

Comprehensive Plan



White County, Indiana

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Introduction

01

Introduction

This section provides a synopsis of the contents of this plan including a brief summary of the planning process and public input gathered from the County's citizens through a series of meetings with the Steering Committee, public workshop attendees, key focus groups and officials from Area Plan Communities.

WHY PLAN? - COMPREHENSIVE PLANNING OVERVIEW

The Comprehensive Plan is intended to be a document to guide long-range planning efforts. The Plan should be reviewed annually and updated every five to ten years depending on rates of growth, trends in development, population demographics or significant events that cause the plan or individual elements to be no longer relevant. Diligent monitoring and maintenance of the goals and objectives will ensure that White County has proper guidance to manage future land use, transportation, development and regulatory updates. This document is organized into eight sections with an appendix to facilitate the decision-making process:

In Indiana, comprehensive planning is permitted by the 500 Series of Title 36-7-4 of the Indiana Code. This law empowers cities, towns and counties to adopt plans.

Any plan adopted in Indiana must contain at least the following three elements:

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

In addition, the law provides for a number of optional elements:

1. Inventory of current conditions and analysis of probable growth within the jurisdiction.
2. Community inventory information (maps, charts, locations) describing: character of the jurisdiction, history, population and demographics information, physical conditions, land use, public realm/community centers, areas needing redevelopment and conservation, public properties and ways, utilities, the environment and conservation, flooding, transportation (including public), parks, recreation and trails, education and workforce, land utilization and growth.
3. Reports, maps, charts, and recommendations setting forth plans and policies for the development, redevelopment, improvement, and extension of the jurisdiction.
4. A short and long-range development program of public works projects for the purpose of stabilizing industry and employment and for the purpose of eliminating unplanned, unsightly, untimely, and extravagant projects.
5. A short and long range capital improvements program of governmental expenditures so that the development policies established in the comprehensive plan can be carried out and kept up-to-date for all separate taxing districts within the jurisdiction to assure efficient and economic use of public funds.
6. A short and long range plan for the location, general design, and assignment of priority for construction of thoroughfares in the jurisdiction for the purpose of

providing a system of major public ways that allows effective vehicular movement encourages effective use of land and makes economic use of public funds.

This Comprehensive Plan addresses all required and optional elements as specified by the Indiana Code.

THE PLANNING PROCESS

The White County Comprehensive Plan will be structured by the following process:

1. Issue identification
2. Evaluation and analysis of existing conditions
3. Community input
4. Statement of vision and goals
5. Objectives for achieving the vision
6. Recommend strategies including tools to implement the plan
7. Approval and adoption by the local jurisdiction

To start this process, there must be a baseline understanding of the current conditions in the County and the seven Area Plan Commission communities: Brookston, Burnettsville, Chalmers, Monticello, Monon, Reynolds and Wolcott.

One of the core objectives is to gain an understanding of how the County and seven APC Communities are functioning together and as separate units.

THE ADOPTION PROCESS

The following steps are required for the adoption of a Comprehensive Plan:

1. The Plan Commission or representative is authorized to prepare the plan.
2. The Plan Commission holds a public hearing on the plan.
3. Plan Commission approves the plan and refers it to the County Commissioners for adoption.
4. Area Plan Communities approves the plan and refers it to the participating legislative bodies.
5. Legislative bodies adopt the plan by resolution.
6. Upon Adoption, a copy of the plan is place on file with the County Recorder.

HOW TO USE THIS PLAN

The White County Comprehensive Plan represents a long-range initiative to guide the future of the County and its APC Communities in a way that reflects its particular challenges and unique characteristics. Each chapter states the Goals, Objectives, and Action Steps that will influence the successful implementation of the priorities of White County residents and stakeholders. The format and presentation of Goals, Objectives, and Action Steps are depicted and described on the following page. Profiles and Case Studies are included in relevant sections to further explain concepts or recommendations. Each chapter includes implementation steps, timelines, and partners to strengthen goals, objectives and action steps in this Plan.



Stakeholder Meeting

Goal:

A Goal directly supports the collective efforts and ideals of the community.

OBJECTIVE

An objective provides a variety of avenues or opportunities to achieve the intent of a Goal.

Action Steps are the specific implementation strategies taken by County and town officials, business leaders, community organizations, and residents to accomplish the goals. While each Goal has an Objective, some may not have identified action steps.

VISION STATEMENT

We desire to become the preeminent County in Indiana by strategically maximizing economic vitality in the areas of agriculture, tourism and manufacturing thereby cultivating opportunities for the future. We will do this while preserving the unique character of our communities, nurturing a reliable and educated work force and enhancing residents' quality of life through environmental stewardship.

PREVIOUS PLANNING

The following plans have been reviewed and incorporated into this document. Pertinent information is sourced back to its document within the text.

- 2016 White County Transportation Plan
- 2015 Target Market Study
- 2015 Community Surveys
- 2011 Economic Development Strategy
- 2009 Monticello Comprehensive Plan *
- 1995 White County Comprehensive Plan
- Remington Strategic Plan
- Monon Parks Plan
- Monticello Parks Plan
- Brookston Downtown Plan
- Wolcott Strategic Plan

*The 2009 Monticello Comprehensive Plan is in actuality a "Strategic Plan" in the context of Indiana Area Plan Law.

Community Engagement Overview

PROCESS

STEERING COMMITTEE MEETING KICKOFF

The planning process kicked off with a steering committee meeting on January 15, 2016. A presentation describing the process and a snapshot of the community as it currently exists was given. In addition, several exercises were conducted to better understand the existing conditions within each of the APC communities as well as the County as a whole..

STAKEHOLDER MEETINGS

The consultant team conducted several stakeholder interviews (on February 19th and 25th and March 7th 2016) to better understand the specific issues represented in the community. These groups included:

- Ivy Tech/Workforce development
- Realtors
- Corporations/Entrepreneurs/Business owners
- Department Heads and Elected Officials.
- Public Works, Utilities and Parks (County and community).
- Agribusiness/Farm Bureau/Purdue Extension
- Economic Development Board and Indiana Beach Ownership
- Tourism/Chamber of Commerce.
- Education
- Monon Historian
- Chalmers Town Manager
- Brookston Clerk Treasurer

STEERING COMMITTEE MEETING #2

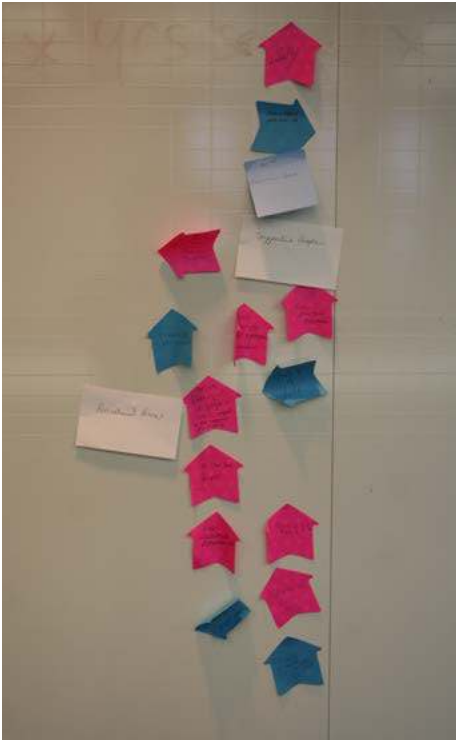
The second steering committee meeting was held on February 19, 2016. A presentation on the process to date was given, results of previous Steering Committee meetings and 16 take-home-planning kits were distributed at this meeting. This meeting also included a summary of initial stakeholder meeting conversations.

ECONOMIC DEVELOPMENT BOARD MEETING

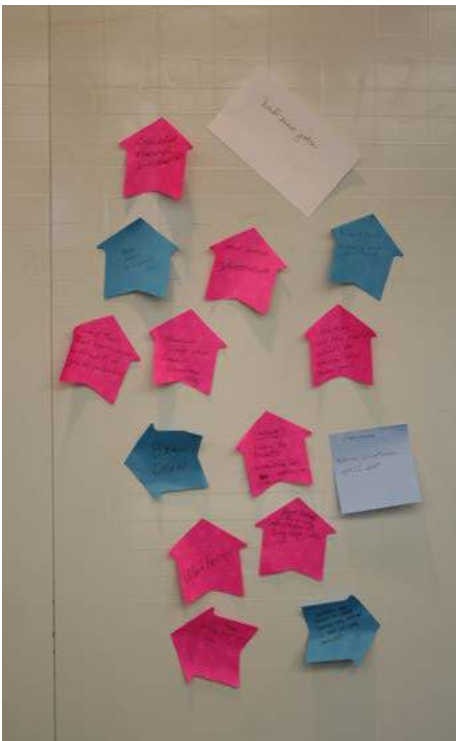
The RATIO team made a presentation to the White County Economic Development Board on March 7, 2016 to discuss placemaking economics and how it would help support development in White County. This presentation illustrated how the Comprehensive Plan can be a tool to ensure high quality growth and development occurs in the right location.



Steering Committee Meeting #1



Exercise 1



Exercise 2

PUBLIC WORKSHOPS

On March 29, 2016, the RATIO team with White County leadership hosted two public workshops in different locations in the County to obtain public input on the comprehensive planning process. Workshops were held at the Roosevelt Middle School in Monticello and the Old School Building in Reynolds. Approximately 30 residents, Steering Committee members, stakeholders, residents and local business owners attended these workshops.

RATIO conducted a series of mapping exercises to engage the public and to gather information about community priorities for White County and the APC communities. A summary of the workshops are in the Appendix.

VIRTUAL PUBLIC ENGAGEMENT

The team structured many opportunities for public input including a general survey and a housing survey online. We also had a significant response from County students who offered their unique perspectives. Over 200 online surveys have been collected to date.

TAKE-HOME PLANNING KITS

The consultant team distributed 15 Take-Home Planning Kits to the Steering Committee and community stakeholders. As a result over 200 people participated in the community-led process. Approximately 100 respondents were school-aged children. The results of the Community Planning Kit are included in the Appendix.

STEERING COMMITTEE MEETING #3

A Steering Committee meeting was held on April 25, 2016. This Steering Committee working session included a review of the public workshops, discussion about the Issues and Needs Summary and a visioning exercise.

STEERING COMMITTEE MEETING #4

The fourth steering committee meeting was held on June 17, 2016. The agenda included a discussion on the finalized Vision Statement, a review of the Annotated Table of Contents, distribution of Take-Home Planning Kit results and the formation of housing and transportation subcommittees. These subgroups will help plan action steps for project and policies to be inserted into the Comprehensive Plan.

STEERING COMMITTEE MEETING #5

The fifth Steering Committee meeting was held on July 29, 2016. Prior to this meeting, the first three chapters of the Comprehensive Plan were distributed to the Steering Committee for review. This meeting included an update on transportation and housing subcommittee progress. Policy statements were reviewed and draft Future Land Use Mapping was reviewed in an exercise format.

SUBCOMMITTEE MEETINGS

During the Comprehensive Planning process, two Subcommittee's were formed to conduct a deeper dive on transportation and housing and neighborhood strategies. The information provided by the Subcommittee was integrated into this Plan.

STEERING COMMITTEE MEETING #6

The sixth Steering Committee meeting was held on September 23, 2016. This meeting's purpose was to gain insight on the Subcommittee review process, introduce the full Draft Comprehensive Plan to the Steering Committee with a highlights presentation and take comments from members. This meeting also included a discussion about a special Steering Committee to discuss implementation and a discussion on the two public Open Houses scheduled in mid-October.

OPEN HOUSES

On October 12, 2016, two public Open Houses were held. The first Open House took place at the Ivy Tech Building in Monticello. Over 50 people attended this event. This event included a presentation by RATIO, question and answer and an opportunity to review the Draft Comprehensive Plan. The second Open House took place at the Community Building in Wolcott. Approximately 20 people attended this event. This event included stations staffed by Steering Committee members and the RATIO team. Stations included an introduction to Comprehensive Planning, how to use this document, land use, redevelopment, and transportation.

IMPLEMENTATION MEETING

On October 25, 2016, a special implementation focused Steering Committee meeting was held. This meeting's purpose was to work through the goals, objectives and action steps in each chapter as a group. The result is additional information at the end of each chapter that is focused on implementation. Implementation information includes partners, funding sources, timelines and tasks for lead agencies.

STEERING COMMITTEE MEETING #7

The seventh Steering Committee meeting was held on December 9, 2016. The agenda included a discussion of the process of adoption of the Comprehensive Plan, updated implementation information and presentation of a revised draft document for public comment. The group also discussed the Plan Commission Public Hearing schedule and next steps in the process.

PLAN COMMISSION HEARING

Early 2017

APC COMMUNITY MEETINGS (COUNTY LED)

Early 2017

COUNTY COMMISSION ADOPTION HEARING

Implementation Strategies

INTRODUCTION

The success of the White County Comprehensive Plan will be measured in part by the application and practice of the goals, objectives and action steps contained within. Each action step includes performance indicators to assess the success of policy, program and project implementation. The performance indicators should be measured annually, deleting what has been accomplished and re-shifting priorities as necessary until the plan is updated in the future.

AGENCIES AND PARTNERS

Unless stated otherwise the White County Area Plan office implementation committee will be the agency responsible for leading the implementation of goals, objectives and action steps contained within this Plan. Each chapter includes an implementation action plan which includes partners with specific organizational capacity and expertise to help bring parts of this Plan to fruition. These organizations consist of a broad cross section of public and private sector stakeholders. A list of agencies are shown on the following page.

TIME FRAME

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors:

- **Ground Fruit:** Tasks that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.
- **Low-hanging Fruit:** Tasks that could be initiated within 1-5 years of the Comprehensive Plan's adoption.
- **High Branches:** Tasks that are on a 6-10 year or greater timeframe after the Comprehensive Plan's adoption.
- **Ongoing Opportunities:** Tasks that may be implemented in a series of incremental steps involving numerous agencies or departments or tasks that are ongoing, continuous efforts. Also, these recommendations may go beyond the time frame of this Comprehensive Plan.

AGENCIES AND PARTNERS:

Area Civic Organizations
Advancing Manufacturing
Area Plan Commission (APC)
Area Plan Member Communities
Area Plan Commission Legislative Bodies
Area Plan Member Redevelopment Commission
White County Chamber of Commerce
Hotel and Resort Owners Organization
Indiana Department of Environmental Management
Indiana Department of Natural Resources
Indiana Economic Development Commission
Indiana Department of Transportation
Indiana Office of Community and Rural Affairs
Indiana Rural Water Association
IVY Tech
Indiana Technology Corridor
Indiana University Health
Kankakee Iroquois Regional Plan Commission
Leadership White County
Monticello Redevelopment Commission
Main Street Alliance (7-APC Main Street Org's)
Northwest Indiana Solid Waste District
Area Plan Commission Office
Area Plan Member Parks Departments
Carroll White REMC & NIPSCO
Purdue University
Purdue University Extension
Area Plan Member Public Works and Sewer
Regional Economic Development Org. (10-County)
wRemington Wolcott Community Development Corporation
Four County School Systems
SFLECC - Shafer & Freeman Lakes Environmental Conservation Corporation
SOMA - Streets of Monticello

TLRSD - Twin Lakes Rural Sewer District
Technical Review Committee
US Department of Agriculture, Rural Development
Environmental Protection Agency
United Way
White County Commissioners
White County Economic Development
White County Highways
White County Health Department
County Redevelopment Commission
White County Tourism Authority
White County Workforce Committee

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Community Character and Identity

02

02 | Community Character and Identity

Implementation of Goals and Objectives (see page 17)

The success of the White County Comprehensive Plan will be measured in part by the application and practice of the goals, objectives and action steps contained within. Each action step includes performance indicators to assess the success of policy, program and project implementation. The performance indicators should be measured annually, deleting what has been accomplished and re-shifting priorities as necessary until the plan is updated in the future.

Agencies and Partners

Unless stated otherwise the White County Area Plan office implementation committee will be the agency responsible for leading the implementation of goals, objectives and action steps contained within this Plan. Each chapter includes an implementation action plan which includes partners with specific organizational capacity and expertise to help bring parts of this Plan to fruition. These organizations consist of a broad cross section of public and private sector stakeholders.

Time Frame

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors:

- *Quick Wins: Tasks that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.*
- *Mid-Term Opportunities: Tasks that could be initiated within 1-5 years of the Comprehensive Plan's adoption.*
- *Long-Term Opportunities: Tasks that are on a 6-10 year or greater timeframe after the Comprehensive Plan's adoption.*
- *Ongoing Opportunities: Tasks that may be implemented in a series of incremental steps involving numerous agencies or departments or tasks that are ongoing, continuous efforts. Also, these recommendations may go beyond the time frame of this Comprehensive Plan.*

Character and Identity

POLICY STATEMENT

The character and identity of White County and its APC Communities is a theme that runs through every element of this Comprehensive Plan. A key component of developing the Plan was to discover White County's image through a community-based planning process that defined future-focused community aspirations. This includes not only the self-image of White County residents but also the image that the County projects outward, particularly in regards to how image and quality of life affect White County's reputation as a place to live, visit and do business.

Character and identity are essential components of quality of life. White County is fortunate to have diverse opportunities for quality of life experiences that suit a variety of lifestyles and values. This includes active recreation on the lakes and Indiana Beach, passive recreation in parks, proximity to a major higher education institution, restaurants, entertainment close-knit small town values, a safe and family-oriented neighborhoods, the natural environment, and enjoyable rural Indiana experience.

White County's community character and identity policies and programs are designed to provide a strategy to improve the quality of life, express the County's strong history and culture, attract new and retain current residents. This chapter focuses on health and wellness, education, workforce development, public safety, recreation and tourism and gateways and wayfinding. Together, these strategies will help White County and its APC Communities to strengthen its identity as a welcoming and attractive community.

WHITE COUNTY HISTORY

White County, Indiana was formed in 1834 and was named for Isaac White, an officer in both the Illinois and Indiana militias, who was killed at the Battle of Tippecanoe in 1811. Isaac White was born around 1776 in Prince William County, Virginia to a family of refined English origin, shortly after the Revolutionary War began. When he was 23 years old, Isaac and his brother, Thomas, left home, unhappy with their mother's second marriage. They traveled to Vincennes where Isaac met and married Sallie Leech, daughter of Judge George Leech. Their union produced three children, George Washington Leech White, Harriet Grandson White and Juliet Greenville White. Issac was an American frontiersman who was in charge of the salt works in Equality, Illinois, and a Colonel in the Illinois Militia. He was a close friend to Indiana Territorial Governor William Henry Harrison, and to Joseph Hamilton Daviess, a U.S. District Attorney for Kentucky. Like Daviess, White answered Governor William Harrison's call for volunteers in 1811 to march on Tecumseh's village at Prophetstown. Governor Harrison declined the offer of Illinois troops. Colonel White, therefore, enlisted as a private in the Indiana dragoons, which had been placed under the command of Joseph Daviess for Indiana service. Both White and Daviess were killed on Nov. 7, 1811, and buried in a common grave at the Battle of Tippecanoe, just a few miles south of what is now the city of Monticello. White's name is the last inscribed on the tablet honoring that war's dead.

White County, Indiana is home to nearly 25,000 residents and more than 600

businesses. The White County labor force operates within north-central Indiana which contains a major research university, large urban environments, rural farmland, and the I-65 highway corridor. The County has rail access to both Norfolk Southern and CSX to provide additional support to the interstate infrastructure of I-65. The County is 25 miles from Purdue University which provides large engineering and agricultural research opportunities. A high concentration of supply side agriculture for food manufacturing exists, as well as existing employers with a trained and skilled workforce to support the truck trailer, beverage can, and precision bearings manufacturing industries. Monticello, located at the intersection of US 24 and US 421, represents the County seat of White County. With the exception of Monticello, the majority of the County is rural and sparsely populated.

In 1923, Norway Dam, to the north of Monticello, was completed creating Lake Shafer. Two years later, Oakdale Dam, a few miles south of the City, was built and created Lake Freeman. These two meandering lakes established Monticello as a major tourism area. In April 1974, a devastating tornado tore through Monticello destroying everything in its path, including schools, homes, and many downtown buildings, including the historic courthouse. In 2010, the City completed the Tornado Memorial Park across the street from the White County Historical Museum.

A rare historical attraction in White County is the Anson Wolcott House, located approximately 4.5 miles east of the I-65/US-24 interchange. The Wolcott House is one of two homes in the County listed on the National Register of Historic Places.

One of the key assets that differentiate White County from other Indiana Counties is the number of its smaller towns that possess their own unique character. The towns of Burnettsville, Brookston, Chalmers, Monon, Reynolds, and Wolcott each have assets that can be developed and leveraged for further economic opportunities.

Brookston benefits from its proximity to Lafayette / West Lafayette and Purdue University but is more than a typical bedroom community.

Burnettsville was laid out in 1854 and annexed the neighboring Town of Sharon in 1864. Burnettsville is one of the smaller Communities within White County and is primarily residential except for a small amount of agribusiness, a post office, and scattered businesses throughout downtown. The Town is positioned only ten miles from the employment centers of Monticello and Logansport.

Chalmers is the hub of the County's burgeoning wind energy sector. It is the home to EDP Renewables North America maintenance facility which includes separate facilities for technicians of the wind turbine manufacturer.

Monon has a rich history tied to the Monon Rail Line that was created by the Chicago, Indianapolis and Louisville Railroad in 1853 and is preserved today through the Monon Connection rail museum and Whistle Stop restaurant. They are integrated activities and the location is more commonly known by the "Whistle Stop" identity. Downtown Monon has experienced a number of historic rehabilitations and is currently engaged in the ongoing restoration of the historic Monon Theatre. Monon's downtown is listed as a district on the National Register of Historic Places. Monon's historic caboose serves as a gateway to downtown and a tourist attraction.

Reynolds earned the tag "BioTown USA" from the State of Indiana in the mid-2000's as a pilot community for renewable energy. Reynolds has become a hotbed of renewable energy, entrepreneurship and frequently receives tourists interested in alternative

LOCATION MAP



Source: 2015 White County Target Market Study.



Monon Caboose



Wolcott House

02 | Community Character and Identity



Source: 2011 White County Economic Development Strategy

energy from all over the world.

Wolcott is the closest community in White County to Interstate 65 (four miles away). Plans are underway to maximize the Town's locational advantage to the US 24 / I-65 interchange with the development of the Mid-America Commerce Park. The park is a 500+ acre planned commercial/industrial/logistics development with an 80-acre railroad trans-loading facility that is poised to generate new jobs and investment for White County.

White County is home to several large limestone quarries (predominately aggregate) that shape the landscape of the County as well as provide a legacy of quarrying stone and transporting stone via rail such as on the former Monon Rail Line.

Source: White County Historical Society, 2015 White County Target Market Study, 2011 White County Economic Development Strategy, 2009 Monticello Comprehensive Plan, 1995 White County Comprehensive Plan, Wikicommons.

COMMUNITY QUALITY OF LIFE

WHAT IS QUALITY OF LIFE?

Quality of life promotes a cohesive, connected community where people know their neighbors, support local businesses, and take pride in their community. A livable community promotes civic engagement and opportunities for all residents to achieve success, make safe, sustainable choices for housing, transportation, education, cultural enrichment, economic prosperity, and recreation. These are the factors that contribute to making White County a choice community for existing residents, young adults, retirees and youth.

Quality of life plays into the decision making process for companies that are looking beyond the hard numbers on return on investment. Factors may include; the quality of local schools, the cost and availability of quality housing, crime rates, recreational opportunities, and the proximity of restaurants, retail, art galleries and museums.

CRITICAL ISSUES

Perhaps the most critical quality of life issue White County must confront is its reduction in population. If not addressed, an ongoing decline in population will result in an erosion of quality of life amenities, most noticeable to the general population through diminished retail and commercial opportunities. A continuing population decline combined with an aging population will result in a reduced workforce and a decline in student enrollment.

Implementation of the strategies in the Comprehensive Plan is an important contributor to improving White County's quality of life. Historically, there have been barriers to implementation. These barriers are in the process of being mitigated, in part, by the creation of a new County Comprehensive Plan.

HEALTH AND WELLNESS

From conversations with area stakeholders and review of relevant reports and studies,

it was revealed that the community perceived challenges related to healthcare access, nutrition, substance abuse and chronic disease. Based on existing demographic data in the County, contributing factors may be poverty, education and obesity.

White County has a preventable hospital stay rate. This means a lot of people are going to the hospital for something they could have done on an outpatient basis. There is a large percentage of seniors, children and families in need in the County as well. The County has several food pantries to serve the needy in the County located in Monticello, Monon, Wolcott.

White County has a number of programs that provide health and wellness support within the community such as: a community garden which donates all food it produces, meals on wheels and student backpack programs. While these programs exist, the need for these programs are growing in the County. Meals on wheels could use a clinical nutritionist or dietitian to help prepare menus for healthy eating. The Purdue Extension Service is working to improve the Farmers Market to allow for SNAP, WICK, Senior WICK, and other farmers market assistance to provide healthy food to needy persons and resolve food desert issues.

EDUCATION AND WORKFORCE

Within White County, 89% of the population over the age of 25 has at least a high school diploma, exceeding both the state and the national rates. The percentage of college graduates in White County's adult population is 15.1%. This number is well below the national and state average at 29.3% and 23.6%, respectively. While the college graduation rate was well below state and national trends, the poverty rate in the County, 11.2%, was well below the poverty levels of the state (15.2%) and country (14.8%).

Currently, the four school districts (Tri-County, Frontier, Twin Lakes, North White) in White County are rated highly and meet or exceed state standards in testing. In fact, SAT scores have increased by ten points over the past decade. The County has one charter school.

Schools in White County are challenged for several reasons. Enrollment is decreasing by 5-10% per year as the population ages. Less school-aged children live in White County each year due to young families locating in places like Lafayette or Remington, which are closer to high paying jobs, amenities, and housing supply.

Opportunities for a living wage are hard to find in certain sectors. With limited opportunity for employment, residents seek new locations for jobs. As a result, other necessary community resources, such as infrastructure, are challenged to find funding. In county communities with employers that can accommodate a larger workforce, community amenities and resources are more abundant.

Over the past ten years, the demographics of the County and APC communities have changed. There are fewer owner occupied homes, more rental properties and fewer young families. Many of the families moving into rentals are one parent households without a college degree and in entry level jobs.

Since White County Schools have lost enrollment (\$5,700 per student in state funding), which means that consolidation of the four school systems is a viable option.

Many residents are leaving White County to work in neighboring communities such as Lafayette for the same reason families are leaving. Those factors are: higher wages, more amenities, and better housing supply.

White County

Demographics at a Glance:

Population, estimated: 24,293 (2015)

2030 projected population: 23,160

2050 projected population: 20,464

Median Age: 42.2.8 (2014)

Median Household Income: \$51,250 (2014)

Labor Force (16+ years): 13,613 (2015)

Median Home Value: \$106,400 (2014)

Housing: 76.7% Owner-occupied, 23.3% Renter-occupied (2014)

Source: US Census

02 | Community Character and Identity



Lake Shafer and Freeman

At the time of the writing of this Plan, 68% of current high school graduates enroll in a four-year college. However, most graduates leave the community for college and don't move back due to better opportunities after college. Approximately 32% or 90 graduates per year stay in the community and enter directly into the workforce after graduating from high-school. Despite workforce development and vocational training, a large percentage of students still lack the required skills needed to be competitive in today's job market. These educational issues require further research.

The four school systems have been working to improve vocational education to link students with jobs and skills to better prepare graduates to enter the workforce. A big part of this is partnering with local employers to provide mentorship, development coaching, and internships. 'Soft skills' are also important to employers. Potential employees can become more skilled in interpersonal communication, workplace readiness and general work ethics. The County would benefit from coordinating workforce development programs between the four school districts, Ivy Tech, Work One and other community entities.

RECREATION AND TOURISM

TOURISM AT LAKE SHAFER AND LAKE FREEMAN

Lakes Shafer and Freeman are key assets that differentiate White County from other counties in Indiana and contribute significantly to the tourism and recreational industries. Tourism, largely driven by the lakes, generates nearly \$70 million of economic impact annually.

The high season for lake usage is late spring and summer. However, there may be an opportunity to extend the lake season by creating additional visitor experiences away from the lakes and in the adjacent towns. While it might be possible to extend the lake season a few weeks in reality "extending the season" is really about much more than that. Striving to extend the economic reach of those assets would prove to be beneficial to the County.

Lake Shafer and Lake Freeman provide the community with opportunities not typically found in communities because of the large number of tourists the lakes attract. Lake Shafer is home to one of Indiana's largest tourist attractions, Indiana Beach. In the past, the lakes drew week long vacationers, but now the typical visitor stay is a weekend or even a day trip. The challenge for White County is how to leverage the changing nature of lake visitors to benefit the entire County.

Tourism is an often overlooked economic development driver yet is the fastest growing, and one of the top three industries in 49 out of 50 states, accounting for estimated economic activity in 2004 of over \$600 billion. Lake Shafer and Lake Freeman have proven to be great tourist destinations and effective economic drivers for White County.

VISITOR ATTRACTIONS IN WHITE COUNTY

- Indiana Beach
- Lake Shafer, Lake Freeman and 43 resorts around the lakes
- 13 Festivals interspersed in various APC communities
- Monon Rail Museum, Monon caboose and historic district
- County sports complex
- Alternative energy production
- White County Historical Museum
- Wolcott Museum
- Tippecanoe County Golf Course
- Monticello Nature Park Path
- Multiple small community parks and paths.
- Various wineries, breweries and other attractions such as boutique shops

GOALS AND OBJECTIVES

GOAL 1:

Create an attractive, inviting, well-planned and safe community.

OBJECTIVE 1:

Encourage the beautification of major entrances and corridors throughout White County.

Action Step 1:

Use the Community Redevelopment Project maps starting on page 121 to determine key locations for gateway improvements. Coordinate gateway improvements with planning transportation improvements in accordance with the Thoroughfare map on page 59. Further information can be found on the gateway and wayfinding profile on page 23.

When Should This Step Be Updated:

Annually, or upon completion of projects.

Funding Sources:

TAP, TIP (INDOT), Place Based Investment Fund (OCRA), Local Funds, Grants, Nonprofits.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

02 | Community Character and Identity

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Lead Agency Tasks:

The White County Area Plan Commission office will form a coalition of interested parties to approach potential funders, coordinate the location and design of improvements, work with INDOT, County Highway and other stakeholders to gain appropriate approvals and move the projects forward in conjunction with other planned improvements.

Implementation Partners:

Chamber of Commerce, INDOT, Tourism Authority, Legislative Bodies, Convention and Visitors Bureau, Civic Organizations, County Highway.

Action Step 2:

Reach out to organizations with young adults needing service hours -- schools, churches, scouts for assistance. Work in concert with neighbors and local community groups to identify priority areas for clean up efforts, coordinate the initiative, and celebrate the improvements through publishing the effort in local newspapers. Sponsor routine neighborhood cleanup projects in tandem with large trash pickup.

When Should This Step Be Updated:

Ongoing activity.

Funding Sources:

Local Funds, Nonprofits, County, Clark/White REMC Operation Roundup Grant, Wolcott Main Street, Streets of Monticello.

Lead Agency Tasks:

Lead agency will coordinate partners and identify key dates for cleanup events.

Implementation Partners:

County, Legislative Bodies, Civic Organizations, County Highway. Nonprofits, INDOT

OBJECTIVE 2:

Support governmental excellence in White County.

Action Step 1:

Continue to promote cross organizational coordination to provide oversight, additional capacity and guidance on resident and business attraction and retention, alternative energy developments, historic sites, tourism, open space and the arts. The Chamber of Commerce and Convention and Visitors Bureau both work on initiatives currently.

When Should This Step Be Updated:

Ongoing activity.

Funding Sources:

Chamber of Commerce, Convention and Visitors Bureau, Hotel and Resort Owners Association

Lead Agency Tasks:

Lead agency will partner with the Chamber of Commerce and Convention and Visitors Bureau, and White County Economic Development to provide meeting space, technical capacity, and organizational capacity to promote cross organizational coordination.

Implementation Partners:

Chamber of Commerce, Convention and Visitors Bureau, White County Economic Development, County, Legislative Bodies.

GOAL 2:

Support partnerships to strengthen community cohesiveness.

OBJECTIVE 1:

Enhance communication and sharing of resources between the APC Communities and the County.

Action Step 1:

Establish a Countywide procedure for communications and sharing of resources. This may include a shared message board, or established contact points within each representative agency.

When Should This Step Be Updated:

As it is completed.

Funding Sources:

County

Lead Agency Tasks:

Lead agency will coordinate with APC Communities to create a message board, listserv, text message notification or Facebook page focused on communication and sharing of resources.

Implementation Partners:

White County Economic Development, Legislative Bodies, Streets of Monticello.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

GOAL 3:

Preserve White County's history and culture.

OBJECTIVE 1:

Support the APC Community's desire to maintain

02 | Community Character and Identity

the integrity of the historic development patterns of neighborhoods, structures, and places.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

White County Economic Development and the Area Plan Commission office should support the efforts of historic preservation organizations, APC Communities, and not-for-profits to encourage the protection of sites and structures in the County that are listed in the National Register of Historic Places or the State Register. The County should also encourage destination and history-based tourism in the APC Communities.

When Should This Step Be Updated:

As it is completed.

Funding Sources:

Indiana Landmarks , Downtown Revitalization Grants (OCRA), County, White County Economic Development.

Lead Agency Tasks:

Lead agency will coordinate with implementation partners on grant applications, protection of existing National Register buildings and sites, and identification of new sites eligible for historic preservation grants and protections.

Implementation Partners:

White County Economic Development, Streets of Monticello, Wolcott Main Street, Remington/Wolcott Community Development Corporation.

GOAL 4:

Promote tourism as an asset.

OBJECTIVE 1:

Provide more recreational opportunities to attract visitors and residents to use Indiana Beach Resort, lakes and golf course while promoting the APC Communities as a shared part of the “White County Experience”.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Continue marketing initiatives to promote the “Why White County” concept that will support existing promotional videos and brochures. Continue to develop materials and distribute through an email campaign and print sources to national and international contacts.

When Should This Step Be Updated:

As it is completed.

Funding Sources:

White County Economic Development, Convention and Visitors Bureau, Chamber of Commerce.

Lead Agency Tasks:

White County Economic Development continues to serve as the lead agency coordinating this effort. White County Area Plan Commission office will support this agency as tasks are identified.

Implementation Partners:

White County Economic Development, Convention and Visitors Bureau, County.

Profile: Gateways & Wayfinding

The design and location of gateway and wayfinding elements should reflect the unique aspects of White County and concisely inform and guide motorists and pedestrians to the numerous attractions throughout the community.

Gateways

Gateway features can delineate and announce one's arrival into a region, city, neighborhood, or unique public place. Community gateways not only shape one's first impression, but also reflect and strengthen the unique features and values of the community.

The use of welcome signs is probably one of the most common ways to identify a community gateway. There are many innovative ways to create signs so that they can serve as public art and be reflective of the area. Landscape treatments along a roadway, located at intersections, or within medians or roundabouts can be used to designate special areas of arrival. Landscaping may also be used to enhance and frame views, as well as screen unsightly or unwanted areas.



Gateway Signage

Wayfinding Considerations

Wayfinding includes all of the ways in which people orient themselves and navigate through space. One effective method of doing this is by implementing a wayfinding system.

Wayfinding Signage Best Practices

- Provide a minimum amount of information on a sign.
- Any mapping included on the sign should be a simplified version of the actual city map.
- Present information logically.
- Use fonts and graphic elements that are easy to read. Bold colors and simple text are encouraged.
- Place so that the view of the sign is not obstructed by other elements.
- Be sure that no matter where signs are mounted, they have font sizes and information that are appropriate to the mounting height.
- Signage should be located ahead of where turns need to be made.
- The overall system must be cohesive.
-

Maintenance

When any signage is installed maintenance is a factor. Design of the sign and surrounding landscape should take into account the fiscal and staffing ability to maintain the signage. Maintenance should be included as a line item with the appropriate budgets of each APC Community.

Land Use | 03

Implementation of Goals and Objectives (see page 41)

The success of the White County Comprehensive Plan will be measured in part by the application and practice of the goals, objectives and action steps contained within. Each action step includes performance indicators to assess the success of policy, program and project implementation. The performance indicators should be measured annually, deleting what has been accomplished and re-shifting priorities as necessary until the plan is updated in the future.

Agencies and Partners

Unless stated otherwise the White County Area Plan office implementation committee will be the agency responsible for leading the implementation of goals, objectives and action steps contained within this Plan. Each chapter includes an implementation action plan which includes partners with specific organizational capacity and expertise to help bring parts of this Plan to fruition. These organizations consist of a broad cross section of public and private sector stakeholders.

Time Frame

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors:

- *Quick Wins: Tasks that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.*
- *Mid-Term Opportunities: Tasks that could be initiated within 1-5 years of the Comprehensive Plan's adoption.*
- *Long-Term Opportunities: Tasks that are on a 6-10 year or greater timeframe after the Comprehensive Plan's adoption.*
- *Ongoing Opportunities: Tasks that may be implemented in a series of incremental steps involving numerous agencies or departments or tasks that are ongoing, continuous efforts. Also, these recommendations may go beyond the time frame of this Comprehensive Plan.*

Land Use

POLICY STATEMENT

This chapter is intended to be used to identify development patterns, forms, relationships, and general land uses. This chapter includes land use descriptions and mapping for the entirety of White County. Enlarged reference maps have been created for each of the APC Communities. The land use designations represent desired characteristics and concepts in White County. The designations are based on a number of factors, including:

- Present and future County growth potential
- The location and character of existing land uses
- Analysis and public input gathered during the comprehensive planning process
- Vision, goals, and objectives of the Comprehensive Plan.

The White County Zoning Map should be reviewed, coordinated and updated to reflect changes in the Future Land Use Map. The Land Use Chapter guides future updates to the Official White County Zoning Map. Zoning is the legal instrument that guides land use by outlining the requirements for specific uses to be located in a particular area and look or perform a certain way. While land use maps and zoning maps look similar, land use maps show general areas and intent while zoning maps show specific requirements for specific properties.

White County's land use chapter identifies growth, redevelopment, and development areas within White County and its APC communities. The Land Use chapter and the policies and programs contained within will positively benefit the County as a whole as well as the APC Communities by helping organize future land use defined by a community-based process. Land Use is a fluid part of this Plan and should be reviewed annually by the Plan Commission.

EXISTING LAND USE AND ZONING

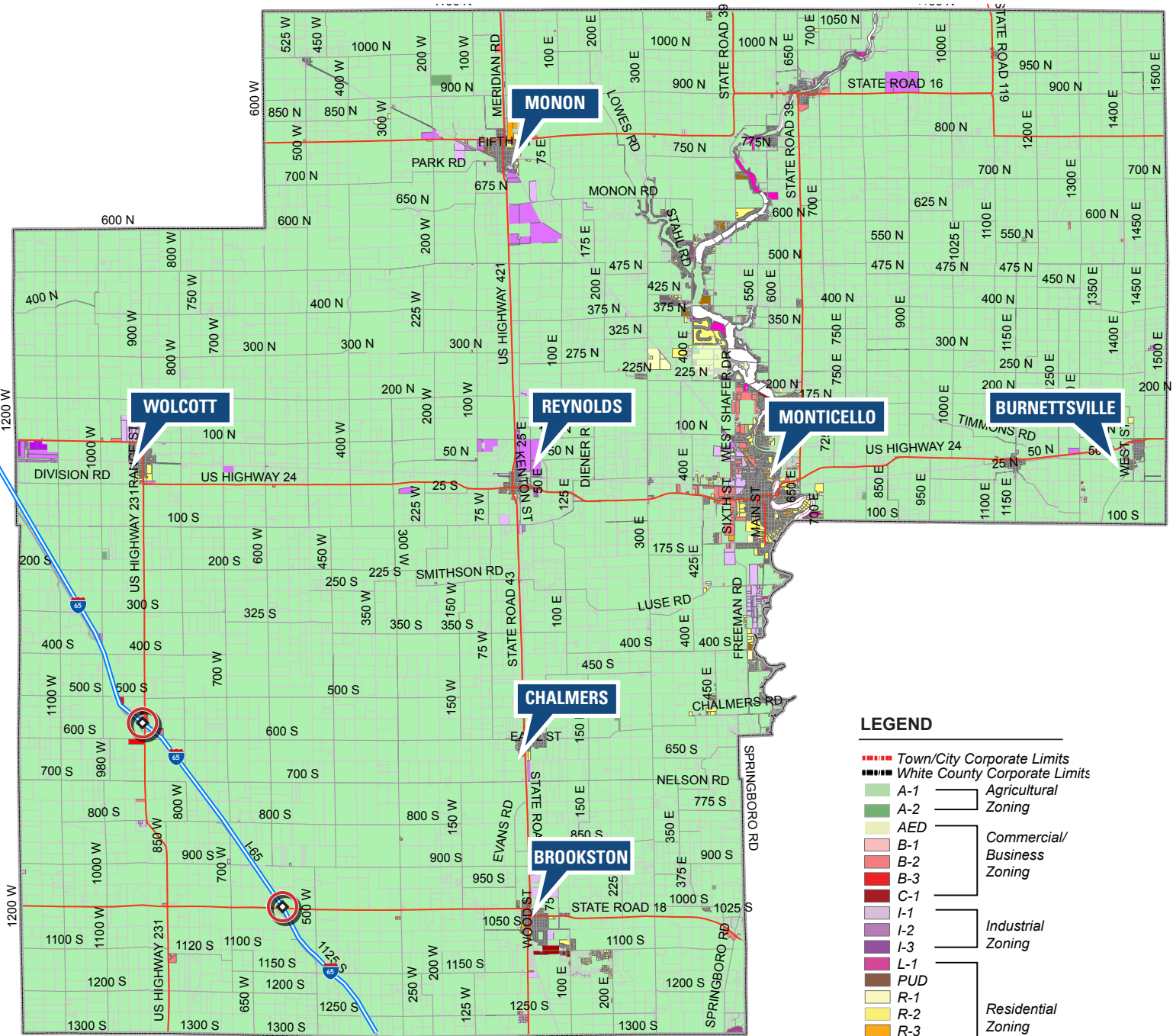
White County has four primary land use categories as defined by the Official White County Zoning Map. Please contact the Area Plan Office for direction on how to access the most current Zoning Map.

Land Use categories include:

- Agricultural (A-1, A-2)
- Commercial/Business (AED, B-1, B-2, B-3, B-4)
- Industrial (I-1, I-2, I-3)
- Residential (L-1, R-1, R-2, R-3, R-4)

A majority of the land use contained within the County is A-1. Inset maps describing Zoning in more detail for the seven APC Communities are included in the Appendix.

2016 OFFICIAL WHITE COUNTY ZONING MAP



LEGEND

- Town/City Corporate Limits
- White County Corporate Limits
- A-1 Agricultural Zoning
- A-2 Agricultural Zoning
- AED Agricultural Zoning
- B-1 Commercial/Business Zoning
- B-2 Commercial/Business Zoning
- B-3 Commercial/Business Zoning
- C-1 Commercial/Business Zoning
- I-1 Industrial Zoning
- I-2 Industrial Zoning
- I-3 Industrial Zoning
- L-1 Industrial Zoning
- PUD Industrial Zoning
- R-1 Residential Zoning
- R-2 Residential Zoning
- R-3 Residential Zoning
- R-4 Residential Zoning



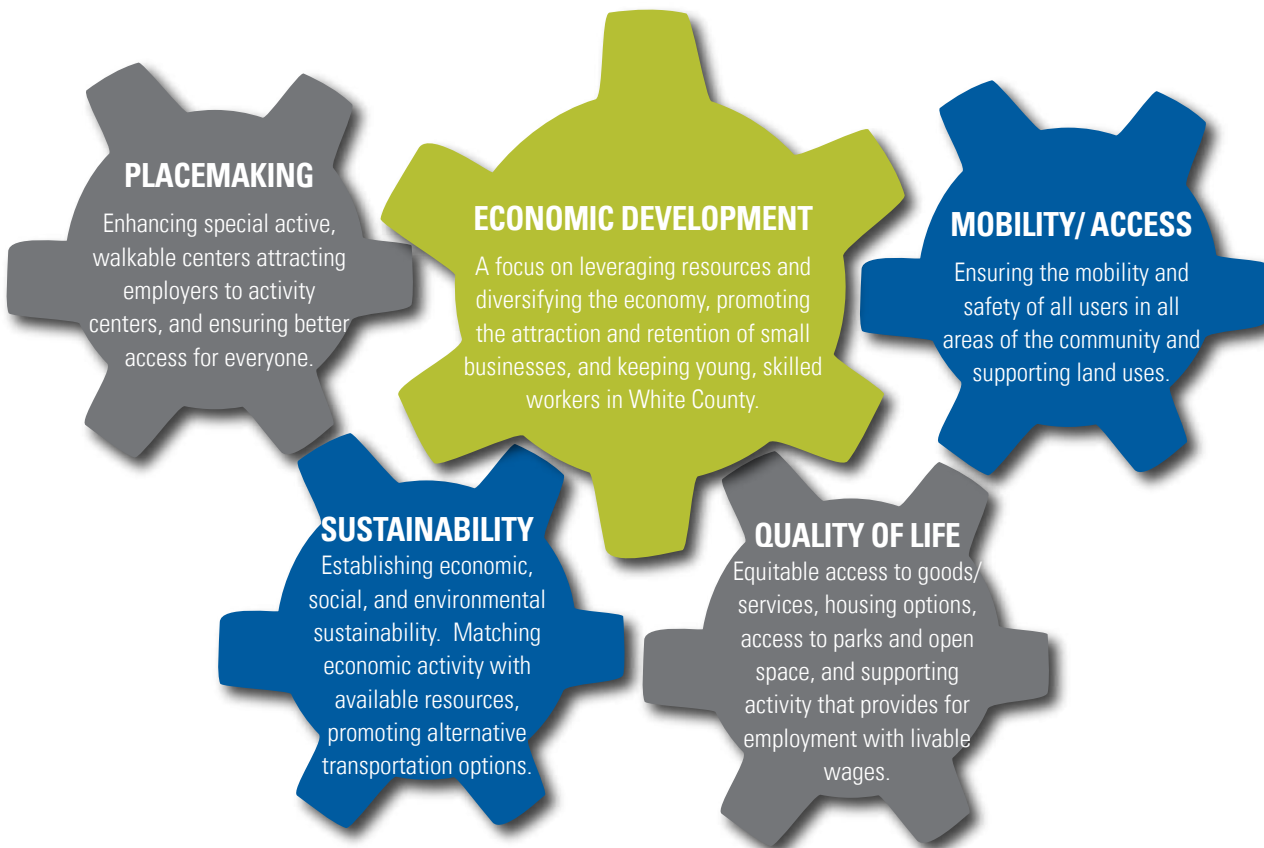
PROPOSED REGULATORY AMENDMENTS

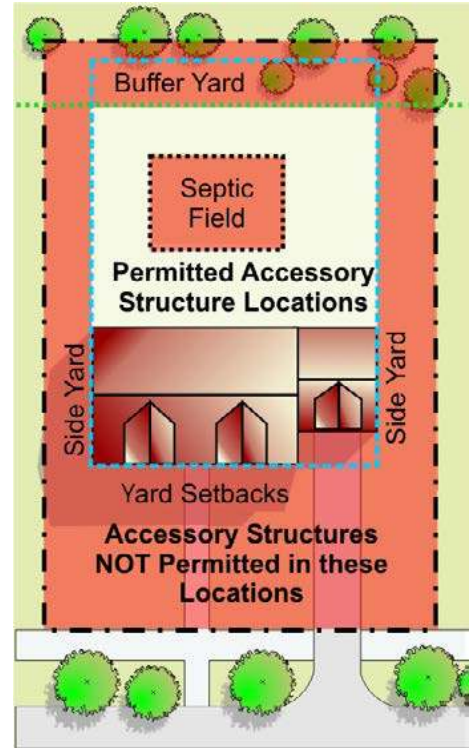
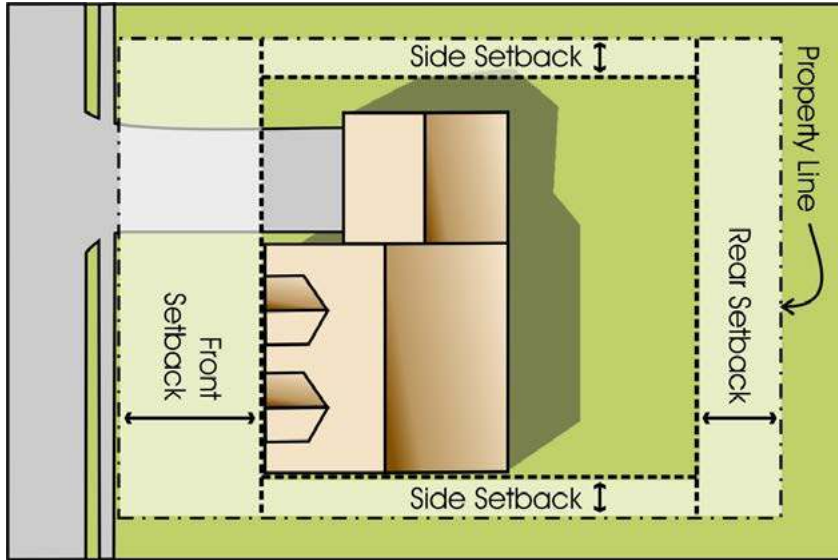
STRATEGIES:

- Update and modify the Zoning and Subdivision Ordinances to make them more community friendly and in a manner that supports the Plan’s key goals.
- Ensure that the procedures and processes described within the Zoning Ordinance and Subdivision Control Ordinance are simple, and legally defensible.
- Update existing adopted policies and regulations, related to the coordination land use, transportation and mixed-use zoning.
- Update and streamline the system of regulations to implement the Comprehensive Plan.
- Incentivize development to create high-quality, mixed-use destinations connected by vibrant, multi-modal corridors, while protecting and enhancing rural and other special places.

KEY GOALS

As the community updates the County’s Zoning and Subdivision Control Ordinances the process should support and promote the following tenets during all parts of the process:





Updates and modifications to the Zoning and Subdivision Ordinances should be graphically intensive and illustrate regulations to ensure the document is user friendly and development friendly (see examples above and below).



Zoning Districts

3.6 A-2 Intensive Agriculture District

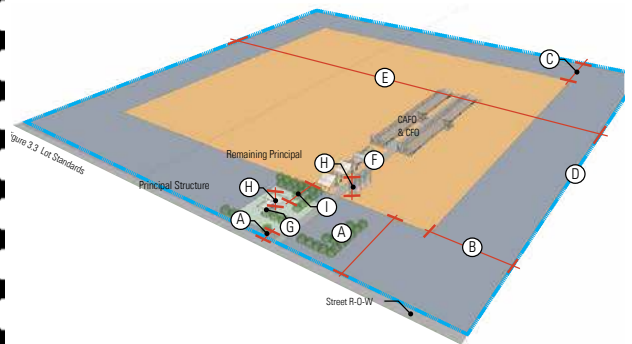
- A. Purpose and Intent.** The A-2 Intensive Agriculture (A-2) district is established to accommodate more intensive forms of agriculture and farm-related non-residential uses on large lots with physical separation from incorporated areas and other incompatible uses. The district is established in recognition that an adequate food supply is essential to the County and the region. Development in the A-2 district is properly configured to minimize negative visual and operational impacts to surrounding lands. The district allows, but is not limited to uses such as confined feeding (CFO) and concentrated animal feeding (CAFO) operations as defined within this ordinance and by 327 IAC 15-16 and 327 IAC 19.
- B. Character.** Land in the A-2 district is characterized by a rural landscape that includes farms, livestock facilities, farm-related buildings, land devoted to crop production, pastures, fields, and limited amounts of residential associated with farm uses.
- C. Standards.**
1. Establishment. The A-2 zoning district shall be a minimum of one-mile (also known as 5,280 feet) from the boundary of an incorporated municipality.
 2. Separation. There shall be a minimum separation for residential subdivisions, schools (any combination of K-12), public and private, restaurants, religious institution/place of worship, public, or private wells and/or water intakes, nature preserve / center, park or recreational facility (playgrounds and athletic facilities, unless located on the same property of 1,320 feet from any existing concentrated animal feeding (CAFO) operations (foundation wall nearest affected property) to non-agricultural districts and other aforementioned uses.
 3. Drainage and Water. Major drainage system and water wells shall be in compliance with IDEM standards Indiana State Statute and IDEM Rules 327 IAC 15-16 and 327 IAC 19.
 4. Right to Farm. Property owners who develop any use (excluding farm uses) in this district or within one (1) mile (5,280 feet) of this district shall be required to enter into an agreement with the Pulaski County Building Department acknowledging the Pulaski County Right to Farm and IC 32-30-6, Indiana Right to Farm regulations.
 5. IDEM Rules. CFO/CAFO operations shall have Indiana Department of Environmental Management (IDEM) approval per Indiana State Statute and IDEM Rules 327 IAC 15-16 and 327 IAC 19.
 6. Minimum Acreage. All properties zoned A-2 shall be required to be a minimum of forty (40) acres. This may be more than one lot/parcel provided ownership is the same.

D. Lot Standards Table

A	Front Yard	40' min. 100' min (CFO and CAFO)
B	Side Yard	15' min. 100' min (CFO and CAFO)
C	Rear Yard	30' min. 100' min (CFO and CAFO)
D	Lot Area	40 acres min.
E	Lot Width	660' min.
F	Lot Coverage	20% max.
G	Dwelling Area	950 s.f. min. (1 story, principal structure) 500 s.f. min/history (2+ story, principal structure) 35' max. (principal structure) 75' max. (non-agricultural accessory structure) Agricultural structures exempt per Section 5.12 (C).
H	Building Height	15' min
I	Building Separation	15' min

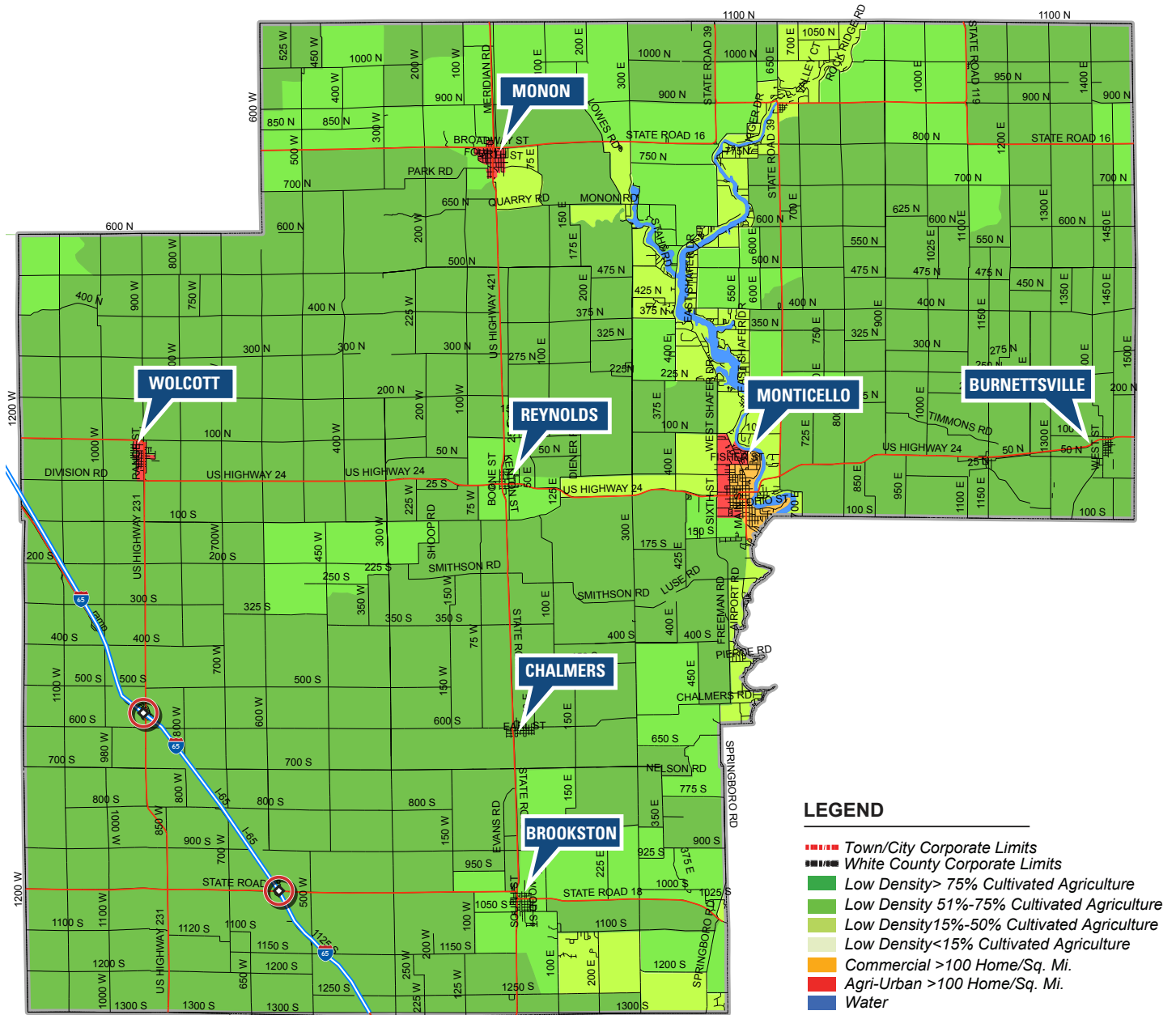


Zoning Districts



DEVELOPMENT DENSITY MAP

The Development Density Map was created by the US Department of Agriculture (USDA) to depict the density of current agricultural uses, incorporated and unincorporated areas. This map has been coordinated with the Official Zoning Map, Comprehensive Plan goals and objectives and public input to facilitate the creation of the Future Land Use Plan starting on page 27.



Source: US Department of Agriculture

The Future Land Use Designations

OVERVIEW

The Future Land Use Plan provides land use designations that reflect the character and intensity of future development and redevelopment. Land use designations are meant to be broad brush depictions and are not intended to stand in for Zoning designations from the White County Zoning Ordinance. A Future Land Use Plan is required by state statute to enable a community to enforce Zoning. An Official Zoning Map is the instrument by which land use regulations are enforced geographically.

Ten different land use classifications have been identified along with a brief description of the types of uses or development character that might occur in each. An accompanying image—either existing in White County, or an example from another community—further reinforces the type of development intended in each area.

AGRICULTURAL

The agriculture designation has been applied to areas recommended for traditional farming practices such as crop production, livestock (grazing and confined animal feeding operations), agricultural production and storage centers (such as grain elevators); agricultural research; stables, wineries, and other natural and food production related activities. Existing residential lots containing single-family housing units could also have agricultural related uses, such as stables and small-scale non-commercial food production and limited livestock production. Activities characterized as agritourism (farm trails, farmers' markets, and roadside stands) may also be here.



OPEN SPACE AND CONSERVATION

This designation refers to lands that should have a light impact of development. Open space can include both active and passive recreational areas. Sports fields would be considered "active", while "passive" areas contain trails, picnic areas and grassy open spaces. Conservation areas include many different types of natural features such as wetlands, forests, and streams.



AMUSEMENT AND ENTERTAINMENT

This designation refers to land that will accommodate a mix of intensive recreation, resort and entertainment uses in one district with the intent of preserving the tourist benefit. The overall size, hours of operation, the wide range of uses and associated activities has the potential to negatively impact surrounding properties.



1% CHANCE EVENT FLOODPLAIN

This is not a land use designation, but rather a description of areas within the 100-Year Floodplain that may require additional scrutiny in the event of development. A more detailed floodplain analysis is located on page 87.





RURAL RESIDENTIAL

Rural Residential areas are intended to serve as buffers between medium or high intensity land uses, and the relatively low intensity uses of agriculture. These areas will allow both continued farming and some residential development, with the understanding that new development that may occur in rural residential areas will need to remain aware of adjacent uses. Rural residential areas tend to buffer suburban and commercial areas from the potential nuisances of agricultural operations.



SUBURBAN RESIDENTIAL

Suburban Residential refers to neighborhoods of moderate density. These areas may also include institutional uses such as civic, church and educational facilities, or may contain neighborhood serving mixed-use developments. Suburban Residential areas surround incorporated towns and radiate out to areas of anticipated growth without “leapfrogging” over agricultural land. Development should occur near established neighborhood centers where new residents can also work and play, and should always be required to hook on to utility services. A conservation subdivision is an appropriate type of land tool to use when suburban residential comes in contact with existing floodplains and conservation areas.



TRADITIONAL NEIGHBORHOOD RESIDENTIAL

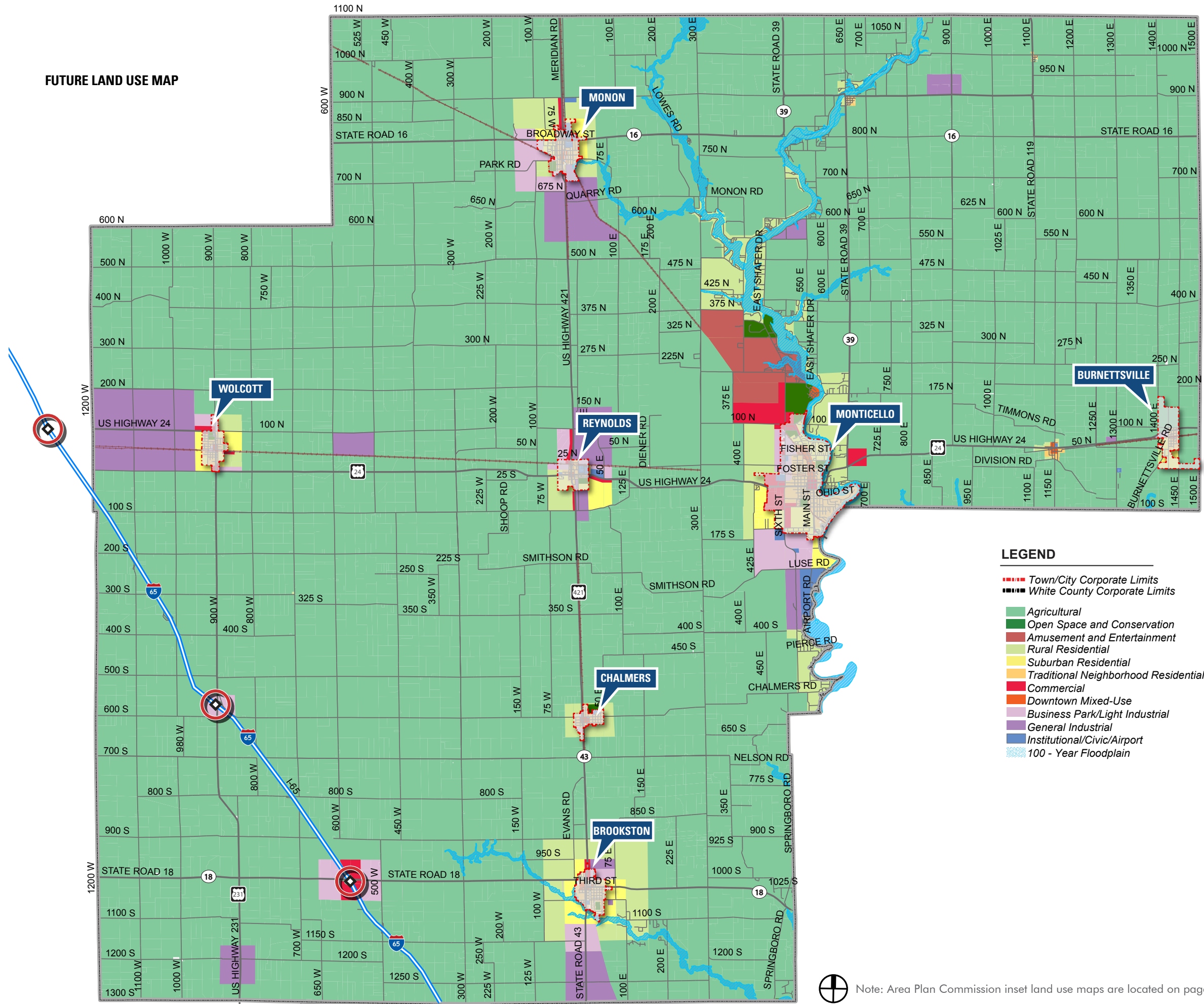
This designation refers to the traditional neighborhood pattern that currently exists in the core of the small APC communities. It is primarily a mix of single and two-family homes with minimal setbacks from the street and rear-loaded garages on alleys and in some cases on-street parking. This development pattern also accommodates urban style multifamily uses. There is a continuous network of blocks, sidewalks and streets connecting parks, commercial centers, and civic buildings. These areas have opportunities to provide high quality infill housing and additional dwelling units. This designation can also serve as a transitional area between lower density residential and commercial or business activities. Development should be connected to city utilities and public services.



COMMERCIAL

Commercial areas are typically located along major transportation routes and at intersections. These areas contain goods and services to serve the needs of the community such as convenience and grocery stores, shopping centers, and restaurants, among others. Commercial areas may include high density multifamily residential uses such as apartment buildings and mixed-use development. The visibility of this type of development sets the tone for the community image resulting in the need for high-quality development standards. The standards should be applicable to the site design, building materials, architectural features, landscaping and signage. Controlled access, frontage roads, and synchronized signalization along the highway corridors should be part of the plan to mitigate potential traffic congestion and safety concerns.

FUTURE LAND USE MAP



LEGEND

- - - Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain

Note: Area Plan Commission inset land use maps are located on pages 33-39.

DOWNTOWN MIXED-USE

This designation pertains to the seven APC Communities and other incorporated rural villages. Each of these Communities has city/town center or crossroads bordered by a residential neighborhood set with traditional development patterns. These towns are candidates for revitalization as they are a major component of the County's rural identity.

The cities and towns include a mixture of residential, commercial, small industrial and institutional uses. These neighborhoods are typically developed in a grid street pattern with alleys. Infill development including small scale parks, schools, churches, neighborhood-serving businesses, and occasionally accessory and multifamily residences on the vacant lots should be encouraged as long as it respects the traditional scale and development pattern of the area.



BUSINESS PARK / LIGHT INDUSTRIAL

This designation includes professional and business services, light assembly plants, flex-tenant type facilities, and agricultural related businesses within the Area Plan Communities. These business facilities should have good access and connectivity to highways and main thoroughfares, as well as good internal circulation. This use also tends to act as a buffer between industrial and commercial uses. The tendency for these developments to serve as major employers warrants a need to consider connectivity to nearby neighborhoods (potential resident workforce) and the possibility of public transit. Attention should be paid to architecture, building orientation, landscaping, and signage to ensure cohesive design that will attract future investors.



GENERAL INDUSTRIAL

This designation may encompass such land uses as rail facilities, manufacturing, distribution, warehousing (not self-storage), processing plants, and other similar businesses. Some general industrial sites in the APC Communities may be under utilized and present an opportunity for redevelopment while others may be large undeveloped sites. These uses typically produce the greatest amount of truck traffic with a strong dependence on the roadway network. They have the potential to generate noise, vibration, dust, and odor. Industrial facilities should be located on large lots that can accommodate future expansion needs. To minimize the impact on surrounding land uses, perimeter fencing and vegetative screening are encouraged.

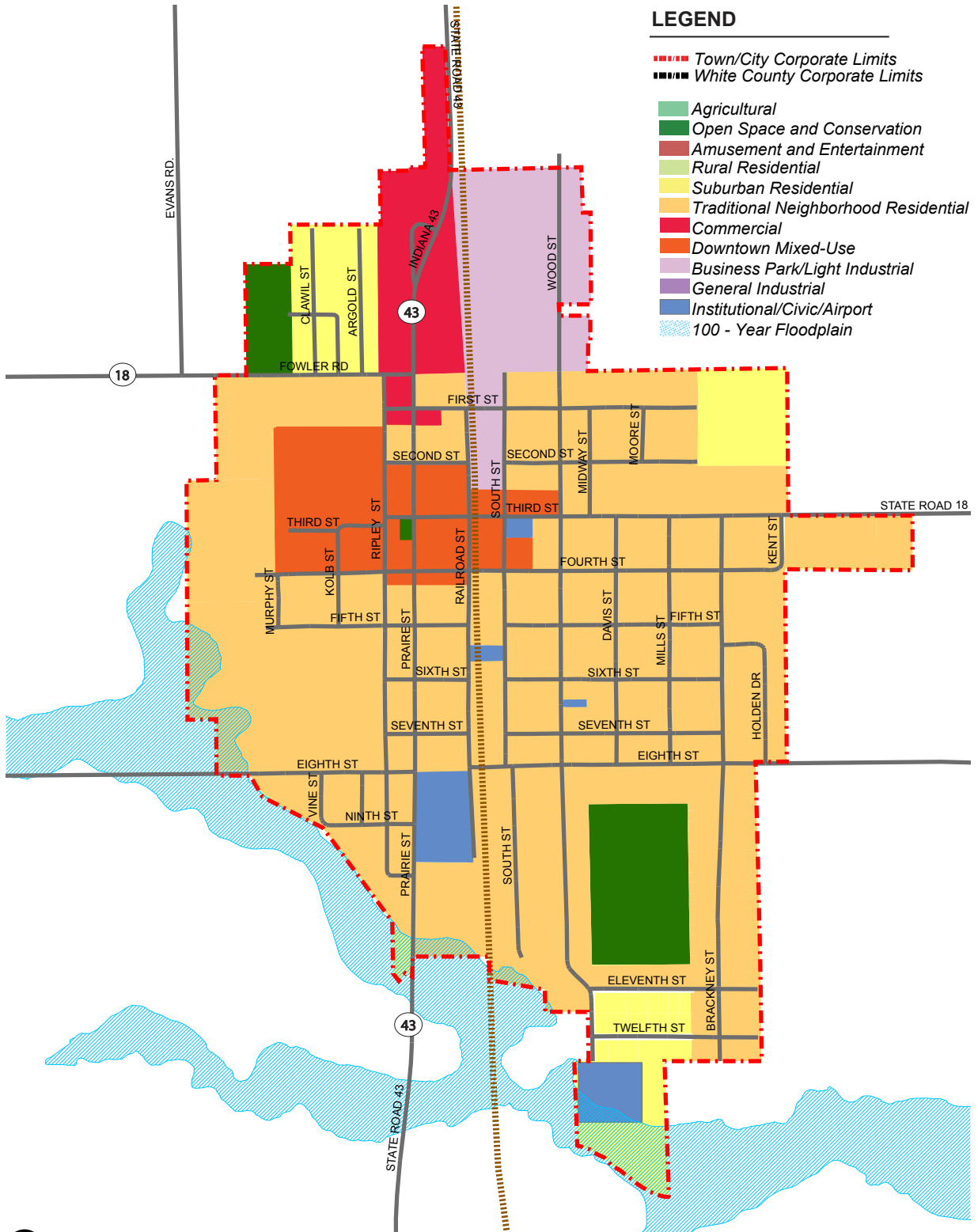


INSTITUTIONAL / CIVIC / AIRPORT

Institutional uses including schools, libraries, town halls, fire stations, etc. should be located or expanded within areas designated for Schools/Libraries/Government. Suitable areas for these types of uses also exist in the County's towns within the APC Communities land use designation. New institutional facilities should be built to architectural, lighting, landscaping, and site design standards that reflect the desired character of established institutional areas and the towns where they are located.



BROOKSTON FUTURE LAND USE MAP

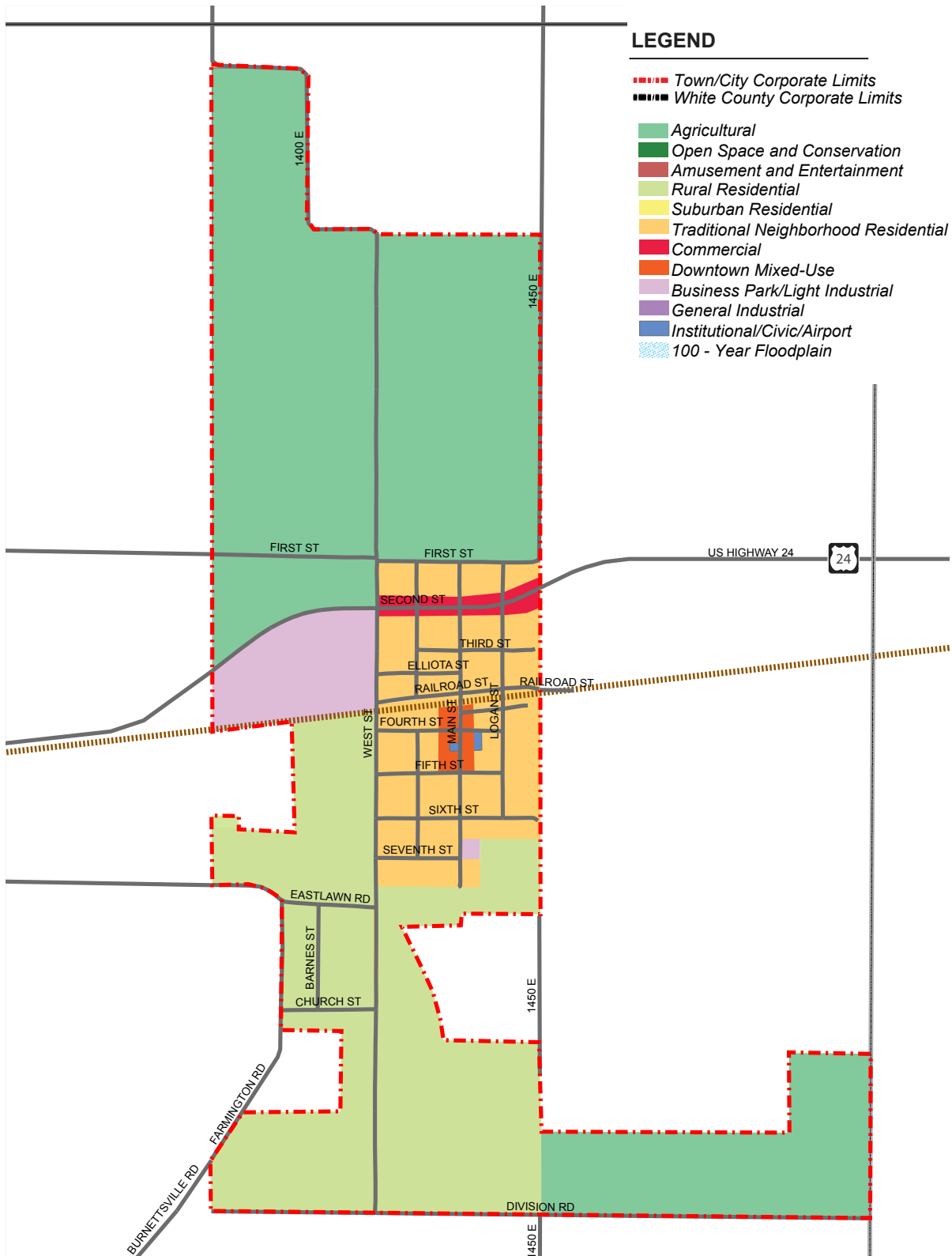


LEGEND

- Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain

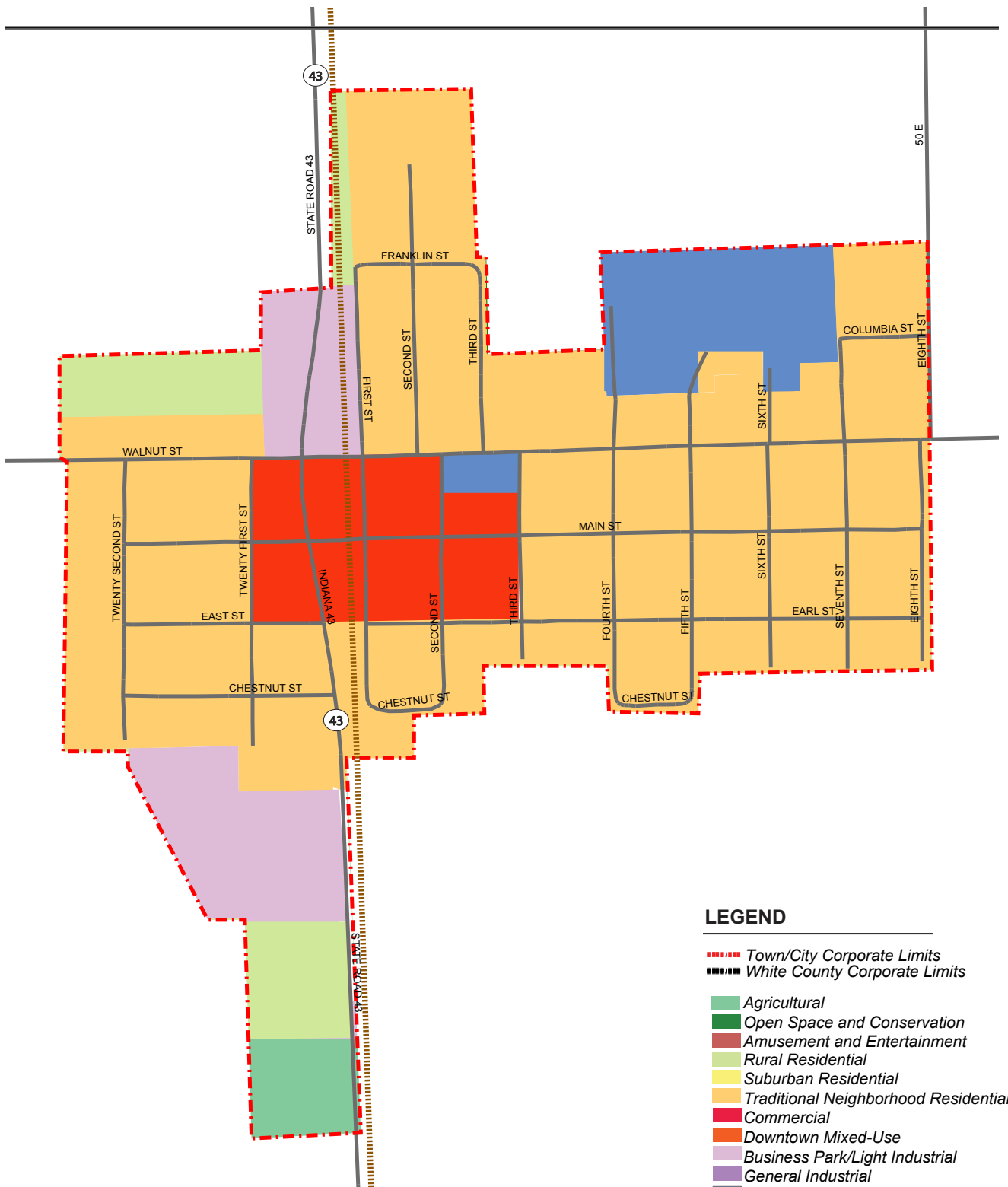
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BURNETTSVILLE FUTURE LAND USE MAP



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CHALMERS FUTURE LAND USE MAP



LEGEND

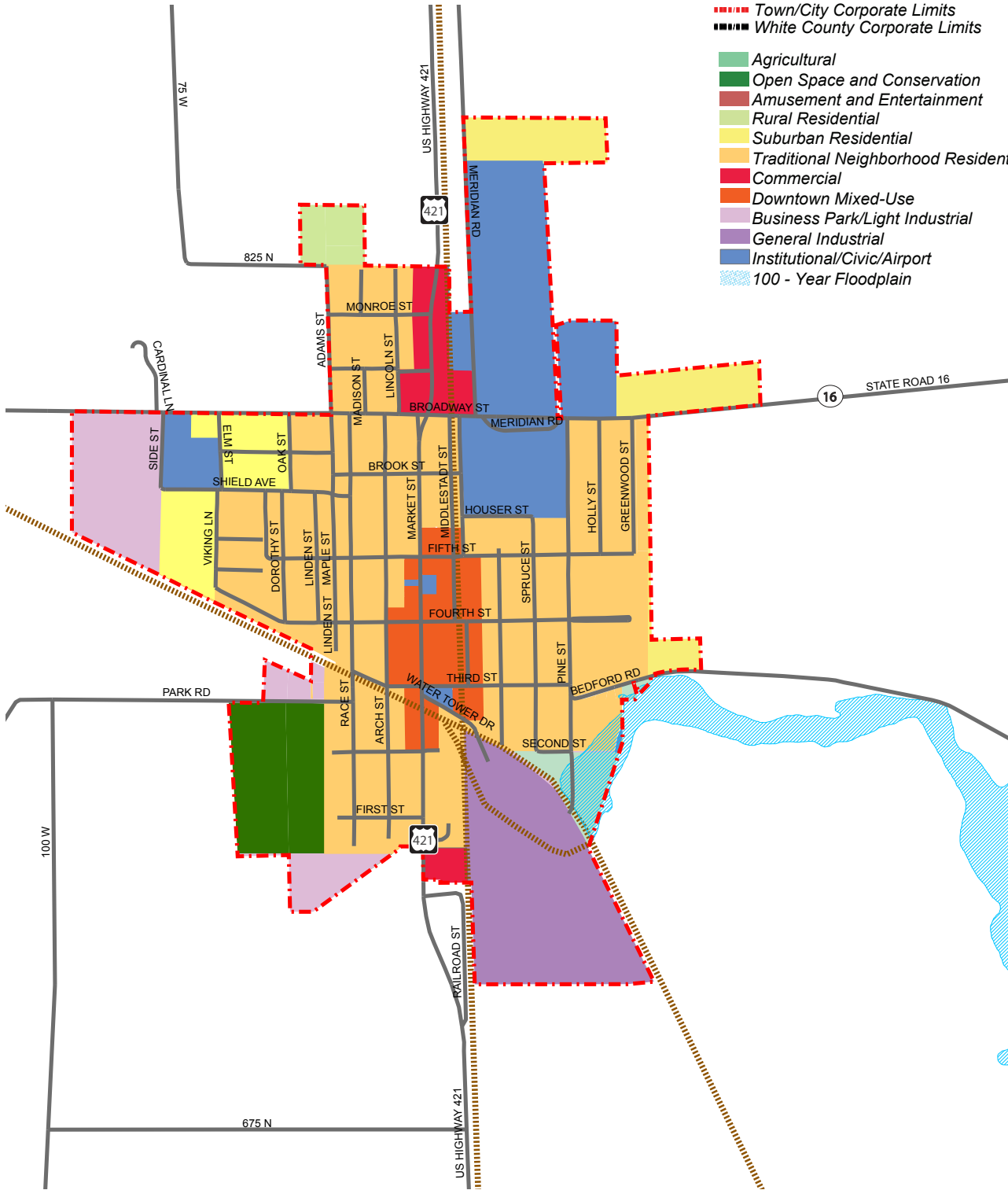
- Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain

Inset Maps Not To Scale

MONON FUTURE LAND USE MAP

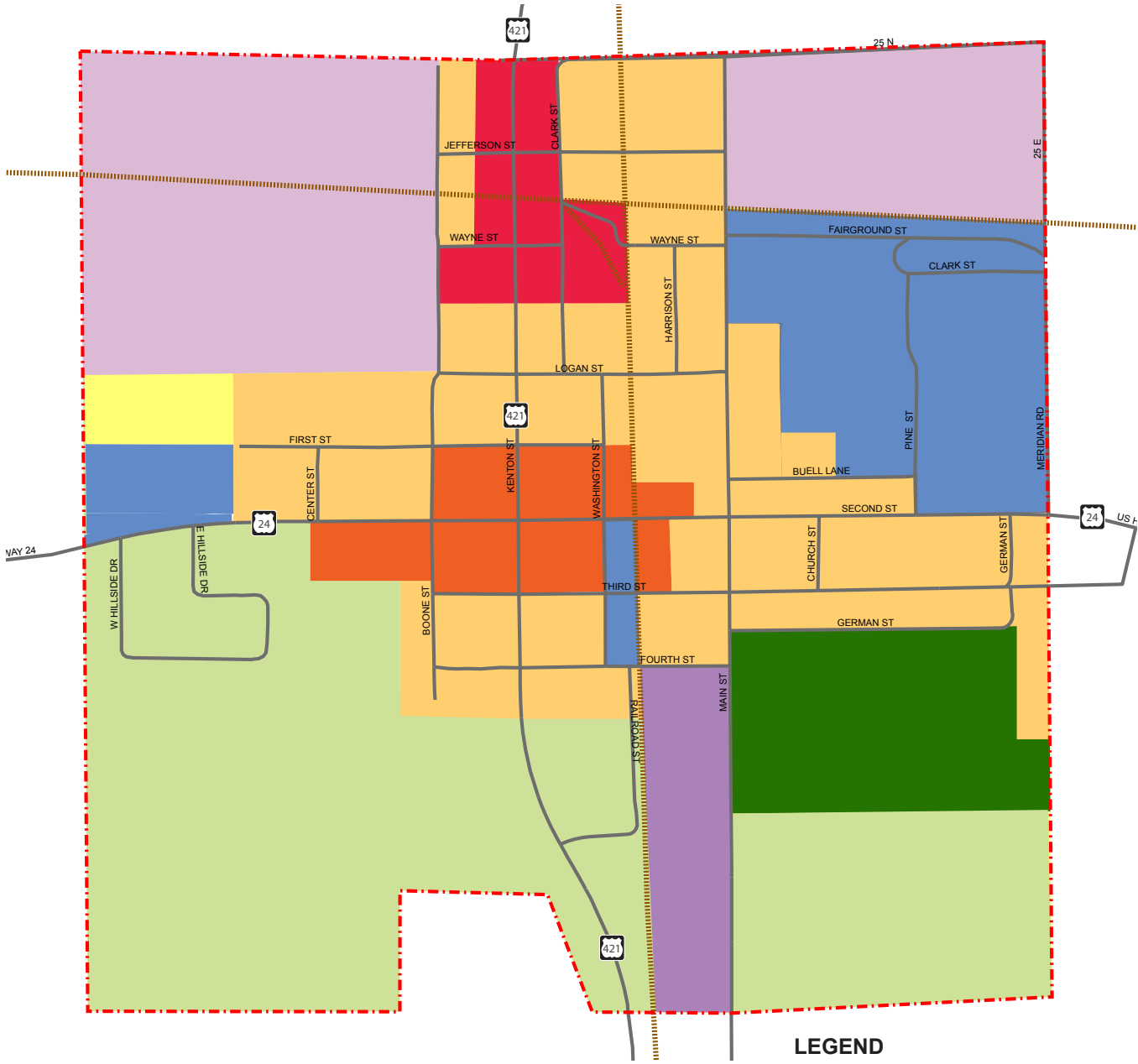
LEGEND

- Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain



Inset Maps Not To Scale

REYNOLDS FUTURE LAND USE MAP



LEGEND

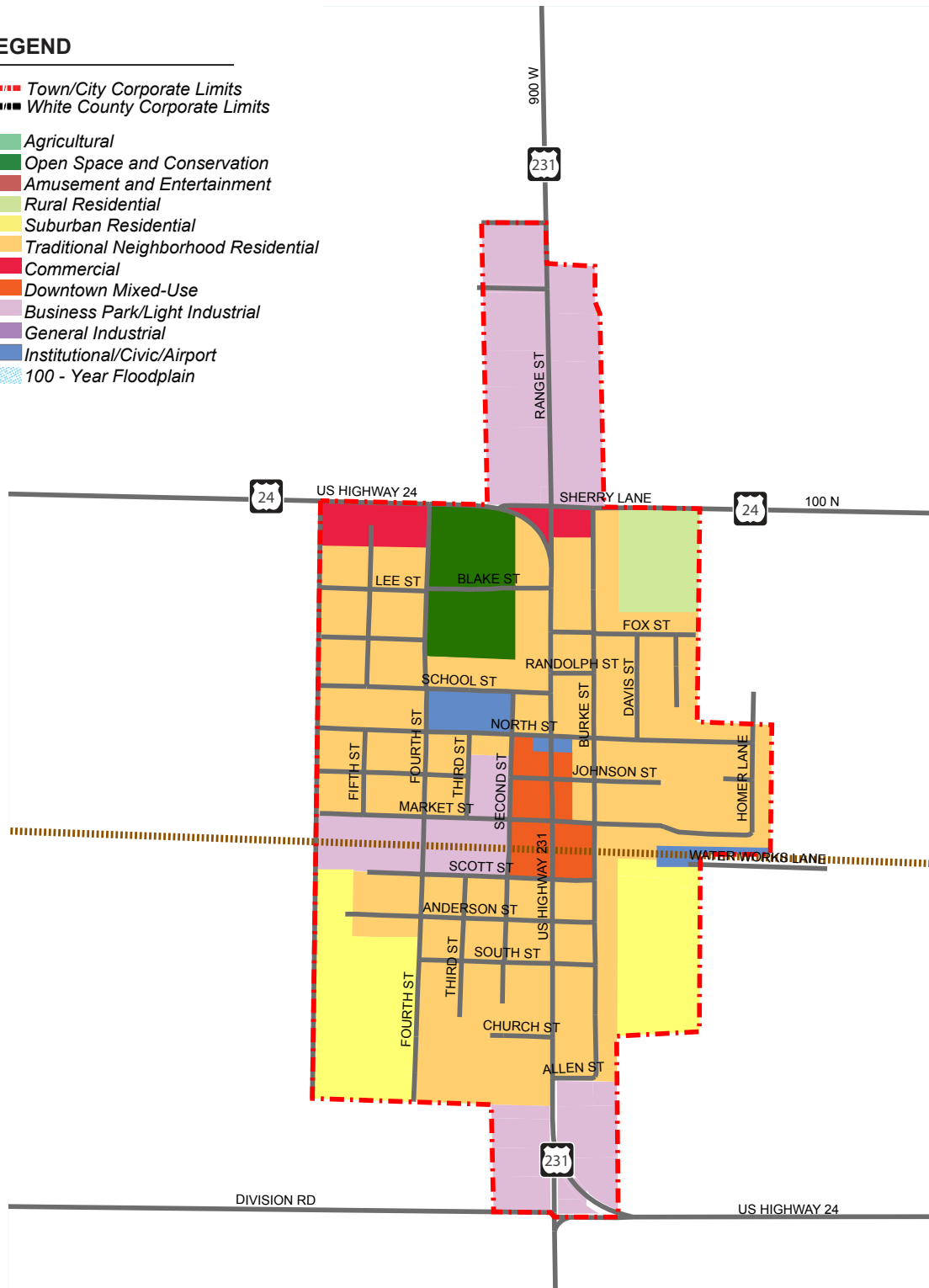
- Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain

Inset Maps Not To Scale

WOLCOTT FUTURE LAND USE MAP BLOWUP

LEGEND

- Town/City Corporate Limits
- White County Corporate Limits
- Agricultural
- Open Space and Conservation
- Amusement and Entertainment
- Rural Residential
- Suburban Residential
- Traditional Neighborhood Residential
- Commercial
- Downtown Mixed-Use
- Business Park/Light Industrial
- General Industrial
- Institutional/Civic/Airport
- 100 - Year Floodplain



Inset Maps Not To Scale

Profile: Balancing Land Uses

Just like people, communities have to pay their bills. Their funding comes from tax collection, and often the residents of a community pay taxes not only to their town, but also the county, school district, and other organizations such as townships, libraries, and utility districts.

In addition, housing development tends to bring expenses like extended utility services, additional public rights-of-way to maintain, and additional students within the local school system, not to mention additional demand for parks and other community amenities.

On the other hand, new commercial or industrial developments do not themselves generally create additional burdens on school systems, and their sales or trade generates revenue. These developments, along with rental property and farmland, all contribute a higher rate of tax revenue than owner-occupied housing. In order to have a balance of tax revenue, businesses, farmland, rental property, and owner-occupied housing must occur within the same taxing district in proportions that support community needs.



Commercial Development

GOALS AND OBJECTIVES

GOAL 1:

Provide a balance of land uses to ensure a diverse tax base.

OBJECTIVE 1:

Identify land for development in areas with appropriate future land use, utility infrastructure and access in order to concentrate similar development in the proximity of interstates and major thoroughfares.

Action Step 1:

Use the Future Land Use Map to prioritize development areas in conjunction with Redevelopment Projects identified in Chapter 8, Economic Development and Redevelopment.

When Should This Step Be Updated:

Annually

Funding Sources:

County General Fund

Lead Agency Tasks:

Area Plan Commission office will coordinate with the Area Plan Commission and County Commissioners to update the map as required.

Implementation Partners:

White County Economic Development, County Commissioners, Community Legislative Bodies

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 2:

Encourage development adjacent to existing APC Communities to take advantage of available infrastructure and support employment and commercial businesses.

Action Step 1:

Encourage development and redevelopment within, or adjacent to the corporate limits with appropriate access and infrastructure. Focusing on infill development will allow the APC Communities to realize a more vibrant core while managing the costs of providing services.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

When Should This Step Be Updated:

Two Years

Funding Sources:

County General Fund

Lead Agency Tasks:

Area Plan Commission office will work with the Area Plan Commission, Community Legislative Bodies, White County Economic Development and site selectors to use the Future Land Use Map, Utility Opportunities and Constraints Map, and Thoroughfare Map prior to making development decisions.

Implementation Partners:

Area Plan Commission, Community Legislative Bodies, County Highway Department, APC Streets and Sewer Departments, White County Economic Development.

OBJECTIVE 3:

Coordinate land use diversity for consistency with economic development goals and zoning ordinance.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Create a process to ensure land use decisions and rezonings support an enhanced tax-base.

When Should This Step Be Updated:

Annually

Funding Sources:

County General Fund

Lead Agency Tasks:

Lead agency will coordinate with the County Auditor, Legislative Bodies, and the County Commissioner to create a process to understand the property tax implications of land-use decisions.

Implementation Partners:

County Auditor, Legislative Bodies, County Commissioners.

GOAL 2:

Coordinate planning efforts County-wide and require impact studies when appropriate prior to development.

OBJECTIVE 1:

Update the Zoning and Subdivision Control Ordinances to facilitate desired redevelopment/development.

Action Step 1:

Any updates to the Zoning or Subdivision Ordinances should include zoning intent statements. Revise the zoning district descriptions to provide for a more flexible mix of uses within developments. Greater flexibility allows the real estate market to better respond to changing economic environments.

When Should This Step Be Updated:

Annually

Funding Sources:

County, White County Economic Development

Lead Agency Tasks:

Include clear, user friendly language and graphic examples within the update Zoning and Subdivision Control Ordinances. Focus on modern land use classifications, the promotion of downtown, and redevelopment friendly standards such as infill, flexible parking, and mixed-use..

Implementation Partners:

Area Plan Commission, County Commissioners, White County Economic Development

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 2:

Utilize the Comprehensive Plan and Future Land Use Map as decision making tools to evaluate development proposals.

Action Step 1:

The Area Plan Commission, community legislative bodies and APC Staff should use the Comprehensive Plan and Future Land Use Map as a core part of the decision-making process for rezonings and consider development proposals.

When Should This Step Be Updated:

Ongoing

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Funding Sources:

County General Fund

Lead Agency Tasks:

Draft development review requirements which include under what circumstances a fiscale impact study be prepared. The Area Plan Commission office should train the Plan Commission and Area Plan Commission staff to use the Comprehensive Plan as an integral part of development review, decisions for rezonings and other petitions. This training may be supplemented by the creation of a checklist to ensure the Comprehensive Plan is thoroughly reviewed in the decision making progress.

Implementation Partners:

Area Plan Commission, County Commissioners, White County Economic Development

OBJECTIVE 3:

Determine the highest and best use of land to sustain a balanced tax base by evaluating the financial relationship between regulatory requirements and cost of development.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Require developments of over five acres to prepare a fiscal impact study. Work with White County Economic Development to determine if TIF or other financial incentives are appropriate on a case-by-case basis.

When Should This Step Be Updated:

Ongoing

Funding Sources:

County, White County Economic Development, KIRPC

Lead Agency Tasks:

Draft development review requirements that include a fiscal impact study be prepared in certain situations. KIRPC and White County Economic should provide additional capacity to determine if specific incentives are appropriate.

Implementation Partners:

Area Plan Commission, County Commissioners, White County Economic Development

OBJECTIVE 4:

Update the future land use map regularly to reflect recent development patterns and changes over time.

Action Step 1:

Convene yearly to evaluate the Future Land Use Map and update as needed.

When Should This Step Be Updated:

Annually

Funding Sources:

County General Fund

Lead Agency Tasks:

The Area Plan Commission office will create and facilitate a study committee made up of Area Plan Commission members, Area Plan Office staff, and other important stakeholders to review and update the Future Land Use Map annually.

Implementation Partners:

Area Plan Commission, Area Plan Commission Office Staff, County Commissioners, White County Economic Development.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 5:

Promote cooperation and consensus among all units of government to prevent conflict and enable coordination.

Action Step 1:

Similarly to the Comprehensive Planning Process, ensure the development of Zoning and Subdivision Ordinance Amendments receive input from a diversified group of stakeholders (APC Members, legislative bodies, community organizations, professionals, residents, members of the business community, etc.). These activities should be coordinated and monitored by the Area Plan Executive Director to assure the Ordinance remain relevant to the needs of the community.

When Should This Step Be Updated

Evaluate on an annual basis.

Funding Sources:

County General Fund

Lead Agency Tasks:

The Area Plan Commission office will work with a Steering Committee and stakeholders to plan a diverse and transparent public process throughout the Ordinance update process.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Implementation Partners:

Area Plan Commission, Area Plan Commission Office Staff

Action Step 2:

Reach out to a large base of volunteers to create an inclusive environment for plan development, particularly to groups generally under represented in community activities, such as minorities, youth and rural and smaller town residents. The Planning and Building office should coordinate with Area Plan Commission communities to maintain a contact list of interested individuals that could be easily selected for various boards and committees.

When Should This Step Be Updated:

Every Six Months

Funding Sources:

County General Fund

Lead Agency Tasks:

The lead agency will coordinate with Area Plan Commission communities to maintain an up-to-date database of individuals willing to volunteer.

Implementation Partners:

Community Legislative Bodies

OBJECTIVE 6:

Create specific development standards as part of the ordinance update to protect traditionally agricultural areas, promote the expansion of green energy, and protect lakefront property values for future development.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Investigate the use of Overlay Districts, shared review agreements or other creative zoning and land management tools within the updated Zoning Ordinance to protect sensitive areas, agricultural areas, property values and areas impacted by energy production have proper development standards and enforcement. These standards should be included within the updated Ordinance.

When Should This Step Be Updated:

Annually

Funding Sources:

County

Lead Agency Tasks:

The lead agency will create and facilitate a study committee made up of Area Plan Staff, White County Economic Development, Legislative Bodies and SFLECC as well as other stakeholders to determine the need for Overlay Districts and shared review agreements.

Implementation Partners:

Area Plan Commission, Area Plan Commission Office Staff, SFLECC, White County Economic Development, Legislative Bodies, County Commissioners.

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Housing | 04

Implementation of Goals and Objectives (see page 58)

The success of the White County Comprehensive Plan will be measured in part by the application and practice of the goals, objectives and action steps contained within. Each action step includes performance indicators to assess the success of policy, program and project implementation. The performance indicators should be measured annually, deleting what has been accomplished and re-shifting priorities as necessary until the plan is updated in the future.

Agencies and Partners

Unless stated otherwise the White County Area Plan office implementation committee will be the agency responsible for leading the implementation of goals, objectives and action steps contained within this Plan. Each chapter includes an implementation action plan which includes partners with specific organizational capacity and expertise to help bring parts of this Plan to fruition. These organizations consist of a broad cross section of public and private sector stakeholders.

Time Frame

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors:

- *Quick Wins: Tasks that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.*
- *Mid-Term Opportunities: Tasks that could be initiated within 1-5 years of the Comprehensive Plan's adoption.*
- *Long-Term Opportunities: Tasks that are on a 6-10 year or greater timeframe after the Comprehensive Plan's adoption.*
- *Ongoing Opportunities: Tasks that may be implemented in a series of incremental steps involving numerous agencies or departments or tasks that are ongoing, continuous efforts. Also, these recommendations may go beyond the time frame of this Comprehensive Plan.*

Housing

POLICY STATEMENT

White County has a diversity of housing types in its APC Communities, along its lakes, and rural areas. This chapter reflects the efforts of the urban planning consulting firm, RATIO, the White County Comprehensive Plan Housing Subcommittee and the Comprehensive Plan Steering Committee. The subcommittee was created to conduct a deep-dive on housing quality, supply and demand to identify gaps and opportunities within White County and its APC Communities.

The housing chapter focuses on guiding revitalization of White County and the APC Communities existing housing stock along with the development of new units. Strategies include identifying opportunities to allow new housing development, identifying future growth areas and providing case studies on new housing types currently not present in White County such as compact housing and housing designed for aging in place. Strong housing and neighborhoods are the building block of a great community, and the strategies found in this chapter will shape White County's housing improvement efforts.

White County's housing policy affects the land use designations and the accommodation of future residential areas. Zoning Ordinance updates should be coordinated with land use.

INTRODUCTION

The purpose of the Housing Subcommittee was to gather and process information and data about the current housing conditions in White County. Also, considered in this chapter are the potential impacts on housing demand and needs as a result of the initiatives of the White County Economic Development Organization. Housing needs are a dynamic target and must be reviewed frequently. The work here should be more fully developed under the guidance of the Area Plan Commission for community leaders to make informed decisions about community infrastructure growth along with how to best accommodate current and future housing developments of White County communities.

HOUSING INVENTORY

White County has a high percentage of single-family homes that are primarily owner-occupied. There is a small amount of multifamily housing, which tends to cater to lower income residents, but, when compared to broader based statistics, the County lacks high quality, multifamily housing. Seventy-six percent of the housing units in White County are owner occupied. This is higher than the State, National and surrounding County averages.

Besides having mostly owner-occupied housing units, over 70% of White County housing inventory was built before 1980 as specified in the chart below.

These older homes tend to require more cost for upkeep, and often, these older homes do not pass current housing code for financing protocols. Therefore, these homes require code upgrades to secure financing for new mortgages of potential homebuyers. This often pushes the loan to value ratio higher than 80% for conventional mortgage

financing. This makes these homes difficult to transition to new homeowners.

HOUSING AFFORDABILITY

One generally-accepted measure of the affordability of an area is expressed as a ratio of median housing value to median household income. A ratio below 3.0 is considered affordable. The housing affordability ratio in White County is 2.1 indicating that the area is affordable.

2016 PERMIT DATA

As of July, 2016 the Building and Planning Department issued 23 permits for new homes. This is the same number issued in the first seven months of 2015. According to White County Building and Planning Department records, the 23 new homes through

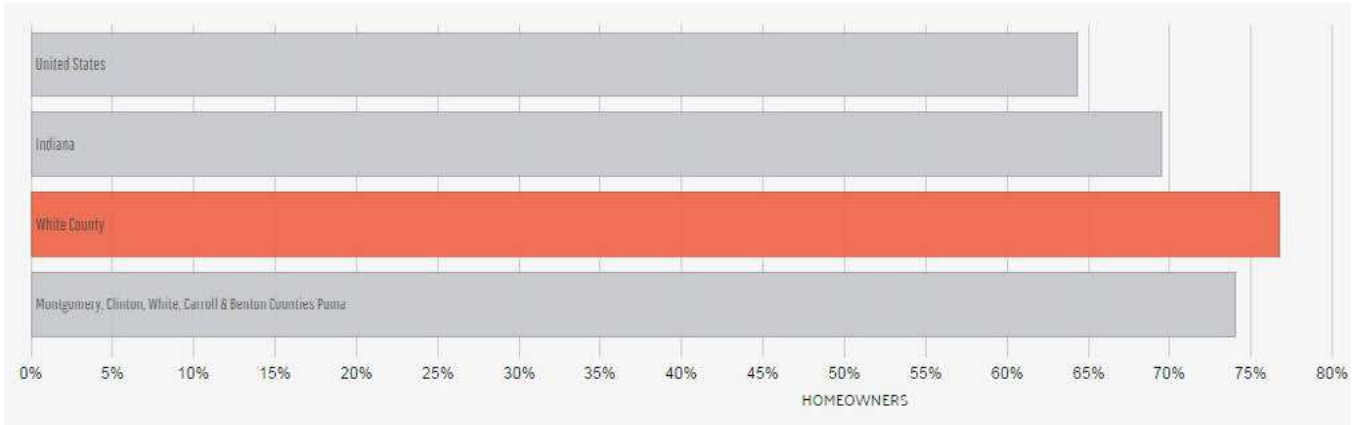
PERCENT HOUSING UNITS BY DECADE BUILT



Source: US Census Bureau

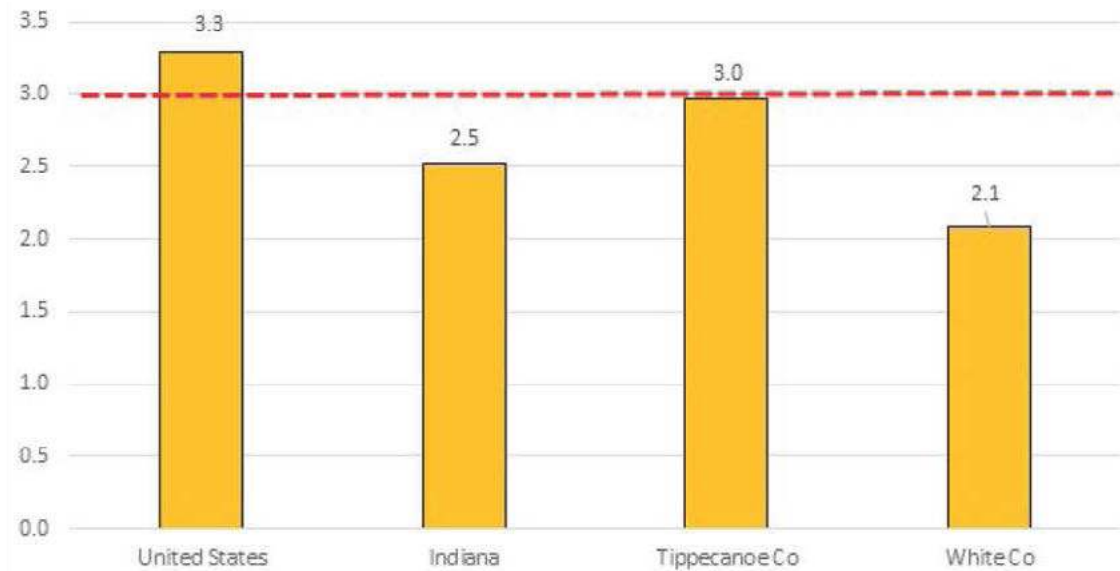
July, 2016 had an estimated average construction cost of \$195,520 (excluding land). The home values ranged from \$10,000 to \$456,000 with a median value of \$180,000. As of the date the Subcommittee concluded its work, the County had issued permits for nine homes with an estimated construction cost of \$200,000 or more (39% of total permits issued for new dwellings).

2015 WHITE COUNTY HOME OWNERSHIP RATES



Source: US Census Bureau

HOUSING AFFORDABILITY IN WHITE COUNTY



Source: US Census Bureau

2015 PERMIT DATA

In 2015, the White County Building and Planning Department issued 37 permits for new homes (23 through July matching the 2016 number). The 37 new homes were planned with an average estimate construction cost of \$175,186 (again, excluding land). The home values ranged from \$2,500 to \$413,000 with a median value of \$165,000. It should be noted that the median value of new construction is well above the level of the current median home value for White County. In 2015, 13 homes were constructed with an estimated construction cost of \$200,000 or more each (35% of total building permits issued for new dwellings).

2014 NEW HOME DATA

In 2014, the department issued 30 permits for new homes (16 through July). The 30 new homes were planned with an average estimate construction cost of \$157,934 (excluding land). The home values ranged from \$5,000 to \$400,000 with a median value of \$152,500. In 2015, seven homes were constructed with an estimated construction cost of \$200,000 or more each (35% of the total building permits issued for new dwellings).

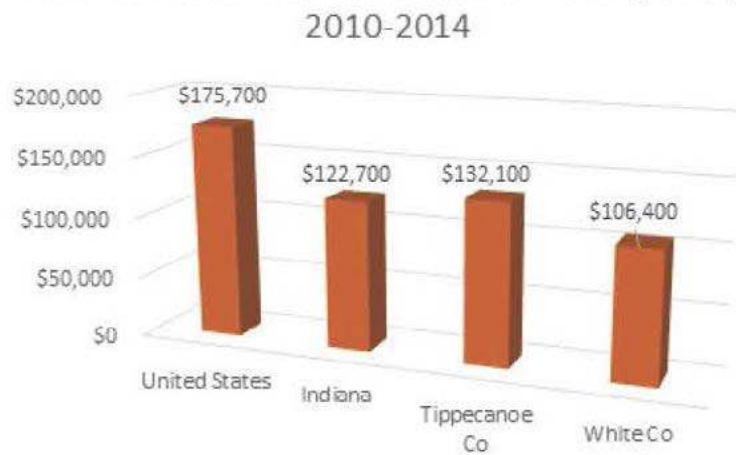
A few other points of relevance can be drawn through review of the 2014 – 2016 housing permit data.

1. Of the 89 new home permits issued by the Building and Planning office, 32 (36%) were replacement constructions (replacing an old home with a new home) which would indicate that although 89 new homes were permitted, the County home inventory stock would have only increased by 57 homes over this period;
2. Of those same 89 homes, 52 were built on a previously subdivided lot (58%); 37 were built on a non-platted parcel (42%);
3. The average home was constructed with 2,020 square feet of living space and that this average has increased for each year of data reviewed (1,810 sq ft in 2014; 2022 sq ft in 2015 and 2227 sq ft year-to-date in 2016);
4. As the home size has increased so has the average bedroom allocation; in 2014, home construction averaged 3.14 bedrooms, in 2015, 3.17 bedrooms and in 2016, 3.30 bedrooms.

All the data reviewed by the APC staff indicates a move in this County toward construction of larger, more expensive homes and even though the trend numbers may not be astronomical, the statistics definitively point to more expensive, more spacious homes. These statistics, especially those pertaining to 2014, 2015 and 2016, must be viewed in the light of several factors:

5. The County does not track the number of summer homes and vacation homes that impact year round residential accommodation which would impact year

MEDIAN VALUE OF AVERAGE HOMES IN WHITE COUNTY



Source: US Census Bureau

round residential accommodation statistics;

6. APC records do not encompass any growth of occupancy of homes in state regulated manufactured home parks; and,
7. The County does not require demolition permits so it is difficult to track how much housing inventory loss occurs over the course of any given year.
8. As of yet, there has been no accumulation of data pertaining to the inventory of vacant subdivision lots nor how long that inventory has sat undeveloped. Also, a survey of platted subdivision or subdivision phases which have never been developed with the necessary infrastructure or prepared for sale should be inventoried. It is recommended this exercise be accomplished within a year of the Comprehensive Plan passage.

The fact that the market is designed to deal with supply and demand issues and that the general building trends of the last three and a half years are reflective of supply and demand factors. However, there are possible disconnects in the efficiency of transmission of this data between the demand and supply sources; that is, between builders, developers and home buyers.

HOUSING PREFERENCES

The generational cohorts of Baby Boomers, Gen X and Millennials (Gen Y) are the largest segment of the population in White County. These groups are identified by birth-years. Baby Boomers are generally considered those individuals born between 1946 and 1964. Gen X are those born between the mid-1960’s and late 1970’s/early 1980’s. The millennial group are birth-years from the 1980’s thru the 1990’s.

Satisfying the needs of these three groups is going to require a commitment to walkable neighborhoods, compact housing options, small yards or shared open space and a sense of community. A small house or apartment with comfortable space to live, work, and play that is connected and part of a greater community is trending amongst these two groups.

Research indicates that millennials live at home longer before making a home

purchase than any other generational group, they leave school burdened by student loan debt which negatively impacts their willingness and ability to move into home ownership. Millennials also cite lack of down payment as the number one reason for delaying a home purchase. According to recent research, they tend to focus more on “urban” purchases than rural purchases. Millennials are now the number one buyer of homes nationally.

Consider, nearly 1/3 of all millennials live with their parents, slightly more than live with a spouse or partner. These factors are particularly evident among those that lack a college degree. It is the first time that living at home has outpaced living with a spouse for this age group since such record keeping began in 1880.

With more young people living with their parents rather than on their own, fewer people need to buy appliances, furniture or cable subscriptions. The recovery from the 2008-09 recession has been hobbled by historically low levels of home construction and home ownership and that of this particular county’s current and potential population. Also, Millennials do not see the same value in homeownership as previous generations.

Housing research related to generational matters can be conflicting based on geography and housing type. Further research is needed in this area in order to provide a more accurate understanding of the generational housing demands in White County

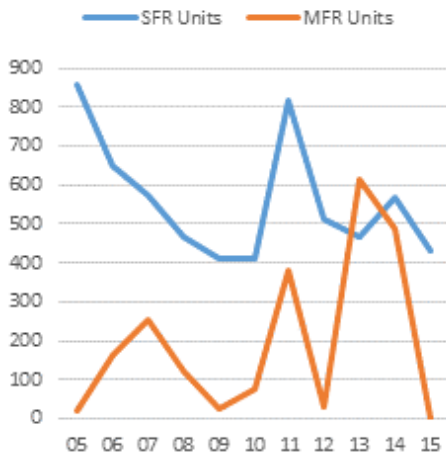
DATA AND SURVEY RESULTS

In preparation of this chapter the Housing Subcommittee conducted a survey with realtors and contractors of White County. It was difficult to identify a clear trend from much of the survey data; but the committee felt it was important to note the following:

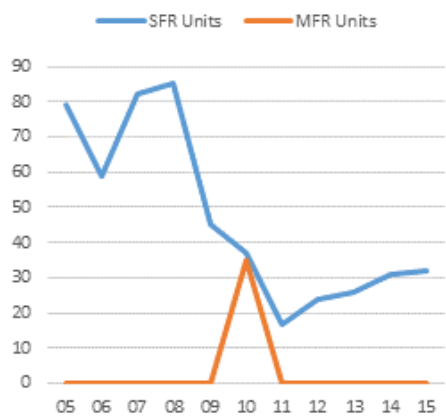
1. Demand for single family homes to purchase dominated the survey results (over 80% of respondents), followed by single family home rental demand being a priority of 17% of the respondents. The committee recognized that the occupations of the survey participants likely distorted the results and that demand for accessory or multi-family apartments is likely greater than what is reflected in the survey results. Still, the committee believes that it can be reasonably concluded that the primary demand to be addressed, even in properties for rent, is the single family home dwelling unit.
2. The current consumer for housing ranges between 21-45 years of age (67.7% of respondents ranked this age group as the number one buyer group of new homes). The senior group (age 55 and up) received the number one buyer group in 16.13% of the survey responses.
3. According to the sample group, demand for houses valued between \$90,000 and \$175,000 is greatest (approximately 56% of respondents agreed). However, demand for houses valued under \$90,000 or between \$176,000 and \$225,000 both received about an 11% share of respondents. Interestingly, this diverges somewhat with the actual sales data the committee accumulated for 2015 and year-to-date 2016. In 2015, almost 85% of the houses sold were valued less than \$180,000 and year to date in 2016, over 88% were sold in that

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TIPPECANOE COUNTY RESIDENTIAL PERMITS



WHITE COUNTY RESIDENTIAL PERMITS



Source: US Census Bureau

price range.

4. When asked where housing is currently in highest demand, the survey identified both Lake Shafer and Lake Freeman along with the Monticello and the Brookston area as the top locations followed closely by remote areas of the County.
5. A key element to housing is identifying where shortages currently exists. From the survey results, Lake Freeman was ranked first as having the greatest shortage of housing by 25.6% of the respondents. Monticello and unincorporated areas of County each received a number one ranking by 20.5% of the respondents. However, a footnote to this data should be to recognize that the participants were asked to rank the top three (3) areas. When these areas are summed, the Brookston area was identified as the number one area with a shortage of housing. To meet current demand, it would appear a focus on these locations would be beneficial.
6. Another critical element to the housing plan is to determine where future demand for housing will occur in the County. This information resulted in the following growth strategy. The survey asked respondents, in general geographic terms, where future needs for housing will be the greatest. According to contractors and realtors, the west, south and central (Monticello & the Lake) areas of the County is where demand will be most prevalent. The committee believes these areas can be delineated as:
 - » West County = the town of Wolcott and east, west and south of the town with east and south predominant
 - » Central = Monticello and the lakes areas
 - » South = the town of Brookston and east, west and south of the town with the south predominant due to State Road 43 access to I-65, the State Road 18 corridor west of Brookston should be prioritized for industrial/commercial development.
7. Brookston represents an opportunity to attract more residential development to satisfy those desiring to live outside of Tippecanoe County. As shown left, Tippecanoe County has nearly returned to pre-Great Recession levels of housing activity. If Brookston could attract just 10% of this growth, then White County would have an additional 50-60 Single Family Residential units per year. This would be more than double the number of White County housing permits

issued on an annual basis.

HOUSING INFLUENCERS

This process identified several factors that will likely have a major influence on residential demand including:

1. The Mid-America Commerce Park development
2. The Monticello Professional Park and industrial emphasis south
3. Tippecanoe County projected job growth
4. The ten (10) County Regionalization identified by the local economic development groups as the Indiana Technology Corridor; and,

5. Growth of Indiana Beach and Lake Shafer and Lake Freeman tourism.

GOALS AND OBJECTIVES

GOAL 1:

Create an accurate depiction of the current housing status of White County and to provide a road map for future housing development.

OBJECTIVE 1:

Prepare a Countywide Housing Plan to create a full inventory of housing today, understand needs, and devise strategies to attract and retain new residents.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Under the supervision of the Area Plan Commission, the study of the proper allocation of housing should be further researched. Immediately after the adoption of the new Comprehensive Plan, the Area Plan Commission should lead the effort to explore tracking growth and occupancy status in summer homes, vacation homes, state regulated manufactured home parks, and housing loss through demolitions. By addressing these issues more fully in the context of their impact on the current housing status of the County and its participating municipalities the County can devise strategies to attract and retain residents.

When Should This Step Be Updated:

Two Years

Funding Sources:

County, White County Economic Development, Purdue EDC/OCRA

Lead Agency Tasks:

The lead agency will convene a housing subcommittee to identify the goals and objectives of a Countywide housing study, identify in-house resources and if there is the need to hire a consultant, prepare a potential project budget, prepare and distribute an RFP, hire a consultant (as appropriate), and support the consultant and subcommittee members to prepare the study.

Implementation Partners:

White County Economic Development

Transportation and Circulation

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Implementation of Goals and Objectives (see page 69)

The success of the White County Comprehensive Plan will be measured in part by the application and practice of the goals, objectives and action steps contained within. Each action step includes performance indicators to assess the success of policy, program and project implementation. The performance indicators should be measured annually, deleting what has been accomplished and re-shifting priorities as necessary until the plan is updated in the future.

Agencies and Partners

Unless stated otherwise the White County Area Plan office implementation committee will be the agency responsible for leading the implementation of goals, objectives and action steps contained within this Plan. Each chapter includes an implementation action plan which includes partners with specific organizational capacity and expertise to help bring parts of this Plan to fruition. These organizations consist of a broad cross section of public and private sector stakeholders.

Time Frame

The following recommendations are assigned approximate time frames for implementation which may vary based on economic influences and other factors:

- *Quick Wins: Tasks that could be undertaken immediately and/or implemented within twelve months of the Comprehensive Plan's adoption.*
- *Mid-Term Opportunities: Tasks that could be initiated within 1-5 years of the Comprehensive Plan's adoption.*
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Transportation and Thoroughfares

POLICY STATEMENT

Transportation is an essential component of the public realm that drives and shapes where land use can occur and change, where economic development opportunities will thrive, and how to connect people with places to enhance the communities' quality of life. Transportation is the highways, roads, railroads, sidewalks, trails, and airports that exist in the public realm.

Transportation facilities in White County represent a significant and integral element of the physical environment and contribute to its form, efficiency, and character. White County's highways, streets, rails and trails connect its citizens from their homes to jobs, schools, retail, parks and meeting spaces. The transportation network is likely the first interaction that people have with White County. White County's transportation corridors facilitate the movement of physical goods and services between buyers and sellers. These corridors also support economic development goals and objectives. Transportation planning and land use planning work together to influence each other by working towards the modal balance between pedestrians, bicycles, freight, air, and automobile transportation influence the desired location and intensities of land use. Furthermore, this balance affects the attractiveness of an area to building homes, schools, and businesses, redevelop property, and investing in the community.

White County in coordination with the Kankakee Iroquois Regional Plan Commission (KIRPC) have produced a Countywide Transportation Plan which was adopted in 2016. The goals, objectives, and actions steps found within this chapter of the Comprehensive Plan take into account the information provided in the Countywide Transportation Plan and provide strategies to move transportation and other components of long-range planning forward in White County. This Countywide Transportation Plan is incorporated into the Comprehensive Plan by reference. A copy of the KIRPC Countywide Transportation Plan may be viewed in its entirety at the office of the Area Plan Department.

When developing a Thoroughfare/Transportation Plan, a crucial component of the planning process must take into consideration the initiatives of the County Economic Development Organization, the goals and objectives of each community, the needs and desires of the Community at Large and the projected growth patterns and demands of residential, agricultural, commercial and industrial uses.

THOROUGHFARE DESIGNATIONS

Official classifications for streets in White County are found in the *White County Subdivision Control Ordinance* and apply to all roads and streets of the County and the participating communities. Street and road designations reflect the location, purpose and use level of the street or road. For the purpose of the Future Land Use Plan starting on Page 40 (or 64), the following typical road and street classifications were used: local, collector, minor arterial, principal arterial (State and Federal Highways) and Interstate Highways. Roads that do not currently exist, but were determined to be critically needed links or bypasses are shown with dashed lines. The classifications of roads are further distinguished and divided into rural and urban because of the settlement and development patterns in the County. Classifying roads in the context of Rural and Urban is important because each receives a particular treatment that affects ultimately how the road is constructed. This way of classifying roads is a best practice in the industry.

ROAD TYPES

RURAL ROADWAYS

Rural Roadways are those which traverse less developed areas and generally do not include curb, gutter or sidewalks, but which normally do include an adjacent roadside swale to channel drainage from the surface of the road. These facilities tend to have fewer amenities for pedestrians and cyclists, but have defined shoulders consisting of graded and compacted surface materials.

URBAN ROADWAYS

Urban Roadways may contain the same number of travel lanes as a rural road, but they pass through developed or developing areas. The roads are generally constructed with curb and gutter, tree lawns, and sidewalks or multi-use paths on both sides to serve pedestrians and cyclists. On-street parking may be allowed and appropriate in some areas. Turn lanes and medians may be used to control the flow of traffic through more congested areas. On-street bike lanes may be appropriate on some roads.

In areas with traditional neighborhood development patterns, right-of-way requirements are lower due to lower speeds and narrower travel lanes. Adequate space for curbs, on street parking, sidewalks and street trees should be provided, and should produce minimal conflict with overhead and underground utilities. In new subdivisions, utilities should be located underground.

In small towns, rear parking can encourage alley access to residences and businesses in addition to access from the main road. This can minimize curb cuts and traffic congestion while keeping the traditional shallow setback distances. Crosswalks connecting sidewalks and on-street parking should be provided on one or both sides of a street as part of a traditional development form. The on-street parking may affect the width of tree lawns.

The Federal Highway Administration (FHWA) maintains official road classifications which in conjunction with the White County Transportation Plan inform thoroughfare designations found within this Plan. Information from the FHWA can be found here: https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm



Road and Rail Infrastructure in White County

05 | Transportation and Circulation



Transportation in White County

STREET AND ROADWAY CLASSIFICATIONS

Street and Roadway classifications are provided for in the White County Subdivision Control Ordinance and pertain to development or redevelopment of all streets and roads within the Area Plan jurisdictional territory. Typical classifications are listed below; although, these classification descriptions are not intended to be all inclusive as White County may utilize a more or less comprehensive approach to establishing road and street identities.

LOCAL ROADS

Generally, two types of local roads are designated in a County such as White County. One type of local road primarily serves County neighborhoods. The second type includes all other roads not classified as collector or arterial and handled through the White County Subdivision Control Ordinance. These road types are typically described as follows:

Rural: Rural local roads also carry low volumes of traffic, but speeds will typically be much higher than urban local roads. Rural local roads should employ some access control standards. An example of a rural local road includes CR 1100 S.

Urban: Urban local roads are generally found in neighborhoods, and typically carry low volumes of traffic at low speeds and over short distances. Local roads in major subdivisions provide direct access to abutting properties. Interconnecting streets between adjacent residential developments is encouraged. Alleys may be found in historic downtowns but would not be subject to the same standards as local streets, though alley rights-of-way may need to be increased to handle modern public safety equipment. An example of a urban local road includes Market Street in Wolcott.

COLLECTORS

Collector Roads normally serve an intermediate function in the roadway hierarchy. They serve to collect traffic from local roads; move traffic to the larger arterial network, and would be recommended to be medium capacity roadways with moderately high rates of speed.

Rural: Rural collectors are roads that move traffic between Arterial roadways such as State Highways and other major thoroughfares. CR 300 E is a rural collector that funnels traffic between arterial roads.

Urban: Urban collectors are roads that play significant roles in moving traffic between Arterial roadways, as well as funneling traffic from residential areas to the greater road network. Examples of an urban collector is Bluewater Drive.

MINOR ARTERIALS

These roads generally are alternates to higher volume roadways and have the capacity to move relatively high traffic volumes across the County at medium to high rates of speed.

Rural: Rural Minor Arterials include several local routes of lesser regional significance but which still serve high volumes of traffic within the community. These road corridors should also be subject to access control measures as development occurs along them. An example of this classification is US Highway 421 north of Chalmers.

Urban: Roads designated Urban Minor Arterials are proposed roads or roads that provide continuous travel such as 6th Street in Monticello.

PRINCIPAL ARTERIALS

These are high volume roadways designed to carry traffic at medium and high rates of speed long distances across the entire County, connecting population centers. These roads include State, Federal and Interstate highways. These facilities should be designed with controlled access and with all uses in mind. Facilities for pedestrians and bicycles should be separated from the road in these instances (but not ignored).

Rural: Rural principal arterials are located throughout the County and include such major roads as SR 43.

Urban: Urban Principal Arterials are local and State roads of regional importance such as US Highway 24 in Monticello. These roads are designed to move large volumes of traffic between communities and should impose access controls to reduce congestion. The profile of these roads within a Corporate Boundary would likely contain curb and gutter, street lighting, sidewalks, bike paths or bike lanes, landscape medians and tree lawns and utilities should be buried underground.

INTERSTATE HIGHWAY

Interstate 65, located near the western border of White County is one of the Country's heaviest traveled highways. Interstates are designed as high-speed, limited access corridors that move very high volumes of traffic on a regular basis. They are characterized by two or more lanes of traffic in each direction and are constructed with grade-separated interchanges to maintain traffic flow. The land use plan identifies commercial areas with higher design and development standards to highlight the image desired by the community.

ROADWAY STANDARDS

All traffic arteries should meet certain design standards, including but not limited to, alignments, inter-section intervals, sight distances, gradients, surface types, rights-of-way widths and pavement widths. Standards to be used for all new or improved roads or streets are provided for in the White County Indiana Subdivision Control Ordinance. The Roadway Standards table located in the appendix contains suggestions for updated roadway standards to be considered as the White County Subdivision Control Ordinance is updated.

ROAD VACATIONS

Within any Transportation and Thoroughfare analysis, consideration must be given to the vacation of roads and/or alleys. These records are important from a historical perspective of economic development initiatives and can impact addressing, GIS mapping accuracy and ingress/egress to properties. In White County, vacation procedures for all White County Roads and alleys are delineated in the White County Indiana Subdivision Control Ordinance which follow the Statutes of Indiana. Since the Area Plan Commission, through its Staff, is the office responsible for road and address maintenance and participate in growth plans countywide, it is imperative these procedures be followed.



Transportation in White County

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RAILROADS:

White County has rail access to both Norfolk Southern, CSX (former Monon Rail) and Toledo, Peoria and Western (TP&W) railroads to provide additional support to the interstate infrastructure of I-65. These lines currently provide economic benefits to the County for freight transportation and may have the potential to increase the County's opportunities for passenger rail in the future.

AIRPORT:

The White County Airport is located south of the City of Monticello. The facility serves Monticello, Indiana and the surrounding communities of White County. In place for over fifty years, the White County Airport provides a wide variety of services that many airports of its size do not. Significant investment is occurring at the airport. Improvements include a new terminal and a runway extension project. The airport and FAA have several restrictions that impact the growth surrounding the airport including noise zones and height restrictions. Although outside the official planning area, the airport serves as an economic development driver for the Monticello community and therefore, as growth and infill development occurs north of the airport, coordination and communication will be the key to continued airport expansion and support as well as Monticello's growth. This coordination may take the form of an airport master plan that could address land use, economic development and transportation issues.

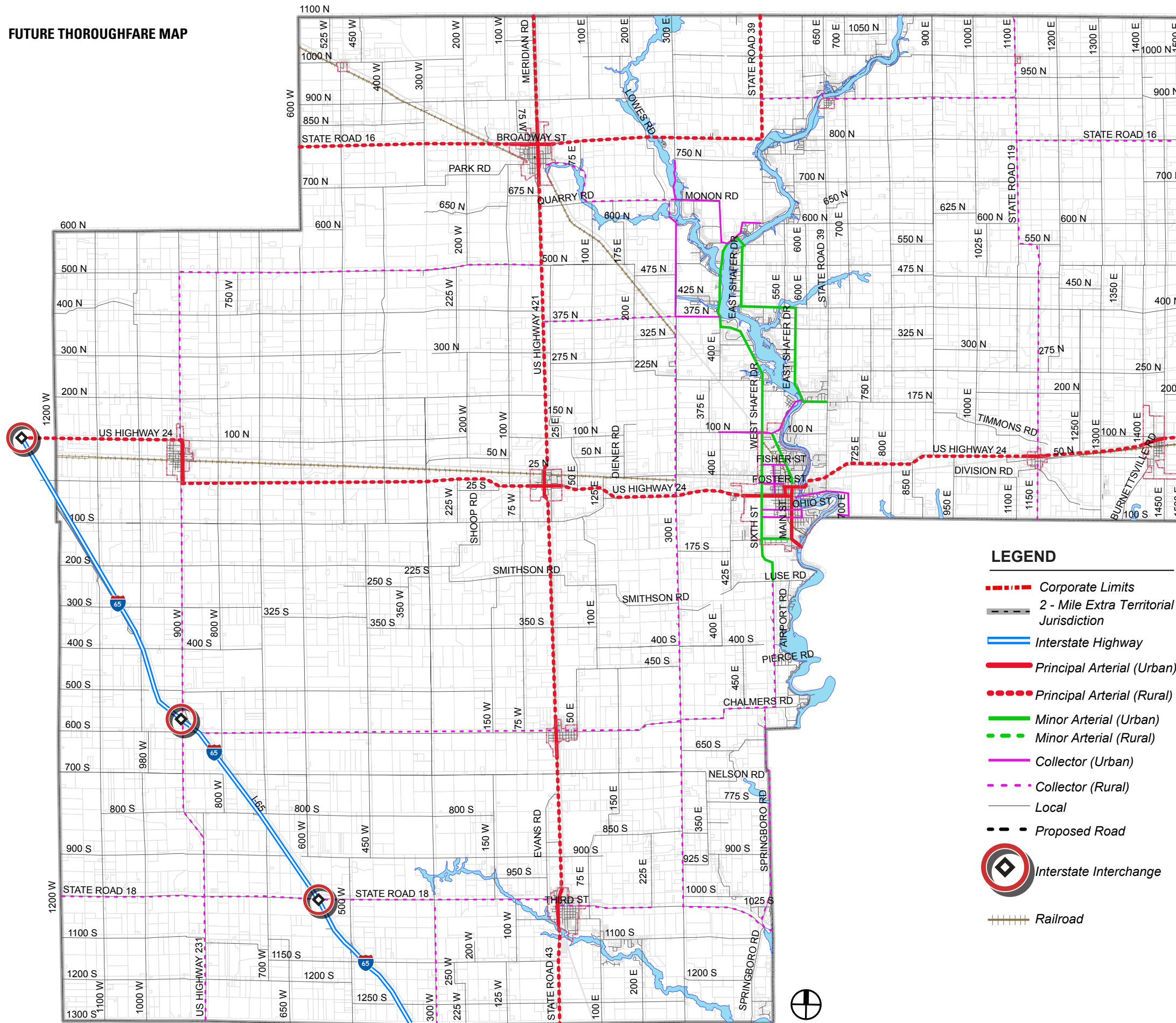
COMPLETE STREETS

In many communities, the transportation network has been designed and built for the automobile, but that mindset is beginning to change throughout the nation. Communities are realizing the many benefits of a multi-modal transportation network and "complete streets" policy. Such a policy addresses many transportation modes simultaneously, including vehicular, pedestrian, transit and bicycle travel. Also, it offers health, social and economic benefits. It ensures that the entire public right-of-way (ROW) is routinely designed and operated to enable safe access for all modes of transportation and all users including people of all ages, interests, and abilities. Components of a complete street policy often include travel lanes, bike facilities, crosswalks, sidewalks, multi-use trails, medians, street trees, planting beds, lighting, signage, street furnishings and on-street parking.

It is important for White County and the APC Community's transportation network to serve the existing vehicular, transit, bicycle and pedestrian systems to meet the diverse needs of residents and visitors in a safe, efficient, and pleasant manner. Connectivity between destinations is crucial to integrating all the resources (neighborhoods, parks, shopping and entertainment areas) the county and communities have to offer. The basic street cross-section may vary by neighborhood, but to claim a "complete street," the street should contain a minimum of 5-foot wide sidewalks so two people can pass comfortably. Where there is adequate right-of-way, planting strips landscaped with street trees should occur between the sidewalk and street.

In addition to sidewalks, bike lanes, trails, and multi-use paths can provide further connectivity. A parks and recreation inventory map is included on page 91 in the *Parks*

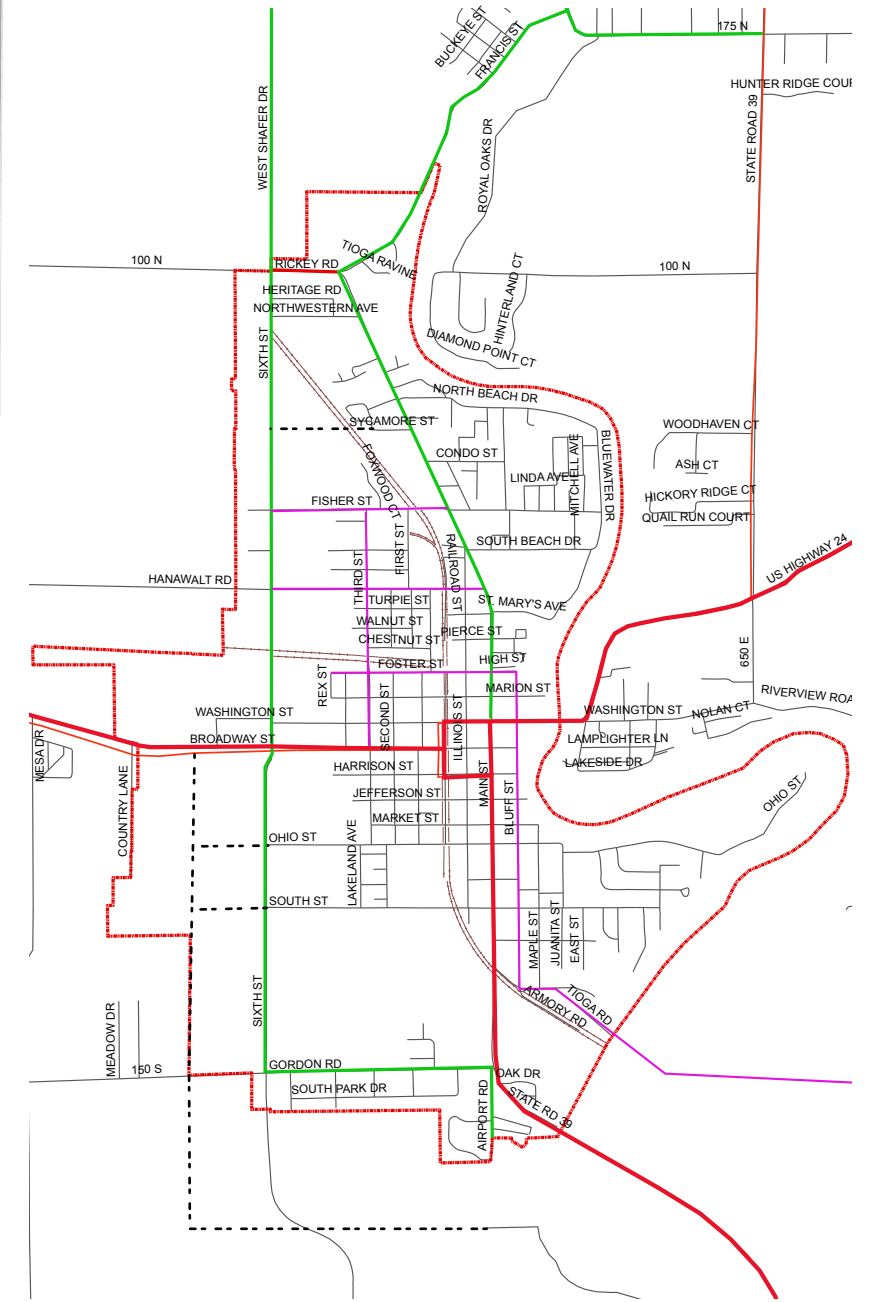
FUTURE THOROUGHFARE MAP



LEGEND

- - - - - Corporate Limits
- - - - - 2 - Mile Extra Territorial Jurisdiction
- = Interstate Highway
- = Principal Arterial (Urban)
- - - - - Principal Arterial (Rural)
- = Minor Arterial (Urban)
- - - - - Minor Arterial (Rural)
- = Collector (Urban)
- - - - - Collector (Rural)
- = Local
- - - - - Proposed Road
- Interstate Interchange
- = Railroad

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MONTICELLO INSET MAP

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and Environment Chapter.

RURAL TRANSIT

Rural transit is available to those in need throughout White County by two services. The White County Council on Aging provides public transportation via van as part of a “dial-a-ride” system for White County residents. This non-profit and donation supported system provides transportation for medical and other critical appointments locally and in Lafayette, IN. Also, Community Public Transportation provides services to Brookston, Chalmers, and the Frontier School District in White County. This “dial-a-ride” system provides public transportation for all persons living in the service area. This system is also non-profit and donation supported. White County does not have a true public transportation system, but the van service provided by the two non-profits provide a critical service to County residents.

PLANNED AND NEEDED IMPROVEMENTS

White County Government has several planned projects. These projects include the expansion of 6th Street and Gordon Road to US 421 to connect into Indiana Beach by 2018; the replacement of the Norway Bridge located at the Norway Dam; a drainage study with CSX rail to create a long term drainage solution to the Mid-American Industrial Park. The purpose of the Gordon Road expansion is to provide an efficient thoroughfare from US Hwy 421 on the south end of Monticello to the Monticello Professional Park and industrialization of Freeman Road. The 6th Street expansion north of US Hwy 24 serves as an improved corridor for connecting Indiana Beach with the City of Monticello and traffic originating from the South. Other notable projects include a new highway garage and the White County airport runway expansion in partnership with the City of Monticello.

The top challenge with all APC Communities is finding funding to not only maintain critical infrastructure and provide services but also fund projects. KIRPC (Kankakee-Iroquois Regional Planning Commission) is integral in providing technical and grant writing support to the seven APC communities.

Many APC Communities are in the process of planning or implementing projects in the public realm or that serve the public interest. Several of those projects are summarized below.

CITY OF MONTICELLO

The City of Monticello is building a new fire station in partnership with White County. The fire station is to be located in the Monticello/White County TIF district and considered a key element in the development of the Monticello Professional Park. This development will also include a street extension heading west along the north boundary line of the new fire station site which will help lay the groundwork for interior development of the Monticello Professional Park. This corridor is envisioned as being a vibrant, future employment center.

Also under consideration is a potential 9th Street corridor which would run through the eastern section of the Park connecting US Hwy 24 to CR 150 S further opening up



City of Monticello

additional land areas of the Park for development. By extending Ohio and South streets west to the envisioned 9th street development, a significant thoroughfare corridor is created opening up great opportunity for future development of the Park. The City is currently engaged or partnering on the following projects:

- Reconstruction of Luse Road between Airport Road and Freeman Road. This is an Airport funded project with some additional funding and support coming from the City of Monticello and White County.
- Development of plans to widen Gordon Road. This is part of the reworking of the intersection at US 421, Gordon Road, and Airport Road. This is a County project located in Monticello.
- Replacement of traffic signals at Broadway Street and Main Street and Broadway Street and Illinois Street.
- Mill and resurface various streets within the City limits. The Street Department has implemented a five year plan for maintaining and preserving pavement.

The City is also working to improve pedestrian access and sidewalk conditions with the following projects:

- Sidewalks are being replaced with Safe Routes to School funding (the seventh year of the program) at the intersection of 3rd Street and Broadway, and a new warning light is being installed.
- New sidewalks are also being installed at Twin Lakes High School to south 6th Street along Ohio Street and from Maple Street to Juanita Street.
- Sidewalks are being constructed on the south side of Maple Street.
- Using Transportation Alternative Program (TAP) funding, sidewalks are being replaced on South Street between 6th Street and South Illinois Street, Juanita Street between South Street and Cleveland Street, and west Broadway Street between 4th Street and 6th Street.
- Sidewalks being replaced using Monticello funds include Washington Street between north 6th Street and 8th Street continuing north then west across Buss Ditch to Wal-Mart, 3rd Street between Marion Street and Fisher Street, and Replacing Downtown Sidewalks, Condo Street between Main Street and O'Connor Boulevard, and Foster Street between Broadway Street and 4th Street. Additionally, the City of Monticello is working to design and construct a single lane access or walking path to Tioga Hill.

TOWN OF MONON

The Town of Monon repairs and rehabilitates a few roads each year when funds are available. Monon is also working on better pedestrian access through town.

INDOT is resurfacing the twenty-six mile span of State Road 16 from Monon to Royal Center, this will involve milling and a new overlay.

TOWN OF CHALMERS

The Town of Chalmers is focusing on improving streets within downtown. The Town is also working to maintain local roads and doing minor repairs. The Town is working towards increasing investment in the downtown's revitalization. Replacement of sidewalks is a key catalyst to this strategy.

TOWN OF BROOKSTON

The Town of Brookston has a five-year infrastructure investment program and is actively pursuing grants to replace streets and sidewalks in conjunction with two INDOT funded projects (SR 18 and SR 43) planned shortly.

INDOT is working to rebuild the eastern portion of State Road 18 that runs east through downtown. The project will involve removing the original brick street, correcting deficiencies, adding gutters and new curbs. Creative re-use for the bricks should be considered. The project should start in 2017.

The Town is working with Indiana Office of Community and Rural Affairs in an attempt to receive grant funding for better drainage and stormwater maintenance along State Road 43. This project is in coordination with the Town, White County Highway Department and INDOT. White County is providing funding support of this project.

TOWN OF REYNOLDS

The Town of Reynolds continues to analyze and prioritize local road and street improvements, but has no current or planned projects at this time.

TOWN OF WOLCOTT

The Town of Wolcott has prioritized street improvements and has targeted four streets. These include Market Street to School Street, Homer Street, 4th Street, and Raymond Street. Additionally the Town is working to improve sidewalks and curbs from 2nd Street to Market Street. The Town intends to apply to INDOT for a local road grant.

TOWN OF BURNETTSVILLE

Burnettsville is embarking on a five-year project to improve streets and sidewalks.

GOALS AND OBJECTIVES

GOAL 1:

Provide a safe, efficient, and economically functional multi-modal transportation system.

OBJECTIVE 1:

Maintain an up-to-date comprehensive transportation system plan.

Action Step 1:

Merge the Transportation and Comprehensive Plans. In addition, conduct traffic study/forecasts and identify areas of congestion and areas needing improvements; Coordinate between County and cities/towns for proposed projects of regional significance.

When Should This Step Be Updated:

Two to three years

Funding Sources:

County, KIRPC, INDOT

Lead Agency Tasks:

The lead agency will work with KIRPC to assimilate the Transportation and Comprehensive Plans as they are updated. This information could also include other studies such as traffic studies that may be completed. In addition, the lead agency can coordinate with the County and APC communities to help plan future transportation projects.

Implementation Partners:

KIRPC

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 2:

Review and update functional classifications.

Action Step 1:

Identify proposed changes to the existing functional classification for County roadways; work with INDOT/FHWA to adopt functional classification changes; assign functional classifications to proposed roadways.

When Should This Step Be Updated:

One Year

Funding Sources:

County, KIRPC, INDOT

Lead Agency Tasks:

The lead agency will work with the County Highway Department, KIRPC, and INDOT to review the Future Transportation Map contained within the Comprehensive Plan and take steps to adopt proposed functional classification changes for existing and new roads.

Implementation Partners:

KIRPC

OBJECTIVE 3:

Keep the County's GIS system up to date with changes to transportation infrastructure.

Action Step 1:

The Area Plan Staff will review and coordinate with, INDOT, the White County Highway Department and Community Street Departments to ensure the County's GIS system is up to date as road construction, repair, and pedestrian improvements occur. By keeping an accurate inventory, White County can collectively coordinate and fund priority projects throughout the multiple jurisdictions.

When Should This Step Be Updated:

Ongoing

Funding Sources:

County

Lead Agency Tasks:

The lead agency will work with the County Highway Department, KIRPC, and INDOT and APC Community Street Departments to maintain and up to date GIS system.

Implementation Partners:

Legislative Bodies

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

GOAL 2:

Provide a safe, efficient, economical, and environmentally sensitive multi-modal transportation system.

OBJECTIVE 1:

Develop and adopt standards for various transportation infrastructure .

Action Step 1:

The Area Plan Staff will review and update standard roadway standards as part of the upcoming Zoning and Subdivision Control Ordinance updates.

When Should This Step Be Updated:

Two Years

Funding Sources:

County General Fund

Lead Agency Tasks:

The lead agency will work with the County Highway Department, KIRPC, and APC Community Street Departments to understand desired roadway standards updates.

Implementation Partners:

Legislative Bodies, KIRPC, APC Community Street Departments

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 2:

Develop and implement procedures for reviewing the impacts on transportation infrastructure for new or expanded developments.

Action Step 1:

Identify a threshold for when a traffic impact study is needed. In addition, develop a procedure for reviewing development plans and enforcing Zoning Ordinance and Subdivision Control Ordinance requirements for transportation infrastructure.

When Should This Step Be Updated:

Two Years

Funding Sources:

County

Lead Agency Tasks:

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

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The lead agency will work with White County Economic Development to understand transportation standards and review updates to be integrated into the upcoming Ordinance update.

Implementation Partners:

White County Economic Development

OBJECTIVE 3:

Maintain an up-to-date functional classification system
Treat safety and preservation of the existing system as a high priority.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

Work with INDOT to identify deficiencies on state-maintained highways and work with LTAP to identify safety issues on local roadways. This inventory should be used to develop and implement an asset management program for transportation infrastructure (roads, bridges, signs, culverts, pavement markings, etc.). Also, require a maintenance agreement for private roads.

When Should This Step Be Updated:

Two Years

Funding Sources:

County, KIRPC, County Highway Department

Lead Agency Tasks:

White County Highway Department will lead this task with support from KIRPC. This inventory should be updated continuously.

Implementation Partners:

KIRPC, County Highway Department

OBJECTIVE 4:

Continue to maintain a Capital Improvements Plan.

Action Step 1:

Continue to work with the County Council to create an implementation committee that will develop and maintain a 5-year Capital Improvement Plan (CIP) that prioritizes infrastructure and road improvements, identifies a timeline and commits funding for improvements.

When Should This Step Be Updated:

Annually

Funding Sources:

County, INDOT, County Highway Department, Legislative Bodies

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Lead Agency Tasks:

The APC Communities and County should meet regularly (quarterly or bi-monthly) to discuss and coordinate improvements, confirm compatibility in minimum standards, and plan outreach to the local INDOT office regarding existing and proposed projects.

This group should investigate funding alternatives and develop a financial program to best utilize grants, low interest loans, and local resources. This group should also seek opportunities with INDOT for joint-funded local road and pedestrian projects Apply for Transportation Enhancement Funds and other funding for beautification, trails, and landscaping along SR 24, SR 43, SR 16, SR 39, US 421, and US 231.

Implementation Partners:

KIRPC, County Highway Department

GOAL 3:

Support the air transportation needs of the State, County, and local communities.

OBJECTIVE 1:

Work with County government and White County Economic Development to explore and develop policies for supporting increased air travel and managing private usage surrounding the airport.

Action Step 1:

Restrict land uses and design standards such as height near the airport where those standards would create hazards with airport activities.

When Should This Step Be Updated:

Five Years

Funding Sources:

County, Airport Authority

Lead Agency Tasks:

Capture an airport overlay as part of the Zoning Ordinance update. Work with local farmers to identify, designate, and update County GIS to include green runways. Work with County government and White County Economic Development to explore and develop policies for managing private usage surrounding the airport..

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

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Implementation Partners:

Legislative Bodies, KIRPC, APC Community Street Departments

GOAL 4:

Promote efficient movement of freight and goods throughout the County.

OBJECTIVE 1:

Prioritize and support improvements to facilities that are critical components of the transportation system.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

The White County Highway Department should explore restrictions on roads that are used by traffic carrying hazardous materials and waste. The White County Highway Department should also coordinate with other agencies to improve existing road infrastructure to meet the demands and changing design of trucks.

When Should This Step Be Updated:

Ongoing

Funding Sources:

County

Lead Agency Tasks:

The White County Highway Department should lead an effort to update its engineering standards in conjunction with the upcoming Zoning and Subdivision Control Ordinance update.

Implementation Partners:

Area Plan Commission Staff.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 2:

The Planning and Building department should recommended design for intersections and driveways utilized by trucks for improvements and new developments.

When Should This Step Be Updated:

Ongoing

Funding Sources:

County,

Lead Agency Tasks:

The lead agency should orchestrate a summit with commercial, industrial, and governmental entities to identify workable design standards for trucks and then coordinating with INDOT and local government to incorporate those standards into the Zoning and Subdivision Control Ordinance update.

Implementation Partners:

Area Plan Commission Staff.

GOAL 5:

Promote a safe and efficient system of non-motorized facilities throughout the County.

OBJECTIVE 1:

Include specific provisions for non-motorized travel in the design of all new and existing transportation facilities, where feasible.

Action Step 1:

The Area Plan Commission Office should investigate and develop complete street policies for the County and APC Communities to increase connectivity between land uses and utilize traffic calming techniques for more walkable areas.

When Should This Step Be Updated:

Two Years

Funding Sources:

County

Lead Agency Tasks:

The lead agency should include Complete Streets provisions in the updated Zoning Ordinance and Subdivision Control Ordinance. The Subdivision Control Ordinance should be updated to require connectivity within and surrounding developments by limiting the length of cul-de-sacs, requiring connections to adjacent developments, and requiring multi-use paths along arterial and collector streets. Developments should have internal and external sidewalk connectivity.

Implementation Partners:

KIRPC

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

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Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

OBJECTIVE 2:

Include specific provisions for non-motorized travel in the design of all new and existing transportation facilities, where feasible.

Action Step 1:

Establish a system of designated bicycle and trail routes for transportation and recreational uses utilizing existing transportation corridors where safety considerations are not compromised.

When Should This Step Be Updated:

Five Years

Funding Sources:

County, TAP/TIP (INDOT), Safe Routes to Schools (INDOT), Recreational Trails Program (DNR)

Lead Agency Tasks:

The lead agency in conjunction with the APC Communities should write grants in order to create a walkable, ADA accessible community. KIRPC may provide additional capacity to prepare grant applications and pursue connectivity projects.

Implementation Partners:

KIRPC, Local and County ADA Coordinators

OBJECTIVE :

Explore opportunities for recreation on waterways throughout the County.

Completion Timeframe

- Quick Win
- Mid-Term Opportunities
- Long-Term Opportunities
- Ongoing Opportunities

Action Step 1:

The Area Plan Commission Office should convene a water recreation summit designed to coordinate various entities involved in preserving and promoting this amenity.

When Should This Step Be Updated:

One Year

Funding Sources:

SFLECC, White County Economic Development, Legislative Bodies, County

Lead Agency Tasks:

The lead agency will form a coalitions to clean up streams and rivers to make them navigable for canoes and kayaks, promote riparian trails, promote habitats and the natural environment, and active sports on the water. This coalition will help program, promote and fund-raise to promote active waterways throughout the County.

Implementation Partners:

SFLECC, White County Economic Development, Legislative Bodies, County

Profile: Complete Streets

Current Best Management Practices in Urban Planning suggest an emphasis on embracing Complete Streets within a community.

Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities. They are part of many communities' healthy living initiatives. Complete Streets make it easy to cross the street, walk, or bicycle to school, shops, or work.

By adopting a Complete Streets policy, Communities direct their planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making White County a better place to live.



Source: *The National Complete Streets Coalition*

<http://www.completestreets.org/>

Profile: Walkable Communities

The following characteristics are the qualities found in urban places where the pattern of development and design character combine to make frequent walking and transit use efficient and preferred choices for many people.

- A mix of land use types (residential, office, retail) in proximity to one another.
- Building entries that front directly onto the street without parking between the entries and the public right-of-way (street or sidewalk).
- Building, landscaping, and roadway design that is pedestrian scale—the architectural details of and proportions between buildings/sidewalk widths/frequency of street trees/etc. (urban design) are comfortable for people who are traveling on foot and observing from the street level
- Relatively compact residential and commercial developments (short distances between buildings)
- A highly-connected, multi-modal circulation network (paths, sidewalks, streets, etc.), created by

relatively small blocks arranged in a grid

- Thoroughfares and other public spaces that contribute to “placemaking”—the creation of unique locations that are compact, mixed-use and pedestrian—are transit (bus)-oriented and produce strong feelings of pride and ownership in residents which can translate to a lasting economic value

An increasing number of Communities are recognizing the value of these features and are embracing them in land use, urban design and transportation plans, often using techniques drawn from planning and design movements such as Smart Growth and New Urbanism.

Resource: “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities; An ITE Proposed Recommended Practice,” 2006.



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