

Town of Lizton

Comprehensive Development Plan

2022-2026

**RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LIZTON,
INDIANA, ADOPTING THE COMPREHENSIVE DEVELOPMENT PLAN FOR THE TOWN OF LIZTON,
INDIANA.**

WHEREAS, the Plan Commission of the Town of Lizton, Indiana, did on November 28, 2022, hold a public meeting to consider adoption of the herein attached Comprehensive Development Plan for the Town of Lizton, and

WHEREAS, the Plan Commission did consider said Comprehensive Development Plan until all remonstrances were heard, and

WHEREAS, the Plan Commission found that this plan meets the requirements of IC 36-7-4-500, and that adoption of this plan element to be in the best interests of the Town, and

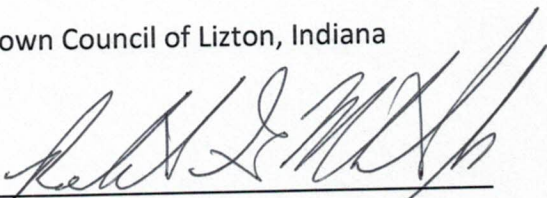
WHEREAS, the Town Council finds that it is in the best interests of the Town to adopt said plan,

NOW, THEREFORE, BE IT RESOLVED, that the Town Council hereby adopts the attached as the Comprehensive Development Plan of the Town of Lizton, Indiana.

This Resolution shall be effective from and after its passage.

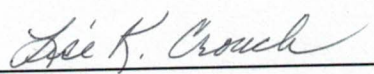
DULY ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF LIZTON, INDIANA, on this 9th day of January 2023.

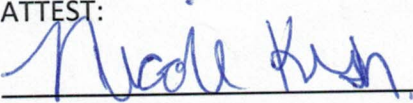
Town Council of Lizton, Indiana



President





ATTEST:


Nicole Kish, Clerk-Treasurer

TOWN OF LIZTON

"The Only Lizton in the World"



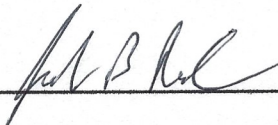
CERTIFICATION OF RECOMMENDATION

TO: Lizton Town Council
FROM: Lizton Plan Commission
DATE: November 28, 2022
RE: 2023-2027 Comprehensive Development Plan

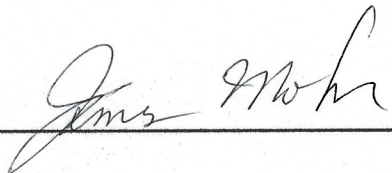
On November 28, 2022 the Lizton Plan Commission conducted a public hearing on the proposed Comprehensive Development Plan update (see attached).

The Plan Commission voted 5 to 0 favorably recommend to the Lizton Town Council this Plan update.

Lizton Plan Commission

By:  _____

President

 _____

Secretary

PLANNING and ZONING
106 LEBANON STREET, P.O. BOX 136
LIZTON, IN 46149
(317) 994-5500



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SECTION 1

INTRODUCTION

IN THIS SECTION...

This chapter provides the overall structure of the Lizton Comprehensive Development Plan.

- Introduction
 - Purpose
 - Standards
- Planning Process
 - Goals and Objectives
- How to Use this Document
 - Structure
- Implementation



INTRODUCTION

Communities are constantly interacting with and responding to changing factors that relate to quality of life at the local level. Sometimes these changing factors are focused around local shifts, while others are derived from regional and national trends. Population demographics will shift, the economy will respond to new markets, technologies will improve, and preferences will change for services and housing. These changes will inevitably influence current and proposed uses of land, capital, and property. As we look into the future, we can choose to merely react to change or anticipate and direct changes that occur. When engaging to changes that have occurred and planning for change that the community would like to occur in the future.

PURPOSE

The Lizton Comprehensive Development Plan, henceforth known as the Plan is to be used as a guide for future growth and planning for the town as well as for town officials, decision makers, developers and residents. The Plan is to be used as a guiding document for future decisions and plans for the town and represents how the Town of Lizton would like to grow and expand in the future.

The Lizton Town Council initiated this planning update effort. In 2002, the Town of Lizton realized the need for planning. With little to no legal tools to direct and control any new growth, the Town hired a consulting firm to develop a comprehensive development plan. By developing this plan, the Town of Lizton was then able to develop and implement zoning and subdivision control ordinances. The Town accomplished this in 2006 and they were adopted and enacted in early 2007. In 2009 the Town updated the 2002 plan then again in 2014. This Plan is an update of the previous comprehensive planning efforts.



PLANNING STANDARDS

The State of Indiana establishes the minimum requirements and purpose of a comprehensive plan. The primary purpose of any comprehensive plan is to articulate the broader vision and establish guiding principles and policies for future growth and development of an entire community. Indiana code states that “it should promote the public health, safety, morals, convenience, order or the general welfare and for the sake of efficiency and economic in the process of development.” It does not focus on the needs and desires of one property owner, business, or neighborhood. Comprehensive plans are intended to be broad in nature. This provided community leaders with the flexibility to implement the community-wide vision, goals and objectives while responding to changing community conditions that are likely to occur over the life of the plan.

The State of Indiana has developed specific requirements and minimum content for a comprehensive plan (500 series of IC 33-7-4). The elements of a comprehensive plan, at a minimum, should include:

- A statement of objectives for future development of the jurisdiction;
- A statement of policy for the land use development of the jurisdiction; and
- A statement of policy for the development of public ways, public spaces, public land, public structures, and public utilities.

A comprehensive plan may also include a multitude of additional topics, community issues and strategies, such as surveys/studies of current conditions, maps/graphic, reports, and recommendations. In Indiana, it is the Plan Commission’s responsibility to prepare and adopt a plan and to recommend it to the city or town council or county commissioners for adoption. In preparing a plan, the commission may be assisted by staff, by consultants, by volunteers, or by any combination of the three.



PLANNING PROCESS

The framework of the Plan serves as a foundation of the planning process which is used in creating this Plan – guided by four key questions:

“Where are we now?”

“Where are we going?”

“Where would we like to go?”

“How do we get there?”

While each planning process should be custom designed to meet community needs, nearly all contain the same core elements:

- Evaluate and analyze existing conditions, including strengths and weaknesses, community character, demographics, natural features, etc.
- Establish goals and objectives for the future
- Identify alternatives for meeting the goals and objectives
- Select the preferred alternative
- Make recommendations and specify actions to implement the plan (update zoning and subdivision control ordinances, develop capital improvements program, create design guidelines, etc.)
- Evaluate the success of the plan
- Adopt the plan

The condition of the Town of Lizton is also assessed in the Plan. Considering the current state of the Town helps to set up the goals, objectives and strategies and then ensures that the Town will build on its current assets to create future opportunities. Assessing things such as roads, parks, and community buildings helps give the Plan a basis for what the Town can use to grow and what they should work on to grow in the future.



GOALS, OBJECTIVES, STRATEGIES

The guiding goals, objectives and strategies of the Plan focus on several categories that are seen as a priority for the Town of Lizton. These categories include, but are not limited to utilities, industry and jobs, transportation infrastructure, land uses, education system, community attractions, quality housing, and historic sites and buildings. These categories look to improve the quality of life for the current residents of the Town.

The goals, objectives and strategies also provide solutions to making improvements as a way to attract new people and businesses to the community by encouraging industry and job growth as well as looking at land uses and plan for future uses and development. By doing this the town is able to bring out the community's identity and character. This Plan will accomplish guidelines for the following:

- Manage growth and development
- Respect private property rights
- Protect and encourage businesses
- Enhance cultural and civic institutions
- Expand green space, public parks, and preserve natural resources and open space
- Preserve historic buildings
- Build on available opportunities due to proximity to other surrounding communities
- Provide infrastructure and services to meet community needs cost effectively
- Provide housing opportunities for a range of household incomes
- Establish standards to ensure that new growth and development enriches the community

The Plan for the Town of Lizton is a living plan and reflects the current community goals and objectives. Being a living document, this Plan shall be updated in order to represent the changing community. Ideally, updates should be yearly to assess which objectives have been met and to add



new objectives to each Section. In the least, the Plan should be updated every five years. This Plan's goals, objectives and strategies shall also change as new improvements and innovations are made in economic development.

HOW TO USE THIS DOCUMENT

The Lizton Comprehensive Development Plan should serve as the primary, guiding document and be the basis for all decisions about the location, quality and quantity of future growth and its supporting infrastructure. This Plan is also intended to be a flexible document and broad in nature so that the town can respond to changes.

STRUCTURE

The Plan includes sections that address the priorities of the community. These sections outline the goals, objectives and strategies of the Town and provide ways for the Town to grow and achieve these goals. The Plan also includes an assessment of the Town and its needs, assets and liabilities. The structure of this Plan was designed to be easily used and read for anyone looking to support the growth and planning goals of the Town.

The following sections provide the research and analysis of demographic and economic characteristics of the community, documentation of the public participation process, an explanation of the vision, goals, and objectives and a description of elements of the plan.

SECTION 1: INTRODUCTION: This section provides a brief overview of the Indiana Code requirements, the planning process and framework of the plan document. It also includes an explanation of how portions of the Plan are intended to be used and definitions for key terms.

SECTION 2: PUBLIC INPUT: This section provides the public involvement during the planning process through the use of public meetings, an advisory committee, key person interviews and adoption hearing.



SECTION 3: COMMUNITY PROFILE: This section gives the background of Lizton including a historical background and its general location and proximity to other communities. This section also includes demographic and socioeconomic information about the current population.

SECTION 4: COMMUNITY FACILITIES and SERVICES: The community's overall quality of life is examined in this section looking at such items as the community's image, different social issues and community involvement. It also includes facility assessment for schools and other community service establishments.

SECTION 5: PUBLIC FACILITIES and SERVICES: The facilities element identifies the current inventory of utilities such as water, sewer, and stormwater systems, emergency response departments, and public buildings.

SECTION 6: ECONOMIC PROFILE: This section looks at the economic trends for Lizton as well as the existing conditions of the downtown. It also includes strategies and policy recommendations that relate to development opportunities and funding strategies as they relate to economic development.

SECTION 7: LAND USE: The land use section is the central focus of a comprehensive plan. This element looks at the existing land use and future annexation areas. It includes growth and land use strategies for Lizton, the rationale behind land use decisions, a future land use map and a description of each land use category.

SECTION 8: HOUSING: This element looks at the existing housing stock, housing land use, and the housing trends. It includes growth strategies for housing in Lizton as well as a future land use map depicting areas for future housing development.

SECTION 9: TRANSPORTATION: This section looks at future funded projects and local need for all forms of transportation in Lizton. This includes different multi modal transportation improvements and projects.

SECTION 10: PARKS and RECREATION: This section looks at the local need for all forms of recreation in Lizton. This includes parks improvements as well as any bicycle and pedestrian trails.

SECTION 11: ENVIRONMENTAL PROFILE: This section looks at the current topography of the area, environmental conditions and policies. It also looks at environmental protection policies as they pertain to the local community.



APPENDIX A: PUBLIC INPUT: This appendix reinforces the elements presented in the various chapters by providing a summary of the public participation process. Exercise results gathered during the Citizen Survey, Steering Committee meetings and other public input.

APPENDIX B: HISTORIC SITES: This appendix shows the historic properties list and accompanying map from the Hendricks County Interim Report.

APPENDIX C: FUNDING and TECHNICAL RESOURCES: This appendix includes funding and technical resources from government and private entities.



IMPLEMENTATION

Once the Plan is completed, the single most important aspect is implementation. Without implementation, the Plan has no meaning. The Town of Lizton is fortunate in that the Town Council and other town officials and organizations are very committed to implementing the Plan. Implementation is the final phase of the planning process, i.e., the realization of the goals and objectives as set forth in the Plan. Even though the Plan has been developed for short-range (five years) and long-range (ten years) planning periods, the Plan should be reviewed annually, and revised as needed by the Plan Commission every five years. Changes will undoubtedly be necessary because of changing trends and economic conditions.

The Town Council and Plan Commission of any community are often pressured to disregard the goals and objectives of the Plan. However, in order to assure orderly growth and development in compliance with the Plan, the town must continue to remain committed to implementing the Plan. It is only with this adherence to the goals and objectives of the Plan that the residents of Lizton can be assured that the community will maintain and enhance the small-town values, appearance and quality of life.



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SECTION 2



PUBLIC INPUT

IN THIS SECTION...

This chapter provides the public involvement during the planning process.

- Meetings
 - Steering Committee
 - Public
- Citizen Survey
 - Demographics
 - Quality of Life/Community Services/Growth
- NAL Analysis





PUBLIC PARTICIPATION

Throughout the development of the Plan there were many opportunities for the public to provide feedback through public surveying, an advisory committee, key person interviews and adoption hearing. The information and ideas gathered from these public input opportunities were used to establish recommendations and concepts included in this Plan.

Listening to the voices of engaged, knowledgeable residents and business owners is an important part of any planning process. Citizen participation is a process that gives private individuals an opportunity to influence public decisions. It has long been a component of the democratic decision process. The concept of citizens participating in government decision-making is fundamental to the functioning of a democratic system of governance.

In preparing the Lizton Comprehensive Development Plan, public input initiatives were established early on in the process to ensure the issues addressed by the Plan would be influenced by the citizens of the community as much as possible. While in general, public participation is an ongoing process, an initial round of public input procedures was conducted to establish an understanding of how citizens feel and think about their community.

In Indiana, it is the plan commission's responsibility to prepare and adopt a plan and to recommend it to the city or town council or county commissioners for adoption. In preparing a Plan, the commission may be assisted by staff, by consultants, by volunteers, or by any combination of the three.



MEETINGS

Steering Committee

In the Town of Lizton the Plan Commission members would take the responsibility to form the Steering Committee. The following individuals participated on the Steering Committee:

- *Joshua Reader, Plan Commission President; citizen*
- *Brian Shugars, Plan Commission Vice President; Lizton/Union Twp firefighter*
- *Bob Uhrick, town council member*
- *Eric Mohr, Lizton Town Marshall*
- *Jim Mohr, citizen*
- *Ed Perry, citizen*

The initial planning meeting was held on May 24, 2021 at the Town Hall and those attending were introduced to the planning process, review of the timeline and the duties of being on the Steering Committee. The steering committee discussed the questions in the Citizen Survey.

At the second meeting on July 26, 2021 the Steering Committee met and discussed the results of the Citizen Survey. Then the committee was introduced to the Needs, Assets and Liabilities (NAL) exercise to identify the positive and negative issues related to the community.

The third Steering Committee meeting was held on September 27, 2021. During this meeting the results from the Citizen Survey were finished and review of the 2014 Action Plan was discussed.

The fourth Steering Committee meeting was held on October 2021. This meeting was to discuss the current land uses within the town and in a 1-mile radius outside of the town limits.

It must be noted that from the October 2021 meeting until the May 2022 meeting the Comprehensive Plan update was put on hold due to the applications for the Westbrook subdivision.



The fifth meeting of the Steering Committee was held on May 23, 2022. This meeting was to discuss the goals, objectives and strategies for the following policy sections; Land Use, Housing, Transportation, Parks and Recreation and Natural Resources. They would also review the Future Land Use map and discuss future and uses for the vacant parcels inside the town limits.

The sixth meeting of the Steering Committee was held on July 25, 2022. This meeting was to discuss the goals, objectives and strategies for the following policy sections; Community Facilities and Services, Public Facilities and Services, and Economic Development.

The seventh meeting of the Steering Committee was held on September 26, 2022. This meeting was to finalize the goals, objectives and strategies for each of the policy sections.

The eighth meeting of the Steering Committee was held on October 24, 2022. This meeting was to discuss the public hearing date and the timeline for the Plan adoption.

Public

It was decided that the best form of gathering the public's input would be through the Citizen Survey so no public in person meetings were held during this process.

A public hearing was held on November 28, 2022, to go over the draft plan and to hear any public comment. There were a few questions from the public about how the Plan will be used. The Plan was then put to a vote (5-0) for a favorable recommendation to the Town Council.



CITIZEN SURVEY

In order to more fully determine the thoughts and desires of the community, a Citizen Survey was taken during two weeks from June 18th to July 2nd, 2021. It was primarily targeted to the residents of the Town of Lizton in order to help determine the major needs and identify issues which are important for the growth and development of the town. A survey was prepared using SurveyMonkey and was available to the public through the town's website. Hard copies were also available at the town hall and the post office. In all, 29 surveys were completed. With a 2019 American Community Survey estimate of 197 occupied households (owner occupied and rentals), the survey garnered a 14.7% return rate.

The Citizen Survey was in three sections. The first section asked about basic demographic information. The second section asked questions relevant to the community character (quality of life issues) and to community services. The third section was more open ended and asked what respondents felt about the future of their community, their likes, dislikes, wants and needs. The full survey results can be found in [Appendix A: Public Input](#).

Demographics

Who responded...

The demographic information showed that out of the survey responses, male responders (61%) outnumbered the female responders (39%). By age group, the largest response rate were those between the ages of 45 to 54 (36%) followed by those groups in the 35 to 44 (18%), and 75 and older (14%).

Why they live here...

When asked "How many years have you lived in Lizton", the majority responded over 11+ years (56%). The largest groups were those who have lived 20+ years (36%), followed by those who have lived 11-20 years (28%) and 2-5 years (18%). When asked "if they expected to remain in Lizton 5 years from now", the vast majority (76%) said they were very likely to somewhat likely, only 20% of the respondents were somewhat or very unlikely to continue to live in Lizton.



2019 American Community Survey info...

- The population of Lizton is 573. The median age of persons living in Lizton is 33 years as compared to Hendricks County at 38 and Indiana at 38.
- The median household income is \$83,000, almost the same as the County median of \$83,933 and higher the State median of \$56,303.
- The major occupation is that of Management, Business, Science and Arts (50%) then the Office and Sales fields (34.9%).
- The current (2019) unemployment rate is 2.6%.
- The highest levels of education attained were those with a high school education (34.4%) followed by those with a bachelor's degree (29.5%).

Which of the following are important reasons for living in Lizton?

#1 Reasonable cost of living	69%
Open spaces/Rural feel	69%
#2 Low crime rate	55%
#3 Uncongested area	52%
#4 Proximity to work	48%
#5 Native to area/Family ties	45%
#6 Quality of schools	38%
Low taxes	38%



Quality of Life/Community Services/Growth

In these sections, respondents were asked various questions about how they perceived their community. They were asked to answer the questions on a scale of Agree, Somewhat Agree, Not Sure, Somewhat Disagree, Disagree. Some questions were open ended, and respondents were allowed to choose multiple answers or write in their own opinions.

The following sections of this plan will address the results according to subject and a summary of all results are shown in [Appendix A: Public Input](#).

NAL ANALYSIS

NAL stands for Needs, Assets and Liabilities, and offers a structured process for a community to explore their current situation. The process helps a community gather information from a small, but representative, group of local residents and leaders. They are then asked for their community perceptions, in four separate areas. The first two areas are internal: the strengths and weaknesses from within the community. The second two categories are external: the opportunities and threats from outside the community. For example, an external threat may be the national economy, or decreased federal funding that affects local schools. When all the factors are combined, the community can then begin to form a clearer picture of the community's situation.

The Steering Committee participated in a NAL exercise. The Steering Committee members were given an overview of how NAL works and then were asked to fill out a NAL worksheet individually. The exercise was to cover five separate areas of issue: Quality of Life, Community Services, Economic Development, Land Use, Transportation and Natural Resources. The Steering Committee then discussed their opinions and worked to develop the top issues in each category. These were then used to formulate the goals and objectives for the Action Plan.



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SECTION 3



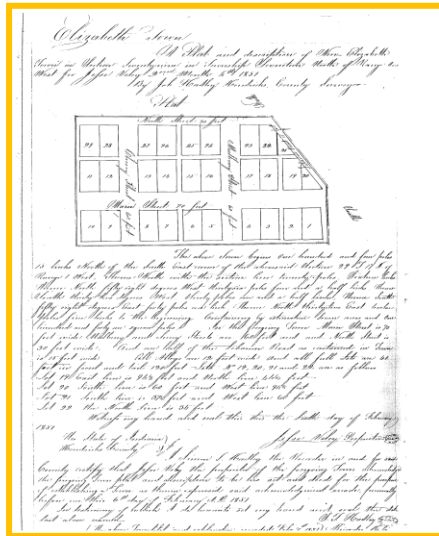
COMMUNITY PROFILE

IN THIS SECTION...

This Section gives background information of the community.

It includes:

- Location
- History
- Archeological/Historic Sites
 - Prominent Landmarks
 - Historical Sites
- Demographics
 - Comparison Communities
 - Population





For any Plan to be effective, it should address the existing conditions of the community as well as its needs and desires for the future. This section updates those factors through a summary of data, trends and facts about the Town of Lizton. The information collected and presented in this inventory is used as a guide to update this Plan.

As the first step in the process, this inventory identifies the issues, opportunities and constraints that serve as a basis for the remainder of the Plan. Overall, the information reported here will provide valuable direction to assess the existing needs of the existing needs of the community, county, and region. It is important to identify where a community has been and what natural course it may follow. Utilizing this information in the development of this updates plan will substantiate further actions as the community evolves in the future.





LOCATION

Like many communities throughout Indiana, the Town of Lizton has always been a small community where all the people know one another by name. It has been a rural way of life, not impacted by urban uses. The values are those of a rural community – neighborliness, the opportunity to walk to various community facilities, and tree-lined streets.

In recent years though, urban sprawl is beginning to encroach upon parts of Hendricks County. Hendricks County is the 3rd fastest growing county in Indiana and lies just west of Marion County/Indianapolis. In the past decade alone, the eastern part of Hendricks County has seen dramatic growth in the towns of Brownsburg (28,973; +36.1%), Avon (21,474; +72.5%) and Plainfield (34,625; +25.3%).

Some of the other towns in the county, Danville (10,559; +17.3%) and Pittsboro (3,682; +25.7%) have shown smaller growth except for Pittsboro which lies along the I-74 corridor just to the east of Lizton. Its growth is similar to that of the larger towns along the Marion County border.

Only the small towns of Clayton (908; -6.5%) and North Salem (464; -10.4%) show any decrease in population in the past decade.

Lizton itself showed a slow growth of 4.7% to 511 people.

Urban Sprawl

Urban sprawl is a pattern of development characterized by the decentralization of land uses. This occurred over a period of time as single use zoning districts were developed, primarily as a response to the conditions created by the mixing of heavy industrial uses with residential uses in former decades. This sprawl demands the use of a private vehicle to move from one single-use zone to another. Its great success destroyed the walking suburb and the streetcar. Grocery stores, schools and employment became separated from housing, thereby requiring new roads and vehicles. It discourages self-contained neighborhoods and a sense of community. It encourages land consumption, thereby requiring high public infrastructure investments.

Sprawl is also difficult and expensive to maintain, and the financing of home and car ownership is becoming more difficult for many wage earners. Also considerable amounts of time are required to navigate the pattern of sprawl, making time a premium. Time spent with children, the family, with neighbors and working within the community is limited. This Comprehensive Development Plan will address these concerns.

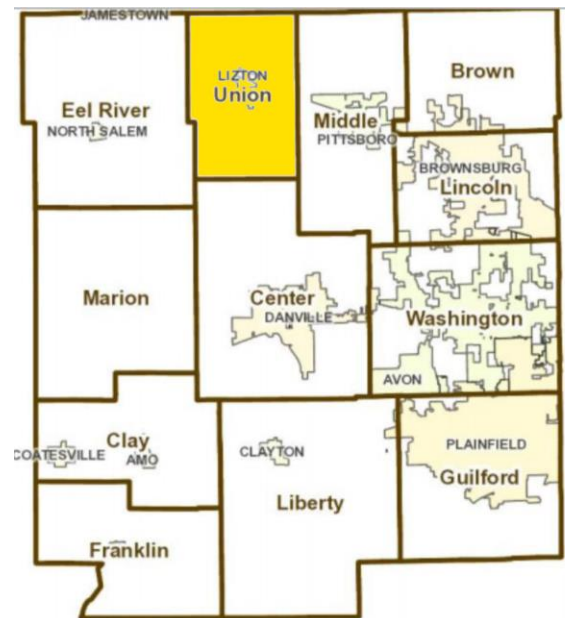


The Town of Lizton, which lies 5 miles due west of the Town of Pittsboro and 10 miles west of Brownsburg, is beginning to feel the impending pressure from developers. This is not only the story of Lizton, but also of many other communities located across the nation which are in fairly close proximity to a large growing urban area.

Indianapolis Urbanized Area



Hendricks County





HISTORY

Hendricks County was created as a county by the legislature and Governor William Hendricks on December 20, 1824 eight years after the statehood in 1816. Within four years, settlers were entering the area that was to be known as Lizton and Union Township. At that time (1828), a trail from Indianapolis to Crawfordsville passed east to west about one-half mile south of what is now US 136. A large beech tree along this trail (at Lizton) was inscribed 22 miles to Indianapolis and 22 miles to Crawfordsville. With a Government Land Office in Crawfordsville, a road was needed. A log corduroy road was built in 1829 for this purpose. With this abundance of trees in the area, it was possible to build the crooked road around the many swamps.

Lizton, the major town in Union Township, traces its origins to the 1830s when school was taught in a cabin on the farm of Archibald Alexander. In 1837 the township's first school was built at this location. A Christian church, known as Alexander's Church, was constructed there in 1848. The first permanent settlers were Isaac Vieley and his son, Jessie. Mr. Vieley had entered the land in 1828 and settled here in 1831.

Initially, the town was laid out along U.S. 136; however, when the Indianapolis and Bloomington Railroad passed just north of town, the business district shifted north along the tracks even before the trains began to operate in 1869. The original twenty-nine lots were plotted by Jessie Vieley in 1851.

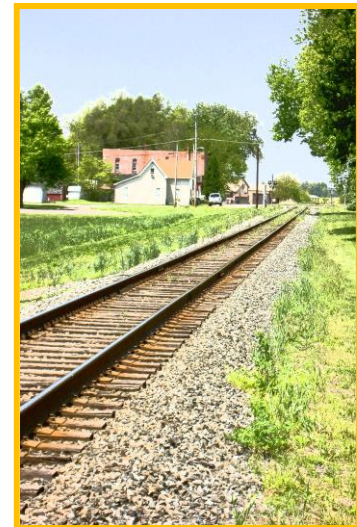
The town was originally called "Elizabethtown" to honor Mr. Jessie Vieley's wife, Elizabeth Leak Vieley. The name was shortened to "Liz-ton" on May 1, 1873. The town's name was shortened to Lizton at the request of railroad telegraph operators, but local folklore suggests it was because of a cholera epidemic which killed 24 people in August and September of 1873 and frightened away many other residents and businesses. However, the post office had changed its name on May 1, 1873 several months before the epidemic. By this time, the town had grown to

more than a hundred lots. A station of the underground railroad was operated from a cellar under Joe Hadley's barn northeast of Lizton.

The first death in the Lizton area was Nancy Duncan on May 10, 1835. She is buried in the Cuncluff Cemetery.

Early transportation passed through Lizton with the first form being a stagecoach route between Indianapolis and Crawfordsville. The local stop was at a tavern just east of Eel River along what is now US 136. The four horse-drawn stage carried mail and passengers between Indianapolis and Crawfordsville. The trip took four days. In 1868 and 1869, the Indianapolis, Bloomington and Western Railroad brought a boost to the town. Then in July 1907, the Indianapolis, Crawfordsville and Western Traction Line (Inter-urban, also known as the Ben Hur line) began a twenty-one-year business.

The right of way was along the north side of the railroad. Remnants of the line are still visible today. With private ownership of cars and the paving of US 136 and SR 39, the Inter-urban began losing business and quit running in June of 1928.



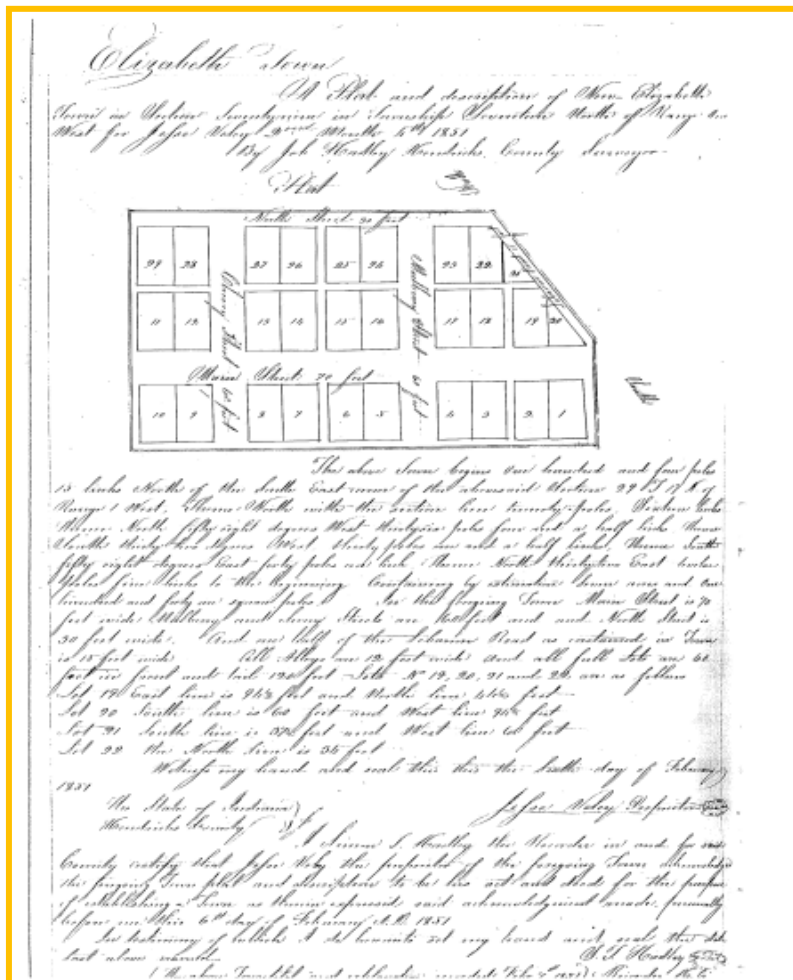
At one time, there were eight one-room schoolhouses throughout Union Township. Then a central high school was established in town. Then consolidation of three school corporations brought about the Northwest Hendricks School Corporation. Tri-West Jr-Sr High School is now located just outside of Lizton on US 39.

The oldest business in Lizton is the State Bank of Lizton. It was organized in 1910 with Marion Bailey being the first president from 1910 to 1937. It is still going strong with a main office here in Lizton and four branches; Pittsboro, Brownsburg, Lebanon and Jamestown.



The town was incorporated in 1909. The Town of Lizton and Union Township in which it is located began to gain population again and continued to grow until the Great Depression of the 1930's. There was a gradual decline in population until the last decade. The construction of I-74 along the town's northern border has once reestablished Lizton's location as an attractive location for growth and development.

Research shows that Lizton is the only town in the world with that name. The most popular thought is that the name was changed from Elizabethtown to Lizton to aid the railroad schedule by making a shorter name.



Original plat of Elizabethtown, Indiana

Archaeological/Historic Sites

The State Historic Sites and Structures listings and the National Register of Historic Places listings from the Indiana Department of Natural Resources' Internet site were reviewed to identify structures listed within the Planning Area. We also reviewed the Interim Report of Historic Sites and Structures for Hendricks County to identify potentially historic sites located in the Planning Area. Several sites located within Lizton are identified in the Interim Report. A map of the sites described in the Interim Report are shown in the figure below and a listing of the individual sites can be seen in [Appendix B: Historic Sites](#)

Prominent Landmarks/Buildings

By 1885 the town boasted a tile factory, the Lizton Hotel, several physicians, and druggists, as well as two general stores and other businesses such as a blacksmith shop, millinery shop, a saw and a gristmill. The largest commercial building is the c.1880 Knights of Pythias Building, Castle Hall (005), which serves Lodge No. 342, and was the original home of the Bank of Lizton, which was founded as a private bank in 1910. The bank became the State Bank of Lizton in 1920 after receiving a state charter. It is Lizton's oldest business.



c.1880 Knights of Pythias Building, Castle Hall

Lizton was the site of the Union Township School (007) which was completed in January 1922 and used until 1975. The structure was designed by the architectural firm of McGuire and Shook and replaced an eight-room school which was condemned in 1921.



C.1921 Lizton/Union Twp School

Most of Lizton's residential architecture dates from the early twentieth century. Typical examples include two Bungalows (001,017) on Lebanon Street and Main Street.



Historic Sites

See *Appendix B: Historic Sites* for the Interim Report.



DEMOGRAPHICS

The demographic analysis considers characteristics such as population, age, race, ethnicity, place of work, and educational attainment to identify demographic trends that will impact the future housing, education, jobs recreation, transportation, community facilities and other need of Lizton.

Data gathered and analyzed for the purposes of this comprehensive plan was primarily from the U.S. Census Bureau, Census on Population and Housing, and U.S. Bureau of Labor Statistics. Unless otherwise stated, the data used in this analysis was derived from the most recent, readily available data from the U.S. Census. As the community continues to change and updated data is released, trends and projections should be verified to ensure that the assumptions made about the population change, demographics, education and economy remain true.

Unfortunately, the full 2020 Census data will not be available until sometime in 2022 so the data used throughout this document will be from the latest available which is from the 2019 American Community Survey (ACS). Also, the Census Bureau will not release its standard 2020 ACS 1-year estimates because of the impacts of the COVID-19 pandemic on data collection until after November 30th, 2021. This is why the ACS 2019 data is used throughout this document.

HOW DOES LIZTON COMPARE?

An important first step in any planning effort is to identify demographic and economic trends that may be unique in addition to those which mirror regional, state or national trends. This provides the community with the knowledge needed to guide Lizton in the direction to which they aspire. By analyzing historical data on the demographics of Lizton and comparison communities, trends are revealed. Comparison communities are used to further identify the trends by comparing the changes over time.

The comparison communities share similar characteristics to Lizton, and were selected based on the following:

Geographic Characteristics

- Located on minor State and or Federal highways.
- Mainly surrounded by rural landscape.
- In close proximity.

Demographic Characteristics

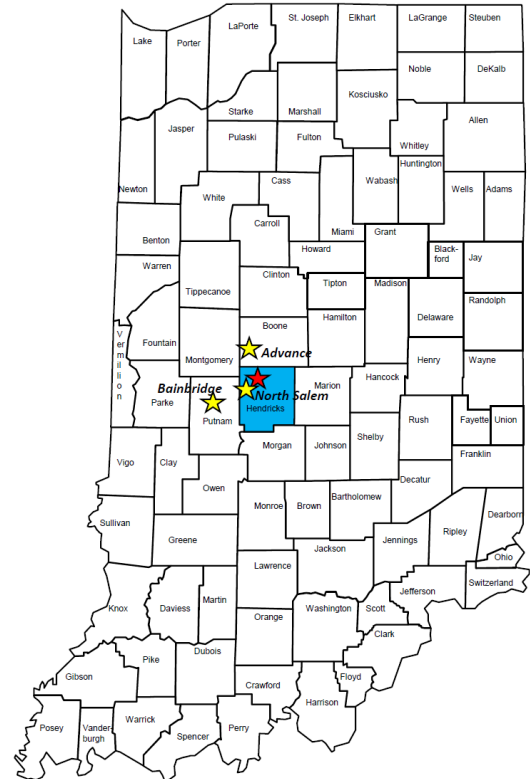
- Contain a population close to 500 people.

Economic Characteristics

- Similar industry and occupational profiles

Comparison communities used in this analysis include:

- *Advance (pop.503), Boone County*
- *Bainbridge (pop.684), Putnam County*
- *North Salem (pop.464), Hendricks County*



It is also important to note that Census Geographies are not static; boundaries can change or be redrawn entirely due to changes in political boundaries, population growth or other factors. For the purposes of comparing historical (such as 2010) and current estimated (such as 2019) Census data, the geographic areas are considered to be generally equivalent.



POPULATION

Population Trends

The population for Lizton from the last US Census in 2010 was 488 people. The 2019 ACS shows a population of 511 representing a population an increase of 4.7%. During the same period (2010/2019) the population of Hendricks County increased by 29,340 or 20.2%. Of the comparison towns, only Advance showed an increase in population of 5.4%. Both the towns of Bainbridge (-8.3%) and North Salem (-10.4%) saw decreases in population.

Population by Age

Shown the table below is the breakdown by an age group for the Town of Lizton. As can be seen by comparing it to the percentage for the county and the State as a whole, the Town of Lizton has higher percentages of younger people in the age groups of school age children (0-19). College age adults (20-24) shows Lizton with a smaller percentage than both the county and the State. Lizton has lower percentages in the 65+ group which is unusual for a small town.

Population by Age

Source: American Community Survey (2019)

	Town of Lizton	Percent of Total Town	Hendricks County	Percent of Total County	Indiana	Percent of Total State
Total	573	100%	163,799	100%	6,732,219	100%
Preschool (0 to 4)	66	11.5%	9,698	5.9%	414,553	6.2%
School Age (5 to 19)	114	20.0%	35,590	21.7%	1,347,812	20.0%
College Age (20 to 24)	24	4.2%	9,590	5.9%	467,839	6.9%
Young Adult (25 to 44)	192	33.5%	43,733	26.7%	1,712,087	25.4%
Adult (45 to 64)	149	26.1%	43,660	26.5%	1,705,456	25.4%
Older Adult (65 +)	28	4.9%	21,828	13.4%	1,084,472	16.1%
Median Age	33.1		37.7		38.0	



A stable population would have generally equal numbers for almost all age groups except the oldest. The presence of a wide base in population pyramid indicates high birth rates (growing population) while a narrow base indicates low birth rates (naturally declining population in the absence of migration).

The median age in Lizton was 33.1 years old, which was lower than the county (37.7) and of Indiana (38 years old).

Population Projection Table			
Year	Lizton	Hendricks County	Indiana
1980	456	69,804	5,490,224
1990	410	75,717	5,544,159
2000	372	104,093	6,080,485
2010	488	145,488	6,417,198
2015*	489	157,848	6,612,768
2020*	511	174,788	6,738,573

**projections*

Above is a population projection table (STATS Indiana) where it shows the history of the population for the Town of Lizton, compared to Hendricks County and the State of Indiana and the projections for 2020. The increase in population for both Hendricks County and Lizton is in keeping with historical data which shows both to have had increases in population since 1910.



Race and Ethnicity

The population breakdown by gender and race:

- 49.9% Male, 50.1% Female
- Median Age: 33.1
- 97.0% White; 1.0% Black or African American; 2.0% American Indian; 0.0% Asian; 0.0% Hispanic or Latino; 0.0% some other race.

Lizton's population was 97.0% white in 2019. Lizton is less diverse in racial composition than Indiana (84.2% white) and the United States (73.6% white). However, Lizton is somewhat less similar to Hendricks County (87.0% white). When compared to the surrounding region, Lizton falls in first in diversity of the comparison communities in racial composition, Advance (97.8% white); Bainbridge (100.0% white); North Salem (99.5% white).

Defining Race & Ethnicity:

Race and ethnicity are considered two separate & distinct Characteristics. Race categories include White, Black, African American, American Indian/ Alaska Native, Asian, Native Hawaiian/Pacific Islander, and Other Race. Ethnicity refers to a person's origin. Examples of Hispanic origin could include a person of Cuban, Mexican, Puerto Rican, South/Central American, or other Spanish culture or origin. People who identify their origin as Hispanic Latino or Spanish can be any race.

Educational Attainment

Lizton has a higher percentage of its population that have achieved a high school diploma or higher (98.9%) when compared Hendricks County (94.0%) and to Indiana (89.6%). In regard to higher education, Lizton has 32.8% of the population who have earned a bachelor's degree or higher. Measured against Hendricks County (37.0%), Indiana (26.5%), Lizton is just short of the county but higher than the state average.

COMMUNITY FACILITIES and SERVICES

EDUCATIONAL SERVICES

Primary/Secondary

The Town of Lizton is served by the North West Hendricks School Corporation which is a consolidation of three townships in northwestern Hendricks County. It is a growing school district comprised of rural and small community areas. Tri-West High School and Tri-West Middle School are located within the Lizton town limits. Two elementary schools also serve the district. North Salem Elementary is located in the northwest section of the school district in the town of North Salem. The enrollment area consists of the townships of Eel River and Union and the towns of North Salem and Lizton. Pittsboro Elementary is located in the Town of Pittsboro and serves the town and residents of Middle township.

The high school and Pittsboro Elementary were expanded in 2010. Starting in 2021, the high school campus began a multi-million-dollar renovation of its sports facilities and its bus maintenance facility. The administration building is being renovated and added on to as well.

The Board of School Trustees is comprised of five elected board members, two at-large and one from each of the three townships.





School enrollment, as shown below, has been steady for the past ten years.

2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
1,877	1,937	1,904	1,881	1,901	1,889	1,937	1,873	1,877	1,896

Higher Education

The community is close to numerous colleges and universities including four major state universities and numerous smaller private colleges and universities including Indiana State University, Ball State University, Purdue University, Indiana University, DePauw University, Wabash College, Butler University, Marian College, and Franklin College.

COMMUNITY SERVICES

Library

Lizton has no public library. The nearest public library is located in Danville and Brownsburg which are both approximately 9 miles from Lizton.

Post Office

The post office is located at 405 Church St. in the old downtown area. Most all residences and businesses located in the town limits have no mail delivery service but have PO boxes at this facility.



SOCIAL SERVICES

Senior Services

Hendricks County Senior Services is located at 1201 Sycamore Lane in Danville. Its 15,200 square foot building houses the agency offices as well as an expanded senior center. Included are a dining hall, dance hall, classroom, library and a fully equipped fitness center. The agency is the operations manager for LINK Hendricks County, the rural public transit system of the county. Services are also provided onsite, in the community and in-home.

Healthcare

There is one local healthcare office in Lizton which is run through the Hendricks Regional Health system. It has two doctors and one nurse practitioner. Its hours of operation are M-F.

The nearest major hospitals are Hendricks Regional hospitals in Danville (11 miles) and in Brownsburg (12 miles). Most of the major hospitals in Indianapolis are only 30 minutes away.



ORGANIZATIONS and EVENTS

Not-for-Profit

The Town of Lizton has one community group called the Lizton Community Foundation. This group plays an active role in the community. It helps sponsor the annual Fish Fry as well as the annual Easter Egg Hunt and Halloween Party for the youth of Lizton.

The town has a Lions Club which operates a club house and athletic facilities in town.

Festivals/Events

Currently the only community gathering is the annual Fish Fry/Car Show held by the Lizton Community Foundation and the Lizton Lions Club.

The town does play host to the Tri-West Homecoming Parade each fall.



Religious Institutions

The Town of Lizton has three churches (Baptist, Methodist and Christian) to serve its public.





QUALITY of LIFE

Quality of life is an examination of influences upon the goodness and meaning in life, as well as people's happiness and well-being. From our perspective, the ultimate goal of quality of life is to enable people to live quality lives -- lives that are both meaningful and enjoyed.

Quality of life can have a different meaning to different people. The quality-of-life issues we looked at included issues affecting the social as well as the physical nature of the community, i.e. seniors, youth, community image, volunteerism.

Throughout the Citizen Survey there were questions asking about different quality of life issues. Overall, most residents (62%) agreed that the quality of life in Lizton was excellent and/or good.

GENERAL	Excellent	Good	Don't Know	Fair	Poor
The overall quality of life in Lizton	2	16	0	9	2
	7%	55%	0%	31%	7%
	62%			38%	

Community Image

A community's image is important in fostering civic pride and attracting new residents and businesses. Several questions were asked in the Citizen Survey about how the residents of Lizton perceived the image of their community.

As you can see by the results of the survey the respondents did not have a high opinion of their community. This lack of community pride can hinder efforts to improve the quality of life in a community. All categories were in the fair/poor range.

When asked about the overall image/reputation of Lizton 69% responded negatively. The overall appearance of the town had only a 7% positive response.



IMAGE/APPEARANCE					
Openness and acceptance of the community toward people of diverse backgrounds	Excellent	Good	Don't Know	Fair	Poor
	2	9	4	7	7
	7%	31%	14%	24%	24%
	38%			48%	
Cleanliness of Lizton	Excellent	Good	Don't Know	Fair	Poor
	1	9	0	9	10
	3%	31%	0%	31%	34%
	34%			66%	
Overall image or reputation of Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	8	1	13	7
	0%	28%	3%	45%	24%
	28%			69%	
Overall appearance of Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	2	0	16	11
	0%	7%	0%	55%	38%
	7%			93%	

Living in Lizton

A community ability to attract residents and promote growth is dependent on its livability. The results from the Citizen Survey show that most were agreeable that the town had a high rate of livability. Only two questions were rated in the negative, one being the overall feeling of community. This can be a result of the lack of community activities and community involvement. The other area which scored poorly was the idea of Lizton as a place to visit which is understandable for most small communities which lack sources of recreational or entertainment amenities.



LIVING					
	Excellent	Good	Don't Know	Fair	Poor
Lizton as a place to live	4	16	0	7	2
	14%	55%	0%	24%	7%
	69%			31%	
Lizton as a place to raise children	4	15	2	8	0
	14%	52%	7%	28%	0%
	66%			28%	
Cost of living in Lizton	2	15	2	8	2
	7%	52%	7%	28%	7%
	59%			34%	
Lizton as a place to retire	5	11	0	5	8
	17%	38%	0%	17%	28%
	55%			45%	
Neighborliness of residents in Lizton	3	12	0	11	3
	10%	41%	0%	38%	10%
	52%			48%	
Overall feeling of community	2	12	0	10	5
	7%	41%	0%	34%	17%
	48%			52%	
Lizton as a place to visit	3	3	0	8	15
	10%	10%	0%	28%	52%
	21%			79%	

When asked if they see themselves and/or their families living in Lizton for the next 5 years 76% of the responses were positive. Seventy-nine percent (79%) also said that they would recommend Lizton as a place to live.



RESIDING					
Recommend living in Lizton to someone	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	9	14	0	4	2
	31%	48%	0%	14%	7%
	79%			21%	
Remain in Lizton for the next five years	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	18	4	1	3	3
	62%	14%	3%	10%	10%
	76%			21%	

Socializing

For many small towns socializing is the heart of the community. Community matters and events are made aware through the common practice of socializing. Although not as important in today's world of technology, the act of communication through socializing still plays a unique role in how a small community works. Lizton scored in the negative for opportunities to socialize except for the case for religious based events.

SOCIALIZING					
Opportunities to participate in religious or spiritual events and activities	Excellent	Good	Don't Know	Fair	Poor
	2	13	5	8	1
	7%	45%	17%	28%	3%
	52%			31%	
Opportunities to attend cultural/arts/music activities	Excellent	Good	Don't Know	Fair	Poor
	0	4	3	4	18
	0%	14%	10%	14%	62%
	14%			76%	
Opportunities to participate in social events and activities	Excellent	Good	Don't Know	Fair	Poor
	0	3	3	8	15
	0%	10%	10%	28%	52%
	10%			79%	



Volunteerism

There is a lack of volunteerism in the community. Small communities such as Lizton have a very limited pool of people to recruit for volunteer efforts. The problem with volunteering is problematic in Lizton due to the lack of community events and organizations to participate in.

	Excellent	Good	Don't Know	Fair	Poor	
Opportunities to volunteer	0	3	8	10	8	
	0%	10%	28%	34%	28%	
	10%			62%		
Opportunities to participate in community matters	Excellent	Good	Don't Know	Fair	Poor	
	0	4	6	10	9	
	0%	14%	21%	34%	31%	
	14%			66%		



COMMUNITY FACILITIES and SERVICES

GOAL:

Maintain a vibrant community for all citizens so they will work towards much higher levels of civic productivity, educational and cultural attainment, and quality of life to encourage greater civic pride.

OBJECTIVES:

- Continue efforts to develop an excellent quality of life by beautification efforts and other measures to provide for a healthy and vibrant community.
- Support the civic organizations in the Town to promote improved community interaction and volunteerism.
- Promote the community image and character through events, festivals, and community improvements.
- Review current Town ordinances and update if necessary and determine the need for new ordinances.
- Develop better communications in order to promote improved community awareness.
- Enhance gateway points into the community.

STRATEGIES:

- Enforce current ordinances.
- Promote community clean up days.
- Develop and promote community events and activities.
- Use town website as a portal for enlisting volunteers for community events and to inform the community on issues affecting their quality of life.
- Continue to expand community policing and its presence in the community.



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SECTION 5



PUBLIC FACILITIES and SERVICES

IN THIS SECTION...

This section identifies issues affecting the quality of life as well as the built environment of the community. It looks at the current public services and facilities.

- Public Facilities and Services
- Public Utilities
 - Water, Sewer, Stormwater
 - Other
- Government and Fiscal Capacity
- Goals, Objectives, Strategies



PUBLIC FACILITIES and SERVICES

With the exception of the Town Hall and the Fire Station, the Town of Lizton does not contain a dedicated community center, library, governmental, or other civic and social service buildings.

Town Hall

The existing Town Hall is located on Lebanon Street. The building serves as the general offices for the Clerk Treasurer and the police department. The building was constructed in the 1950's so it is now over 70 years old. There were updates made in the mid 2000's mainly to the Clerk Treasurers office.



The structure should be inspected and rehabilitated if needed. The council meeting room is small and only has the limited capacity to hold 25 people.

As the community grows, it would be beneficial to plan for a new multi-use facility that could house the Town Hall, Clerk Treasurer office, police department and possibly the fire department as well. The facility could also serve as a Community Center for other functions as well.

Police Department

The Lizton Police Department services the entire Town of Lizton. The Police Department consists of two employees, both part-time. The fleet consists of two patrol cars. The Town Marshal is appointed by the town council and serves twenty (20) hours per week. The Deputy Officer works twelve (12) hours per week. The Lizton Police Department, while small in manpower, has the Hendricks County Sheriff's Department and the Indiana State Police to help ensure the safety of its citizens.



The Lizton Police Department is located in the Town Hall building.

Fire Department and Emergency Response

The Lizton/Union Twp. Fire Department was founded in 1946 as a joint effort between the Town of Lizton and Union Twp. The department was originally housed in a station that the Town of Lizton owned and was constructed by volunteers in the community. The building was located at 106 N. Lebanon St., the current town hall. Union Twp. built a new station in 1997 located at 101 E Main St. The department is staffed by 20 highly skilled volunteer Firefighters and E.M.T.'s.



The Lizton/Union Twp. Fire Department protects 24 square miles of mostly rural area in Hendricks County. The department responds to an average of 300 calls for emergency services a year.



Emergency Response Plan

The purpose of an Emergency Response Plan (ERP) is to provide guidance to officials and employees when faced with handling an emergency or disaster which jeopardizes any of the Town's operations. Currently the Town has no such plan in writing. The Town Code does not contain anything pertaining to Emergency Response, Hazard Mitigation, or Cyber-security only the adoption of the National Incident Management System ordinance in 2006. In addition, while the Town is required to test and report on safe drinking water standards, there are no guidelines to assess and evaluate areas of the wastewater or water supply systems that could be vulnerable to loss of service.

Hazard Mitigation Plan

The Town does not have its own hazard mitigation plan but instead follows the Hendricks County plan. The mission of the Hendricks County Emergency Management is to lessen the loss of life, reduce injuries, and reduce property damage during natural, technological, and man-made events through mitigation (reducing the negative impact of disasters before they occur), preparedness (conducting training and exercises for emergency responders, creating/ updating emergency plans), response (coordinating quick and timely response by providing resources and equipping emergency responders), and recovery (coordinating and expending restoration efforts). The office is in Danville.

PUBLIC UTILITIES

Communities cannot grow or at best even function without quality infrastructure often known as public works. The operation of municipal public works is crucial to a community's health and safety as well as the continuing improvement in the quality of life. Such things as water systems, sanitation or wastewater treatment facilities, snow removal, etc. – all are within the domain of public works and all essential to the well-being of our communities. These infrastructure assets are at their best when they are operated, monitored, maintained, and improved by public works professionals. Public works departments play an important role in the management of these assets and thereby extend their benefit to the public and prolong their useful life.

The Town operates water, wastewater and stormwater utilities. Other Town facilities include the fire department (joint with Union Township) and the Town Hall. The following is an overview of each utility's existing condition, future projects (if any), and fiscal capacities.



WASTEWATER

Existing Conditions

The Town of Lizton owns and operates a wastewater utility that was constructed between 1973 and 1974. All homes and businesses within the corporate limits of the town are served by the wastewater utility. Tri-West Middle and High Schools, the INDOT Sub-Unit, I-74 Rest Areas and a medical office building are also served by the Town of Lizton's wastewater treatment plant.



Wastewater Treatment

The Town operates a Class II 0.15 MGD activated sludge extended aeration treatment facility that was installed in 1998 and expanded in 2005. The plant is an Aero-Mod design and is made up of partially prefabricated stainless-steel components that are installed in rectangular concrete tanks. Included in the arrangement is a bar screen, a first stage aerator for nitrification, two (2) second stage aerators for denitrification, an aerobic digester for sludge digestion, two clarifiers, a selector tank, and influent and effluent flow meters. The ultraviolet (UV) disinfection system is followed by cascade re-aeration prior to discharge. Drying beds and a liquid fill station are installed for sludge drying and removal. Final sludge is hauled off-site for disposal. Treated effluent is discharged to Ross Ditch which flows to the East Fork Big Walnut Creek and eventually the Eel River.

Previously, the plant was permitted as a Class II, 0.30 MGD facility based on a 2005 expansion which included the installation of an additional 0.15 MGD Aero-Mod package plant. However, the second package plant was never operational and is now out of repair. As such, at the Town's request the facility description in the NPDES permit was modified to reflect only the first package plant. Effluent limits were reduced to coincide with the decreased design flow as well as the monitoring and sampling frequency. The permit now reflects requirements for a plant design flow of 0.15 MGD. The



wastewater treatment plant is located on County Road 800 North, on the southwest side of the town.

Collection System

The collection system consists of 100% separate sewers by design with no overflow or bypass points. The original system contained clay pipe that installed in 1973 with approximately 3,780 linear feet of 10" and 10,950 linear feet of 8" gravity lines and 58 manholes. An additional 2,590 of PVC sewers and 10 manholes were installed in 1993 to serve the Stillmeadow development. In 1997 all but 2 segments of the original sewers were lined. In 2005 a lift station was installed to extend wastewater service to the Hendricks Regional health Facility and a proposed development south of Town. The lift station is private but the force main was dedicated to the Town. While the development was not built, the station and force main were designed to allow for easy expansion by installing 2 parallel force mains of different diameters. The Town's collection system contains 4 lift stations. Small pressure sewers serve the INDOT Sub-Unit and I-74 Rest Areas as well as the medical office building. The INDOT Sub-Unit and Rest Areas are served by two (2) additional lift stations.

Future Projects

The Town completed a preliminary engineering report (PER) in 2021 to assess the current system and its future needs. The following is a summary of the needs and recommendations:

Collection System

- Grout or line manholes
- Line remaining sewers and replace or line laterals
- Install additional storm lines/underdrains to route discharges from sumps and downspouts

Treatment Plant

- Replace the outdated comminutor with an influent screen which is more efficient
- Repair the air leak in the diffuser pipe drop in the east aeration tank
- Replace the automatic sampler
- Replace Influent Lift Station Pumps



- Install new blowers
- Refurbish and re-establish the aeration tank in plant no. 2. Convert the remaining tanks to equalization and install a flow splitter, valves, and pumps to better route and regulate flow during high volume periods.
- Replace the Aero-mod controls
- UV system tank improvement
- Install automatic samplers
- Pole barn improvements
- Lab building improvements
- Existing influent comminutor demolition

Lift Stations

- Install LS influent bar screen
- Raise west Area LS wet well
- Install Lift Station auto-dialer

As a result of this study, in 2022 the Town is submitting for grants and loans for an approximately \$3 million dollar improvements project to the wastewater system with a timeframe for completion in 2024.

Financial Status of the Existing Wastewater Utility

The operating costs for the wastewater utility are approximately \$460,000 annually. The Town has 3 outstanding bonds all of which were for sewer utility improvements. The first issued in 1998 has a balance of \$718,000, the second bond was issued in 2003 and has a balance of \$49,000 and the third was issued in 2011 and has a balance of \$66,000. The total bond debt of the town to date is currently \$833,000. Billing records indicate there are approximately 223 customers consisting of single-family residences and non-residential users which mostly serve the local community. Users are billed for wastewater service based on metered water usage. The current sewer rate for a typical 4,000 gallons of water usage is \$54.50 monthly.

Wastewater Systems Map





WATER

Existing Conditions

Built in 2021, the municipally owned and operated water utility is limited to the distribution system. Treated water is supplied by Citizens Energy which eliminates the need for Town owned wells, storage tank, and treatment plant.

The system includes approximately 5 miles of 6" and 12" diameter water mains along streets, bored crossing, hydrants, valves, one master water meters, service connections and miscellaneous appurtenances associated with the project. It provides adequate system pressures and fire protection (40 hydrants) for the community. The main 12" transmission lines along SR 39, US 136, and I-74 to serve the INDOT facilities which lie outside of the town limits. Most lines are PVC which is known for its longevity and durability.

Future Projects

Since the water system is new, there are currently no plans to expand the system except to service possible new developments outside of the town.

Financial Status of the Existing Water Utility

The operating costs for the water utility are approximately \$460,000 annually. The Town has no outstanding bonds on the water utility.

Billing records indicate there are approximately 108 customers consisting of single-family residences and non-residential users which mostly serve the local community. Users are billed for water service based on metered water usage. The current sewer rate for a typical 4,000 gallons of water usage is \$56.00 monthly.



STORMWATER

Existing Conditions

The stormwater drainage system through the town has been minimal. More than likely the original system was constructed during the 1930's. The sparse system consists of undersized pipes, catch basins and inlets. Many of the pipes are broken, cut or damaged. Because of there is no adequate drainage, pavements suffer damage from stormwater each winter when there is freezing and thawing of saturated soil. Additionally, water floods some living spaces, businesses, basements and crawl spaces. Heavy rainfall events result in severe ponding throughout various areas of town.

In 2009, the Town updated the Stormwater Preliminary Engineering Report (PER). As part of this study, several construction alternatives were devised, and a stormwater project was finished in 2012 that helped to alleviate drainage problems throughout the central areas of town that were previously drained by a now defunct county drain. This system starts as a 12" line at the northern end of Town near Levi Street and I-74 and terminates on the south side at the 36" Wheat County Drain. This sewer accepts storm water from several extensions along adjacent streets and associated inlets located primarily at intersections. Some low-lying areas need strategic extensions of pipe and inlets to solve some standing water issues. Several intersections simply need to be graded properly to inlets that should be lowered. Drainage from the Town is absorbed in the soil, flows naturally to lower-level terrain or discharges via unmapped drain tiles to the County Drain.

Future Projects

The Town completed a preliminary engineering report (PER) in 2021 to assess the current system and its future needs. The selected plan for the stormwater system consists of extending the storm system and installing sewers and underdrains to eliminate existing problem areas. The new lines would be routed to an appropriate Town owned sewer which would serve as the outlet. Other areas have been identified where surface water ponds caused by roads that were re-paved and now storm water no longer free flows to the inlets. These roads need to be



resloped and the inlets lowered. Also, a series of storm laterals and underdrains is proposed to eliminate I/I in the wastewater system.

As a result of this study, in 2022 the Town is submitting for grants and loans for an approximately \$1 million dollar improvements project to the stormwater system with a timeframe for completion in 2024.

Financial Status of the Existing Stormwater Utility

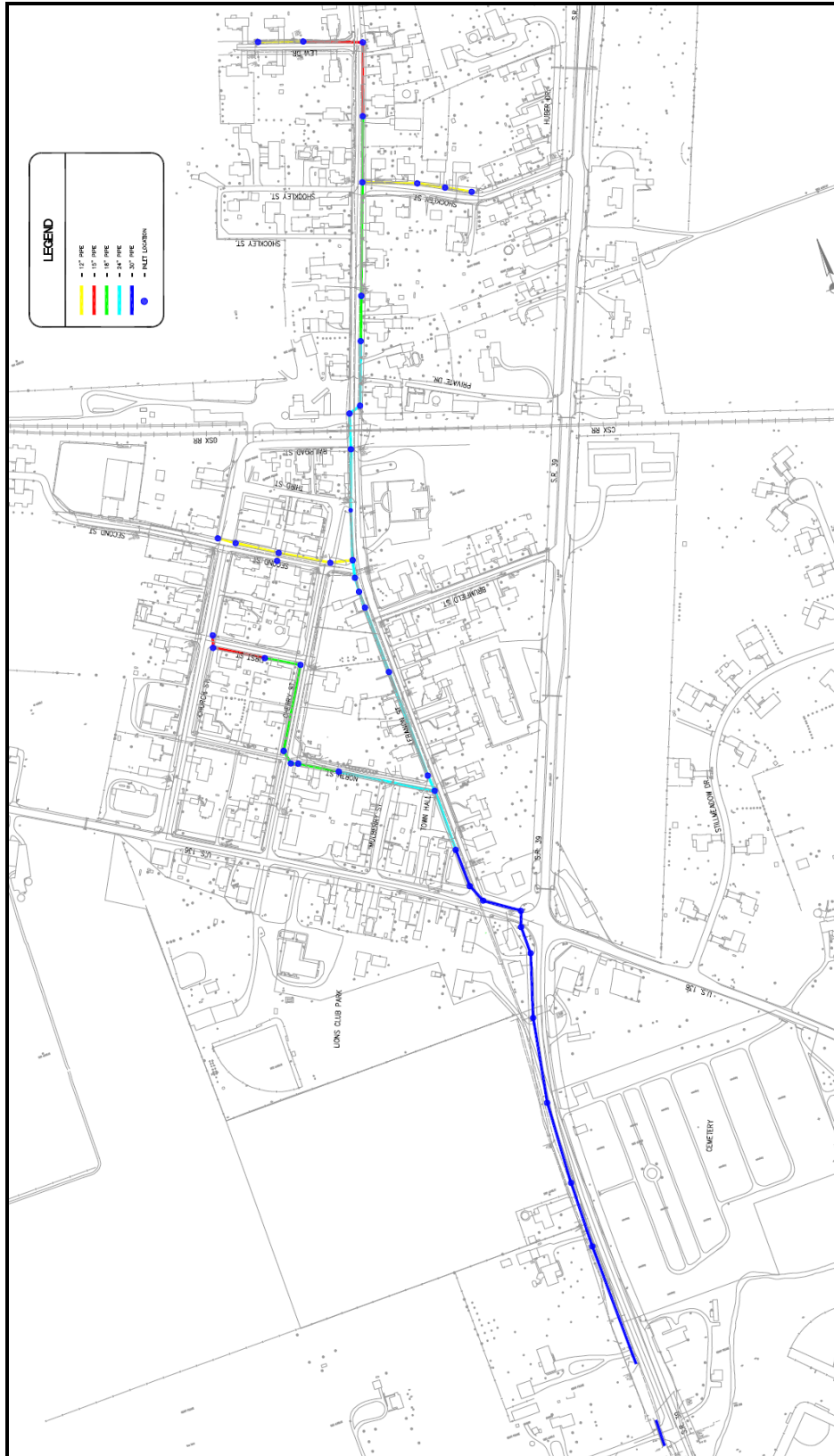
The Town Council established a Stormwater Board in 2008 and in 2011 passed a stormwater rate for all residential and commercial properties.

The stormwater user fee is charged to either the owner or tenant of each property in the Town with imperious surface area depending on which is being billed by the Town for water or sanitary sewer service (i.e. the responsible person or entity shall be the same). In addition to a fixed fee, the bill includes a variable fee based on the Town's determination of the Equivalent Residential Units ("ERUs") for the property. An ERU equals 2,866 square feet of impervious surface area. One ERU shall be attributed to each and every property with imperious surface area and a charge will be imposed for that ERU. Each non-residential property with greater than 2,866 square feet of imperious surface area shall be charged for one ERU plus additional ERUs in increments of one tenth of an ERU for every 286.6 square feet of imperious surface area beyond 2,866 square feet. Government, not-for-profit and tax-exempt organizations shall not be exempt from this fee.

Residential units are charged for 1 ERU which is \$15.00 monthly. All other land uses are based on the above calculations.



Stormwater System Map



OTHER UTILITIES

The current outside utility providers for the town of Lizton include electric, gas, and internet services.

Electric

All electric utilities are provided by Duke Energy.

Gas

Gas service is provided by CenterPoint Energy.

Broadband Internet, Fiber Optics and Communication

Smithville and Spectrum both provide internet and fiber optics.





CITIZEN SURVEY

Part of the Citizen Survey asked about the satisfaction of community services. The following shows the ranking of the services. The services underlined are those that the town has control over while the remaining services are not under the town's authority thus there is little that the town can do but reach out to the initial agency if there seems to be issues.

COMMUNITY SERVICES	Excellent	Good	Don't Know	Fair	Poor
Garbage collection	8	16	2	3	0
	28%	55%	7%	10%	0%
	83%			10%	
Recycling	Excellent	Good	Don't Know	Fair	Poor
	11	12	1	5	0
	38%	41%	3%	17%	0%
79%			17%		
<u>Drinking water</u>	Excellent	Good	Don't Know	Fair	Poor
	6	14	6	3	0
	21%	48%	21%	10%	0%
69%			10%		
Internet services	Excellent	Good	Don't Know	Fair	Poor
	7	13	1	4	4
	24%	45%	3%	14%	14%
69%			28%		
<u>Fire services</u>	Excellent	Good	Don't Know	Fair	Poor
	7	11	2	7	2
	24%	38%	7%	24%	7%
62%			31%		
<u>Sewer services</u>	Excellent	Good	Don't Know	Fair	Poor
	5	11	2	9	2
	17%	38%	7%	31%	7%
55%			38%		
<u>Ambulance or emergency medical services</u>	Excellent	Good	Don't Know	Fair	Poor
	4	9	6	8	2
	14%	31%	21%	28%	7%
45%			34%		

TOWN OF LIZTON
Comprehensive Development Plan
2022-2026



Sheriff services	Excellent	Good	Don't Know	Fair	Poor
	3	10	4	6	6
	10%	34%	14%	21%	21%
	45%			41%	
<u>Town website</u>	Excellent	Good	Don't Know	Fair	Poor
	2	7	5	8	7
	7%	24%	17%	28%	24%
	31%			52%	
<u>Storm drainage</u>	Excellent	Good	Don't Know	Fair	Poor
	0	9	2	6	9
	0%	35%	8%	23%	35%
	35%			58%	
<u>Snow removal</u>	Excellent	Good	Don't Know	Fair	Poor
	3	7	1	10	8
	10%	24%	3%	34%	28%
	34%			62%	
Animal control	Excellent	Good	Don't Know	Fair	Poor
	0	4	7	5	13
	0%	14%	24%	17%	45%
	14%			62%	
Streetlighting	Excellent	Good	Don't Know	Fair	Poor
	0	8	2	7	12
	0%	28%	7%	24%	41%
	28%			66%	
<u>Traffic enforcement</u>	Excellent	Good	Don't Know	Fair	Poor
	0	6	4	10	9
	0%	21%	14%	34%	31%
	21%			66%	
<u>Police services</u>	Excellent	Good	Don't Know	Fair	Poor
	0	6	3	7	13
	0%	21%	10%	24%	45%
	21%			69%	
<u>Code enforcement</u> (weeds, abandoned buildings, etc.)	Excellent	Good	Don't Know	Fair	Poor
	0	3	6	6	14
	0%	10%	21%	21%	48%
	10%			69%	



The only town services that rank in the Excellent/Good category are drinking water, fire, sewer, and ambulance/EMS services. The rest are in the Fair/Poor range with policing services and code enforcement having the lowest ratings. These services have had low ratings in past plan updates and are a continual problem for the community due to the limit man hours available for policing and the lack of an employee for code enforcement.



GOVERNMENT and FISCAL CAPACITY

Authority

Pursuant to Indiana code, Lizton is a municipal corporation formed to provide and render service to and for the benefit of its residents. The Town has been in the business of providing utility services since the 1970s. As such, they have the capability of providing customer service, billing, accounting, maintenance, and management for all utility services at very little additional cost to its existing customers.

In accordance with IC 8-1.5-2-3 the Town has the lawful power and authority to obtain permits and establish rates, charges, rules and regulations for utility services to be rendered. Included in this, is the entitlement to use public roads and property to render such utility services to the extent permitted by law. The Town currently provides police, fire, wastewater collection, drinking water, and storm water management services to its citizens.

Written rules and regulations are in place to govern and manage Town operations and services. Ordinances are in compliance with all applicable local, state, federal and other rules and requirements that pertain to public systems. The documents are kept on file at the Town Hall and are available electronically.

Town Organization

The Town is governed by the Council which consists of three (3) elected officials who are responsible for overseeing Town business. Council members are elected for staggered four-year terms. The Council selects one member to serve as Council President.

The Town Council oversees all Town operations and utilities. The powers and duties of the Council include:

- Managing Town property
- Road construction and maintenance



- Water, Wastewater, and Storm Water Management
- Operating and funding services and programs
- Approving and passing ordinances
- Approving expenditures for public projects and services
- Making appointments to commissions and boards

Active boards and commissions include the Board of Zoning Appeals and the Plan Commission. Board members are appointed according to the state statute.

Town Employees

The Clerk Treasurer is elected for a four-year term. The Clerk Treasurer manages the finances and administers day to day activities. The Clerk Treasurer prepares the budget and is responsible for administration of Town business. This position also collects fines and penalties from enforcement actions related to non-compliance with the Town Code.

The Maintenance Superintendent is part time and answers to the Town Council. The town Maintenance Supervisor duties include street repairs and building maintenance. Police services are provided by the Town and is located in the Town Hall building consisting of 2 part time officers.

Other

Fire protection is provided by the Union Twp-Lizton volunteer Fire Department. The fire station is located in the Town. The station equipment and programs are funded through taxes from the township and the town and also fund-raising activities. The Fire Chief and Assistant receive partial pay. The remaining volunteer crew members receive minimal compensation.

The sewer, water and stormwater utilities maintenance and day to day operations are provided through a private contractor. Planning and zoning is also contracted through a private consulting firm. An on-call attorney is contracted to oversee legal matters for the Town. The attorney is responsible for preparing ordinances, resolutions, and contracts.



Ordinances

The Town operates under the Town Code which stipulates all provisions of governance. The Ordinance is reviewed as needed or at a minimum every five years. The document contains the following chapters:

- General Provisions
- Administration
- Public Works
- Traffic Code
- General Regulations
- Business Regulations
- General Offences
- Land Usage
- Special Ordinances
- Code References

Fiscal Capacity

The Clerk Treasurer is the Fiscal Officer of the Town. The position is elected every 4 years. The Town is subject to audit by the Indiana State Board of Accounts. The annual budget separates revenues and disbursements under three categories; Government Activities, Wastewater, and Water.

Annual revenues are approximately \$1,430,000 dollars. The largest revenue sources are property taxes. Generally, the water and wastewater utilities do not result in a profit. Disbursements in 2021 totaled \$1,426,000 which resulted in an increase in the available cash balance. The largest disbursements are for wastewater service.

The Town has 3 outstanding bonds all of which were for sewer utility improvements. The first issued in 1998 has a balance of \$718,000, the second bond was issued in 2003 and has a balance of



\$49,000 and the third was issued in 2011 and has a balance of \$66,000. The total bond debt of the town to date is currently \$833,000.

Citizen Survey

The Citizen Survey asked a few questions about the town government and how they are perceived.

The following is the results of those questions.

	Excellent	Good	Don't Know	Fair	Poor
Treating all residents fairly	4	9	8	8	8
	11%	24%	22%	22%	22%
	35%			43%	
Generally acting in the best interest of the community	4	8	6	7	12
	11%	22%	16%	19%	32%
	32%			51%	
The job Lizton government does at welcoming citizen involvement	5	6	6	8	12
	14%	16%	16%	22%	32%
	30%			54%	
The value of services for the taxes paid to Lizton	3	6	6	8	14
	8%	16%	16%	22%	38%
	24%			59%	
The overall direction that Lizton is taking	0	6	2	12	9
	0%	21%	7%	41%	31%
	21%			72%	
Overall confidence in Lizton government	0	5	3	9	12
	0%	17%	10%	31%	41%
	17%			72%	

As you can tell from the results, the majority of the respondents had either answered fair or poor to each question. Of particular concern was the question of government confidence and the direction that the town is taking for the future.

Although when asked how often respondents have been involved in government affairs the result was overwhelming low.



Contacted the Town of Lizton (in-person, by phone, email) for help or information	Once a week or more	Once a month or more	Once a year or more	Not at all
	1	6	21	1
	3%	21%	72%	3%
	24%		76%	
Contacted Lizton elected officials (in-person, by phone, email) to express your opinion	Once a week or more	Once a month or more	Once a year or more	Not at all
	1	3	10	15
	3%	10%	34%	52%
	14%		86%	
Attended a local public meeting	Once a week or more	Once a month or more	Once a year or more	Not at all
	0	3	12	14
	0%	10%	41%	48%
	10%		90%	
Spoke at a local public meeting	Once a week or more	Once a month or more	Once a year or more	Not at all
	0	2	5	22
	0%	7%	17%	76%
	7%		93%	

It is evident that the relationship between the community and the town government needs to be improved. By using the town's website and by other public notice means this can hopefully be improved upon.



PUBLIC FACILITIES and SERVICES POLICY

GOAL:

To improve and maintain the infrastructure of Lizton in a way that enhances community pride, provides a tool for managing growth, and ensures the well-being of the community.

OBJECTIVES:

- Plan for the installation, expansion, and regular maintenance of utility facilities and services to sustain appropriate service levels as Lizton grows.
- Plan for the expansion of town hall, police and fire vehicles and buildings.
- Keep all municipal employees current on training opportunities.
- Assure adequate manpower and equipment to respond to emergencies.
- Improve relationship between town authorities and the community.

STRATEGIES:

- Assess current fire and police facilities and equipment by developing a capital improvements program.
- Complete upgrades to sewer infrastructure and wastewater treatment plant.
- Partner with private and nonprofit organizations to leverage existing resources for implementing community, utility, and facility planning.
- Maintain a Capital Improvement Program (CIP) to ensure adequate public infrastructure and services for future growth and economic development.
- Use the town website as information portal to strengthen community involvement and government transparency.

ECONOMIC OVERVIEW

Economic development is necessary for a community to renew itself and grow. Many small cities, towns and rural communities are losing people, jobs, and quality of life due to economic instability. Unfortunately, small towns are not self-sustaining, and it is no easy task to maintain economic quality, good jobs, good public services, and a broad tax base.

In the past few years, the U.S. economy as well as the world economy has been recovering from a recession which the likes have not been seen since the Great Depression of the 1930's. Unemployment rates at the height of this recession (2010 STATS Indiana) were 7.4% in Hendricks County and 10.3% in Indiana. The US economy has since recovered and the unemployment rate in Hendricks County for 2022 (May) was at 1.6%, the State was at 4.0% and the US was at 3.3%. Unemployment rates are not available for the Town of Lizton so for the Plan's purpose, we shall use the Hendricks County rate.



Businesses along SR 39 in Lizton



ECONOMIC STATISTICS

Workforce and Unemployment

About 76.5 % of Lizton's population 16 years and older were estimated in the labor force (328) people in 2019. Lizton has a higher rate of participation in the labor force, when compared to the state (64.0%) as well as Hendricks County (70.4%). Lizton fairs much worse than the comparison communities for unemployment rate at 3.5%. The comparison communities of Advance (3.1%), Bainbridge (4.2%) and North Salem (3.5%) all have comparable unemployment rates while Hendricks County (2.8%) has a lower unemployment rate and Indiana (4.2%) has a higher unemployment rate.

Labor Force		
<i>Source: American Community Survey (2019)</i>		
Community	In Labor Force	Unemployment
Indiana	64.0%	4.2%
Hendricks County	70.4%	2.8%
Lizton	76.5%	3.5%
Advance	66.3%	3.1%
Bainbridge	64.3%	4.2%
North Salem	63.3%	3.5%



Commuting

About 93.0% of Lizton's population used a private vehicle (either by driving alone or carpooling) while traveling to work. This was one of the highest percentages of all comparison communities (Advance, 95.1%; Bainbridge 92.8%; North Salem, 83.0%).

The mean travel time to work in Lizton was 24.4 minutes which was lower than the comparison communities (Advance, 26.5 minutes; Bainbridge 36.5 minutes; North Salem, 33.1 minutes).

The availability of a vehicle for transportation is not universal for all housing units in Lizton, meaning that the population living in housing units with no vehicle access relies on either public transportation, walking/bicycling, or other forms of transportation. Approximately 7.0% of workers in Lizton either walk to work or work from home compared to the residents in Advance (4.9%), Bainbridge (7.1%), North Salem (17.1%). This ranked among the lowest of the comparison communities.

Commuting Time	
<i>Source: American Community Survey (2019)</i>	
Community	Median Travel Time
Indiana	24.2 minutes
Hendricks County	25.9 minutes
Lizton	24.4 minutes
Advance	26.5 minutes
Bainbridge	36.5 minutes
North Salem	33.1 minutes



Place of Work

When it comes to where people in Lizton work, a small majority work within the county. Of the people working inside Hendricks County (57.6%), Lizton has the highest percentage among its comparison communities. North Salem by contrast has a high of 54.5% of its citizens working within the same county (Hendricks Co.).

People working outside the county (42.4%) is also one of the lowest among the comparison communities as is people working out of the state at 0.0%.

Place of Work			
<i>Source: American Community Survey (2019)</i>			
Community	Worked Inside County	Worked Outside County	Worked Outside State
Indiana	67.5%	27.0%	5.5%
Hendricks County	43.8%	55.4%	0.8%
Lizton	57.6%	42.4%	0.0%
Advance	51.6%	48.4%	0.0%
Bainbridge	45.9%	54.1%	0.0%
North Salem	54.5%	43.6%	1.9%



Industries and Occupations

The largest industries for people in Lizton included Construction (17.2%), Educational and Health Care services (14.6%), and Manufacturing (12.9%).

The largest occupations for people in Lizton was the Management, Business, Science and Arts occupations consisting of 35.3% the workforce.

Occupations	
<i>Source: American Community Survey (2019)</i>	
Industry	Percent of Labor Force
Management, Business, Science and Arts	35.3%
Sales and Office	19.8%
Natural resources, Construction, and Maintenance	17.0%
Production, Transportation, Material moving	15.5%
Service	12.3%



Income

Lizton’s median household income in 2019 was \$83,000, much higher than Indiana (\$57,603) and just under Hendricks County (\$85,301). When compared to the comparison communities, Lizton by far has the highest median household income with the next highest being Bainbridge at \$63,750.

Lizton’s per capita income (used to determine standard of living) of \$32,734 is the highest of the comparison communities, Bainbridge was the next highest (\$28,477) followed by Advance (\$26,293), and North Salem (\$25,000).

Median Household Income	
<i>Source: American Community Survey (2019)</i>	
Community	Median Household Income
Indiana	\$57,603
Hendricks County	\$85,301
Lizton	\$83,000
Advance	\$54,167
Bainbridge	\$63,750
North Salem	\$42,875

Per Capita Income	
<i>Source: American Community Survey (2019)</i>	
Community	Per Capita Income
Indiana	\$30,988
Hendricks County	\$40,113
Lizton	\$32,734
Advance	\$26,293
Bainbridge	\$28,477
North Salem	\$25,000



Economic Overview Summary

- Lizton workers have a shorter commute compared to many other communities.
- The percentage of residents who are part of the workforce is similar to other communities as is the unemployment rate (3.5%).
- The median household income and the per capita income is much higher than the comparison communities.
- The commuting time is much lower than that of the comparison communities.
- The largest occupations for people in Lizton was the Management, Business, Science and Arts occupations consisting of 35.3% the workforce.



EXISTING CONDITIONS

The Town of Lizton, like many small towns in the area, has been experiencing a steady yet modest flow of retail and service businesses in the past decade. In the past, the town had offered limited retail amenities such as a small deli/grocery, liquor store, antique shop, used car lot and a seasonal ice cream shop.

When asked about the overall health of the Town during the Citizen Survey the response was on the fair to poor. Only 14% of the respondents thought the Town's economic health was good and only 3% thought it was excellent.

	Excellent	Good	Don't Know	Fair	Poor
Overall economic health of Lizton	1	4	2	11	11
	3%	14%	7%	38%	38%
	17%			76%	

Hendricks County Economic Development Partnership

The Town of Lizton is not a member of the Hendricks County Economic Development Partnership, although the area is included in their community profiles. The HCEDP has their priorities with the larger county towns and concentrate economic development efforts with their continued industrial growth. Because of this, small rural towns such as Lizton have been left to figure out how to survive and grow by their own volition.

Intermodal Transportation

The town is fortunate to be located right next to I-74 which runs east/west along the northern town limits. The center of town is intersected by State Road 39 which runs north/south and is a bisector of Hendricks County and by US 136 which runs east-west. All of these transportation roadways enhance the town's traffic numbers and its visibility. There is one railroad that travels through town. It is a CSX line which stretches from Indianapolis to Crawfordsville connect with multiple lines at each end.



Redevelopment Commission

The town has never sponsored a redevelopment commission.

Chamber of Commerce/Merchants Associations

The town currently has no merchant's organization or chamber of commerce.

COMMERCIAL/BUSINESS USE: OVERVIEW

A community's commercial land uses provide employment, goods and services, recreation, tax revenue, and many other amenities and necessities. The features of commercial areas reflect the economic vitality of a community as well as local character. The location and characteristics of commercial areas directly affect local transportation and growth management.

Old Downtown District

Lizton has very few commercial buildings in its old town center. The commercial buildings are a mix of older structures from the late 1800's and early 1900's. The old downtown business district of Lizton has very limited space and/or buildings for commercial establishments. The footprint of the downtown area is very small and therefore not capable of providing enough space for occupancies. There are currently a few vacant buildings/houses available for redevelopment throughout the economic development study area.

Commercial

The commercial/highway business section of Lizton runs primarily along SR 39 from Main St. to I-74 on the eastside and from Main St. to Brumfield on the Westside of SR 39. Then west along US 136 from SR 39 to the town limits.

In 2011, a 7-acre area running along the east side of SR 39 north of US 136 was subdivided into 6 parcels for commercial sale. In 2011, two new commercial establishments were built, a small general retail establishment and a gas station/convenience store. Also in 2011, a



redevelopment of a former grocery store into a restaurant took place south of SR 39 near the high school.

In 2014 a wedding/event venue was opened just south of the I-74 interchange. 2016 saw the third development in the 6-lot commercial plat along SR 39. A small building which has two spaces was constructed, a liquor store occupies one space while the second space is available for rent. A landscaping business was developed which includes a retail element on SR 39 just south of the wastewater plant. In 2017 two residential buildings were developed into a sign shop and a chiropractors office located at the southwest corner of US136/SR39.

Current businesses

Name	Number of Employees	Type
Arbor Terra	1-5	Consulting
Barn at Kennedy Farm	1-5	Retail and Services
Bear Lawn Care, Inc.	5-10	Retail and Services
Copper & Ash Hair Salon	1-5	Retail and Services
Dairy Bar	5-10	Retail and Services
Dollar General	5-10	Retail and Services
JR's Beverage Mart	1-5	Retail and Services
Lizton Family Medicine	1-5	Retail and Services
Lizton Pizza	1-5	Retail and Services
Lizton Self Storage	1-5	Retail and Services
Lizton Sign Shop	1-5	Retail and Services
Myers Garage	1-5	Retail and Services
NMHSC	100+	Educational
Norelu Signs & Gifts	1-5	Retail and Services
Poiema Chiropractic	1-5	Retail and Services
Post Office	1-5	Government and Institutional
Rusted Silo Brewhouse	1-5	Retail and Services
State Bank of Lizton	100+	Retail and Services
SUNOCO	5-10	Retail and Services
Town of Lizton	1-5	Government and Institutional
W&G Machine & Tool	1-5	Retail and Services



The communities of Danville (10 miles south on SR 39) and Brownsburg (10 miles east on I-74) provide larger commercial areas with multiple types of retails and services needs. Evidence that these larger communities are the primary shopping destinations for residents in Lizton are seen in the results of the Citizen Survey. When asked “Where do you do most of your shopping?” , the majority of respondents answered Hendricks County which would include the aforementioned communities. Locations outside of Hendricks County such as Indianapolis had its highest rating in the “Clothing/Personal Items” category at 31%.

Where do you do most of your shopping?				
	Lizton	Hendricks County	Indianapolis	Other
Hardware/Garden supplies	1	27	1	4
	3%	82%	3%	12%
	85%		15%	
Grocery/Food items	2	26	1	5
	6%	76%	3%	15%
	82%		18%	
Household items	1	26	2	5
	3%	76%	6%	15%
	79%		21%	
Clothing/Personal items	1	23	6	5
	3%	66%	17%	14%
	69%		31%	

INDUSTRIAL USE: OVERVIEW

Industrial land uses in a community provide employment and contribute positively to the local tax base. These uses however do have the potential to promote transportation conflicts, pollution, and the reduction of aesthetic quality. Industrial land uses are commonly in conflict with other community uses as they can negatively affect residential and commercial quality. The traffic from adjacent commercial and/or residential uses often imposes on industrial vitality.

The only area in Lizton currently zoned as Industrial is the area where the old mill works sits just west of the old town center along the railroad tracks. This building is no longer used as a functioning mill, but instead there is a storage facility. There is also an auto service company which is located to the south of the railroad tracks.

The PUD area on the northwest side of town has a portion of the district set aside for some light industrial, but nothing that would generate large traffic.





FUTURE ECONOMIC DEVELOPMENT

Communities must take advantage of local resources such as their location, physical setting, financial resources and citizens. This includes the readiness on the part of local banks, businesses, and private citizens to donate their time and money. A strong comprehensive planning effort must be implemented to guide growth and to improve the community. Local responsibility and problem solving are the foundations of long-term success.

Lizton is poised to embrace new economic development opportunities. The position of the community in the third fast growing county in Indiana (2020 Census) and the close access to I-74 and the Indianapolis metro area gives this community a positive commercial growth potential. Close association with the Hendricks County Economic Development Corporation will help in the development of new commercial and industrial opportunities.

Communities must take advantage of local resources such as their location, physical setting, financial resources and citizens. This includes the readiness on the part of local banks, businesses, and private citizens to donate their time and money.

A strong comprehensive planning effort must be implemented to guide growth and to improve the community. Local responsibility and problem solving are the foundations of long-term success.

Economic Development Organizations

The town would benefit greatly in developing a Redevelopment Commission to take advantage of a variety of economic development programs and to also develop an economic development plan.

These plans will help the community to:

- Identify the stakeholders and get them to participate in the planning process;
- Determine the community's current condition providing information on community setting, trends, issues and factors affecting economic development;



- Identify and map businesses that currently make up the economy;
- Define economic development options and document the analysis conducted in determining how to manage future economic development efforts;
- Identify community concerns and goals for economic development; and
- Develop policies that translate community concerns and goals into clear statement.

The Town of Lizton's responsibilities should also include Community Economic Development efforts which will help:

- Develop economic links with surrounding areas
- Protect and expand existing industry and commerce
- Partner with neighboring jurisdictions to enhance and expand economic development

These economic development efforts will require good planning processes adopted by the community to ensure that economic development and sustainability are not left to chance but are directed by people who live and work in the community. This will require a long-term strategy for success. Effective economic development efforts are committed to plan and act over a long period of time, giving the local community control over its own future.

The Town of Lizton's success in economic development efforts depends on the following:

- Individuals in the community that are willing to become involved
- Effective and motivated community and political leadership
- Seeking out individuals who have the knowledge and skills to lead the efforts

To grow its economic base and compete with other communities the Town should develop an Economic Development Plan. This plan can be used to map out the Town's policies, goals, and implementation of viable economic development strategy.



CITIZEN SURVEY

The SurveyMonkey that was completed as part of this Plan asked the community to rate certain aspects of the local economic environment. The results as a whole did not shed a positive light about the citizen opinion of the economic viability of Lizton.

The two areas that ranked the worst were shopping opportunities and employment opportunities. The only positive item was the cost of living in Lizton.

	Excellent	Good	Don't Know	Fair	Poor
Cost of living in Lizton	2	15	2	8	2
	7%	52%	7%	28%	7%
	59%		34%		
Overall quality of business and service establishments in Lizton	2	11	1	11	4
	7%	38%	3%	38%	14%
	45%		52%		
Lizton as a place to work	1	2	6	4	16
	3%	7%	21%	14%	55%
	10%		69%		
Overall economic health of Lizton	1	4	2	11	11
	3%	14%	7%	38%	38%
	17%		76%		
Employment opportunities	0	5	1	6	17
	0%	17%	3%	21%	59%
	17%		79%		
Shopping opportunities	0	1	0	9	19
	0%	3%	0%	31%	66%
	3%		97%		

The survey also asked what types of businesses that the citizens of Lizton would like to see in their community. Restaurants and grocery were the top choices among the respondents.



What type of businesses would you like to have in Lizton?		
Answer Options	Response Percent	Response Count
#1 Restaurants	37.5%	15
#2 Grocery	17.5%	7
#3 Hardware Store	15.0%	6
#4 General Retail	7.5%	3
#5 Specialty Retail	5.0%	2
Professional Services	5.0%	2

In comparison with the 2014 survey results, restaurants were also the number one need with pharmacy and grocery following. Although in the 2021 survey when asked what type of professional service was needed, a pharmacist was the number one need.

FUTURE LAND USE

Commercial

The primary commercial areas are located in areas where the highest traffic volumes are expected along major corridors. Commercial land use includes all business, retail, and wholesale commercial activity. It also includes accessory buildings and areas devoted to parking and storage. The goal of the Plan is to support commercial business to help provide employment opportunities and strengthen the tax base of the community.

The land along SR 39 and US 136 will continue to be the corridors for any future small scale commercial growth. The subdivision of land along the northeast corner of SR 39 and US 136 has spurred commercial development in the town. It is the hope of the town that this development will continue to gain momentum in the years to come.

The area to the north of the I-74/SR 39 interchange has been designated as growth area for any large scale commercial development. This area will be better for these types of development given the availability of larger tracts of land. This will also keep the majority of traffic involved with large

scale commercial development away from the primarily residential and school areas south of the interstate. This area has excellent access to the I-74 corridor.



Industrial

Industrial land uses are located in areas that are available to transportation arteries. The only area in Lizton designated for industrial use is at the far western edge of the town. Open farmland abuts this area to the south, north and west. It is favorable that a railroad line runs directly through this area, although it is cut off from the main roadway arterials.

An area on the northeast part of the town running between the railroad line and the I-74 corridor is the only area designated for any new light industrial development.

Future Commercial/Industrial Map

See pages 7-23 and 7-24 in *Section 7: Land Use* for maps.



ECONOMIC DEVELOPMENT POLICY

GOAL:

Provide sufficient planning and marketing that encourages growth and retention while retaining a balance between residential neighborhoods and commercial centers.

OBJECTIVES:

- Foster thriving office, restaurant, and retail establishments that are mutually beneficial to the community.
- Encourage new commercial development along SR 39 north of I-74.
- Work with local businesses to foster business development and the promotion of its local businesses.
- Develop an economic development plan for Lizton.
- Work with the Hendricks County Economic Development Corporation to promote business growth.

STRATEGIES:

- Coordinate partnerships between the public and private sectors to work towards complementary economic development goals.
- Consider partnering with private and nonprofit organizations to leverage existing resources for implementing economic development planning.
- Focus on infill and redevelopment to utilize existing services and infrastructure.
- Establish a Chamber of Commerce.
- Select representative to establish contact with the Hendricks County EDC.



INCENTIVES and POLICIES

In today's economy, business and employers base their decision to locate in a community multiple factors. Business attraction and retention is extremely competitive among communities; in order to complete, The community needs to create a strategy and consider the tools that can be used to attract and retain businesses and employers. The following includes incentives and policies that the town can consider in this effort.

TAX ABATEMENT

Tax abatement is a phase-in of property taxes and is intended to encourage development in areas that would not otherwise develop. Tax abatement is a tool widely used by municipal governments to attract new businesses. This tool also encourages investment in new equipment or facilities in existing businesses thus improving the company and stabilizing the community's economy. The community develops and defines the procedures for abatement application and policies on the amount and length of abatement that will be approved. They also decide on the procedures to ensure compliance with the terms of the statement of benefits.

TAX INCREMENT FINANCING (TIF)

TIF reallocates future tax revenues to current public improvements without an additional tax. The revenue generated allows a community to make public infrastructure improvements, such as roads, parks, building rehabilitation, environmental cleanup, and sidewalks. The completion of a public improvement or project often results in an increase in property values and often new private investment (new or rehabilitated buildings).

*TIF is not an additional tax;
it earmarks expected
future tax revenues to fund
public improvements today.*



This generates additional tax revenue. The increased tax revenues are the “tax increment” that is used to finance debt to pay for the public infrastructure. TIF is designed to focus towards public improvements where development would not otherwise occur on its own.

TAX CREDITS

A community can offer tax credits to business, industry and other employers to not only attract new employers but also help existing businesses succeed. The following are incentives that can be considered.

JOB CREATION and WORKFORCE TRAINING

One of the most attractive results of guiding new businesses into a region is job creation. There are many tax credits (Economic Development for a Growing Economy (EDGE), Headquarters Relocation, Hoosier Business Investment Tax Credit (HBITC), Industrial Recovery, Venture Capital Investment, Media Production Sale Tax Exemption (MPETC) that provide incentives to businesses looking to locate in Indiana communities and create new jobs. Workforce training is an equally important component in creating new jobs. Businesses that wish to grow and develop their offerings may be eligible for tax credits to offset the costs associated with training existing and new employees with additional skills. The current incentive programs include Skills Enhancement Fund (SEF), Technology Enhancement Certification for Hoosiers (TECH), Community Development Block Grant Micro Enterprise Assistance Program and Community Economic Development Fund and can partner with programs at the Federal, State, regional levels.

BUSINESS ATTRACTION

Businesses occasionally look for new locations to conduct their operations, especially those that are large and not fixed to particular resources. Federal, State and regional programs can assist in the effort to attract business operations.



INFRASTRUCTURE and REHABILITATION

Suitable sites for business location are commonly in need of additional public infrastructure and/or site rehabilitation or remodeling to support operations. This can be an expense that inhibits new businesses from locating in communities and State programs (Industrial Development Grant Fund) can potentially assist with reducing these costs.

INNOVATION and ENTREPRENEURSHIP

Research intensive and innovative businesses can be attractive to communities as they generally locate in facilities similar to professional offices and are minimally polluting. Research businesses can be attracted by the utilization of incentives (Research and Development Tax Credit and Patent Income Exemption) and promoting aspects of the community that support the small entrepreneurial business community. Regional resources, such as the International Laboratory, should be promoted for business opportunity in addition to government contracts with regional resources.

Factors that play a role in attracting new business start-up in a community include:

- Customer base and a sense of customer opportunity
- Low cost of doing business, low taxes and business incentives
- Attractive Central Business District
- Existing small business and community banks nearby
- Physical setting of the community
- Good roads/highways to other towns
- Highly educated workforce



PROGRAMS

In addition to incentives, it is important to create programs that foster an environment that supports business development. From an educated and trained workforce to programs that help with start-up businesses, these programs and support are critical to a local economy.

JOB TRAINING

Workforce training is vitally important to attracting and retaining employers. This can be accomplished by developing on-the-job training programs, a workforce development program, and additional services such as career counseling and skill assessment. Extending education beyond a high school degree is important by providing access to certificate programs, associate degrees and apprenticeship programs.



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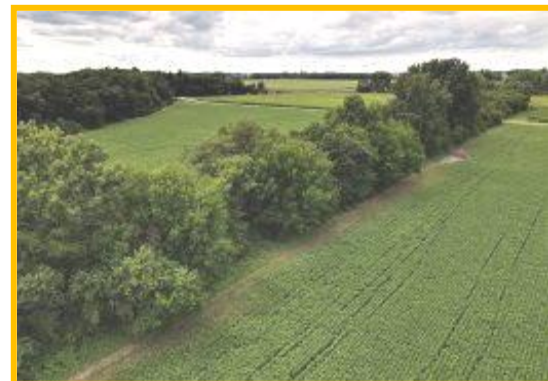
SECTION 7

LAND USE

IN THIS SECTION...

This Section outlines the location and quantity of growth in the community. It includes growth and land use strategies, housing stock and availability, a future land use map and a description of each land use category.

- Land Use Regulations
- Annexation
- Existing Conditions
- Current Land Uses
- Future Land Use Plan
 - Hendricks County Plan
 - Citizen Survey
- Goals, Objectives, Strategies



LAND USE

The location, physical form and manner in which a community grows are key components of the Plan. Growth needs to be coordinated with many aspects of the community, such as utilities and transportation, in order to capitalize on the positive effects from new decisions makers. Looking at the existing land use in Lizton can tell us about how the community has developed and grown over time. It also gives us a look at how the Town may develop in the future. The planning area incorporates the land within the town limits.

Land use policy is determined by an analysis of present land use patterns, assessing any problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use is discussed first and is based upon generalized existing land use maps prepared during the planning process. Future land use map for the Town of Lizton are presented along with policy recommendations to guide future land use decisions.





LAND USE REGULATIONS

Zoning Ordinance

Unlike land use designations, zoning designations are what you can legally do with your parcel today; the land use designation, in conjunction with development guidelines, details how you may be able to use your parcel in the future.

To clarify, there is a significant difference between the two. Land use designations included in the Plan are plans for the future. Whereas zoning designations more specifically define what use is currently allowed on a specific parcel, and outline design and development guidelines for those intended uses such as setbacks, minimum lot sizes, buffering and landscaping requirements, etc.

The Plan is a guide or recommendation for the use of the zoning ordinance and, to a lesser extent, the subdivision ordinance. It suggests, in general terms, proposed uses for land within the locality, as well as the proposed location of utilities and public facilities such as schools, fire

stations and parks. The Plan also makes long-term projections of population growth. The zoning ordinance actually establishes the rules governing the use of land. The zoning ordinance divides a locality into different zoning districts and spells out allowable uses for each district such as agriculture, industry or commercial use. The zoning ordinance is not a mere recommendation as is the Plan. In the case of a conflict concerning land use between the Plan and the zoning ordinance, the zoning ordinance controls. The subdivision ordinance governs the process for dividing land from larger parcels into lots. While the subdivision ordinance is entirely separate from the zoning ordinance, the zoning ordinance establishes the minimum lot size for each zoning district.

The current zoning ordinance was established in 2008 and was recently updated in 2020.



Zoning Districts

A Agriculture

This district is established for agricultural areas and homes and buildings associated with agriculture production.

R1 Residential; Low Density

This district is established for those areas in the planning jurisdiction which are for single family, detached, large size lots and large homes.

R2 Residential; Medium Density

This district is established for those areas in the planning jurisdiction which are for single family, detached, medium size homes and medium size lots.

R3 Residential; Medium to High Density

This district is established for those areas in the planning jurisdiction which are for single family, detached, medium size homes and small size lots.

R4 Residential; High Density

This district is established for the existing older neighborhoods in Lizton.

M1 Residential; Multi-Family Low to Medium Density

This district is established for small to moderate sized multi-family apartments, duplexes, condominiums, and/or similar units.

M2 Residential; Multi-Family High Density

This district is established for medium to large scale, high density multi-family developments.

C0 Commercial; Office Use

This district is established for small to moderate scale office uses with provisions for some complementary uses.

CG Commercial; General

This district is generally intended for a wide variety of retail, commercial, service, entertainment, and eating establishments that are small to medium in scale.

CH Commercial; Highway

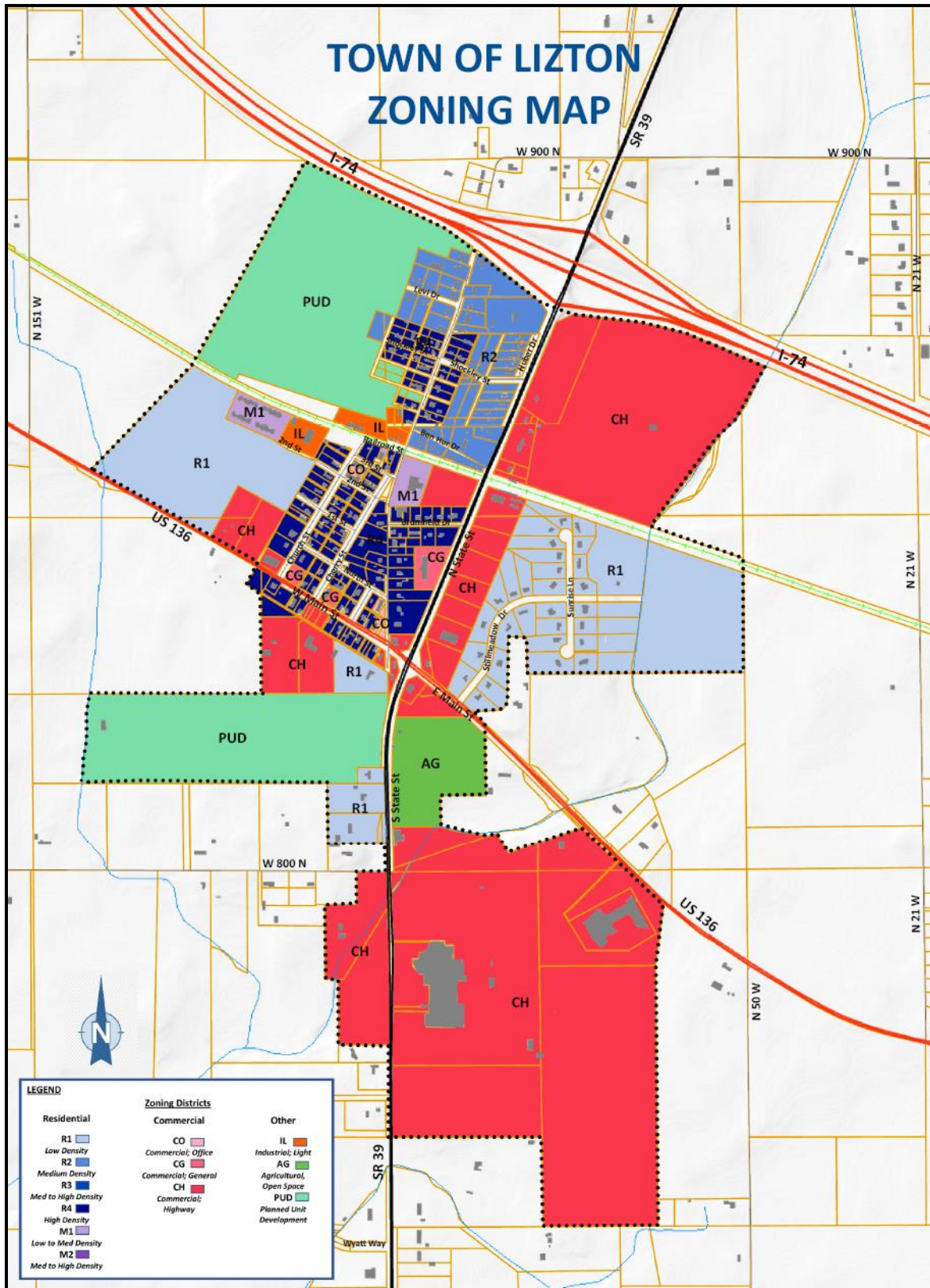
This district provides sites for heavier types of business and commercial uses.

IL Industrial; Light

This district is generally intended for business parks, light manufacturing facilities, light manufacturing parks, high intensity retail and utility usage.



Lizton Zoning Map





Subdivision Control Ordinance

Establishing local subdivision regulations is critical in the process of developing and/or maintaining a certain community character as well as to promote the overall public health, safety, and general welfare. These regulations are implemented to ensure that there are adequate facilities such as parks, streets, utilities, drainage, utilities, and other infrastructure to handle the development of the lots created by the subdivision.

The current subdivision control ordinance was established in 2008 the same year as the zoning ordinance. It was updated in 2021.

Citizen Survey

Survey respondents were asked about their knowledge of zoning processes and the commissions that preside over land use issues and decisions.

Knowledge of Board of Zoning Appeals members and duties	Excellent	Good	Don't Know	Fair	Poor
	0	4	13	3	9
	0%	14%	45%	10%	31%
	14%			41%	
Knowledge of Plan Commission members and duties	Excellent	Good	Don't Know	Fair	Poor
	0	3	13	5	8
	0%	10%	45%	17%	28%
	10%			45%	
Awareness of Zoning Ordinance regulations	Excellent	Good	Don't Know	Fair	Poor
	1	6	7	6	9
	3%	21%	24%	21%	31%
	24%			52%	
Awareness of building permit procedures	Excellent	Good	Don't Know	Fair	Poor
	1	6	6	8	8
	3%	21%	21%	28%	28%
	24%			55%	

The results were not uncommon to see that the majority of the community does not have a lot of knowledge on how land use is governed. This will be addressed in the future through better communications using the town's website.



ANNEXATION

In 2015 SB 330 Public Law 228-2015 was passed making it difficult for cities and towns to annex outlying areas. Because of this communities are taking an approach to annexation that will only include voluntary annexations. It is hoped that in the future the annexation laws will once again be less stringent and allow municipalities to annex areas with ease.

Any major annexations at this time will primarily be those involving new subdivisions which will require the supply of the town's sewer and water utilities.

Recent Annexations

Since the last Comprehensive Development Plan in 2014 the following have been annexed into the Town:

Year Annexed	Land Use Type	Acres
2014	Commercial	6.7
2019	Institutional	2.1
2021	Commercial	0.6
2022	Residential	33.4
	TOTAL	42.8

The following map shows the locations of the annexations.



EXISTING LAND USE

The Town of Lizton consists of primarily residential land use, commercial land use, institutional land use and areas continuing as open space, vacant land or agricultural use.

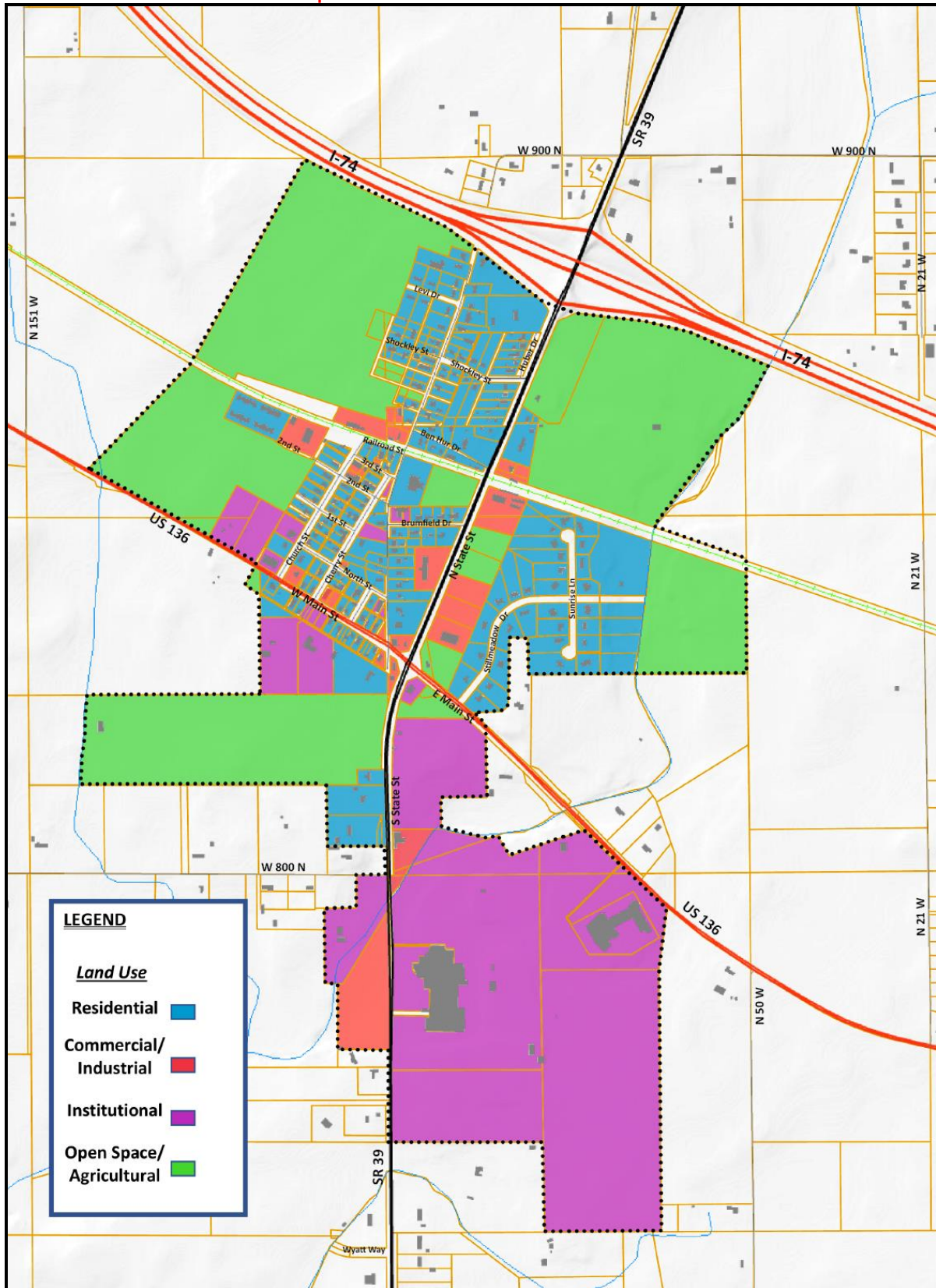
The below shows the percent of existing land use for each of the categories listed.

Existing Land Use		
Land Use Type	Acres*	Percent of Land Total
Vacant/Open Space	141	32.8%
Govt./ Institutional	134	31.2%
Residential	126	29.3%
Commercial	22	5.1%
Residential Multi-Family	4	0.9%
Industrial	3	0.7%
TOTAL	430	100.0%

**Approximate acres within town limits*



Lizton Current Land Use Map



RESIDENTIAL LAND USE: OVERVIEW

Several factors including type, size, cost, character, and availability of housing significantly influences the local quality of life in communities. The location of the housing is also a significant factor in the overall quality of a community. Quality housing, of any size or type, is that which is in a well-maintained neighborhood which is accessed by local streets and conveniently located in relation to community activities and facilities, goods and services, and employment. Detailed information on the current and future housing can be found in [Section 8: Housing](#).

Existing Conditions

The existing housing stock in Lizton is similar to that which is common in small cities and towns throughout Indiana. The housing stock is dominated by single-family detached homes. Most of the single-family homes sit on less than one-fourth acre lots which make up the original platted town or “old town” area. There is a newer subdivision on the eastside of the town in which the lot sizes are from $\frac{3}{4}$ to 1 acre in size.



There are several multi-family housing units in the town. Two buildings in the old downtown area are used as apartments, the old school has been converted into apartments and there is a collection of 4 four-plex apartment buildings on the westside of town. There are not, however, any mobile home parks in the town.

INSTITUTIONAL LAND USE: OVERVIEW

Institutional land uses include those which are generally public, or semi-public such as churches, schools, and government buildings. Institutional land uses are a necessary element of a community and their locations can either contribute to, or detract from, the overall quality of the area.

Existing Conditions

Institutional uses in Lizton are comprised of mostly governmental buildings and churches. The town hall and the Lizton/Union Township fire department building are the only government spaces. There are three churches in the town and one cemetery. The town has ample space for any future institutional uses including park expansion and government facilities.

The town is home to the North West Hendricks School Corporations administrative offices as well as Tri-West middle and high schools. The systems elementary schools are located in Pittsboro and North Salem.



COMMERCIAL LAND USE: OVERVIEW

INDUSTRIAL LAND USE: OVERVIEW

Detailed information on the current and future land use for these two areas can be found in *Section 6: Economic Profile*.

AGRICULTURAL/OPEN SPACE LAND USE: OVERVIEW

Agricultural land uses are necessary globally for the production of food products. On the local level agriculture is a source of employment, community character, and economic vitality. In a broader sense, agriculture is a way of life for many families. In many areas, agricultural land is considered to be simply undeveloped vacant land. Through the public input process for this Plan, the participants indicated a need for the recognition of agriculture as a land use, the preservation of prime agricultural land, and the restriction of sprawl development that threatens local agricultural operations.

Open Space uses are often set-asides for park and recreational activities and general green space. These amenities provide a community a certain quality of life level. Parks and open spaces can provide not only recreational opportunities, but also educational, spiritual and health related functions.

Existing Conditions

The continued use of acreage in Lizton for agricultural purposes is mainly done on a few larger tracts of land that have yet to be developed for any residential, commercial or recreational uses. This is quite common in smaller towns that these parcels are used for farming until such time for future development. There are still quite a few large areas still being used for farming on the northeast and west sides of the town.





FUTURE LAND USE

The future land use is the culmination of the physical reality of land use planning which is linked to the goals and objectives. The information in this chapter provides a summary of the future land use plan for the Town of Lizton and how it is based on these goals and objectives for the community.

The Town of Lizton is surrounded by flat agricultural lands. Although Hendricks County does not allow planning areas to have a 2-mile fringe jurisdiction for land use planning, this Future Land Use Plan does include land use planning for areas around Lizton in Union Township.

Discussion of future land use in the community was divided between new development within the current town limits and the area within area of Union Township outside of the town limits. The plans for some of the development outside the town limits follows the Hendricks County Comprehensive Plan. Although since that Plan was completed 15 years ago (2006), there are areas in which the Steering Committee wanted to express their preferences for how the land should be developed. This will dictate how the town will develop in the future. The town will need to concentrate on preservation of existing structures and infill development to enhance the community as well as utilizing the existing open areas for residential, commercial, industrial and open space uses.

The Future Land Use Map shows areas where general growth is to take place. The map in this report is intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline; **it is not intended as a zoning map.**



HENDRICKS COUNTY LAND USE

The Hendricks County Plan Commission last updated their comprehensive plan for the county in 2006. They are currently planning an update in 2023 but until then the 2006 information will be used. According to the Hendricks County Comprehensive Plan, Lizton is not part of the planning area. The areas surrounding Lizton are part of the Hendricks County Comprehensive Planning area. According to the Hendricks County Comprehensive Plan, Lizton itself is designated as Small Town Mixed Use and is described as:

A town that includes a mixture of residential, commercial, institutional, and agricultural uses which serve the nearby community. These neighborhoods are typically developed in a grid street pattern with alleys and garages on the rear of the lots. 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 / historic scale and pattern of the area. New development should be closely oriented towards the street but sidewalks and landscaping should be provided as pedestrian buffers. Developers as well as residents are encouraged to rehabilitate existing structures and residences.

The areas surrounding Lizton are designated as Rural Residential, Commercial and Agricultural. Each land use designation is described in the Comprehensive Plan.

Rural Residential

The Rural Residential land use 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.



Commercial

The 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.

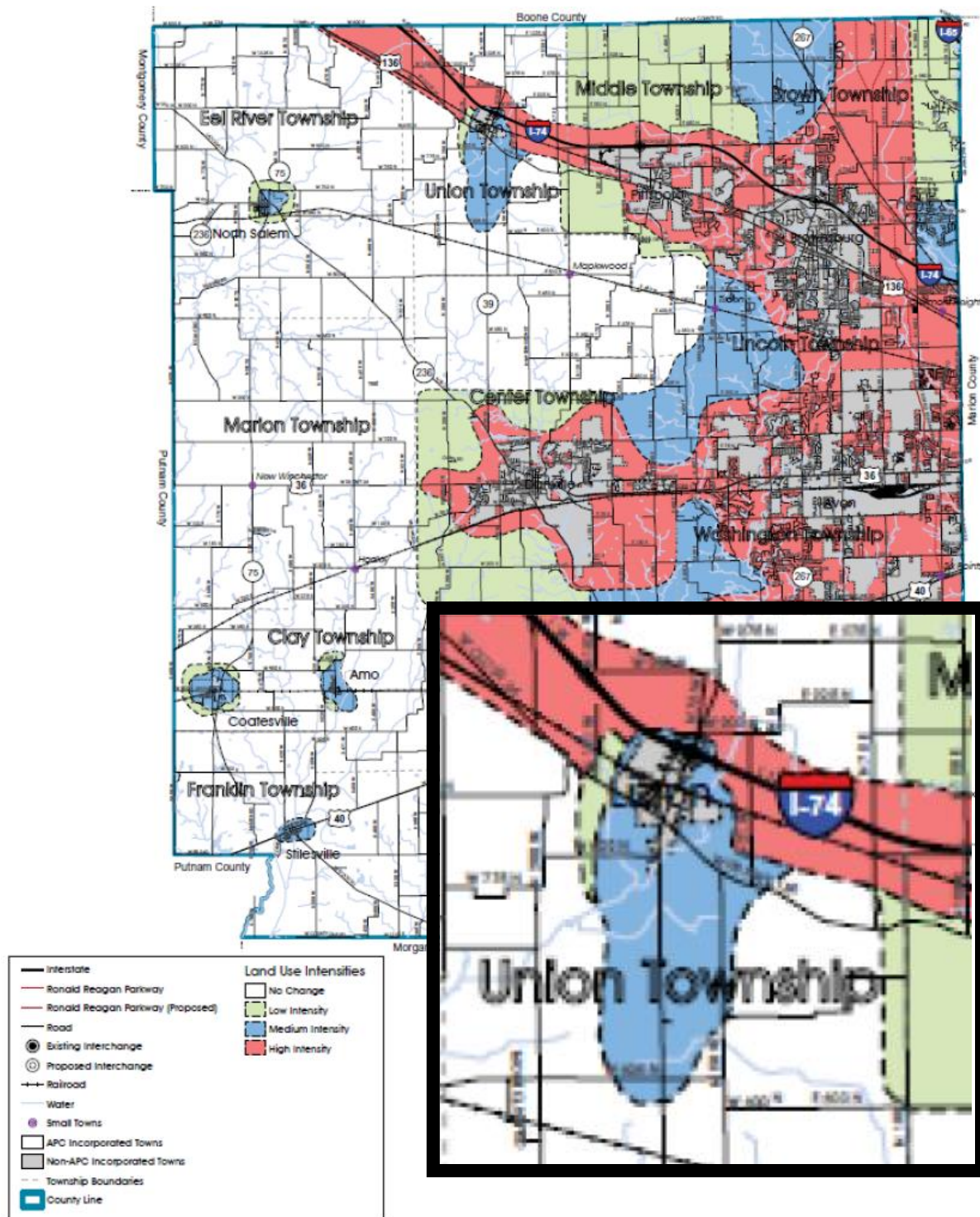
Agricultural

The Agricultural land uses are present throughout the county, but primarily exist in the western portion. 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 agri-tourism (farm trails, farmers' market, and roadside stands) may also be here.

The town should be aware of the future land uses set out by the Hendricks County Comprehensive Plan and follow their lead unless the Lizton Plan Commission decides otherwise. The town should also be aware of any developments proposed for areas outside of the town's planning jurisdiction. It is in the town's best interest to keep Hendricks County informed of any future land use decisions made by the Lizton Plan Commission.



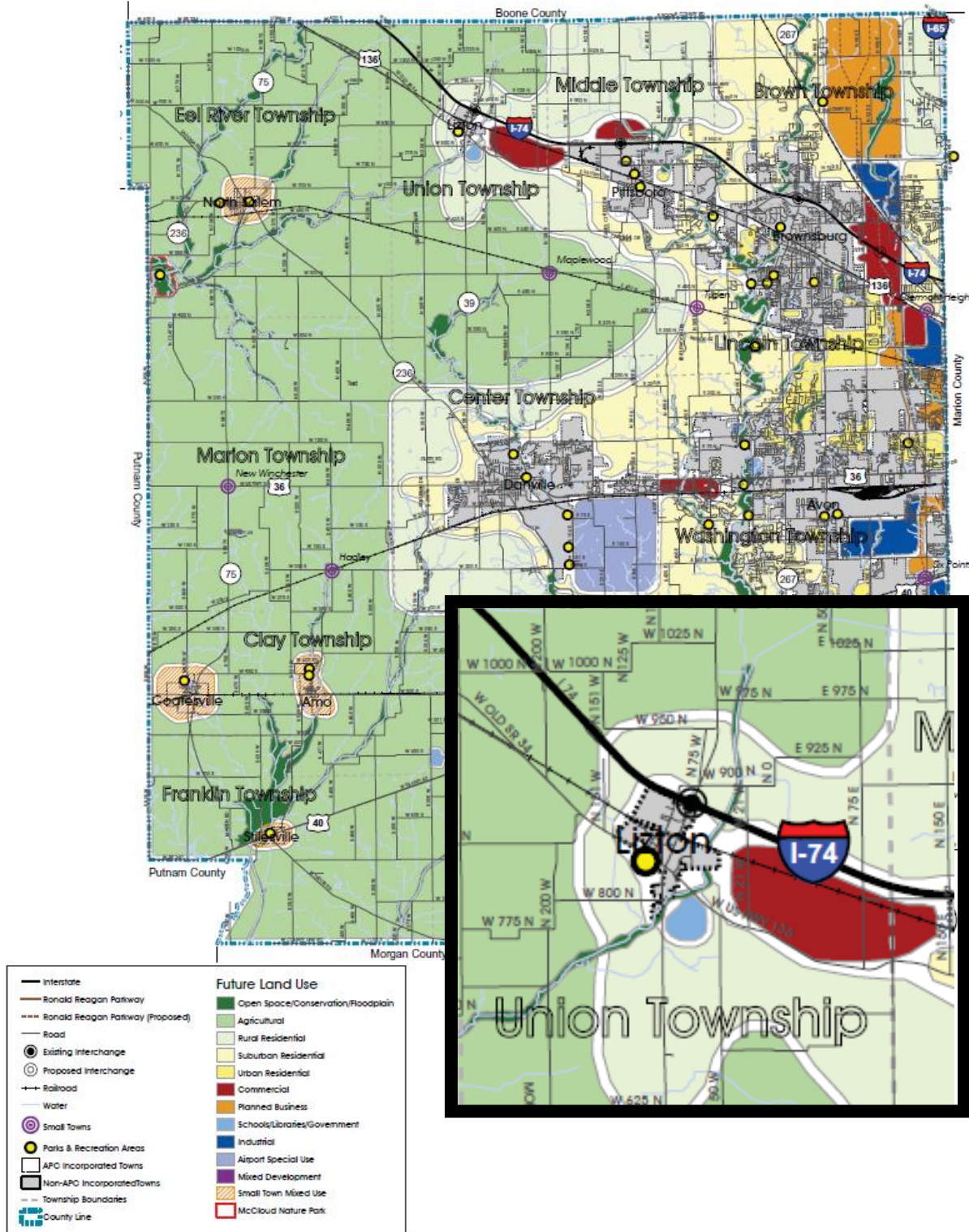
Land Use Intensity



Source: 2006 Hendricks County Comprehensive Plan



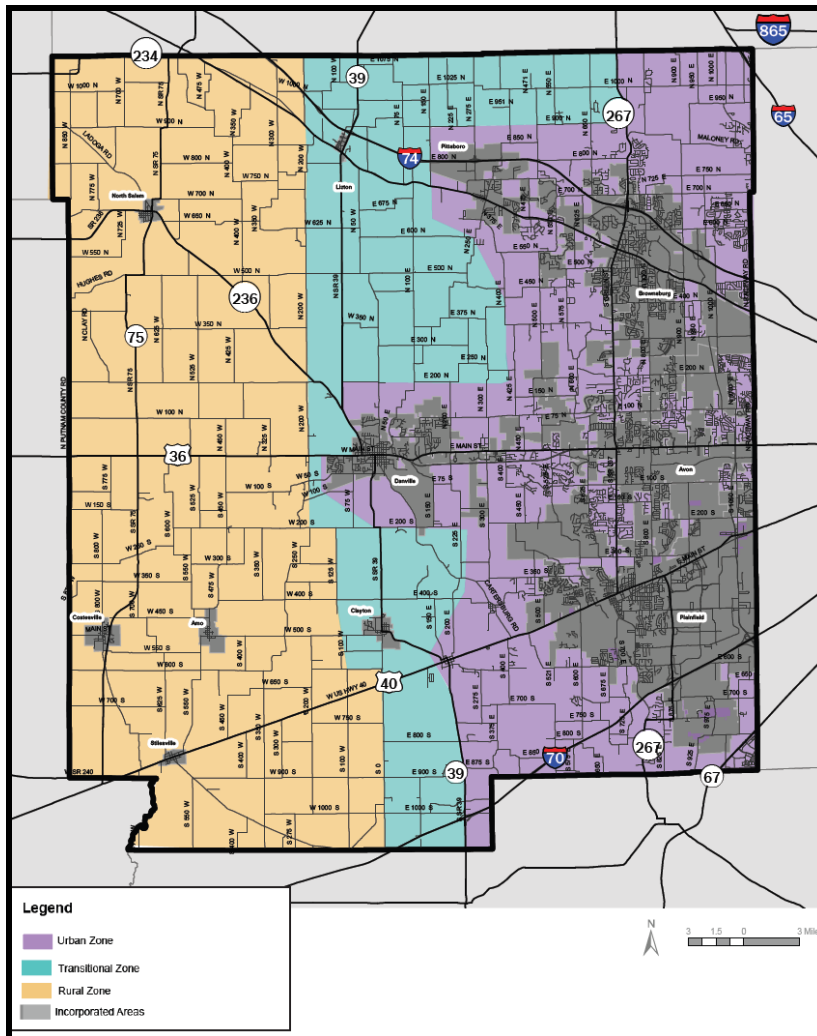
Future Land Use (Hendricks County Comprehensive Plan)



Source: 2006 Hendricks County Comprehensive Plan



The Town of Lizton is in what is considered the transitional zone which is shown on the map below in blue and is considered a transition area between the high-intensity east and the low-intensity west. The primary focus of the transitional zone is making sure long range growth plans are accommodated with future improvements. This zone has experienced some growth but not at the rate that the eastern part of the County has. Congestion in this zone is increasing and is expected to worsen as towns bordering Marion County grow and expand westward. As coordination is a primary goal of this plan, working with different communities in the county to ensure the future of this area is planned for. Careful thought should be given to road improvements in this zone so as to avoid encouraging unsustainable growth and land use that will increase congestion.





CITIZEN SURVEY

The Citizen Survey asked various questions relating to land use in the town. How people felt about growth and development as well as the aesthetics of the town in general. When asked “Do you believe growth and new development would be beneficial to the community?” 83% responded positively. When asked how they felt about the overall built environment which included such items as overall design, buildings and parks the response was less than favorable. Only 7% thought it was Good and 93% felt it was Fair/Poor with 69% of those responding Poor.

Do you believe growth and new development would be beneficial to the community?	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	16	8	2	3	0
	55%	28%	7%	10%	0%
	83%			10%	
Overall “built environment” of Lizton (including overall design, buildings, parks, etc.)	Excellent	Good	Don't Know	Fair	Poor
	0	2	0	7	20
	0%	7%	0%	24%	69%
	7%			93%	

When asked how important they think it is for the Lizton community to focus on each of the following in the next five years the response was positive for each of the following with then ranking 2nd and 3rd overall.

Overall “built environment” of Lizton (buildings, schools, public works, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	13	14	2	0
	45%	48%	7%	0%
	93%		7%	
Overall appearance of the town	Essential	Very Important	Somewhat Important	Not at All Important
	14	11	4	0
	48%	38%	14%	0%
	86%		14%	



FUTURE RESIDENTIAL

In Town

In most older communities most land within the old platted town has been developed leaving limited land for new housing. Lizton still has a few areas of platted land and easements for roadways that are still available for residential building within the Town. It is always suitable to concentrate on infill of existing vacant lots within the town.

Additionally, the Town does have a few large tracts of land on the northeast and west sides of town amounting to approximately 107 acres. All of these areas would be prime for new housing as they are close to existing utilities.

Recently the first major subdivision since the Stillmeadow subdivision in the early 1990's has been approved. A 33 acre tract of land on the town's southwest side has been approved for a 95 lot housing subdivision called Westbrook.

Outside Town

The areas outside of the town limits that have been designated most desirable for residential development follow the Hendricks County future land use plan except for the portion to the northeast of the town across I-74 and to the east along US 136 south of the railroad.

FUTURE COMMERCIAL

FUTURE INDUSTRIAL

Both of these elements can be found in *Section 6: Economic Profile*.



FUTURE OPEN SPACE/RECREATION

In Town

There are three areas in town that are set aside for open space. One of these areas is just east the intersection of SR 39 and US 136. This property is currently being used as a recycling center for the Hendricks County Solid Waste District.

Another parcel lies east of the Stillmeadow subdivision. It is a 15-acre parcel that was intended to be the phase two for the housing addition, but it was never developed. A third of the acreage lies within a floodplain (not developable) and a bridge spanning the Ross Ditch would be needed to access the property. It is a forested area and would be ideal to be preserved for future parkland.

The third parcel is owned by the local Lion's Club and currently contains a community building, basketball court, ballfield and some playground equipment.

Outside Town

There are no areas outside of the town limits that have been identified for open space or park use. It is advised that the areas along any of the county waterways be considered for these types of uses.

FUTURE AGRICULTURAL

In Town

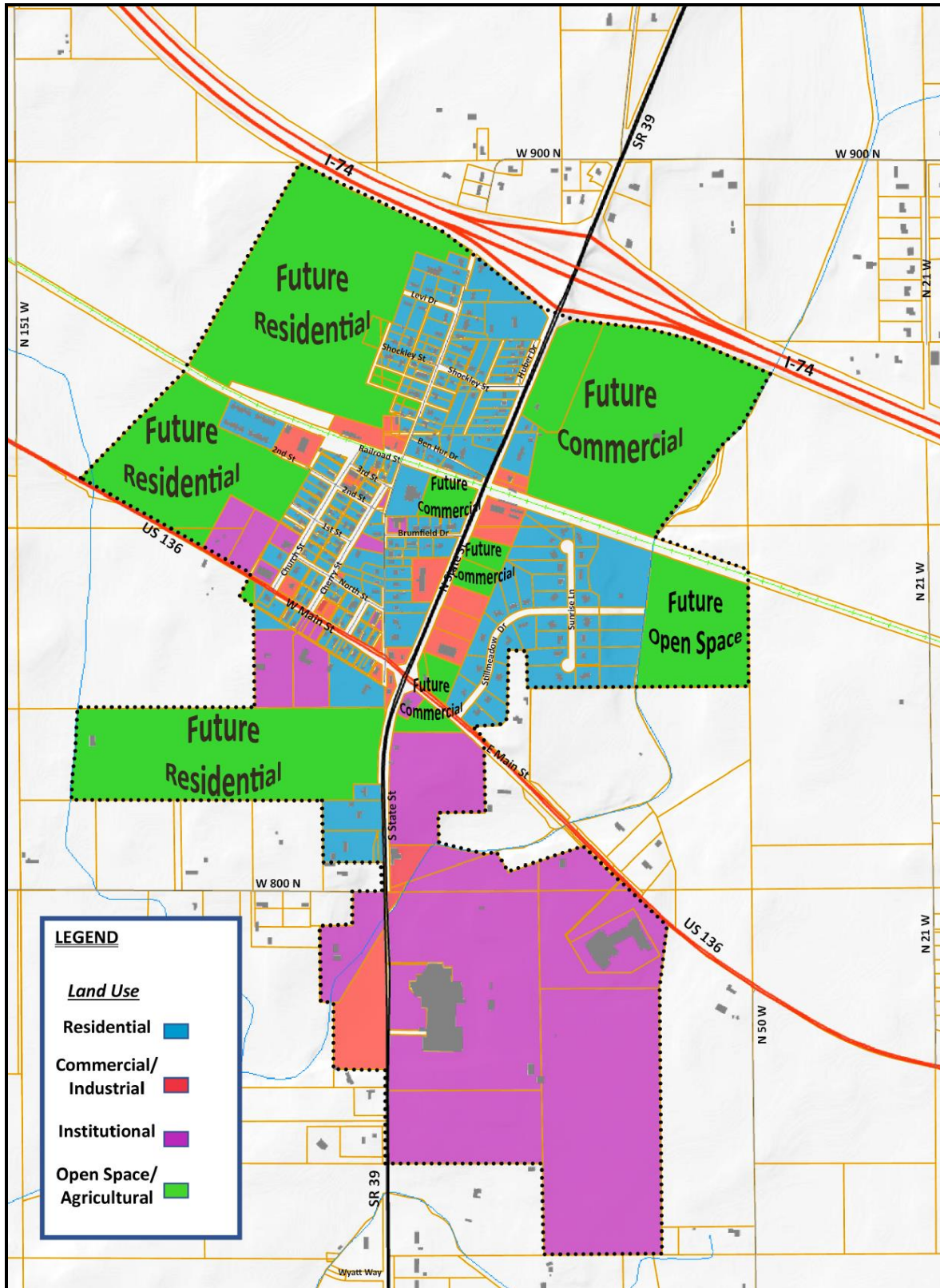
There are several areas in town limits that are still being used for agricultural purposes. Two of the areas lie west of the town and are slated for future residential uses. Another area to the northeast of the town has been slated for commercial use.

Outside Town

There are no areas outside of the town identified for agricultural uses although much of the land is currently being used for agriculture and will most likely continue to do so until other uses are identified during the next plan update.

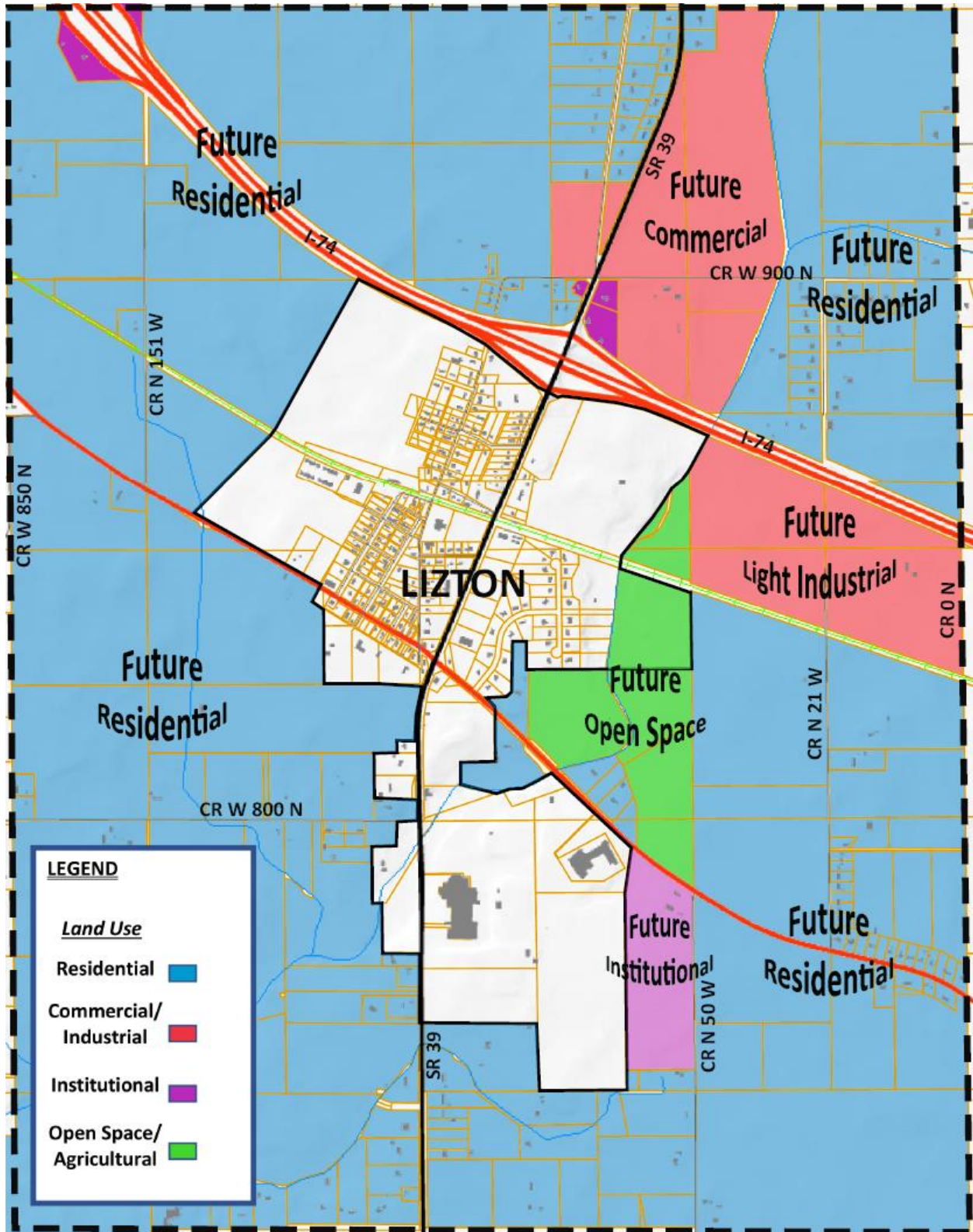


Future Land Use Map (in town)





Future Land Use Map (outside town)





LAND USE POLICY

GOAL:

To encourage the orderly, responsible development of land in order to promote the community goals, and to determine and direct land use patterns in the most positive way for the community as a whole, in a manner consistent with its long-term interests.

OBJECTIVES:

- Continue communication with the Hendricks County Planning Department on all land use issues surrounding the Town.
- Ensure adequate and suitable land for residences, businesses, industry, farms/farmland, parks, and open spaces.
- Guide and monitor the amount of growth in the community preventing sprawl and unmanaged growth patterns.
- Promote commercial growth along SR 39 in town and north of I-74 out of the town.
- Keep the community informed on Plan Commission and BZA issues.

STRATEGIES:

- Update the zoning and subdivision control ordinances and permitting process as needed.
- Follow the Zoning Ordinance and Comprehensive Development Plan.
- Focus on infill to utilize existing services and infrastructure for future growth.
- Continue to annex land into the town when providing utility services.
- Use town website for public access to ordinances and permits as well as Plan Commission and BZA meeting times.



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SECTION 8



HOUSING

IN THIS SECTION...

This section provides information about the residential nature of the community.

- Housing Statistics
- Housing Trends
- Future Residential Land Use
- Goals, Objectives, Strategies



HOUSING STATISTICS

Several factors including type, size, cost, character, and availability of housing significantly influences the local quality of life in communities. The location of the housing is also a significant factor in the overall quality of a community. Quality housing, of any size or type, is that which is in a well-maintained neighborhood which is accessed by local streets and conveniently located in relation to community activities and facilities, goods and services, and employment.

Population Density

The population density is 0.8 persons per acre for total acreage and 2.5 persons per residential acreage in Lizton. This is quite typical for small towns that were platted prior to the 1900's due to the high number of small residential lots.

Housing

The existing housing stock in Lizton is similar to that which is common in small cities and towns throughout Indiana. The housing stock is dominated by single-family detached homes. Most of the single-family homes sit on less than 1/4 acre lots which make up the original platted town or "old town" area. There is only one subdivision of homes on larger lots of 3/4 to 1 acres which was developed in the 1990's.

There are few multi-family housing units in the town which makes up only 0.9% of the residential acreage.





Housing by Type

Lizton has approximately 245 housing units according to the 2010 US Census. The housing units are predominantly single-family dwellings. Single-family housing units makeup 86.6% of the total housing units. Multi-family (duplex, multiplex) make up the remaining 13.4%.

Housing Units by Type Source: 2010 US Census				
Type	Number	Percent of Total		
		Lizton	County	State
One Unit, Detached	179	73.1%	81.3%	72.5%
One Unit, Attached	33	13.5%	4.4%	3.4%
Two to Four Units	1	0.4%	2.6%	6.3%
Five to Nine Units	0	0.0%	2.8%	4.8%
Ten or More Units	31	12.6%	6.4%	7.5%
Mobile Home/Other	1	0.4%	2.5%	5.4%
Total	245	100.0%	100.0%	100.0%
Owner Occupied	148	66%	82.4%	71.5%
Renter Occupied	76	34%	17.6%	28.5%
Total Vacant	13	5.3%	6.2%	11.3%

Out of the 245 occupied units 148, or 66% are owner occupied. The home ownership rate is below the state average of 71.5% and is well below to the county average of 82.4%.

The total of rental units at 76 or 34% is much higher than the county average at 17.6% and higher than the state average of 28.5%.

13 units or 5.3% of the housing stock were reported vacant at the time of the census. This amount is just below the county rate, but well below the state rate of 11.3%.



Homeowners vs. Rentals <i>Source: 2019 American Community Survey</i>				
Year	Homeowners		Renters	
2010	162	67.5%	78	32.5%
2011	153	67.7%	73	32.3%
2012	153	65.9%	79	34.1%
2013	124	58.5%	88	41.5%
2014	131	57.9%	95	42.1%
2015	112	56.3%	87	43.7%
2016	115	55.8%	91	44.2%
2017	96	50.8%	93	49.2%
2018	101	50.8%	98	49.2%
2019	120	57.7%	88	42.3%

Since 2010, the homeowner occupied percentage had its high at 67.7% in 2011 and fluctuated reaching lows in 2017 and 2018 at the 50 percentiles. While the rental percentages have also fluctuated, they have steadily increased from the low in 2011 of 32.3% to a high of 49.2% (2017, 2018).

Housing by Age

Lizton has a comparatively older housing stock. Approximately 60% of the homes were constructed before 1960 which makes them 50 years or older. By comparison, the percent of Hendricks County houses built before 1960 was only 16.5% and 37.4% for the entire state. A little more than one third of the housing stock in Lizton was built before 1940. The 1990's showed the highest percentages of new housing units constructed. Approximately 19.2% of all the housing stock in Lizton was built during this time period.



Year Structure Built Source: 2010 US Census				
Year Built	Number	Percent of Total		
	Lizton	Lizton	County	State
2010 or later	4	1.6%	8.6%	3.4%
2000 to 2009	14	5.7%	24.0%	8.4%
1990 to 1999	47	19.2%	22.1%	14.5%
1980 to 1989	2	0.8%	7.8%	10.1%
1970 to 1979	17	6.9%	12.4%	14.5%
1960 to 1969	14	5.7%	8.6%	11.7%
1950 to 1959	33	13.5%	7.0%	11.8%
1940 to 1949	32	13.1%	2.5%	6.4%
1939 or earlier	82	33.5%	7.0%	19.2%
Total	245	100.0 %	100.0%	100.0%

Housing by Value

The 2010 Census reported the median housing value in the Town of Lizton to be \$121,000, which is just below the state median value of \$123,000, but well below the Hendricks County average of \$161,100. The table below shows Lizton’s Housing Values in comparison with those of Hendricks County and The State’s. The median rent in Lizton was \$756. This is higher than the state’s median rent of \$683, but less than the county at \$860.

An increase in the median value of homes could indicate that the average size of homes is increasing which is the trend nationwide. According to the National Association of Homebuilders, the average square feet of a newly constructed home in the U.S. is 2,324. This is an increase from 2,080 square feet in 1990. If this trend continues, then more land may be devoted to residential land use in the future or development restraints will be needed to increase housing density.



Housing Value (owner occupied only) Source: 2010 US Census				
Housing Value	Number	Percent of Total		
		Lizton	County	State
Less than \$50,000	3	2.0%	2.6%	9.4%
\$50,000 to \$99,999	45	29.4%	8.1%	27.4%
\$100,000 to \$149,999	53	34.6%	32.3%	26.7%
\$150,000 to \$199,999	33	21.6%	26.7%	16.6%
\$200,000 to \$299,999	19	12.4%	18.9%	12.0%
\$300,000 to \$499,999	0	0.0%	9.1%	5.7%
\$500,000 to \$999,999	0	0.0%	2.1%	1.8%
\$1,000,000 or more	0	0.0%	0.2%	0.4%
Total	153	100.00%	100.0%	100.0%
Median Value		\$121,000	\$161,100	\$123,000

Building Permits

Homeownership can also be reflected in the number of new residential builds.

Building Permits 2017-2021			
Year	Residential Units		Commercial Units
2017	0		1
2018	0		0
2019	0		0
2020	0		0
2021	1		0
Total	1		1



HOUSING TRENDS

HOUSEHOLDS and FAMILIES

Lizton had an estimated total 208 households in 2019 with an average household size of 2.75 people per household. Lizton's average household size is basically the same as Hendricks County (2.76 people/household) but more than Indiana (2.46 people/household). In 2019, approximately 73.6% of all households in Lizton were families and 26.4% were non-family households. Of the family households, 27.9% consisted of a husband-wife family and about 22.5% were single-parent households.

The percent of one-person households (people living alone) in Lizton (24.0%) is higher than Hendricks County (13.3%) but lower than Indiana (29.0%).

Household Characteristics

Source: 2019 American Community Survey

	Lizton	Percent of Total Town	Hendricks County	Percent of Total County	Indiana	Percent of Total State
Total Occupied Households	208	100%	61,105	100%	2,570,419	100%
Family Households	153	73.6%	34,277	56.1%	1,663,199	64.7%
Married with Children	115	55.3%	17,032	27.9%	1,238,681	48.2%
Single Parents	38	18.2%	13,758	22.5%	424,518	16.5%
Non-family Households	55	26.4%	22,487	36.8%	907,220	35.3%
Living Alone	50	24.0%	8,136	13.3%	745,340	29.0%
Average Household size	2.75		2.76		2.46	



Housing Tenure

Approximately 9.6% of housing units in Lizton were vacant according to the 2019 ACS, this has decreased by only 0.0% from 9.6% in 2010. All comparison communities also experienced changes in vacant housing units during this time (2010 -2019) with Advance decreasing by 6.9%, Bainbridge increased by 5.0% and North Salem increasing by 9.6% in vacancy. As of 2019, Lizton was above Hendricks County (4.4%) and still below Indiana (11.0%) in averages for vacant housing units.

Housing Occupancy

Source: 2019 American Community Survey

Community	Occupied	Owner Occupied	Rental Occupied	Vacant	Total Units
Indiana	89.0%	69.1%	30.9%	11.0%	2,886,548
Hendricks County	95.6%	75.0%	25.0%	4.4%	63,955
Lizton	90.4%	57.7%	42.3%	9.6%	230
Advance	97.4%	80.3%	19.7%	2.6%	193
Bainbridge	84.2%	61.5%	38.5%	15.8%	361
North Salem	82.9%	70.1%	29.9%	17.1%	222

In Lizton 57.7% of the occupied housing units were owner-occupied and 42.3% were renter-occupied. Lizton has the lowest percent of home ownership in the comparison communities. Home ownership in Lizton is lower than that of Hendricks County (75.0%) and Indiana (69.1%)

Housing Value

The median value of Lizton's owner-occupied housing units was \$156,700 in 2019 and the median gross rent for renter-occupied housing units was \$764 per month. All of the comparison communities had lower owner-occupied median housing values but had higher rents.



Housing Median Value / Rent Comparison
Source: 2019 American Community Survey

Community	Median Household Value	Median Rent
Indiana	\$123,000	\$683
Hendricks County	\$219,400	\$1,138
Lizton	\$156,700	\$764
Advance	\$98,800	\$888
Bainbridge	\$96,600	\$759
North Salem	\$114,900	\$817

Lizton’s housing unit value is significantly less than Hendricks County (\$219,400) but higher than Indiana (\$123,000). Lizton’s median gross rent was higher than Indiana (\$683) but much less than Hendricks County (\$1,138).



FUTURE RESIDENTIAL LAND USE

The future land use is the culmination of the physical reality of land use planning which is linked to the goals and objectives. The information in this chapter provides a summary of the future land use plan for the Town and how it is based on these goals and objectives for the community.

Since there are very limited areas for development within the town limits, the Town will need to concentrate on preservation of existing structures and infill development to enhance the community as well as utilizing the existing open areas for residential, commercial, and open space uses. The Future Land Use Map shows areas where general growth is to take place. The map in this report is intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline.

CITIZEN SURVEY

It was evident from the citizen survey and was voiced by both the steering committee and at the public meetings that additional housing growth was desired. Also, that the variety, quality, and affordability of current housing was less than desirable.

Do you believe growth and new development would be beneficial to the community?	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	16	8	2	3	0
	55%	28%	7%	10%	0%
	83%			10%	
Availability of affordable housing	Excellent	Good	Don't Know	Fair	Poor
	1	6	3	15	4
	3%	21%	10%	52%	14%
	24%			66%	
Variety of housing options	Excellent	Good	Don't Know	Fair	Poor
	0	3	1	18	7
	0%	10%	3%	62%	24%
	10%			86%	



The citizen survey also showed that living in Lizton was favorable and the majority of respondents would recommend living in and likely stay in the community.

	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
Recommend living in Lizton to someone	9	14	0	4	2
	31%	48%	0%	14%	7%
	79%			21%	
Remain in Lizton for the next five years	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	18	4	1	3	3
	62%	14%	3%	10%	10%
	76%			21%	

FUTURE RESIDENTIAL GROWTH

In Town

In most older communities most land within the older platted area of town has been developed leaving limited land for new housing. Lizton still has a few areas of platted land and easements for roadways that are still available for residential building within the Town. It is always suitable to concentrate on infill of existing vacant lots within the town.

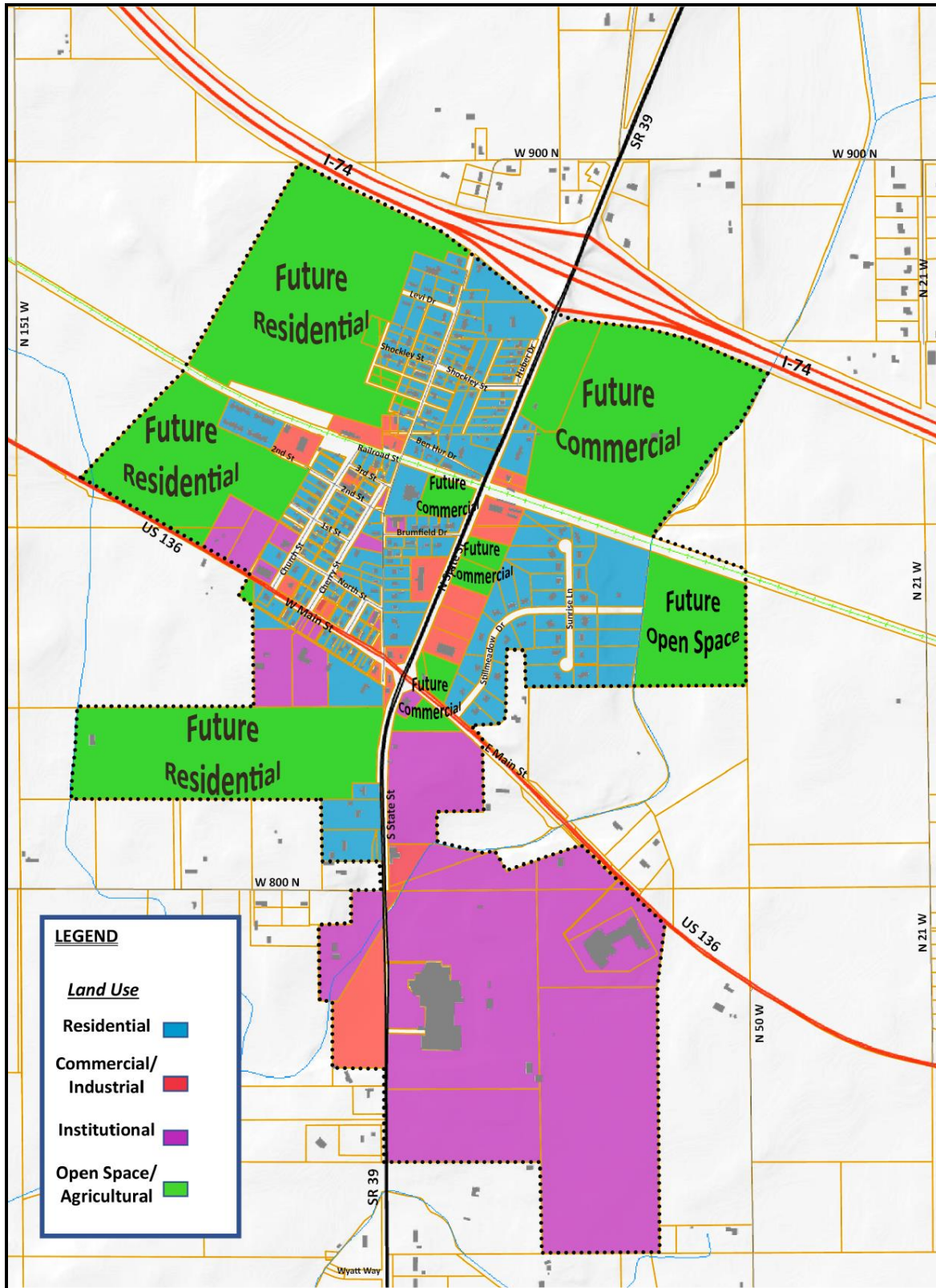
Additionally, the Town does have a few large tracts of land on the northeast and west sides of town amounting to approximately 107 acres. All of these areas would be prime for new housing as they are close to existing utilities.

Outside Town

The areas outside of the town limits that have been designated most desirable for residential development follow the Hendricks County future land use plan except for the portion to the northeast of the town across I-74 and to the east along US 136 south of the railroad.

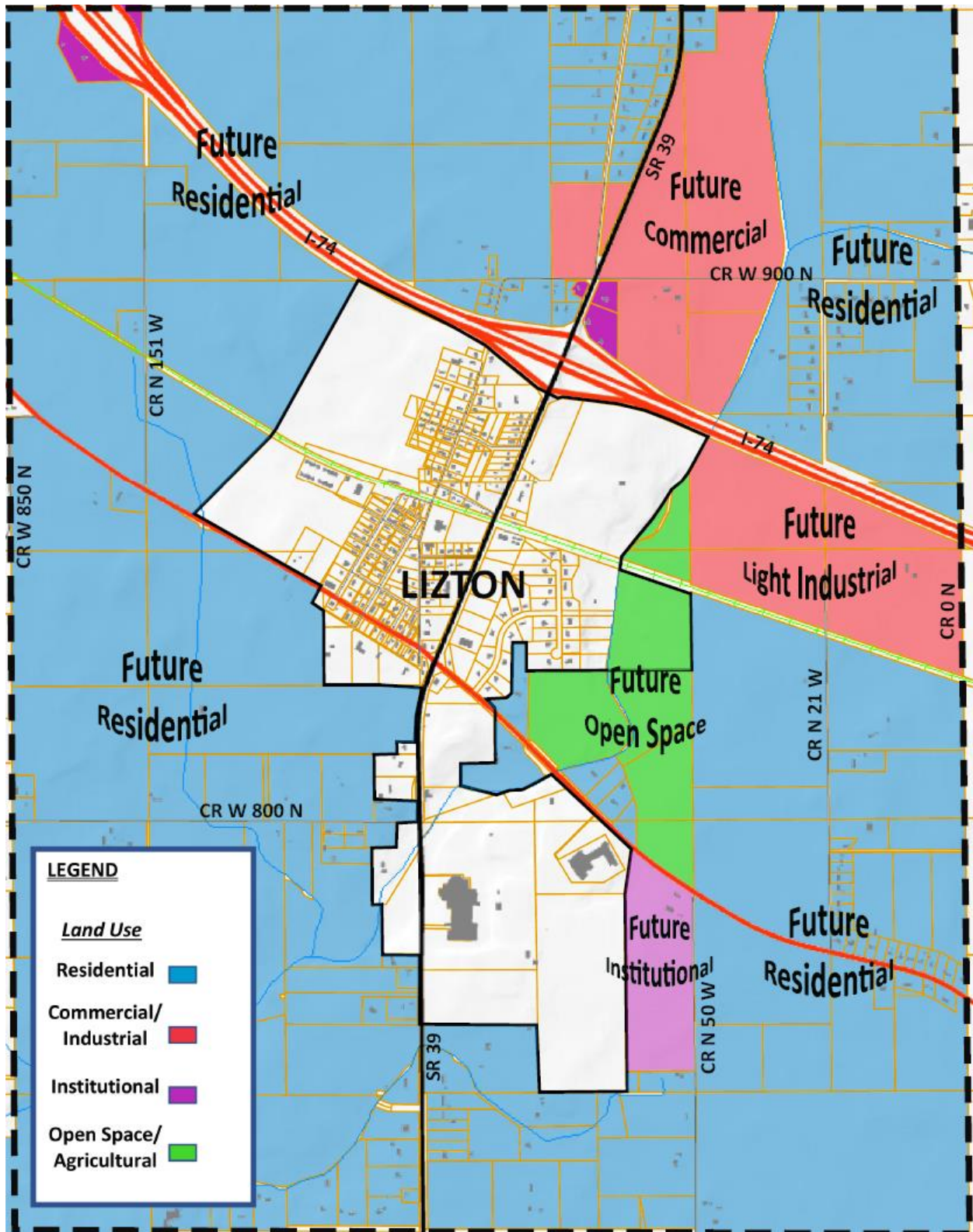


Future Residential Land Use map (in town limits)





Future Residential Land Use map (outside town limits)





HOUSING POLICY

GOAL:

To encourage the orderly, responsible development of residential uses in order to promote new housing opportunities for the community.

OBJECTIVES:

- Promote residential growth representing a variety of housing opportunities.
- Plan for future housing growth for infill areas in town.
- Assess both SFR and multi residential rental opportunities.
- Promote homeownership opportunities.
- Promote residential growth in areas defined by Future Land Use map.

STRATEGIES:

- Review and update the zoning and subdivision control ordinances and permitting process.
- Follow the Comprehensive Development Plan for future residential growth.
- Focus on infill to utilize existing services and infrastructure for residential growth.
- Develop a housing inventory and study.
- Connect with IHADA for homeownership assistance and rehab programs.

SECTION 9

TRANSPORTATION

IN THIS SECTION...

This Section coordinates future state funded projects and local needs for all forms of transportation. This includes roadway improvements as well as multi-modal projects.

- Existing Transportation
 - Roadways
 - Multi-Modal Transportation
- Transportation Improvements
 - Roadway Improvements
 - Sidewalk Improvements
 - Recreation Improvements





TRANSPORTATION OVERVIEW

A community's transportation network is directly responsible for maintaining a healthy and thriving community. A coordinated and deliberate plan to develop transportation throughout a community, including facilities such as streets, sidewalks, and multi-modal trails, is an essential component of a comprehensive plan.

The overall objective of the Transportation Plan is to offer a system of transportations that will allow for the safe movement of people and commodities, quickly, economically, and conveniently between all points of the town and the surrounding area to provide a reasonable choice of facilities and routes.

EXISTING TRANSPORTATION

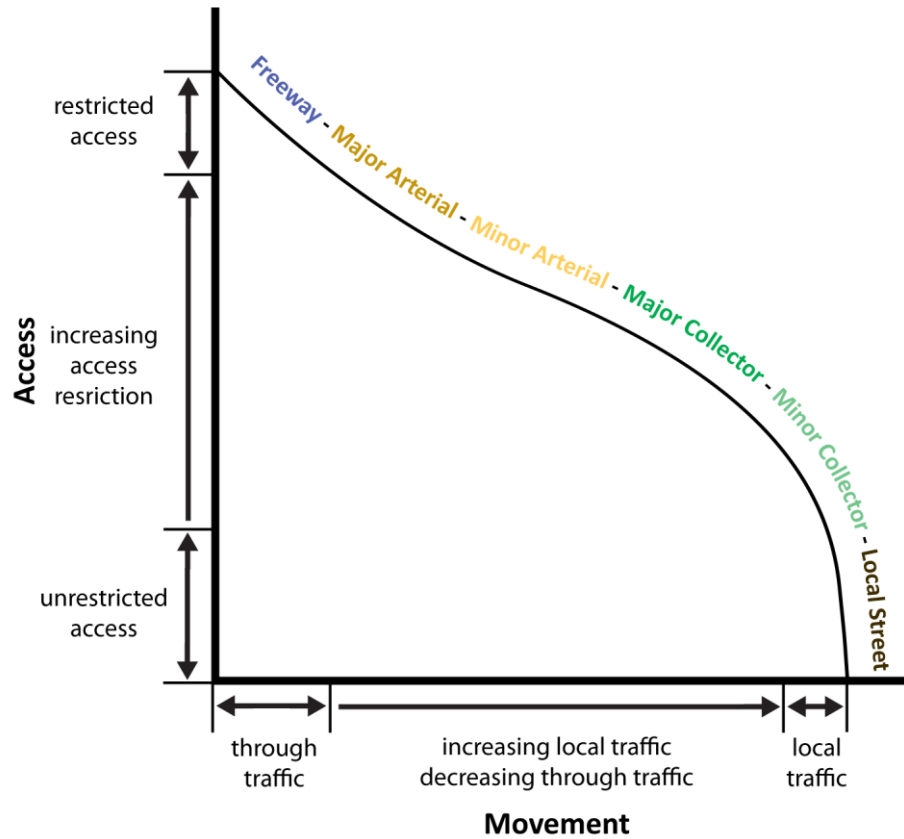
ROADWAYS

The Lizton area is not part of any of the Metropolitan Planning Organizations (MPO) in the state. MPO's are responsible for the Transportation Improvement Plan for those areas which they cover which contains all future roadway improvements for the planning area. In this case it was determined that the Thoroughfare Plan for Hendricks County be reviewed to determine any future projects in and or around Lizton.

The Town of Lizton has two primary arterials, SR 39 and US 136 as well as collector and local streets. The Functional Classification Map (following page) represents the current classifications of roadways in Lizton.



Street Classification



Interstates

Interstates prioritize vehicular mobility and allow minimal access points with specific minimum distances separating them. Interstates are intended to be high speed, high traffic volume corridors with statewide and national significance. They are planned and maintained by state authorities with federal oversight. Interstates in Indiana are under the jurisdiction of the Indiana Department of Transportation, otherwise known as INDOT.

I-74 runs along the northern part of the Town with an interchange at SR 39.



Arterials

The Arterial system is designed to serve the major centers of activity for a community, the highest traffic volume corridors, as well as the majority of “through traffic” desiring to pass through a community with minimal obstruction. They should carry the highest proportion of the total urban area travel on minimum mileage. Sometimes access to private property is restricted in order to maintain these characteristics.

There are no classified arterial roadways within the Town.

Collectors

The Collector system of streets and highways is designed to provide both land service access and traffic circulation within residential, commercial, and industrial areas. As the name implies, Collector streets also serve to collect traffic from local streets and channel it into the Arterial system. Collector streets are divided into Major Collectors and Minor Collectors.

Lizton has two Major Collectors that run through the Town. SR 39 runs north-south through the middle of the town. SR 39 bisects Hendricks County and connects to I-70 south of Danville and I-65 north at Lebanon as well as I-74 on the north side of the town. US 136 runs parallel to I-74 from Indianapolis all the way to the state line. Both SR 39 and US 136 are listed as key transportation corridors in the 2019 Hendricks County Transportation Plan.

Local

The Local system consists of all other streets and roads that do not fall under one of the higher systems. It serves primarily to provide direct access to the adjacent lands and access to the high level systems. All streets within the Town that have not been identified previously fall under the Local Streets category.



MULTI-MODAL TRANSPORTATION

In addition to vehicular traffic flow throughout a community, another vital mode of transportation is the non-vehicular transportation system, sometimes referred to as “multi-modal”. The multi-modal transportation system consists of a community’s alternate modes of transportation, such as public transportation, railroads, airports, pedestrian sidewalks as well as biking, walking and jogging trails.

Public Transportation

LINK Hendricks County provides public transit service to persons of any age (including wheelchair transport, portable oxygen, attendants, and service animals). Services are available to anyone needing a ride within Hendricks County. Those under the age of 16 must be accompanied by an adult. If your child falls under the Indiana Child Seat Law you must provide a state approved car seat.

LINK service is scheduled on a first come, first served basis, so riders are encouraged to call as soon as possible, up to three (3) months in advance. Curb to curb transportation is available Monday through Friday, during the hours of 6:00 a.m. to 6:00 p.m. Service is not available on holidays or when inclement weather prohibits safe boarding and/or travel. This is a fee-based service, \$6 round trip within a town; \$8 round trip within the county.

Airports

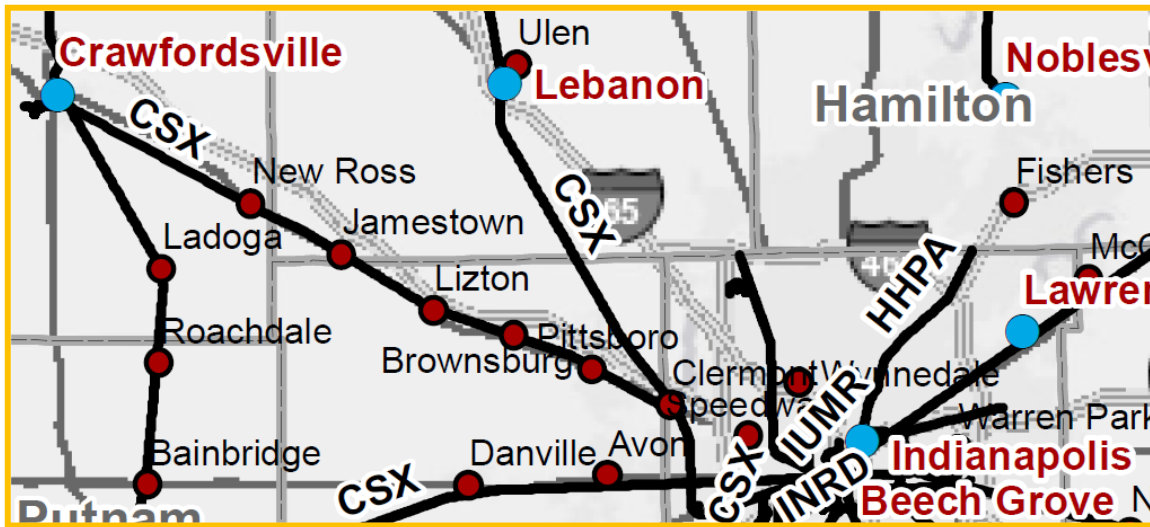
The nearest major airport is the Indianapolis International Airport (IND) which can be accessed using I-74 to I-465 then to I-70 (approximately 26 miles). IND offers 44 non-stop domestic flights through Allegiant, American, Delta, Spirit, Southwest and United Airlines. It also offers 2 non-stop international flights to Cancun, Mexico and Toronto, Canada.



Railroads

There is one rail line that runs through and bisects the town. It is a CSX line that runs east-west through the town.

There is no passenger rail station in the Town, but there is access to passenger service. The nearest passenger rail station is provided by Amtrak in Indianapolis (approximately 25 miles away) and in Crawfordsville (approximately 24 miles away). Both are served by the Cardinal line which service runs to Chicago, Cincinnati, and New York City. This line uses the CSX line.



Source: Indiana Department of Transportation



TRANSPORTATION IMPROVEMENTS

A community's comprehensive plan is a unique opportunity to evaluate the current status of the transportation systems within the community. In preparing this plan, some needed improvements have been identified to meet the current transportation needs. These improvements are included in this chapter.

In addition to satisfying current transportation needs, improvements may be driven by or a driving force behind future land use projects. As land is dependent on transportation for development and growth, and may require specific types of access, the transportation system serving that area must accommodate those needs.

Improvements have been divided into the following categories:

- Roadway Improvements
- Sidewalk Improvements
- Recreational Improvements

ROADWAY IMPROVEMENTS

The Town is responsible for repair and construction of all roadways within the corporate limits. The Town has approximately 2.57 miles of 2 lane asphalt roadway. Roadway widths run from 14' to 27'. Paving is contracted out as needed and as the Town can afford improvements. Road and sidewalk condition were noted frequently as problems in the community survey. In addition, most streets lack sidewalks which limit pedestrian traffic. This is especially significant since many streets are narrow which prevents easy two-way travel.

Citizen Survey

When asked about the transportation issues in Lizton, 90% of the respondents said that street repair was fair/poor. Although getting around Lizton by car rated well, (62% excellent/good) and commute time (91% like) was favorable.



Roadway Planning

For many communities, an effective preventative maintenance program is the most economical way to sustain the condition and prolong the life of their street system. A Pavement and Sidewalk Infrastructure Improvement Plan was created in 2009 and the pavement portion was updated in 2020. As part of the CCMG requirements, an asset inventory and rating system was established for all major roads in Town. The rating system used is known as the PASER system (Pavement And Surface Evaluation and Rating).

Quality	Rating	Treatment (Asphalt)	Treatment (PCC)
Excellent	9-10	No maintenance required	No maintenance required
Good	7-8	Crack sealing and minor patching	Routine maintenance
Fair	5-6	Preservation treatments (non-structural)	Surface repairs, partial-depth patching
Poor	3-4	Structural renewal (overlay)	Extensive slab or joint rehabilitation
Failed	1-2	Reconstruction	Reconstruction

The inventory rated most streets as fair to excellent (95%). More than half of the roads had a “fair” or “poor” indicator. The remaining streets were rated as “good” and “excellent”. None were classified as “excellent”.

Roadway Rating	Miles	Percentage of Roadway
9-10 Excellent	0.57	22%
6-8 Good	0.66	15%
4-5 Fair	1.48	58%
0-3 Poor	0.13	5%



This plan has enabled the Town to outline the performance goals and expected level of service of pavements, define the rating system, and describe the work plan for pavement maintenance making routine work performed to maintain pavement as close to its as-built condition for as long as possible. Each town-maintained street in Lizton was evaluated by measuring pavement width and

length of the pavement section, noting the type of pavement and each occurrence of pavement defects. Maintenance includes crack filling, thin overlays, and repairing localized broken areas and base failures. Conversely, pavement rehabilitation strengthens or replaces existing pavement, rather than preserving it, and includes resurfacing and reconstruction.

The Town will use this document as a guideline for yearly pavement maintenance and preservation and for future CCMG applications for road improvements.

Roadway Asset Inventory

Roadway	From	To	Length (Mi)	Width (Ft)	Surface	Rating
2ND ST	CHERRY ST	LEBANON ST	0.021	22	Asphalt	9
2ND ST	CHURCH ST	CHERRY ST	0.058	22	Asphalt	9
STILLMEADOW DR	US 136	SUNSET LN	0.25	20	Asphalt	9
SUNSET LN	S. CUL-DE-SAC	STILLMEADOW DR.	0.08	18	Asphalt	9
SUNSET LN	STILLMEADOW DR	N. CUL-DE-SAC	0.09	18	Asphalt	9
2ND ST	CHURCH ST	W TOWN LIMIT	0.07	23	Asphalt	9
			0.57	22%		
NORTH ST	MULBERRY ST	LEBANON ST	0.026	14	Asphalt	7
NORTH ST	CHERRY ST	MULBERRY ST	0.059	14	Asphalt	7
			0.085	3%		
MULBERRY ST	US 136	US 136	0.004	18	Asphalt	6
LEBANON ST	US 136	NORTH ST	0.063	18	Asphalt	6
MULBERRY ST	US 136	NORTH ST	0.054	18	Asphalt	6
1ST ST	CHURCH ST	CHERRY ST	0.058	20	Asphalt	6
RAILROAD ST	CHURCH ST	LEBANON ST	0.06	23	Asphalt	6
HUBER DR	SHOCKLEY ST	N TERMINUS	0.07	20	Asphalt	6
			0.31	12%		

TOWN OF LIZTON

Comprehensive Development Plan

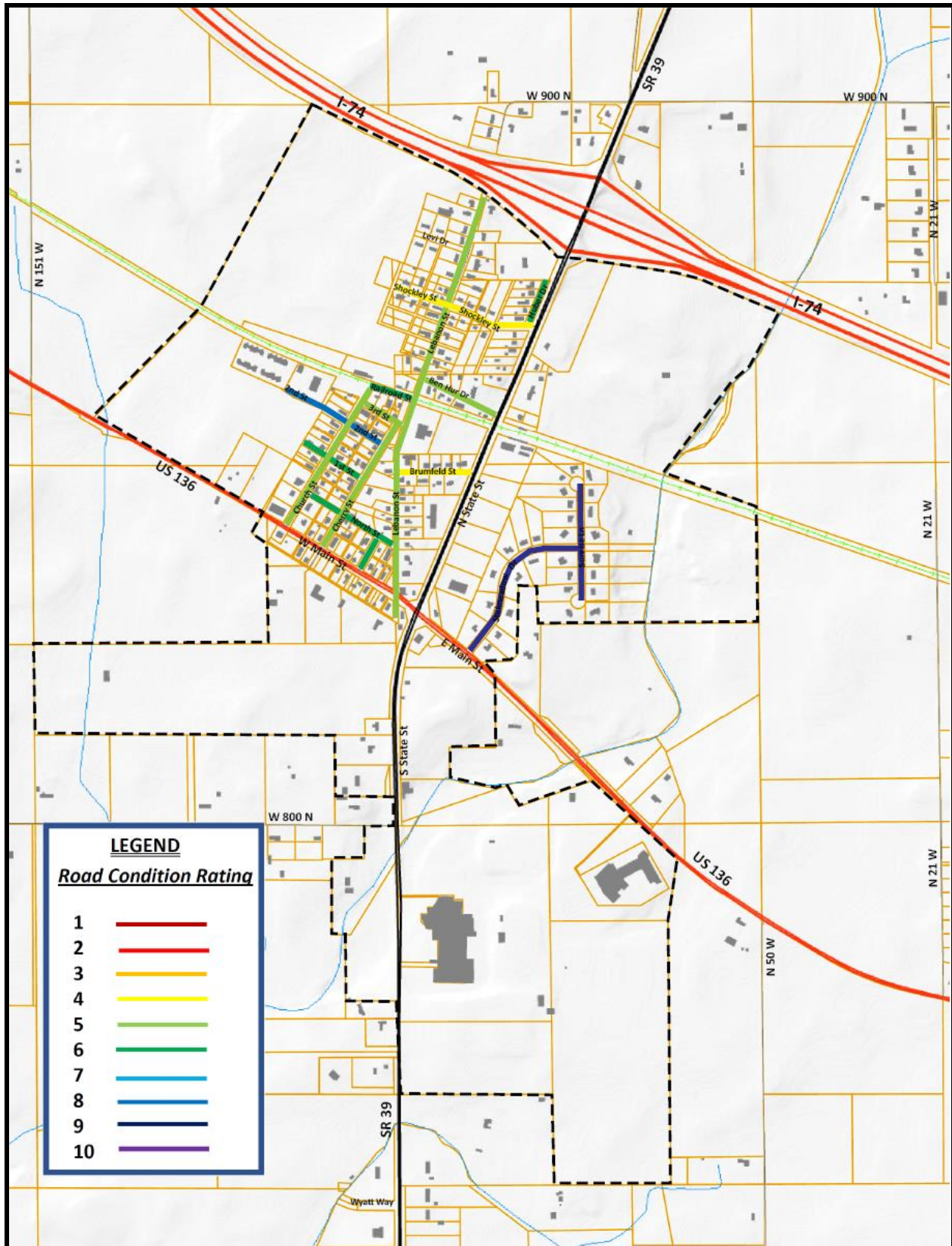
2022-2026



LEBANON ST	US 136	US 136	0.005	18	Asphalt	5
CHURCH ST	US 136	US 136	0.003	24	Asphalt	5
CHURCH ST	US 136	NORTH ST	0.055	24	Asphalt	5
CHERRY ST	NORTH ST	1ST ST	0.056	19	Asphalt	5
LEBANON ST	NORTH ST	BRUMFELD ST	0.102	25	Asphalt	5
CHURCH ST	NORTH ST	1ST ST	0.057	24	Asphalt	5
LEBANON ST	BRUMFELD ST	2ND ST	0.028	25	Asphalt	5
CHERRY ST	1ST ST	2ND ST	0.055	19	Asphalt	5
1ST ST	CHERRY ST	CHURCH ST	0.04	19	Asphalt	5
LEBANON ST	2ND ST	3RD ST	0.036	25	Asphalt	5
CHERRY ST	2ND ST	3RD ST	0.036	19	Asphalt	5
3RD ST	CHERRY ST	LEBANON ST	0.011	15	Asphalt	5
CHURCH ST	1ST ST	2ND ST	0.056	24	Asphalt	5
BEN HUR ST	SR 39	SR 39	0.002	13	Asphalt	5
2ND ST	CHERRY ST	CHURCH ST	0.048	22	Asphalt	5
CHURCH ST	2ND ST	3RD ST	0.036	24	Asphalt	5
3RD ST	CHURCH ST	CHERRY ST	0.058	16	Asphalt	5
LEBANON ST	RAILROAD ST	RAILROAD ST	0.006	16	Asphalt	5
CHURCH ST	3RD ST	RAILROAD ST	0.022	24	Asphalt	5
LEBANON ST	RAILROAD ST	BEN HUR ST	0.03	24	Asphalt	5
BEN HUR ST	LEBANON ST	SR 39	0.118	13	Asphalt	5
SHOCKLEY ST	LEBANON ST	LEBANON ST	0.077	16	Asphalt	5
LEBANON ST	SHOCKLEY ST	N TERMINUS	0.133	17	Asphalt	5
			1.070	42%		
CHERRY ST	South Terminus	US 136	0.03	27	Asphalt	4
CHERRY ST	US 136	US 136	0.002	27	Asphalt	4
CHERRY ST	US 136	NORTH ST	0.056	19	Asphalt	4
NORTH ST	CHURCH ST	CHERRY ST	0.059	14	Asphalt	4
BRUMFELD ST	SR 39	SR 39	0.003	23	Asphalt	4
BRUMFELD ST	LEBANON ST	SR 39	0.109	23	Asphalt	4
LEBANON ST	3RD ST	RAILROAD ST	0.036	14	Asphalt	4
LEBANON ST	BEN HUR ST	SHOCKLEY ST	0.107	17	Asphalt	4
LEBANON ST	SHOCKLEY ST	SHOCKLEY ST	0.004	17	Asphalt	4
			0.406	16%		
SHOCKLEY ST	HUBER DR	SR 39	0.01	16	Asphalt	3
SHOCKLEY ST	SR 39	SR 39	0.003	16	Asphalt	3
SHOCKLEY ST	LEBANON ST	HUBER DR	0.118	16	Asphalt	3
			0.13	5%		



Roadway Rating Map





Roadway Funding

The Town receives an average of over \$169,000 annually from property taxes, Wheel taxes, and County Vehicle Excise Tax (CVET) funds. In 2018 the Town applied for and received Community Crossing Management Grant (CCMG) funds for \$305,182 and again in 2021 and was awarded \$164,520. The Town uses available funds to make as many roadway improvements as possible. However, it is acknowledged that there are never enough funds to do everything that is needed.

It is recommended that the Town pursue a variety of funding sources. Each funding source has specific goals and these should be matched with the projects that best meets these objectives. There are several financing options potentially available to the proposed project. This section of the report will describe each of the different funding options.

- **Motor Vehicle Highway Distribution – MVH**

Motor Vehicle Highway distributions are made monthly to the Indiana Department of Transportation, counties, cities and towns. MVH funds can be used by counties, cities and towns for the expenses of highway and street departments, construction, maintenance and reconstruction cost of streets and roads, and equipment purchases.

- **Local Roads and Streets Fund – LRS**

Local Road and Street distributions are made monthly to the Indiana Department of Transportation, counties, cities and towns. Local Road and Street distributions from INDOT can be used by counties, cities and towns for construction, maintenance and reconstruction costs of streets roads, engineering, land acquisitions, and equipment.

- **Community Crossroads Matching Grant Program**

This program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. For towns under 10,000 the match is 75/25. Projects that are eligible for funding through Community Crossings include road resurfacing and preservation, bridge rehabilitation or replacement, road reconstruction with Americans with Disabilities Act (ADA) compliance in connection with a road project. Material costs for chip sealing and crack filing operations are also eligible for funding.



SIDEWALK IMPROVEMENTS

Interconnectivity within a community through a multi-modal transportation system promotes a healthy population, additional forms of recreation, and provides desirable characteristics within the community such as reduced vehicular congestion and pollutants. A simple inventory of sidewalk locations can indicate which of a community's features are being served by alternative modes of transportation.

As with many smaller towns, the system of sidewalks is sporadic in Lizton. Some areas of the Town have sidewalks in excellent condition while other areas are lacking any type sidewalk system or have isolated areas that are not connected to other sidewalks.

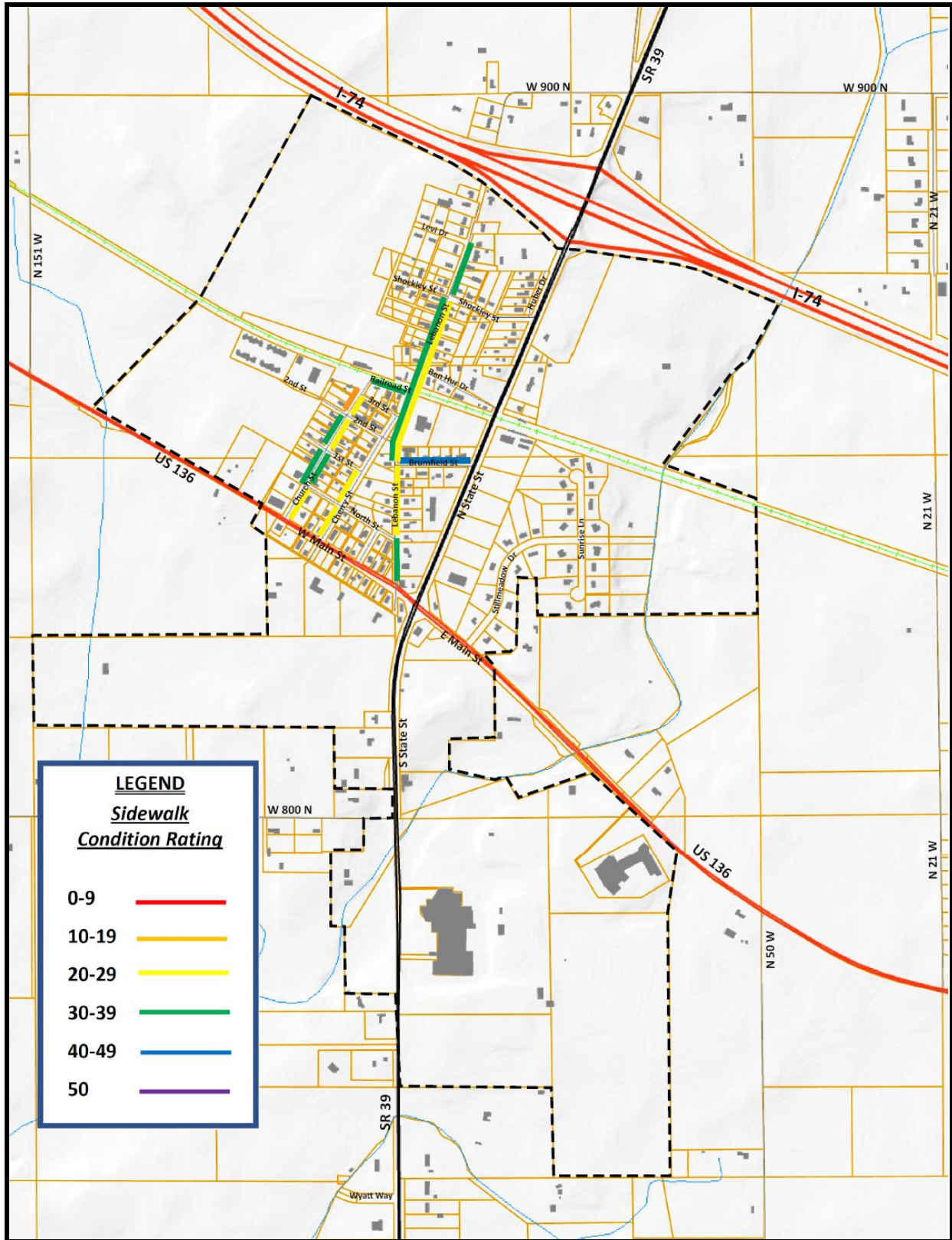
Sidewalk Planning

For many communities, an effective preventative maintenance program is the most economical way to sustain the condition and prolong the life of their sidewalk system. A Pavement and Sidewalk Infrastructure Improvement Plan was created in 2009. Unlike with the roadway portion of the plan, the sidewalk infrastructure portion has not been updated. There have been small portions which have been updated in conjunction with some of the recent water system improvements but the majority of the sidewalk system has not changed and if anything has worsened in the past decade.

An effective preventative maintenance program is the most economical way to sustain the condition and prolong the life of the town's sidewalk system. Over the life of a sidewalk, the cost of removing and replacing a sidewalk is much greater than the cost of a preventative maintenance program. Sidewalk management is the routine work performed to keep sidewalks as close to their as-built condition for as long as possible.



Sidewalk Rating map





Sidewalk Funding

Funding for sidewalks can be challenging for any community. Unlike roadways which usually have a designated source of local, state and federal taxpayer funds, sidewalks usually do not have any designated funding by government agencies. Some communities will enact sidewalk ordinances that will pay for new sidewalks with matching funds only. Currently Lizton has no such ordinance but has investigated enacting one in the past.

- **Community Crossroads Matching Grant Program**

This program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. For towns under 10,000 the match is 75/25. Projects that are eligible for funding through Community Crossings include road resurfacing and preservation, bridge rehabilitation or replacement, road reconstruction with Americans with Disabilities Act (ADA) compliance in connection with a road project. Material costs for chip sealing and crack filing operations are also eligible for funding.

RECREATIONAL IMPROVEMENTS

Bicycle and pedestrian paths can serve multiple purposes within a community and increase the quality of life for residents. Paths and trails can be used as a form of transportation, a recreational opportunity and a health benefit. Lizton currently has limited connectivity for those wanting to walk, run or bike. There are no dedicated bicycling or hiking trails in Lizton. Sidewalks and trails play an important role in connecting various destinations, housing areas and other portions of the community.



TRANSPORTATION POLICY

GOAL:

Strive to make the community connected by all means of transportation modes which will enhance the growth and development of the community.

OBJECTIVES:

- Continue annual maintenance of local streets and sidewalks.
- Update the 2009 Pavement and Sidewalk Infrastructure Improvements Plan (PSIIP).
- Revisit the 50/50 Sidewalk Replacement Ordinance.
- Develop connectivity through the expansion of sidewalks and development of trails.
- Work with the Indiana Department of Transportation and the Hendricks County Highway Department to improve major roads in and surrounding Lizton.
- Continue to monitor the SR 39/US 136 intersection for safety and possible improvements.
- Investigate the implementation of road impact fees.

STRATEGIES:

- Continue road rehabilitation through grant programs.
- Hire consultant to update the PSIIP.
- Talk to town council about adopting the 50/50 Sidewalk Replacement Ordinance.
- Investigate the development of a pedestrian/bike trail plan for the community.
- Continue to monitor the functionality of the SR 39/US 136 intersection.
- Hire a consultant to investigate the possibility of implementing road impact fees.

SECTION 10

PARKS and RECREATION

IN THIS SECTION...

This discusses the current and future of parks and recreational opportunities of the community.

- Introduction
- Existing Conditions
- Citizen Survey
- Future Opportunities
- Goals, Objectives, Strategies



PARKS AND RECREATION

Access to parks, recreation, and open space is essential to a high quality of life, good health, and community spirit. Comprehensive parks and recreation programs can provide a variety of opportunities for a variety of income levels and age groups throughout the year.

Trails and pedestrian paths have become an integral part of communities in this day and age. People want to have to opportunity to enjoy the outdoors while gaining the many health benefits offered through using trails and pathways. These trails and pathways are also a component for communities to connect their residential areas with commercial and recreational areas. The impact to a community's quality of life is proven to be bolstered by the availability of trails and pedestrian pathways.

EXISTING CONDITIONS

Parks

There are no municipal parks in Lizton. The Methodist Church provides a small playground area with limited equipment which is on N. Lebanon St. The Lizton Lion's Club has a 3.5-acre site which contains two ball diamonds, a community building and a restroom/concession building.





The closest golf course is the Pittsboro Golf Course which is located approximately 3 miles east of Lizton on S.R. 136. It is an 18-hole course that also offers a driving range and putting greens. The nearby towns of Brownsburg and Danville have public parks and golf courses. Hendricks County has one 230-acre McCloud Nature Park which is located in the northeast portion of the county only 11 miles from the town.

The community through the school system does offer a variety of recreational opportunities for school aged children. Tri-West high school has undergone a multi-million-dollar renovation of their outdoor sports facilities.

CITIZEN SURVEY

Even though the town has no parks per say, there were a few questions were asked that related to parks and recreation throughout the Citizen Survey. When asked about the current opportunities for recreation in Lizton, 86% said fair/poor with 72% of those saying the opportunities were poor. 90% also felt that the availability of paths and walking trails was fair/poor with 83% citing poor.

When asked how important, if at all, you think it is for the community to focus on each of the following in the next five years 79% felt it was essential/very important to focus on parks and open spaces and 76% agreed to focus on recreational opportunities such as bike trails and pedestrian walkways. When asked "What have you seen in other communities that you would like to see in Lizton?", parks was the number one answer and trails was third.

The Citizen Survey then asked to what extent would you support or oppose prioritizing funding for each of the following identified town services/projects in the next five years. 79% strongly/somewhat agreed that recreational opportunities were important.

It was evident from the Citizen Survey that recreational opportunities are important for the future of the community. Having parks, open spaces, trails and recreational opportunities are all a part of the

quality of life of a community and important for the community to grow and have to offer potential newcomers.

FUTURE OPPORTUNITIES

In the future, the town would like to see some parkland development. The town will be looking into park impact fees for any future developments to help with costs. Since the town currently has no parks, they of course have no park board. It will be important for any new decisions about future parks to first establish a park board or at the least a coalition of concerned citizens that can focus on park and recreational development.

In Section 7 Land Use, there is an area just east of the Stillmeadow subdivision which has been designated for future use as open space and/or park uses. This piece of property was supposed to be a second phase of the housing subdivision but land constraints due to the floodplain area of the Ross Ditch and access of said ditch has rendered this undevelopable. For these reasons the steering committee felt this would be better suited for park land use. It also has excellent proximity to the schools. Other future parkland will probably be from any new housing developments being required to set aside land for park use.





PARKS and RECREATION POLICY

GOAL:

Promote a healthy community through the development of the community's recreational amenities.

OBJECTIVES:

- Establish a Park Board.
- Develop recreational opportunities for the community.
- Encourage pedestrian and bicycling trails throughout the town.

STRATEGIES:

- Complete 5-Year Master Park Plan.
- Develop Park Impact Fees.
- Tap into grant funding to develop active and passive recreational facilities and programs.
- Promote healthy living by educating community on benefits of walking and bicycling.



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SECTION 11



ENVIRONMENTAL PROFILE

IN THIS SECTION...

This section identifies environmentally sensitive areas. These are local amenities which make living in the community an enjoyable, aesthetically appealing, and healthier experience.

- Environmental Protection
- Topography
- Citizen Survey
- Goals, Objectives, Strategies



Natural resources can be a community's biggest and best asset. Rivers, streams, lakes and other natural formations tend to not only determine the development patterns of communities, but also define how a community looks and feels to visitors.

In this day and age, the preservation of natural resources has become preeminent for local governments and their protection of these natural resources has become not only a source of community pride, but also of economic prosperity.

ENVIRONMENTAL PROTECTION

The environment is another element integral to a community's quality of life. Clean water, clean air, and an aesthetically pleasing environment are some of the reasons for maintaining and restoring natural habitats.

The following covers the methods to protect the following environmental features:

- Floodway Management
- Groundwater quality
- Riparian Corridor Management
- Wetland Conservation
- Woodlot Management



Watersheds

Lizton lies within the Wabash River watershed which flows to the Ohio River, Mississippi River then on to the Gulf of Mexico. The town is split between two smaller drainage basins the East Fork Big Walnut Creek-Ross Ditch and the East Fork Big Walnut Creek-Lower.

Watershed Map



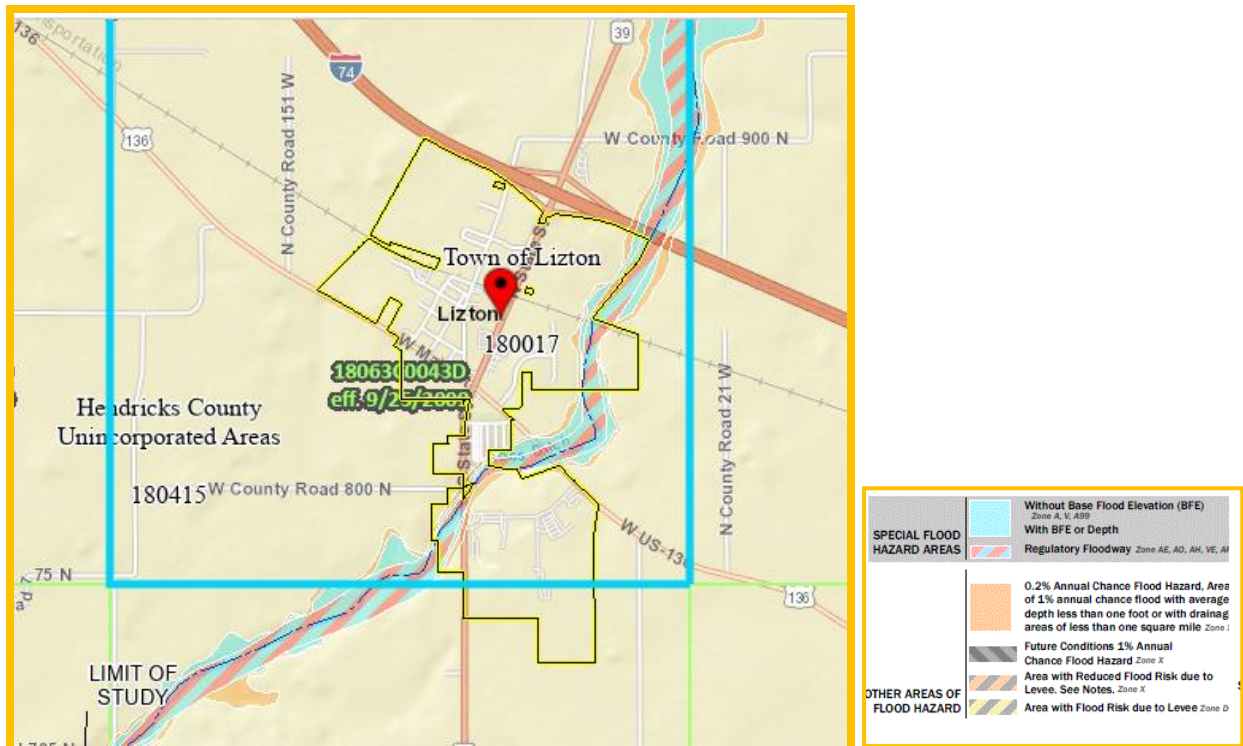


Floodplain Management

Flooding causes more damage to communities across the country than all other types of natural disasters combined. Flooding is costly, not only in terms of the value of the property lost, but also lives loss. The Federal Emergency Management Agency (FEMA) completes comprehensive flood studies for the Planning Area. A floodway is the channel of a stream and adjacent floodplain area that must be kept free of encroachment to carry the 100-year flood without substantial increase (>0.1 ft.) in flood height.

In the Planning Area, there is only one area identified on the FEMA FIRM maps. We show the floodways in the Planning Area in the following map on the below.

Floodplain Map





Groundwater Quality

Lizton should be aware and be sensitive to land uses and practices that could contaminate the water supply. Any development that poses a risk to the groundwater will be prohibited unless technologically acceptable measures are used to protect the water supply.

Riparian Corridor Management

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

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

According to the National Wetlands Inventory for surface waters and wetlands there are no riparian areas located within the town limits.

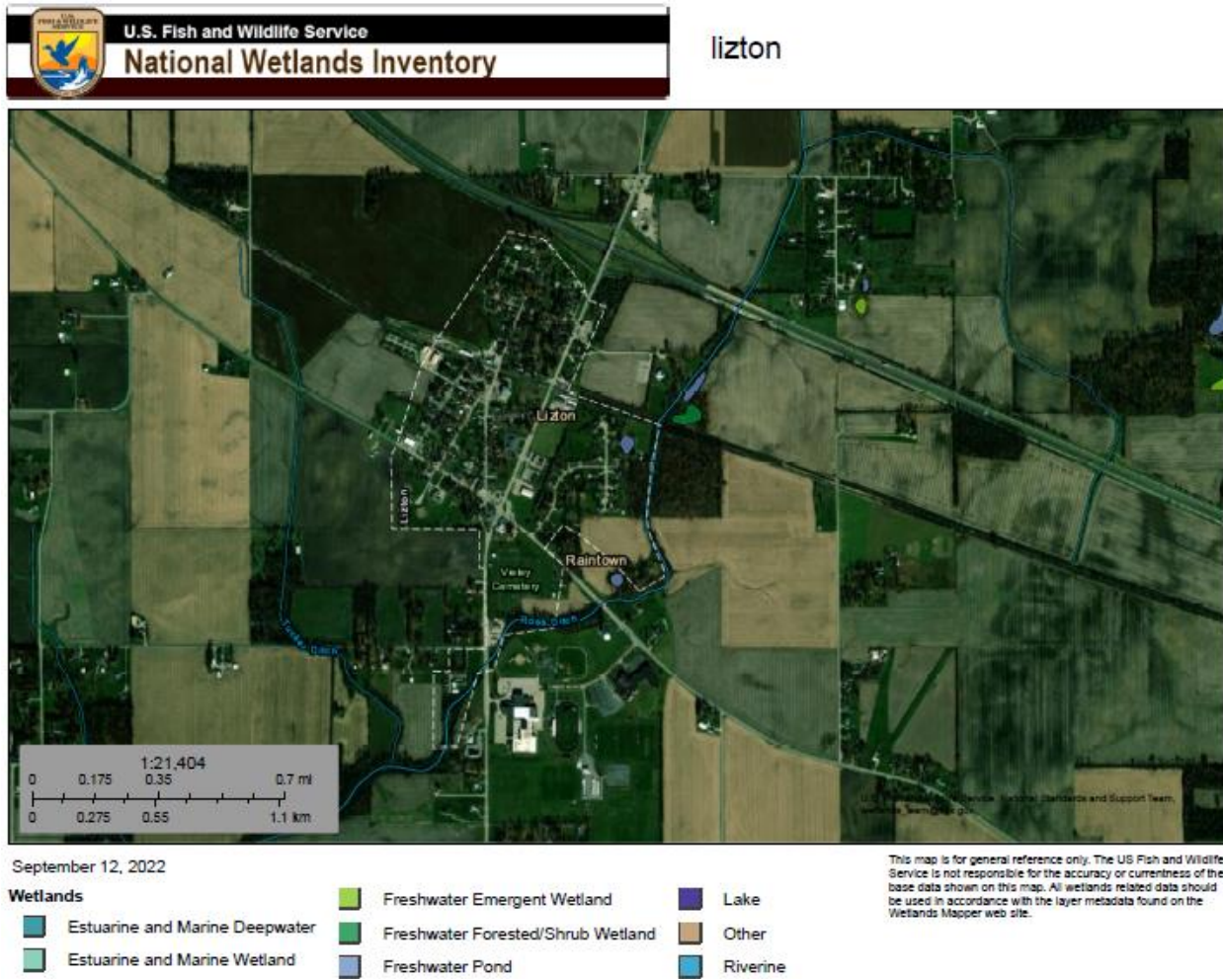
Wetland Conservation

The Federal government defines wetlands as areas with hydric soil (soil formed in the presence of water), and water at or near the ground surface long enough in the growing season to support hydrophytic vegetation. Wetlands are considered the single most productive type of wildlife habitat in the United States.

According to the National Wetlands Inventory for surface waters and wetlands there are no wetland areas located within the town limits.



National Wetlands Inventory Map



Woodlot Management

Woodlots should be managed because of the many benefits it provides. A forest stand can:

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



Lizton has only one woodland area of significant size. This is a 15-acre area just east of the Stillmeadow subdivision. This is an area that has been identified for a land use as a future opportunity for parkland or open space.

Outstanding State Resources Water, Exceptional Use Streams and Natural and Scenic Rivers

There are no outstanding state resources of water, limited use streams, exceptional use streams, or natural scenic rivers in Lizton.



TOPOGRAPHY

The Planning Area is relatively flat with a slight gently rolling topography rising to the southwest. The map shown below is an overview of topographical map of Lizton. USGS Map shown below.

USGS Topography Map





SOILS

The Town of Lizton contains a variety of soils predominantly of Crosby Silt Loam (28.4%), Miami Silt Loam (24.0%), Treaty Silty Clay Loam (18.5%) and Shoals Silt Loam (9.4%) most which are poorly draining soils. The water table may be seasonally high in this type of soil. We have included a general soil map of the Lizton area as shown on soil map below.

Soils Map





Soil Quality and Management

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

Adequate research during the site selection process can minimize these problems. Soils should be tested properly to make certain land uses are suitable for specific sites. All development should have adequate sanitary sewer capacity and be required to connect to the Town's wastewater system.

CITIZEN SURVEY

Most of the respondents to the Citizen Survey were positive about the state of the natural environment.

	Excellent	Good	Don't Know	Fair	Poor
Opportunities for recycling	11	16	0	2	0
	38%	55%	0%	7%	0%
	93%			7%	
Noise Quality	4	15	0	7	3
	14%	52%	0%	24%	10%
	66%			34%	
Air quality	5	14	2	8	0
	17%	48%	7%	28%	0%
	66%			28%	
Quality of overall natural environment in Lizton	1	15	2	8	3
	0%	0%	0%	0%	0%
	55%			38%	

Lizton has the good fortune to have one of the Hendricks County recycling points in the community. This year they will be opening up an upgraded facility just to the north of I-74 along SR 39. This new facility will be a gated and monitored recycling facility.



When asked to rate how important, if at all, you think it is for the Lizton community to focus on each of the following in the next five years, 79% responded that the overall quality of the natural environment was important.

When asked to what extent would you support or oppose prioritizing funding for town services/projects, 93% were in favor of cleaning initiatives such as litter, mowing, etc. although only 54% indicated that they would support any type of tax increase to do so.



NATURAL RESOURCES POLICY

GOAL:

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

OBJECTIVES:

- Encourage preservation of open spaces and natural areas within the Town.
- Protect the watershed quality.
- Encourage recycling throughout the community.

STRATEGIES:

- Designate future open space preservation areas by ordinance.
- Work with the Hendricks County recycling coalition to promote recycling programs.
- Hold bi-annual community clean-up days.



APPENDIX A

PUBLIC INPUT

- *CITIZEN SURVEY*
- *PUBLIC HEARING*



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Lizton Citizen Survey *Demographics Summary*

A citizen survey was developed through SurveyMonkey and ran for two weeks from June 18 to July 2, 2021. The link to the survey was put on the Town’s website. Hard copies were also made available at the Town Hall. In all, 29 surveys were completed. With a 2019 American Community Survey estimate of 197 occupied households (owner occupied and rentals), the survey garnered a 14.7% return rate.

Who responded...

The demographic information showed that out of the survey responses, male responders (61%) outnumbered the female responders (39%). By age group, the largest response rate was those between the ages of 45 to 54 (36%) followed by those groups in the 35 to 44 (18%), and 75 and older (14%).

Why they live here...

When asked “How many years have you lived in Lizton”, the majority responded over 11+ years (56%). The largest groups were those who have lived 20+ years (36%), followed by those who have lived 11-20 years (28%) and 2-5 years (18%). When asked “if they expected to remain in Lizton 5 years from now”, the vast majority (76%) said they were very likely to somewhat likely, only 20% of the respondents were somewhat or very unlikely to continue to live in Lizton.

2019 American Community Survey info...

- The population of Lizton is 573. The median age of persons living in Lizton is 33 years as compared to Hendricks County at 38 and Indiana at 38.
- The median household income is \$83,000, almost the same as the County median of \$83,933 and higher the State median of \$56,303.
- The major occupation is that of Management, Business, Science and Arts (50%) then the Office and Sales fields (34.9%).
- The current (2019) unemployment rate is 2.6%.
- The highest levels of education attained were those with a high school education (34.4%) followed by those with a bachelor’s degree (29.5%).

Which of the following are important reasons for living in Lizton?

#1 Reasonable cost of living	69%
Open spaces/Rural feel	69%
#2 Low crime rate	55%
#3 Uncongested area	52%
#4 Proximity to work	48%
#5 Native to area/Family ties	45%
#6 Quality of schools	38%
Low taxes	38%



Quality of Life

GENERAL	Excellent	Good	Don't Know	Fair	Poor
The overall quality of life in Lizton	2	16	0	9	2
	7%	55%	0%	31%	7%
	62%			38%	
LIVING					
Lizton as a place to live	Excellent	Good	Don't Know	Fair	Poor
	4	16	0	7	2
	14%	55%	0%	24%	7%
	69%			31%	
Lizton as a place to raise children	Excellent	Good	Don't Know	Fair	Poor
	4	15	2	8	0
	14%	52%	7%	28%	0%
	66%			28%	
Cost of living in Lizton	Excellent	Good	Don't Know	Fair	Poor
	2	15	2	8	2
	7%	52%	7%	28%	7%
	59%			34%	
Lizton as a place to retire	Excellent	Good	Don't Know	Fair	Poor
	5	11	0	5	8
	17%	38%	0%	17%	28%
	55%			45%	
Neighborliness of residents in Lizton	Excellent	Good	Don't Know	Fair	Poor
	3	12	0	11	3
	10%	41%	0%	38%	10%
	52%			48%	
Overall feeling of community	Excellent	Good	Don't Know	Fair	Poor
	2	12	0	10	5
	7%	41%	0%	34%	17%
	48%			52%	
Lizton as a place to visit	Excellent	Good	Don't Know	Fair	Poor
	3	3	0	8	15
	10%	10%	0%	28%	52%
	21%			79%	

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SOCIALIZING					
Opportunities to participate in religious or spiritual events and activities	Excellent	Good	Don't Know	Fair	Poor
	2	13	5	8	1
	7%	45%	17%	28%	3%
	52%			31%	
Opportunities to volunteer	Excellent	Good	Don't Know	Fair	Poor
	0	3	8	10	8
	0%	10%	28%	34%	28%
	10%			62%	
Opportunities to participate in community matters	Excellent	Good	Don't Know	Fair	Poor
	0	4	6	10	9
	0%	14%	21%	34%	31%
	14%			66%	
Opportunities to attend cultural/arts/music activities	Excellent	Good	Don't Know	Fair	Poor
	0	4	3	4	18
	0%	14%	10%	14%	62%
	14%			76%	
Opportunities to participate in social events and activities	Excellent	Good	Don't Know	Fair	Poor
	0	3	3	8	15
	0%	10%	10%	28%	52%
	10%			79%	
IMAGE/APPEARANCE					
Openness and acceptance of the community toward people of diverse backgrounds	Excellent	Good	Don't Know	Fair	Poor
	2	9	4	7	7
	7%	31%	14%	24%	24%
	38%			48%	
Cleanliness of Lizton	Excellent	Good	Don't Know	Fair	Poor
	1	9	0	9	10
	3%	31%	0%	31%	34%
	34%			66%	
Overall image or reputation of Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	8	1	13	7
	0%	28%	3%	45%	24%
	28%			69%	
Overall appearance of Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	2	0	16	11
	0%	7%	0%	55%	38%
	7%			93%	

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RESIDING					
Recommend living in Lizton to someone	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	9	14	0	4	2
	31%	48%	0%	14%	7%
	79%			21%	
Remain in Lizton for the next five years	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
	18	4	1	3	3
	62%	14%	3%	10%	10%
	76%			21%	
SAFETY					
Overall feeling of safety in Lizton	Excellent	Good	Don't Know	Fair	Poor
	8	9	0	9	3
	28%	31%	0%	31%	10%
	59%			41%	



Community Services/Facilities

COMMUNITY SERVICES	Excellent	Good	Don't Know	Fair	Poor
Garbage collection	8	16	2	3	0
	28%	55%	7%	10%	0%
	83%			10%	
Recycling	Excellent	Good	Don't Know	Fair	Poor
	11	12	1	5	0
	38%	41%	3%	17%	0%
79%			17%		
Drinking water	Excellent	Good	Don't Know	Fair	Poor
	6	14	6	3	0
	21%	48%	21%	10%	0%
69%			10%		
Internet services	Excellent	Good	Don't Know	Fair	Poor
	7	13	1	4	4
	24%	45%	3%	14%	14%
69%			28%		
Fire services	Excellent	Good	Don't Know	Fair	Poor
	7	11	2	7	2
	24%	38%	7%	24%	7%
62%			31%		
Sewer services	Excellent	Good	Don't Know	Fair	Poor
	5	11	2	9	2
	17%	38%	7%	31%	7%
55%			38%		
Traffic signal timing	Excellent	Good	Don't Know	Fair	Poor
	3	13	0	8	5
	10%	45%	0%	28%	17%
55%			45%		
Ambulance or emergency medical services	Excellent	Good	Don't Know	Fair	Poor
	4	9	6	8	2
	14%	31%	21%	28%	7%
45%			34%		
Sheriff services	Excellent	Good	Don't Know	Fair	Poor
	3	10	4	6	6
	10%	34%	14%	21%	21%
45%			0%		

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Town website	Excellent	Good	Don't Know	Fair	Poor
	2	7	5	8	7
	7%	24%	17%	28%	24%
	31%			52%	
Storm drainage	Excellent	Good	Don't Know	Fair	Poor
	0	9	2	6	9
	0%	35%	8%	23%	35%
	35%			58%	
Town sponsored special events	Excellent	Good	Don't Know	Fair	Poor
	0	1	11	2	15
	0%	3%	38%	7%	52%
	3%			59%	
Community centers or facilities	Excellent	Good	Don't Know	Fair	Poor
	0	1	11	6	11
	0%	3%	38%	21%	38%
	3%			59%	
Snow removal	Excellent	Good	Don't Know	Fair	Poor
	3	7	1	10	8
	10%	24%	3%	34%	28%
	34%			62%	
Animal control	Excellent	Good	Don't Know	Fair	Poor
	0	4	7	5	13
	0%	14%	24%	17%	45%
	14%			62%	
Town parks	Excellent	Good	Don't Know	Fair	Poor
	0	4	6	7	12
	0%	14%	21%	24%	41%
	14%			66%	
Steet lighting	Excellent	Good	Don't Know	Fair	Poor
	0	8	2	7	12
	0%	28%	7%	24%	41%
	28%			66%	
Traffic enforcement	Excellent	Good	Don't Know	Fair	Poor
	0	6	4	10	9
	0%	21%	14%	34%	31%
	21%			66%	

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Police services	Excellent	Good	Don't Know	Fair	Poor
	0	6	3	7	13
	0%	21%	10%	24%	45%
	21%			69%	
Code enforcement (weeds, abandoned buildings, etc.)	Excellent	Good	Don't Know	Fair	Poor
	0	3	6	6	14
	0%	10%	21%	21%	48%
	10%			69%	
Yard waste pick-up	Excellent	Good	Don't Know	Fair	Poor
	0	3	4	12	10
	0%	10%	14%	41%	34%
	10%			76%	
Street cleaning	Excellent	Good	Don't Know	Fair	Poor
	0	1	6	5	17
	0%	3%	21%	17%	59%
	3%			76%	
Sidewalk maintenance	Excellent	Good	Don't Know	Fair	Poor
	1	1	4	4	19
	3%	3%	14%	14%	66%
	7%			79%	
Street repair	Excellent	Good	Don't Know	Fair	Poor
	0	2	1	3	23
	0%	7%	3%	10%	79%
	7%			90%	

TOWN OF LIZTON
Comprehensive Development Plan
2022-2026



HEALTH SERVICES					
Availability of affordable quality health care	Excellent	Good	Don't Know	Fair	Poor
	0	2	12	8	7
	0%	7%	41%	28%	24%
	7%			52%	
Availability of affordable quality mental health care	Excellent	Good	Don't Know	Fair	Poor
	0	2	12	4	11
	0%	7%	41%	14%	38%
	7%			52%	
Health services	Excellent	Good	Don't Know	Fair	Poor
	0	1	12	6	10
	0%	3%	41%	21%	34%
	3%			55%	
Health and wellness opportunities	Excellent	Good	Don't Know	Fair	Poor
	0	2	9	6	12
	0%	7%	31%	21%	41%
	7%			62%	
EDUCATION SERVICES					
Availability of quality K-12 school	Excellent	Good	Don't Know	Fair	Poor
	2	10	8	7	2
	7%	34%	28%	24%	7%
	41%			31%	
Availability of affordable quality childcare/preschool	Excellent	Good	Don't Know	Fair	Poor
	1	4	16	2	6
	3%	14%	55%	7%	21%
	17%			28%	
Availability of adult education services	Excellent	Good	Don't Know	Fair	Poor
	0	1	16	1	11
	0%	3%	55%	3%	38%
	3%			41%	
Overall opportunities for education and enrichment	Excellent	Good	Don't Know	Fair	Poor
	1	4	8	6	10
	3%	14%	28%	21%	34%
	17%			55%	



Government

The value of services for the taxes paid to Lizton	Excellent	Good	Don't Know	Fair	Poor
	3	6	6	8	14
	8%	16%	16%	22%	38%
	24%			59%	
The overall direction that Lizton is taking	Excellent	Good	Don't Know	Fair	Poor
	0	6	2	12	9
	0%	21%	7%	41%	31%
	21%			72%	
The job Lizton government does at welcoming citizen involvement	Excellent	Good	Don't Know	Fair	Poor
	5	6	6	8	12
	14%	16%	16%	22%	32%
	30%			54%	
Overall confidence in Lizton government	Excellent	Good	Don't Know	Fair	Poor
	0	5	3	9	12
	0%	17%	10%	31%	41%
	17%			72%	
Generally acting in the best interest of the community	Excellent	Good	Don't Know	Fair	Poor
	4	8	6	7	12
	11%	22%	16%	19%	32%
	32%			51%	
Treating all residents fairly	Excellent	Good	Don't Know	Fair	Poor
	4	9	8	8	8
	11%	24%	22%	22%	22%
	35%			43%	

Please rate the following categories of Lizton government performance:

Overall confidence in Lizton government	Essential	Very Important	Don't Know	Somewhat Important	Not at All Important
	0	5	3	9	12
	0%	17%	10%	31%	41%
	17%			72%	
The overall direction that Lizton is taking	Excellent	Good	Don't Know	Fair	Poor
	0	2	6	12	9
	0%	7%	21%	41%	31%
	7%			72%	



Land Use

	Very Likely	Somewhat Likely	Don't Know	Somewhat Unlikely	Very Unlikely
Do you believe growth and new development would be beneficial to the community?	16	8	2	3	0
	55%	28%	7%	10%	0%
	83%			10%	
Knowledge of Board of Zoning Appeals members and duties	Excellent	Good	Don't Know	Fair	Poor
	0	4	13	3	9
	0%	14%	45%	10%	31%
14%			41%		
Knowledge of Plan Commission members and duties	Excellent	Good	Don't Know	Fair	Poor
	0	3	13	5	8
	0%	10%	45%	17%	28%
10%			45%		
Awareness of Zoning Ordinance regulations	Excellent	Good	Don't Know	Fair	Poor
	1	6	7	6	9
	3%	21%	24%	21%	31%
24%			52%		
Awareness of building permit procedures	Excellent	Good	Don't Know	Fair	Poor
	1	6	6	8	8
	3%	21%	21%	28%	28%
24%			55%		
Quality of new development	Excellent	Good	Don't Know	Fair	Poor
	2	7	3	6	11
	7%	24%	10%	21%	38%
31%			59%		
Availability of affordable housing	Excellent	Good	Don't Know	Fair	Poor
	1	6	3	15	4
	3%	21%	10%	52%	14%
24%			66%		
Variety of housing options	Excellent	Good	Don't Know	Fair	Poor
	0	3	1	18	7
	0%	10%	3%	62%	24%
10%			86%		
Overall "built environment" of Lizton (including overall design, buildings, parks, etc.)	Excellent	Good	Don't Know	Fair	Poor
	0	2	0	7	20
	0%	7%	0%	24%	69%
7%			93%		



Transportation

Ease of travel by car	Excellent	Good	Don't Know	Fair	Poor
	2	16	0	8	3
	7%	55%	0%	28%	10%
	62%			38%	
Traffic flow on major streets (US 136/SR 39)	Excellent	Good	Don't Know	Fair	Poor
	1	14	0	7	7
	3%	48%	0%	24%	24%
	52%			48%	
Ease of travel by bicycle	Excellent	Good	Don't Know	Fair	Poor
	3	7	2	5	12
	10%	24%	7%	17%	41%
	34%			59%	
Street lighting	Excellent	Good	Don't Know	Fair	Poor
	0	8	2	7	12
	0%	28%	7%	24%	41%
	28%			66%	
Street cleaning	Excellent	Good	Don't Know	Fair	Poor
	0	1	6	5	17
	0%	3%	21%	17%	59%
	3%			76%	
Availability of sidewalks in Lizton	Excellent	Good	Don't Know	Fair	Poor
	1	4	1	3	20
	3%	14%	3%	10%	69%
	17%			79%	
Sidewalk maintenance	Excellent	Good	Don't Know	Fair	Poor
	1	1	4	4	19
	3%	3%	14%	14%	66%
	7%			79%	
Availability of paths and walking trails	Excellent	Good	Don't Know	Fair	Poor
	0	0	3	2	24
	0%	0%	10%	7%	83%
	0%			90%	
Street repair	Excellent	Good	Don't Know	Fair	Poor
	0	1	2	3	23
	0%	3%	7%	10%	79%
	3%			90%	



Natural Environment

Opportunities for recycling	Excellent	Good	Don't Know	Fair	Poor
	11	16	0	2	0
	38%	55%	0%	7%	0%
	93%			7%	
Noise Quality	Excellent	Good	Don't Know	Fair	Poor
	4	15	0	7	3
	14%	52%	0%	24%	10%
	66%			34%	
Air quality	Excellent	Good	Don't Know	Fair	Poor
	5	14	2	8	0
	17%	48%	7%	28%	0%
	66%			28%	
Quality of overall natural environment in Lizton	Excellent	Good	Don't Know	Fair	Poor
	1	15	2	8	3
	0%	0%	0%	0%	0%
	55%			38%	
Opportunities for fitness/exercise in Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	2	3	4	20
	0%	7%	10%	14%	69%
	7%			83%	
Opportunities for recreation in Lizton	Excellent	Good	Don't Know	Fair	Poor
	0	2	2	4	21
	0%	7%	7%	14%	72%
	7%			86%	



Economic Development

	Excellent	Good	Don't Know	Fair	Poor
Cost of living in Lizton	2	15	2	8	2
	7%	52%	7%	28%	7%
	59%		34%		
Overall quality of business and service establishments in Lizton	2	11	1	11	4
	7%	38%	3%	38%	14%
	45%		52%		
Lizton as a place to work	1	2	6	4	16
	3%	7%	21%	14%	55%
	10%		69%		
Overall economic health of Lizton	1	4	2	11	11
	3%	14%	7%	38%	38%
	17%		76%		
Employment opportunities	0	5	1	6	17
	0%	17%	3%	21%	59%
	17%		79%		
Shopping opportunities	0	1	0	9	19
	0%	3%	0%	31%	66%
	3%		97%		

Where do you do most of your shopping?

	Lizton	Hendricks County	Indianapolis	Other
Hardware/Garden supplies	1	27	1	4
	3%	82%	3%	12%
	85%		15%	
Grocery/Food items	2	26	1	5
	6%	76%	3%	15%
	82%		18%	
Household items	1	26	2	5
	3%	76%	6%	15%
	79%		21%	
Clothing/Personal items	1	23	6	5
	3%	66%	17%	14%
	69%		31%	



Where do you go for most of your leisure activities?

	Lizton	Hendricks County	Indianapolis	Other
Dining	1	25	6	5
	3%	68%	16%	14%
	70%		30%	
Sports/Outdoor activities	0	17	9	9
	0%	49%	26%	26%
	49%		51%	
Nightlife	0	11	16	5
	0%	34%	50%	16%
	34%		66%	
Arts/Cultural activities	0	7	20	4
	0%	23%	65%	13%
	23%		77%	



In the last 12 months, about how many times have you done each of the following?

	Once a week or more	Once a month or more	Once a year or more	Not at all
Talked/visited with your immediate neighbors	15	8	4	1
	54%	29%	14%	4%
	82%		18%	
Volunteered your time to some group/activity in Lizton	4	2	3	20
	14%	7%	10%	69%
	21%		79%	
Contacted the Town of Lizton (in-person, by phone, email) for help or information	1	6	21	1
	3%	21%	72%	3%
	24%		76%	
Contacted elected officials (in-person, by phone, email) to express your opinion	1	3	10	15
	3%	10%	34%	52%
	14%		86%	
Attended a local public meeting	0	3	12	14
	0%	10%	41%	48%
	10%		90%	
Spoke at a local public meeting	0	2	5	22
	0%	7%	17%	76%
	7%		93%	
Reported a crime to the police in Lizton	1	1	3	24
	3%	3%	10%	83%
	7%		93%	
Participated in a club in Lizton	1	0	3	25
	3%	0%	10%	86%
	3%		97%	
Reported a code violation or other hazard in Lizton	1	0	3	25
	3%	0%	10%	86%
	3%		97%	
Attended a town sponsored event/festival	0	0	9	20
	0%	0%	31%	69%
	0%		100%	

TOWN OF LIZTON

Comprehensive Development Plan 2022-2026



Please rate how important, if at all, you think it is for the Lizton community to focus on each of the following in the next five years:

Overall feeling of safety in Lizton (police, fire protection, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	15	13	0	1
	52%	45%	0%	3%
97%		3%		
Overall “built environment” of Lizton (buildings, schools, public works, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	13	14	2	0
	45%	48%	7%	0%
93%		7%		
Overall appearance of the town	Essential	Very Important	Somewhat Important	Not at All Important
	14	11	4	0
	48%	38%	14%	0%
86%		14%		
Quality of overall “natural environment” (parks, open spaces, etc.) in Lizton	Essential	Very Important	Somewhat Important	Not at All Important
	10	13	6	0
	34%	45%	21%	0%
79%		21%		
Improving recreational opportunities (bicycle and pedestrian trails, parks, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	11	11	5	2
	38%	38%	17%	7%
76%		24%		
Sense of community (events, activities, volunteering, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	9	13	4	3
	31%	45%	14%	10%
76%		24%		
Overall economic health of Lizton (commerce, employment, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	10	11	7	1
	34%	38%	24%	3%
72%		28%		
Health and wellness opportunities in Lizton (recreation, health svcs, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	5	15	7	2
	17%	52%	24%	7%
69%		31%		
Increased Residential growth	Essential	Very Important	Somewhat Important	Not at All Important
	4	12	7	6
	14%	41%	24%	21%
55%		45%		



Overall opportunities for education and enrichment (cultural, arts, etc.)	Essential	Very Important	Somewhat Important	Not at All Important
	5	10	9	5
	17%	34%	31%	17%
52%		48%		
Increased Commercial growth	Essential	Very Important	Somewhat Important	Not at All Important
	6	9	11	3
	21%	31%	38%	10%
52%		48%		
Increased Industrial growth	Essential	Very Important	Somewhat Important	Not at All Important
	1	3	15	10
	3%	10%	52%	34%
14%		86%		

What do you Like/Dislike the most about Lizton? (top 4 answers)

<u>Like</u>		<u>Dislike</u>			
Size of community	Like	Dislike	Walkability	Like	Dislike
	27	0		11	15
	100%	0%		42%	58%
Location	Like	Dislike	Events/Festivals	Like	Dislike
	24	0		5	17
	100%	0%		23%	77%
Cost of living/Affordability	Like	Dislike	Local shopping	Like	Dislike
	26	2		5	19
	93%	7%		21%	79%
Travel/Commute time	Like	Dislike	Arts/Cultural options	Like	Dislike
	20	2		1	25
	91%	9%		4%	96%

TOWN OF LIZTON
Comprehensive Development Plan
2022-2026



Please rate how important, if at all, you think it is for the Lizton community to focus on each of the following in the next five years:

	Essential	Very Important	Somewhat Important	Not at All Important
Overall feeling of safety in Lizton (police, fire protection, etc.)	15	13	0	1
	52%	45%	0%	3%
	97%		3%	
Overall “built environment” of Lizton (buildings, schools, public works, etc.)	13	14	2	0
	45%	48%	7%	0%
	93%		7%	
Overall appearance of the town	14	11	4	0
	48%	38%	14%	0%
	86%		14%	
Quality of overall “natural environment” (parks, open spaces, etc.) in Lizton	10	13	6	0
	34%	45%	21%	0%
	79%		21%	
Improving recreational opportunities (bicycle and pedestrian trails, parks, etc.)	11	11	5	2
	38%	38%	17%	7%
	76%		24%	
Sense of community (events, activities, volunteering, etc.)	9	13	4	3
	31%	45%	14%	10%
	76%		24%	
Overall economic health of Lizton (commerce, employment, etc.)	10	11	7	1
	34%	38%	24%	3%
	72%		28%	
Health and wellness opportunities in Lizton (recreation, health svcs, etc.)	5	15	7	2
	17%	52%	24%	7%
	69%		31%	
Increased Residential growth	4	12	7	6
	14%	41%	24%	21%
	55%		45%	
Overall opportunities for education and enrichment (cultural, arts, etc.)	5	10	9	5
	17%	34%	31%	17%
	52%		48%	

TOWN OF LIZTON
Comprehensive Development Plan
2022-2026



	Essential	Very Important	Somewhat Important	Not at All Important
Increased Commercial growth	6	9	11	3
	21%	31%	38%	10%
	52%		48%	
	Essential	Very Important	Somewhat Important	Not at All Important
Increased Industrial growth	1	3	15	10
	3%	10%	52%	34%
	14%		86%	



To what extent would you support or oppose prioritizing funding for each of the following identified town services/projects?

	Strongly Support	Somewhat Support	Don't Know	Somewhat Oppose	Strongly Oppose
Street Paving and Construction	24	5	0	0	0
	83%	17%	0%	0%	0%
	100%			0%	
Emergency Response Vehicles (Fire trucks, police vehicles, etc.)	17	10	0	2	0
	59%	34%	0%	7%	0%
	93%			7%	
Infrastructure Improvements (sewer, water, drainage)	13	14	0	2	0
	45%	48%	0%	7%	0%
	93%			7%	
Cleaning initiatives (i.e. litter cleanup, mowing, etc.)	13	14	0	2	0
	45%	48%	0%	7%	0%
	93%			7%	
Parks, Recreation & Trails	11	12	1	4	1
	38%	41%	3%	14%	3%
	79%			17%	
Community Marketing (efforts to impact perception of town image)	9	13	1	4	2
	31%	45%	3%	14%	7%
	76%			21%	
Town Facilities (Town Hall, library, etc.)	6	15	1	2	5
	21%	52%	3%	7%	17%
	72%			24%	

TOWN OF LIZTON
Comprehensive Development Plan
2022-2026



Please indicate to what extent would you support or oppose a tax increase to fund each of the following identified town services/projects?

	Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose
Street Paving and Construction	12	8	6	3
	41%	28%	21%	10%
	69%		31%	
Emergency Response Vehicles (Fire trucks, police vehicles, etc.)	8	12	5	4
	28%	41%	17%	14%
	69%		31%	
Parks, Recreation & Trails	8	11	5	5
	28%	38%	17%	17%
	66%		34%	
Infrastructure Improvements (sewer, water, drainage)	9	8	8	4
	31%	28%	28%	14%
	59%		41%	
Cleaning initiatives (i.e. litter cleanup, mowing, etc.)	5	10	7	6
	18%	36%	25%	21%
	54%		46%	
Town Facilities (Town Hall, library, etc.)	3	8	8	10
	10%	28%	28%	34%
	38%		62%	
Community Marketing (efforts to impact the perception of town image)	5	5	9	10
	17%	17%	31%	34%
	34%		66%	



Public Hearing

PUBLIC MEETING NOTICE
TOWN OF LIZTON
COMPREHENSIVE DEVELOPMENT PLAN

The Town will hold a public meeting on Monday November 28, 2022, at 7:00 pm at the Lizton Town Hall, 106 Lebanon St., Lizton, IN. The purpose of this public meeting is to provide citizens an opportunity to express their ideas and thoughts on the update of the Comprehensive Development Plan developed for the Town. All citizens of Lizton are encouraged to attend this meeting. Representatives from Kieser Consulting will be in attendance to provide details on the Plan. A draft of the Plan will be available at the Town Hall for viewing M/T 4pm-7pm, W 9am-6pm, Th/Friday 2:30pm-6pm.

Questions should be directed to:

Nicole Kish
Lizton Clerk-Treasurer
Telephone: 994-5500



TOWN OF LIZTON
"The Only Lizton in the World"



**Plan Commission Public Hearing
Comprehensive Development Plan
November 28, 2022
7:00 PM**

ADDRESS

SIGN-IN

	<u>NAME (printed)</u>	<u>ADDRESS</u>
13		
1. ¹³	Stephanie Ellis	102 Sunrise Ln
14		
2. ¹⁴	Courtney Money	622 Lebanon St.
15		
3.		
16		
4.		
17		
5.		
18		
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19		
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20		
8.		
21		
9.		
22		
10.		



TOWN OF LIZTON
"The Only Lizton in the World"



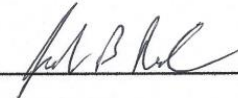
CERTIFICATION OF RECOMMENDATION

TO: Lizton Town Council
FROM: Lizton Plan Commission
DATE: November 28, 2022
RE: 2023-2027 Comprehensive Development Plan

On November 28, 2022 the Lizton Plan Commission conducted a public hearing on the proposed Comprehensive Development Plan update (see attached).

The Plan Commission voted 5 to 0 favorably recommend to the Lizton Town Council this Plan update.

Lizton Plan Commission

By: 

President



Secretary



APPENDIX B

HISTORIC SITES

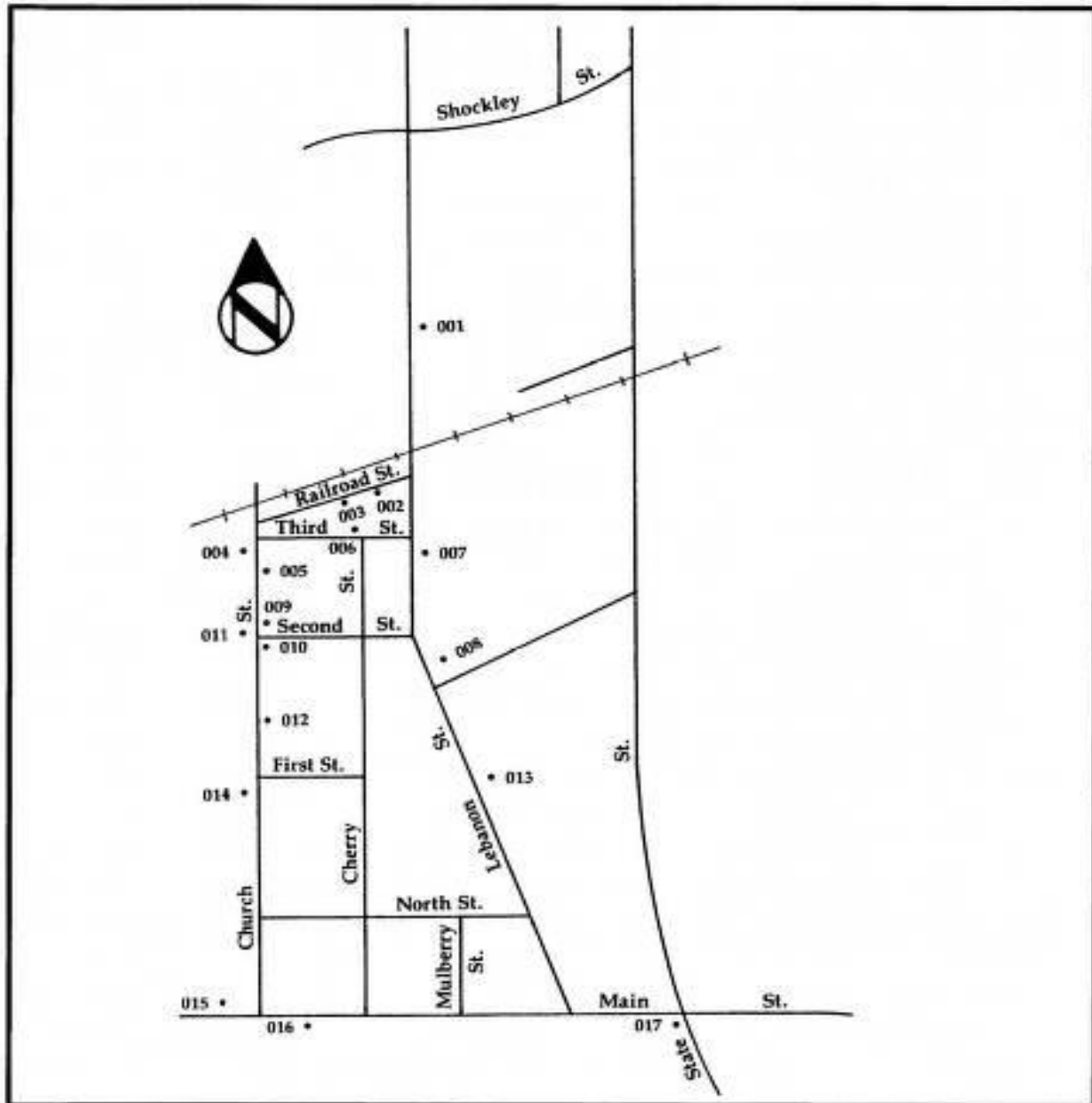
- HENDRICKS COUNTY INTERIM REPORT



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Site Location Map





Sites

Number	Rating	Description	Location	Architectural Style	Date Built	Historic Significance
1	C	House	Lebanon St.	Bungalow	c.1905	Architecture
2	C	House	Railroad St.	T-Plan/Queen Anne	c.1890	Vernacular/Construction
3	C	Commerce Building	Railroad St.	19th Century Functional	c.1880	Architecture/Commerce
4	C	John Thompson House	Church St.	T-Plan/Queen Anne	c.1892	Vernacular/Construction
5	C	Knights of Pythias Lodge	Church St.	Italianate	c.1880	Architecture
6	C	Commerce Building	Third St.	19th Century Functional	c.1900	Vernacular/Commerce
7	C	Union Twp School	Lebanon St.	20th Century Functional	c.1921	Architecture/Education
8	C	United Methodist Church	Brumfield St.	Colonial Revival	c.1949	Architecture/Religion
9	C	Commerce Building	Church St.	19th Century Functional	c.1900	Architecture/Commerce
10	C	House	Church St.	Queen Anne Cottage	c.1880	Architecture
11	C	House	Church St.	T-Plan/Queen Anne	c.1898	Architecture
12	C	House	Church St.	Cottage	c.1920	Architecture
13	C	House	Lebanon St.	Colonial Revival	c.1940	Architecture
14	C	House	Church St.	T-Plan/Queen Anne	c.1880	Architecture
15	C	Commerce Building	Main St.	20th Century Functional	c.1940	Architecture/Commerce
16	C	House	Main St.	Bungalow	c.1901	Architecture
17	C	House	Main St.	Bungalow	c. 1910	Architecture



APPENDIX C

FUNDING and TECHNICAL RESOURCES



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There are many different funding sources for communities in Indiana. The Ball State University Center for Economic and Community Development has one of the best and most complete resources for identifying these many and varied grant programs. We have included a CD-ROM that contains the most up-to-date information on all of the funding programs listed below. It is important that the community leaders take some time to look through the CD-ROM and consider which programs can be beneficial to their needs in the community.

- Arts/Humanities/Human Services
- Business Development
- Community/Economic Development
- Environmental Development
- Housing Development
- Parks/Recreation
- Tax/Revenue
- Workforce Development

There are also other agencies which offer technical and/or financial help to communities.

Building Better Communities

Building Better Communities is a university-wide initiative designed to spur economic development and improve the quality of life in Indiana by matching Ball State's expertise with the varied needs of cities and towns throughout the state.

The Center for Economic and Community Development administers the Building Better Communities program, which is supported by funds from the Indiana Legislature. The center's staff promotes and coordinates the initiative on campus, fosters community partnerships, processes funding applications, maintains a database of projects, and conducts customized economic development projects for communities.

For more information about Ball State University's Building Better Communities initiative, please contact:

Building Better Communities
Ball State University
Carmichael Hall 109
Muncie, IN 47306-0702

Phone: 765/285-2773
bbc@bsu.edu



Purdue University Cooperative Extension Office

The mission of the Purdue University Cooperative Extension Service is education of Indiana citizens through the application of land-grant university research and knowledge base to develop youth and strengthen agriculture, families and communities.

Purdue University Cooperative Extension Service
Hendricks County Office
1900 E. Main St.
P.O. Box 7
Danville, IN 46122-0007
hendricksces@purdue.edu

Phone: 317/745-9260

Fax: 317/745-9267

Community Development Block Grant (CDBG)

Wastewater and Drinking Water Program

Many communities in Indiana struggle with inadequate water supply and failing wastewater treatment. OCRA is committed to improving the quality of water and wastewater in Indiana and assisting in financing appropriate water and sewer infrastructure for communities and counties that have planned and set priorities for long-term development.

The goals of the Wastewater and Drinking Water (DWD) program are:

- Protect the health and environment
- Reduce utility rates for low-to-moderate income communities
- Improve rural infrastructure to enable long-term economic growth

Grant amounts for communities with existing systems will be based on the current rates at the time of application and grant amounts for communities constructing new systems will be based on a verified rate study included in a Preliminary Engineering Report (PER). The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. Maximum grant amounts are based upon user rate information. A local match of **20%** of the total project cost will be required for consideration of funding.

General types of activities that are eligible for WDW funding:

- Wastewater Improvements (collection lines, treatment plant, etc.)
- Drinking Water System Improvements (water tower, distribution)

Stormwater Improvements Program

Property owners in many communities across the state of Indiana suffer from flooded property and sewer backups due to inadequate stormwater management. Flooding is expensive to clean up, depresses property values, and degrades water quality. With increasingly severe weather and overloaded sewer systems, experts say the cost will continue to rise.

The goals of the Stormwater Improvements Program are to:

- Reduce flooding
- Cut stormwater treatment and energy costs
- Protect rivers, lakes, and vital landscape



- Generate jobs and spur economic revitalization

A maximum grant award of \$600,000 is in effect for all Stormwater Improvements projects. The maximum award is not intended to serve as a target figure for requests for grant assistance. OCRA will review the level of grant assistance requested and will consider the appropriateness of the project's scope, the level of demonstrated need and the financial resources of the applicant. If OCRA determines that a lesser amount is appropriate, it may be necessary to revise the project before it is submitted in final form. A local match of 10% of the total project cost will be required for consideration of funding.

The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary. General types of activities that are eligible for SIP funding include stormwater improvements (retention, lines, etc.)

Public Facilities Program

Community facilities enhance the lives of residents in numerous ways. Libraries, museums, community centers, and performance spaces open doors to knowledge and ideas, culture, and enjoyment. In addition to community facilities, historic preservation projects are eligible for PFP.

The goals of our Public Facilities Program are to:

- Improve quality of place
- Generate jobs and spur economic revitalization

A maximum grant award of \$500,000 is in effect for all Public Facility projects. The maximum award is not intended to serve as a target figure for requests for grant assistance. OCRA will review the level of grant assistance requested and will consider the appropriateness of the project's scope, the level of demonstrated need and the financial resources of the applicant. If OCRA determines that a lesser amount is appropriate, it may be necessary to revise the project before it is submitted in final form. A local match of 10% of the total project cost will be required for consideration of funding.

The amount of CDBG funds granted will be based on a \$5,000 cost per project beneficiary.

General types of activities that are eligible for PFP funding include:

- Removal of architectural barriers for ADA accessibility
- Community centers
- Daycare centers
- Facilities for special needs groups
- Fire/EMS stations
- Healthcare centers
- Historic preservation
- Learning centers
- Libraries
- Senior centers
- Youth center



Planning Grants

Planning grants are accepted to assist with project planning needs. All requirements in the CDBG programs previously mentioned also apply for the Planning Grant program. Eligible applicants can receive up to \$50,000 for planning functions.

For more information, contact:

Indiana Office of Rural Affairs
Community Development Block Grant Program
One North Capitol, Suite 600
Indianapolis, Indiana 46204

(317) 232-1703, (800) 824-2476

Owner Occupied Rehab Program

The goal of the program is to encourage communities to create a program by which low-moderate income residents can apply for funds to repair their primary residences. Communities interested in starting a program for basic rehabilitation of residential homes are encouraged to apply. To be considered, projects must demonstrate the following:

- They meet a goal of the Federal Act;
 - CDBG funds may be used to assist existing homeowners with the repair, rehabilitation, or reconstruction of owner occupied units.
 - The funds granted will have a significant impact on the overall project;
 - The community has demonstrated a strong commitment to the project and its sustainability;
- and
- The project is ready to proceed upon grant award and will be completed within 12 months after grant award.

Eligible Rehabilitation Activities

The following list identifies the general types of eligible rehabilitation activities communities may offer with their Owner Occupied Rehab Programs. The list is not all-inclusive. Eligible activities include:

1. Rehabilitation of these activities of privately own residences:
 - a. Roof repair or replacement
 - b. ADA accessibility up to the threshold of the home
 - c. Heating and cooling replacement
 - d. Lighting and electrical upgrades
 - e. Water heater replacement

2. Grant Administration



Blight Clearance Program

The Blight Clearance Program encourages communities with blighted properties to focus on long-term community development and revitalization through improving quality of place, generating jobs, and spurring economic revitalization. Eligible projects include the removal of deteriorated or abandoned downtown buildings or vacant/unusable industrial sites.

The new program was a component of the 2018 Annual Action Plan that was accepted by the U.S. Department of Housing and Urban Development in July.

BCP 2.0 applicants may request funds of up to \$500,000 over a period of time. The \$500,000 may be divided into multiple grants over time or may be requested all at once. However, once a grantee has received BCP awards totaling \$500,000, the community will not be considered for additional BCP funding for a period of five years following the closeout date of the most recent award. For example, a community may be awarded \$200,000 on 8/31/18, \$150,000 on 3/31/20, and \$150,000 on 7/30/21. At that point, the community would not be considered for further BCP funding until 7/30/27, five years after the closeout date of the most recent award (7/30/22).

Funding for BCP 2.0 comes from the U.S. Department of Housing and Urban Development's Community Development Block Grant program (CBDG) and is administered by OCRA.

Indiana Housing and Community Development Authority (IHCD)

Creating Places funding program in association with Patroncity is funding to help improve and/or create new public spaces around the great state of Indiana.

Contact:

IHCDA

30 South Meridian Street, Suite 1000

Indianapolis, IN 46204

Phone: 317-232-7777

www.in.gov/ihcda

www.patroncity.com/creatingplaces#

Accelerate Indiana Municipalities (AIM)

Facilitating sharing of ideas and communicating the latest information with municipal officials is a major function of AIM. Through print and electronic media, meetings and roundtables, publications and the website (www.citiesandtowns.org), AIM employs a variety of means for municipal officials to take advantage of the immense knowledge of their municipal colleagues around Indiana, state and federal agency officials, expert municipal service providers and the AIM staff.

Services include: Advocacy, conferences, municipal management institute, communications, technical and legal assistance, environmental circuit rider, Indiana Downtown program,



community visitation and roundtables, youth development programs, Associate Member and Endorsed programs.

AIM
125 W. Market St., Suite 100
Indianapolis, IN 46204

Phone: (317) 237-6200
www.aimindiana.org

FUNDING DIRECTORIES

[Directory of Indiana Grantmakers](#)
[Indiana Grantmakers Alliance](#)

32 E. Washington St., Ste. 1100
Indianapolis, IN 46204-3583

Phone: 317-630-5200 Fax: 317-630-5210
Website: www.indianagrantmakers.org

Listing of Indiana foundations (and national foundations that will consider Indiana projects) that fund a broad variety of activities. Available in print, on CD-ROM, and online.

[Local Government Funding Services](#)

Faegre, Baker & Daniels
300 N. Meridian St., Ste. 2700
Indianapolis, IN 46204

Phone: 317-237-0300
<http://www.faegrebd.com/indianapolis-downtown>

The Directory is updated every August. Call the above number to request a copy.



PRIVATE FOUNDATIONS

Hendricks County Community Foundation

The Hendricks County Community Foundation is a vehicle for people of all means to make a difference in the Hendricks County, Indiana community. The Community Foundation does this by providing donors with flexible, efficient, and tax-effective ways to ensure their charitable giving achieves the greatest possible impact.

A volunteer Board of Directors and Board of Advisors govern the Community Foundation. Standing committees include the Executive Committee, Strategic Planning Committee, Development Committee, Finance Committee, Marketing/Public Relations Committee Grants Committee, Scholarship Committee, Golf Committee.

Purposes:

- * Professionally manage and distribute revenues from charitable contributions and bequests in a manner consistent with the donor's specific or general interests.
- * Maintain and enhance the educational, social, cultural, health and civic resources of the community through support of appropriate community organizations.
- * Provide philanthropic leadership and promote efforts to improve the quality of life in the Hendricks County, Indiana community.

Hendricks County Community Foundation
5055 E. Main St., Suite A
Avon, IN 46123
Ph: 317.718.1200

Duke Energy Foundation

Through The Duke Energy Foundation, we help improve the quality of life in communities we serve by sharing our time through volunteer efforts, our expertise through leadership and our financial support through grants to charitable organizations.

Grant requests are reviewed at a regional level and considered in the context of the needs of the community and in alignment with our areas of focus:

- Environment and Energy Efficiency
- Economic Development
- Community Vitality

Guidelines

Recipients must be organizations with a 501(c)(3) verification from the IRS or are a part of a governmental entity.

All organizations applying for a grant must have:

- Completed the Online Grant Application.
- A clear reason for making the contribution that relates to our areas of focus.
- Regular reports on the measurable results of the project.

<http://www.duke-energy.com/community/foundations/>



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