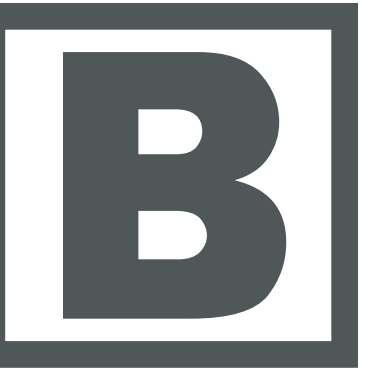


➤ INFRASTRUCTURE



Read the following INFRASTRUCTURE goals and strategies. Use a dot sticker to select the SINGLE GOAL AND CORRESPONDING STRATEGIES you believe is most critical for Greenwood to focus on in the future.

Goals & Strategies	Vote Here
<p>Use the extension of municipal sewer service and transportation infrastructure as growth management tool.</p> <ul style="list-style-type: none"> • Continue to plan for east side lift stations. • Expand sewer service in the Honey Creek Road area to projects that meet diversified housing and employment goals. • Develop and maintain a five-year Capital Improvements Plan to coordinate transportation, utility, and other City investments. 	<p>16%</p>
<p>Assist INDOT in improving state-controlled roads.</p> <ul style="list-style-type: none"> • Develop safe pedestrian crossings of US 31 and SR 135. • Address intersection congestion issues. • Enhance streetscapes, interchanges, and bridges with additional landscaping, signage, and other gateway elements. • Widen Main Street under I-65 in conjunction with interchange modifications planned for 2027/2028. 	<p>29%</p>
<p>Create a Thoroughfare Plan to ensure a safe and efficient transportation network into the future.</p> <ul style="list-style-type: none"> • Improve east-west connectivity with improvements to Main Street and Smith Valley Road. • Balance pedestrian facilities and amenities with vehicular access and travel along Main Street through the downtown area. • Work with Indianapolis to improve County Line Road and extend it to the east. • Identify a preferred alternate route around downtown during events and other closures. 	<p>55%</p>

- ◆ “Must find a safe way for pedestrians to cross 31.”
- ◆ “I do not want Indygo style bus stop in our town. Indy crime is why.”
- ◆ “I35 is a disaster with every business having 2 places to turn in, with no right turn lanes, and an insane (middle turn lane).
- ◆ “Main in Old Town does not need to be made faster, it is not a road that is a cut through. But it should lead

- people to Old Town.”
- ◆ “Place moratorium on new development until existing infrastructure meets needs of established communities.”
- ◆ Much has been done about making Greenwood walkable, but older additions like Valle Vista have no side-walks; people walk in streets!”

Goals & Strategies

Vote Here

Address existing congested intersections and roadway segments.

- Convert signalized and stop controlled intersections to roundabouts where feasible and ensure design best practices are used to ensure pedestrian safety.
- Use access management practices along all thoroughfares and require consolidation of curb cuts during redevelopment projects when sufficient access is provided elsewhere.

35%

Use new development to make additional roadway connections.

- Require connection to existing street stubs on adjacent parcels.
- Require stub connections to all undeveloped adjacent parcels.
- Encourage street networks that include through streets and minimize cul-de-sacs during the development review process.

16%

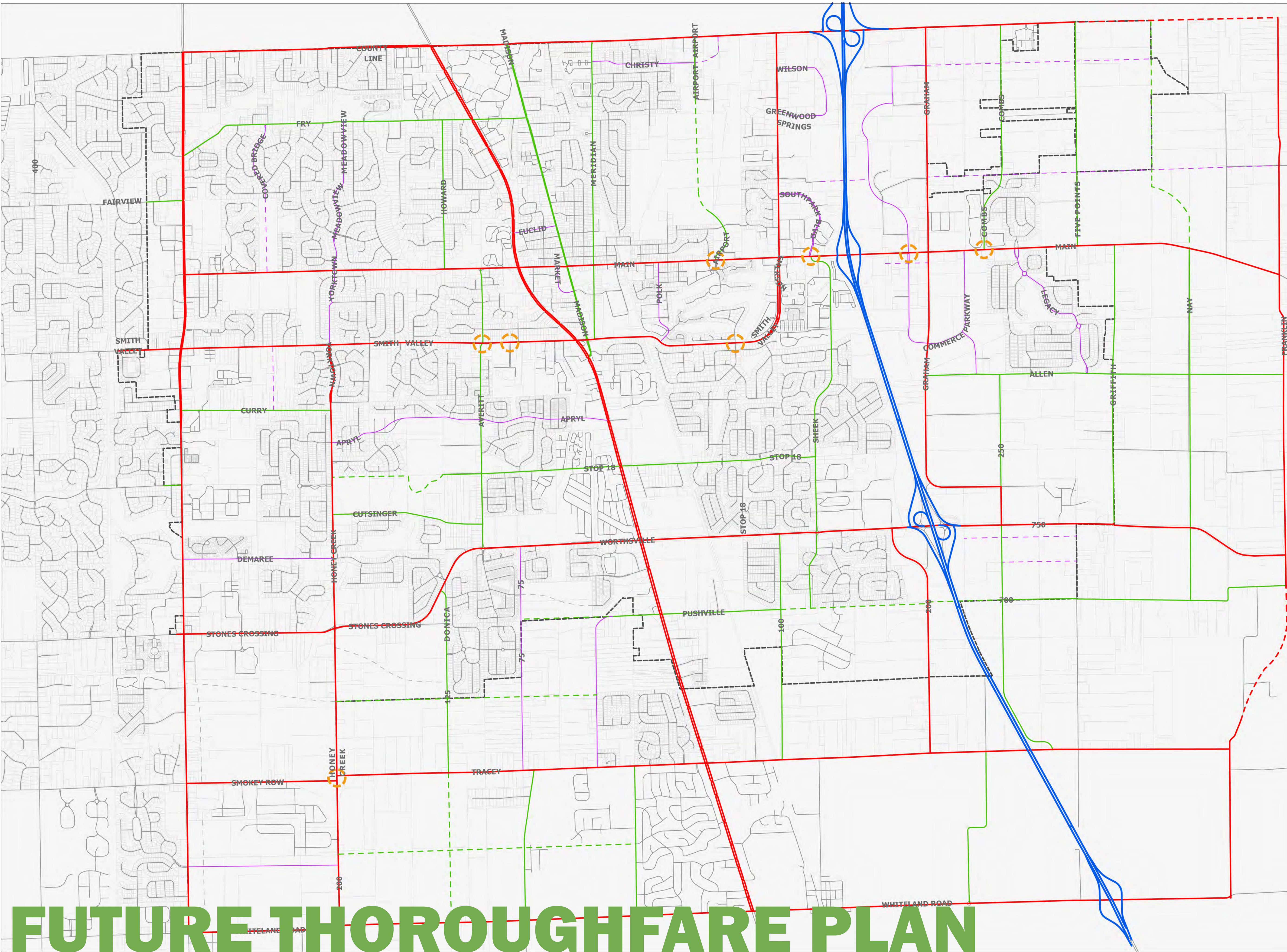
Enhance the stormwater management network to reduce flooding and improve water quality.

- Continue to plan capital improvements and implement the recommendations of the Stormwater Master Plan.
- Explore opportunities to create regional stormwater infrastructure improvements that can also serve as open space amenities.
- Support the design and construction of green infrastructure stormwater management infrastructure in both public and private developments.

48%

Do you disagree with one of the goals or believe something is missing? Use a sticky note and tell us why!

- ◆ “Trails under 31, under 135, Under Worthsville, use existing bridges.”
- ◆ “Reforming property tax to Land Value Tax and cutting taxes on improvements would encourage development and discourage sprawl.”
- ◆ “Don’t connect the stub streets in existing neighborhoods to the new neighborhoods.”
- ◆ “Connection of stub streets destroys neighborhoods. Recall opposition to Walker Commons, no one wants expansion without prior infrastructure improvement.”
- ◆ “Work with county on stormwater and drainage. Yes on green infrastructure/stormwater management.”
- ◆ “Please stop connecting neighborhoods. It creates speeding and cut throughs.”
- ◆ “No connecting streets of old to make new work!”
- ◆ “To vote on these options is a bit nonsensical. They address entirely different things, putting stormwater in opposition to transportation.”
- ◆ “The creeks through Greenwood should be bigger for canoeing.”
- ◆ “No connecting existing street stubs!”
- ◆ “Need to fix signal at Main and Madison to bypass eastbound turn when there is no traffic turning north.”
- ◆ Need smart AI street light system. CISCO makes one. There are others. Helps address a key factor- driver impatience.”
- ◆ “Need stop light at stop 18 and Averitt (existing middle school.”
- ◆ Do not create another roundabout like that at 31 and Meridian and Madison. Extremely dangerous!”



Comments

- ◆ "Where is the bicycle lane on Emerson?"
- ◆ "We are concerned about possible extension on Co. Line as in current plan. Current plan calls for Co. Line to extend east along Grubbs Ditch and then south to Matthews to join Franklin Rd. Of course this would no longer be "County Line" but we copy old plan."
- ◆ "Possible roundabout at Honey Creek and Cutsinger?"
- ◆ "Roundabout at Main and 5 points!"
- ◆ "Roundabout at County Line and 5 points!"

Roadway Functional Class

- INTERSTATE
- PRINCIPLE ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL ROAD
- - - PROPOSED PRINCIPLE ARTERIAL
- - - PROPOSED MINOR ARTERIAL
- - - PROPOSED COLLECTOR
- - - PROPOSED LOCAL ROAD
- PROPOSED ROUNDABOUT

FUTURE THOROUGHFARE PLAN

➤ ECONOMIC DEVELOPMENT



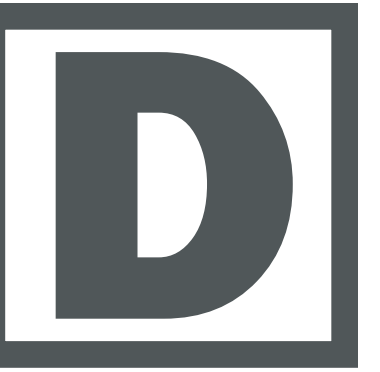
Read the following ECONOMIC DEVELOPMENT goals and strategies. Use a dot sticker to select the SINGLE GOAL AND CORRESPONDING STRATEGIES you believe is most critical for Greenwood to focus on in the future.

Goals & Strategies	Vote Here
<p>Attract higher paying jobs for young professionals and families.</p> <ul style="list-style-type: none"> • Target innovation and advanced manufacturing businesses for remaining employment sites. • Encourage quality office space to be included in mixed use developments and as a component of warehouse/logistics projects. 	<p>30%</p>
<p>Support and grow the local business community.</p> <ul style="list-style-type: none"> • Use City communications to collectively market the small business community and highlight success stories and special events. • Advocate for local businesses when they are pursuing funding opportunities through regional economic development programs. • Assist Aspire with their efforts related to small business support. • Review and reduce potential City barriers to small business startups. 	<p>43%</p>
<p>Ensure Greenwood Park Mall stays vibrant and safe.</p> <ul style="list-style-type: none"> • Plan for mixed use infill and redevelopment, especially in excess parking areas and the former Sears space on the east side of the property. • Continue to invest in infrastructure projects that support the mall and surrounding properties. • Facilitate quality of life and placemaking efforts on the mall property including public art, spaces for gathering and entertainment, and events and programming to attract more people. 	<p>27%</p>

Do you disagree with one of the goals or believe something is missing? Use a sticky note and tell us why!

- ◆ “Assumes that people know who Aspire is and their values.”
- ◆ “Too many rentals”
- ◆ If Greenwood continues to allow as many rentals as are here, we will never attract professionals. All new houses are cheap and code enforcement allows people to park in the yard and store tow trucks that transport hazardous materials in a residential driveway!
- ◆ “No more warehouses!”
- ◆ “Consider trollies or small commuter buses to move people around downtown and extend to malls at little or no cost.”
- ◆ “Remove barriers (ordinances) restricting needed small businesses.”

➤ QUALITY OF LIFE

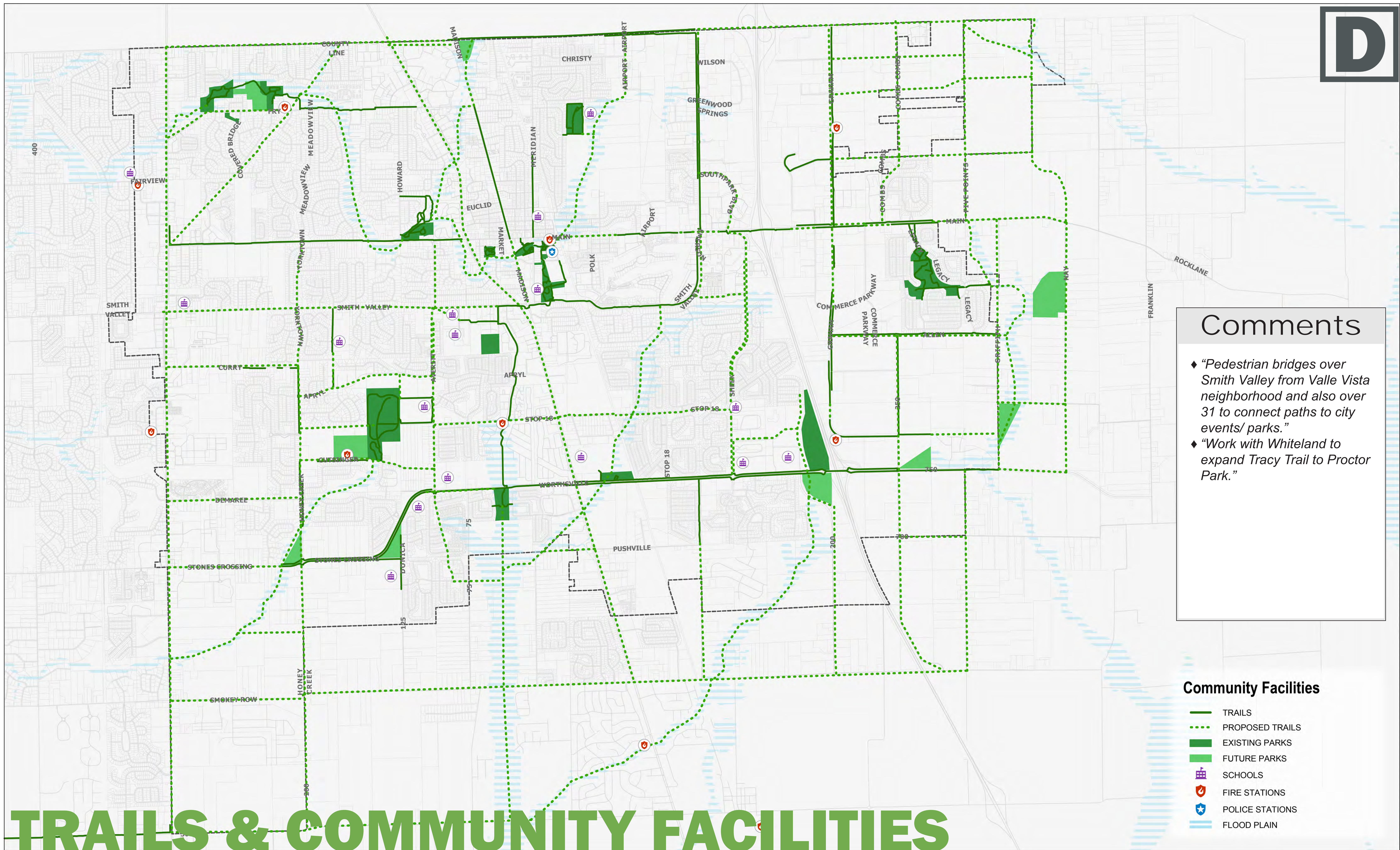


Read the following QUALITY OF LIFE goals and strategies. Use a dot sticker to select the SINGLE GOAL AND CORRESPONDING STRATEGIES you believe is most critical for Greenwood to focus on in the future.

Goals & Strategies	Vote Here
<p>Grow the Greenwood parks and recreation system to better serve existing residents and attract new ones.</p> <ul style="list-style-type: none"> • Invest in neighborhood parks that serve Greenwood residents. • Create a park on the city-owned, floodplain impacted parcel on south side of County Line Road, east of Madison Avenue. • Expand the trail network and fill key gaps between existing facilities, with an emphasis on creating trail loops and spokes to connect key destinations such as downtown and Freedom Park. • Use the 5-year Parks & Recreation Master Plan to guide continued investments into community parks and programming. 	<p>21%</p>
<p>Continue developing Old Town into an arts, culture, and entertainment destination.</p> <ul style="list-style-type: none"> • Create gateways, parking, and wayfinding for Old Town Greenwood. • Make festivals, programming, and public art easier on City properties. • Incentivize development of key City-owned properties in the Old Town area when they complement the established form and character of surrounding properties. • Continue to connect existing parks across Old Town with bicycle and pedestrian facilities. • Promote residential density to better support desired restaurants, shops, and entertainment attractions in Old Town. • Incorporate public art into both City-led and private development projects. 	<p>56%</p>
<p>Maintain established neighborhoods as the building blocks of the community.</p> <ul style="list-style-type: none"> • Promote beautification and maintenance efforts. • Ensure rental properties are maintained to the standards of the surrounding neighborhood. • Support efforts to create a Community Housing Development Organization (CHDO). • Consider City initiatives and policies that could be implemented to ensure housing affordability and prevent displacement of existing residents. 	<p>23%</p>

Do you disagree with one of the goals or believe something is missing? Use a sticky note and tell us why!

- ◆ “Increase public parking and mark what we have including the SW corner lot at Madison and Broadway.”
- ◆ “Beautification. Standardize sign poles, especially at US 31 and Smith Valley. It should be like how they do the poles in Disney World; not a bunch of perforated stuff.”
- ◆ “40% of rental homes are corporation owned properties! Where does the City of Greenwood stand on this?”
- ◆ “Encourage school corp consolidation, as GCSC cannot increase students. Combine with CPSC.”
- ◆ “Rental housing needs Health Department rules to maintain livability (out of state landlords).”
- ◆ “More local business (cafe-tea shops, ice cream) not chains! Walkable with traffic control/ pedestrian access.”
- ◆ “Improve local school systems. Invest in this to increase the tax base. Encourage higher income individuals to come live locally.”
- ◆ “Downtown is worth preserving for arts and culture enhancement.”
- ◆ “Need PUD or new subdivisions with interior commercial neighborhoods that are walkable!”
- ◆ “AirBnB needs better regulations.”
- ◆ “We have too many rental homes now.”
- ◆ “Need Pubs that we can walk to. In the new subdivisions, coffee shops.”



TRAILS & COMMUNITY FACILITIES

➤ PUBLIC SAFETY



Read the following PUBLIC SAFETY goals and strategies. Use a dot sticker to select the SINGLE GOAL AND CORRESPONDING STRATEGIES you believe is most critical for Greenwood to focus on in the future.

Goals & Strategies	Vote Here
<p>Expand police and fire services in conjunction with community growth.</p> <ul style="list-style-type: none"> • Plan for a sixth fire station to maintain service levels with development to the east. • Ensure public safety equipment keeps up with building trends (increased height in redevelopment areas). • Better advertise the City benefits package and consider additional incentives to attract and retain staff. 	44%
<p>Improve City communications with residents and business owners.</p> <ul style="list-style-type: none"> • Identify a City staff position to serve as a communications liaison with Old Town business owners and residential leaders. • Continue exploring ways to better engage property owners both online and with in-person opportunities. 	33%
<p>Ensure building, zoning, fire, and public safety codes are understood and respected.</p> <ul style="list-style-type: none"> • Increase code enforcement to target recurring issues. • Review and amend violation fines, especially property owners with frequent and repeated violations. 	10%
<p>Work with Johnson County and regional partners on emergency management and disaster planning.</p> <ul style="list-style-type: none"> • Use recent lessons learned to update the Johnson County Emergency Management Plan. • Continue efforts to remove structures from flood hazard areas. 	13%

Do you disagree with one of the goals or believe something is missing? Use a sticky note and tell us why!

- ◆ "Create a centralized community calendar on the city website."
- ◆ "Would love to see better communication/ relations between city and Main Street organizations."
- ◆ "Redesign the city website to make it more user-friendly and use 'plain speak' for general public."
- ◆ "Foster a better relationship with small business owners in the Old Town area. We have great businesses and buildings to keep attracting more businesses and visitors."
- ◆ "Police walking and bike patrols in parks in the Old Town area."
- ◆ "For rental property owners, enact enforceable rules and enforcement."
- ◆ "More support for Art League and artists."
- ◆ "Take better care of our police and fire departments."
- ◆ "Believe there is an extreme need for both (goals) 1+2."
- ◆ "No open container rule, so people can walk with a drink."

FUTURE LAND USE



Read the following FUTURE LAND USE goals and strategies. Use a dot sticker to select the SINGLE GOAL AND CORRESPONDING STRATEGIES you believe is most critical for Greenwood to focus on in the future.

Goals & Strategies	Vote Here
<p>Promote reinvestment and redevelopment of vacant and underutilized parcels.</p> <ul style="list-style-type: none"> • Continue Old Town revitalization, including Market Plaza area. • Develop the Airport Parkway area as a mixed use housing and employment district. • Encourage infill and redevelopment of excess parking and commercial space around Greenwood Park Mall • Improve the appearance and value of commercial centers along the US 31 and SR 135 corridors. • Promote the introduction of mixed use buildings into purely commercial developments. 	<p>41%</p>
<p>Use new growth areas as an opportunity to attract diverse employment and housing development that will help to ensure the City's financial resilience.</p> <ul style="list-style-type: none"> • Use interchange areas to attract projects that will serve as regional destinations. • Plan for a neighborhood commercial center on East Main Street to serve residential development in the area. • Encourage residential developments to the east and southwest that mix dwelling types, densities, sizes, and quality to serve multiple age and income groups. • Integrate parks, schools, and neighborhood serving commercial districts into new development, not all along thoroughfare frontages. 	<p>8%</p>
<p>Preserve woodlands, water courses, and other natural amenities and incorporate them into the design of future development.</p> <ul style="list-style-type: none"> • Utilize flood hazard areas and other environmentally sensitive lands for public parks and accessible, passive open spaces. • Review and amend the Unified Development Ordinance (UDO) to ensure necessary protections are in place. 	<p>48%</p>
<p>Use the sub-area plans included in the comprehensive plan as a marketing and information tool to existing property owners and prospective developers in these areas.</p>	<p>3%</p>

Do you disagree with one of the goals or believe something is missing? Use a sticky note and tell us why!

◆ "I moved to the suburbs to enjoy suburban life. That is why I didn't move downtown into a metropolis!"

Comments

- ◆ "Try to preserve land east of I-65 for at least better quality homes - Our last chance to preserve land is to the east!"
- ◆ Single family residential south of Worthsville Road and east of I-65! No more warehouses. Many homes in this area are large estate homes on acreage."
- ◆ "No more apartments or rental developments."
- ◆ "Multifamily and residential use at Worthsville exit is close minded to what Greenwood could attract for HQ, Advanced manufacturing, Biotech, etc. Better placed at interstate with residential further east."
- ◆ "Does mixed-density belong next to the historic Glade Dobbins cemetery and the home style of those along 300? A single family buffer makes sense there."
- ◆ "We own farm land east of Five Points/ north of Main. This farm land needs to be preserved."

Land Use Categories

- SINGLE-FAMILY RESIDENTIAL
- MIXED DENSITY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL
- GENERAL COMMERCIAL/OFFICE
- REGIONAL DESTINATION COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PARKS/OPEN SPACE
- COMMUNITY FACILITY
- FLOOD PLAIN

FUTURE LAND USE

➤ LAND USE DESCRIPTIONS



Single-Family Residential

These areas are primarily identified for low and medium density detached, single-family dwellings within conventional subdivisions. New development in these areas should include mostly single-family homes and density around the perimeter should reflect established development patterns in adjacent neighborhoods. Single-family residential neighborhood streets should connect to existing street stubs where they intersect the developing property and include stubs to adjacent areas planned for residential development. They should include amenities that add value for neighborhood residents and the community as a whole. This classification should be buffered from higher intensity commercial and employment uses with mixed-density residential, multi-family residential, institutional, or parks and open space areas. Parks, schools, religious institutions, and other community facilities may be included in the single-family residential classification.

Mixed Residential

The Mixed Residential land use classification allows for a variety of housing types and densities, depending on adjacent context and supporting transportation and utility infrastructure. Single-family homes, duplexes, townhomes, patio homes, and small-scale multi-family structures that fit the character of existing development are recommended. These areas encourage greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods designed around a walkable and connected street network. Mixed residential development should incorporate natural features to highlight existing tree stands, ponds, and water courses as accessible community amenities. Parks, schools, religious institutions, and other community facilities may be included in the mixed density residential classification.



Multi-Family Residential

The Multi-Family Residential classification is intended for traditional apartment and condominium complexes. These areas require access to thoroughfare roadways, should be near parks and other community amenities, and feature pedestrian infrastructure that connects the development to trails and commercial centers. Multi-family residential development should feature high-quality architecture and building materials. Multi-family development can be used to transition higher intensity commercial and employment areas to lower density neighborhoods.

Neighborhood Commercial

Neighborhood-scale commercial areas are intended to contain a mix of active uses at key intersections that serve surrounding residential neighborhoods. They may include office, retail, restaurant, and personal service businesses. These centers should be compatible with and contribute to adjacent neighborhood and streetscape character. They should frame and activate adjacent streets and not be defined by large parking lots. Neighborhood commercial centers should feature high-quality architecture, plazas, outdoor dining areas where applicable, and pedestrian and bicycle amenities that create active, connected gathering places.



General Commercial / Office

The General Commercial land use classification applies to the majority of business and office uses within Greenwood, including commercial strip centers along major highway corridors and standalone retail anchors that attract users from the greater region. Uses may include office, hospitality, retail, restaurant, personal and professional services, and automobile-related businesses. This development should be located where it can be adequately served by the transportation network and buffered from existing residential development. New commercial development should include coordinated access onto adjacent corridors. Buildings should be arranged to define a street network; internal drives should resemble streets rather than parking lot drive aisles. High quality design, landscaping, and a coordinated pedestrian system with connections to adjacent properties should all be features of general commercial development.

Regional Destination Commercial

The Regional Destination classification is designed to accommodate a range of potential entertainment, recreation, hospitality, and retail activities, generally in close proximity to I-65. This classification has the potential to draw high levels of traffic at peak times, and as such, must include good access to major thoroughfares. The defining characteristic of these uses is that customers will plan a special trip there and value the overall experience as opposed to shopping for a particular good. Generally, consumers are willing to travel longer distances to destination commercial centers and will spend longer periods of time there. Supporting retail and restaurant businesses are appropriate in this classification.

Mixed Use

The Mixed Use classification allows for a combination of complementary residential, commercial, or employment uses to be built adjacent to each other or within a single development. These areas may be classified as “downtown cores” or “town centers” due to the mix of uses that attract residents and visitors. Mixed Use areas can be located in any area of Greenwood supported by adequate infrastructure and where a combination of uses would benefit surrounding residents and businesses. Potential uses include restaurants, small-scale retail and professional services, offices, multifamily apartments and condominiums, townhomes, and recreation amenities. Mixed use centers should be pedestrian-scaled, feature high-quality architecture, plazas, and pedestrian and bicycle amenities to connect these centers adjacent residential neighborhoods.

Industrial

The Industrial land use classification includes manufacturing, logistics, warehousing, and other related industries. These uses should be limited to areas with access to major transportation corridors where increased truck and employee traffic won't impact existing neighborhoods. Building types may include both large footprint users with multi-story buildings on large parcels or groups of smaller structures in a business park setting. Where areas are subdivided for development of a business park, opportunities for shared open space and amenities should be explored. These areas may include limited commercial support uses such as restaurants and personal service businesses, but these should be as a secondary element.

Parks/Open Space

These areas are primarily recreation focused, both passive and active, and used to preserve natural landscapes within Greenwood. This category does not include linear parks and trails, which are encouraged in all land use classifications within the community.

Community Facility

The Community classification includes areas dedicated for public use such as schools and airports. These uses may vary in scale and impact to the transportation system. Large institutional uses should be located along thoroughfares with the capacity to handle anticipated traffic volumes.

The areas identified within this classification typically reflect existing development, as many public uses are distributed within single-family residential and other future land use classifications.



➤ KEY QUESTION



What do you think the City's role should be in guiding new growth and development to the east?

The future land use map in the current comprehensive plan (created in 2007 and amended in 2012) identifies much of the area east of I-65 for mixed use development. Portions of this area have been built out with single family homes, apartments, and logistics warehouses. Other projects are under construction or have been recently approved, and developers continue to propose a variety of project types. Greenwood's east side is an attractive area for development and growth pressures are out in front of this planning effort.

As development continues in the area, a neighborhood commercial center, additional parks space, and trails will be needed to serve existing and future residents. Key transportation improvements, including new road connections, enhancements to existing roads, and intersection improvements, will be needed to ensure a safe and efficient network. Stormwater drainage and other utility infrastructure must be built out any may require space outside of the right-of-way for things like detention basins and lift stations.

The City must decide if it wants to keep reacting to development to the east or take a more hands-on approach to guiding and managing growth. For example, should the City wait to see if a neighborhood center commercial development is proposed and where, or identify an ideal location? Should the City locate ideal property for a new park, or see if a developer will dedicate unbuildable land that can be turned into a future recreation space? It's a critical time to be planning for the future and this process represents a unique opportunity to set the direction for continued investment.

Don't do anything; let the market dictate how the area should be developed and react to development proposals as they occur.

4%

Communicate a vision for the area and use a combination of development regulations and incentives to promote new development that aligns with the community's vision.

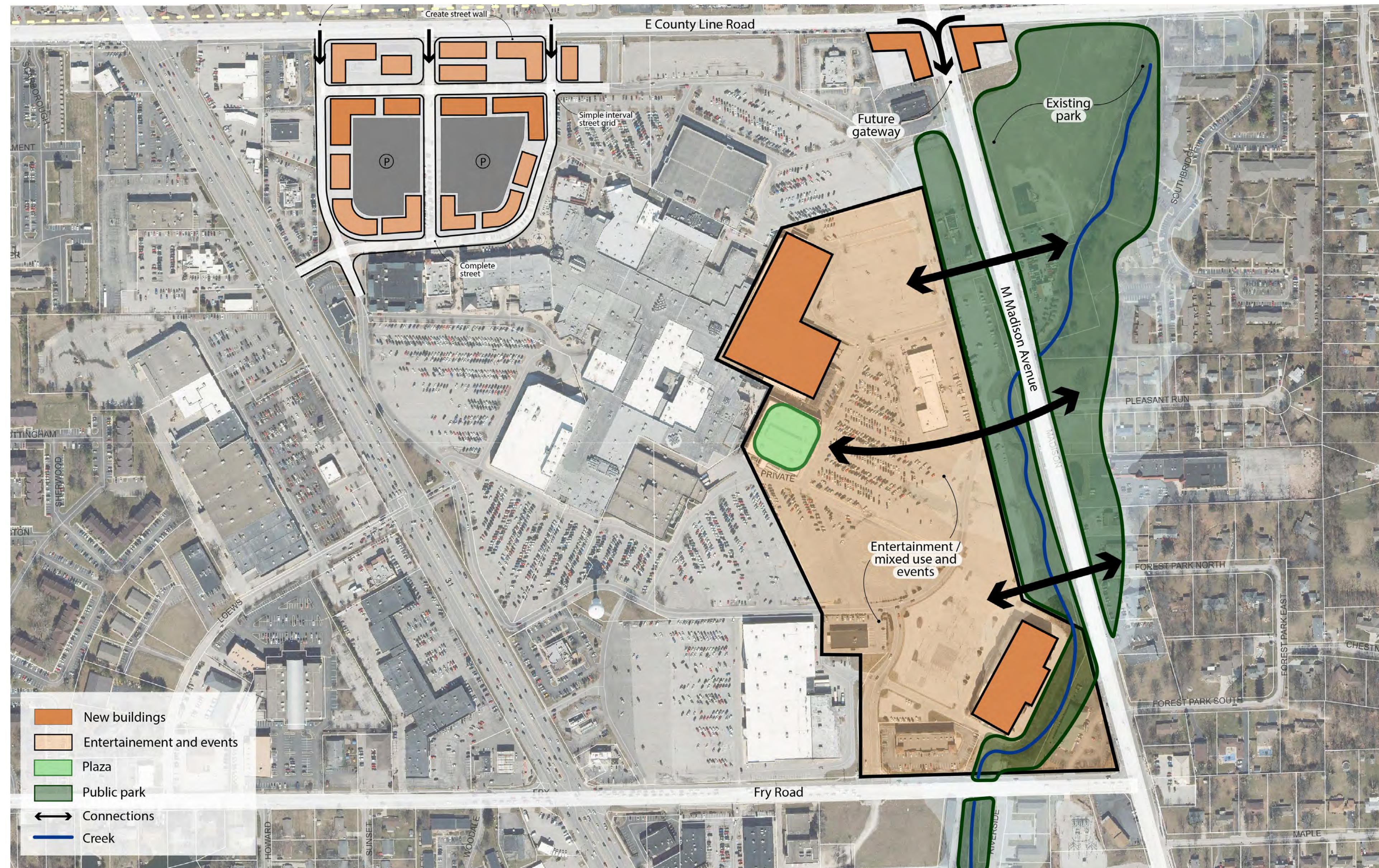
26%

♦ "Be cautious of dissipating critical mass of destination locations, particularly away from Old-Town."

Take a proactive role in managing growth through public-private partnerships and other city investments to ensure new development accomplishes City goals for growth to the east.

70%

➤ FOCUS AREA 1



Greenwood Park Mall

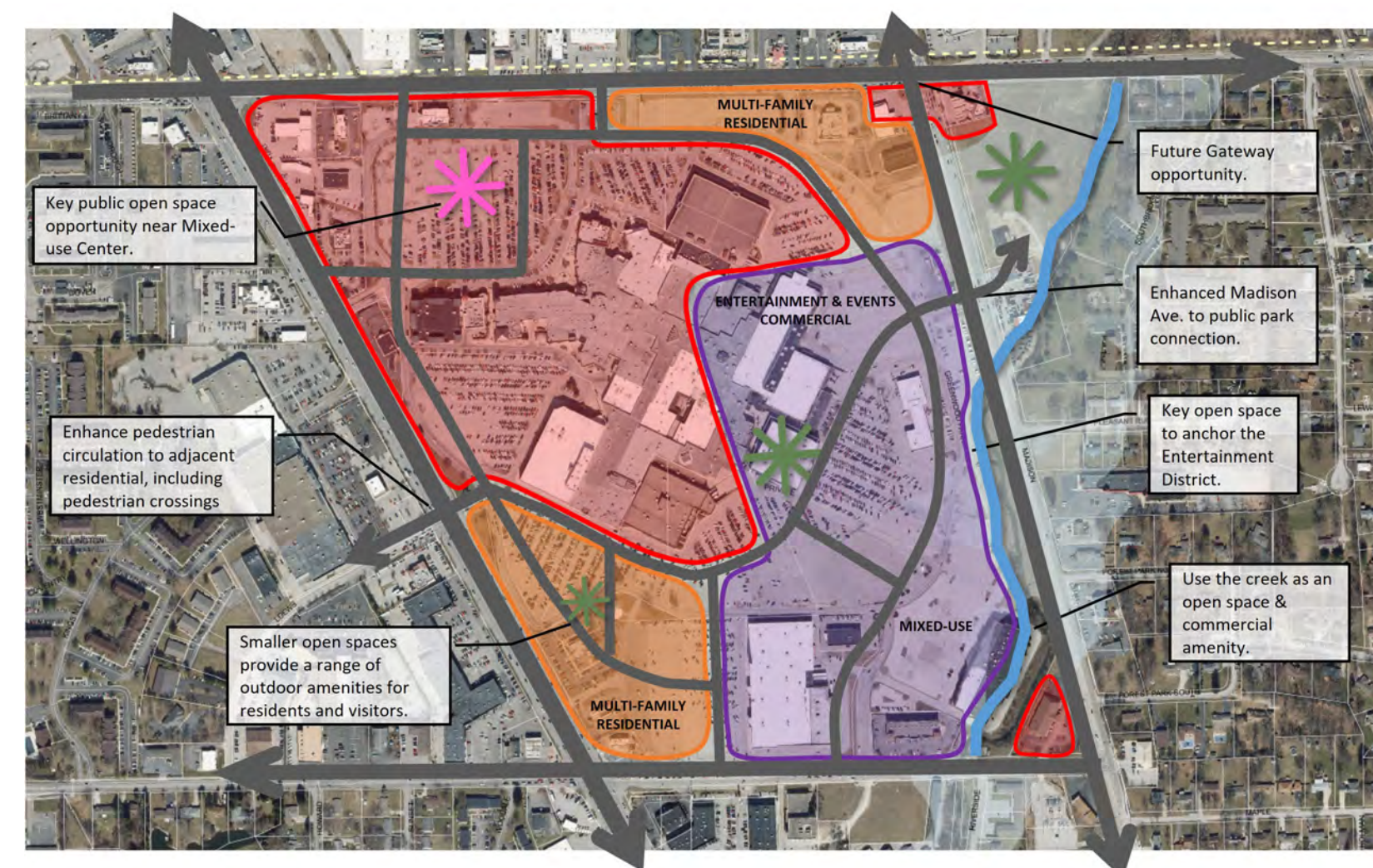
As it has in the past, Greenwood Park Mall must continue to evolve and remain a vibrant and valuable activity center for the community. Design principles include:

- Redevelopment of the former Sears space, and demolition of the auto center, to establish the mall's east side as an entertainment, recreation, and events district.
- Extension of the Madison Avenue trail north to a new community park on the east side of Madison Avenue, along Pleasant Run Creek.
- Infill housing on underutilized parking areas along Madison Avenue.
- Mixed use infill development on the northeast side of the mall that creates a 'Main Street' atmosphere in front of the mall and incorporates a pedestrian-scaled block pattern to organize new retail and apartment buildings that also address County Line Road.
- Requiring quality design of structures and public spaces along Madison Avenue to further elevate the corridor as a key gateway to Old Town and all of Greenwood.

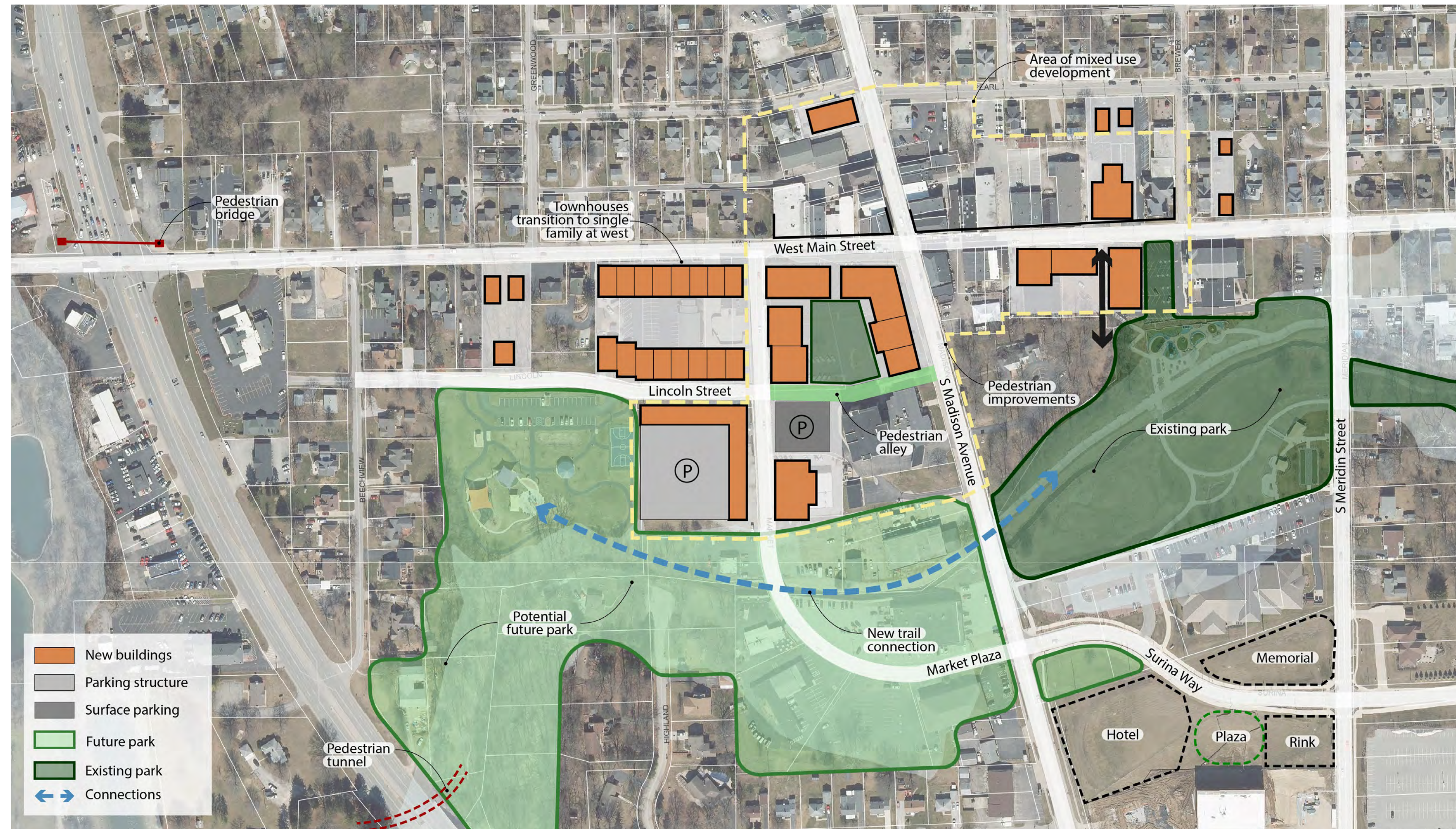
Place a sticky dot below if you agree with this focus area concept. If not, use a sticky note to tell us why.

25 Agreed

- ◆ "Charge for parking. No bus area in that existing park."
- ◆ "Convert language... what do you mean by 'mixed-use infill', 'infill housing,' etc."
- ◆ "Better security."
- ◆ "Redevelop north/east sides for greater street appeal. If you enter from county line the curb appeal is very negative."
- ◆ "...After Old Town has been completely utilized + built out in diverse, vibrant commercial uses."
- ◆ "Prioritizing pedestrians over cars would really help with this vision!"
- ◆ "I like all except point #4, mixed-use infill. Do we need more apartments?"
- ◆ "Develop northeast corner of Co. Line and Madison."
- ◆ "Convert Sears into apartments or Condos?"
- ◆ "Condo living along part of Madison."
- ◆ "Create a physical gateway at north end of Madison Ave."



➤ FOCUS AREA 2



Old Town / Downtown

Old Town serves as the heart of the community. Capitalizing on recent investments and existing redevelopment opportunities will ensure the sustained success of downtown businesses and create new spaces for the next group of entrepreneurs and residents. Design principles include:

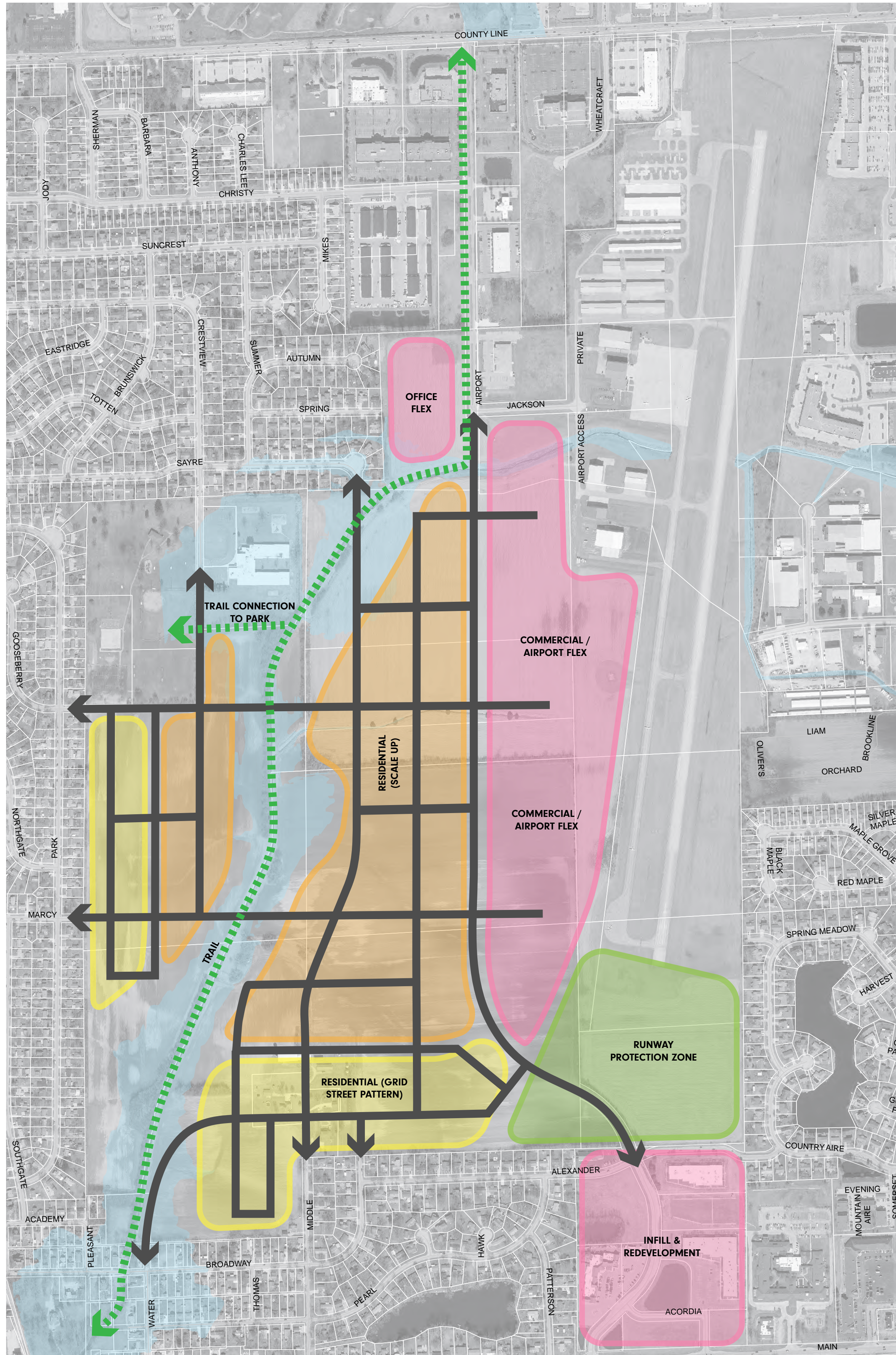
- Mixed use infill development on City-owned properties in a way that reinforces the established historic character along Main and Madison Streets.
- Extension of the trail and open space network to connect City Center Park, Old City Park, Craig Park and beyond.
- Grade separated pedestrian and bicycle crossing of US 31 at Main Street (over US 31) and/or Pleasant Creek (under US 31).
- Structured parking and shared parking agreements to provide long-term parking solutions as development occurs.
- Townhomes, duplexes, and small condos/apartments to serve as a transition between the downtown core and surrounding Old Town neighborhoods.
- Continued open space development north of the Fieldhouse.



21 Agreed

- ◆ "More parking for fieldhouse area."
- ◆ "Market Plaza Dr. is our only opportunity to expand our downtown area. We don't need that many parks in the heart of our downtown where commercial business should be."
- ◆ "How would affordability of the townhomes and apartments be addressed?"
- ◆ "No more rentals!"
- ◆ "Love the pedestrian tunnel at 31!"
- ◆ "Create good, consistent signage to mark existing public parking."
- ◆ "How congested is Old Town going to be with apartments/condos? What about parking? Traffic on Main Street is already an issue."
- ◆ "Parking lot at Main/Madison should have an open space between the corner and City Center to be a "town square".
- ◆ "Keep businesses integrated in the plan along Market Plaza."
- ◆ "Don't bury the Fieldhouse behind residential. Keep some site-line visibility."

➤ FOCUS AREA 3



Airport Area

The area just west of Indy South Greenwood Airport represents a unique infill development opportunity to serve the growing airport and incorporate new housing in a traditional neighborhood design. Design principles include:

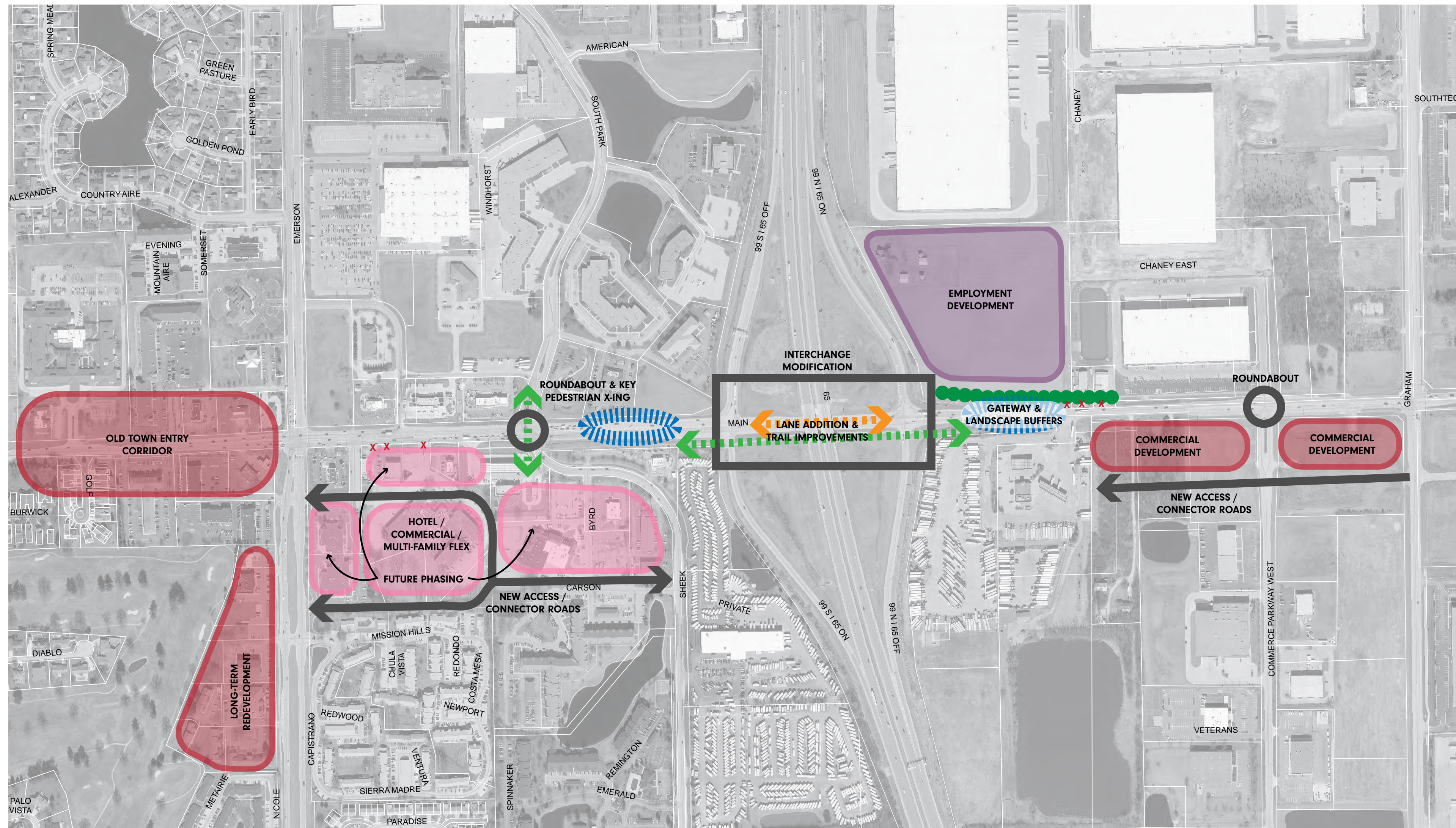
- Connect the existing north and south stubs of Airport Parkway.
- Provide opportunities for additional commercial and airport flex uses.
- Utilize Pleasant Creek and the floodplain to expand open space and the trail network, with connections to Northeast Park and Northeast Elementary.
- Expand the adjacent grid street pattern into the area.
- Buffer existing single family neighborhoods from more intensive uses with new single family development.
- Scale up residential intensity to the north and east to include smaller lot single family homes, townhomes, and other medium density residential dwelling types.
- Continue to protect important runway approach areas.
- Promote infill and redevelopment of the South Airport Parkway area.

Place a sticky dot below if you agree with this focus area concept. If not, use a sticky note to tell us why.

12 Agreed

- ◆ *"Please maintain existing limits to manage noise pollution!"*
- ◆ *"New Housing' needs to be quality, not cheap tract homes and no more rentals."*
- ◆ *"Remember the folks whose homes you will be flying over!"*
- ◆ *"How crowded are we going to get? Sounds congested."*
- ◆ *"Already a lot of hardscapes in this area. Might be better to mostly keep it as is with some greenspace and flood area development."*
- ◆ *"Business and Retail."*
- ◆ *"Improve creek to hold more flood."*
- ◆ *"More opportunities for flight observation via restaurants, etc."*
- ◆ *"Extend Jackson south to Main St/ Airport Pkwy."*
- ◆ *"Extend planned trail to loop around airport (like Charlotte, NC)."*

➤ FOCUS AREA 4



Main St. Interchange

Planned modification of the interchange by INDOT and other changes to the area present an opportunity for transportation and aesthetic improvements to this main entry point into Greenwood. Design principles include:

- Interchange modifications to improve safety and efficiency.
- Gateway and landscape enhancements to create a more attractive entrance to the community.
- Two through lanes for each direction of Main Street under I-65.
- Enhanced multi-use trails on both sides of Main Street under I-65.
- Redevelopment of the former Red Carpet Inn site, with potential future phases to the north, east, and west.
- Potential roundabout intersections at South Park Blvd / Sheek Rd and Commerce Parkway.
- Access management improvements / driveway closures along Main Street.
- Commercial infill and redevelopment to further elevate the corridor as a key gateway to Old Town and all of Greenwood.

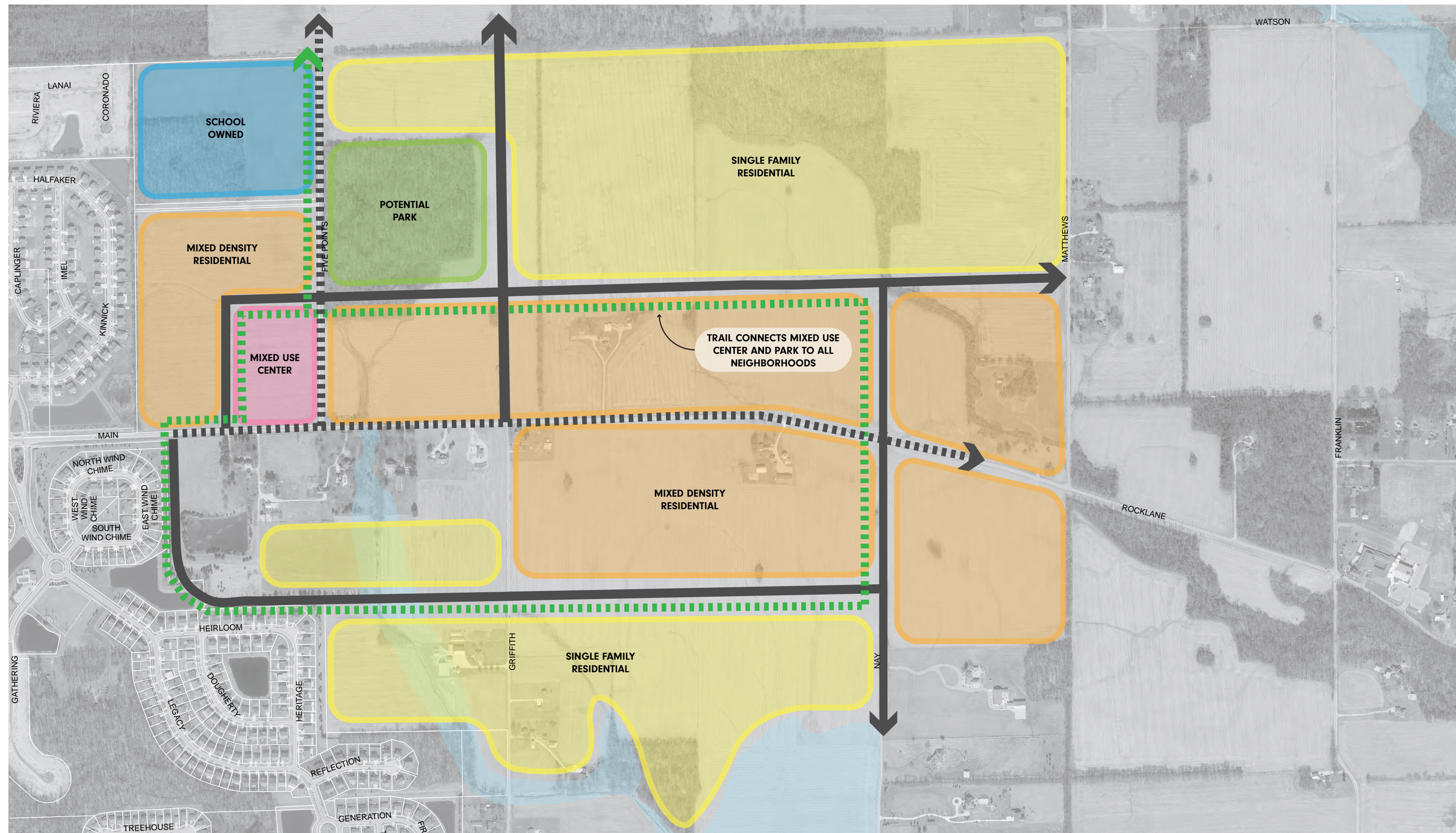
Place a sticky dot below if you agree with this focus area concept. If not, use a sticky note to tell us why.

26 Agreed

- ♦ "Need to beautify the exit as seen on I-65. Recommend either manicure cut the grass or Evergreen trees."
- ♦ "Roundabouts seem to be counter intuitive when bracketed by traffic lights and volume of traffic with semi-trucks."
- ♦ "Signage 'Welcome to Old Town' from I-65 onto Main St."
- ♦ "Make a nice welcoming entrance to Greenwood that feels less like urban sprawl."
- ♦ "Clean up truck stop! It's unsafe. Health department should investigate! Ex: Human waste tossed out into common areas."
- ♦ "Need nice gateways to Old Town west of Main/ Emerson similar to Franklin's, as pictured here."
- ♦ "Sheek and S. Park Blvd. is too busy for a roundabout. Need right turn only on Main to Sheek and on S. Park Blvd. to Main Street."



➤ FOCUS AREA 5



East Main St. Corridor

The East Main Street corridor will serve an increasingly important role as development continues to the east. This concept focuses less on specific parcels and more on how a new mixed use center, park and trails, community institutions, and neighborhoods can be organized into an attractive and vibrant district. Design principles include:

- Roadway and streetscape enhancements to E. Main Street.
- A central mixed use district that combines commercial retail businesses serving adjacent neighborhoods, professional services, apartments, and public gathering space.
- Mixed density residential development that serves as a buffer between the more intense mixed use center and less intense single family residential neighborhoods.
- A community park that incorporates existing natural amenities.
- An expanded trail system that connects the mixed use center to the park, school, and all nearby neighborhoods.
- A variety of new residential development types to serve residents of all ages as their housing needs may change.

Place a sticky dot below if you agree with this focus area concept. If not, use a sticky note to tell us why.

13 Agreed

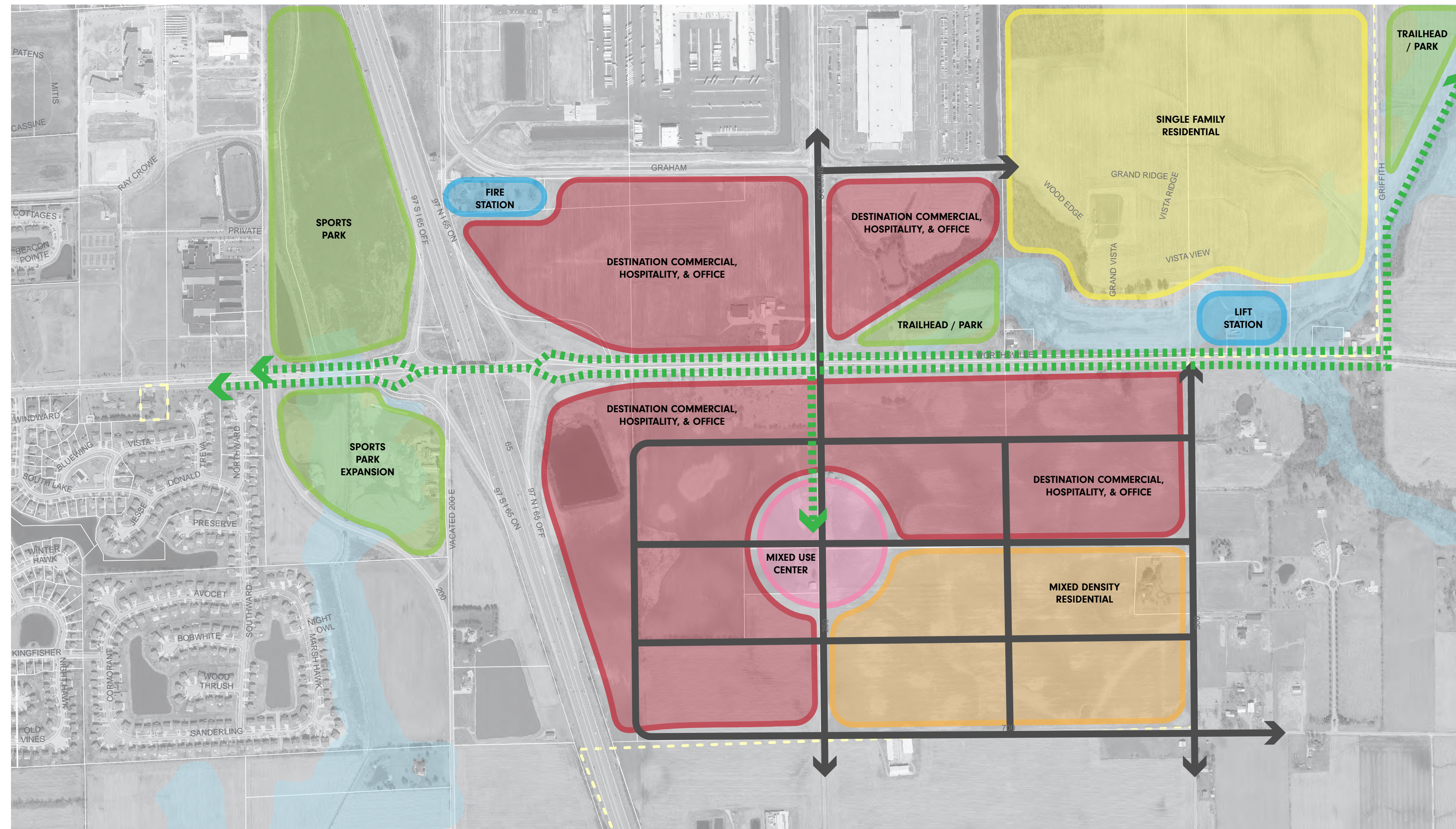
- ◆ “Main Street to the east has become a Highway for trucks between I65 and I74. The road must be rebuilt!”
- ◆ “We are very concerned about how this plan will affect Nay Rd.”
- ◆ “Consider the importance of upscale housing that would fill a housing gap

and attract CEOs. We need to believe they could place their HQ in Greenwood.”

- ◆ “No more apartments! Need quality, not tract houses.”



➤ FOCUS AREA 6



Worthsville Rd. Corridor

Large parcels of developable land and good access to I-65 create an opportunity for development of commercial, entertainment, and recreation uses that serve as a regional destination. Design principles include:

- Destination commercial, hospitality, and office flex uses that capitalize on interstate visibility and access and have the potential to diversify the City's employment base.
- Development of a walkable, mixed use activity center serving as the anchor of new investment south of Worthsville Road.
- Buildings that address I-65, Worthsville Road, and a local road network organized around the mixed use center.
- Creating a return on significant City investments in the area, including the sanitary sewer lift station, sports park, and soon to be Fire Station 95.
- Continued multi-use trail development, creation of trailheads, and open space preservation in environmentally sensitive areas.
- Opportunities for single family, mixed density, and multi-family housing.
- Future expansion of the Greenwood Sports Park.



6 Agreed

- ◆ "Consider extending trail further down Worthsville."
- ◆ "Residential use at 65 is short-sighted. Should consider leveraging access to main artery for headquarters, commercial center, and more residential further east."
- ◆ "No more apartments! Build quality non tract homes."
- ◆ "This type of development conflicts with city goals of developing more opportunities downtown by pulling traffic and other interests away from town. This seems better suited near the main street gateway. This area would lend to higher-end housing and expanded greenspace."
- ◆ "Sports park? Lots of space devoted to that for minimal/very occasional usage! I'd skip that in favor of prairie!"
- ◆ "How does this plan underscore/contrast with the initial Land Use Plan developed to coincide with the creation of Worthsville/65 interchange?"