- Regulate and control tree cleanup and replanting along all streets (3)
- Community center (3)

Growth/Development

- Downtown Revitalization (20)
- More control in zoning issues (12)
- Restrictions on annexation (11)
- Farmland preservation by impact fees (9)
- Set aside ground for schools (2)

General

- Improve image and perception of town (7)
- Sensitivity to land owners rights (3)
- Property improvements

Appendix B - Public Workshop

Dreams

The following dreams were recorded by the facilitators at the five round table discussions:

- Wide tree-lined streets with nice curbs and sidewalks
- Mass transportation with monorail to downtown Indianapolis
- Downtown theme such as antiques or a history
- Change name to Ansonville
- Create a distinct identity separate from Zionsville
- Downtown revitalization
- Pay developer to return Anson property back to farmland
- Stop annexation of more land
- Pay firemen
- Pave all gravel roads
- All lots minimum of 5 acres in new developments
- Add street lights and stop light
- Whitestown School Corporation
- Downtown stores
- Whitestown International Speedway

Appendix B - Public Workshop
