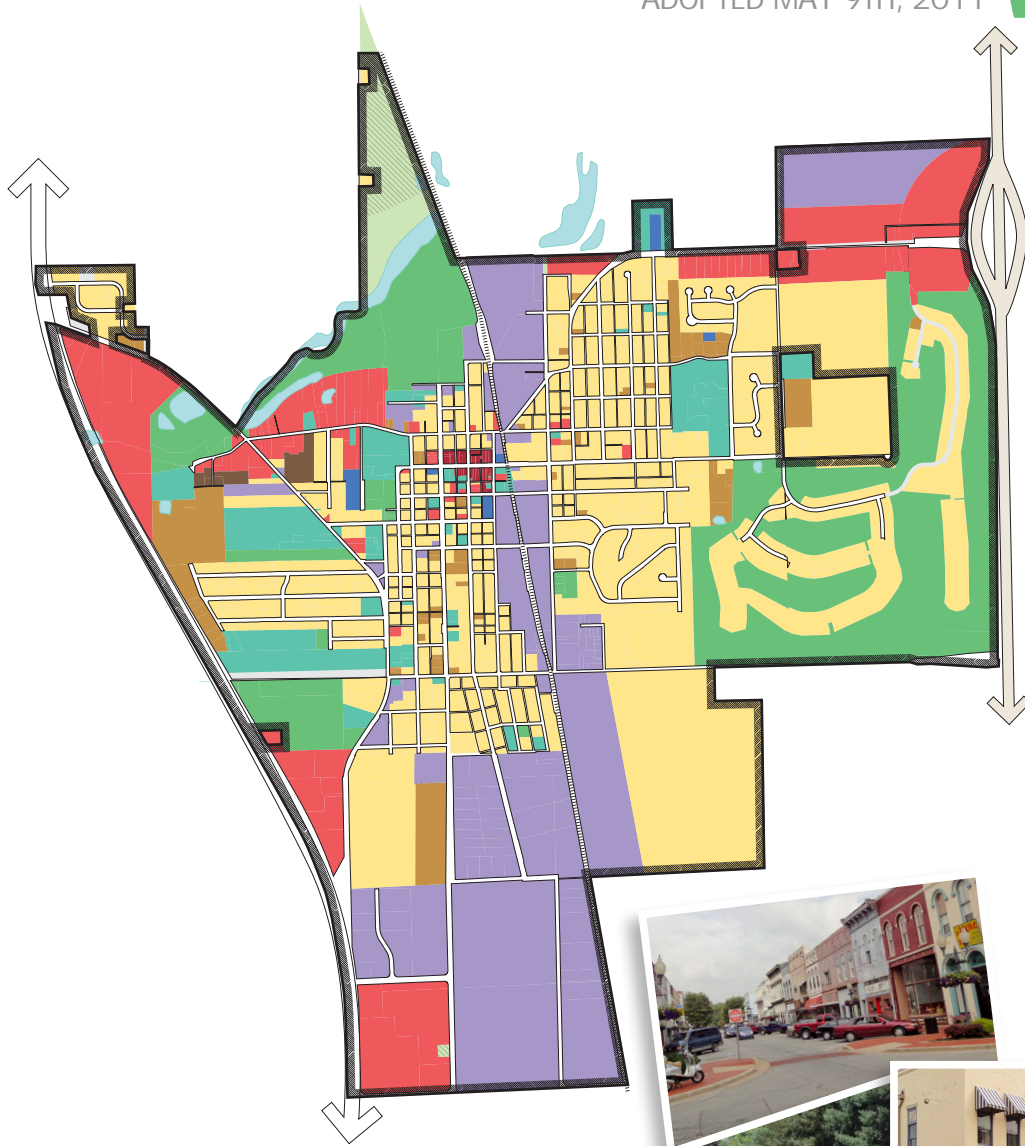


TOWN OF EDINBURGH
Comprehensive Plan
ADOPTED MAY 9TH, 2011



RESOLUTION 2011- 1

**A RESOLUTION CERTIFYING THE 2011 EDINBURGH
COMPREHENSIVE PLAN**

WHEREAS, the Planning Commission for the Town of Edinburgh ("Commission") has contracted with and hired Houseal Lavigne Associates to generate and compile a new comprehensive plan for the Town of Edinburgh.

WHEREAS, multiple public meetings and hearings have been conducted regarding the new comprehensive plan;

WHEREAS, the Commission conducted a preliminary review of the new comprehensive plan on the 7th day of April, 2011 at 6:00 PM;

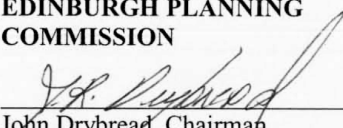
WHEREAS, the Commission gave proper notice regarding this meeting in accordance with Indiana Code 36-7-4-507;

WHEREAS, in accordance with Indiana Code 36-7-4-508, the Commission approves and certifies the 2011 Edinburgh Comprehensive Plan to the Edinburgh Town Council;


NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission for the Town of Edinburgh approves and certifies the 2011 Edinburgh Comprehensive Plan to the Edinburgh Town Council in accordance with Indiana Code 36-7-4-508.

RESOLVED this 19th day of April, 2011.

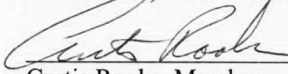
**EDINBURGH PLANNING
COMMISSION**



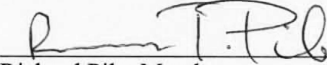
John Drybread, Chairman



Glenn Giles, Vice Chairman



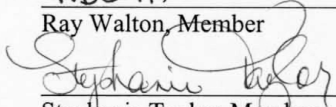
Curtis Rooks, Member



Richard Pile, Member

Absent

Ray Walton, Member



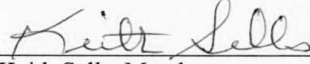
Stephanie Taylor, Member

Absent

David Long, Member

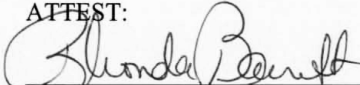
Absent

Mike Graham, Member



Keith Sells, Member

ATTEST:



Rhonda Barrett, Secretary

RESOLUTION 2011-7

**A RESOLUTION ADOPTING THE 2011 EDINBURGH
COMPREHENSIVE PLAN**

WHEREAS, the Planning Commission for the Town of Edinburgh ("Commission") has contracted with and hired Houseal Lavigne Associates to generate and compile a new comprehensive plan for the Town of Edinburgh.

WHEREAS, multiple public meetings and hearings have been conducted regarding the new comprehensive plan;

WHEREAS, the Commission conducted a preliminary review of the new comprehensive plan on the 7th day of April, 2011 at 6:00 PM;

WHEREAS, the Commission gave proper notice regarding this meeting in accordance with Indiana Code 36-7-4-507;


WHEREAS, in accordance with Indiana Code 36-7-4-508, the Commission approved and certifies the 2011 Edinburgh Comprehensive Plan to the Edinburgh Town Council ("Council") on the 19th day of April, 2011;

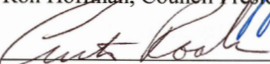
WHEREAS, the Council, having seen fit that the Commission has met all requires of Indiana Code Title 36, article 7, series 500, and has involved the public in the planning process to develop the 2011 Edinburgh Comprehensive Plan, adopted and approved the 2011 Edinburgh Comprehensive Plan at a public meeting on the 25th day of April, 2011;

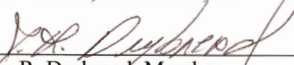
NOW, THEREFORE, BE IT RESOLVED, that the Edinburgh Town Council hereby find that all formal actions relative to the passage of this resolution were taken in an open meeting of this Council and that the 2011 Edinburgh Comprehensive Plan is hereby adopted and approved.


RESOLVED this 9th day of May, 2011.


EDINBURGH TOWN COUNCIL


Ron Hoffman, Council President



Curtis Rooks, Vice President


John R. Drybread, Member


Kami Ervin, Member


Jeffrey A. Simpson, Member

ATTEST:


Jackie L. Smith, Clerk-Treasurer

ACKNOWLEDGEMENTS

A special thank you to everyone who participated in the planning process for the updated Town of Edinburgh Comprehensive Plan. This Plan was possible through the contributions and insights of the residents, business owners, property owners, and groups who participated.

Town of Edinburgh Planning Commission

John Drybread, Chairman
Curtis Rooks
Richard Pile
Ray Walton
Glenn Giles
Stephanie Taylor
David Long
Mike Graham
Keith Sells
Rhonda Barrett, Secretary

Town of Edinburgh Town Council

Ron Hoffman, President
Curtis Rooks, Vice-President
Jeff Simpson
John Drybread
Kami Ervin
Jackie Smith, Clerk-Treasurer
Dustin Huddleston, Attorney

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John Drybread, Director of Utilities
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Dana Brown, Grantwriter

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Holy Trinity Catholic Church

INTRODUCTION

INTRODUCTION

The Town of Edinburgh's Comprehensive sets forth long-range recommendations for the maintenance and enhancement of existing community areas, as well as desirable improvements, developments and redevelopments within the Town and its planning area.

PURPOSE OF THE COMPREHENSIVE PLAN

Edinburgh desired a policy framework to guide development decisions and to ensure quality of life remains high. The Town worked collaboratively to establish a vision and a plan that will carry on the tradition and character of the community while continually addressing new challenges. It is for this reason that a new, updated Comprehensive Plan was needed to serve as a guide and foundation for future decision-making.

The Comprehensive Plan is the official, adopted guide for future development and conservation within the Town of Edinburgh. The Comprehensive Plan sets forth goals, analyzes existing conditions and trends, and illustrates a vision for the physical, social, and economic characteristics of the Town for the next 15 to 20 years. Additionally, the Comprehensive Plan outlines policies and guidelines needed to implement that vision for the long-range future of the community. The Comprehensive Plan will help preserve and protect important existing features and resources, coordinate new growth and development, and establish a strong, positive community identity within the Town of Edinburgh and its planning jurisdiction.



The Plan provides a measure of consistency for governmental action and limits the potential for arbitrary or ineffective actions in the future. The Comprehensive Plan encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; revitalization of the Town's key commercial areas; and the availability of parks, schools, and other public facilities. The Comprehensive Plan promotes the Town of Edinburgh's unique assets and will be used to achieve the collective vision of the Town while attracting new families and desirable development.

Comprehensive Planning Process

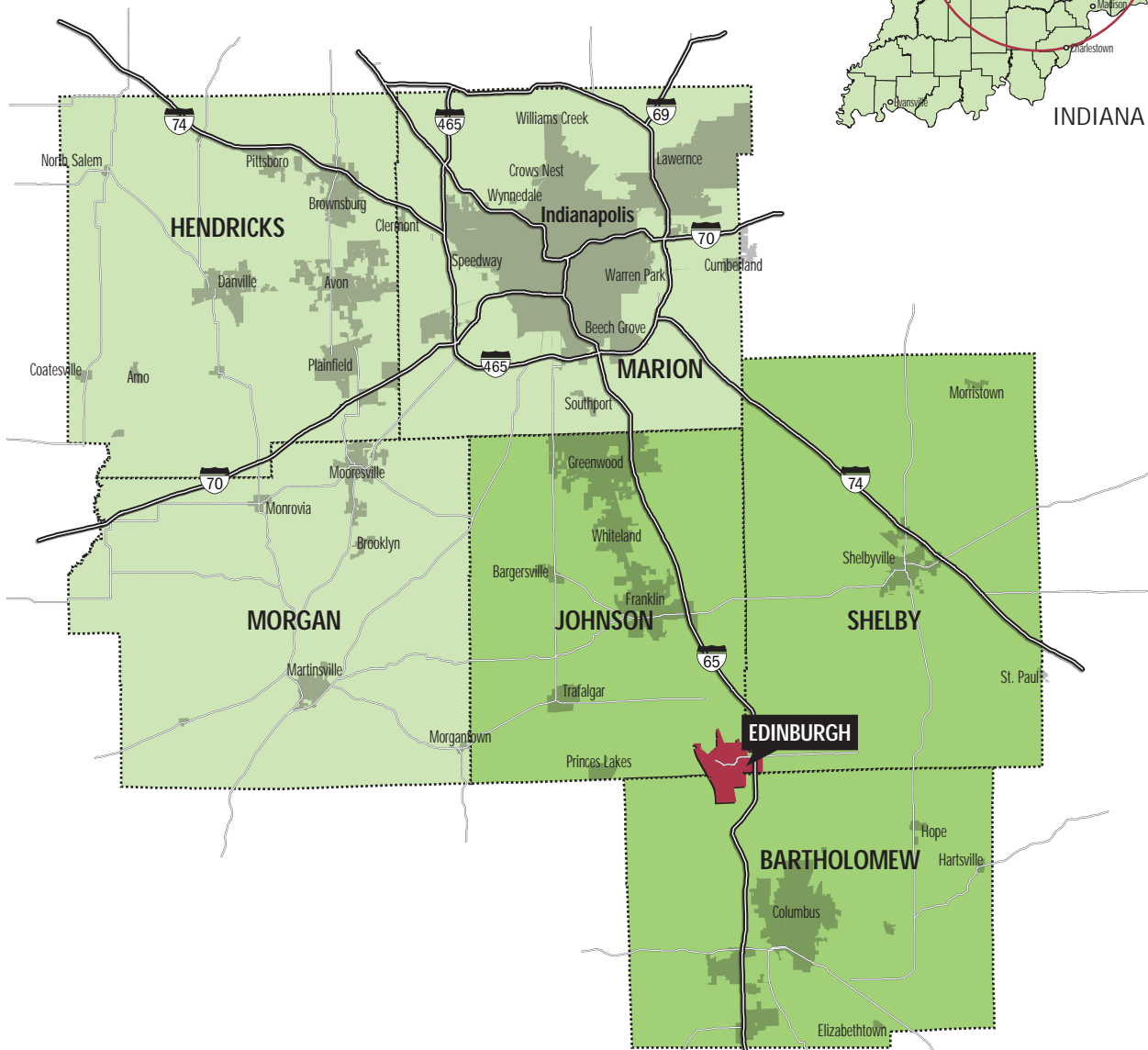
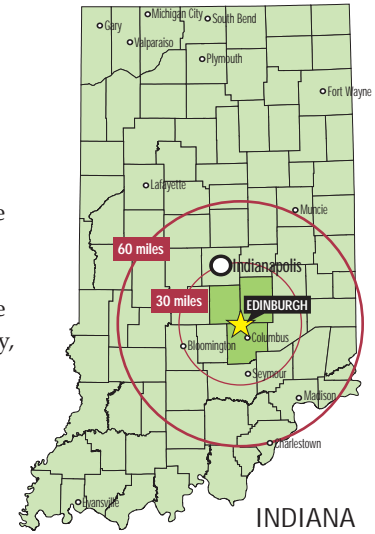
In 2010, the Town of Edinburgh contracted with Houseal Lavigne Associates to assist in the preparation of an updated Comprehensive Plan. The planning process in Edinburgh entailed a multi-phase program consisting of: (1) Community Outreach; (2) inventorying and analyzing existing conditions; (3) identifying issues and concerns; (4) establishing an overall "vision" for the community; (5) formulating goals and objectives; (6) preparing plans and policies for land-use, transportation, and community facilities and open space; (7) preparation of a final plan and implementation recommendations.

The process was designed to produce a Comprehensive Plan that accommodates desirable new growth and development, while addressing the needs of existing development, especially those of established neighborhoods; preserving and protecting open space and natural resources; and increasing the Town's visibility and identity along the many major roadways which bisect its developed areas.

Edinburgh's process emphasized community input and participation. A close working relationship was established between the Town, the Comprehensive Planning Advisory Committee (CPAC) and the Consultant. Key person interviews, community workshops, a vision workshop and a community survey were undertaken early in the process to solicit ideas and perceptions about issues and potentials within the Town of Edinburgh and its surrounding area. Public meetings were also undertaken at key junctures to present information, discuss findings and conclusions and establish consensus.

REGIONAL SETTING

Edinburgh is situated primarily in Johnson County but portions of the Town also lie in Bartholomew County and Shelby County. Originally settled as an industrial town focused on veneer and lumber, Edinburgh is a small town with a large industrial presence. The Town is approximately 30 miles south of Indianapolis and 15 miles south of Indianapolis International Airport and benefits from direct access to Interstate 65 and U.S. 31. The Town encompasses an area of approximately 500 acres; however, the Town’s planning jurisdiction extends to include a two-mile radius beyond the official boundaries. Edinburgh is known for its intact, historic downtown (listed on the National Register of Historic Places), Edinburgh Premium Outlets, and Camp Atterbury, a 44,000-acre training facility for the Indiana National Guard.



Organization of the Comprehensive Plan

The Comprehensive Plan is divided into the following nine sections:

SECTION 1: Community Outreach

This section summarizes the community outreach activities undertaken as part of the Comprehensive Plan process and organizes the issues and opportunities which emerged.

SECTION 2: A Vision for the Future

This section describes, in general terms, the kind of community that Edinburgh desires to be in the future. It includes a vision statement for the community, which describes an “ideal” setting for the community in the year 2026.

SECTION 3: Goals and Objectives

To move the community towards their desired vision, this section presents goals and objectives that provide specific actions to be taken.

SECTION 4: Land Use and Development Plan

The Land Use and Development Plan establishes land use designations for all areas of the Town; presents recommendations for improving and enhancing existing land use areas; and promotes compatible new development and redevelopment in selected locations.

SECTION 5: Transportation Plan

The Transportation Plan presents policies and recommendations related to access, circulation, parking, and pedestrian and bicycle movement.

SECTION 6: Environmental Features and Open Space Plan

This section presents policies and recommendations for maintaining and enhancing the Village’s open space and environmental features including parks, water features, wetlands and other environmental features of interest.

SECTION 7: Community Facilities Plan

This section provides an inventory of community facilities and presents policies and recommendations for enhancing and improving these facilities.

SECTION 8: Implementation

This section presents specific action steps including potential funding sources for implementing the recommendations of the Comprehensive Plan.

APPENDIX: Community and Market Assessment

This section describes the current and projected market and demographic conditions of the Town and its planning area.

Maps, Graphics & Photos

Edinburgh’s Comprehensive Plan emphasizes the use of illustrative full-color maps, graphics and photos to document existing community conditions and to highlight planning policies and recommendations. The Town hopes that this approach will convey planning and development data clearly and concisely, and that it will help make the Comprehensive Plan “user-friendly” in the years ahead.



Historic Henry Breeding Farm.

COMMUNITY OUTREACH

1

SECTION 1: COMMUNITY OUTREACH

As a long-range document that will guide growth and development in Edinburgh, it is important that the plans and policies contained within the Comprehensive Plan reflect the attitudes and desires of the Town's residents, property owners, and business owners. This section summarizes the community outreach efforts undertaken and highlights the themes of interest and concern that emerged throughout these exercises.

As part of the Comprehensive Plan, several outreach activities and opportunities for citizen input were utilized including:

- ◆ Project Initiation Workshop
- ◆ Community Workshop
- ◆ Key Person Interviews
- ◆ Downtown Merchants Presentation
- ◆ On-line Resident Questionnaire
- ◆ On-line Business Questionnaire
- ◆ On-line Mapping Tool
- ◆ Visioning Workshop

The following is a summary of the key issues and opportunities that arose throughout all of the public outreach that was conducted as part of the planning process.



COMMUNITY OUTREACH SUMMARY OF ISSUES AND OPPORTUNITIES

Based on the community outreach activities conducted, the following themes emerged as priorities for the Town to consider in the creation of the updated Comprehensive Plan.

Top Community Issues

The Future of Downtown. Many community outreach participants recognized the need for attracting businesses downtown and maintaining the existing structures. A number were in support of new redevelopment and reuse of existing downtown buildings; however, the majority stressed that they had concerns regarding the type, style and architecture of future developments. Preserving downtown’s historic architecture and character, while encouraging new development, was frequently cited.

Additional Residential Development. Participants desire residential growth. In particular, affordable and “middle-class” housing was mentioned. Many expressed an opportunity existed to attract residents from Camp Atterbury and recognized the connection between residential growth and school enrollment.

Beautification. Many complimented recent streetscaping and landscaping improvements and expressed a desire that the same level of high-quality improvements be installed consistently throughout other areas, in particular SR 252. Improving existing Town gateways and creating new gateways were also listed as a priority. Many participants cited the signage and improvements at Eisenhower Drive and U.S. 31 as a model gateway that they would like to see replicated elsewhere.

Business Attraction. Attracting new businesses, particularly Downtown and industrial businesses, was the most frequent issue cited. Participants commented that new businesses are vital to the success of Downtown, that they bring needed jobs and offer shopping diversity.

Property Maintenance and Code Enforcement. A desire was expressed for improved education and enforcement regarding existing codes and ordinances. Similarly, several participants cited property maintenance as an important issue due to private properties that negatively impact the image of the Town.

Administration and Financing. The fact that Edinburgh lies in three separate counties was posed as an issue in terms of administration and taxes. Many participants raised concerns over the need for growth in order to sustain levels of municipal services. Other participants noted the lack of a “champion” or “booster” (such as a mayor) to lead efforts in support of a collective vision. Specific concerns were raised about the lack of cooperation and coordination regarding the Industrial Park and the Outlet Mall.

Growth. A common theme was the issue of growth – especially residential, industrial, business. Some participants expressed a desire to grow through annexation. Others focused discussions of growth in terms of tax generation and employment growth. Specifically, this included attracting new businesses and replacing industrial businesses which have closed or relocated.

Negative Perception. According to participants, Edinburgh is beleaguered with the reputation of being a “tough” town. Some placed the origin of this reputation as far back as World War II. Other participants offered that local media perpetuate this unfounded image through the types and frequency of articles they publish about Edinburgh.

Lack of Connection. Many participants noted a lack of connection to Camp Atterbury and the Outlet Mall. There was a desire to attract residents, tourists and shoppers from these areas to Edinburgh and downtown specifically.



Edinburgh Wright-Hageman Public Library located Downtown.

Top Community Strengths

Downtown Character. Frequently cited, the unique character of Downtown is considered a top community strength among nearly everyone asked.

Friendly, Small Town Charm. The friendly nature and small town atmosphere of Edinburgh was listed as a strength. Many participants shared stories of how the community united to overcome damage done by the 2008 flood.

Municipal Services and Utilities. The amount of services and the professional manner in which they are delivered was cited as a community strength. The fact that the Town owns their own utilities was also cited as a unique asset for residents, businesses and revenue purposes.

Timbergate Golf Course. The golf course was noted as a desirable amenity for both residents and visitors. The high-quality development, location and visibility were specifically mentioned.

Public Library. Described as the “hub” of the community, the library was mentioned as a community strength for its amenities, services and meeting facilities.

Camp Atterbury. Edinburgh’s proximity to Camp Atterbury was recognized as a strategic advantage to gain residents for the Town and visitors to downtown and area-wide businesses.

Edinburgh Premium Outlets. The Outlet Mall was noted as a community strength given its number of annual visitors and proximity to the interstate.

Railroad/Railheads. The presence of an active rail line with railheads was cited as an important consideration for business attraction particularly given the availability of industrial land nearby.





Bicentennial Committee Plaque.

VISION 2

VISION STATEMENT

The Vision Statement that follows is written as a “retrospective” that describes the Town of Edinburg as the community desires it to be in the future. It identifies how the Town has improved in the 15 years since the Comprehensive Plan was adopted in 2011. The Vision provides a basis for identifying the specific goals and objectives needed to lead the Town in the direction in order to realize the community’s vision. Together, the Vision Statement, and Goals and Objectives begin to present a framework for future policy decisions and actions.

Town of Edinburg Vision Statement

Since the Town of Edinburg’s Comprehensive Plan was completed in 2011, considerable improvements have occurred. The Town has achieved a balance of new residential growth and commercial, office, and light-industrial development. New businesses have opened in Downtown including a mix of uses, creating a vibrant shopping, employment, and living environment that has reinvigorated the image of the Town. Many of the residential neighborhoods have seen redevelopment and reinvestment through private landowner actions as well as funding incentives supported by the Town. Edinburg has grown through the use of annexations and has been able to control the type and size of developments that have occurred in these areas. The establishment and use of residential and commercial design guidelines, together with streetscape improvements along the major corridors, have improved the appearance of the Town and enhanced the overall sense of community.





Playground Equipment at Irwin Park.

In 2026...

As residents and visitors enter the Town from I-65, U.S. 31, and S.R. 252, they are greeted by new gateway signage at key entry points into Edinburgh. Along with new gateways and signage, a consistent streetscape treatment has been installed along all major roadways in the Town that reinforce the theme and identity. Residents and visitors alike are impressed by the attractive landscaping, street trees, signage, and streetlights. The public sector improvements have encouraged local businesses and residents to undertake their own improvements such as renovating the appearance of businesses and residential properties throughout the Town. Specifically, retail and commercial building architecture; the look of monument-style business signage; and the increased landscaping of medians and private property all contribute positively to the identity and image of the Town.

The revitalization of Downtown has been a tremendous success for the community by expanding the number of businesses and community events hosted there. Creation of the Economic Improvement District (EID) Downtown has created a stable funding mechanism for maintaining and improving its historic structures, attracting new businesses, expanding streetscape treatments, and special events. The Downtown's pedestrian-friendliness and distinctive architecture have been enhanced through completed improvements. New bicycle linkages connect Downtown to Irwin Park, the Aquatic Center and the schools. Improvements

to Downtown have been complemented by aesthetic improvements to S.R. 252, and preliminary designs have been created for improving the function of S.R. 252.

U.S. 31 and S.R. 252 have benefited from zoning changes initiated by the Town which has had the effect of attracting high-quality, commercial development. By focusing commercial development in these Corridors to key locations, and by increasing screening and buffering between uses, both commercial and residential neighborhoods have improved. By coordinating improvements to State Routes with INDOT, the community has seen many desired improvements that have improved circulation and traffic flow.

Although substantial improvements have been made to the street system, the Town continues to improve transportation and circulation within the community for other forms of transportation. The Town's bicycle trail system, a recommendation of the Comprehensive Plan, has encouraged more residents to walk or ride their bicycle through the community. The Town has enhanced facilities for golf carts and electric cars by providing a charging and rental station within Downtown. Together, these improvements have resolved many transportation issues and concerns.



Active Agricultural Land.

Overall, economic development in the Town continues to improve. The Town is actively marketing itself to encourage desirable businesses and retailers to locate within Edinburgh, while continuing to work with existing businesses in the community. The Town has solidified a partnership with FILM Indiana, the state's film office, and several directors have expressed interest in shooting their movies in the historic Downtown.

The second phase of the Edinburgh Industrial Park has been completed and is being marketed to light manufacturers, wholesalers and distributors who benefit from Edinburgh's location and proximity to I-65. Due to the Town's leadership in enhanced directory signage, beautification and infrastructure improvements, the Industrial Park is a model for contemporary industrial development and continues to provide an important employment base and diversified tax base for the Town.

The Town maintains its utility service provision and maintenance of infrastructure. Residents and businesses rely on the high-quality and cost-effective services provided. As the community continues to grow and redevelop, maintaining and budgeting for new improvements to these services continues to be a priority.

The quality of neighborhoods and housing in the Town has seen vast improvement over the past 15 years. The Town has utilized many programs to improve residential neighborhoods such as grants for revitalizing older neighborhoods, enforcing stricter property maintenance codes, relocating incompatible uses, improving buffering and screening, and integrating neighborhood amenities such as parks. A diversity of housing options attracts new residents to Edinburgh (especially related to Camp Atterbury) and encourages existing residents to stay longer.

The Town has formalized boundary agreements with all adjacent communities and is actively working on select projects with developers in areas of desired growth. This has allowed the Town to control the quality and types of developments that are annexed into Edinburgh. By managing growth in this manner, the Town has been able to preserve prime agricultural farm land and ensure utilities are in place to support new development.

Together, all of these improvements in the areas of community character, land use, community facilities, transportation and circulation, parks and open space, and growth management have improved the Town of Edinburgh substantially since 2011. The changes that have occurred since adoption of the plan are exciting indicators of the future to come.



GOALS & OBJECTIVES 3



Edinburgh Water Tower from the east.

The Town of Edinburgh’s Comprehensive Plan is based on a vision of what the Town desires to become in the future. This vision is supported by goals and objectives as well as recommendations to create a reliable policy guide for decision-making and action.

This section presents the Plan’s goals and objectives, which provide the framework for planning recommendations, policies and future projects and actions:

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific actions that should be undertaken by the Town in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives provide specific direction and serve as a guide for evaluating proposed projects and land use changes.

The goals and objectives presented below are based on: a) input from Town staff and the Comprehensive Plan Advisory Committee; b) community workshops; c) key person interviews; d) on-line questionnaires; and e) feedback from various public meetings and discussions.



Goals and Objectives are established for:

- ◆ Residential Areas;
- ◆ Commercial Areas;
- ◆ Industrial Areas;
- ◆ Transportation and Circulation;
- ◆ Parks, Open Space, and Environmental Features;
- ◆ Community Facilities, Infrastructure and Utilities;
- ◆ Economic Development;
- ◆ Growth Management;
- ◆ Image and Identity; and
- ◆ Administration and Intergovernmental Cooperation

Residential Areas

Goal

Enhance the Town's desirability as a place to live by improving the quality, character, safety and appeal of existing neighborhoods, and by providing high quality, diverse housing stock through the approval of new residential development.

Objectives

1. Protect residential areas from encroachment by incompatible land uses and the adverse impacts of adjacent activities.
2. Ensure that residential areas have adequate buffering and/or screening from adjacent land uses.
3. Promote the economic importance of the diversity of the Town's housing stock and work to ensure neighborhood stability in all areas of the Town.
4. Encourage new development and infill development/redevelopment that is complementary to the scale and character of surrounding residential uses.
5. Preserve sound existing housing through regular, active code enforcement, and preventative maintenance programs.
6. Enhance and enforce all building, safety, zoning and fire codes to prevent overcrowding, unsafe conditions, and misuse of residential dwellings.
7. Promote the improvement and rehabilitation of deteriorating housing properties.
8. Establish comprehensive guidelines and standards to improve the physical appearance of residential neighborhoods, including architectural style, building materials, bulk, setbacks and landscaping requirements.
9. Investigate programs or financial assistance programs to aid residents in making property improvements.

Commercial Areas

Goal 1

Seek opportunities to expand the commercial base of the Town by encouraging appropriate commercial development offering goods and services to local residents and the greater region.

Objectives

1. Maintain a range of retail and service commercial activities throughout Town primarily along U.S. 31, S.R. 252 and interchanges with I-65.
2. Improve the land use pattern and zoning districts along the U.S. 31 Corridor to improve the use, appearance, and cohesiveness of the corridor, as specified in the Land Use Plan.
3. Ensure that all retail, office, and service commercial activities are organized by use and concentrated within or near areas of similar or compatible uses.
4. Identify specific actions and strategies to be undertaken which will enhance the economic health of the Town's commercial corridor areas.
5. Encourage coordinated and shared access and parking in commercial areas wherever possible.

Goal 2

Develop aesthetically pleasing and functionally well-designed retail and commercial shopping areas.

Objectives

1. Encourage high-quality development and redevelopment of sites, buildings, and amenities in commercial areas.
2. Require the design of new commercial developments to facilitate an improved pedestrian system including marked trails/paths, crossings, access, and amenities that connect to the larger community trail and sidewalk system in an effort to promote walking and bicycling to and from the development.
3. Ensure that new commercial development and redevelopment is designed in scale with, and complementary to, existing adjacent development.
4. Establish special design and improvement standards for commercial areas, guiding the scale, appearance, orientation, and overall character of new development.
5. Ensure that all new, improved, and existing commercial development is effectively screened and buffered from adjacent residential uses.
6. Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are at risk of becoming, functionally obsolete including improvements to facades, signage, streetscaping, landscaping, and parking areas.
7. Implement a more systematic and proactive property maintenance and code enforcement process in commercial areas of the Town.
8. Encourage new development to utilize "green technology" such as green rooftops, solar energy, and green paver parking lots to reduce stormwater runoff.



Goal 3

Revitalize Downtown by encouraging a mix of uses which appeal to both residents and visitors.

Objectives

1. Encourage a mix of uses to locate within Downtown, including retail, office, restaurants and residential.
2. Promote Downtown as a walkable shopping area that maintains its distinctive character and historic nature.
3. Analyze and amend the Town Zoning Ordinance to accommodate appropriate uses and development Downtown.
4. Promote and encourage shared parking arrangements and facilities wherever feasible to minimize the land area within Downtown dedicated to parking.
5. Establish an Economic Improvement District (EID) or similar mechanism to fund desired improvements in the Downtown.
6. Seek creative partnerships, such as with the state film office, to maximize Downtown's potential.

Industrial Areas**Goal**

Continue to support a diversified industrial base that provides employment opportunities within the community.

Objectives

1. Continue to promote the existing Edinburgh Industrial Park and properties adjacent to the railroad to attract additional light industrial, distribution, high-tech offices, and office park uses.
2. Improve the appearance of industrial areas including buildings, parking areas, wayfinding signage and streets.
3. Ensure that all uses are effectively screened from adjacent properties and public rights-of-way, through the effective use of buffering with landscaping, fencing, or a combination of the two.
4. Encourage the rehabilitation and reuse of functionally obsolete buildings to accommodate more appropriate and market viable uses.
5. Ensure that new or expanded business park uses are concentrated in areas of similar or compatible uses.
6. Ensure new development occurs where adequate municipal services and facilities are present to the serve the new development.
7. Require all industrial development to meet specific applicable performance standards for noise, air, odor and any other forms of environmental pollution.
8. Minimize traffic from industrial areas from cutting through adjacent residential neighborhoods and the Downtown.
9. Encourage new development to utilize "green technology" such as green rooftops, solar energy, and green paver parking lots to reduce stormwater runoff.

Transportation and Circulation

Goal

Improve the safety, function and efficiency of vehicular, pedestrian and bicycle movement within the Town.

Objectives

1. Continue to make adequate resources available for the maintenance of Town streets and public rights-of-way.
2. Establish a wayfinding signage system that directs both motorists and pedestrians to key retail, office, industrial, and community facility destinations.
3. Designate new growth areas where existing transportation facilities are planned or are capable of servicing the capacities generated by the new development.
4. Work with partner agencies, such as the Indiana Department of Transportation (INDOT), on exploring alternatives for S.R. 252.
5. Work with the Parks and Recreation Department to identify locations for an interconnected system of sidewalks and trails for bicycles and pedestrians.
6. Budget for on-going maintenance and repairs of public sidewalks as part of capital improvement budgeting.

Parks, Open Space and Environmental Features

Goal

Protect and enhance the Town's parks, open space and environmental features in order to maintain a high quality-of-life, active and passive recreation, and superior facilities and programming.

Objectives

1. Continue to provide open space and recreation opportunities to residents.
2. Support the creation of a Park and Recreation Master Plan.
3. Promote the development of additional park sites within existing residential neighborhoods with current park deficiencies.
4. Require new residential development proposals to include proposed park sites that will serve the surrounding neighborhood, or to provide cash-in-lieu when appropriate.



Community Facilities, Infrastructure and Utilities

Goal

Continue to provide high-quality Town services and maintain appropriate infrastructure and utilities within the community.

Objectives

1. Continue to budget for and implement improvement, expansion and maintenance of the community's infrastructure. The infrastructure includes roadways, stormwater drainage system, water production and distribution, sewer collection and treatment.
2. Promote the coordination of infrastructure and utility projects with other agencies to reduce Town costs through economies of scale.
3. Ensure an adequate level of fire and police protection throughout the Town.
4. Maintain adequate sites for the Town Hall, Police Station, Public Works, Fire Stations, and other Town facilities; constructing, renovating, and relocating facilities when necessary.
5. Improve and expand specialized facilities and services for senior citizens and youth.
6. Investigate options for implementing Best Management Practices (BMPs) throughout the Town to assist in stormwater management.

Economic Development

Goal

Maintain and strengthen the Town's tax base through the attraction, retention and expansion of businesses in Edinburgh.

Objectives

1. Provide regular opportunities for contact between business and development interests within the Town.
2. Seek opportunities for new employment growth through the retention and expansion of existing employers, as well as the attraction of new employers.
3. Ensure that new development pays its fair share of public facilities and service costs, which are attributable to the demand for additional facilities or services as a result of new development.
4. Establish marketing strategies to retain and attract businesses and developers.
5. Work with partners such as the Edinburgh Economic Development Board, Johnson County Economic Development Corporation, and Shelby County Development Corporation to market Edinburgh as a desirable place to do business.
6. Develop and implement a strategic marketing and recruitment plan for targeted business types.
7. Maintain regular contact with Camp Atterbury officials in order to provide needed goods and services to residents and visitors to the Camp.

Growth Management

Goal

Direct growth in a manner that equitably attributes the associated costs, provides the expected facilities and services, and protects prime agricultural land.

Objectives

1. Coordinate the growth of the Town with the level of public services required to serve it.
2. Utilize Urban Service Areas and Urban Service Standards to determine future growth areas and provisioning for adequate services to these areas.
3. Limit the Town's share (if any) in the cost of providing public utilities and services to an amount justified by the community-wide benefits received.
4. Coordinate sizing and routing of sewer and water extensions with the Town's long-range plans for new growth and development, allowing for incremental or phased improvements in Urban Service Areas.
5. Establish and maintain mutually agreed upon boundary agreements with neighboring communities, including complementary land use plans and notification requirements.
6. Pursue a course of strategic annexation agreements and annexations to ensure that future development in the Town's planning area is consistent with Town goals.
7. Ensure growth is compatible with the Camp Atterbury and Muscatatuck Urban Training Center Joint Land Use Study and any other future plans for Camp Atterbury.

Image and Identity

Goal

Maintain a positive image and identity for the Town that is distinct and reflective of its unique character to distinguish Edinburgh from nearby communities.

Objectives

1. Install a unified streetscape treatment on key corridors and in Downtown that includes elements such as benches, bus shelters, trashcans, streetlights, wayfinding signage, landscaping and other amenities.
2. Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Edinburgh.
3. Establish an incentive and loan program to encourage private property owners to implement landscaping, façade and signage improvements to their sites, buildings and businesses.
4. Enhance and enforce landscaping, screening and signage requirements for commercial and industrial properties.
5. Develop a marketing campaign to promote the advantages and benefits of living, working, doing business in, or visiting the Town.
6. Improve communication to residents in an effort to increase awareness of, and participation in, programs, services and events within the Town.
7. Improve and maintain relationships with the press and other media.
8. Expand the offering of community programs and events such as festivals, holiday events and gatherings in order to bring the community together and create a sense of unity for Town residents.



Administration and Intergovernmental Cooperation

Goal 1

Implement, monitor progress, and update the Comprehensive Plan.

Objectives

1. Develop a five-year action plan to prioritize objectives and list accomplishments of preceding years on an annual basis.
2. Explore and/or commit financial resources to implement the Comprehensive Plan.
3. Establish a process for the regular review and update of the Town's Zoning Ordinance to appropriately meet the changing needs of the community.
4. Seek the input and involvement of the Town Board, Planning and Zoning Commission, Counties, Camp Atterbury officials, local organizations, and individuals during the Comprehensive Plan review and amendment process.
5. Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.

Goal 2

Improve communication and coordination of projects within Edinburgh with other governmental bodies and support organizations including Johnson, Shelby, and Bartholomew County; Camp Atterbury; INDOT and similar partners.

Objectives

1. Maintain a positive channel of communication with INDOT for better coordination regarding projects which may affect the Town.
2. Coordinate with the Town's three counties and Camp Atterbury to assist in realizing mutual objectives and addressing issues that transcend municipal boundaries such as economic development and flooding.
3. Continue to seek grants, loans and other sources of intergovernmental funding to assist with capital improvements and projects to minimize the financial impact on the Town.
4. Establish appropriate impact fees that capture all of the associated expenses for a new development to ensure that associated costs are not passed on to the existing residents of Edinburgh.
5. As applicable, ensure that Town departments incorporate the Plan's recommendations in departmental planning and programs.

Goal 3

Create the regulatory framework necessary, including adequate resources for enforcement, to foster high-quality development that provides economic development and attracts new residents.

Objectives

1. Update the Town's Zoning Ordinance and other development controls to reflect the recommendations of the Comprehensive Plan and encourage the type of development desired by the community.
2. Create detailed landscaping requirements for new development to enhance buffering, screening and appearance of private properties in the Town.
3. Create, promote and administer Design and Development Guidelines for the Town's commercial areas, in particular the historic districts and Downtown.

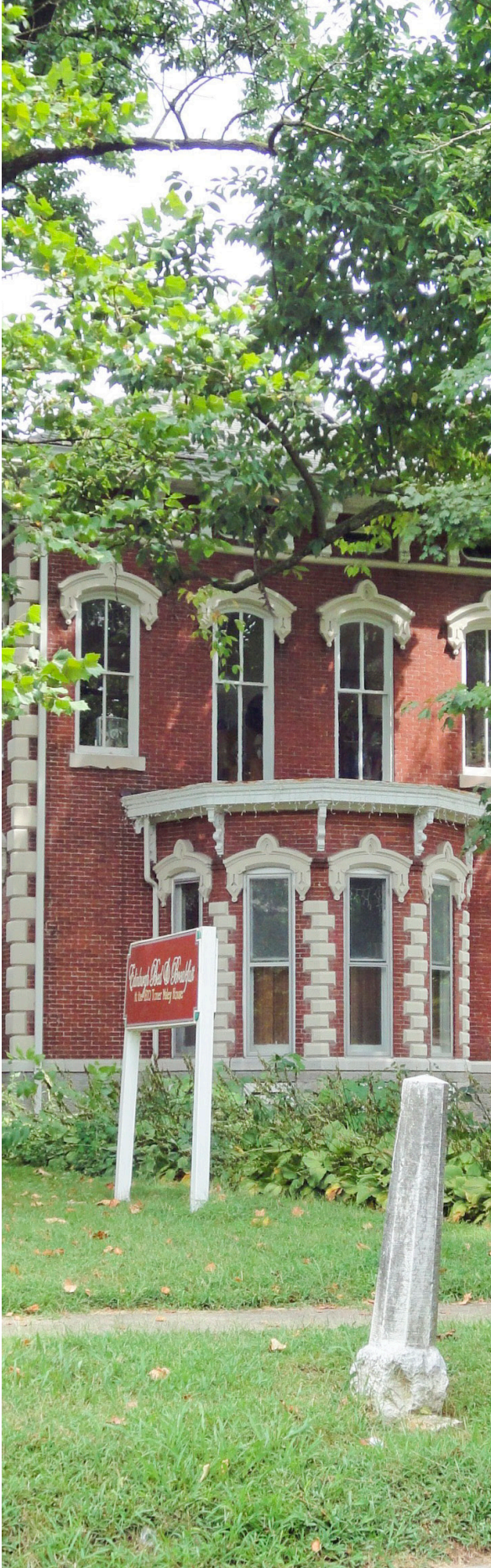


Downtown Edinburgh.



LAND USE & DEVELOPMENT PLAN

4



1870 Toner Maley House, Main Cross Street.

LAND USES

The existing land use pattern of the Town of Edinburgh is reflective of its industrial and agricultural heritage. As the Town developed over time, it largely maintained its original built form and compact grid street network. Other influences on land use and development pattern include nearby Interstate 65, U.S. 31 and Camp Atterbury. The Land Use and Development Plan builds upon the existing land uses and development patterns and is an extension of the Comprehensive Plan’s vision, goals and objectives. The Land Use and Development Plan is intended to promote a sustainable, and market-supportable, approach to growth and development in order to:

- ◆ Protect and enhance existing neighborhoods;
- ◆ Strengthen commercial areas;
- ◆ Protect industrial areas and employment centers;
- ◆ Enhance the Town’s open spaces and environmental features; and,
- ◆ Maintain areas for community facilities.

The Land Use and Development Plan is a guide for decision-making for future land use and development that is reflective of existing conditions and potentials. It strives to maintain and enhance the small town character of Edinburgh while accommodating high-quality and compatible improvements and new development in targeted locations.

In addition, the Land Use and Development Plan attempts to address land use conflicts that may have arisen as the community has grown and developed. Since the 1967 Plan, the science of land use planning has improved understanding of separating, connecting and integrating land uses. The Land Use Plan accomplishes this by identifying which land uses should remain for the future and which areas should be considered for new uses.



It should be emphasized that the Land Use and Development Plan is a general guide for growth and development within the Town and provides a foundation for further decision-making and is not a site development plan. While it is a detailed document that provides specific guidance on land use decisions, it is also intended to be sufficiently flexible to accommodate unique or compelling circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

The Land Use and Development Plan is comprised of 11 distinct land use classifications, including:

- ◆ Agriculture
- ◆ Parks and Open Space
- ◆ Single-family Residential
- ◆ Multi-family Residential
- ◆ Mobile Home Community
- ◆ Mixed Use/Downtown
- ◆ Commercial
- ◆ Office
- ◆ Community Facilities
- ◆ Industrial
- ◆ RV Park/Recreational

The recommendations of this Plan strive to prevent the premature conversion of agricultural land and open space, and promote programs and policies for improving and maintaining existing residential, commercial, agricultural and open space areas.

The Land Use Plan also endeavors to achieve a balance between the preservation of the significant environmental features, revitalizing of existing neighborhoods, promoting quality new residential, commercial, and industrial development, and provisioning for more parks and recreational areas that will help Edinburgh market itself within the region.

Agriculture

Parcels designated as agriculture are those which are actively engaged in growing crops, raising livestock or similar activities whether for sale or personal use. This includes related residential uses such as the farmhouse and accessory structures incidental to agricultural activities.

The Land Use Plan considers current (active) agricultural areas and the need to preserve areas of prime agricultural land, especially outside of the current Town boundaries.

Parks & Open Space

Parcels designated as parks and open space include any public or private land available for recreational, educational, cultural, or aesthetic use. Parks and open spaces in the Land Use Plan largely reflect existing park spaces and where service gaps currently exist.

The Land Use Plan identifies areas that should remain for parks and open space uses and strives to maintain and enhance access to these areas especially as new residential development occurs.

Single-Family Residential

Parcels designated as single-family residential are reserved primarily for single-family detached residential structures. These areas may range in densities and may contain small amounts of duplexes or other single-family attached dwellings, but are characterized by a predominance of single-family detached residential structures.

The Land Use Plan anticipates moderate growth in single-family residential uses and encourages them to occur within the existing Town boundaries to maximize the use of land and existing infrastructure.

Multi-family Residential

Parcels designated as multi-family residential consist primarily of multi-unit residential buildings which may be for rent or for sale. Multi-family residential areas in the Land Use Plan reflect existing developments and



An example of Multi-family Residential in Town.

infill opportunity sites in and near the existing Town limits. Areas designated for multi-family residential development can accommodate a variety of dwelling types, including senior and affordable housing.

The Land Use Plan establishes new areas for multi-family residential development based on proximity to transportation and services and to maximize their function as a transitional land use between single-family residential and commercial land uses.

Mobile Home Community

Parcels designated as mobile home community contain required improvements and utilities for the long-term parking of mobile homes which may include services and facilities for the residents. The Land Use Plan reflects existing areas where mobile home communities currently exist.

The Land Use Plan anticipates that these uses will not expand in the future but rather will remain largely as they do currently in the Town.

Mixed-Use/Downtown

Parcels designated mixed-use/downtown are areas where a compatible mix of uses, often on the same lot or within one building, either currently exist or are desired in the future. Residential and office uses in these areas should generally be located on the upper floors of buildings above ground floor commercial uses.

The Land Use Plan designates portions of Downtown as mixed-use in order to reinforce its distinct character. In order to achieve this, it is recommended that active uses be maintained on the ground floor such as retail, restaurant or entertainment uses, with office and residential uses located on the upper floors.

Commercial

The commercial land use designation indicates areas appropriate for the sale of goods and services. These uses range in intensity, height and size depending on the intended customer base.

The Land Use Plan identifies areas appropriate for expanded commercial development, particularly near I-65 interchanges and along U.S. 31 and S.R. 252.



Prime Farmland

According to the U.S. Department of Agriculture (USDA), prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding. Users of the lists of prime farmland map units should recognize that soil properties are only one of several criteria that are necessary.

Oftentimes, prime farmland is also prime developable land and is prone to conversion when proximate to growing areas. The USDA prime farmland designation can assist municipalities with growth management and resource conservation efforts by promoting the use of zoning or conservation easements to preserve prime farmland resources, maintain local economic diversity, and establish greenways.

As depicted on the following map, the highest concentrations of prime farmland in Edinburgh's planning area are located along the Interstate 65 corridor and northwest of the Town limits. In these areas, 59 – 65% of the land is considered prime farmland according to USDA standards.

Office

Office uses typically include professional services such as medical, dental, legal and accounting. These uses are compatible with most other land uses given their range in scale, height, setback and building materials. The Land Use Plan anticipates that these uses will largely remain as they currently exist in the Town.

Community Facilities

Parcels designated as community facilities include those owned or operated by a governmental or other public agency and established primarily for the benefit and service of the community. This includes schools, utilities, government buildings and structures.

The Land Use Plan anticipates that these uses will remain largely as they currently exist in the Town. As growth and development occurs, expansion of some community facilities will need to be considered.

Industrial

Parcels designated as industrial include those involved in the production, manufacturing, distribution or fabrication of goods. These areas depend on close proximity to regional transportation networks including the interstate and railroad. The Land Use Plan identifies areas appropriate for industrial uses.

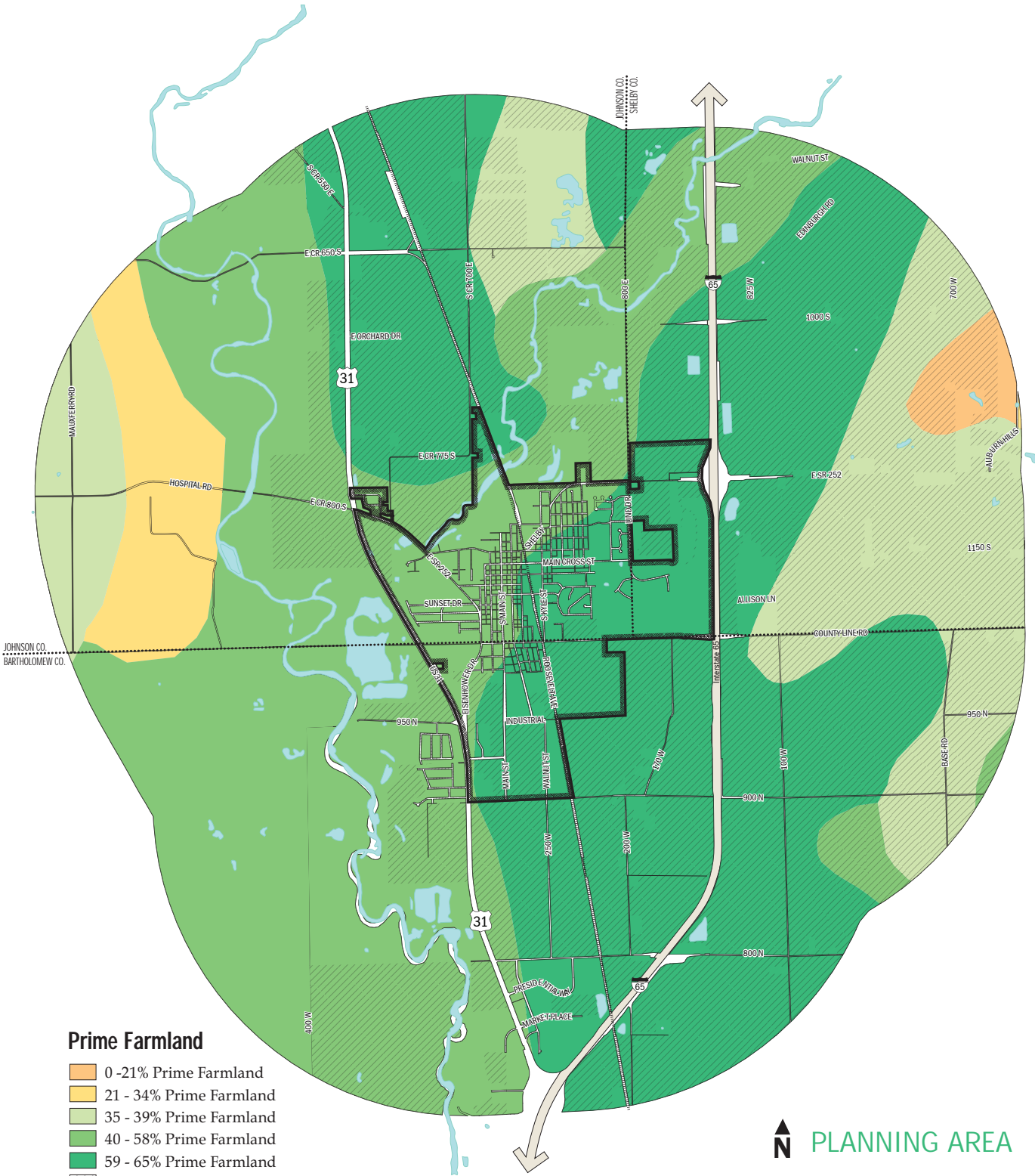
The Land Use Plan identifies areas appropriate for expanded industrial development, particularly near I-65 and the existing railroad.

RV Park/Recreation

Parcels designated as RV park/recreation are those areas occupied by recreational vehicles or tents for travel, leisure, or vacation usage for short periods of stay of a transient nature.

The Land Use Plan anticipates that these uses will remain largely as they currently exist.

PRIME FARMLAND



Prime Farmland

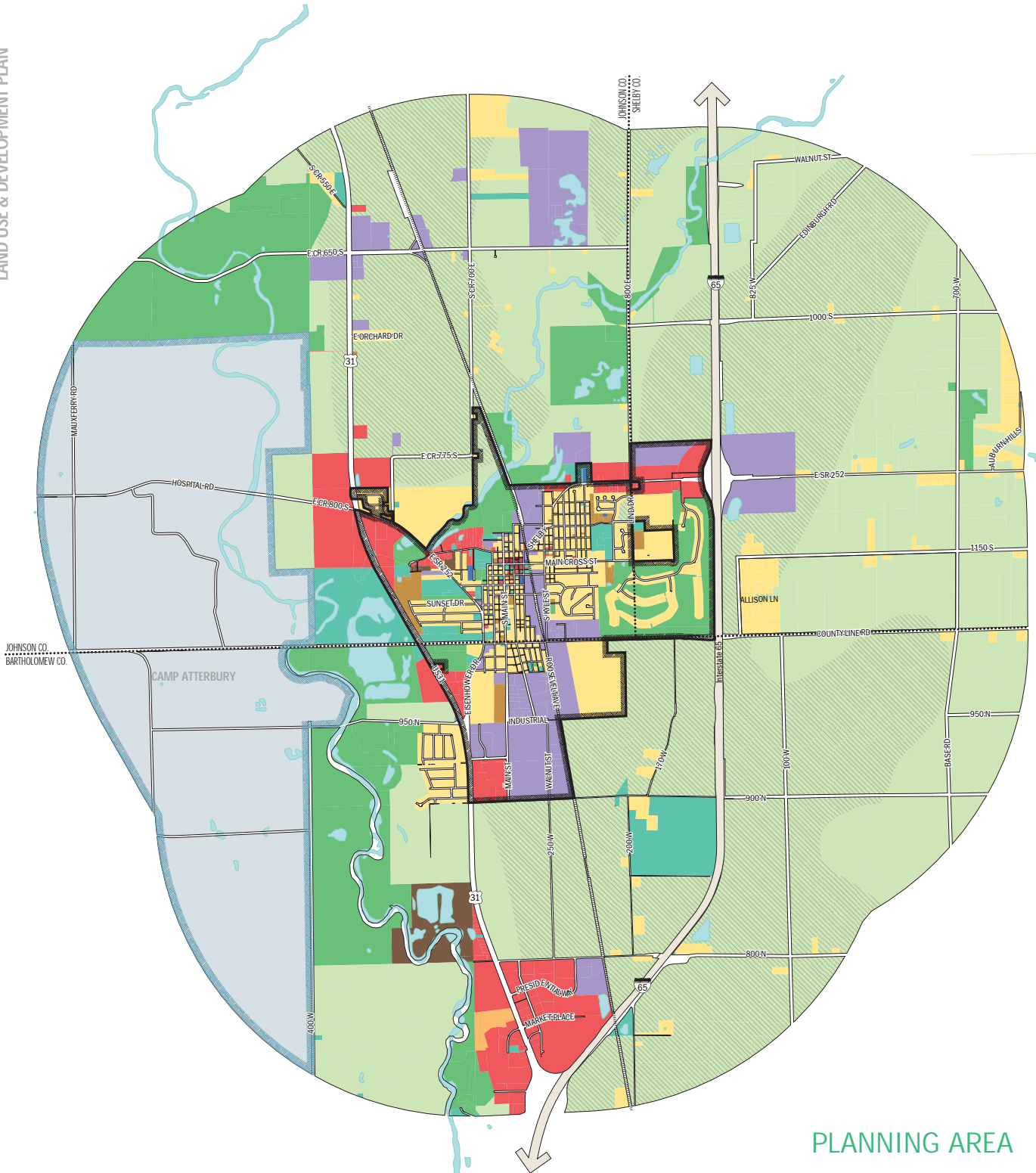
- 0 -21% Prime Farmland
- 21 - 34% Prime Farmland
- 35 - 39% Prime Farmland
- 40 - 58% Prime Farmland
- 59 - 65% Prime Farmland
- Existing Agricultural Land

PLANNING AREA

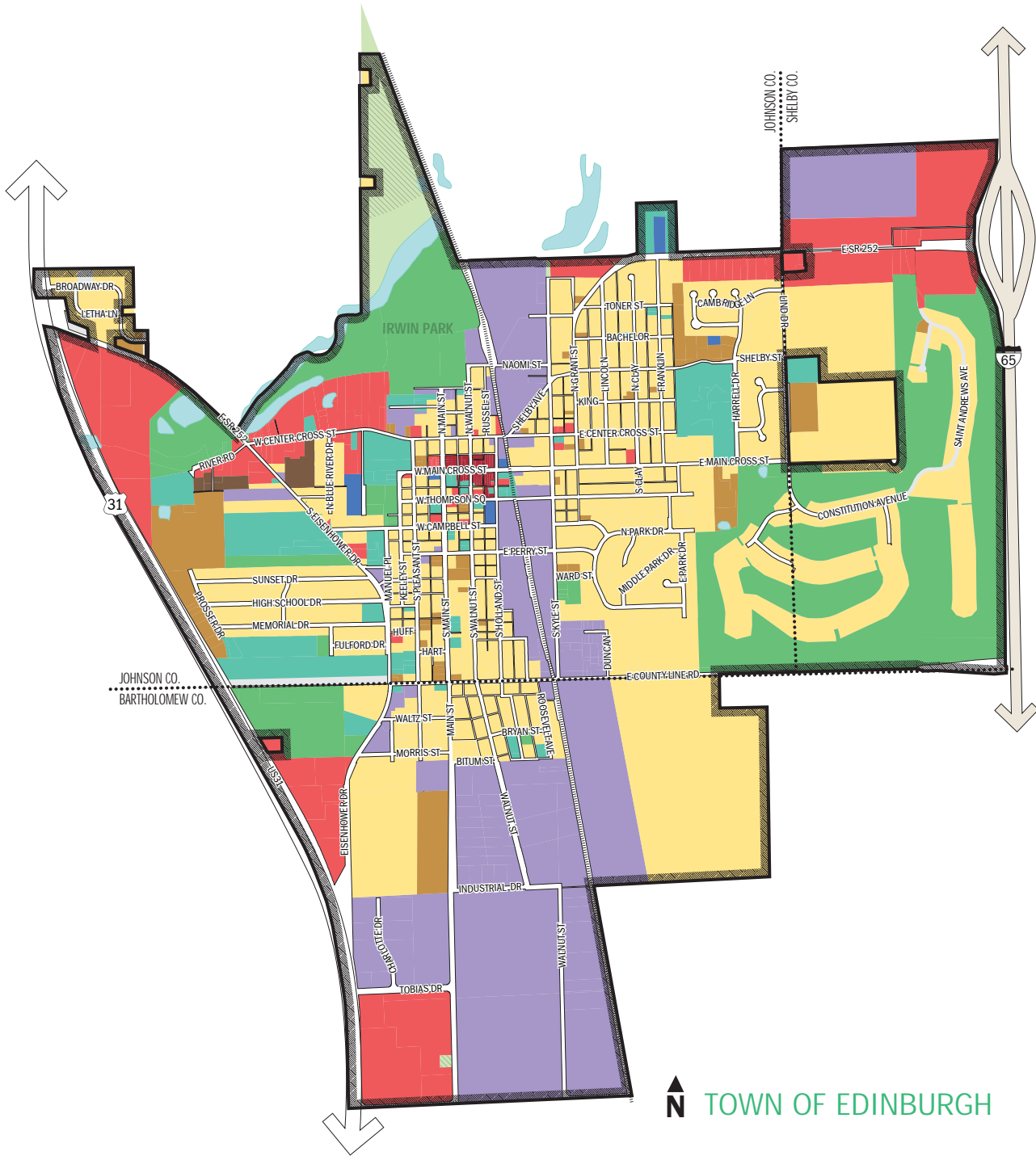


LAND USE PLAN

LAND USE & DEVELOPMENT PLAN



PLANNING AREA



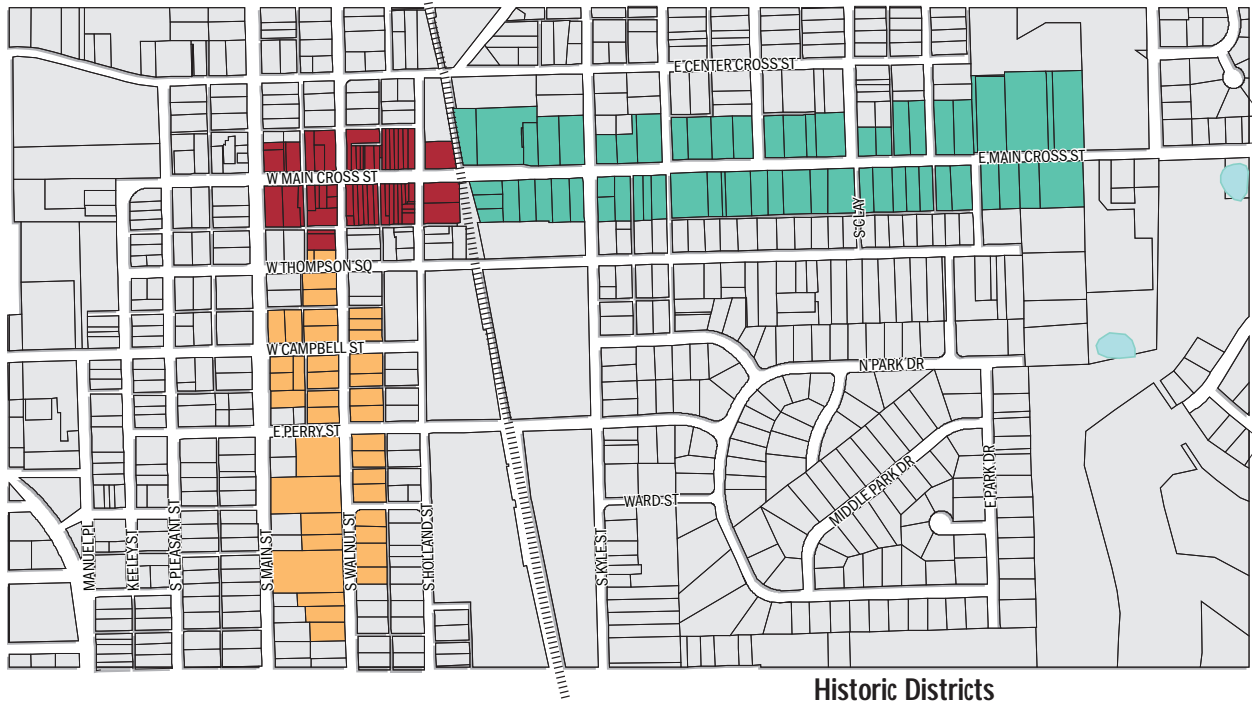
Land Use Plan

- Agriculture
- Prime Agricultural Land
- Parks & Open Space
- Single Family Residential
- Multi-Family Residential
- Mobile Home Community
- Mixed Use/Downtown
- Office
- Community Facilities
- Industrial
- RV Park/Recreation
- Camp Atterbury

Map Features

- Town Limits
- County Boundaries
- Railroad





Historic Districts

- Commercial Historic District (Existing)
- South Walnut Street/Tilford Historic District (Proposed)
- Toner Historic District (Proposed)

Historic Districts

Edinburgh’s central commercial district was listed on the National Register of Historic Places in 1989. Two adjoining districts, the Toner District and the South Walnut Street District, are in the process of being listed on the National Register. It is anticipated that these will be officially listed in the spring of 2011. The federal government created the National Register of Historic Places through the National Historic Preservation Act of 1966. The National Register is administered by the National Park Service. Listing on the National Register does not automatically provide protection for a historic property; nor does it govern the type of changes an owner may or may not make. The Town does not have any local historic preservation ordinance to govern the protection, landmarking or districting of historic properties. The boundaries of the existing and proposed districts are demonstrated on the above figure.

Land Use Policies and Recommendations

Residential

1. The Town should encourage new neighborhoods to be designed so they are self-contained and provide necessary amenities with direct vehicular and pedestrian access.
2. The Town should restrict non-residential uses within the neighborhoods to be limited to civic, public, and community facilities. No office, commercial, or industrial uses should be permitted within the Town's neighborhoods.
3. The Town should strengthen property maintenance codes to ensure the desired image and character of Edinburgh is maintained and enhanced.
4. The Town should consistently administer and enforce all property maintenance regulations.
5. The Town should encourage residential areas to develop with a variety of housing and dwelling unit types and densities.
6. The Town should develop a property maintenance program to assist residents, particularly seniors, with affordable maintenance services.

Commercial

1. The Town should ensure that commercial development and redevelopment is organized by uses and concentrated in or near similar and compatible land uses and reflects the diversity of goods and services desired by residents and visitors.
2. The Town should ensure that all new commercial development and redevelopment be designed in a manner which is consistent/compatible with the scale, appearance, orientation, and overall character of existing development and adjacent land uses.
3. The Town should encourage the adaptive reuse of Downtown's historic buildings and preserve ground-floor spaces for commercial retail activities.
4. The Town should explore opportunities to annex the Edinburgh Premium Outlet Mall and similar areas where utilities are currently provided.

Industrial

1. The Town should encourage the location of industrial uses in close proximity to regional transportation networks such as the interstate and railroad.
2. The Town's industrial areas should be improved and upgraded as an incentive for existing businesses to expand and to attract contemporary industrial users.
3. The Town should work with economic development partner agencies in the attraction of new industrial users.

Growth Management and Agricultural

1. The Town should require that large developments be submitted and reviewed as a PUD (Planned Unit Development).
2. The Town should discourage development in areas identified as prime agricultural farmland, especially if other areas could accommodate such development.
3. The Town should ensure that adequate utilities and infrastructure are available for any proposed development.
4. The Town should ensure that land-use decision making is compatible with the recommendations of the Camp Atterbury and Muscatatuck Urban Training Center Joint Land Use Study.

Historic Preservation

1. The Town should enhance regulatory protections and incentives for the Town's identified historic properties.
2. The Town should accommodate creative solutions for adaptive reuse of historic properties through zoning and other development regulations.
3. The Town should create design and development guidelines for the Town's historic districts and historic properties.



TRANSPORTATION PLAN 5



Downtown Wayfinding Signage

The Town of Edinburgh is situated between Interstate 65 to the east and U.S. 31 to the west, with the I-65/U.S. 31 interchange located near the southern boundary of the Town’s planning area. These major routes contribute to and help shape the rest of the transportation network. Edinburgh’s internally established street network and connections to the regional transportation system enable the movement of goods and people to and through the Town as shown on the following page.

Several roads or road segments within the planning area are under the jurisdiction of county or state departments. This limits the Town’s ability to make improvements or control access to adjoining properties.

The Transportation Plan acknowledges the limited opportunity for the Town to single-handedly make decisions about transportation improvements and is based on cooperative partnership with other agencies.



Functional Classification of Streets

Streets in Edinburgh are identified according to their character and basic functionality. Individual roadways work together in a network to accommodate the movement of goods and people in the most efficient manner possible.

The Indiana Department of Transportation (INDOT) in cooperation with the U.S. Department of Transportation assigns roadway classifications on a five-year basis. This allows for an orderly network of streets that maintain access to private property through smaller streets while connecting to larger streets that move traffic more efficiently. Edinburgh's street classification includes the following:

- ◆ Principal Arterial
- ◆ Urban Collector
- ◆ Rural Major Collector
- ◆ Rural Minor Collector
- ◆ Local Street

Principal Arterial

Principal arterials generally serve the major centers of activity of a metropolitan area, function as the highest traffic volume corridors and the longest travel routes, and have limited access along the route to allow travel to and through an area. These roads are regional in nature and link interstate, intra-state and regional activity centers. In Edinburgh, similar to many other small urban areas, principal arterials are limited in number and their importance is primarily derived from the service provided to travel passing through the area; however, principal arterials are integrated between the Town's major connections.

The Town's single principal arterial is U.S. 31 (south of Hospital Road).

Urban Collector

The urban collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. This classification differs from that of principal arterials because it may penetrate residential neighborhoods, distributing trips from arterials to destinations. Urban collectors collect traffic from local streets and channel it into the arterial system.

The Town's urban collectors are Eisenhower Drive, SR 252 and a portion of County Road 900 N.

Rural Major Collector

Major collectors in the rural system provide service to larger towns or regional destinations not directly served by higher roadway classifications such as shipping points, schools and county parks. Rural major collectors link these places with nearby towns or with routes of higher classification and function as important intra-county travel corridors.

The Town's rural major collectors are U.S. 31 (north of Hospital Road) and County Road 800 E (north of SR 252).

Rural Minor Collector

Generally, rural minor collectors are spaced at intervals to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They link locally important traffic generators with their rural surroundings.

Hospital Road, just west of Edinburgh, is the only rural minor collector.

Local Street

The local street system is made up of all streets not belonging to one of the above-mentioned classifications. Local streets provide direct access to properties.

Interstate 65

Interstate 65 traverses the State of Indiana from south to north, beginning outside of Louisville, Kentucky and terminating near Gary, Indiana on the Indiana Toll Road. It is one of the principal interstate highways in the state. According to the Indiana Department of Transportation (INDOT), more than 40,000 vehicles travel I-65 where it passes through Edinburgh on an average day. Additionally, more than 15,000 trucks or commercial vehicles are estimated to travel along I-65 on a daily basis.

SR 252

SR 252 was frequently cited during public outreach activities particularly in terms of a desire for beautification and potential realignment. Alternatives should be explored for the reconfiguration of SR 252 and/or a truck traffic bypass. Although it would require a new bridge and major land acquisition for right-of-way, consideration should be given to alternatives for realigning SR 252.

Jurisdiction

Several roads or road segments are outside of the Town's jurisdiction which limits its ability to make improvements or control access to properties. Achieving transportation-related goals will require coordination and cooperation between Edinburgh and the various agencies with jurisdiction.

Railroad Operations

Louisville & Indiana Railroad Co.

The Louisville & Indiana Railroad travels north-south through the Town of Edinburgh and is lined predominantly with industrial properties or agricultural land. The United States Department of Transportation has designated the rail line as a future high-speed rail corridor. The possibility for a new train station should be explored given Edinburgh's proximity to Camp Atterbury.

Bicycle and Pedestrian Mobility

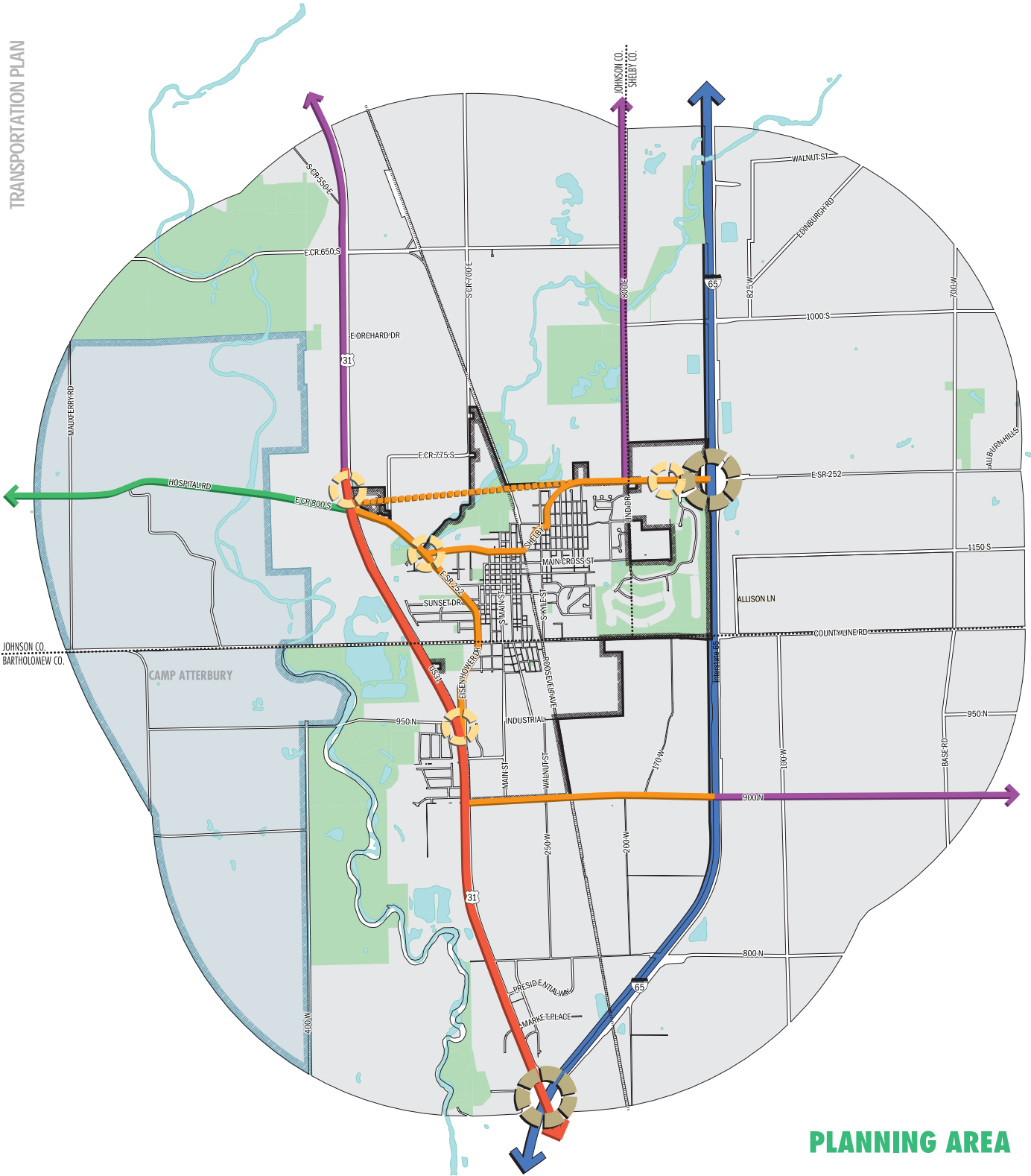
Due to Edinburgh's small town character, and the lack of a sidewalk or trail network, many pedestrians and bicyclists use the Town's streets to get around. Residents also make use of motorized scooters and golf carts to travel around Edinburgh. The Town should work towards an interconnected system of sidewalks and trails, especially along major streets that connect to key destinations. The transportation plan identifies possible locations for enhanced trail networks.

Transportation Policies and Recommendations

1. The Town should work with partner agencies with jurisdiction to ensure desired improvements are completed, particularly as it relates to SR 252.
2. The Town should protect and improve the function of the street network through controlled access, land-use decisions and street/intersection design improvements.
3. The Town should work with land developers to provide necessary transportation improvements required to serve any new or proposed development, especially in growth areas.
4. The Town should establish a wayfinding signage system that directs motorists to key retail, office, industrial, and community facility destinations.
5. The Town should ensure that public and private parking areas are well-maintained by encouraging pedestrian-scaled lighting, appropriate screening, interior landscaped islands and other improvements as appropriate.
6. The Town should establish new trails and pedestrian/bike linkages offering additional alternative transportation access to destinations within the Town.
7. The Town should support plans for high-speed rail and similar rail improvements which have a demonstrable positive impact on Edinburgh.

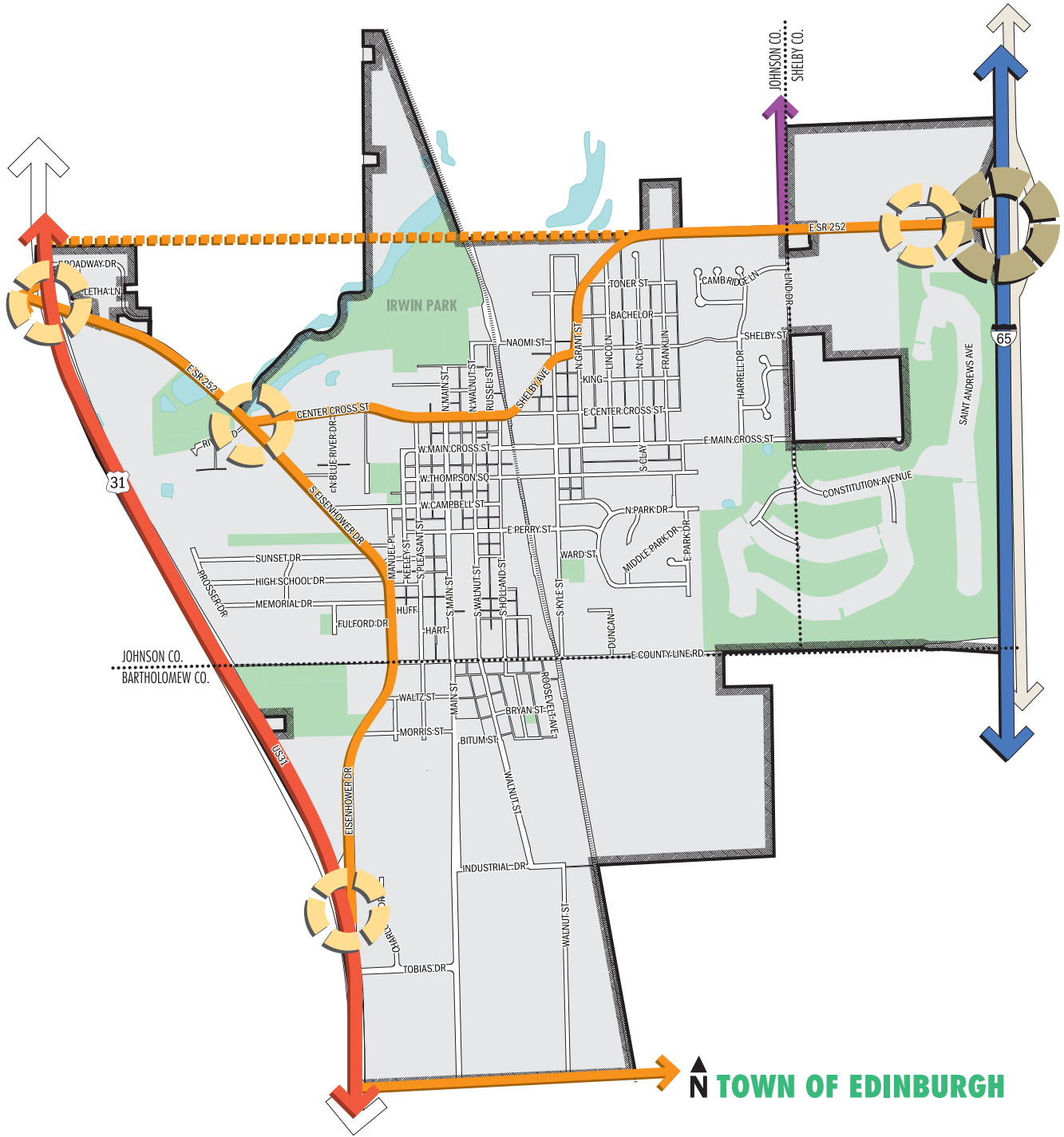


TRANSPORTATION & CIRCULATION PLAN



TRANSPORTATION PLAN

PLANNING AREA



Transportation Features

- Interchange
- Gateway
- Interstate
- Principal Arterial
- Urban Collector
- Rural Major Collector
- Rural Minor Collector
- Conceptual S.R. 252 Realignment
- Parks & Open Space
- Camp Atterbury

Map Features

- Town Limits
- County Boundaries
- Railroad





The Blue River.

ENVIRONMENTAL FEATURES & OPEN SPACE

6

SECTION 6: ENVIRONMENTAL FEATURES & OPEN SPACE

The Town's parks, open spaces and environmental features contribute significantly to its overall quality of life, image, character, desirability, and aesthetics. These areas represent ecological assets and active and passive recreational amenities for the community. In addition to ensuring the protection and enhancement of parks, open space and environmental features, the goal of the Open Space and Environmental Features Plan is to improve public access to these areas.





Multi-use trail in Irwin Park.

NRPA Standards

The National Recreation and Parks Association (NRPA) recommends a standard of 10 acres of open space for every 1,000 residents. Based upon the Town's estimated population of 4,606 this would equate to a recommended service level of 46 acres. The Edinburgh Parks and Recreation Department manages five primary park facilities, with a total of 76.8 acres, which exceeds the standards established by the NRPA. These facilities are Irwin Park, Prosser Park, Water Tower Park, the Aquatics Center, and the Sports Complex.

Parks

Most of the Town lies within 1/2 mile service area of existing parks and open spaces. A more formal and expanded park is proposed at Kyle Street and Ward Street to serve proposed residential areas. As new residential development occurs, access to parks and open spaces should be considered.

Open Streams and Natural Features

A significant portion of the Town lies within areas prone to flooding, particularly those near the Blue River. Stormwater management relies on both natural and artificial features to function effectively. The Town should consider the use of Best Management Practices (BMPs) in order to address flooding issues in a comprehensive and sustainable manner. Future development and redevelopment should be discouraged in areas prone to flooding and appropriate floodproofing should be encouraged in applicable locations.

Trails

The Environmental Features and Open Space Plan depicts future trails, either recommended or those proposed by others (e.g., Johnson County). This provides a framework for an interconnected system of paths for pedestrians and bicyclists to connect to key destinations.

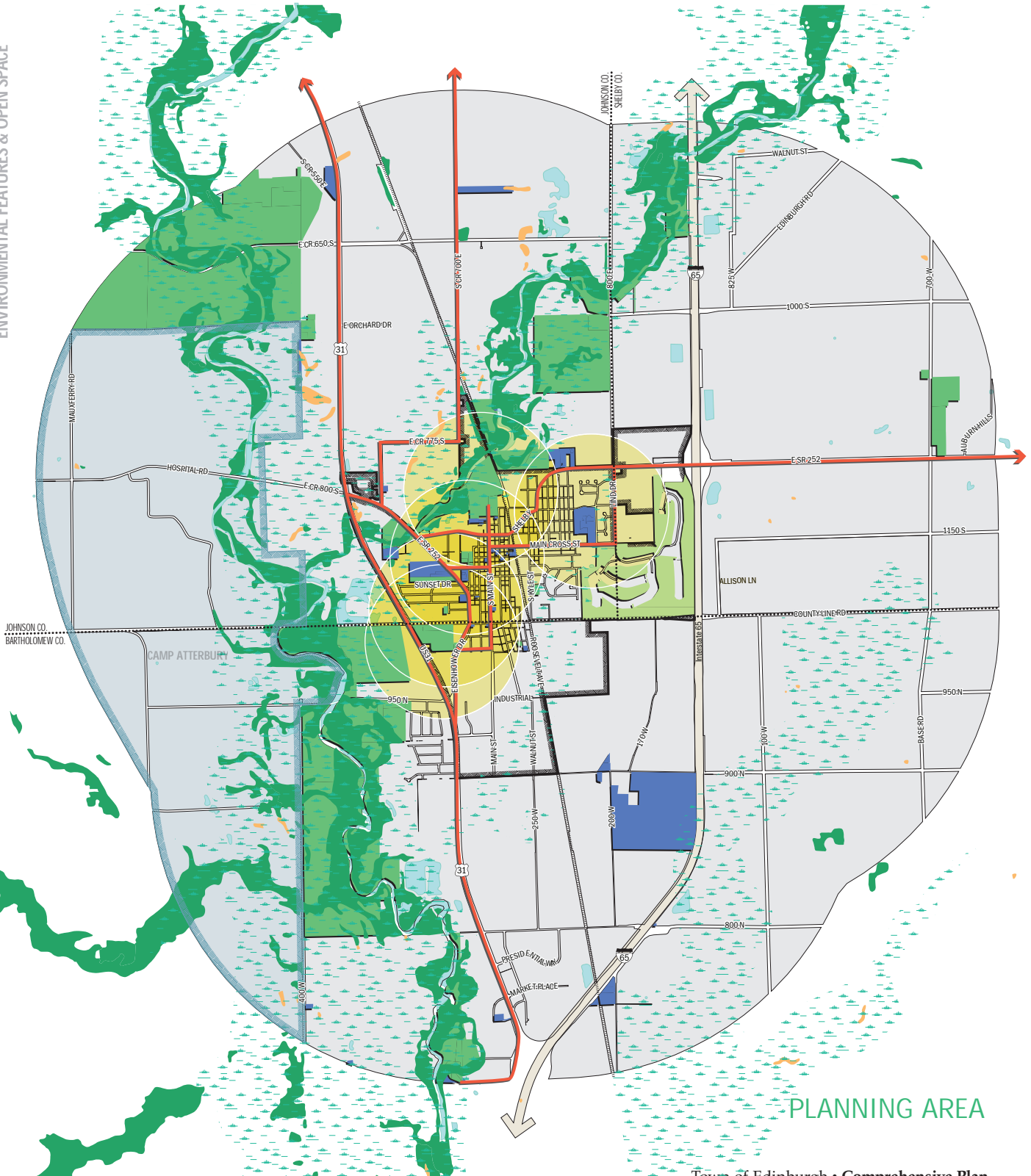
Environmental Features and Open Space Policies and Recommendations

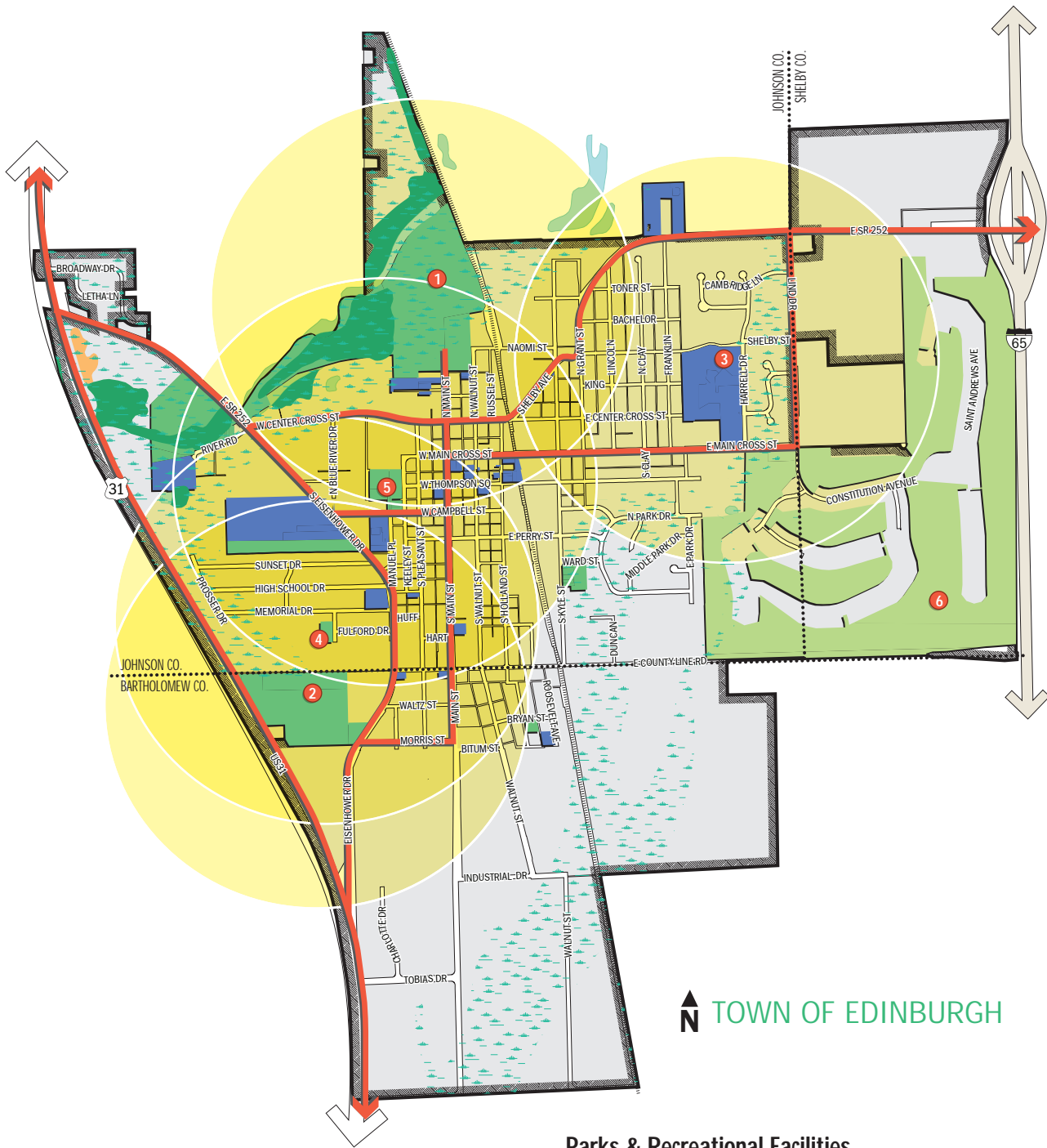
1. The Town should look for opportunities to purchase existing properties in underserved areas identified in the plan to provide new neighborhood park and playground facilities.
2. The Town should ensure that new residential development in growth areas includes parks that are easily accessible by pedestrians.
3. The Town should assist the Parks and Recreation Department in the creation of a Parks Master Plan.
4. The Town should explore opportunities for pedestrian and bicycle connections to existing park facilities.
5. The Town should create new on-street bike routes that connect residents to Irwin Park and the Town's schools.
6. The Town should encourage the use of best management practices (BMPs) within all stormwater management areas.
7. The Town should explore updates to the Subdivision Control Ordinance to reflect current urban design and stormwater practices.
8. The Town should discourage development or redevelopment within floodplain areas.



ENVIRONMENTAL FEATURES AND OPEN SPACE PLAN

ENVIRONMENTAL FEATURES & OPEN SPACE





Parks, Open Space & Environmental Features

- Parks & Open Space
- Golf Course
- Community Facilities
- Floodplains
- Freshwater Emergency Wetland
- Freshwater Forested/Shrub Wetland
- 1/2 mile service radius
- Future Trail Connection

Parks & Recreational Facilities

- 1 Irwin Park
- 2 Sports Complex
- 3 Aquatic Center
- 4 Prosser Park
- 5 Water Tower Park
- 6 Timbergate Golf Course

Map Features

- Town Limits
- County Boundaries
- Railroad



COMMUNITY FACILITIES 7

Edinburgh is well-served by a variety of community facilities and service providers including schools, municipal services, the library and private organizations which contribute to a high quality of life. The Community Facilities Plan provides an overview of the Town's facilities and identifies the current and future needs and long-range recommendations for each service provider.



Edinburgh Senior Center, Holland Street





Edinburgh Lions Club

Town Facilities

The Town of Edinburgh provides centralized administrative services through the Town Hall. This building also houses the Town Clerk/Treasurer and the Municipal Utilities Department. Edinburgh provides municipally-owned electric, water and wastewater service. The Town also owns and operates the Rest Haven Cemetery.

Police Department

The Town of Edinburgh Police Department maintains one facility which is centrally located downtown. Given the relatively young age of the facility, the department does not have immediate plans to renovate or expand. One future concern for the department is a state law limiting the number of Public Safety Answering Points (PSAP) that will go into effect January 1, 2015. This law limits PSAPS to two per county and will require interlocal agreements for receiving 911 calls and dispatching appropriate public safety agencies to respond to the calls.

Fire Department

The Edinburgh Fire and Rescue Department is a volunteer operation with two stations. The Fire Department operates a 24-hour ambulance service with firefighters trained to the EMT level. Station 1 serves as Fire Headquarters. Service was expanded in 1976 to address concerns over service on the east side of the railroad tracks (Station 2).

Public Library

The Edinburgh Public Library operates a facility in downtown which includes 8,000 square feet of public area. The Library underwent a renovation in 1986 and an addition/renovation in 1996. The location and facilities are reported by the library as more than adequate and the building as in excellent condition. Approximately 35% of residents are library cardholders.

Education

The Edinburgh Community School Corporation maintains an administration building along with three public schools: East Side Elementary School, Edinburgh Middle School and Edinburgh High School. East Side Elementary School is part of a larger campus that includes the Town-owned Aquatic Center. Edinburgh Middle School and Edinburgh High School share a building. Enrollment is estimated at 904 students which is under capacity. Enrollment is anticipated to maintain current levels as it has for the past five years. Officials reported the need for some improvements but stated that there are no current plans for additions or major renovations. In the long-term, there are plans to renovate the elementary school classrooms and playground. The location of all schools was reported as excellent.

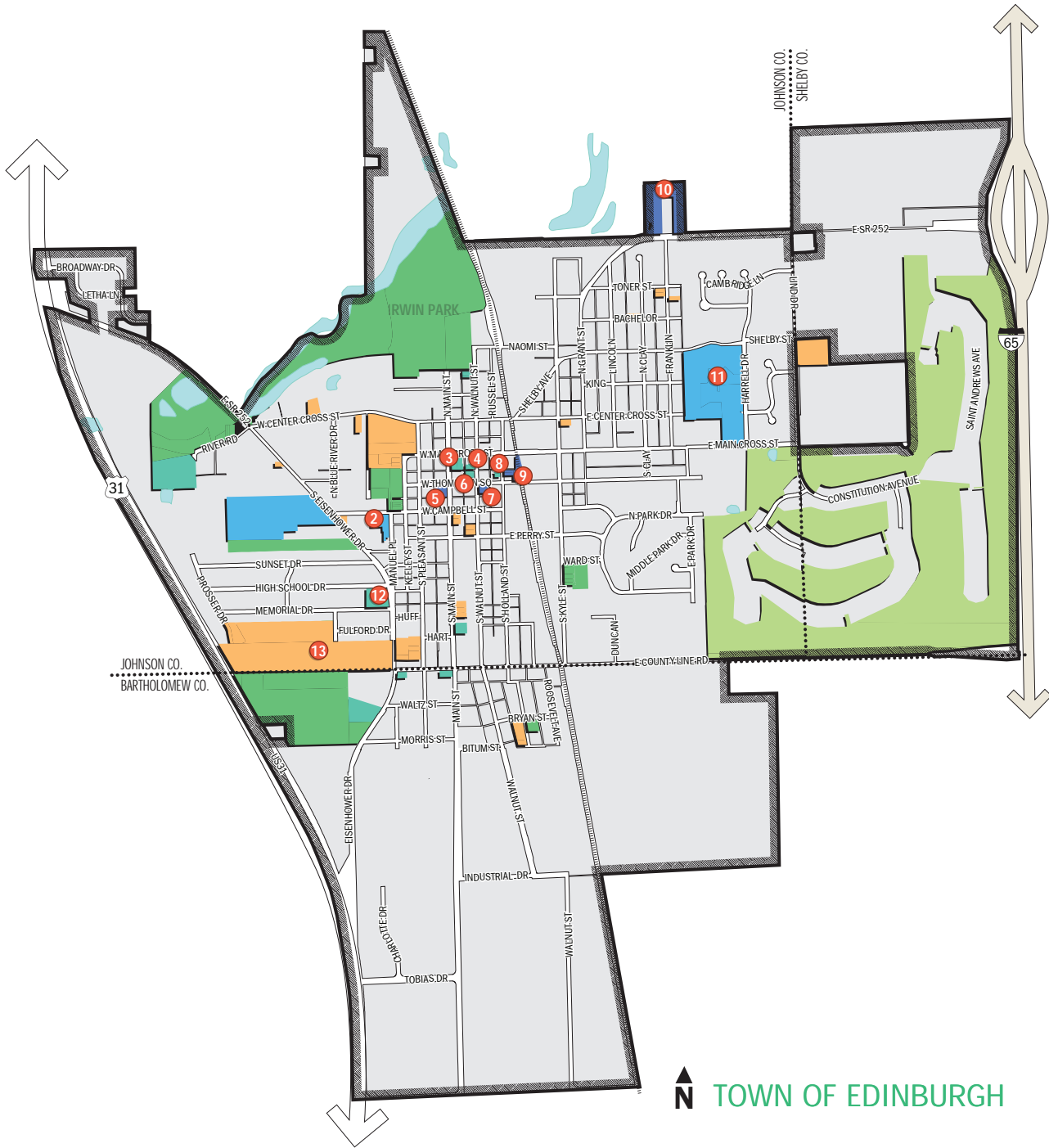
Healthcare

The residents of Edinburgh are served by hospitals in two nearby communities. Johnson Memorial Hospital is approximately 10 miles northeast in Franklin and Columbus Regional Hospital is approximately 10 miles south in Columbus. The Edinburgh Family Health Center, located within the Town limits, provides primary care services. PromptMed is a walk-in medical care clinic near the Edinburgh Premium Outlet Mall.

Community Facilities Policies and Recommendations

1. The Town should continually promote cooperation, interaction, and collaboration among the various agencies and organizations which serve Edinburgh, including school districts, fire and police, the library, and other service providers.
2. The Town should consider public sites and buildings as opportunities to redevelop areas of the community which may be presently underserved or limited in their access to public facilities. New facilities should be located, designed, and developed as focal points and “signature” projects within the community.
3. The Town should encourage other agencies and organizations to follow the policies and recommendations included in this plan as they pertain to their agencies and organizations.
4. The Town should encourage the use of shared facilities in order to maximize efficiency, tax dollars and land.
5. The Town should prioritize stormwater management and work cooperatively and creatively to address it in all areas of the Town.





Map Legend

- Parks & Open Space
- Golf Course
- Town Facilities
- Other Community Facilities
- Schools
- Religious/Cemetery
- Camp Atterbury
- Town Limits
- County Boundaries
- Railroad

Community Facilities

- | | |
|---|---|
| <ul style="list-style-type: none"> ● 1 Historic Henry Breeding Farm ● 2 Edinburgh High School/Edinburgh Middle School ● 3 Edinburgh Wright-Hageman PublicLibrary ● 4 United States Post Office ● 5 Police Department ● 6 Lions Club | <ul style="list-style-type: none"> ● 7 Fire and Rescue Station #1 ● 8 Senior Center ● 9 Town Hall ● 10 Fire and Rescue Station #2/Street Department ● 11 East Side Elementary School ● 12 American Legion Post 233 ● 13 Rest Haven Cemetery |
|---|---|





Historic Downtown Edinburgh.

IMPLEMENTATION 8

The Comprehensive Plan sets forth an agreed-upon “road map” for growth and development within the Town of Edinburgh during the next 15 years. It represents considerable effort on the part of the Town Board, the Comprehensive Plan Advisory Committee, Town staff, the Plan Commission, and the Edinburgh community. However, in many ways the planning process in Edinburgh has just begun. Completion of the new Comprehensive Plan is only the first step, not the last.

This section briefly highlights several next steps that should be undertaken to begin the process of plan implementation. These include:

1. Use the Comprehensive Plan on a day-to-day basis for decision-making about the Town;
2. Review and update the Zoning Ordinance and other development controls to reflect policies included in the Comprehensive Plan;
3. Develop and utilize a Capital Improvements Program (CIP) to plan for recommended improvements;
4. Promote cooperation and participation among various agencies, organizations, community groups and individuals;
5. Prepare a 5-year action plan to prioritize objectives and list accomplishments of preceding years on an annual basis;
6. Explore possible funding sources and implementation techniques;
7. Enhance public communication about plans and decision-making; and,
8. Update the Comprehensive Plan at regular intervals.



Use the Plan on a Day-to-Day Basis

The Comprehensive Plan is Edinburgh's official policy guide for improvement and development. It is essential that the Plan be used on a regular basis by Town staff, boards and commissions to review and evaluate all proposals for improvement and development within the community in the years ahead, to prioritize public investment expenditures and encourage private sector investment.

Review the Zoning Ordinance and Other Development Codes

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

A review and update of the Town's various development controls including zoning, subdivision regulations, property maintenance and other related codes and ordinances should be conducted to ensure that all development controls are consistent with and complements the Comprehensive Plan.

The Comprehensive Plan sets forth policies regarding the use of land within the Town and establishes guidelines for the quality, character and intensity of new development to be promoted in the years ahead. The Plan's policies and guidelines should greatly assist the Town in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the Edinburgh community.

Capital Improvements Program

Another tool for implementing the Comprehensive Plan is the Capital Improvements Program. It establishes schedules and priorities for all public improvement projects within a five-year period. The Town first prepares a list of all public improvements that will be required in the next five years. Then all projects are reviewed, priorities assigned, cost estimates prepared, and potential funding sources identified.

The Capital Improvements Program typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure facilities. Expansion or improvement of Town facilities would also be included in the Capital Improvements Program.

Edinburgh's financial resources will always be limited and public dollars must be spent wisely. The Capital Improvements Program would allow the Town of Edinburgh to provide the most desirable public improvements, yet stay within budget constraints.

Promote Cooperation & Participation

The Town of Edinburgh should assume the leadership role in implementing the Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Town may choose to administer a variety of programs available to local residents, businesses and property owners.

However, in order for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Town, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Town should be the leader in promoting the cooperation and collaboration needed to implement the Comprehensive Plan. The Town's partners should include:

1. Other governmental and service districts, such as the school districts, the fire protection districts, Shelby County, Bartholomew County, Johnson County, the Indiana Department of Transportation (INDOT), Camp Atterbury, etc.
2. Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and
3. The Edinburgh community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.

Prepare an Implementation Action Agenda

The Town should prepare an implementation "action agenda" which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the "action agenda" might consist of:

1. A detailed description of the projects and activities to be undertaken;
2. The priority of each project or activity;
3. An indication of the public and private sector responsibilities for initiating and participating in each activity; and
4. A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

In order to remain current, the "action agenda" should be updated annually.



Explore Funding Sources & Implementation Techniques

While many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects may require special technical and/or financial assistance.

The Town should continue to explore and consider the wide range of local, state, military and federal resources and programs that may be available to assist in the implementation of planning recommendations.

Enhance Public Communication

The Town should prepare a brief summary version of the new Comprehensive Plan and should distribute it widely throughout the community. It is important that all local residents, businesses and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Town should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Town might prepare a new informational brochure on how to apply for zoning, building, subdivision and other development-oriented permits and approvals. It might also consider special newsletter or Web page features that focus on frequently raised questions and concerns regarding planning and development or new Town projects.

Update the Plan on a Regular Basis

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth by petition at any time, the Town should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the Town should initiate review of the Plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and capital improvement program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

The Town should:

1. Make available copies of the Plan document for public purchase;
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
3. Assist the Town Board in the day-to-day administration, interpretation and application of the Plan;
4. Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan; and
5. Coordinate with, and assist the Plan Commission and Town Board in the Plan amendment process.



An aerial view of Edinburgh.

APPENDIX

MARKET ANALYSIS

The following market analysis has been conducted to establish a firm understanding of existing market conditions within the community and inform decision making with regard to land use and development. The market analysis begins with a demographic overview of recent trends in population, households, income, age, racial and ethnic composition, and labor force and employment. This is followed by an assessment of Edinburgh's competitive position within residential, commercial and industrial markets. The market analysis identifies the issues the community is facing and will likely face and creates a foundation to assist with future land use designation and planning objectives.

The market analysis comprises four primary sections: 1) Demographic Overview, 2) Residential Market Assessment, 3) Commercial Market Assessment and 4) Industrial Market Overview.

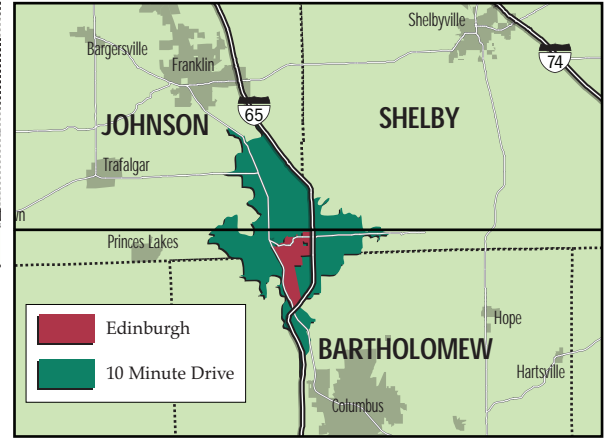


Defining Market Areas

For purposes of this analysis, market and demographic data related to the Town of Edinburgh has been assessed independent of and in comparison to the surrounding area within a 10 minute drive time from the intersection of Main Cross Street and Walnut Street. This drive time area, which is referred to as the market area, encompasses the Town of Edinburgh and the majority of the area bound by County Road 300 N to the north, County Road 600 W to the east, Taylorsville to the south, and Mauxferry Road to the west. The accompanying figure illustrates the 10 minute drive time market area.

Current estimates for 2010 have been contrasted with 2015 projections to highlight anticipated demographic shifts and market trends within Edinburgh and the surrounding area. While projections can be made beyond this time frame, the degree of accuracy in which market potential can be assessed would be reduced. Market data for this analysis were obtained from ESRI Business Analyst, a nationally recognized provider of market and demographic data.

Market Area



DEMOGRAPHIC OVERVIEW

Demographic projections summarized in this section indicate that the population and number of households within both Edinburg and the surrounding area will increase slightly between 2010 and 2015. The magnitude of population change varies by age group and also differs between lower, middle and upper income households. In addition to a net increase in population, the purchasing power of the community is expected to increase as a result of growth among upper income households.

Population Change

Table 1 summarizes projected changes in population and the number of households in the Town of Edinburg and the surrounding market area. Both areas are anticipated to experience an increase in population and household income over the next five years.

- Edinburg's population is projected to increase by 1.9% over the next five years to 4,695 in 2015. The area within a 10 minute drive is expected to grow at a slightly faster pace, increasing by 2.1% over the same period.
- The community is projected to gain 51 households (2.7% increase) between 2010 and 2015, while the market area is projected to grow by 109 households (2.7% increase) over the same period.
- Between 2010 and 2015, the median age of both areas is projected to remain near 36 years old.
- The median household income within Edinburg is anticipated to increase by 18.3% between 2010 and 2015, rising from \$46,654 to \$55,172.
- The portion of market area population that is made up of residents from the Town of Edinburg is projected to remain consistent at approximately 46% with a 2016 median income approximately 2% lower than that of the larger market area.

Table 1. Demographic Summary
Town of Edinburg & 10 Minute Drive Time, 2010 - 2015

	2010		2015		Total Change 2010 - 2015	
	Town of Edinburg	10 Minute Drive Time	Town of Edinburg	10 Minute Drive Time	Town of Edinburg	10 Minute Drive Time
<i>Population</i>	4,606	10,440	4,695	10,661	89 (1.9%)	221 (2.1%)
<i>Households</i>	1,885	4,102	1,936	4,211	51 (2.7%)	109 (2.7%)
<i>Median Age</i>	36.4	35.4	36.3	35.7	-0.1 (-0.3%)	0.3 (0.8%)
<i>Median Household Income</i>	\$46,654	\$49,286	\$55,172	\$56,436	\$8,518 (18.3%)	\$7,150 (14.5%)
<i>Average Household Income</i>	\$52,951	\$55,360	\$59,791	\$62,464	\$6,840 (12.9%)	\$7,104 (12.8%)
<i>Per Capita Income</i>	\$21,617	\$21,515	\$24,563	\$24,390	\$2,946 (13.6%)	\$2,875 (13.4%)

Source: ESRI Business Analyst; Houseal Lavigne Associates

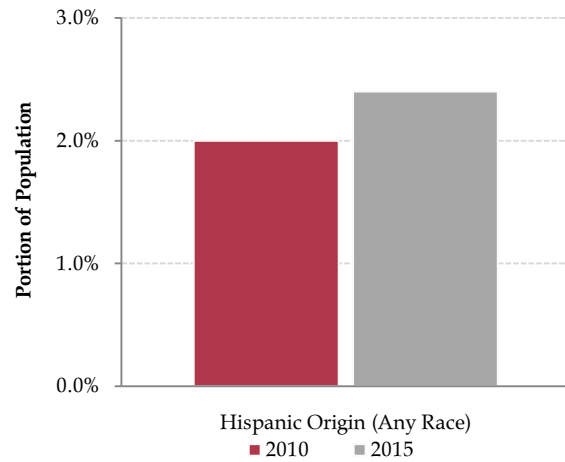


Racial & Ethnic Composition

Charts 1 and 2 illustrate the estimated 2010 and projected 2015 racial and ethnic composition of the Town of Edinburgh.

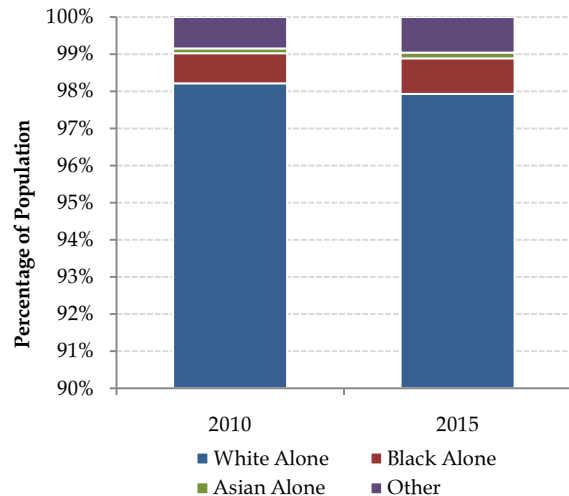
- ◆ In 2010, it is estimated that 98.2% of Edinburgh’s population is composed of individuals who are considered White Alone (as classified by the US Census).
- ◆ During the five year period between 2010 and 2015, it is projected that the White Alone population will have increased by 1.6% while the non-White Alone population will have increased by 15 individuals, or 18.3%.
- ◆ The Black Alone population (as classified by the US Census) is the largest racial minority population within Edinburgh, making up an estimated 0.8% of the community’s 2010 population.
- ◆ The community’s Hispanic population has an estimated 92 individuals in 2010 and is projected to increase by 6 individuals, or 15.4%.
- ◆ Edinburgh’s racial composition is similar to that of the area within a 10 minute driving distance.

Chart 1. Estimated Hispanic Population
Town of Edinburgh, 2010 and 2015



Source: ESRI Business Analyst; Houseal Lavigne Associates

Chart 2. Racial Composition
Town of Edinburgh, 2010 and 2015



Source: ESRI Business Analyst; Houseal Lavigne Associates

Age Profile

Charts 3 and 4 illustrate projected population change by age group over the five year period between 2010 and 2015. As a whole, anticipated increases in population for both the Town of Edinburgh and the surrounding area are not expected to occur uniformly across age groups. Rather, several age cohorts are projected to experience little to no change in population, while others will experience positive growth.

- ◆ Edinburgh’s populations under the age of 25 and between the ages of 35 and 54 are projected to remain relatively stable between 2010 and 2015, with no projected gains or losses greater than 10%.
- ◆ Within Edinburgh, the population aged 25 to 34 is projected to increase by 66 individuals, or 10.1%, by 2015. This is greater than the increase of 2.7% (38 individuals) projected to occur within the surrounding area over the same time period.
- ◆ The largest increase in population is expected to occur among individuals aged 55 to 74 in both Edinburgh (107 individuals, 12.4%) and the surrounding area (257 individuals, 13.9%).

Chart 3. Change in Population by Age
Town of Edinburgh, 2010 - 2015

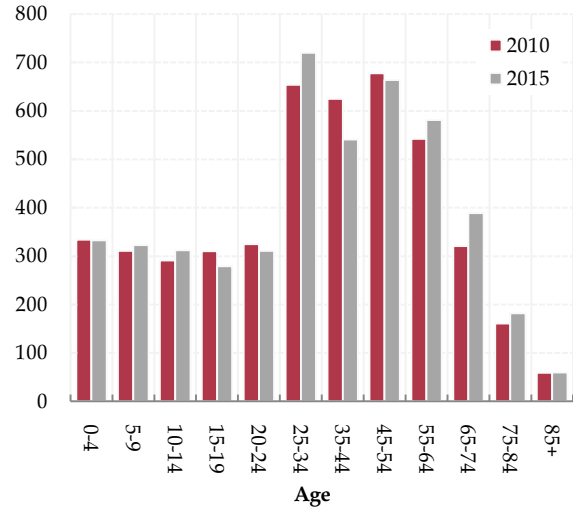
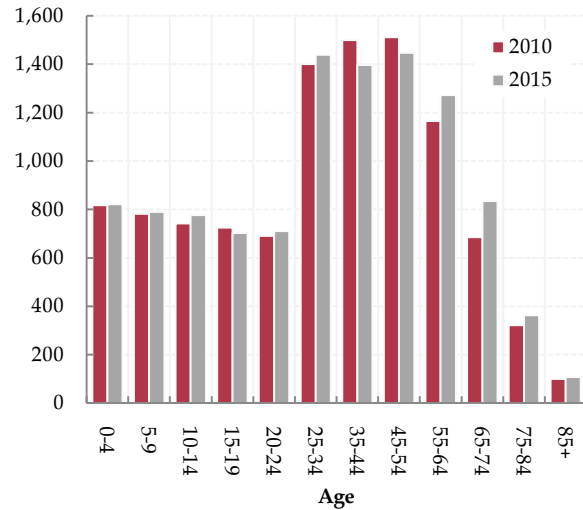


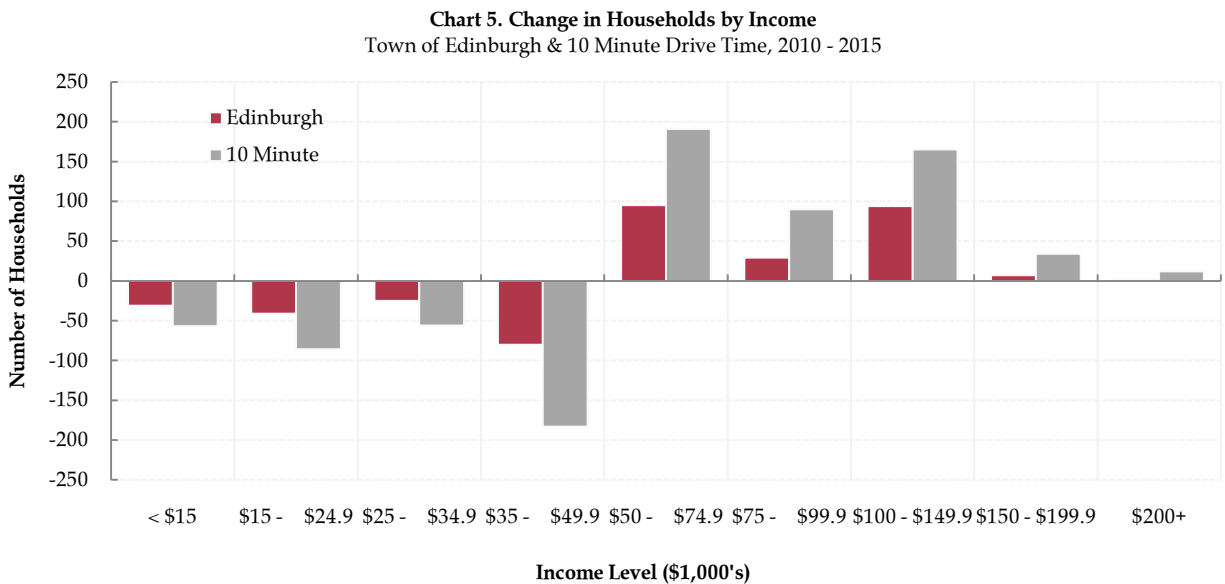
Chart 4. Change in Population by Age
10 Minute Drive Time, 2010 - 2015



Household Income

Chart 5 presents projected household growth according to income levels from 2010 to 2015. Median household incomes are anticipated to increase over the next five years. This is the result of anticipated decreases in the number of lower income households and projected increases in the number of upper income households.

- ◆ It is projected that the number of households earning less than \$50,000 within Edinburgh will decrease by 17.4%, a loss of 177 households, between 2010 and 2015. This is similar to the projected decrease of 18.3% in the larger market area.
- ◆ The largest projected decline among any income group is expected to occur among households earning between \$35,000 and \$50,000. This group is expected to decrease by 80 households (22.7% decrease) within Edinburgh and by 183 households (22.8% decrease) within the surrounding area.
- ◆ It is projected that the number of households earning more than \$50,000 within Edinburgh will increase by 26.2%, a gain of 227 households, between 2010 and 2015. This is similar to the projected increase of 24.4% in the surrounding area.
- ◆ The most significant increase of any income group is projected to occur among households earning between \$100,000 and \$150,000. This group is projected to grow by 94 households (56.6% increase) within Edinburgh and 60.0% within the surrounding area.



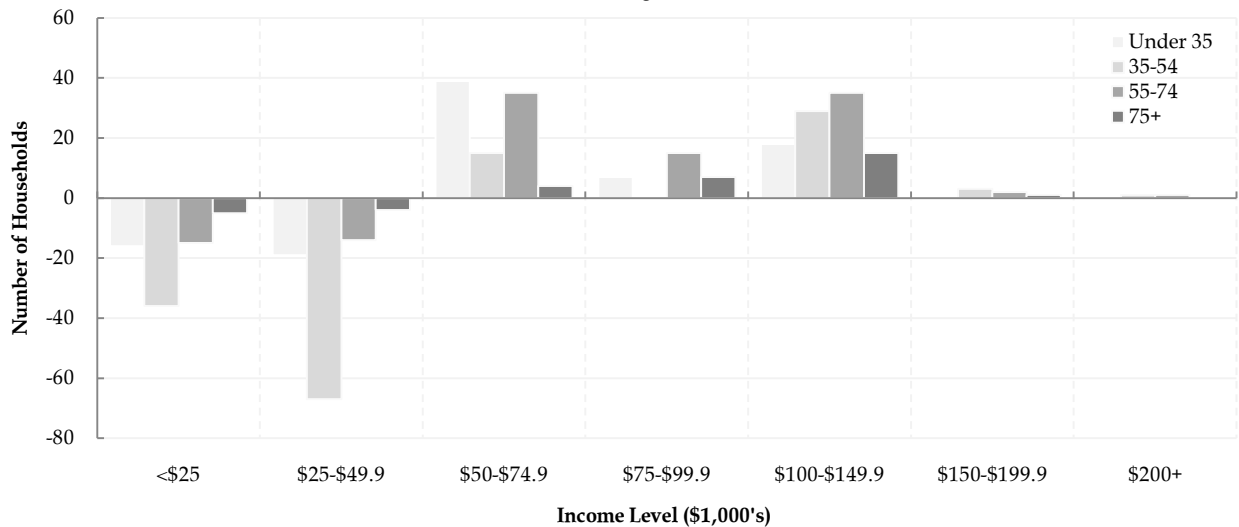
Age by Income

Charts 6 and 7 illustrate the projected change in the number of households according to the age of the head of household and household income. Changes projected to occur between 2010 and 2015 are shown as they pertain to each respective household age cohort in the community and larger area. For example, the dark gray columns indicate change within the market area householder population over the age of 74. A bar for this age group is shown in each income bracket. A dark gray bar located above the zero line of the graph indicates growth, while a dark gray bar below the zero line indicates decline in this particular age cohort.

Overall, both Edinburgh and the surrounding area are experiencing decline among lower income households, moderate increases among middle income households, and more significant increases among upper income households. With the exception of those aged 35 to 54, shifts in household income are projected to occur relatively uniformly across all age cohorts with no single age group deviating from the larger pattern of growth or decline. As a result, market area populations are becoming more affluent on average with a slight increase in overall age within each income group.

- ◆ Within both areas, the number of households earning less than \$50,000 is projected to decrease across all age cohorts. Projected decreases in lower income households are most significant among householders aged 35 to 54, which are expected to decline by 31.5% within Edinburgh and 31.3% within the surrounding area.
- ◆ Changes among middle income households earning between \$50,000 and \$100,000 are somewhat mixed among age cohorts. In both areas, those households in this income group and aged under 25 or 55 and older are projected to increase by between 20% and 65%. Those belonging to the same income group, but aged between 35 and 54 are projected to increase by only 0% to 7%.
- ◆ For both areas, the number of households earning more than \$100,000 is projected to increase across all age cohorts. Projected increases in these upper income households are most significant among householders aged 35 to 54 which are expected to grow by 40% within Edinburgh and 43% within the surrounding area.

Chart 6. Households by Age and Income Level
Town of Edinburgh, 2010 - 2015

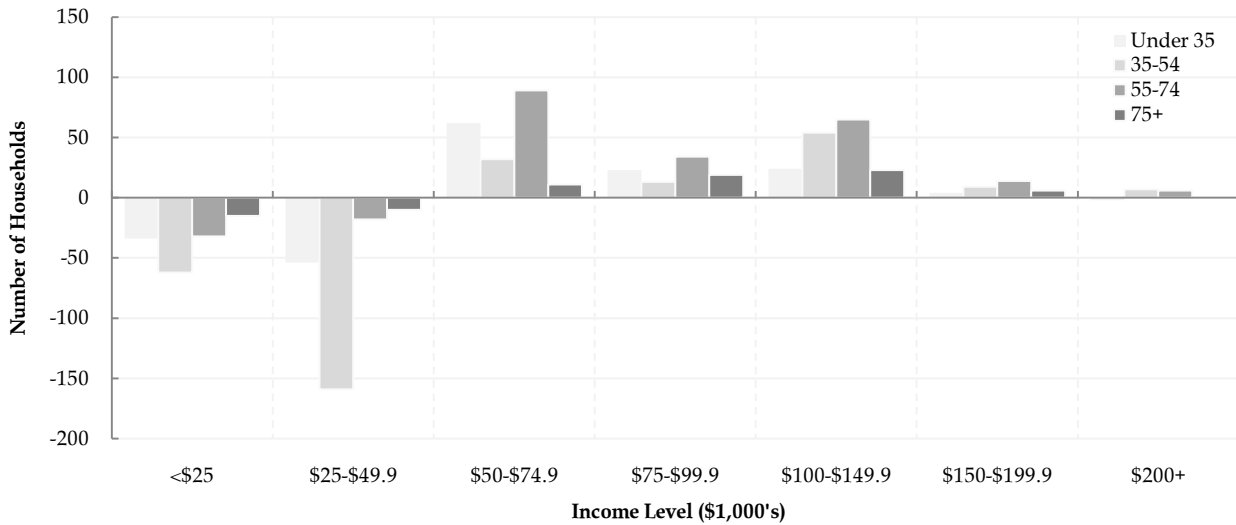


Market Implications

Both Edinburgh and the surrounding area are projected to experience moderate growth over the next five years. Growth in Edinburgh will likely be concentrated among those aged 25 to 34 and those aged 55 and older. Median household income is also projected to grow at an annual rate of approximately 3.4%. Collectively, these changes indicate that area households are becoming more affluent and slightly younger on average. These projected increases in 'young professional and 'empty nester' households with higher incomes may result in an increased demand for owner-occupied, multi-family housing.

In addition, new households and increasing household income are creating additional demand for retail goods and services. Based on average household income and household change, purchasing power within the Town of Edinburgh may increase by as much as \$15.9 million (an increase of 16%) over the next five years.

Chart 7. Households by Age and Income Level
10 Minute Drive Time, 2010 - 2015



LABOR FORCE & EMPLOYMENT

Employment by Industry

Detailed employment data for the Town of Edinburgh is not available, but data for Johnson County can provide an indication of local trends in employment. With the exception of a couple small industrial users and retailers to the south of County Line Road, the majority of jobs in Edinburgh are located in Johnson County. As such, employment trends for Johnson County are those which will be most representative of gains or losses in employment by industry within Edinburgh.

Johnson County's economy is relatively concentrated with four industries making up over 61% of the 2009 labor force. In 2009, the most recent year for which data is available, it is estimated that the public- and private sector employers in Johnson County employed 41,160. As shown in Table 2, the Retail Trade sector provided 19.3% of all jobs in the county while another 16.3%, or 6,791 jobs, were in the Federal, State and Local Government sector. Other notable industries that provide a large number of jobs within Johnson County include the Accommodation and Food Services (14.1%), Health Care and Social Assistance (10.8%) and Manufacturing (10.7%) industries.

Industries that are estimated to have been the largest contributors to job growth within the county between 2005 and 2009 include Accommodation and Food Services (971 new jobs); Federal, State and Local Government (472 new jobs); and Health Care and Social Assistance (378 new jobs).

Table 2. Employment by Industry
Johnson County, Indiana, 2005 - 2009

	2005		2009		Change: 2005 - 2009	
Total	41,206	100.0%	41,160	100.0%	-46	-0.1%
Mining	-	-	20	-	-	-
Utilities	128	-	112	0.3%	-	-
Accommodation and Food Services	4,851	11.8%	5,822	14.1%	971	20.0%
Federal, State, & Local Government	6,319	15.3%	6,791	16.5%	472	7.5%
Health Care and Social Assistance	4,086	9.9%	4,464	10.8%	378	9.3%
Retail Trade	7,598	18.4%	7,928	19.3%	330	4.3%
Real Estate, Rental, Leasing	458	1.1%	670	1.6%	212	46.3%
Educational Services	427	1.0%	490	1.2%	63	14.8%
Agriculture, Forestry, Fishing, Hunting	81	0.2%	133	0.3%	52	64.2%
Transportation and Warehousing	1,485	3.6%	1,521	3.7%	36	2.4%
Management of Companies	112	0.3%	141	0.3%	29	25.9%
Finance and Insurance	996	2.4%	1,011	2.5%	15	1.5%
Arts, Entertainment and Recreation	425	1.0%	433	1.1%	8	1.9%
Other Services	1,436	3.5%	1,432	3.5%	-4	-0.3%
Wholesale Trade	1,240	3.0%	1,226	3.0%	-14	-1.1%
Admin. and Waste Services	1,403	3.4%	1,363	3.3%	-40	-2.9%
Professional and Technical Services	1,325	3.2%	1,052	2.6%	-273	-20.6%
Information	571	1.4%	257	0.6%	-314	-55.0%
Manufacturing	5,289	12.8%	4,389	10.7%	-900	-17.0%
Construction	2,952	7.2%	1,904	4.6%	-1,048	-35.5%

Source: Indiana Department of Workforce Development



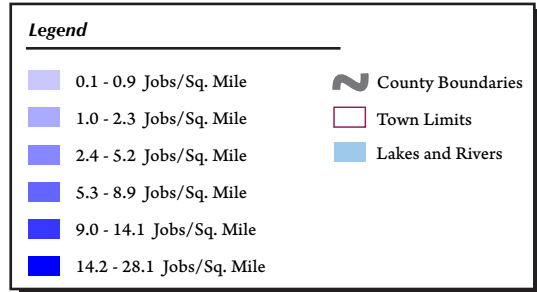
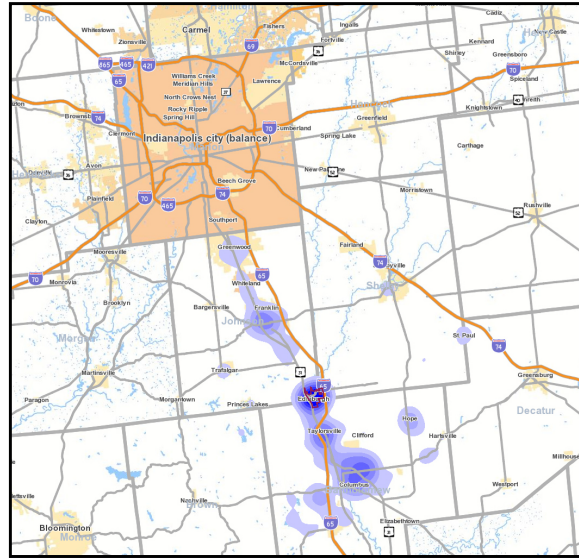
Labor & Commute Shed

The figure to the right depicts where people who work in the Town of Edinburgh live within the region as measured by the number of jobs per square mile (See 'Labor Shed'). The labor shed data discussed here is from 2008 which is the most recent year for which data is available. The community's labor shed is dispersed throughout Johnson and Bartholomew Counties along the US-31 corridor.

In 2008, over 77% of the community's estimated 1,844 private- and public-sector jobs were performed by workers who live outside of Edinburgh. In 2008, is estimated that 22.6% of jobs in Edinburgh were performed by residents who also live in the community while another 5.3% and 15.6% and of local jobs were performed by residents of nearby cities of Franklin and Columbus, respectively. No other communities within the region have a significant proportion (2% or greater) of residents who work in Edinburgh.

While the labor shed is spread among several locations, nearly 37% of Edinburgh workers live within Johnson County. It is estimated that another 35.7% of Edinburgh's workforce resides Bartholomew County to the north.

Labor Shed

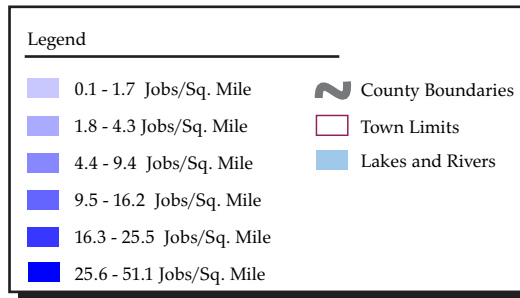
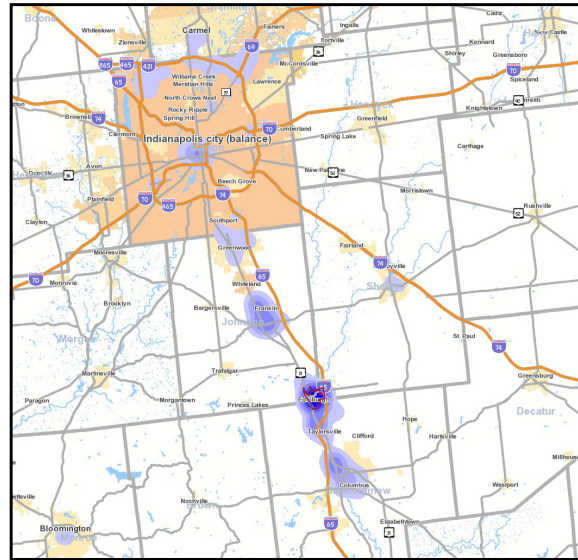


The figure to the right highlights where residents of the Town of Edinburgh work within the region as measured by the number of jobs per square mile (See 'Commute Shed'). The commuter shed data discussed here is from 2008 and is the most recent year for which this data is available. The Town's commute shed is more dispersed than its labor shed, following the US-31 corridor as well as the I-465 beltway.

In 2008, Edinburgh had an estimated labor force of 1,803. Approximately 23.1% of these people worked within the Town of Edinburgh while another 19.5% were employed in Indianapolis. The cities of Franklin and Columbus employ 9.5% and 9.0% of Edinburgh's workforce respectively. No other location has a significant proportion (greater than 3%) of Edinburgh's labor force working within its boundaries.

It is estimated that approximately 34.2% of the community's labor force had jobs located within Johnson County. Another 19.8% and 20.7% were employed in Bartholomew and Marion Counties respectively.

Commute Shed



Employment Projections

While detailed employment projections are not available for the Town of Edinburgh, data at the regional scale has been assessed to identify general trends in employment growth over the next several years. Table 3 provides 2009 estimates and 2016 projections (the most current data available) for employment by industry within Economic Growth Region #5. This area comprises all of Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby Counties.

- ◆ Total employment within the region is projected to grow by nearly 118,000 jobs, or 1.2%, between 2009 and 2016.
- ◆ It is estimated that the Health and Social Assistance industry will have experienced the most growth over this period, gaining over 24,170 jobs, a 23% increase.
- ◆ Employment within the Administrative & Waste Management Services sector is projected to grow by 34% (21,609 jobs) between 2009 and 2016. Establishments in this sector specialize in performing routine support activities for the day-to-day operations of other organizations. Activities performed by these businesses include office administration, hiring and placing of personnel, document preparation and similar clerical services, solicitation, collection, security and surveillance services, cleaning, or waste disposal services.

Table 3. Employment Projections by Industry
Economic Growth Region #5¹, 2009 & 2016

Industry (NAICS Code)	2009		2016		Change		
	Jobs	Percent	Jobs	Percent	Jobs	Percent	CAGR
<i>TOTAL, ALL INDUSTRIES</i>	947,732	100.0%	1,065,431	100.0%	117,699	12.4%	1.18%
Health Care & Social Assistance (62)	103,747	10.9%	127,917	12.0%	24,170	23.3%	2.12%
Administrative & Waste Mngmnt. Services (56)	63,861	6.7%	85,470	8.0%	21,609	33.8%	2.96%
Professional, Scientific & Tech. Services (54)	40,798	4.3%	53,694	5.0%	12,896	31.6%	2.78%
Transportation & Warehousing (48)	46,476	4.9%	57,727	5.4%	11,251	24.2%	2.19%
Accommodation and Food Services (72)	75,795	8.0%	86,080	8.1%	10,285	13.6%	1.28%
Educational Services, Private & Public (61)	59,054	6.2%	66,846	6.3%	7,792	13.2%	1.25%
Construction (23)	51,704	5.5%	57,825	5.4%	6,121	11.8%	1.13%
Self Employed and Unpaid Family Workers (10)	70,216	7.4%	75,938	7.1%	5,722	8.1%	0.79%
Wholesale Trade (42)	43,152	4.6%	48,124	4.5%	4,972	11.5%	1.10%
Retail Trade (44)	97,650	10.3%	101,549	9.5%	3,899	4.0%	0.39%
Personal & Other Services - Exept Gov't (81)	28,044	3.0%	31,540	3.0%	3,496	12.5%	1.18%
Arts, Entertainment and Recreation (71)	13,594	1.4%	17,077	1.6%	3,483	25.6%	2.31%
Federal Government, exc. US Post Office (91-93)	55,901	5.9%	58,936	5.5%	3,035	5.4%	0.53%
Management of Companies and Enterprises (55)	11,021	1.2%	12,855	1.2%	1,834	16.6%	1.55%
Real Estate and Rental and Leasing (53)	16,082	1.7%	17,822	1.7%	1,740	10.8%	1.03%
Information (51)	15,868	1.7%	16,861	1.6%	993	6.3%	0.61%
Finance and Insurance, Total (52)	44,770	4.7%	45,480	4.3%	710	1.6%	0.16%
Natural Resources and Mining (21)	768	0.1%	805	0.1%	37	4.8%	0.47%
Agricultural Production (11)	1,959	0.2%	1,991	0.2%	32	1.6%	0.16%
Manufacturing, Total (31-33)	103,411	10.9%	96,970	9.1%	-6,441	-6.2%	-0.64%

¹ Economic Growth Region #5 comprises the Counties of Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby.

Source: Indiana Department of Workforce Development; Houseal Lavigne Associates

- ♦ It is anticipated that the Professional, Scientific and Technical Services sector and the Transportation and Warehousing sector will both grow by over 10,000 jobs.
- ♦ Manufacturing is projected to lose 6,441 jobs, a decrease of less than 1%, between 2009 and 2016. Given the significance of this sector in Edinburgh’s economy, a related decline in jobs may be more significant at the local level.

Change in Edinburgh Total Employment

As shown in Table 4, while data specific to employment growth in Edinburgh is unavailable, projections for the larger region can be used to approximate the number of jobs to be lost or gained within Edinburgh between 2009 and 2016. In 2009, jobs within Johnson County accounted for approximately 4.3% of all jobs within the region, which is projected to add nearly 118,000 new jobs between 2009 and 2016. By applying Johnson County’s regional share of employment to regional growth it can be estimated that 5,112 new jobs will be added to the county’s economy through the year 2016.

It is estimated that in 2008, the Town of Edinburgh had 1,970 primary jobs which is approximately 4.8% of all jobs located in Johnson County in 2009. While the number of jobs in Edinburgh may have increased between 2008 and 2009, a conservative estimate can be made using this lower number. Assuming that 4.8% of all new jobs within Johnson County between 2009 and 2016 will be located in Edinburgh, the community could gain an additional 245 jobs in the next several years.

Johnson County lost an estimated 46 jobs, a 0.1% decline, between 2005 and 2009. Given this relatively stable, but flat employment base, it should be cautioned that it may be overly optimistic to assume Johnson County will capture a proportionate share of the region’s job growth projected through 2016. As such, while Edinburgh’s is likely to grow over the next several years, this growth may not occur at the rate indicated in Table 5.

Table 4. Projected Increase in Employment
Edinburgh, Indiana, 2009 - 2016

Change in EGR #5 Employment		117,699
% Johnson County of EGR #5	x	4.3%
Growth in Johnson County		5,112
% Edinburgh of Johnson County	x	4.8%
Growth in Edinburgh		245

Source: Houseal Lavigne Associates



RESIDENTIAL MARKET Housing Profile

Table 5 summarizes select housing characteristics for Edinburgh. The information is from the 2000 Census and is the most current, detailed information available regarding the local housing stock. Data on building permit activity (discussed later in this section) indicate that new construction has been limited since the 2000 Census. As such, it is likely that US Census data from 2000 regarding housing tenure, type and age still largely reflect the composition of the local housing stock.

Overall, the most prominent type of housing in Edinburgh is an owner occupied, single family home with three to four bedrooms. Rental units make up a one-fifth of the local housing stock and are dispersed among single family detached, single family attached and multi-family structures.

- ♦ Approximately three-quarters of all housing units in Edinburgh are owner occupied and an estimated 77% of these owner occupied housing units were single family detached homes.
- ♦ Approximately 43% of all rental units in the community are in multi-family structures while another 38% and 16% are in single family detached homes and two-family structures (i.e. townhomes and duplex units) respectively.
- ♦ The majority (61%) of owner occupied units have three bedrooms while rental units typically contain two bedrooms (37%).
- ♦ Units in multi-family and two-family structures make up approximately 35% of all occupied housing units the market area.

Table 5. Housing by Tenure, Type & Number of Bedrooms
Town of Edinburgh, Indiana, 2000

Total Housing Units			Number of Bedrooms by Tenure		
Total Housing Units	1,910	100.0%	Owner Occupied	1,157	100.0%
Owner Occupied	1,157	76.9%	Studio	0	0.0%
Renter Occupied	661	19.3%	One Bedroom	21	1.8%
Vacant	92	3.7%	Two Bedrooms	248	21.4%
			Three Bedrooms	707	61.1%
			Four Bedrooms	166	14.3%
			Five+ Bedrooms	15	1.3%
			Renter Occupied	661	100.0%
			Studio	16	2.4%
			One Bedroom	190	28.7%
			Two Bedrooms	246	37.2%
			Three Bedrooms	190	28.7%
			Four Bedrooms	12	1.8%
			Five+ Bedrooms	7	1.1%

Source: 2000 US Census; Houseal Lavigne Associates

Age of Housing

As indicated in Table 6, the construction of Edinburgh's housing stock has dispersed relatively evenly throughout the last century. A diverse age range within the local housing stock is typically indicative of a wider range of home prices and affordability.

- ◆ Since 1940, no single decade has accounted for more than 16% of the community's housing units.
- ◆ The 1970s marked the highest level of construction activity in Edinburgh when 297 units, 15.5% of all units in Edinburgh were constructed.
- ◆ As estimated 15.4% of all units were built in the 1990s and the 15 month period between 1999 and March 2000.
- ◆ New construction permits issued between 2000 and 2009 (the most recent data available), indicate that approximately 140 units were permitted in Edinburgh. If it is assumed that all of these units have been constructed, then approximately 7.3% of the local housing stock was built over the last decade. This would represent one the lowest level of building activity within the community since the 1940s.

Table 6. Age of Housing
Town of Edinburgh, 2000

<i>Year Built</i>	<i>Number</i>	<i>Percent</i>
1939 and Earlier	452	23.7%
1940 - 1949	159	8.3%
1950 - 1959	272	14.2%
	213	11.2%
1970 - 1979	297	15.5%
1980 - 1989	223	11.7%
1990 - 1998	233	12.2%
1999 - March 2000	61	3.2%
Total	1,910	100%

Source: US Census 2000

Building Permits

As shown in Table 7, data for new construction permits for residential units were gathered for the Town of Edinburgh; the neighboring municipalities of Franklin and Shelbyville; and Johnson, Bartholomew and Shelby Counties. Charts 8 and 9 compare permitting activity for Edinburgh to the combined total permitting activity within the three surrounding counties.

Between 2000 and 2009 (the most recent data available at the time of this analysis), the number of new construction, single family residential building permits peaked in 2005 in both areas before declining steadily. Multi-family permitting followed a similar trend in Edinburgh, but was relatively flat in the larger region.

- ◆ 2005 marked the height of permitting activity, accounting for 19% of all units permitted within Edinburgh and 15% of all units permitted in the larger region 2000 and 2009.
- ◆ Between 2005 and 2009, the total number of permits issued within the Town of Edinburgh declined by 88% to 3 units.
- ◆ The combined total number of permits issued within Johnson, Bartholomew, and Shelby Counties has declined from 2,396 in 2005 to 796 in 2009. This decrease of 1,600 units represents a 67% decline in permitting activity.
- ◆ Multi-family unit permitting within Edinburgh also peaked in 2005 with 26 units, representing nearly one-fifth of all Edinburgh permits issued over the last decade. No multi-family activity has occurred since 2008 when 3 units were permitted.



Table 7. New Residential Construction Permits
Town of Edinburgh, Indiana & Surrounding Communities, 2000 - 2009

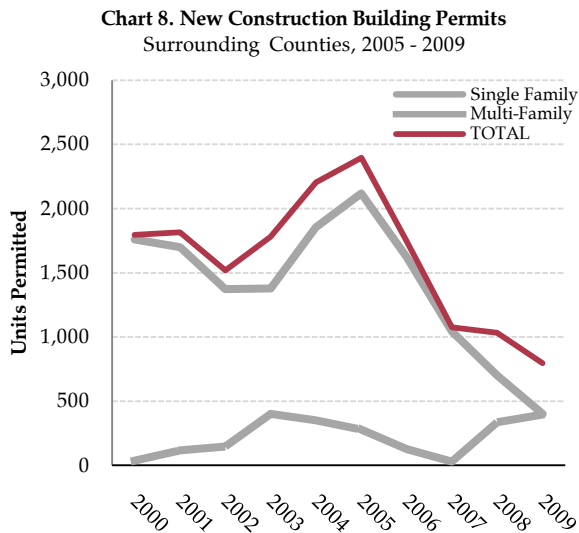
<i>Single Family Detached</i> ¹	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Edinburgh ²	4	3	6	6	4	8	5	4	7	3
Franklin	292	200	232	163	307	261	155	114	67	22
Shelbyville	34	33	50	45	74	175	88	60	46	4
Johnson County	1407	1347	1098	955	1430	1579	1181	685	430	241
Bartholomew County	208	209	131	283	278	292	281	257	192	123
Shelby County	145	144	143	140	145	247	159	103	77	37

<i>Multi-Family</i> ¹	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Edinburgh ²	6	10	10	10	14	18	14	6	2	-
Franklin	6	-	4	-	-	-	-	-	-	-
Shelbyville	8	4	16	7	140	2	6	10	-	-
Johnson County	24	108	130	380	210	274	120	19	335	395
Bartholomew County	2	2	-	-	-	-	-	-	-	-
Shelby	10	6	16	22	140	4	6	10	-	-

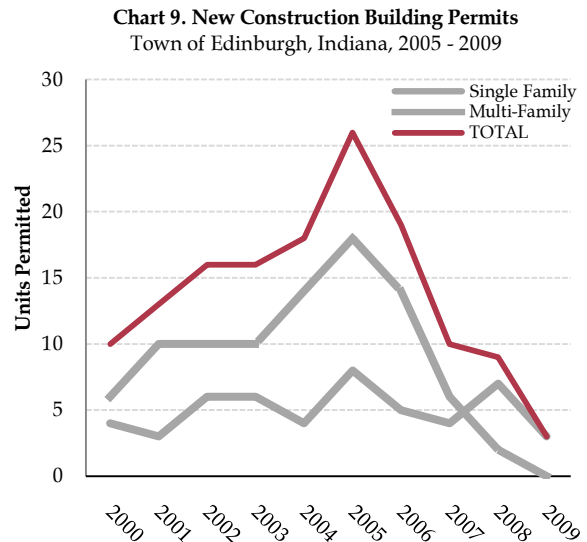
¹ No permits have been reported for the communities of Columbus or Taylorsville. The Census Bureau provides no estimates for these communities.

² No building permits were reported to the Census Bureau for the Town of Edinburgh. Data shown are estimates provided by the Census Bureau based on activity in previous years and other influencing factors.

Source: US Census; Houseal Lavigne Associates



Source: US Census; Houseal Lavigne Associates



Source: US Census; Houseal Lavigne Associates

Home Sales

In general, the impact of the current downturn in the national housing market has not been as pronounced within the Indianapolis metro area. Within Edinburgh and surrounding communities, sale prices have decreased only slightly and the number of sales has increased over last two and a half years. Table 8 and Chart 10 illustrate changes in single family home sales between the first quarter of 2008 and second quarter of 2010 in the Town of Edinburgh and the nearby communities of Columbus, Franklin, and Shelbyville. Due to the structure of available data sources, ZIP codes have been used to approximate community boundaries.

While seasonal patterns are evident in the quarterly data, overall changes in sales volume and average unit price over the past two and a half years have been moderate. Comparisons to surrounding communities indicate that the Edinburgh housing market, which is one-quarter to one-fifth the size of the others with regard to number of households, has not performed quite as well as the larger region.

- ◆ In Edinburgh, the number of year-to-date sales in second quarter 2010 was 55% lower than at the same point in time in 2008 and 26% lower than in 2009.
- ◆ The combined year-to-date sales among surrounding communities were 59% higher than at the same time in 2008, and 123% higher than in the second quarter of 2009.
- ◆ Between 2008 and 2009, the average home price within Edinburgh decreased by 2.8% to nearly \$132,000. The second quarter 2010 year-to-date average sales price of \$116,000 within the community was 12.1% lower than that of 2009 and 14.6% lower than in 2008.
- ◆ The combined average sales price among surrounding communities decreased by 2.6% between 2008 and 2009. However, the year-to-date average sales price was 8.3% higher than the 2009 average and 5.5% higher than in 2008.
- ◆ Edinburgh has maintained a steady share of total home sales within the larger market area. In 2008, 2009, and 2010 (year-to-date), home sales in the community made up 6% of all combined sales in the region.

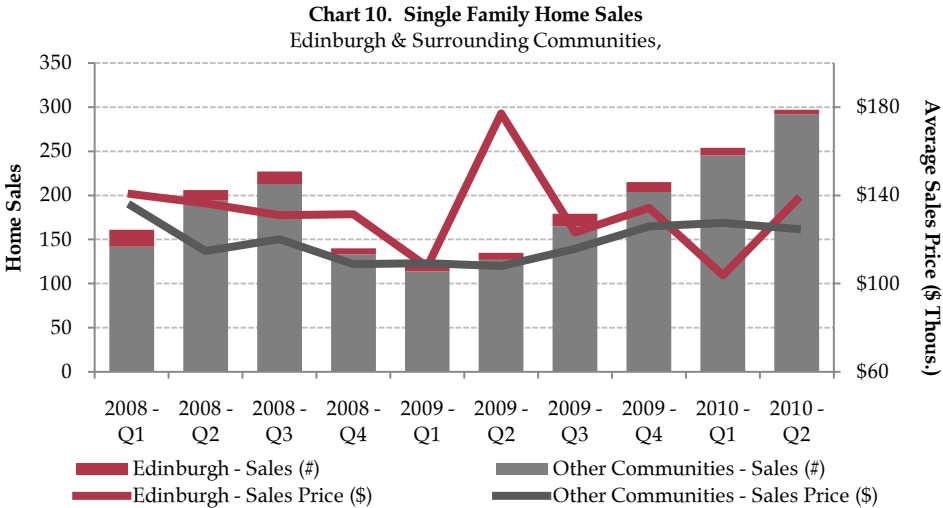


Table 8. Single Family Home Sales Statistics
Edinburgh & Surrounding Communities, 2008 - 2010

		Average Sales Price				
		Edinburgh (46124)	Columbus (47201)	Columbus (47203)	Franklin (46131)	Shelbyville (46176)
2008	Q1	\$140,559	-	-	127,750	\$142,878
	Q2	\$136,338	-	-	123,076	\$112,638
	Q3	\$130,950	-	-	142,698	\$108,774
	Q4	\$131,444	-	-	120,567	\$105,176
2009	Q1	\$107,705	-	-	128,709	\$91,158
	Q2	\$177,104	-	-	132,673	\$93,061
	Q3	\$123,160	-	-	137,109	\$94,783
	Q4	\$134,380	\$176,746	\$134,916	128,911	\$100,944
2010	Q1	\$103,777	\$165,954	\$147,133	118,409	\$94,898
	Q2	\$138,015	\$141,530	\$159,881	120,923	\$92,948

		Sales				
		Edinburgh (46124)	Columbus (47201)	Columbus (47203)	Franklin (46131)	Shelbyville (46176)
2008	Q1	19	-	-	72	70
	Q2	12	-	-	39	155
	Q3	14	-	-	71	142
	Q4	7	-	-	31	102
2009	Q1	11	-	-	55	59
	Q2	8	-	-	48	79
	Q3	14	-	-	82	83
	Q4	11	32	23	68	81
2010	Q1	9	55	41	83	66
	Q2	5	83	57	52	100

Source: OnBoard Informatics; Houseal Lavigne Associates



Rental Housing

In 2010, it is estimated that 19.3% of Edinburgh's approximately 1,910 occupied housing units were rental units. This proportion is projected to remain near 19% over the next five years. As shown in Table 11, the median rent in the Edinburgh region (as of October 2010) ranges from \$600 to \$800. Given an estimated 2010 median household income of \$46,654 for the community, these rates appear to be relatively affordable. Housing is considered affordable if 30% or less of a household's gross annual income is spent on housing costs. With an income of \$45,000, the typical Edinburgh household could afford to pay up to an estimated \$1,125 per month for housing.

Table 9. Rental Market Statistics
Edinburgh Area Rental Properties, October 2010

<i>Median Rent</i>	Columbus	Franklin	Shelbyville
All	\$765	\$800	\$619
Studio	\$450	-	\$350
1 BR	\$550	\$699	\$564
2 BR	\$837	\$800	\$599
3 BR	\$987	\$994	\$650
4 BR	\$815	\$1,300	\$1,275

Source: Hotpads.com; Houseal Lavigne Associates

Housing Market Implications

Detached single family homes are likely to remain the predominant housing type within Edinburgh and the larger area and, on average, these homes are priced similarly to those in the larger market area. Demographic projections indicate that an additional 10 households annually will locate within Edinburgh over the next five years. Demographic data and permitting activity also indicate that while multi-family housing will remain a smaller component of the local housing stock in the near future, the proportion of multi-family housing may increase over the long term.

Although owner-occupied, multi-family housing is not typical within Edinburgh, growth among both young professional and empty nester households with higher incomes indicate support for this type of product in the future. Condominiums, rowhomes and townhomes are attractive housing options to first-time home buyers looking for a more affordable means of building equity, empty nester households looking to downsize and those individuals who want to own their own home without the maintenance responsibilities. These buyers are typically aged between 25 to 34 and 55 and older; age groups which are projected to experience the most significant growth within Edinburgh.



RETAIL MARKET

The potential for commercial development at any given location is influenced by several factors including local and regional demand for goods and services, the health of local commercial districts, the location of surrounding commercial nodes, and the consumer expenditure patterns of the market area population.

Business Inventory

In 2010, it is estimated that the Town of Edinburgh is the location of approximately 38 retail businesses. There are a variety of retailers present within the community, the most numerous being 12 restaurants and drinking establishments (32% of total), six motor vehicle and parts dealers (16% of total), and six food and beverage stores (6% of total). The largest concentration of retail space is located in Downtown Edinburgh along Main Cross Street.

Table 10. Business Inventory
Town of Edinburgh, Indiana, 2010

Total Retail Trade and Food & Drink		
Total Retail Trade	26	68.4%
Total Food & Drink	12	31.6%
Industry Group	Number	Percent
Motor Vehicle & Parts Dealers	6	15.8%
Furniture & Home Furnishings Stores	0	0.0%
Electronics & Appliance Stores	1	2.6%
Bldg Materials, Garden Equip. & Supply Stores	1	2.6%
Food & Beverage Stores	6	15.8%
Health & Personal Care Stores	1	2.6%
Gasoline Stations	3	7.9%
Clothing and Clothing Accessories Stores	1	2.6%
Sporting Goods, Hobby, Book & Music Stores	2	5.3%
General Merchandise Stores	1	2.6%
Miscellaneous Store Retailers	4	10.5%
Nonstore Retailers	0	0.0%
Food Services & Drinking Places	12	31.6%

Source: ESRI Business Analyst

Traffic Counts

National retailers adhere to a specific of standards when evaluating a potential site. One determining factor is a location’s Average Daily Traffic (ADT). The ADT figure measures the average volume of traffic on a given street on any given day. Retailers typically look for an ADT count of between 20,000 and 30,000 when deciding if a particular site is good for future development. Based on these standards, the community’s primary north-south corridors (I-65 and US-31) are suitable locations for larger retailers to consider. Based on the aforementioned criteria, the US-31 corridor is the current location of Edinburgh’s largest retailers.

- ♦ I-65 has an ADT of approximately 44,000 as it passes along Edinburgh’s eastern border and intersects with IN-252 (Shelby Avenue). Commuter shed data indicate that the I-65 corridor serves as the access to the larger region for employment and shopping.
- ♦ US-31 has an estimated ADT of between 11,000 and 12,500 as it approaches IN-252 and 11,500 as it intersects State Road 79 (Eisenhower Drive). The US-31 corridor forms Edinburgh’s western border and is the location of the community’s largest retailers.
- ♦ IN-252 (Shelby Avenue/Center Cross Street/Eisenhower Drive) is the community’s primary east-west corridor, connecting the community with both US 31 and I-65. Traffic volume along IN-252 ranges from 4,800 to the west of I-65, to 4,400 ADT on the east of US-31.

Should additional commercial development occur, sites located along these major roadways would be those most likely to be developed. When assessing the potential for commercial development, other factors in addition to traffic counts must also be taken into consideration. While a site may have high traffic counts, site characteristics such as lot depth or size, existing structures, access, or adjacent uses may limit its potential to accommodate successful commercial development. Conversely, other advantages a site offers may compensate for less favorable traffic counts and position the site as an attractive place for new commercial development.

Competitive Environment

Defining the retail market for the study area requires a firm understanding of the context within which development would reasonably occur. Residents of Edinburgh are served by several different commercial areas both within the Town limits and in adjacent communities.

Downtown Edinburgh

Main Cross Street forms the core of the historic Downtown Edinburgh. Businesses in Downtown Edinburgh include several restaurants, clothing boutiques, an antique shop and tea room, medical and financial offices, and several public uses such as the Edinburgh Library, post office, and Town offices. While this area primarily serve the needs of local residents, the Downtown, and its restaurants in particular, is also a frequent destination of visitors from the nearby Camp Atterbury facility.

US-31 Corridor

The US-31 corridor is the location of the community's largest retailers and commercial uses including CVS, Jay C Food Stores, Dollar General and Fletcher Chrysler. This corridor serves the daily needs of local residents while also taking advantage of passing traffic en route to Franklin or Columbus.

Edinburgh Premium Outlets

Edinburgh Premium Outlets is located in unincorporated Bartholomew County approximately 1.5 miles south of County Road 900, Edinburgh's southern town limit. The 378,000 square foot center has 85 retailers and is Indiana's largest outlet mall, attracting an estimated three million visitors annually. Significant tenants include Ann Taylor, Banana Republic, Gap Outlet, Jones of New York, Nike, Tommy Hilfiger and several others. Several parcels are currently for sale in the area immediately adjacent to the outlet center to the north and northeast.

Columbus Regional Retail Centers

- ♦ The Fair Oaks Mall, located at 25th Street and Central Avenue in Columbus, is a 357,000 square foot regional mall. The center was built in 1990, renovated in 1998, and is anchored by Elder-Beerman, JC Penney and Kmart.
- ♦ Clifty Crossing is a 177,107 square foot retail center located on the northeast corner of National Road and Taylor Road in Columbus. The center was renovated in 2004 and is anchored by Bed Bath & Beyond, Old Navy, Circuit City, Petco, Hobby Lobby and Chili's. Other significant retailers located in this area include Super Walmart, Super Target, Lowe's Home Improvement and Kohl's.

Retail Gap Analysis

The following analysis uses a comparison of projected spending by market area households to the existing supply of retail space to assess the potential for retail development in Edinburgh and the surrounding area. This 'gap' analysis provides an indication of "surplus" or "leakage" within a given retail category. The presence of a surplus within a given retail category suggests that there is at least enough retail space to accommodate demand for the range of goods and services provided by stores in that category.

Conversely, leakage indicates that demand exceeds supply and consumers are spending dollars outside of the market area. This leakage could potentially be recaptured and may represent a commercial opportunity within the market area. It is important to distinguish between support in the market and development potential of a specific site or location. The availability of alternative sites, specifications of particular retailers, the number of projects actively pursuing tenants and similar issues can affect whether market potential translates to development potential.



Town of Edinburgh

As shown in Table 11, in analyzing existing retail supply and demand within the Town of Edinburgh, there is currently an unmet demand for retail of approximately \$8.3 million. Edinburgh has an estimated 1,885 households in 2010. With a current retail demand of \$37.2 million, this equates to a potential expenditure per household of \$19,752, with a current supply of \$15,341 per household. This figure includes all retail, eating and drinking establishments.

10 Minute Drive

In analyzing existing retail supply and demand within the 10 minute drive time market area, (See Table 11), there is currently a retail surplus of approximately \$67.5 million. Within the market area, there are approximately 4,102 households contributing to a current retail demand of \$88.8 million. This demand equates to a potential expenditure per household of \$21,651, with a current supply of \$38,113 per household. This figure also includes all retail, eating, and drinking establishments.

Retail Potential

While there is some leakage occurring with respect to local retail offerings within the Town of Edinburgh, the larger market area within a 10 minute drive appears to be relatively saturated. There are some retail categories that demonstrate a limited degree of leakage, but when an estimate of average annual sales-per-square-foot is applied to these leakage values, there does not appear to be sufficient indication of demand to support additional retail space in the near term.

For example, within Edinburgh there is a retail gap of approximately \$3.0 million in the Grocery Stores retail category. The average annual sales for a grocery are between \$400 and \$500 per-square-foot, which translates to approximately 6,100 to 7,600 square feet of unmet demand. The typical store size for a national chain such as Kroger is estimated at between 40,000 and 60,000 square feet. Given the margin between estimated demand and potential, there is not enough to support a new retailer in this category.

Retail Market Implications

Given the limited retail gap estimated for the Town of Edinburgh, Downtown Edinburgh and retailers along US-31 appear to be providing an ample supply of goods and services to the local Edinburgh population. While there are some opportunities at the local level with regard to retail leakage, demand is not sufficient to support significant retail development in the near term.

As a regional retail destination located less than two miles from Edinburgh's southern town limit, the Edinburgh Premium Outlets retail center has largely saturated the larger Edinburgh market area. While near term development is not likely, the availability of sites adjacent to this regional center will be those most likely to develop when commercial markets in the greater Indianapolis market rebound and market area demand increases.

Over the long term, the US-31 corridor and the area adjacent to the I-65 and Shelby Avenue interchange may be the areas most likely to experience new commercial development. This is due to a combination of large sites currently available and close proximity to higher traffic volumes. New retail will need to continue to support the daily needs of local residents as well as those passing through the community along US-31 and I-65.

Table 11. Retail Gap Analysis Profile
Town of Edinburgh & 10 Minute Drive Time, 2010

	Town of Edinburgh	10 Minute Drive		
Summary Demographics				
2010 Population	4,606	10,440		
2010 Households	1,885	4,102		
2010 Median Disposable Income	\$37,019	\$38,368		
2010 Per Capita Income	\$21,617	\$21,515		
Retail Gap by Market Area (\$M)				
	Town of Edinburgh	10 Minute	Drive	
Summary				
Total Retail Trade and Food & Drink	\$8.3	(\$67.5)		
Total Retail Trade	\$8.2	(\$52.7)		
Total Food & Drink	\$0.1	(\$14.8)		
	Town of Edinburgh		10 Minute Drive	
Industry Group	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹
Motor Vehicle & Parts Dealers	\$4.4	10,984	(\$34.1)	(85,287)
Furniture & Home Furnishings Stores	\$1.0	2,450	\$0.9	2,361
Furniture Stores	\$0.6	1,593	\$0.7	1,693
Home Furnishings Stores	\$0.3	858	\$0.3	667
Electronics & Appliance Stores	\$0.9	2,212	\$2.3	5,743
Bldg Materials, Garden Equip. & Supply Stores	\$1.0	2,611	\$1.3	3,265
Building Material and Supplies Dealers	\$1.0	2,421	\$1.2	2,892
Lawn and Garden Equipment and Supplies Stores	\$0.1	191	\$0.1	372
Food & Beverage Stores	\$2.5	6,202	(\$1.9)	(4,756)
Grocery Stores	\$3.0	7,600	(\$1.5)	(3,870)
Specialty Food Stores	\$0.0	47	(\$0.3)	(759)
Beer, Wine, and Liquor Stores	(\$0.6)	(1,445)	(\$0.1)	(127)
Health & Personal Care Stores	\$1.1	2,818	\$0.5	1,234
Gasoline Stations	(\$4.7)	(11,781)	\$1.6	4,099
Clothing and Clothing Accessories Stores	(\$0.6)	(1,392)	(\$22.5)	(56,251)
Clothing Stores	(\$0.9)	(2,206)	(\$17.3)	(43,184)
Shoe Stores	\$0.1	339	(\$3.8)	(9,597)
Jewelry, Luggage, and Leather Goods Stores	\$0.2	475	(\$1.4)	(3,470)
Sporting Goods, Hobby, Book, and Music Stores	\$0.2	465	\$0.1	257
Sporting Goods/Hobby/Musical Instrument Stores	(\$0.1)	(188)	\$0.1	263
Book, Periodical, and Music Stores	\$0.3	654	(\$0.0)	(5)
General Merchandise Stores	\$1.4	3,592	\$6.2	15,508
Department Stores Excluding Leased Depts.	\$3.6	8,947	\$9.2	23,069
Other General Merchandise Stores	(\$2.1)	(5,354)	(\$3.0)	(7,561)
Miscellaneous Store Retailers	\$0.5	1,249	(\$7.8)	(19,469)
Florists	(\$0.0)	(55)	\$0.1	166
Office Supplies, Stationery, and Gift Stores	\$0.3	655	(\$0.7)	(1,755)
Used Merchandise Stores	(\$0.0)	(98)	(\$0.1)	(134)
Other Miscellaneous Store Retailers	\$0.3	747	(\$7.1)	(17,745)
Nonstore Retailers	\$0.5	1,140	\$0.6	1,585
Food Services & Drinking Places	\$0.1	235	(\$14.8)	(37,113)
Full-Service Restaurants	\$0.0	7	\$1.6	3,912
Limited-Service Eating Places	(\$0.3)	(774)	(\$17.3)	(43,207)
Special Food Services	\$0.3	746	\$0.6	1,501
Drinking Places - Alcoholic Beverages	\$0.1	256	\$0.3	680

¹ Potential based on an average annual sales per-square-foot of \$400.

Source: ESRI Business Analyst ; ULI; and Houseal Lavigne Associates



Office Uses

Standalone office development is not typical for the Edinburgh area. Rather, it is primarily provided in the form of smaller spaces in Downtown mixed-use buildings or as flex space within an industrial or business park environment (e.g. Edinburgh Industrial Park).

Edinburgh is located approximately 20 miles to the south of the suburban Indianapolis office market. As defined by CB Richard Ellis, a nationally recognized provider of commercial real estate research, Edinburgh is closest to the Greenwood submarket which is bound by County Line Road to the south. Activity occurring in this area is most representative of larger trends having an impact on office uses in Edinburgh.

Table 12 summarizes key office market statistics, as of third quarter 2010, for the submarkets within the region and the Indianapolis suburban office market as a whole. Rental information is also provided for all properties within each suburban submarket. Average lease rates are also included as an indicator of relative demand for office space in the Greenwood submarket compared to the larger region. Chart 11 illustrates vacancy and absorption within the region between 2004 and the third quarter of 2010.

Table 12. Office Market Statistics
Suburban Indianapolis Market, Third Quarter 2010

Submarket	Total Inventory (sf)	Direct Vacancy	Year-to-Date Net Absorption (sf)	Under Construction (sf)	Asking Lease Rates (Full Service/sf)
Park Fletcher	754,756	26.60%	(54,965)	0	\$12.56
Lawrence	281,265	19.10%	12,226	0	\$13.24
Park 100	2,097,156	16.30%	(5,826)	0	\$14.77
Speedway	442,478	44.20%	1,323	0	\$14.93
Greenwood	545,358	38.40%	(41,056)	0	\$15.43
Meridian Inner Loop	1,002,968	19.60%	(23,700)	0	\$15.44
North Shadeland	923,593	22.60%	(1,475)	0	\$15.51
College Park	1,693,768	27.40%	51,105	0	\$15.93
Fishers/Geist	1,156,104	26.30%	22,228	0	\$16.98
Castleton	2,176,301	26.50%	(25,134)	0	\$17.42
Midtown	1,434,739	14.50%	9,170	0	\$17.67
Carmel	5,438,896	19.00%	21,353	50,000	\$18.59
Keystone Crossing	4,158,448	23.50%	(20,899)	0	\$19.50
Suburban Market Total	22,145,430	22.4%	(55,650)	50,000	\$17.06

Note: Data for the Beech Grove submarket has been excluded given its small inventory (36,000 square feet).

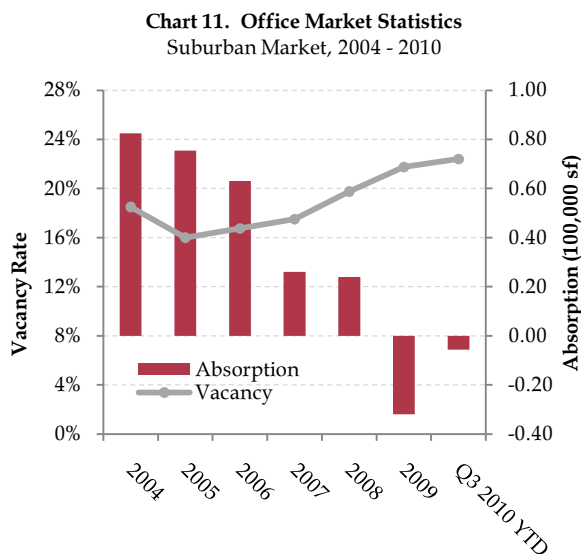
Source: CBRE; Houseal Lavigne Associates

Increasing vacancy rates and decreasing absorption have occurred across the larger suburban market over the last several years. Rents for office space located in the Greenwood submarket are among the lowest in the region; however the vacancy rate within this submarket is second highest in the region.

- ◆ The Greenwood submarket has a total inventory of 545,000 square feet as well as the second highest overall direct vacancy rate (38.4%) within the larger suburban office market.
- ◆ Vacancy rates within the suburban market are at a six year high of approximately 22.4% in third quarter 2010.
- ◆ In the third quarter of 2010, the average asking lease rate for office space in the Greenwood submarket is \$15.43 per square foot. This rate is fifth lowest in the region, which has an average asking rent of \$17.06 among all properties in the Indianapolis suburban market.
- ◆ While absorption has been trending downward since 2004, 2009 and the first half of 2010 has been the only period of negative absorption since 2004.

Office Market Implications

The office market in the southern metro area is not performing as well as other areas with regard to overall vacancies. Moreover, the amount of available space and negative absorption occurring in the larger Indianapolis market decreases the likelihood of new speculative office construction in the near- to mid-term. Any activity will likely be in the form of a build-to-suit project for a specific end user. Within Edinburgh, second floor office space should be encouraged as a supporting, ancillary use to ground floor retailers and restaurants in mixed-use buildings. Larger office uses could also be accommodated within the industrial park and adjacent areas.



Source: CBRE; Houseal Lavigne Associates



Industrial Market

The majority of Edinburgh’s industrial space is located in the Edinburgh Industrial Park located in the area to the south of Bitum Street along Main and Walnut Streets.

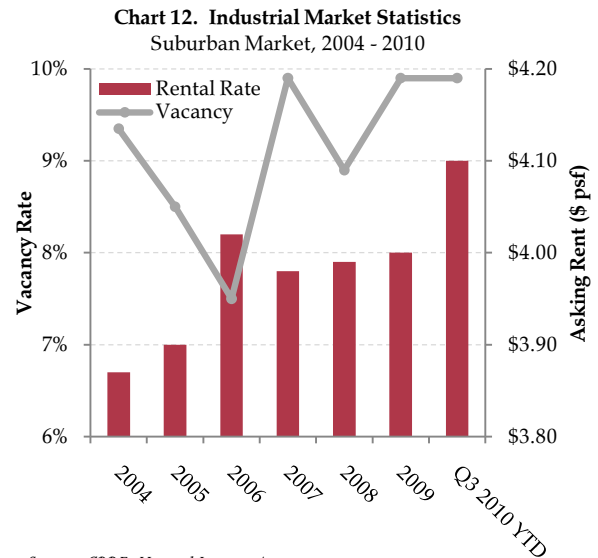
The industrial market within the Indianapolis region has fared better than most markets in the Midwest. The volume of available industrial space in the Indianapolis region in the third quarter of 2010 (the most recent period for which data are available) was near 234.5 million square feet and vacancy rates were near 9.9%.

The Town of Edinburgh is located approximately 15 miles to the south of the Greenwood and Shelby County submarkets of the Indianapolis region. Table 13 includes information regarding total inventory, availability, construction activity, and lease rates for industrial space in the Edinburgh submarket, adjacent submarkets, and the greater Indianapolis industrial market as a whole.

- ◆ The Greenwood submarket has an inventory of 8.9 million square feet and makes up 3.8% of the larger Indianapolis market while the Shelby County submarket comprises 3.6 million square feet and makes up 1.5% of the larger market.
- ◆ In the third quarter of 2010, the vacancy rate of 20.4% for the Greenwood submarket is third highest of the larger region (9.9%). Conversely, the Shelby County submarket had a direct vacancy rate of 5.8% and was fifth lowest in the region.
- ◆ At \$3.84 per square foot, industrial space in the Greenwood submarket commands average rents that are on par with the larger suburban industrial market. Rents in the Shelby County submarket, at \$2.88 per square foot, are third lowest among the region’s 22 submarkets. The metro area overall average rent is \$4.11.

Chart 12 illustrates vacancies and rental rates within the Indianapolis market between 2004 and third quarter 2010.

- ◆ Despite decreases in vacancies between 2004 and 2006, the overall vacancy rate has increased from a low of approximately 7.5% in 2006 to an estimated 9.9% in the third quarter 2010.
- ◆ Rental rates have increased steadily and are the highest since 2006. Rents are an estimated \$4.10 per square foot in third quarter 2010.



Source: CBRE; Houseal Lavigne Associates

Industrial Market Implications

While there are sites available for redevelopment within Edinburgh, it is anticipated that speculative industrial development will be minimal. As with the office market, build-to-suit projects will be the likely source of any future development in the near term. There are currently several industrial spaces available for sale or lease within Edinburgh including over 220,000 square feet of space at 600 S Kyle Avenue, the former Lear Corporation (now International Automotive Components) plant. While soft demand will limit the need for new industrial space over the near term, the Town of Edinburgh should continue to retain some areas for long-term future industrial use.

Table 13. Industrial Market Statistics
Indianapolis Metro Area, Third Quarter 2010

	Total Inventory (sf)	Vacancy Rate	Net Absorption (sf)	Under Construction (sf)	Asking Lease Rates (Net/sf)
M.I.L.	1,254,389	8.50%		0	\$1.95
Pendleton	10,488,309	1.60%	345,000	0	\$2.00
Shelby County	3,604,587	5.80%	540,647	0	\$2.88
Brownsburg	3,011,064	7.60%	257,046	0	\$3.26
Guion	5,226,793	18.00%	(448,073)	0	\$3.29
Downtown	39,767,450	6.20%	(97,598)	0	\$3.30
Speedway	6,487,956	1.70%	(11,314)	0	\$3.31
Plainfield	27,696,785	13.30%	(708,306)	1,049,980	\$3.43
Morgan County	1,376,018	26.50%	15,283	0	\$3.47
Greenwood	8,886,064	20.40%	279,245	60,577	\$3.84
Hancock	4,962,580	22.80%	349,822	0	\$3.87
Airport	27,916,429	11.30%	45,070	0	\$3.94
East	30,071,895	8.30%	(215,866)	0	\$4.13
Park 100	23,455,369	14.40%	(544,850)	31,200	\$4.65
Franklin Township	5,750,775	4.10%	10,036	0	\$5.05
Lawrence	2,066,581	2.80%	8,518	0	\$5.25
S.R. 37	3,196,147	9.50%	(196,945)	0	\$5.80
Fishers	3,815,281	9.80%	58,789	0	\$6.06
Carmel	3,239,049	10.90%	109,846	0	\$6.59
Noblesville	3,267,949	10.50%	2,623	0	\$7.24
Castleton	7,209,727	7.60%	(42,891)	0	\$8.88
Indianapolis Market Area	234,525,320	9.9%			

Source: CBRE; Houseal Lavigne Associates



MARKET SUMMARY

Edinburgh is located in a stable region that is experiencing moderate population growth, particularly among ‘young professional’ and ‘empty nester’ households. These demographic shifts may facilitate demand for owner-occupied, multi-family housing.

Edinburgh is also located in a region projected to experience steady job growth over the next several years. The majority of this job growth, however, will likely occur in the areas surrounding the I-465 beltway. Thus, while nearly a quarter of the local workforce has jobs in Edinburgh, the majority of local residents will continue to commute to jobs throughout Johnson and Bartholomew Counties along the US-31 corridor.

Residential Market

While detached single family homes will likely remain the predominant housing type within Edinburgh, demographic data and permit activity indicate that multi-family housing may become a more significant component of the local housing stock. Owner-occupied condominium and townhome units provide a means of expanding housing options for first-time home buyers as well as empty nester households looking to downsize or lessen their maintenance responsibilities. Overall as many as ten additional households per year are projected to locate in Edinburgh over the near term.

Retail Market

Downtown Edinburgh and retailers along US-31 appear to be meeting the needs of local residents. As such, while there are some limited retail opportunities within the local market area, indications are that there does not appear to be sufficient demand to support additional retail space in the near term. Over the long term, a combination of available land and high traffic volumes make the US-31 corridor and the I-65 and Shelby Avenue interchange the locations most likely to experience new commercial development.

Regional retail destinations, including Edinburgh Premium Outlets and commercial districts in Columbus, are located within close proximity of Edinburgh. Opportunities for additional development adjacent to the outlet center are likely to absorb unmet demand at the regional level for the foreseeable future.

Industrial Market

The greater Indianapolis industrial market has fared better than other Midwest markets with regard to vacancies and lease rates; however, at the local level, industrial employment has declined by 17% within Johnson County over the last five years. There are several vacant industrial spaces in Edinburgh and soft demand is likely to limit near term development. While speculative industrial development is not likely to occur in Edinburgh, the Town should encourage reuse of existing space and continue to retain areas for build-to-suit projects.