

CHAPTER 10

PUBLIC INPUT

Introduction

To assure that the community has a voice in answering the question, “Where do we want to go?” the City of Greensburg comprehensive planning process includes a significant amount of public input and discussion to make the plan appropriate for the community and able to be implemented. The input has been gathered in several forums, ranging from key person interviews to public workshops. Each of the input techniques used and a summary of the results are included in this chapter.

Key Person Interviews

Key person interviews were conducted with twelve individuals on August 22 and 23, 2006 at the Decatur County Courthouse. These interviews were fairly informal discussions between the person being interviewed and the interviewer. The purpose of the interviews was for the consulting team to gather information on the challenges and future of the Greensburg community from citizens of the local community. Highlights from these discussions include:

New Development

- at edge of city/Millhousen Rd. (res.) and at Park Rd. (res.) and 74/421/3 triangle (comm.)
- in process of accepting Montgomery into city, also Smith Rd. and Sunset
- streets dedicated upon annexation (signage and street lights, city has inspection/standards)

Downtown Greensburg

Corridor

- Boundaries
 - West – Ireland, East – Lincoln, South – RR, North – First
- Broadway – main corridor to Downtown
- Studies or other interests
- Main Street Program - Hyett Palma Study (mayor’s office)
- DGDC – promo and
- Elm Street Program interest

Opportunities

- Wireless Broadband
- Engineering on downtown buildings
- Design Plan – facades, signs, etc. (Hott City has grant pool, but matching funds are hard to find)
- Consider downtown as part of infrastructure in TIF
- Abatement for improvement

Challenges

- Organizations/Roles (fair treatment)
- Cost prohibitive to rehab, needs to be economically viable
- Downtown is low on priority list of city and county, needs more support

Current State

- Quality shoe store
- Restaurants
- Hotel/Convention Center/Tourism Dept. (tourism currently in good shape)
- Unique Shops (services oriented)

Needs

- Downtown publication
- Compiled list of downtown customers for use in meetings
- Building repair – as a group to get economy of scale
- Developing identity

Transportation

- Airport expansion (lost federal and state grants for improvements), current site limited to 6400 ft. runway
- Hillenbrand, Batesville, and Lawrenceburg interested in regional airport
- Interurban rail, through the state, could be viable, stop in Greensburg

Road

Would like interchange at base road, alleviate congestion

Needs

- Flashing lights and gates (lights need to be upgraded)
- 10mph, loose spikes
- widening - grant for Vandelia from 421 and bridge (county owns bridge)
- Access mgmt. – Lincoln Street
- Garage space have 2@42x60 plus 42x120, next ten years needs to be doubled
- Additional staff
- Clear brush from waterways and creeks
- Dead animal removal
- Snow removal
- Garbage collection (residential/small biz)
- Mowing (right of way, abandoned properties, neglected rentals)

Current state

- Staff of 12
- Only 2 private roads – Stewart and off Sycamore Run
- City standards → 8-3-1 before can start houses
- No plan for street rehab – responsive to need for rehab
- no relocations
- Street department facilities are maxed out (garages and some outdoor space)
- Equipment
 - 5 dump trucks, 1 back hoe, 1 hot box, 2 flat beds, 3 pick up trucks, 1 street sweeper, grass mowing clippers, 2 trucks also do garbage pick-up

Traffic Negatives

- Congestion in Greensburg when factories change shifts (signal coordination)
- No all day congestion
- Accident areas
- Bad sight distances

Water and Wastewater

- Industry and new development
- Not in City (pre-treatment) – Delta Faucet, KB (food processing), KS Bearings
- Honda will be on pre-treatment . Have asked for regulation
- Small towns (Adams, Burney, Milford) have had problems

Challenges

- CAFO proposed near Letts – concerns about wastewater
- South with topography and pumping issues
- West (will come anyway, needs regional lift)
- East (will need regional lift station), can pump across

Easy

- North and East
- 36 through town planned

Look at

- Need to look at Ohio St. lift station
- Broadway as divider
- Keep WWTP involved in dev. Process – capital improvements planning
- Decatur Co. School had looked at consolidation near SR3/SR46

Current state

- 13 person staff at WWTP
- 310 per household per day IDEM standards for MF and commercial
- Westport has sewer district
- Lake McCoy small sewer plant
- Lake Santes has own WWTP and Water treatment
- North Decatur HS within sewer/water district

Focus Group Meetings

A single focus group met on October 2, 2006 at the Decatur County Courthouse to discuss the topics of the I-74/US 421 interchange, transportation, utilities, and annexation. The focus group meeting was facilitated by members of the consulting team. Highlights from the discussion include:

Schools

The Greensburg Community School Corporation deliberately moved from a neighborhood school system to a campus-like school system in response to limited resources and economics. The new campus-like setting has the ability to allow for 1,000 additional students, which is the current capacity of the new Greensburg Elementary School. The Greensburg High School and Greensburg Junior High School have capacities of 900 and 600, respectively. This transition was aided by the fact that children of the Greensburg Community School Corporation are bused to school already, making the change in the location of the schools from neighborhoods to a campus on the east-side of the City a non-issue.

AV: The value of a parcel or parcels of property to which a tax rate is applied to determine the property tax that is to be paid by the owner of that property. In the context of public school finance, assessed value or valuation is a key component in the formulas used to determine funds available for school operations and construction. When the term is used as "the assessed value of the school corporation", it is referring to the total assessed value of all properties, private, commercial and industrial, located in the geographic boundaries of the school corporation. A property of higher assessed value will create a greater number of property tax dollars than a property of comparatively lower assessed value.

Residential Densities

Higher density residential developments tend to have a greater fiscal impact than do single-family residential developments, specifically with respect to the school system, due to a lower AV. Abatements were needed in the past in order to subsidize the development of higher density residential developments; however, this is no longer the case.

Residential Growth

While there is undeveloped land surrounding all side of the City of Greensburg, the undeveloped land to the south and east along E State Road 46 is believed to be less expensive than undeveloped land to the north and west. Residential development south and east is also feasible due to the absence of prime agricultural land and the presence of rural water.

Institutional Growth

The potential for future residential growth to the south and east is further supported by a) the creation of the Greensburg Community School Corporation Campus east of downtown Greensburg, and b) the possibility of the development of other institutional uses such as a church and/or private schools east of the City.

Industrial Growth

Participants of the focus group understand that additional industrial uses will undoubtedly locate in the same general location as the Honda Plant currently under construction northwest of Downtown Greensburg. However, it is understood that the current water supply lowers the capacity for additional industrial growth north of Honda. Participants of the focus group determined that the most likely industrial uses will be light to heavy industrial and heavy commercial focusing on business to business trade rather than business to consumer trade, or retail trade.

It was further expressed that said industrial growth would also be dependent on any future improvements to both the County's, not just the City's, transportation network; specifically, the extension of County Road 250 west of the incorporated area of the City of Greensburg.

Parks and Recreation

The City of Greensburg is currently void of any substantial parks and recreation network, specifically with respect to trails and sidewalks, as the City's existing sidewalks are old and deteriorating. Many of the communities amenities, such as schools, library, downtown, city pool, ball diamonds, and other existing parks, are cut off from one another, and in some instances, a network safe for bicyclists and pedestrians. Participants of the focus group felt it was necessary to provide for parks and recreational facilities, specifically a bike and pedestrian network, to be located along existing riparian corridors connecting both residential and commercial uses, in the near future.

It was further recommended by participants of the focus group to amend the City's Subdivision Control Ordinance to require future developments to the City's bike and pedestrian system(s).

Downtown Greensburg

Participants of the focus group envision Downtown Greensburg as a center for government, finance, professional offices, local business, specialty retail, and second-story/live-work, residential uses.

Transportation

Participants of the focus group discussion expressed a need for an east-west connection north of Downtown Greensburg and various other improvements, including road extensions, in and around the City of Greensburg. Roads that need improved include:

- Lincoln Street (improvements);
- 1st Street (improvements);
- 4th Street (improvements);
- US Hwy 421 (improvements);
- Freeland Road (improvement and extension);
- County Road 250 (improvement and extension); and
- The creation of a southeast by-pass (design and construction).

More importantly, a real threat to public safety exists with respect to the City's existing transportation network as it relates to: the location of emergency facilities; the location of existing and future residential development; the presence of the Central of Indiana Railway; and the present condition of the roads and bridges used to access said residential areas.

Participants of the focus group recommend, in addition to road and bridge improvements and the creation of multiple access routes, the construction of a emergency response facility, complete with fire personnel and equipment, as well as ambulance personnel and equipment.

Community Gateway: an architectural feature and/or landscaping that signifies a transition between one space and another. Streetscaping, signage regulations, and design guidelines reinforce the presence of a community gateway. By focusing on the use of streetscape elements the motorist, bicyclist, or pedestrian is introduced to the area in which they are about to enter, conveying a sense of place and/or purpose independent of the rest of the community.

Refer to the future land use map for the identification of other transportation network improvements, including the possible location of community gateways.

Steering Committee

A Steering Committee of 10 members was appointed to be the liaison between the consulting team and the community. This committee met jointly with the Decatur County Comprehensive Plan Steering Committee early in the process to ensure compatibility between the two processes.

The first joint Steering Committee meeting was held on September 24, 2006 at the Decatur County Courthouse. The purpose of this meeting was to introduce the process to the committee, to share preliminary data findings, and to begin soliciting input from the committee. The exercise conducted asked the steering committee members to select ten words or phrases from the worksheet that they would like to see in Greensburg in the future and also to select five words or phrases that they would not like to see in the city. The results are below:

Top ten words or phrases respondents would like to see:

1. Walkable neighborhoods
2. Colleges/Universities
3. Bikeways/Trails
4. Historic preservation
5. Landscaped corridors
6. Public transportation
7. City/town center/Downtown
8. Calm neighborhood streets
9. Farmers Market
10. Parking garages

Top five works or phrases respondents would not like to see:

1. Adult-oriented entertainment/business
2. Mobile home communities
3. Confined feeding operations
4. Cul-de-sacs
5. Manufactured housing

Public Meetings

Gathering input from the public early in the process is critical to the success of a comprehensive plan. For the Decatur County Comprehensive Plan, two of these early workshops were held to solicit input from the community and raise awareness of the planning process.

The first of these workshops was held on October 10, 2006 at the Greensburg City Hall, where 29 people attended the meeting. The workshop consisted of a brief presentation by the consulting team about comprehensive planning and planning trends and a series of three exercises to solicit input about the city's future.

	Strong Positive
	Mild Positive
	Neutral
	Mild Negative
	Strong Negative

The first exercise was an Image Preference Survey where participants were shown 20 different images of community features and asked to rank them from

-5 (strongly negative) to +5 (strongly positive). The images, their ranking, and comments on the images are below:













Image Number	Average Rating	Comments	Image
1	3.58	<ul style="list-style-type: none"> - Atmosphere/character - Commercial and public 	
2	-0.19	<ul style="list-style-type: none"> -Architecture is pathetic/too trendy - Cold, No grass, shrubs, or trees - Like little trendy, cost from development standard point - Depending on location -Looks congested 	
3	-0.06	<ul style="list-style-type: none"> - Cold/uninviting - Underutilized parking lot - Like numerous mix of shops - Like architecture of True Value 	
4	3.87	<ul style="list-style-type: none"> - Nice place to be - Add to beauty of town - Older neighborhood 	
5	-0.13	<ul style="list-style-type: none"> - Upscale homes, lost of acreage, showplace - Nice big lots - McMansions - Fire Nightmare 	
6	-1.35	<ul style="list-style-type: none"> - Manufacturing beyond parking, need to make sacrifices. - Need to make a positive area to come to work (trees, flowers, etc.) - Washington, Nat'l Airport has nice parking. 	

Image Number	Average Rating	Comments	Image
7	1.48	<ul style="list-style-type: none"> - Piled on top of each other - Looks manufactured - Reminiscent of Nashville - shopping - Good use of land 	
8	2.97	<ul style="list-style-type: none"> - Fitness, don't have any trails now - Rail overpass - different routes - Been looking for this. 	
9	2.03	<ul style="list-style-type: none"> - Good land use - Architecture - Realm cool 	
10	2.90	<ul style="list-style-type: none"> - Streetlights, benches, greenery is good - Multi-story - Wide sidewalks - Materials - Well-lit - Good signage and banners 	
11	0.94	<ul style="list-style-type: none"> - low-level signage is attractive - Landscaping is coordinated. - Background, overclipped shrubs 	
12	2.68	<ul style="list-style-type: none"> - Bike path, alternative transportation - Bike path on road is a hazard 	
13	-2.52	<ul style="list-style-type: none"> - Too much, too close together. - Cookie Cutter, Monopoly Set - Safety hazard - Desperate Housewives 	
14	-3.16		

Image Number	Average Rating	Comments	Image
15	1.84	<ul style="list-style-type: none"> - All age rec. area in residential area - Neat landscaping around, well-maintained. - Design isn't good. - Big sea of concrete - Depending on location, a place to go 	
16	-2.32	<ul style="list-style-type: none"> - Looks like Lincoln Street. - Too congestive, nightmarish - Cold, uninviting, not user-friendly - People going through town - Not designed with pedestrians in mind 	
17	3.52	<ul style="list-style-type: none"> - Good night lighting - Clean - Outdoor dining/nice place for a drink - Public place to sit - Sidewalk material nice. - Trees 	
18	-0.39	<ul style="list-style-type: none"> - Don't like housing next to agriculture. - There are no trees - Attempt at low density housing - Block off community - Like large lots - Like cul-de-sacs, safe for kids 	
19	2.52	<ul style="list-style-type: none"> - Looks like older buildings/rehab - amenities 	

20	3.06	<ul style="list-style-type: none"> - Don't like potted trees - Nice flowers/landscaping - Place for pedestrians with no cars - Planters give privacy - Not good interactive space - Terracing effect - looks larger 	
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A second exercise, the community identity exercise, asked participants to review ten images that could be used as identity pieces for the county and rank their top three. The results were as follows:

Top 3 Responses:



Tree City – Home of the Tower Tree (21)






Small Town Charm (18)



Historic Homes in Historic Neighborhoods (13)

Remaining Responses:

Title	Number of Responses	Image
Future Home of Honda	9	
Celebrating Local History and Culture	8	
Regional Shopping Destination	7	

Title	Number of Responses	Image
Festivals on the Square	5	
Seat of Local Government	4	
Recreation	3	
Home of Agricultural Business	2	

The third exercise participants were asked to complete was to consider the quantity and location of growth. Participants were asked to place dots representing residential, commercial, industrial, and other development on a map of the city and to use markers to indicate new roads, road widening, or other needed road improvements. The minimum amount of growth that they were asked to place was based on the baseline population projections for the city for 2030. The maximum amount of growth was based on an aggressive projection of the 2030 population based on the impact of Honda's location in the county.

The maps that resulted from the exercise were used to build the development scenarios considered to form the future land use map.

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