

Yorktown, Indiana Comprehensive Development Plan 2018 - 2022



KIESER CONSULTING GROUP, LLC

Planning . Environmental Studies . Grants . Water Quality

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INTRODUCTION



Communities are constantly interacting with and responding to changing factors that relate to the quality of life at the local level. Sometimes these changing factors are focused around local shifts, while others are derived from regional and national trends. Demographics will shift in geographic location. The economy will grow as new business and industry respond to new markets. Housing demand will grow as a result of the economy. These changes will inevitably influence current and proposed uses of land, capital, and property. As we look into the future, we can choose to merely react to change or anticipate and direct the changes that occur. When engaging in a comprehensive planning process, the community is both responding to changes that have occurred and planning for changes that the community would like to see take place in the future.

PURPOSE

The primary purpose of a comprehensive development plan is to articulate the broader vision and establish guiding principles and policies for future growth and development of an entire community. Indiana Code states that “it should promote the public health, safety, morals, convenience, order or the general welfare and for the sake of efficiency and economic in the process of development.” It does not focus on the needs and desires of one property owner, business or neighborhood. Comprehensive development plans are intended to be broad in nature.

This provides community leaders with the flexibility to implement the community-wide vision, goals and objectives while responding to changing community conditions that are likely to occur over the life span of the plan.

STANDARDS

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

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

A comprehensive development plan may also include a multitude of additional topics, community issues and strategies, such as surveys/studies of current conditions, maps/graphics, reports, and recommendations.

This comprehensive development plan was based on community input, existing land uses, development trends, suitability of land uses, economic feasibility, natural land features, and the

requirements of Indiana statute, Title 36, Article 7, as amended, which empowers cities and towns to plan:

- That highway systems and street systems be carefully planned
- That new communities grow only with adequate public way, utility, health, educational, and recreational facilities
- That the needs of agriculture, industry, and business be recognized in future growth
- That residential areas provide healthful surroundings for family life
- That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds" (IC 36-7-4-201)

The comprehensive development plan does, at a minimum, under Indiana planning law (IC 36-7-4-502) include:

- *A summary of goals and objectives for the future development of the Town of Yorktown;*
- *A summary of policy for development keyed to these goals and objectives for community facilities and the public/private infrastructure; and*
- *The land use goals and objectives illustrated on the Future Land Use Plan map in order to better understand the spatial representation and interactions.*

As a rule, a comprehensive development plan should be revisited every year to check the progress of goals and objectives that have been developed. Every five years a comprehensive development plan should be updated for informational content and to review the goals and objectives that were developed. The idea is to check that the objectives are being met and to then add new objectives and remove completed ones from the Action Plan.

Overall, this 2018-2022 Comprehensive Development Plan update will help guide the Town of Yorktown begin a new era and control the impact of pending urban sprawl. The Town wants to retain the conveniences of a modern society, while at the same time retaining the values of the smaller rural community it once was.

THE PLANNING PROCESS

The Yorktown Comprehensive Development Plan was initiated by the Yorktown Town Council with the intent of serving as the community's guide for future development over the next 20 years.

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



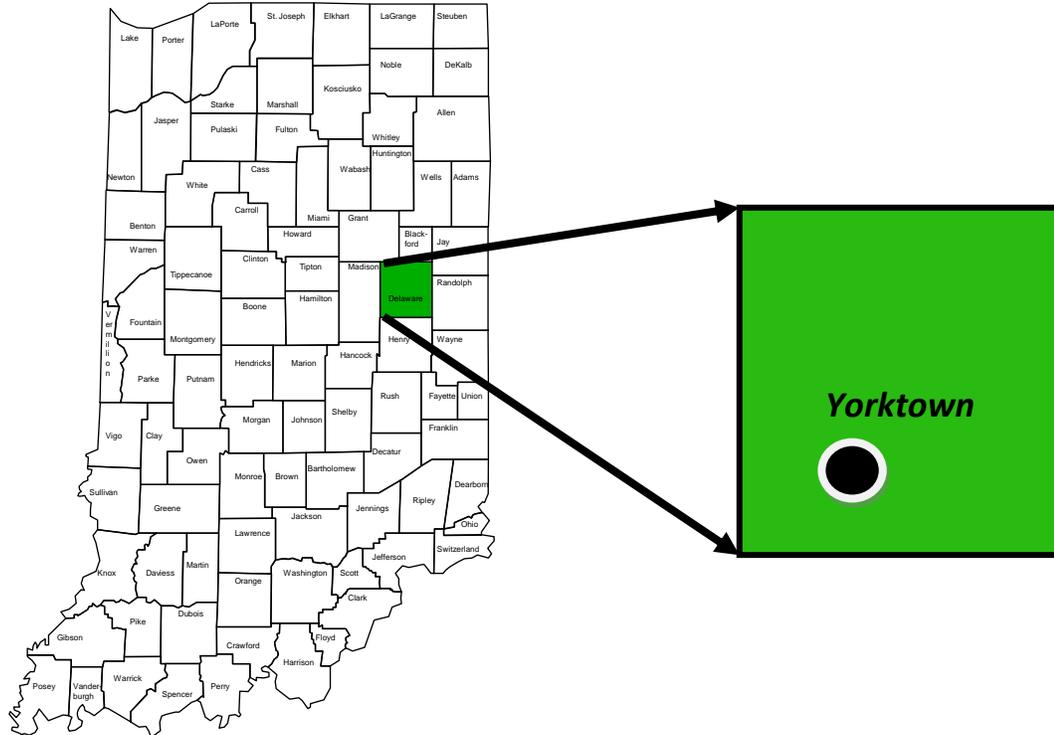
LOCATION

Yorktown is in east-central Indiana, roughly 45 statute miles from the state capital in Indianapolis. The Town is located at the confluence of White River and Buck Creek in Mt. Pleasant Township, Delaware County.

An elected Town Council and Clerk-Treasurer govern Yorktown, one (1) of six (6) incorporated municipalities in Delaware County. Yorktown operates under a council-manager form of government, in which the Town Council appoints a Town Manager to oversee the daily operations of the municipality.

While most of Delaware County is rural, the County as a whole is fairly diversified and self-sufficient. The County is situated along I-69, the primary artery connecting Fort Wayne and Indianapolis. On the south side of Town, SR 32 bisects downtown Yorktown, providing access to the Town and serving as a throughway for motorists traveling between Muncie and Anderson. On the north side of Town, SR 332 provides east-west access to I-69 and Muncie.

Muncie, the largest city in Delaware County, is a regional destination for higher education (Ball State University), cultural and sporting events, shopping, and restaurants.



Yorktown's location in east central Indiana provides residential, commercial and industrial opportunities because of its regional setting. It is situated within the American Manufacturing and the Great Lakes Economic Regions. It is also recognized as being part of the American Corn Belt Region, a significant agricultural area in the United States. However, agriculture is rapidly declining within the planning area due to urban encroachment.

Politically, the regional setting includes representation on a national level within the 6th U.S. Congressional House District currently represented by Congressman Luke Messer. On the State level, the planning area is represented at this time by State Senator Douglas Eckerty (District 26) and by State Representative Melanie Wright (District 35). Yorktown is represented by two County Council members, District 1 Council member Chris Matchett and District 2 Council member Ronald Quackenbush.

STUDY AREA

Town of Yorktown/Mt. Pleasant Township

The Town of Yorktown is located in Mt. Pleasant Township in southwestern Delaware County. Since the Town of Yorktown and the Township of Mt. Pleasant reorganized into one political subdivision in 2013, the planning area will consist of the entire Township. Yorktown/Mt. Pleasant Township hereinafter to be referred to as "Yorktown" has an area of approximately 33.94 mi² (33.7 mi² land / 154 acres of water) and a population of 14,102 residents (2010 US Census).

PAST PLANNING

Since 2000, Yorktown has had two updates to the initial comprehensive plan. The public participation process in 2000 consisted of two public workshops, and a series of focus group meetings. The workshops were advertised in the Pipeline, a quarterly newsletter that every Yorktown water utility customer receives. Press releases were also faxed to The Muncie Star Press and The Herald Bulletin. Other methods included postcards and flyers. Both public workshops were held in the Yorktown High School cafeteria.

The 2006 update of the Yorktown Comprehensive Plan consisted of a public input meeting held in the Town Court on December 12, 2005. The meeting announcement was placed The Pipeline and in the Community News section of the Sunday issue of The Indianapolis Star.

After several recent, significant annexations, it was necessary to update the comprehensive plan in 2008. Public Officials and the Steering Committee worked to incorporate the goals for the newly annexed areas into the Plan.

This most recent update stems from two situations. 1) The Town has not updated their current Comprehensive Plan since 2008, well past the typical 5 year window and 2) On January 1, 2013 the Town of Yorktown and Mt. Pleasant Township reorganized both political subdivisions and



that the reorganized political subdivision resulting from the reorganization plan would be known as the “Town of Yorktown, Indiana”. This reorganization meant that the Town of Yorktown and the Township of Mt. Pleasant would cease to exist as separate political subdivisions. This reorganized political subdivision would act as a “town” and governed as such. (see **Appendix E**)

Because of this reorganization, the Town of Yorktown would soon be responsible for the land use and zoning regulations for all of Mt. Pleasant Township. This means establishing governance over zoning and to do this the Comprehensive Plan must be updated to cover all of Mt. Pleasant Township as well as the existing Town.

Following the completion of this updated Comprehensive Development Plan for Yorktown and Mt. Pleasant Township, the Town will be updating their current zoning ordinance to reflect the new land use policy.

PLAN ORGANIZATION

The Yorktown Comprehensive Development Plan is one document with many distinct sections. While these sections cover different aspects of the community, they all are related.

This document will contain written text, maps, illustrations, tables, and whatever else is needed to clearly describe the community and its conditions and goals. The plan should be easy to read and easy to update so that local employees, officials, and citizens can all use it comfortably.

The first part of the plan is the *Introduction*, which explains the Why’s and How’s of this Plan. It shows the planning area and period; the purpose for planning; previous planning efforts; how the plan was developed and the context of the plan; and how to use the plan.

The *Public Input* section of the plan will discuss the public participation process. Public participation is what drives the Plan and where all of the Goals and Objectives are formulated. This section describes what methods were used to obtain information and how the community’s strengths, weaknesses, opportunities, and threats should be described and evaluated.

The *Community Profile* section describes the historical aspects of the Town as well as the physical characteristics and the Town’s demographic statistics.

Next are a number of different areas that need to be addressed. This is where the plan becomes comprehensive. Population and demography, land use, traffic circulation and transportation, parks and open space (natural resources), housing, utilities and services, community facilities, economic development, historical preservation, and other elements are all areas that may be covered in the plan. The goals and objectives for the overall plan, as well as for each of these specific areas of study, will be included at the end of each of these sections.

Community Environment

This section depicts the quality of life issues of the community and the *Community Facilities/Services*. It looks at such items as population statistics, social characteristics and the existing community facilities. The Town's *Community Image* or identity and character which are borne from its history, cultural diversity, economy, location, and physical development will be discussed in this section as well.

Economic Environment

This section looks at the economic statistics and the commercial, industrial and downtown issues of the community. The Town recent adopted a Downtown Redevelopment Plan in December 2016. This Plan will be included in this section.

Land Use

This section looks at the existing land use conditions and provides a written summary of the Future Land Use Plan, as well as providing the maps for the plan. *Growth Management* will also be looked at in this section. Growth management presents tools for directing and managing growth and development. It will focus on future land use transformations and the supply of resources and services.

Transportation

This section provides a written summary of the Transportation Plan. It also looks at all modes of transportation serving the community

Natural Resources

This section addresses *Parks and Recreation*, open space and *Environmental Protection*. Yorktown has many elements of natural resources from rivers and creeks to forested areas and agricultural farmland.

Action Plan

The last chapter contains the implementation focus, Action Plans and conclusions which are essential to keeping the Comprehensive Development Plan current and up-to-date by responding to changing trends and socioeconomic conditions.

How to Use This Document

The Yorktown Comprehensive Development Plan can serve as a valuable public management tool if used on a regular basis. This Plan can best be described as a community guidebook. It will help guide the Plan Commission in its decision making process. However, it addresses many other community issues as well. When reviewing development plans, making budgets or setting priorities, this document should be used to help make decisions. Because of its emphasis on public participation this Plan gives community leaders knowledge of what the community wants and needs.



PLANNING PERIOD

Even though the planning process is a continuing responsibility of the Plan Commission and the Town Council, it is necessary to identify the planning period which this Plan covers. Traditionally, the planning period is divided into both a short- and a long-range planning period. For the purposes of this Plan update, the short-range planning period would be the five-year period from 2018 through 2022. The long-range period would extend the time an additional fifteen years into the future to 2037.

It should be emphasized that this Comprehensive Development Plan, in addition to other ordinances designed to implement the Plan, should be reviewed annually and revised as needed after five years.

FRAMEWORK

The framework of the plan serves as a foundation of the planning process which is guided by five key questions. The questions are as follows:

"Planning for what?"

"Where are we now?"

"Where are we going?"

"Where would we like to go?"

"How do we get there?"



PUBLIC INPUT



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

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

MEETINGS

Steering Committee

The Town of Yorktown was asked to provide a list of community volunteers that would take the responsibility to form the Steering Committee. This included not only residents of the community, but some stakeholders who participate in community life who reside outside the community. The Steering Committee members were then named by the Town Council. The following individuals participated on the Steering Committee:

- Todd Blevins, Asst. Town Manager
- David Boone, Yorktown/Mt. Pleasant Twp. Fire Chief
- Kimberly Cuthbertson, Plan Commission/BZA
- Keith Gary, Redevelopment Commission/Chamber President
- Rich Lee, Town Council President
- Jon Myrick, Park Board President
- Matt Ray, Zoning Administrator

The initial planning meeting was held on September 29, 2016, at the Yorktown Field Operations building and those attending were introduced to the planning process, review of the timeline and the duties of being on the Steering Committee. The 2009 Comprehensive Plan was discussed and the steering committee was introduced to the Needs Analysis exercise. (Agendas and sign-in sheets for all meetings are shown in **Appendix A.**)

At the second meeting on October 13th, the Steering Committee met and continued the Needs Analysis exercise to identify the positive and negative issues related to the community and to review the National Citizen Survey that was completed in 2015.

The third Steering Committee meeting was held on October 25th. The steering committee members were asked to individually complete the Needs Analysis worksheets. The results were combined and the Needs Analysis review began.

The fourth meeting of the Steering Committee was held on December 15th. The Steering Committee was then briefed on the first Public Meeting that was held on November 3rd. During this meeting the group finished the review of the Needs Analysis issues and then a review of the Needs Analysis exercise from the Public Meeting was discussed.

The fifth Steering Committee Meeting was held on January 18, 2017. The committee then began the formulation of the Goals & Objectives by reviewing the previous goals and objectives from the 2009 Plan.

The sixth meeting of the Steering Committee was held on March 21st. The first draft of the Action Plan was reviewed. The committee also began discussion about the future land use of Yorktown.

The seventh meeting of the Steering Committee was held on March 28th. The committee continued the review of the future land use and finalized the Goals, Objectives and Strategies for the Action Plan.

Public

The first of two Public Meetings was held at the Yorktown Council Room in the Police Department on November 3, 2016 at 6:30 P.M. The meeting was advertised in the Muncie Star Press, the town website and announcements were posted at various locations throughout the town. Approximately 11 people were in attendance. Introductions were made and then an overview of what a Community Development Plan consisted of and why Yorktown was updating their 2009 Comprehensive Plan. The public then participated in an exercise which identified the Assets, Liabilities and Needs related to the community. The results were much the same as when the Steering Committee performed the Needs Analysis exercise.

The second Public Meeting was held on April 19th, 2017 and was held at the Yorktown Council Room in the Police Department. The meeting was advertised in the Muncie Star Press, the town website and announcements were posted at various locations throughout the town. Approximately 6 people were in attendance. An overview of the Plan development and the context were given. Then the Goals & Objectives in each planning area were discussed. The discussion then turned to how the Plan would be implemented and who would be responsible for the task. (See **Appendix A**)



CITIZEN SURVEY

In order to more fully determine the thoughts and desires of the community, a citizen survey is a great way to get this information. Fortunately for Yorktown, in 2015 a National Citizen Survey (NCS) was completed by the collaborative effort between National Research Center, Inc. (NRC) and the International City/County Management Association (ICMA).

The survey was primarily targeted to the residents of the recently consolidated Town of Yorktown and Mt. Pleasant Township in order to help determine the major needs and identify issues which are important for the growth and development of the community.

This is from the final report...

“The NCS report is about the “livability” of Yorktown. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

The survey and its administration are standardized to assure high quality research methods and directly comparable results across The NCS communities. The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement). This report summarizes Yorktown’s performance in the eight facets of community livability with the “General” rating as a summary of results from the overarching questions not shown within any of the eight facets. The “Overall” represents the community pillar in its entirety (the eight facets and general).

The Community Livability Report provides the opinions of a representative sample of 477 residents of Yorktown. The margin of error reported percentage is approximately 5% for the entire sample.

The full report can be found in **Appendix B**.

NEEDS ANALYSIS

A Needs Analysis offers a structured process for a community to explore their current situation. The process helps a community gather information from a small, but representative, group of local residents and leaders. They are then asked for their community perceptions, in three separate areas. The first area, Assets, asks citizens to list the positive attributes from within the community. The second area, Liabilities, asks to list items that need improvement or that are threats from outside the community. The third area, Needs, asks to itemize what the community lacks. When all the factors are combined, the community can then begin to form a clearer picture of the community's situation.

Steering Committee

The Steering Committee over a period of two meetings participated in a Needs Analysis exercise. The Steering Committee members were given an overview of how the exercise works and then were asked to fill out a worksheet individually. The exercise was to cover eight separate areas of issue: Land Use, Growth Management, Community Facilities & Services, Economic Development, Community Image, Transportation, Parks and Recreation, and Environmental Protection. The Steering Committee then discussed their opinions and worked to develop the top issues in each category. These were then used to formulate the goals and objectives for the Action Plan.

Public Meeting

A shorter version of the Needs Analysis exercise was presented during the public meeting where the attendees were asked about their views in each of the same eight categories. These would be combined with the results from the Steering Committee and used to help derive the goals and objectives. The following sections of this plan will address the results according to subject.

COMMUNITY PROFILE



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

The leaders of Yorktown have recognized a need to enhance and improve their community. Yorktown is a community that lies along the southwest border of the City of Muncie. Because of this proximity to such a large urban area, Yorktown is pressured by expanding population growth and migration. Their goal is to maintain and improve their community for the existing citizenry as well as developing paths for future expansions in economic and social growth which will attract new opportunities for population growth.

HISTORY

It is said that to know someone is to know their history. This too can be said for communities. To really know the spirit of a community is to know its background or history of development. This is an important first step in the planning process.

Delaware County

Delaware County is located approximately sixty miles northeast of Indianapolis and is bounded by Grant and Blackford Counties on the north, Jay and Randolph Counties on the east, Henry County on the south, and Madison County on the west. Since its organization in 1827, Delaware County has grown from a small Indian village to an important manufacturing center. The county was named for the Delaware Indians, an Eastern tribe which was slowly pushed into Ohio and finally settled in east central Indiana during the 1770's. The Delaware Indians established several towns along the White River, among these Munseetown, near present day Muncie. In 1818, under the Treaty of St. Mary's Ohio, the Delaware ceded their holdings in Indiana to the United States government and moved westward.

In 1820, Delaware County was opened for settlement. The first permanent white settler was Goldsmith Gilbert, born in New York in 1795. He moved to Delaware County in 1823 and established a trading post in the northern part of the county. The post was burned and with the money he was awarded in compensation by the United States government, in 1826 he bought 672 acres from an Indian widow named Rebecca Hackley. The Hackley Reserve, as it was called, became the center of present day Muncie. Gilbert built two log cabins and the village began to attract other settlers.

On January 26, 1827, Delaware County was organized; at that time it had about 1,000 residents. Shortly after, the village of Munseetown was established as the county seat. Because of poor transportation, the county grew slowly. Roads were built beginning in the 1830's and 1840's, and the first turnpike linking Muncie with Cambridge City opened in the early 1850's. However, the coming of the Indianapolis and Bellefontaine Railroad in 1852 opened up new agricultural

markets to the South so that between 1850 and 1870, the population of Delaware County nearly doubled. Most of the county's small towns were laid out along railroad lines.

The Civil War brought increased prosperity to Delaware County. Delaware County's population almost doubled to 23,000 between the years 1860-1880. During these years, Muncie began to evolve into an industrial city. Although the Civil War began Muncie's industrial growth, the discovery of natural gas in Eaton in 1886 pushed the city into a period of rapid expansion few people expected. Real estate speculation soared and many new businesses, lured to the area by promises of an unlimited source of energy, thrived. By 1890, the population had doubled to over 11,000. One of the industries which located in Muncie would shape the town's future and is a strong force in the city even today. In 1888, five brothers from Buffalo, New York moved to Muncie after their glass factory had burned. Ball Brothers became one of the largest employers in Muncie and their Ball jars and other glass products were shipped throughout the country.

The gas boom not only made Muncie into a major manufacturing area but it permanently changed the character of Delaware County. Up until this time the county had been primarily agricultural. With the boom and ensuing prosperity, industries became prominent. Promoters organized land companies in many of the outlying areas to encourage both development of existing towns and the establishment of new towns. Some of these companies included the West Improvement Company in Yorktown. What was thought to be an inexhaustible source of energy lasted only into the early twentieth century.

By that time, Muncie was established as a major industrial center, so it did not suffer as much as some smaller towns in Delaware County. There was another brief burst of economic prosperity at this time due to the discovery of oil near Smithfield and Selma in 1904. In 1903, the County had only 74 wells. By 1904, the number jumped to 831. By the year 1905 the oil boom was over.

In addition to the gas and oil booms, several other major events changed the character of Delaware County. By 1900, the Union Traction Company had opened an interurban line between Muncie and Anderson. The interurban passed through many of the country's smaller towns and cities. The opportunity to easily and inexpensively travel to a larger city to make purchases and conduct business decreased the economic importance of smaller towns. This became more evident when the interurban extended its service to Indianapolis early in the century.

By the early part of the twentieth century, Delaware County's population peaked. As farms began to be consolidated into larger, more economical operations, many new businesses opened in Muncie and several smaller towns. The population slowly shifted toward the cities. The county's population decreased sharply during the 1920's and 1930's.

In 1917, the Ball Brothers bought what had previously been the Eastern Indiana Normal University and offered the property to the State. The school opened as a teachers college in 1918, later became as now known Ball State University.



Delaware County continued to grow throughout the 1930's and into the 1960's. Many automotive-related businesses such as Delco-Remy located in Muncie during these years. However, changes in the automobile industry and in manufacturing have made significant changes in the county's economy. Today Delaware County remains predominately a manufacturing center.

Yorktown/Mt. Pleasant Township

Yorktown is located at the junction of Buck Creek and White River in Mt. Pleasant Township of Delaware County, Indiana. The earliest known development was by the Delaware Tribe of Native Americans. The Delaware were originally from an area near the Delaware River on the eastern seaboard in what is now known as Pennsylvania. As the white settlers moved into the Pennsylvania area they forced the Delaware to look for a new home. They made an agreement with the Miami Indians to settle in an area between the White and Ohio Rivers.

The Delaware depended upon hunting, fishing and trapping for their food supply. Early history books make reference to a mission somewhere along the White River between Yorktown and Anderson as the first European settlements in the region. With the exception of those who were converted to Christianity with the exposure from European settlers, the Delaware worshiped in tribal tradition. The "long house" was common to the Delaware and was a long building containing fire pits, seats along the sides and an area for tribal dancing.

Indiana became a state in 1816 and land was advertised for \$2 an acre. By 1818, the Delaware's lands along the White River "Wapihani", or "Great White Water" were ceded by treaty made at St. Mary's, Ohio. By terms of this document, the Delaware ceded their lands to the government of the United States for \$4,000.00 and were promised suitable lands west of the Mississippi. By 1820, most of the Delaware had made their way to Missouri, Texas and Oklahoma.

Mt. Pleasant Twp was surveyed in 1821 and 1822; the original titleholders were Samuel and Thirza Cassman. They sold the area to Goldsmith Gilbert in 1830 (Mr. Gilbert still has numerous descendants in this area).

Oliver H. Smith purchased the area that was to become Yorktown in October of 1836 and platted it in 1837. Yorktown was originally projected to be along the canal route connecting Indianapolis to Toledo, Ohio but was never completed due to the locomotive advancements. Its main thoroughfare was the old Indianapolis State Road, which was extensively traveled by emigrants at an early day.

One of the earliest businesses in the area was a mill already in operation when Yorktown was platted. It was located on the north side of what is now known as Canal St. Much like other small towns of the era, Yorktown had hotels, restaurants, grocery stores, dry goods stores, an undertaker, a postmaster, doctors, a blacksmith, a boot & shoemaker and many other small enterprises.

Some of the larger businesses in Yorktown included the Strawboard Factory (made egg crates), located on ground currently occupied by the east wing of Yorktown Elementary school. The Mineral Wool Plant, or Rock Wool as it was called, (made insulation), a portion of that building is still standing across the highway from the Strawboard and is occupied by N.G. Gilbert (now Townsend's). Others were a saw mill and the Skillen Gooden glass factory which was a manufacturer of medicine bottles. Several were found a few years ago near the site of the glass factory site. They also manufactured canning jars; the most popular for collectors today is the Leader Jar. A portion of the glass factory building still stands on Mill Road along with several brick houses built for employees.

The homes of the Skillen and Gooden families also stand just south of Cornbread Road. The Western Reserve Milk Company was on the west end of Depot Street and would later become home to Marsh Supermarkets.

Narrative Credit: Text provided by Becky Monroe, Yorktown Historical Alliance and "A History of Delaware County" written 1881 by Thomas B. Helm found on the Yorktown Historical Alliance website.



HISTORIC STRUCTURES

Interim Report

A grant for the Delaware County Survey and Interim Report was awarded to Historic Landmarks Foundation of Indiana by the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, using monies from the U.S. Department of the Interior, National Park Service. Historic Landmarks gratefully acknowledged the Delaware County Historical Society for their support of this project. Initial work on the survey began in June 1984. As a result of the survey, which covered 396 square miles, a total of 1,713 sites and structures were entered into the final inventory. Of this total, 932 were listed in 9 historic districts and the remaining 781 were listed as scattered sites. From this field data the Delaware County Interim Report was compiled for publication.

The lists of historic structures and map showing the locations can be found in **Appendix D**.

DEMOGRAPHICS

Population

The population of Yorktown/Mt. Pleasant Township has remained fairly steady in the past 100 years. Shown below is the historic population from 1920 to 2015 (est.).

Historic Population Town of Yorktown/Mt. Pleasant Twp (STATS Indiana)

YEAR	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
POPULATION	2,187	2,506	2,785	3,567	5,092	9,008	10,812	10,711	12,591	14,102
# Increase/ Decrease		319	279	782	1,525	3,916	1,804	101	1,880	1,511
% Increase/ Decrease		14.5%	11.1%	28.1%	42.8%	76.9%	20.0%	0.9%	17.6%	12.0%

Since the earliest population count in 1920 of 2,187, the highest population that the community has witnessed was 14,102 in the 2010's. The greatest jump in population was during the 1960's and the only decrease was during the 1980's.

NATURAL ENVIRONMENT

Topography and Soils

Topography

The surface presents a pleasing variety of features. Toward the north, it is generally level, and this condition has necessitated a large amount of artificial drainage, by means of which the low-lying lands have been redeemed, and their usefulness enhanced. In the vicinity of White River and Buck Creek, toward the central and southern portions of Yorktown, this level upland is broken by pleasing undulations, which, in some instances, terminate in precipitous bluffs, beyond which stretch level plains of bottom land, unexcelled for fertility by any portion of the county.

Originally, a heavy growth of timber covered the surface of this township, among which the prevailing varieties were oak, walnut, poplar, ash, hickory, maple, beech, sycamore, etc. The map shown below shows the topographical map of Yorktown area.

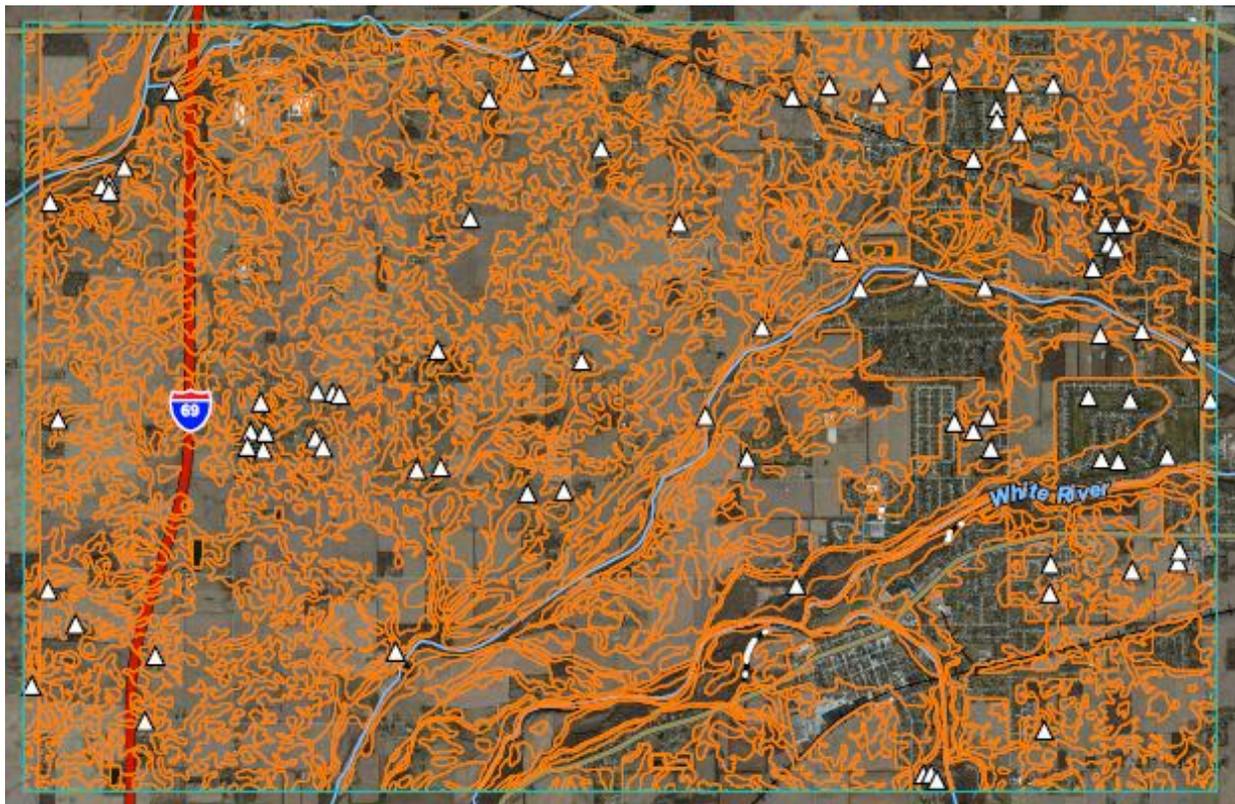


Soils

The prevailing soil in the western and southern portions of Yorktown is loam, intermixed with clay, while, between Mud Creek and White River, it is almost uniformly clay, with sandy loam in the bottoms.

The soils in the area are predominantly of the Crosby silt loams (26%), Treaty silty clay loam (17%) loam and the Urban land complex (8%). All of these soil types have poor drainage capabilities. We have included a general soil map of the Yorktown area.

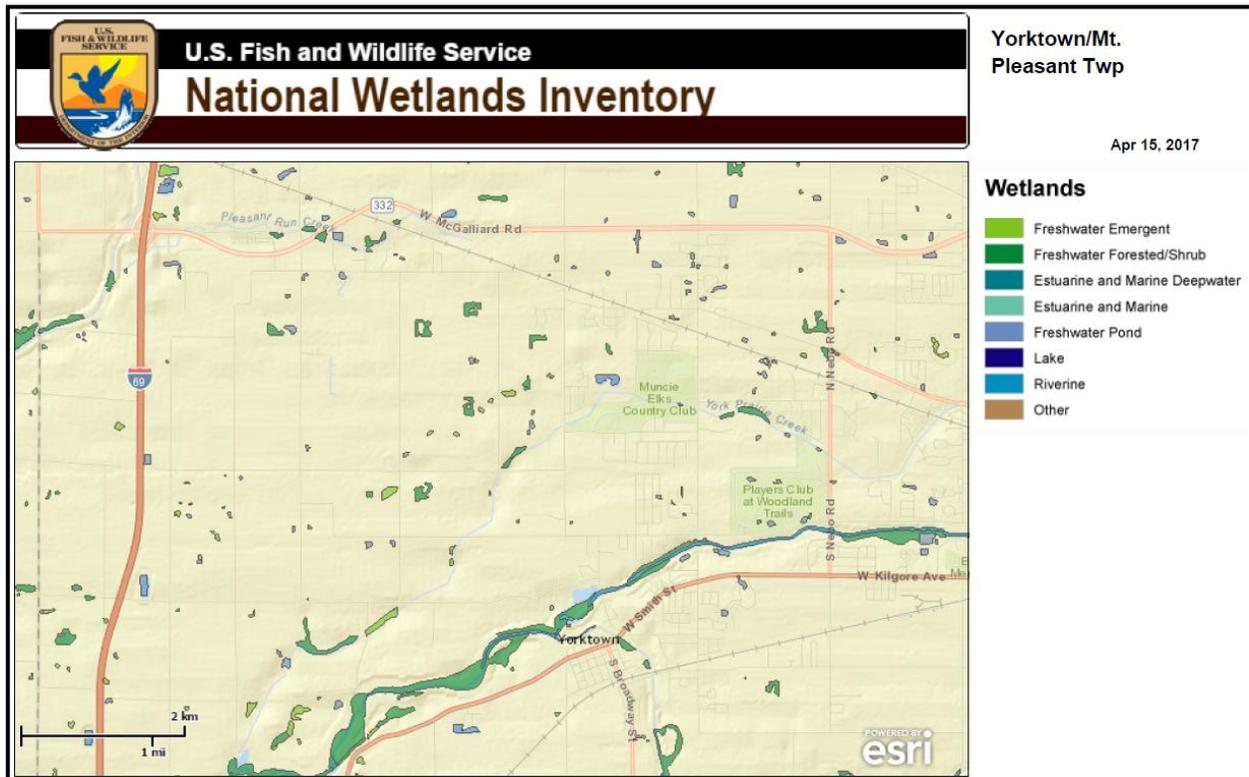
Yorktown Soils Map



Wetlands

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

Several types of NWI wetlands are found in the Planning Area. Wetlands in the area consist of seasonally, temporarily and semi permanently flooded areas. In the map below, we show the wetland identified in the National Wetlands Inventory within the Planning Area.



Hydrogeological Characteristics

White River, the principal stream, enters Yorktown at the eastern extremity of Section 13 and flowing almost due west for a distance of a little more than two miles, changes its course to southwest, in which direction it continues until it finally leaves Yorktown near the southwest corner. Buck Creek enters at the southeast corner of Yorktown flowing west and north joins White River in the downtown area of Yorktown. This stream furnishes excellent water power, and, from early days, has been utilized for propelling milling machinery. Mud Creek enters the northeast part of Yorktown, and flowing west, and southwest, discharges into White River in the southern part of Section 30. While Pleasant Run, a small stream touches Yorktown on the north and Bell Creek, which flows in from Salem Township and discharges into Buck Creek about half a mile north of the line dividing Yorktown from Salem Township.

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

The White River is listed as an outstanding state resources waterway by the Indiana Department of Natural Resources.

Floodways

The Federal Emergency Management Agency (FEMA) completes comprehensive flood studies for the Planning Area. These studies use standard hydrologic and hydraulic computer models to find out the potential flooding from each riverine flooding source.

FEMA defines a “floodway” and a “floodway fringe” within their modeling and flood management system. A floodway is the channel of a stream and adjacent floodplain area that must be kept free of encroachment to carry the 100-year flood without substantial increases (> 0.1 ft.) in flood height. The floodway fringe is the area between the floodway and the natural 100-year floodplain boundary. The floodway fringe could be completely obstructed without increasing the water surface elevation of the 100-year flood.

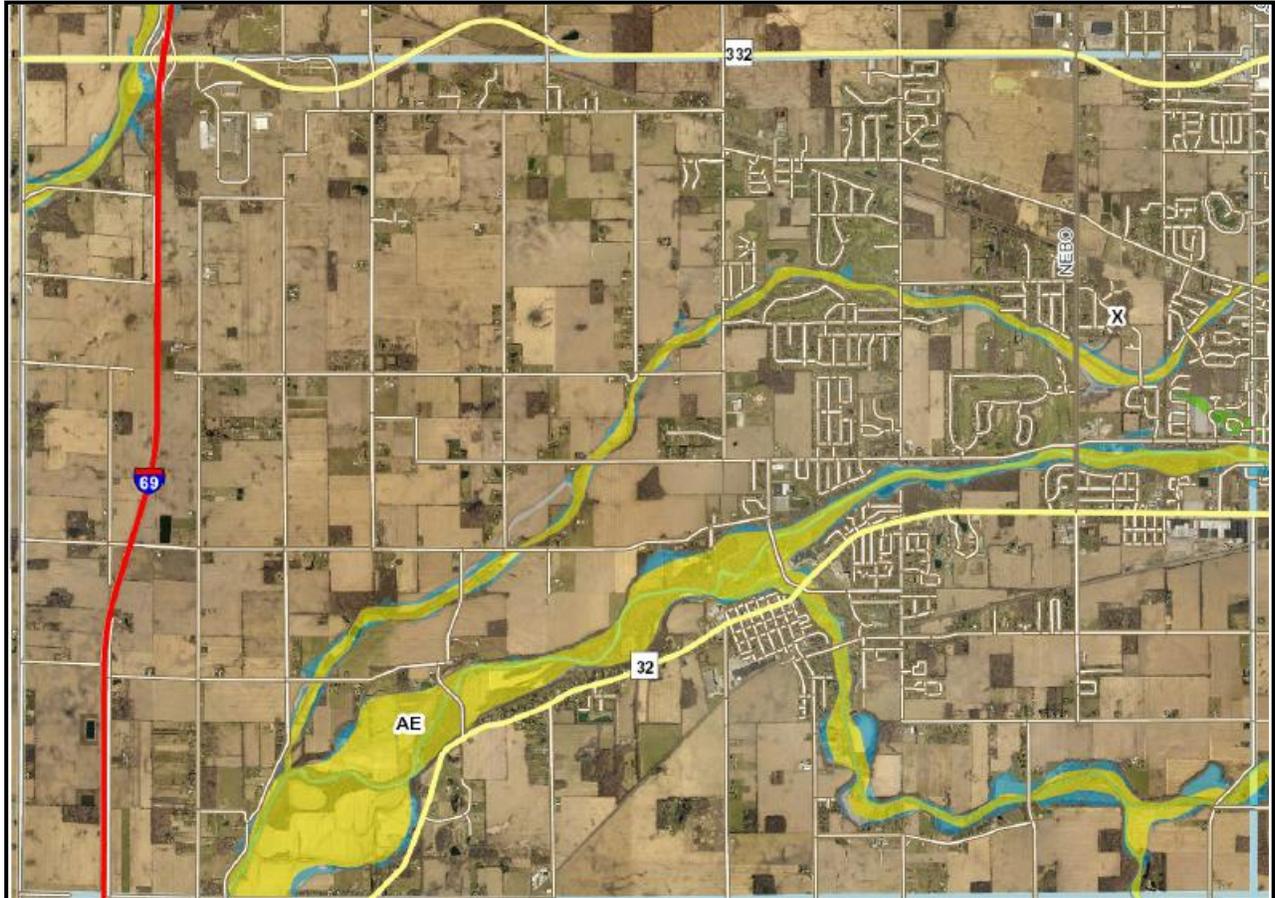
Floodplain Management

Flooding causes more damage to communities across the country than all other types of natural disasters combined. Flooding is costly, not only in terms of the value of the property lost, but also lives lost. Floodplains act as sponges, soaking in rain and snow and slowing the overland flow of water. This contrasts with impervious surfaces, such as parking lots, rooftops and roadways, which accelerate stormwater flow. Watersheds that have more pervious floodplains lessen the severity of flooding in downstream areas.

To minimize economic losses attributed to flooding, Yorktown should encourage the protection of natural areas within floodplains. Yorktown should continue to discourage development in the floodplain. In instances when development must occur, the impact of development must be offset by mitigation measures to ensure no “net loss” of floodplain storage capacity.

Yorktown should enforce the Floodplain Ordinance, and strive to keep maps and ordinances updated. This in turn will protect its status with the National Flood Insurance Program, and help lower insurance rates in the community.

Yorktown Floodplain Map



White River Watershed

Yorktown is located in two watersheds of the White River. The first is the **Buck Creek Watershed** which includes the southern portion of Muncie and much of the city's industrial areas. The creek's confluence with the White River is near Yorktown. The upper reaches of the watershed include a captured stream from the Geist Reservoir-Fall Creek and Duck Creek-Big Blue River systems during the last glaciation.

The watershed is primarily agricultural with 72.8% of the area in row crops. Ag and grass land use border 45% of streams, showing that this watershed also lacks effective stream buffers to reduce erosion and filter pollutants. The area has seen only a minor increase in urbanization since 2000 with a few new subdivisions and infill warehousing and manufacturing.

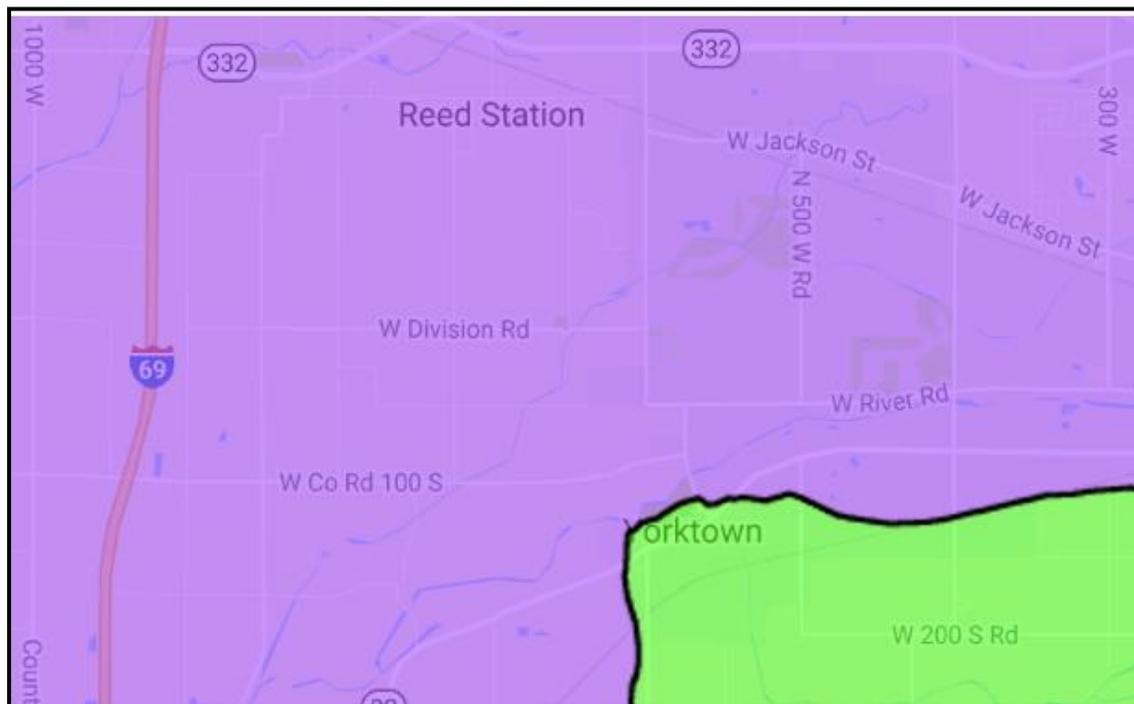
The watershed has not seen any growth in population since 1990. Urban land use now encompasses 16% of the watershed, but these urban areas are relatively open urban use. As Muncie continues to expand, these areas could become more densely developed, which could have a negative effect on water quality. Several brownfield sites exist in this watershed. These sites are potentially harmful to soil and water quality and public health; they also restrict the land use options of those sites.

The Buck Creek-White River Watershed also contains multiple National Pollutant Discharge Elimination System (NPDES) violators, contributing E. coli and nitrogen, among other pollutants, to the watershed. The Buck Creek - White River Watershed has a high percentage of impaired streams with 61% of the stream miles listed as impaired. This watershed accounts for approximately 2.5% of the impaired streams in the entire Upper White River Watershed. Due to limits on the amount of data collected in the Buck Creek-White River Watershed by various entities and the fact that there are no IDEM fixed monitoring stations here in this watershed, there is no solid water quality data to compare this watershed to others. However, a watershed management plan was developed for the Buck Creek-White River Watershed through a 319 grant administered from 2001-2004.

The other is the **Killbuck Creek Watershed** which is located in western Delaware and eastern Madison Counties and includes large portions of the cities of Anderson and Muncie. The watershed is mostly agricultural with 48.9% row crop and 11.9% herbaceous grasslands and pastures in 2008. The area is 28.3% urban and this has increased since 2000, mostly at the expense of agricultural lands surrounding the two cities. The area has 9.8% forest cover as of 2008, mostly along the White River and Killbuck Creek valleys, and scattered upland forest blocks in the upper reaches of the watershed. Wetland areas account for a higher percentage (0.40%) in this watershed compare to any other in the Upper White River Watershed (average 0.09%) as of 2008 and herbaceous wetlands buffer 8.5 miles of stream in this watershed, also the highest of any in the Upper White River Watershed. Urban/suburban land use in the watershed is definitely having an impact on water quality. There are a large number of combined sewer outfalls surrounding Muncie and Anderson, as well as a few in Chesterfield. These are contributing loads of pollutants directly into the White River with each large rainfall.

Future land use projections show a significant increase in residential land replacing current agricultural land northeast of Anderson. Along with this land use change, significant transportation improvements are also being planned. The construction involved in these initiatives, as well as the resulting impervious surface area and shift in potential pollutants, will need to be carefully addressed so they do not degrade water quality. Turbidity in the Killbuck Creek-White River Watershed is the highest of all the Upper White River Watersheds, and the large amount of stormwater down cutting streams is part of the cause. Inadequate buffers are also part of the cause; nearly 36% of the streams are either bordered by agriculture or urban land use. Nitrogen and phosphorus levels exceed benchmark values by at least 90%. Additionally, the percent exceedance of E. coli concentrations in the Muncie area are some of the highest in the entire Upper White River Watershed, a problem to which combined sewer overflows definitely contribute.

The Killbuck Creek-White River Watershed has a high percentage of impaired streams with 90% of the stream miles in the watershed listed as impaired. This watershed accounts for more than 5% of the impaired streams in the entire Upper White River Watershed. There are a high number of significant groundwater users in the Killbuck Creek-White River Watershed, collectively pumping over 3.3 billion gallons of groundwater per year. Wellhead protection should be of utmost importance here, especially since Wellhead Protection Plans tend to be mostly education-based. There are several resources and opportunities for improvement in the watershed. A watershed management plan was written for Mud Creek (in the northeast portion of the watershed) in 1997, showing that the desire and some of the basic resources are in place for water quality improvements. Several riparian areas along streams have been identified by the Greening the Crossroads study as areas crucial to sensitive species.



Buck Creek (in green) and Killbuck Creek (in purple) watersheds.

COMMUNITY ENVIRONMENT



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

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

COMMUNITY IMAGE

Terms like rural, neighborhood, village and urban character are used to define a community character, but some are unsure of what people mean by character.

A dictionary definition is "a distinctive trait, quality or attribute," something's "essential quality or nature," and "reputation." But, what attributes produce the essential quality of a place? According to Roland Warren, various criteria, "thought to characterize communities include a specific population living within a specific geographic area, amongst whom there are present shared institutions and values and significant social interaction." The emphasis is on people, their institutions and their interrelationships.

A community's image or character is the sum of all the attributes and assets that make a community unique, and that establish a sense of place for its residents. While some traits, such as "good work ethic", are intangibles, others, such as an attractive central business district, are very visible. Beautification of a community is not the only attribute for defining how a community presents itself. Such things as code enforcement and sound ordinances help to keep a community safe and healthy and thus develops an image of that community as a great place to live.

2015 National Citizens Survey

The National Citizens Survey (NCS) that was completed in 2015 surveyed many facets of the community and the local economy was one. In fact, Yorktown was awarded the Voice of the People Award for Excellence in Mobility due to the high ratings it received in the Mobility section of the NCS. The following was the summary from that report about the Yorktown views on the quality of life...

Most residents rated the quality of life in Yorktown as excellent or good. Residents rated overall quality of life similar to the national benchmark. Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Yorktown, 96% rated the Town as an excellent or good place to live. Respondents' ratings of Yorktown as a place to live were similar to ratings in other communities across the nation.

In addition to rating the Town as a place to live, respondents rated several aspects of community quality including Yorktown as a place to raise children and to retire, their neighborhood as a place to live, the overall image or reputation of Yorktown and its overall appearance. Nearly all residents gave positive ratings to Yorktown as a place to raise children, a rating higher than the national comparison. Ratings for residents' neighborhood as a place to live were high with about 9 in 10 residents giving a positive rating while slightly fewer gave positive ratings to the overall image and overall appearance of Yorktown. About 6 in 10 residents gave positive ratings to Yorktown as a place to retire.

Delving deeper into Community Characteristics, survey respondents rated over 40 features of the community within the eight facets of Community Livability. Across most facets, ratings varied from being lower than, similar to, or higher than ratings given in communities across the nation. At least 9 in 10 residents gave positive ratings to each aspect within the facets of Safety and Natural Environment. Each of the seven aspects of Mobility received positive ratings from 67% of residents to 93% of residents and each rating was higher than the national comparison.

Ratings were also varied within Education and Enrichment with about 3 in 10 residents giving positive ratings for cultural/arts/music activities and adult education while 9 in 10 gave positive ratings to K-12 education.

Below are some of the NCS results for the Community Image section:

Quality of Life

	Excellent	Good	Not Sure	Fair	Poor
The overall quality of life in Yorktown	121	260	3	49	6
	28%	59%	1%	11%	1%
	87%			13%	
Overall image or reputation of Yorktown	104	261	6	50	15
	24%	60%	1%	11%	3%
	84%			15%	
Sense of community	86	216	4	106	22
	20%	50%	1%	24%	5%
	70%			29%	
Overall appearance of Yorktown	131	236	1	62	4
	30%	54%	0%	14%	1%
	85%			15%	
Cleanliness of Yorktown	166	234	1	37	2
	38%	53%	0%	8%	0%
	91%			9%	



	Excellent	Good	Not Sure	Fair	Poor
Yorktown as a place to live	177	248	1	11	5
	40%	56%	0%	2%	1%
	96%		4%		
Your neighborhood as a place to live	201	182	0	49	6
	46%	42%	0%	11%	1%
	87%		13%		
Neighborliness of residents in Yorktown	75	204	15	111	24
	17%	48%	3%	26%	6%
	65%		31%		
Yorktown as a place to raise children	211	185	22	12	6
	48%	42%	5%	3%	1%
	91%		4%		
Yorktown as a place to visit	63	120	23	165	63
	15%	28%	5%	38%	15%
	42%		53%		
Yorktown as a place to retire	96	146	44	104	43
	22%	34%	10%	24%	10%
	56%		34%		

Community Opportunities

	Excellent	Good	Not Sure	Fair	Poor
Opportunities to attend cultural/arts/music activities	29	68	72	146	116
	7%	16%	17%	34%	27%
	23%		61%		
Opportunities to participate in religious or spiritual events and activities	90	162	69	96	12
	21%	38%	16%	22%	3%
	59%		25%		
Opportunities to participate in social events and activities	42	137	39	171	42
	10%	32%	9%	40%	10%
	42%		49%		
Opportunities to volunteer	42	110	115	129	36
	10%	25%	27%	30%	8%
	35%		38%		
Opportunities to participate in community matters	42	139	76	132	34
	10%	33%	18%	31%	8%
	43%		39%		



	Excellent	Good	Not Sure	Fair	Poor
Openness and acceptance of the community toward people of diverse backgrounds	37	130	68	130	63
	9%	30%	16%	30%	15%
	39%			45%	
Town-sponsored special events	69	163	69	100	14
	17%	39%	17%	24%	3%
	56%			27%	
The job Yorktown government does at welcoming citizen involvement	47	121	88	115	53
	11%	29%	21%	27%	13%
	40%			40%	

Sense of Community

Overall the NCS respondents were favorable to the quality of life in Yorktown. The only areas which did not score well were those under the Community Opportunities questions. This will be addressed by improving the Town's ability to connect with its citizenry via new communication tools.

From the NCS...

An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community; a shared sense of membership, belonging and history. About 7 in 10 respondents gave excellent or good ratings to the sense of community in Yorktown which was a rating similar to the national comparison. Almost all reported that they were likely to recommend living in Yorktown and 9 in 10 would remain in Yorktown.

The NCS survey included over 30 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. Participation rates tended to vary when compared to other communities across the nation.

COMMUNITY IMAGE POLICY

Goal:

Strengthen Yorktown's image, identity and character to foster a distinctive and appealing community.

Objectives:

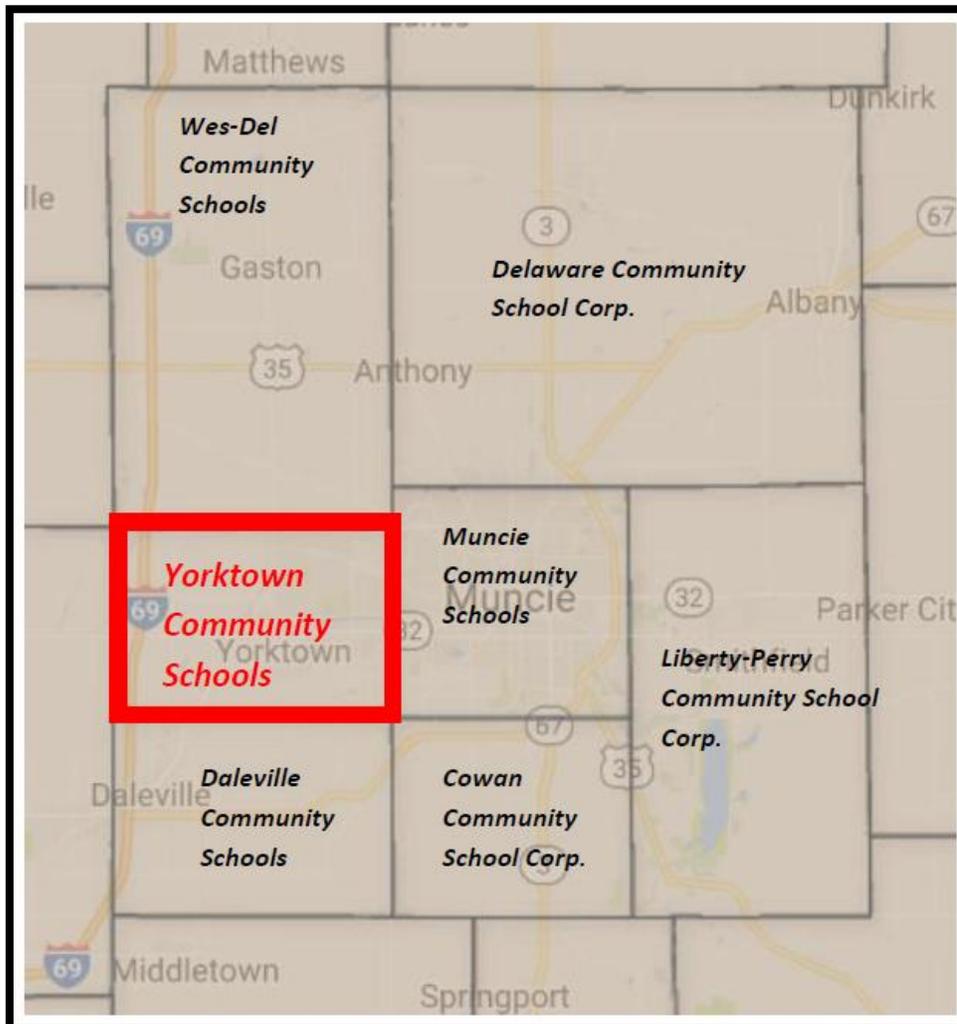
- Consider developing, adopting, and supporting commercial/industrial design guidelines for new buildings.
- Promote Yorktown's natural scenery and amenities.
- Use a theme, slogan, icon, and/or materials to capture the spirit of Yorktown.
- Evaluate and periodically update the Town website and other communication tools to promote community projects and to foster community involvement.

COMMUNITY FACILITIES/SERVICES

Community facilities and services are very important to help a community serve its citizens providing health and safety as well as providing for a higher quality of living. Having adequate community facilities is also important to a community for economic reasons. An overview of facilities and services can be found in this section.

Schools

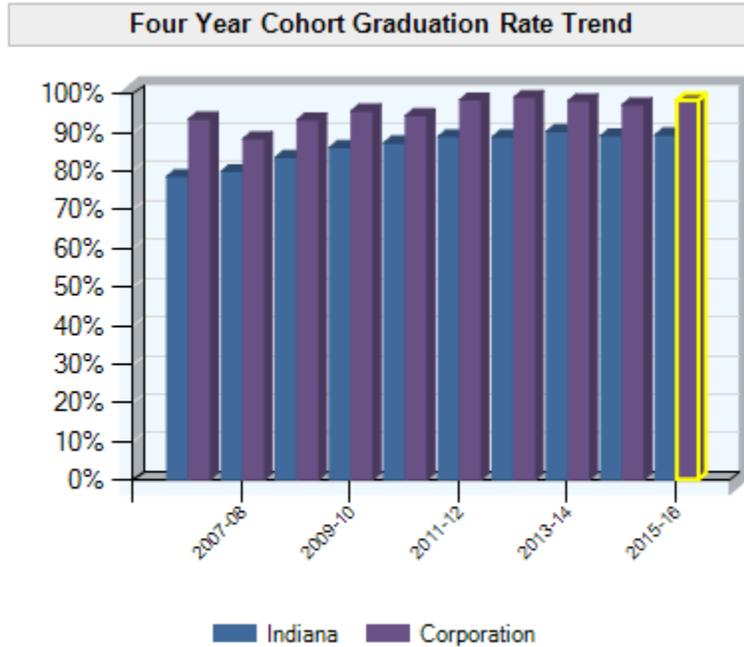
Yorktown is served by the Yorktown Community Schools. There is one high school (Yorktown); one intermediate school (Yorktown); and two elementary schools (Yorktown and Pleasant View).



School district enrollment, as shown in the table below, has been in slowly increasing for the past few years.

	2012-13	2013-14	2014-15	2015-16	2016-17
Total Enrollment	2,310	2,403	2,463	2,466	2,534

The graduation rate (98.1%) has been above that of the state average rate (88.7%).



The community is close to numerous major state universities and numerous smaller private colleges and universities including Ball State University and Ivy Tech in neighboring Muncie, Anderson University, Taylor University, Indiana Wesleyan and Indiana University East in Richmond. There are several other institutes of higher education located only 50 miles away in Indianapolis.

Library

The Yorktown Public Library provides materials and services to fulfill the professional, civic, educational, and recreational needs of the community residents. The library is committed to supporting lifelong learning by serving as a center for self-education, and strives to treat patrons with respect for individual differences and tolerance for opposing opinions.

The library is supported by the Yorktown/Mt. Pleasant Township taxing district. There is a full-time director, one assistant director, and six other staff members.



Government Facilities

The current Yorktown Town Hall is located at the west end of Downtown Yorktown. In addition, the Yorktown Field Operations Building, along with the Yorktown Police Department, is located in Lion's Club Park. In an effort to deliver municipal services more efficiently, Yorktown is planning to construct a new Town Hall in Downtown Yorktown. This new Town Hall will house the utility office, Town Manager and Clerk-Treasurer's office, police department, and other administrative offices. Construction on the new Town Hall is expected to begin in the summer of 2018.

Police Department

The Yorktown Police Department serves the town and is staffed by 10 full-time officers as well as an administrative assistant.

Short term plans include increasing training within the department, updating equipment used daily by officers and dispatchers, and implementing technology into the police department to allow better efficiency for the officers.

Fire Department

The Yorktown Volunteer Fire Department serves the entire Yorktown area, including the former township area. The department also assists in responding to emergencies in surrounding areas. The department currently is made up of 34 volunteers, including 15 Officers. They have 9 Fire-Apparatuses, which includes two Tankers, two Engines, one Rescue, one Platform, two Medical trucks, and a Chief's car. In 2017, YFD responded to 857 calls for service.

The department is located at 8905 W Smith St in Yorktown.

Parks

The Yorktown Park system consists of 4 different properties. These range in size from the 60 acre Sports Complex to the 0.25 acre Memorial Park.

Morrow's Meadow is the Town of Yorktown's primary park. It is located on 26 acres of land north of downtown Yorktown, nestled between the White River and Buck Creek. Amenities include playgrounds (2); picnic/pavilions area (3); walking trails; fitness trail; canoe launch and restrooms.

Lion's Club Park is a 36.4 acre grassy, hilly, wooded area located southeast of downtown Yorktown along the south side of Buck Creek. Lion's Club Park is also home to the Carl Scott Memorial Disc Golf Course, a 24-hole course rated as one of the top courses in Indiana. It also includes a play structure, a swing set, grills, sledding hills, a picnic pavilion, as well as picnic tables and benches scattered across a wooded hillside.

The Sports Complex is a 60 acre multi sports complex in the central area of Yorktown. In an effort to enhance the quality of life for the Residents of Yorktown and Western Delaware County, the Town of Yorktown in cooperation with the Delaware County Commissioners, Mt.



Pleasant School Corporation, Yorktown JAA Baseball and Softball, Delaware County Soccer, Delaware County YMCA and Munciana Volleyball have participated in the construction of this multi-sport complex. The Town of Yorktown owns the property on which the Sports Complex is located. It includes such amenities as soccer fields (14); baseball/softball fields (5); trails; exercise facilities (YMCA); volleyball courts (6) and a community meeting space.

Memorial Park is the smallest park at 0.25 acres. It sits in the middle of the old downtown area. Amenities include a gazebo, Splash Pad and a year-round drinking fountain. Items on display include a cannon, memorial stones, and memorial brick pavers.

Services

Senior/Youth

LifeStream Services

LifeStream Services is the Aging and Disability Resource Center for East Central Indiana. They provide services and programs to help seniors and people with disabilities remain independent. They also support caregivers who need help maintaining the health, dignity and independence of their loved ones. From meal delivery and in-home care to transportation and caregiver support, LifeStream is a lifeline for those who need help. Founded in 1975, LifeStream is a non-profit Area Agency on Aging that serves individuals in Blackford, Delaware, Fayette, Franklin, Grant, Henry, Jay, Madison, Randolph, Rush, Union, and Wayne counties in Indiana.

YMCA Yorktown

Part of the Sports Complex houses the Yorktown YMCA. Many YMCA activities for youth and adults can be found at this facility.

Medical/Health Facilities

The residents of Yorktown are close to several major hospital facilities. Indiana University Health Ball Memorial Hospital is located in nearby Muncie (4 miles) along with several specialty medical centers. Community Hospital Anderson has a campus in Muncie as well as its main facility in Anderson (12 miles). St. Vincent Regional Hospital is also located in nearby Anderson. IU/Methodist/Riley Children's Hospitals are located in downtown Indianapolis (56 miles).

PUBLIC FACILITIES

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

Wastewater

The Yorktown Wastewater Department is a municipally-owned utility located in the Town of Yorktown. The current wastewater treatment plant facility is a Class III, 2.0 MGD single stage nitrification activated sludge treatment facility consisting of a grit collection system, comminutor, bar screen, four primary settling tanks, four fine bubble aeration tanks, four secondary settling tanks, a chlorination/dechlorination unit with sulfur dioxide gas, two anaerobic sludge digesters, and four sand drying beds. Final solids are disposed of in a landfill. The current permit is approved with an issue date of October 1, 2017 and will expire on September 30, 2022.

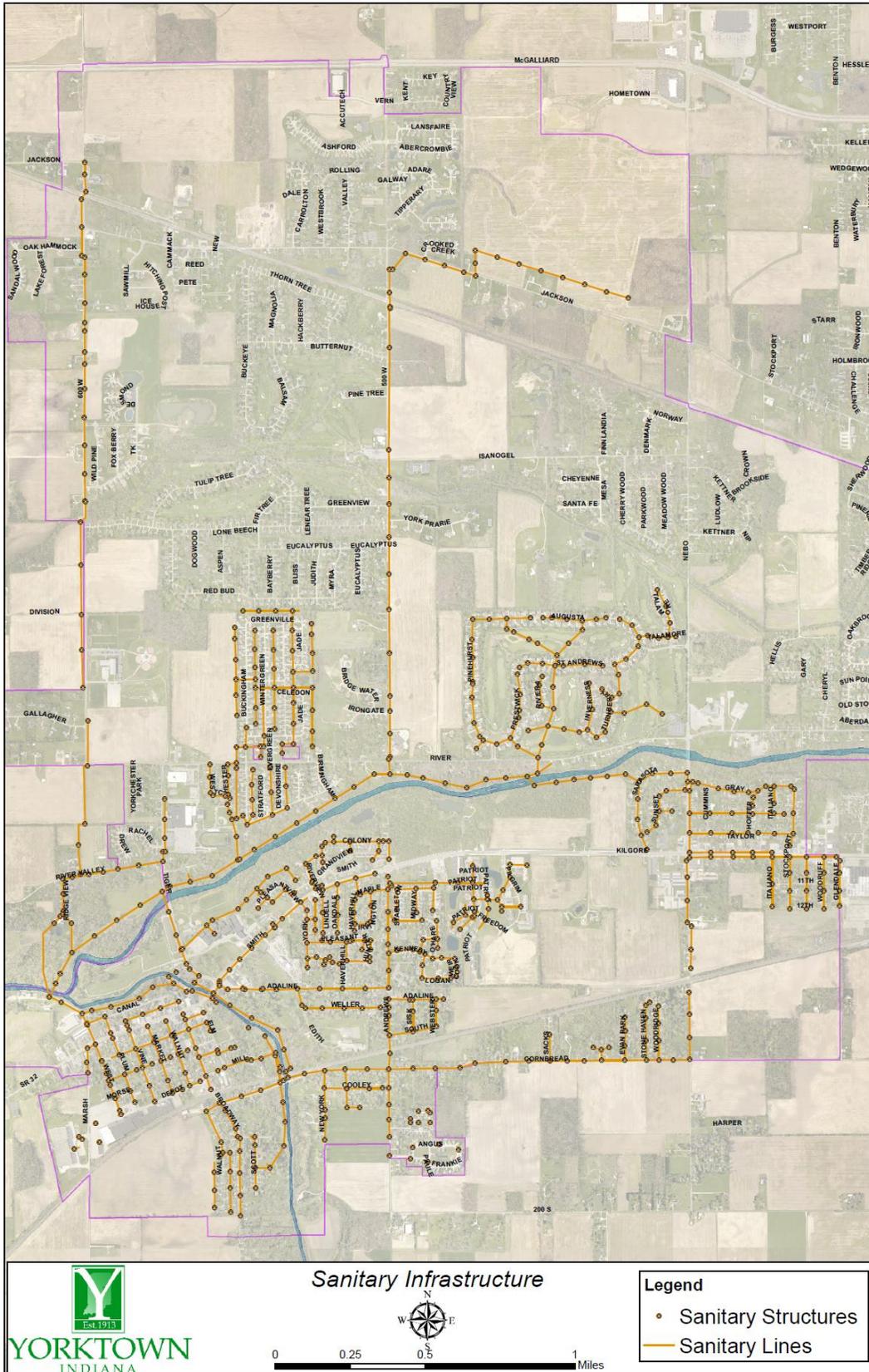
The collection system is comprised of 100% separate sanitary sewers by design with no overflow or bypass points. Also within the collection are eight lift stations, including the treatment plant.

Yorktown currently has four full-time wastewater employees, including three operators and a superintendent.

The areas in the Wastewater Systems Map that are not reached by the Yorktown system are served by Delaware County Regional Wastewater system.



Wastewater Systems Map



Water

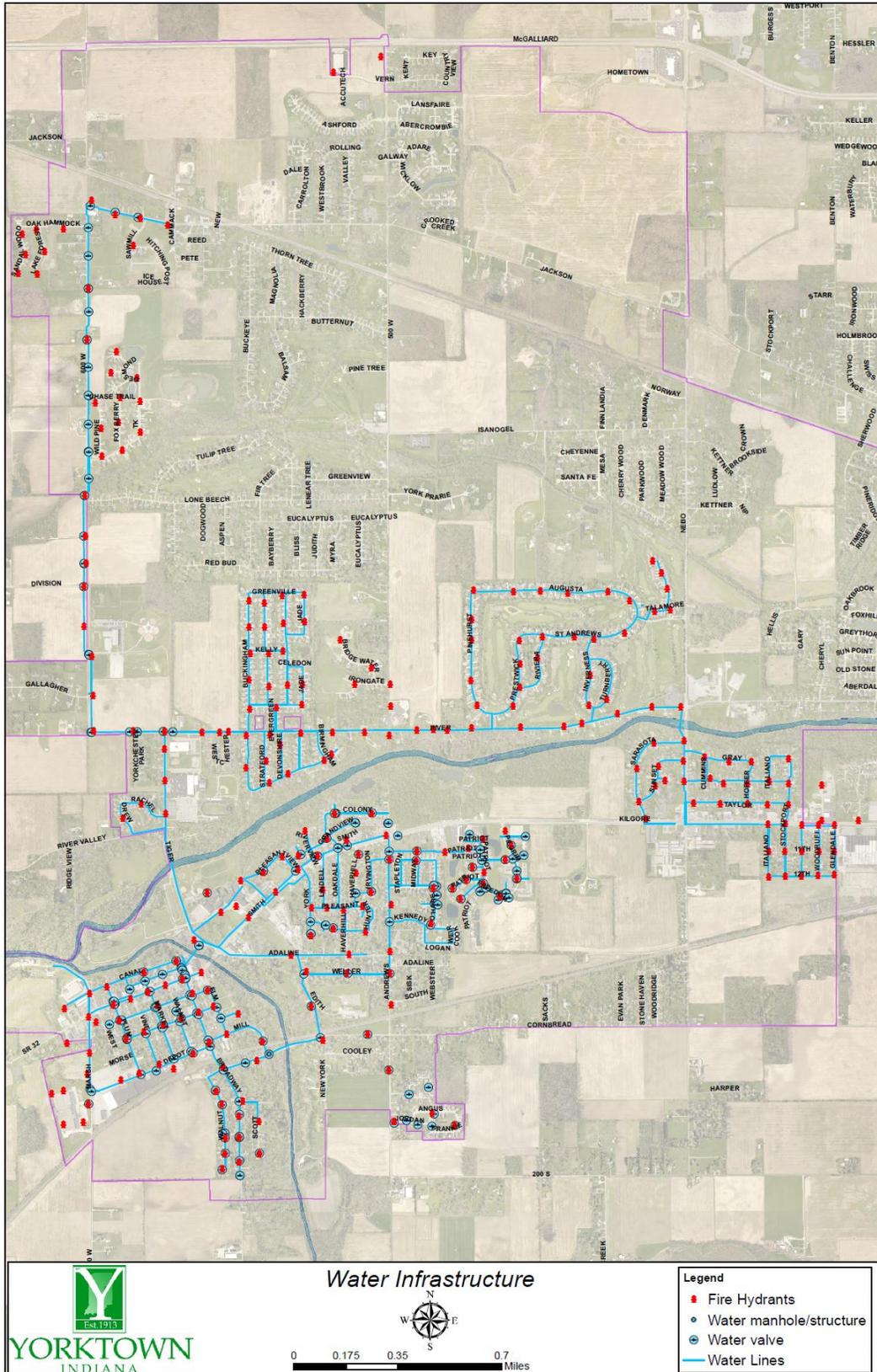
The Yorktown Water Department is a municipally-owned utility located in the Town of Yorktown. The utility serves a population of 5,400 with roughly 2,000 residential connections. The Source Water is listed as wells #1, #2, #3 and #4, all of which are active.

Yorktown currently has three full-time water employees, including two operators and a superintendent.

In order to maintain good water quality, the Town plans to complete upgrades the system will require in the next few years. Below is a current water system map for the Town.

The areas in the Water Systems Map that are not reached by the Yorktown system are served by private wells.

Water System Map

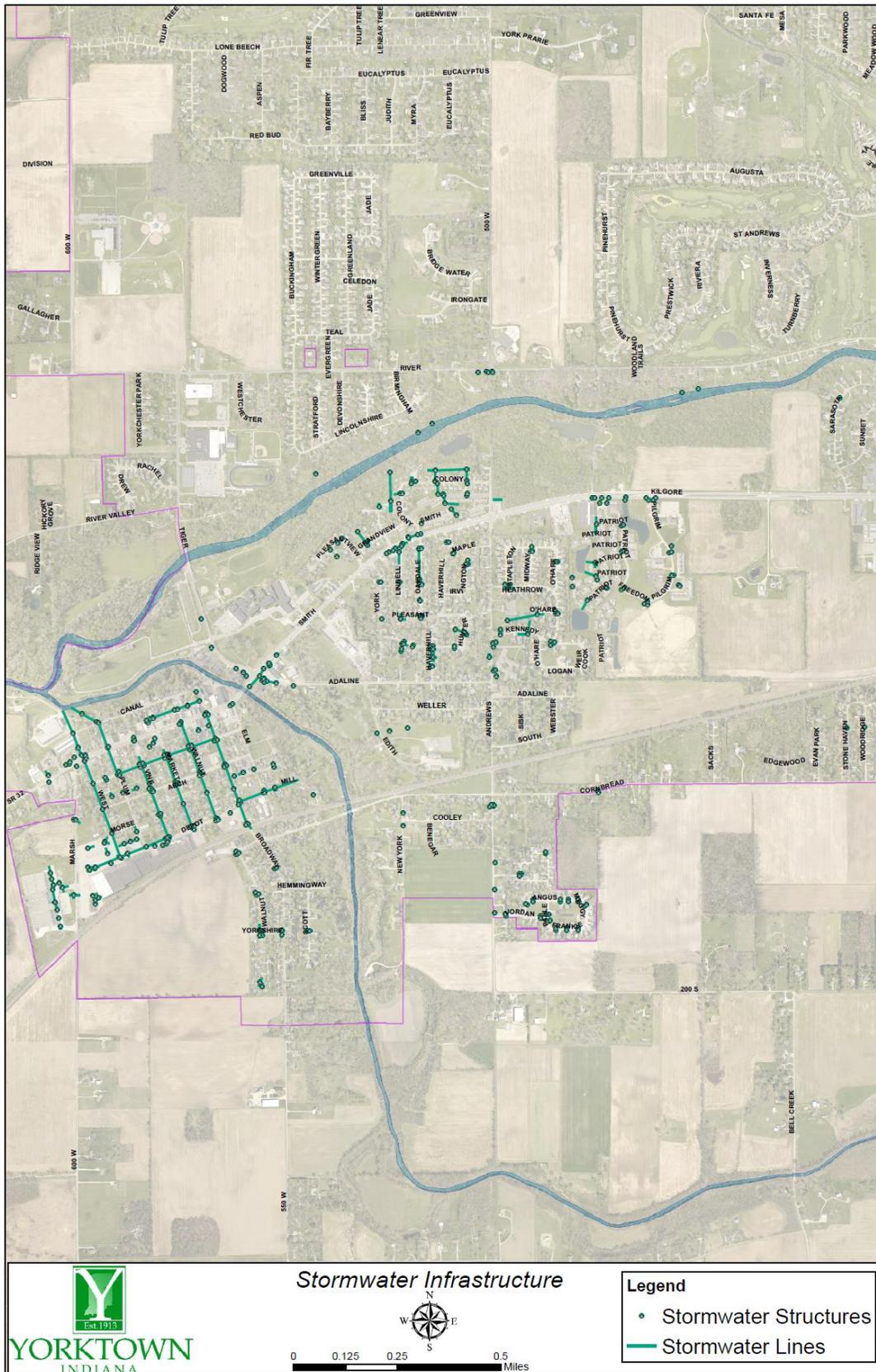


Stormwater

Like many towns in Indiana, the Yorktown stormwater system is a combination of different methods and constructed systems. The current system in Yorktown is controlled through a network of pipes, catch basins, and inlets; overland flow; detention ponds and wetland areas.

The primary drainage feature in this area is the White River, which runs throughout the southern half of the town. Buck Creek comes into Yorktown from the south and is a tributary to the White River. These two waterways serve as the drainage conduit for most of the downtown area running southwest out of town. The White River runs alongside the wastewater treatment facility, serving as the effluent outfall. Buck Creek discharges into the White River to the east of the wastewater treatment plant. This project is located in the main White River Watershed and Southwest White River Watershed.

Stormwater System Map



Other Services

Gas Service

Yorktown is served by Vectren for its gas services.

Electric Service

Yorktown is served by Indiana Michigan Power.

Internet Service

Yorktown citizens are served by several different providers. There are three major providers for internet service: Xfinity (cable), AT&T (DSL) and HughesNet (satellite).

COMMUNITY FACILITIES POLICY

Goal:

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

Objectives:

- Plan for the installation, expansion, and regular maintenance of facilities and services to sustain appropriate service levels for future growth and economic development.
- Consider partnering with private and nonprofit organizations to leverage existing resources for developing and implementing a community a disaster management plan.
- Continue cooperative agreement with Delaware County for snow removal beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.
- Continue cooperative agreement with Delaware County Sheriff's Dept. for policing beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.
- Work with Delaware County to continue to maintain a comprehensive stormwater master plan that promotes natural drainage as opposed to new infrastructure.
- Continually monitor the sewer collection system and water wells for capacity as the community continues to grow.
- Develop a data sharing and communication system for all municipal offices.



ECONOMIC ENVIRONMENT



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

There are disturbing trends in America making overcoming economic weakness harder and harder:

1. The formulation of large discount trade stores has created a steep decline in retail trade in small communities.
2. A new global economy has brought greater international competition for low-wage industries and many have moved their operations abroad, resulting in loss of an economic base in small town America.
3. The reduction of economic development grants by the federal government is resulting in communities having to foot more of the bill for their economic development efforts.
4. Small community banks are a critical source of financing for local residents by filtering savings into local businesses and by purchasing locally issued municipal bonds.

These trends result in small downtowns across America realizing the need of taking inventory of their economic assets and setting economic goals and objectives by creating an economic development plan as a part of their community's comprehensive development plans.

The economic setting is concerned with employment statistics and the general economic development of Yorktown. These elements relate to the residents of the planning area, how they earn a living and their living standards.

ECONOMIC STATISTICS

Employment Status Town of Yorktown 2015 American Community Survey				
Category	Number	Percent of Total		
	<i>Yorktown</i>	<i>Yorktown</i>	County	State
In labor force	5,667	64.7%	59.0%	65.6%
Employed	5,364	61.2%	53.0%	60.0%
Unemployed	303	3.5%	6.0%	5.5%
Not in labor force	3,093	35.3%	41.0%	34.4%

Household Income Town of Yorktown 2010 U.S. Census				
Category	Number	Percent of Total		
	<i>Yorktown</i>	<i>Yorktown</i>	County	State
Less than \$10,000	89	2.1%	10.8%	7.2%
\$10,000 to \$14,999	215	5.0%	7.6%	5.6%
\$15,000 to \$24,999	282	6.5%	14.7%	11.7%
\$25,000 to \$34,999	538	12.5%	12.0%	12.0%
\$35,000 to \$49,999	508	11.8%	16.5%	15.6%
\$50,000 to \$74,999	1,051	24.4%	17.2%	20.1%
\$75,000 to \$99,999	554	12.9%	9.4%	12.5%
\$100,000 to \$149,999	724	16.8%	8.4%	10.3%
\$150,000 to \$199,999	217	5.0%	1.8%	2.8%
\$200,000 or more	128	3.0%	1.6%	2.2%
Median Household Income	\$59,833		\$38,830	\$47,697



Occupation Town of Yorktown 2010 U.S. Census				
Category	Number	Percent of Total		
		Yorktown	County	State
Management, professional and related occupations	2,165	40.4%	30.8%	31.3%
Service occupations	992	18.5%	23.0%	16.4%
Sales and office occupations	1,354	25.2%	23.7%	24.5%
Natural resources, construction, extraction and maintenance occupations	237	4.4%	7.4%	9.6%
Production, transportation and material moving occupations	616	11.5%	15.2%	18.3%

Commuting to Work Town of Yorktown 2010 U.S. Census				
Category	Number	Percent of Total		
		Yorktown	County	State
Vehicle (travel alone)	4,850	92.3%	79.8%	83.2%
Vehicle (carpool)	275	5.2%	8.9%	9.0%
Public transportation	0	0.0%	1.8%	1.1%
Walked	0	0.0%	4.7%	2.1%
Other means	36	0.7%	1.9%	1.4%
Worked at home	93	1.8%	2.9%	3.3%
Mean travel time to work (minutes)	20.3		20.6	23.3
Worked inside county	82.5%		81.2%	na
Worked outside county	17.0%		17.9%	na

Since there is no U.S. Census data at the township level for economic data, the following data will be for the Town of Yorktown area as of the 2010 census. Not until the new census in 2020 will they have information for the reorganized Yorktown area which will include all of Mt. Pleasant Township.

CURRENT ECONOMIC DEVELOPMENT

Since 2008, the U.S. economy has been recovering from a recession. Unemployment rates at the height of this recession (2010) were 12.9% in Delaware County and 11.8% in Indiana. The US economy has since recovered and the unemployment rate in Delaware County for 2016 was only 6.2% and the State was 5.1%.

The majority of the workforce in Yorktown since the 1990's has been primarily in the management and professional industries. Yorktown is considered a "bedroom community" within Delaware County. Only 17% of the workforce goes to employment outside of Delaware County. The majority works in the county and presumably in the Muncie area. Yorktown's visibility along SR 32 through the heart of the Town and its access to I-69 makes it attractive to commercial businesses. It has an I-69 interchange at its northwest side.

For the purposes of this Plan we will split the economic development into two divisions, the main commercial area of Yorktown or "Downtown" and everything else outside of the downtown area or "Yorktown".

DOWNTOWN

Existing Conditions

Historically, the area between West St. and the Buck Creek has been the heart of commercial activity for the citizens of Yorktown since the 1800's.

Yorktown is fortunate to have some intact historic downtown buildings. A few buildings have been lost in the past few years leaving opportunities for infill building. There are very few vacant buildings and several different types of retail services occupy the majority of the downtown buildings.

Downtown Redevelopment Plan (2016)

In 2016, Yorktown completed a study of its downtown area. The Yorktown Redevelopment Commission (YRC) set forth to create a Downtown Redevelopment Plan with goals as follows: exciting program elements, build-able design direction, realistic budgets, and implementation strategies. The two key reasons for the downtown revitalization of Yorktown are (1) Fiscal Sustainability; and (2) Quality of Life for Residents.



The Plan was developed to address certain elements that would help to develop the downtown area:

- Build upon the abundance of existing community assets.
- Long-term economic sustainability (while addressing challenges of tax caps).
- Enhance viable properties and address vacant or dilapidating buildings.
- Implement proven concepts to enhance commercial tax base.
- Live, work, play here - Provide desired amenities for residents.
- Create a vibrant downtown that attracts new business and retains employers.
- Keep discretionary spending in Yorktown - restaurants, etc.
- Provide opportunities for great public open space and vibrant and functional architecture.
- Improve quality of life for all residents while potentially increasing property values.

In order to help guide the redevelopment of downtown, the following principles were derived from discussion in meetings with the Yorktown Redevelopment Commission. These elements were subsequently adopted as the driving force behind the study.

1. Create a social and economic hub for the Town of Yorktown. A central hub in downtown Yorktown will develop social interactions and economic development. The central hub connects to places to live, work and play in the community.

2. Develop a destination downtown Yorktown. A downtown Yorktown that attracts and draws visitors into the core of the Town to experience the culture, enjoy the social events and patronize the local businesses.

3. Create a multi-generational attraction. With Yorktown Schools as a keystone of our community and Morrow's Meadow the premier community destination, create a space which connects these two community assets to the downtown core. Furthermore, this connection needs be suitable for multi-generational with a strong focus on young families.

4. Develop a project which creates a "culture" unique to Yorktown. Create and nurture a culture, unique to Yorktown, where residents feel a sense of pride and belonging with this project at the core. A place where residents would want to live, work, learn and play in the community.

This Redevelopment Plan has set out an ambitious Implementation Plan to be accomplished in the next 5 to 10 years. Projects from improving the downtown infrastructure (sidewalks, streetlights, parks, etc.) to rehabbed and new buildings for commercial and residential use are part of the Plan. Expanding the TIF district and using other financial incentives to attract developers as well as updating the zoning regulations are some tools to be used for the implementation of the Plan.

- The Redevelopment Plan can be viewed in its entirety at:
http://www.yorktownindiana.org/eGov/documents/1481742155_57366.pdf

Façade Grant Program

In 2014, the Town adopted the Downtown Yorktown Façade Grant Program as part of the Downtown Action Agenda to help revitalize the downtown area. The Façade Grant Program provides a mechanism by which businesses in Downtown Yorktown can receive matching funds to help finance outdoor renovations to their buildings such as re-painting, replacing windows, brickwork and more. In recent years, businesses such as US Architects have utilized the Façade Grant Program to great success.

Applications are accepted on an ongoing basis and will be reviewed in the month following their submission.

YORKTOWN

Commercial Use Overview

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

Existing Conditions

The main commercial corridor in Yorktown outside of the downtown area runs along SR 32 from Tiger Dr. east to the town limits with Muncie.

In the northern part of Yorktown there is a small commercial area in the historic village of Cammack which consists of a restaurant, offices, and retail shops.

Business (office/light industrial) Use Overview

Business (office) and Light Industrial land use in a community provide employment and contribute positively to the local tax base. These uses however do have the potential to promote transportation conflicts and pollution.

Existing Conditions

Most of the office commercial and retail commercial runs along SR 32 east of the downtown area. A now defunct distribution center for Marsh Supermarkets lies to the south of the downtown off of SR 32 and along the railroad tracks.

Yorktown does have an industrial park on the southeast corner of I-69 and SR 332. Park One Business Park is strategically located on Interstate 69 at Exit 41, and is home to Mursix Corporation, Save-A-Lot Distribution Center, and alternative energy company Brevini USA (Corporate Headquarters).

The park encompasses 280 acres of land, with more than 1,000 additional acres of land that could be made available for development. A 1,300 acre Tax Increment Finance (TIF) district is in place.



FUTURE ECONOMIC DEVELOPMENT

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

As Yorktown will continue to grow as a “bedroom community” for both the Muncie/Delaware County area, the community will still need some commercial and professional services growth for the general population. The Town has good communications with the Delaware County Economic Development Alliance and should continue to work with them as well as the local business owners to develop and retain a healthy economic atmosphere in Yorktown.

General

The Muncie-Delaware County Chamber of Commerce has developed the Vision 2021 economic development plan, much of which affects Yorktown. The Yorktown Chamber of Commerce should utilize this plan which would help the community to:

- Identify the stakeholders and get them to participate in the planning process;
- Determine the community's current condition providing information on community setting, trends, issues and factors affecting economic development;
- Identify and map businesses that currently make up the economy;
- Define economic development options and document the analysis conducted in determining how to manage future economic development efforts;
- Identify community concerns and goals for economic development; and
- Develop policies that translate community concerns and goals into clear statement.

The Town of Yorktown is currently developing a Business Retention and Expansion (BRE) Program to identify opportunities to support local businesses. The BRE Program will allow the Town to retain successful businesses, assist struggling businesses, and attract new businesses to the community.

2015 National Citizens Survey

The National Citizens Survey (NCS) that was completed in 2015 surveyed many facets of the community and the local economy was one. The following was the summary from the report about the Yorktown views on the local economy...

Survey participants indicated that Economy is an important facet for Yorktown to focus on in the coming years. Within Community Characteristics, about 6 in 10 residents felt the overall economic health of Yorktown was excellent or good, however less than 2 in 10 respondents felt shopping and employment opportunities were excellent or good. Within Governance, less than half of survey respondents rated economic development as excellent or good. Residents were also asked a special interest question about the importance of nine potential focuses for the future of the Town to have related to economic development. At least two-thirds of residents felt each of the nine potential focus areas were essential or very important including supporting and retaining existing businesses, job creation and focusing on downtown residential and commercial development.

Here were the results of economic interest:

General Economy

	Excellent	Good	Not Sure	Fair	Poor
Overall economic health of Yorktown	52	204	24	128	31
	12%	46%	5%	29%	7%
	58%			36%	
Economic development	48	98	89	117	67
	11%	23%	21%	28%	16%
	35%			44%	
Cost of living in Yorktown	61	186	6	148	29
	14%	43%	1%	34%	7%
	57%			41%	
Yorktown as a place to work	53	79	122	89	88
	12%	18%	28%	21%	20%
	31%			41%	
Employment opportunities	10	40	89	115	176
	2%	9%	21%	27%	41%
	12%			68%	

Business Economy

Overall quality of business and service establishments in Yorktown	Excellent	Good	Not Sure	Fair	Poor
	28	152	13	187	52
	6%	35%	3%	43%	12%
	42%			55%	
Vibrant downtown/commercial area	Excellent	Good	Not Sure	Fair	Poor
	19	63	10	195	142
	4%	15%	2%	45%	33%
	19%			79%	
Ease of public parking	Excellent	Good	Not Sure	Fair	Poor
	98	189	12	111	28
	22%	43%	3%	25%	6%
	66%			32%	
Availability of affordable quality food	Excellent	Good	Not Sure	Fair	Poor
	39	119	7	143	131
	9%	27%	2%	33%	30%
	36%			62%	
Shopping opportunities	Excellent	Good	Not Sure	Fair	Poor
	5	43	6	133	241
	1%	10%	1%	31%	56%
	11%			87%	

Future Economy

Attracting new business and industry	Essential	Very Important		Somewhat Important	Not Important
	262	128		39	3
	61%	30%		9%	1%
	90%			10%	
Supporting and retaining existing businesses	Essential	Very Important		Somewhat Important	Not Important
	277	139		16	1
	64%	32%		4%	0%
	96%			4%	
Job creation	Essential	Very Important		Somewhat Important	Not Important
	223	154		53	3
	52%	36%		12%	1%
	87%			13%	
Downtown residential development	Essential	Very Important		Somewhat Important	Not Important
	114	157		130	27
	27%	37%		30%	6%
	63%			37%	
Downtown business development	Essential	Very Important		Somewhat Important	Not Important
	215	171		40	6
	50%	40%		9%	1%
	89%			11%	



YORKTOWN

Commercial Use (Future outside of Downtown)

What the community would like to see are more general or specialty retail and dining businesses to cater to the growing population. Being able to have entertainment activities locally was another item stressed by the public.

The areas denoted for future commercial (retail) use are for the area east of the downtown along SR 32, where there is current commercial and office use, areas along SR 332 between Nebo Rd. and west to 700 W, as well as the area in the southeast corner of the I-69 interchange. (See the Future Land Use Map on page 68)

Business (office/light industrial) Use (Future)

Future areas designated for any office or light industrial uses are likely to be located in areas near SR 32, the area around and including the Marsh distribution complex, and other appropriate areas. The existing Park One Industrial Park at the southeast corner of I-69 and SR 332 is also likely to see increased future industrial uses. (See the Future Land Use Map on page 68)

DOWNTOWN

Yorktown should follow the 2016 Downtown Redevelopment Plan for all of its future development efforts. This Plan will be instrumental for the future redevelopment and any new developments which may occur in the old downtown area of Yorktown.

ECONOMIC DEVELOPMENT POLICY

Goal:

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

Objectives:

- Implement the 2016 Downtown Redevelopment Plan.
- Continue working with the Muncie-Delaware County Chamber of Commerce Vision 2021 program, which focuses on economic development and includes business-education partnership programs.
- Coordinate partnerships between the public and private sectors to work towards complementary economic development goals.
- Promote retail that will attract a larger share of the regional market and enable self-sufficiency providing essential goods and services to the community.
- Develop specific development standards to foster economic development and community character in identified areas of Town.



LAND USE



Looking at the existing land use in Yorktown can tell us about how the community has developed and grown over time. It also gives us a look at how the town may develop in the future. The planning area incorporates the land within the town limits and also looks at all of Mt. Pleasant Township as well.

Land use policy is determined by an analysis of present land use patterns, assessing any problems associated with these land use trends, and recommendations for future land use. A general evaluation of existing land use is discussed first and is based upon generalized existing land use maps prepared during the planning process. Next, future land use maps for Yorktown are presented along with policy recommendations to guide future land use decisions. The future land use maps must be used in conjunction with the text of the comprehensive plan when considering zoning map amendments and development proposals.

The goals and objectives stated in the plan, as well as background information such as environmental data, should be considered on a site by site basis. Although land use plans are reported relative to political boundaries, land use trends do not respect such boundaries. Land use activities occurring at the edge of one political subdivision influence the demand for similar activities on the opposite side of the boundary in another political subdivision. Therefore, development activities occurring in Yorktown can affect change in the areas in and around Yorktown.

Yorktown has grown in a series of dramatic spurts. In the 1950s, the Town grew to the north and west, establishing itself on the north side of the White River. Then, in the late 1960s, it nearly doubled its population, extending east to Andrews Road. Less than 10 years later, it doubled again, this time by extending its borders east all the way to the western corporate limits of the City of Muncie.

In 2005 and 2006, the Town undertook two major voluntary annexations that extended its corporate limits north to State Road 332. In total, these two new annexations added more than 2,100 parcels, 3,500 acres, and 4,000 citizens to the Town of Yorktown.

The most recent change to its boundaries took place in 2013, when the Town of Yorktown and Mt. Pleasant Township entered into a reorganization that would join the two governmental entities together.

ZONING REGULATIONS

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

To clarify, there is a significant difference between the two. Land use designations included in the Comprehensive Development Plan are plans for the future. Whereas zoning designations

more specifically define what use is currently allowed on a specific parcel, and outline design and development guidelines for those intended uses such as setbacks, minimum lot sizes, buffering and landscaping requirements, etc.

The comprehensive plan is a guide or recommendation for the use of the zoning ordinance and, to a lesser extent, the subdivision control ordinance. It suggests, in general terms, proposed uses for land within the locality, as well as the proposed location of utilities and public facilities such as schools, fire stations and parks. The plan also makes long-term projections of population growth. The zoning ordinance actually establishes the rules governing the use of land. The zoning ordinance divides a locality into different zoning districts and spells out allowable uses for each district such as agriculture, industry or commercial use. The zoning ordinance is not a mere recommendation as is the comprehensive plan. In the case of a conflict concerning land use between the comprehensive plan and the zoning ordinance, the zoning ordinance controls. The subdivision ordinance governs the process for dividing land from larger parcels into lots. While the subdivision ordinance is entirely separate from the zoning ordinance, the zoning ordinance establishes the minimum lot size for each zoning district.

The zoning districts indicate how land use and development has been shaped. The prevalence of commercial related activities, the character of the housing stock and the special importance of development along State Roads 32 and 332 are all reflected in the choice of zoning districts. The zoning in Yorktown closely follows the current land use.

The existing Yorktown Zoning ordinance defines fifteen use districts and their primary purposes. All of the zoning districts in the Yorktown Zoning Ordinance stand alone and are not a part of a hierarchical system of zoning. For example, what is permitted in the C1 district is not necessarily permitted in the C2 district or any other zoning district.

Only those land uses and development standards which are expressly permitted and noted for each district apply. For the purpose of the Zoning Ordinance, the planning jurisdiction is divided into the following zoning districts for the general uses as stated:

PR-Parks and Recreation: This district is established for parks, open space, trails, recreational, and conservation areas both public and private.

R1-Low Density Single-family Residential: This district is established for single family, detached, medium to large sized homes on medium to large sized lots.

R2-Medium Density Single-family Residential: This district is established for single-family, detached, medium sized homes on medium sized lots.

R3-High Density Single-family Residential: This district is established for single-family, detached, small to medium sized homes on small to medium sized lots.



R4-Heritage Residential: This district is established for existing older, single-family neighborhoods in Yorktown.

M1-Low Density Multiple-family Residential: This district is established for small-scale, low density, multiple-family developments, duplexes, triplexes, and quadplexes.

M2-Medium Density Multiple-family Residential: This district is established for medium to large scale, medium density, multi-family developments.

MP-Manufactured Home Park: This district is established for leased lot developments (typically mobile or manufactured home parks) which typically lease dwelling sites for single-wide and double-wide manufactured homes.

IS-Institutional Uses: This district is established for institutional and municipal owned lands both public and quasi-public, where the use is for public purpose and is anticipated to remain permanent.

OC-Office Commercial: This district is established for small to moderate scale office uses with provisions for some complementary uses.

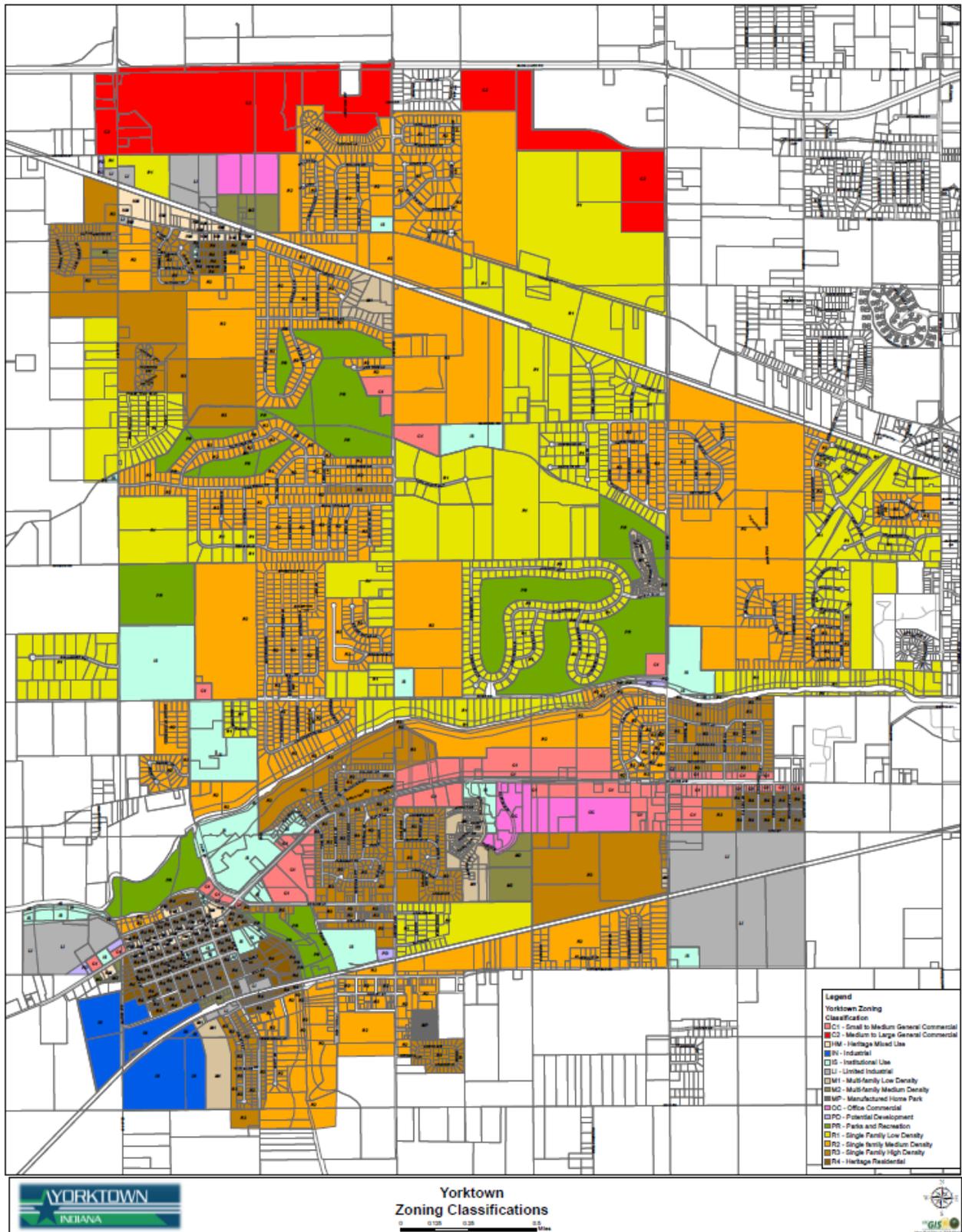
HM-Heritage Mixed Use: This district is established for special issues and land use goals for the downtown area in the Town of Yorktown.

C1-Small to Medium Scale General Commercial: This district is established for a wide variety of retail, commercial, services, entertainment, and eating establishments that are small to medium in scale, and low to medium intensity.

C2 -Medium to Large Scale General Commercial: This district is established for a wide variety of retail, commercial, service, entertainment, and eating establishments that are medium to large in scale, and medium to high intensity.

LI-Limited Industrial: This district is established for small business parks, light manufacturing facilities, distribution operations, light manufacturing parks, very high intensity retail, and utility usage.

Yorktown Zoning Map



ANNEXATION

On January 1, 2013 the Town of Yorktown and Mt. Pleasant Township reorganized both political subdivisions and that the reorganized political subdivision resulting from the reorganization plan would be known as the “Town of Yorktown, Indiana”. This reorganization meant that the Town of Yorktown and the Township of Mt. Pleasant would cease to exist as separate political subdivisions. This reorganized political subdivision would act as a “town” and would be governed as such (see **Appendix E**). Because of this reorganization, Yorktown is no longer in need to annex additional lands into its municipality.

EXISTING LAND USE

The existing land uses in Yorktown consists of primarily residential land use, commercial land use, institutional land use, light industrial land use and areas continuing as open space or vacant land. Most of the open space land use is used for agricultural purposes or parks.

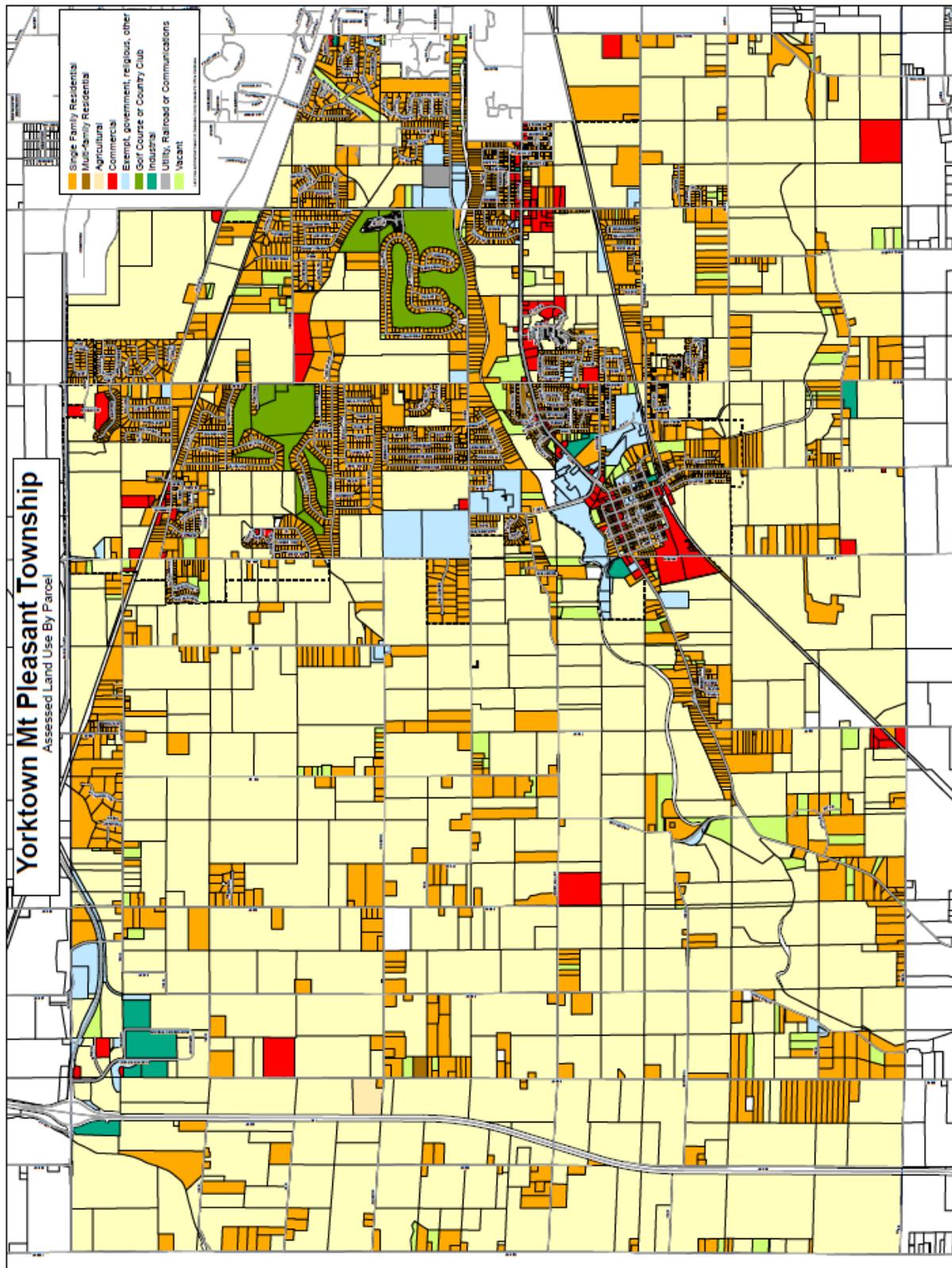
Yorktown consists of primarily agricultural land use (54.0%) making it a uniquely rural community in its western areas. Residential land (16.6%) is the next biggest land use category primarily due to the growing subdivisions on the east and northern sections. This is the highest percentage of residential growth in Delaware County thus cementing its status as a bedroom community of the Muncie metro area. Because of the White River and its tributaries, floodway takes up a large portion (15.5%) of the land. There is only about 1.9% of the land that is considered open space or park land. Industrial uses are the next highest land use at 4.7%. Commercial/office/light industrial land usage represents only about 5.7% of the total. Another 1.3% is used for institutional uses such as schools and government uses.

Existing Land Use Yorktown/Mt. Pleasant Township		
Land Use Type	Acres*	Percent of Land Total
Agricultural	11,730	54.0%
Residential	3,606	16.6%
Floodway	3,367	15.5%
Industrial	1,021	4.7%
Commercial	804	3.7%
Light Industrial	434	2.0%
Open Space	413	1.9%
Institutional	282	1.3%
Small scale Infill	13	0.06%
Mixed Use	7	0.03%
Total	21,677	100.0%

**Approximate acres within Mt. Pleasant Township*



Current Land Use Map



Residential Use Overview

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

Housing

The existing housing stock in Yorktown is similar to that which is common in small cities and towns throughout Indiana. The housing stock is dominated by single-family detached homes. Most of the single-family homes in the downtown area sit on less than one-fourth acre lots which make up the original platted town or “old town” area.

The majority of the residential area lies in the northern and eastern parts of Yorktown. These homes sit on a third of an acre to half an acre in general. There are several multi-family housing units in the town.



Housing by Type

The Town of Yorktown has approximately 4,604 housing units according to the 2015 U.S. Census/American Fact Finder Survey. The housing units are predominantly single family dwellings. Single-family homes make up 91.7% of the total housing units. Apartment complexes make up the next highest percentage at 4.8% of the total housing units.

Housing Units by Type Town of Yorktown 2015 U.S. Census/American Fact Finder Survey				
Type	Number	Percent of Total		
	Yorktown	Yorktown	County	State
One Unit, Detached	4,028	87.5%	72.2%	72.5%
One Unit, Attached	193	4.2%	2.6%	3.4%
Two to Four Units	128	2.3%	8.7%	6.3%
Five to Nine Units	76	1.7%	4.5%	4.8%
Ten or More Units	154	4.8%	7.4%	7.5%
Mobile Home/Other	45	1.0%	4.6%	5.4%
Total	4,604	100.0%	100.0%	100.0%
Owner Occupied	3,560	82.7%	63.8%	71.5%
Renter Occupied	746	17.3%	36.2%	28.5%
Total Occupied	4,306	100.0%	100.0%	100.0%
Total Vacant	298	6.5%	12.6%	11.3%
Total	4,604	100.0%	100.0%	100.0%

Out of the 4,306 occupied units, 3,560 or 82.7% are owner occupied. The home ownership rate is well above the state average of 71.5% and the county average of 63.8%.

The total of number rental units is 746 or 17.3%. This rate is much lower than the county average of 36.2% and lower than the state average of 28.5%.

298 units or 6.5% of the housing stock were reported vacant at the time of the survey. This amount is well below the county rate of 12.6% and the state rate of 11.3%.



Housing by Age

The Town of Yorktown has a comparatively younger housing stock. Almost three fourths of the current housing stock or approximately 73.1% of the homes were constructed after 1960, which makes them around 50 years and newer.

Only 26.9% of these were built before the 1960’s which reflects the bedroom community nature of Yorktown. By comparison, only 54.6% percent of Delaware County houses were built before the 1960’s and 62.6% for the entire state. The 1990’s showed the highest percentages of new housing units constructed recently. Approximately 18.0% of all the housing stock in Yorktown was built during this time period.

Year Structure Built Town of Yorktown 2015 U.S. Census/American Fact Finder Survey				
Year Built	Number	Percent of Total		
	<i>Yorktown</i>	<i>Yorktown</i>	County	State
2010 or later	14	0.3%	0.3%	3.4%
2000 to 2009	576	12.5%	7.0%	8.4%
1990 to 1999	829	18.0%	10.1%	14.5%
1980 to 1989	386	8.4%	8.1%	10.1%
1970 to 1979	634	13.8%	13.9%	14.5%
1960 to 1969	927	20.1%	15.2%	11.7%
1950 to 1959	489	10.6%	16.1%	11.8%
1940 to 1949	164	3.6%	8.3%	6.4%
1939 or earlier	585	12.7%	20.8%	19.2%
Total	4,604	100.0 %	100.0%	100.0%



Housing by Value

The 2015 U.S. Census/American Fact Finder Survey reported the median housing value in the Town of Yorktown to be \$131,600, which is well above the state median value of \$123,000, and above the Delaware County average of \$87,700. The table below shows Yorktown's housing values in comparison with those of Delaware County and the State's. The median rent in Yorktown was \$712. This is higher than the state's median rent of \$683 and less than the county at \$903.

An increase in the median value of homes could indicate that the average size of homes is increasing which is the trend nationwide. According to the National Association of Homebuilders, the average square feet of a newly constructed home in the U.S. is 2,324. This is an increase from 2,057 square feet from 2000. If this trend continues, then more land may be devoted to residential land use in the future or development restraints will be needed to increase housing density.

Housing Value (owner occupied only) Town of Yorktown 2014 U.S. Census/American Fact Finder Survey				
Housing Value	Number	Percent of Total		
		Yorktown	County	State
Less than \$50,000	260	7.3%	20.9%	9.4%
\$50,000 to \$99,999	961	27.0%	38.3%	27.4%
\$100,000 to \$149,999	982	27.6%	20.1%	26.7%
\$150,000 to \$199,999	550	15.4%	11.3%	16.6%
\$200,000 to \$299,999	463	13.0%	5.4%	12.0%
\$300,000 to \$499,999	334	9.4%	2.7%	5.7%
\$500,000 to \$999,999	0	0.0%	1.0%	1.8%
\$1,000,000 or more	10	0.3%	0.2%	0.4%
Total	3,560	100.00%	100.0%	100.0%
Median Value	\$131,600		\$87,700	\$123,000

Institutional Land Use Overview

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

Existing Conditions

Institutional uses in Yorktown are comprised of the town hall, town square, post office, library, parks, Yorktown schools, sewer treatment plant, police department, field operations building, churches and cemeteries.

Commercial Land Use Overview

Industrial Land Use Overview

Both of these can be found in Section 5 Economic Environment.

Agricultural Land Use Overview

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

Existing Conditions

The majority of the western and southern (below the rail lines) parts of Yorktown are primarily agricultural in use. These agricultural areas are speckled with residential land uses and some commercial establishments.

Open Space Land Use Overview

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

Existing Conditions

The majority of open spaces are primarily due to the floodway areas surrounding the White River, Buck Creek and the York Prairie Creek. Yorktown has very few park areas, but has several large tracts of open space for two golf courses that lie within the subdivisions in the northeastern part of Yorktown.

FUTURE LAND USE

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

Yorktown is dominated by flat agricultural lands to the north and west and rolling topography to the south and west due to the White River and Buck Creek.

Since there is almost unlimited area for development within Yorktown, mostly due to the vast areas of open agricultural lands in the western portion, the plans for any new development were discussed by the Steering Committee which expressed their preferences for how these areas should be developed.

This Future Land Use will guide how Yorktown will develop in the years to come. Yorktown will need to concentrate on preservation of existing structures and infill development in the old town area to enhance the community as well as utilizing the existing open areas for residential, commercial, and open space uses.

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

Residential

Any new residential land use has been limited to infill areas within the areas east of 650 W and to the southeastern areas mainly around the existing subdivisions. 650 W will act as an urban growth boundary for any new residential development.

Commercial (retail)

Most original downtown commercial areas are limited in space and buildings to accommodate new commercial establishments. Yorktown's downtown area has very few vacant lots as well as few vacant buildings that can be utilized for further downtown development.

Areas to the east and west of the Town along SR 32 are designated for future commercial uses. These areas already have commercial development so most of the new commercial would be infill along SR 32.

Areas to the north and west along SR 332 (above the railroad tracks) extending from 700 W east to the Muncie city limits are also designated for any new commercial growth. A small area on the southeast corner of the I-69/SR 332 interchange and north of the Park One Industrial Park is also designated for small commercial development.



Business (office)

Future business development (office/warehouse/light manufacturing) areas are to be situated on the south and east parts of Yorktown along SR 32 and mainly south of the railroad. These areas are abutting current commercial and light industrial areas which make them compatible for expansion of business uses.

Industrial

Future industrial land uses will continue in the existing Park One Industrial Park which lies southeast of the I-69/SR 332 interchange.

Institutional

Yorktown has plans for the expansion of several of its governmental buildings and infrastructure facilities. They currently have the land for any new expansions. The Yorktown Schools also have plan for future expansions and have the property needed for these new additions.

Open Space/Recreation

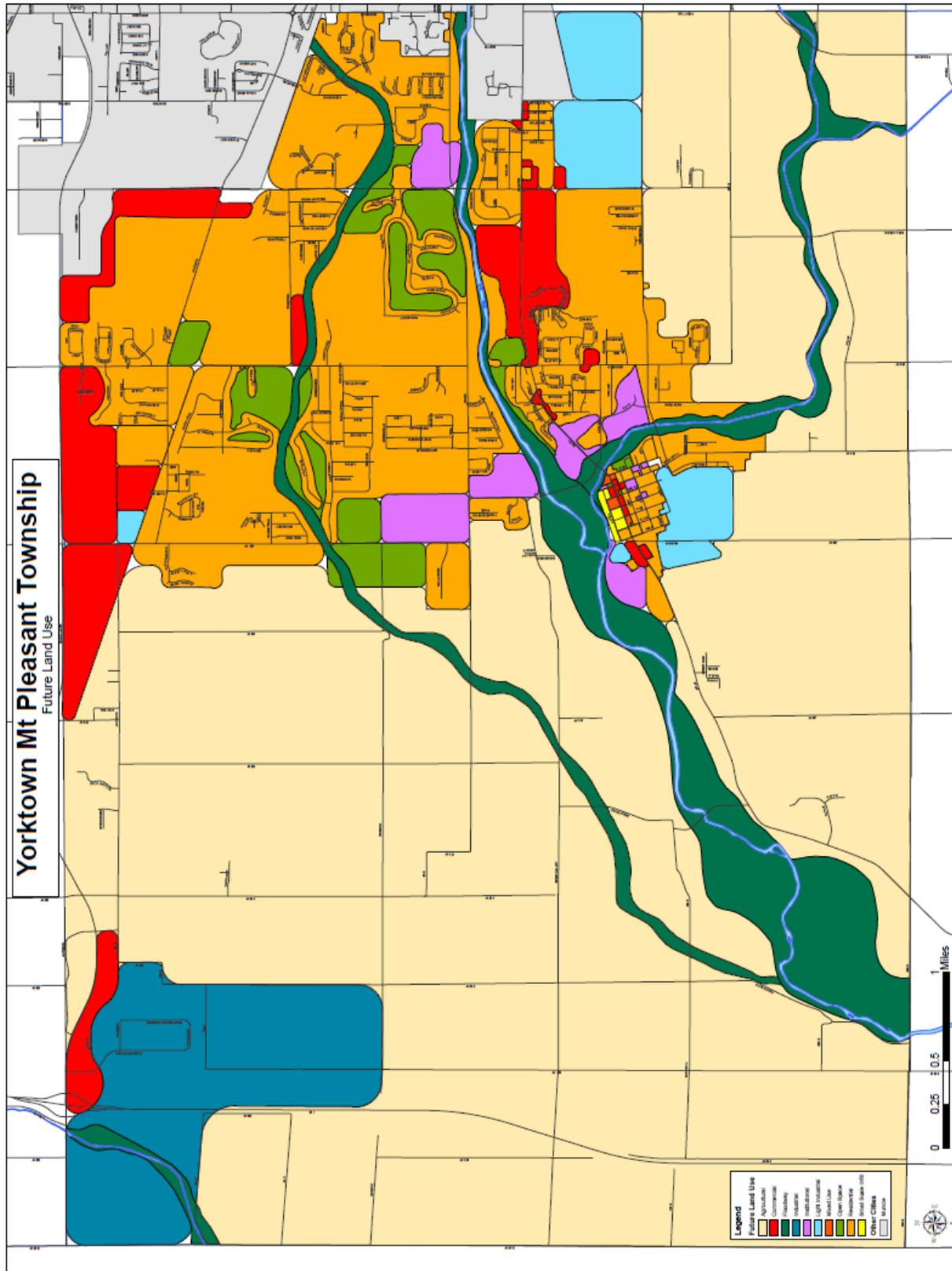
Per the Yorktown 5-Year Master Park Plan, the Park Board and the citizens would like to see more parks developed. There is sufficient land within the existing subdivisions to the north where there is currently a lack of public park facilities. North of the downtown an area is looked at for a possible new park as well as pocket parks within the older neighborhoods. The areas surrounding the current Sports Complex are slated for expansion of the ball fields and additional park needs.

There are several areas targeted to be left as open space or used for recreational purposes. The main areas will be along the White River, Buck Creek and the York Prairie Creek on either side. These are areas that lie within the floodway and which are wooded. These areas would be good for nature preserves as well as parkland and areas for new trails.

Agricultural

There is a large number of existing farm operations in the western and southern areas of Yorktown. It is likely that these areas will remain agricultural for the next few decades and it is the desire of Yorktown that these areas be preserved for agricultural uses.

Future Land Use Map



LAND USE POLICY

Goal:

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

Objectives:

- Apply, enforce and periodically update the Yorktown Comprehensive Plan, Zoning Ordinance, Zoning Map, Subdivision Control Ordinance, and Thoroughfare Plan.
- Establish land use policies beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.
- Investigate the possibility of creating overlay districts that are exclusive to certain areas of Town in order to further establish community identity and foster economic development.
- Adopt development standards for the 600W Corridor for commercial and industrial development.

GROWTH MANAGEMENT POLICY

Goal:

Manage and direct growth at a rate that maintains or improves fiscal, environmental and social sustainability in Yorktown.

Objectives:

- Apply and periodically update Yorktown's Comprehensive Plan, Zoning Ordinance, Zoning Map, Subdivision Control Ordinance, Subdivision Contraction Standards, and Thoroughfare Plan in order to adjust to growth patterns.
- Assess the remaining capacities of existing public facilities to determine if they can support new development.



TRANSPORTATION



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

The Yorktown area is part of the Delaware-Muncie Metropolitan Plan Commission (DMMPC) for transportation planning. The Delaware-Muncie Metropolitan Plan Commission is the Metropolitan Planning Organization (MPO), as designated by the Governor in the 1970's, for the Muncie Urbanized Area and is charged with carrying out a federally mandated continuing, cooperative and comprehensive transportation planning program that is required in order for Delaware County and its communities to receive federal transportation funds. The MPO works with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to carry out these activities and programs.

The MPO is responsible for the Transportation Improvement Plan that contains all future roadway improvements for the planning area. It was decided to follow the recommendations from the MPO for all transportation related needs for Yorktown. These recommendations are shown for the following categories of roadways, bikeways, trails, and public transportation in the maps on the preceding pages.

DELAWARE-MUNCIE METROPOLITAN PLAN COMMISSION MPO TRANSPORTATION PLAN

Existing Conditions

Roadways

The MPO has designated roadways in the Yorktown area as such:

I-69

Interstate 69 runs south-north from the Madison County Line to the Grant County Line. It is classified as a Rural Interstate, excluding a segment between the SR 67 and SR 32 interchanges in Daleville, where it is classified as an Urban Interstate. I-69 connects Delaware County to other metropolitan areas in Indiana and the national market and is part of the National Highway System.

I-69 runs through the far western part of Yorktown and the interchange at SR 332, provides a gateway entrance to the community.

SR 32/332

SR 32 runs west-east from the Madison County Line to the Randolph County Line. It begins at the Madison County Line east of Daleville and travels through Daleville northeast to Yorktown. From Yorktown, it travels east through central Muncie and Selma. SR 32 exits the county east of Selma at the Randolph County Line. From the Madison County Line to Tillotson Ave, SR 32 is

classified as an Urban Principal Arterial; however, it is classified as a Rural Minor Arterial for a two mile segment between Daleville and Yorktown. SR 332 runs west-east from Interstate 69 to Tillotson Avenue where the state route terminates. It continues eastward as McGilliard Road to the Muncie Bypass. It is classified as a Rural Major Collector from I-69 to County Road 700 West, a Rural Minor Arterial from there to County Road 500W and as an Urban Principal Arterial from County Road 500 West to Tillotson Avenue.

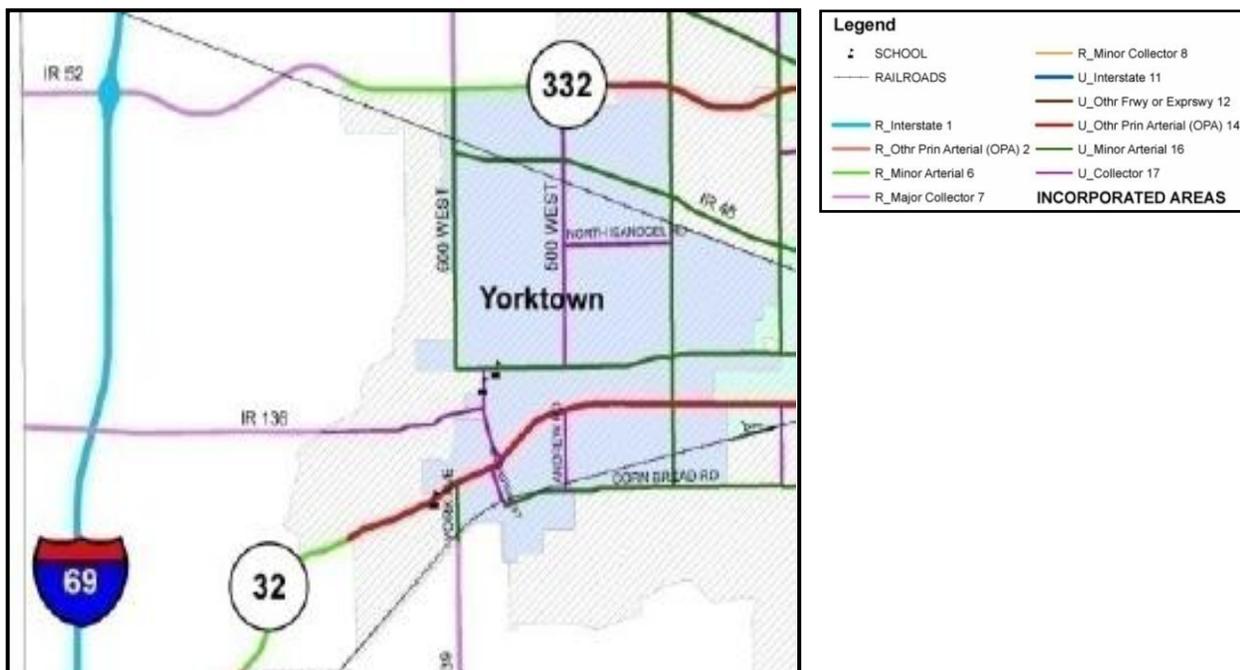
600 W; Jackson St; Nebo Rd; Cornbread Rd; York Ave; 300 W; W River Rd

These roadways have been designated as Urban Minor Arterials. Minor Arterials include several state routes of lesser significance as well as some county roads which serve high volumes of traffic. These road corridors should also be subject to access control measures as development occurs along them.

500 W; 50 N; Tiger Dr; Andrews Rd; W River Rd (west of Tiger Dr); Broadway St

These roads have been classified as Urban Minor Collector. These are county roads that play significant roles in moving traffic between arterial roadways, as well as funneling traffic from residential areas to the greater road network. This category also includes roads built within new subdivisions which serve to gather traffic from neighborhood streets and direct it to the larger roads in the system.

All other roads in Yorktown are considered Local Roads. Local Roads are roads that are not designated as arterials or collectors within the roadway hierarchy. They typically carry low volumes of traffic and driveway access is not strictly controlled. These roads move traffic over short distances at relatively low speeds, connecting travelers with the wider network of roads. This category also includes streets within subdivisions that serve primarily as access points for residential development.

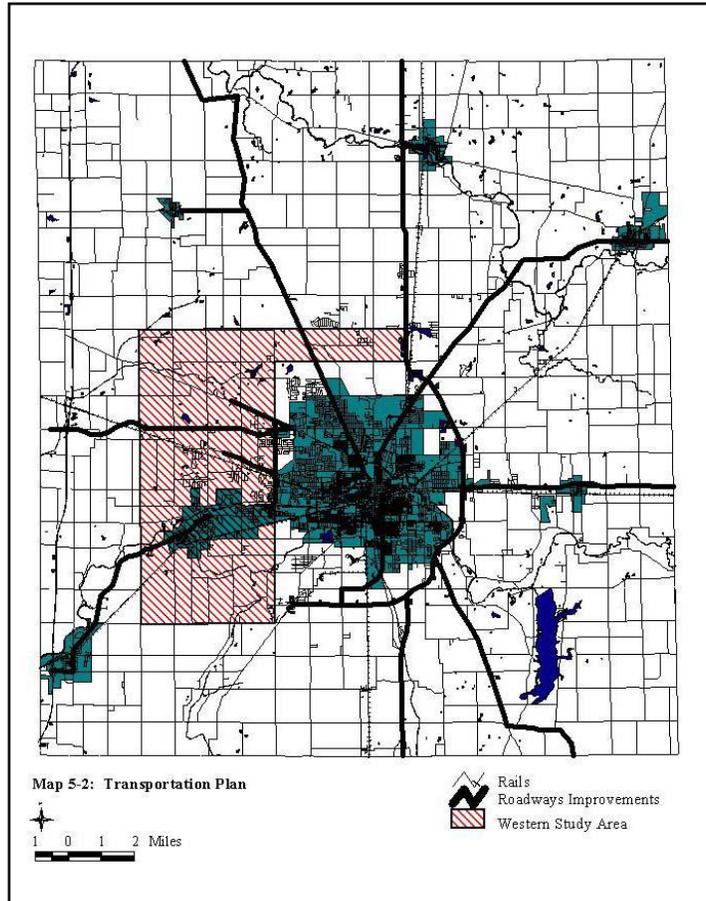


Western Growth & Arterial Analysis Study

The following are excerpts from the Western Growth & Arterial Analysis Study, which is incorporated by reference as a part of the MPO's Transportation Plan Update. It shows the extent of analysis used to study the concept of a "western loop" and the final conclusion that such a loop was not needed, nor supported by the data, at this time:

This project is a transportation study and network analysis for future transportation improvements designed to enhance travel movements in the development growth areas of Delaware County (including Muncie and Yorktown). The main purpose of the study is to determine the best combination of improvements to deal with congested traffic resulting from growth toward the north and the west edges of Muncie, Indiana. A second purpose of the study is to compare the impact of extending the Muncie Bypass around the north and west side of Muncie to the impact of a variety of alternative improvements.

The Study confirms the continuing need for most projects already proposed in the Long-Range Transportation Plan, and these should carry forward into the annual update of the Transportation Improvement Program.



The Western Growth Study did not recommend a new loop roadway on the west side. It did recommend improvements to the existing system and that approach holds true for current conditions today. Some improvements recommended in the study are no longer as expansive as recommended due, in large part, to the slow growth trends and unexpected economic downtrends that have been experienced in the late 2000's.

Traffic Accident Safety Analysis Data

The MPO keeps traffic accident and traffic volume data for the Delaware County area and uses it to analyze the transportation system and determine where safety problems exist. There are two intersections in the Yorktown planning area that made the Worst Rated Delaware County Accident Locations. These locations were a result of a sample of analysis the MPO does annually and is from a list of intersections with the current worst accident rates along with the number of accidents per year from 2008 through the first six months of 2013.

SR 332 at Morrison:

This location is at the west end of Muncie and the surrounding area has had some commercial development resulting in increased traffic. A majority of 26 of the 43 accidents at this intersection in 2012 and six months of 2013 were rear-ending collisions with 18 of them on SR 332. Eight of the other accidents were related to turning movements and one accident involved red-light running.

SR 332 at Nebo:

The change in grade on the north leg of Nebo causes some sight-distance problems. This location has not had a high accident rate until the first six months of 2013. During those six months there were 14 accidents including 11 rear-end collisions (6 eastbound) and two red-light running accidents. There were 14 accidents in all of 2012 with the majority (8) being rear-end collisions and none involving red-light running. INDOT has an improvement project to level the intersection so all approaching traffic can see each on the same level. The project has been completed and included other safety upgrades for the signals and traffic lanes.

Future Roadway Improvements

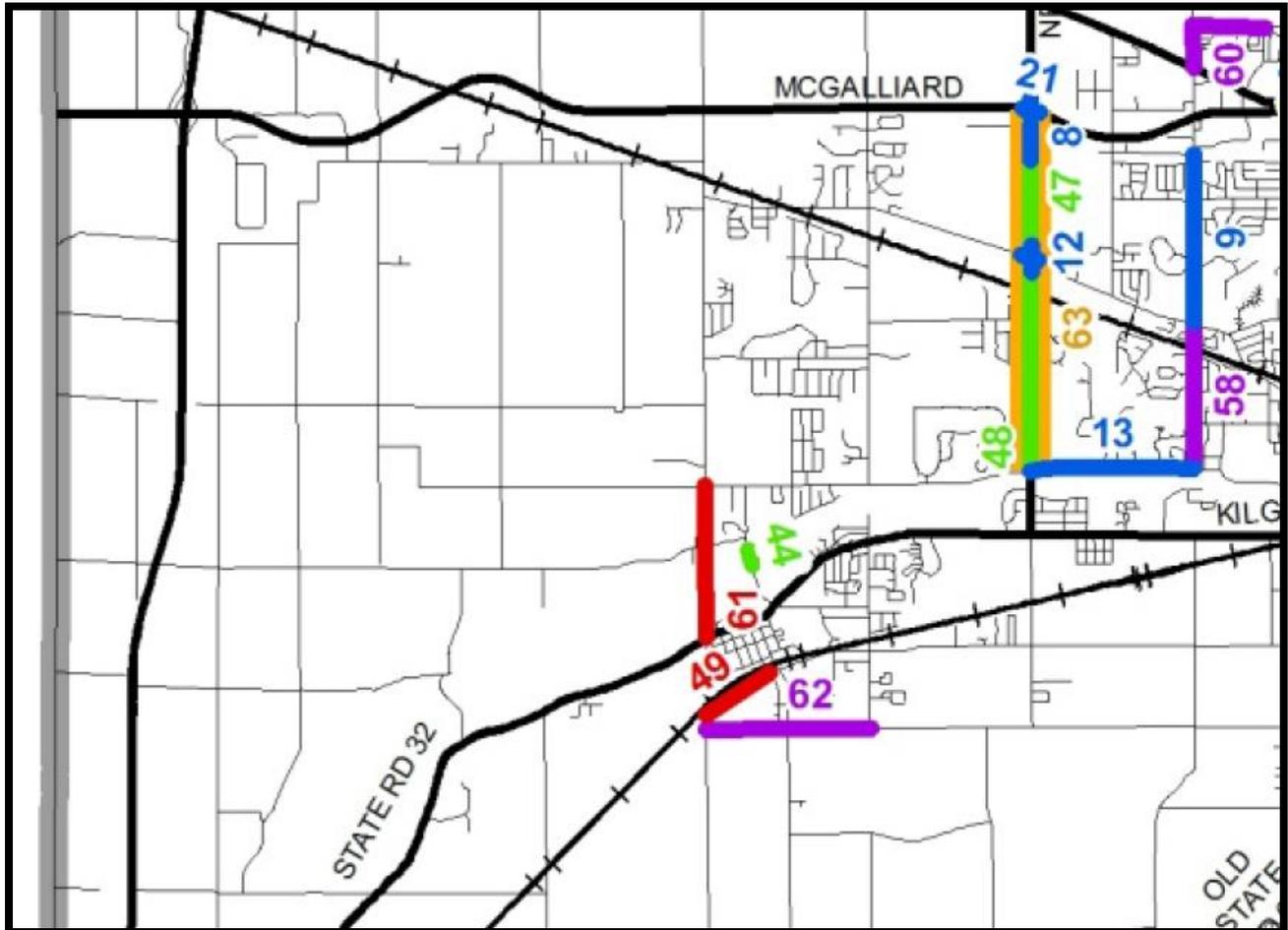
Each jurisdiction within the Muncie Urbanized Area provides information on proposed long range projects that get included in the MPO's Transportation Plan. The MPO's project listing includes long-term road improvements that expand road traffic capacities and short-term projects to preserve or upgrade roads. The listing doesn't include all short-term projects because their need is only evident in the short-term. Any future unlisted non-expansion road improvements are considered supported by the MPO's Transportation Plan because they fit a priority of this plan to preserve and upgrade the efficiency of the existing road system. Such projects, involving reconstruction, rehabilitation or resurfacing, will be included in the Transportation Improvement Program on an as-needed basis.

Here is the list of roadway projects in Yorktown from the MPO's 2018-2021 Transportation Improvement Program:

Jurisdiction		Yorktown								
Funding Phase	Project Name	Des #	Miles	Type of Project	Project Cost	Federal Cost	Local Cost	Federal Funding	Local Funding	
2014-2015	#13 River Road Trail (Morrison to Nebo)	0900596	1.00	Bike/Pedestrian	\$ 839,000	\$ 671,200	\$ 167,800	TE/CMAQ	YGF	
2016-2020	#47 Nebo (Jackson to SR 332)		1.12	Center Turn Lane	\$ 2,500,000	\$ 2,000,000	\$ 500,000	STP	TIF/YGF	
2016-2020	#48 Nebo (River Rd. to Jackson)		1.11	Center Turn Lane	\$ 2,500,000	\$ 2,000,000	\$ 500,000	STP	YGF/TIF	
2021-2025	#49 Sutherland (Broadway to CR 600W)		0.52	New Road	\$ 750,000		\$ 750,000		Private	
2021-2025	#61 CR 600W Ext. (SR 32 to River Rd.)		1.00	New Road	\$ 5,750,000	\$ 4,600,000	\$ 1,150,000	STP	YGF/CMBR	
2026-2030	#62 CR 200S Ext. (CR 500W to CR 600W)		1.00	New Road	\$ 4,700,000	\$ 3,760,000	\$ 940,000	STP	YGF	
2031-2040	#63 Nebo (River Rd. to SR 332)		2.23	Added Travel Lanes	\$ 11,750,000	\$ 9,400,000	\$ 2,350,000	STP	YGF/TIF	



Future Transportation Improvements Map



Bikeways, Trails and Walking Paths

Pedestrian Network

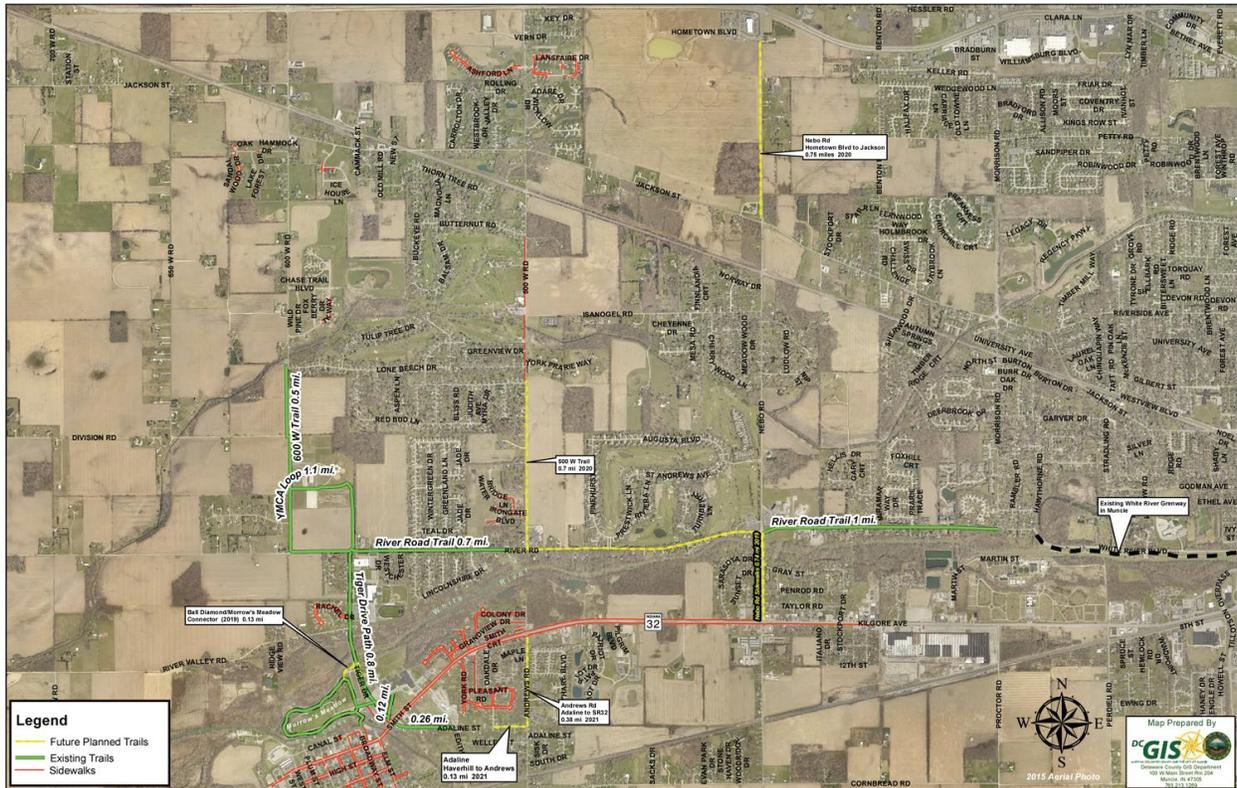
The 2008 Comprehensive Plan called for developing a pedestrian network throughout Yorktown. It suggested that Yorktown should consider requiring the installation of sidewalks and/or paths on a minimum of one (1) side of all streets in new residential developments. The sidewalks or paths should meet the Town standards for design. For a seamless, community-wide pedestrian network, developers could also be required to connect their developments with adjacent properties that have similar pedestrian networks.

To reduce the number of missing linkages, Yorktown will eventually want to inventory, coordinate, and acquire abandoned rights-of-way (utility, railroad, etc.) to develop a comprehensive path network.

Trails

Yorktown has a current Bike and Pedestrian Trail Map that locates future bikeways and trails. The 2017-2021 Parks 5-Year Master Plan, highlights these improvements. The current system has approximately 6 miles of multi use trails. In the next 5 years Yorktown hopes to add an additional 3 miles of trails, most which will connect to existing trails or to existing sidewalk systems.

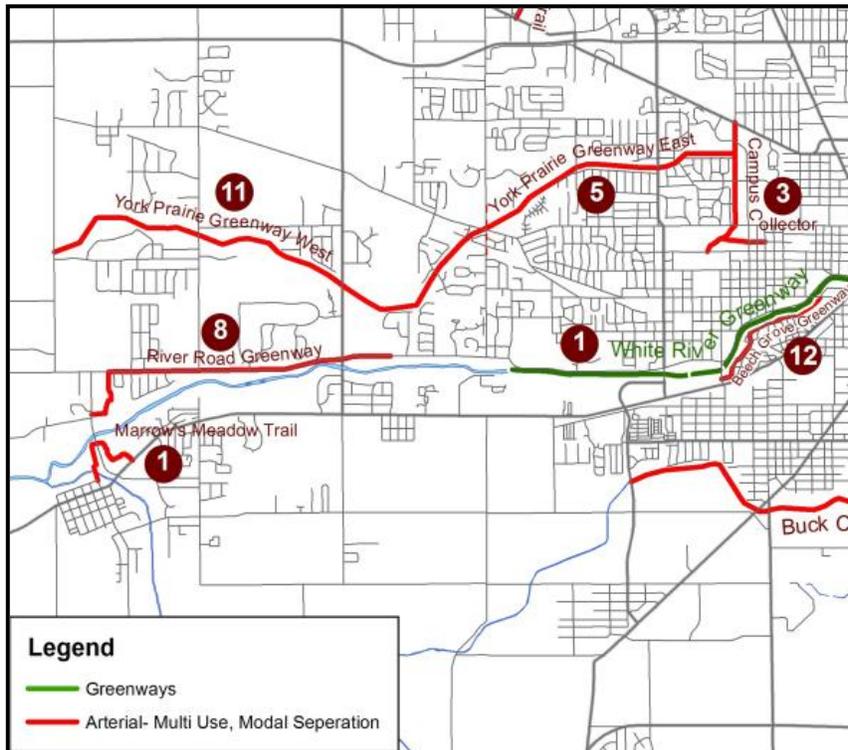
Future Bike-Pedestrian Plan



MPO Trail Improvements

The long range vision guiding the Delaware-Muncie Bicycle and Pedestrian Plan is to provide a changing transportation system which allows true modal choice for walkers and cyclists in the conduct of their everyday lives for the widest range of trip purposes possible for recreation, health, and consumption and commuting.

There are three improvements in the Yorktown area. #1 Morrow's Meadow Trail has largely been accomplished and will be complete following the renovation of the Tiger Dr. bridge in 2018-19. #8 River Road Greenway has been partially finished except for the portion between 500 W and Nebo Rd. #11 York Prairie Greenway West of which some connections have been established and further connections will be made in coming years.



Urban Area Bicycle & Pedestrian System		
Facility Type	Mileage	Cost Estimate ³
Arterial Multi-Use Pathways		
White River Greenway (plus trailhead)	1.5	1,000,024
Morrow's Meadow Trail	0.58	174,000
Buck Creek Beltway	2.6	780,000
Campus Connector	1.38	414,000
Muncie Creek Greenway	2.7	810,000
York Prairie Greenway East	2.7	810,000
Central Levee Walk	1.02	306,000
Bethel Heron Trail	1.17	351,000
River Road Greenway	2.4	720,000
White River Greenway Memorial Extension	1.69	507,000
Rosewood Farm Pathway	2.02	606,000
York Prairie Greenway West	2.8	840,000
Beech Grove Greenway	0.9	270,000
Pathways Totals	23.46	7,588,024



In addition, other categories of transportation need to be considered in the Transportation Plan:

Airports

Yorktown is approximately 68 miles from the Indianapolis International Airport and 71 miles from the Fort Wayne International Airport. Both of these airports are accessible by Interstate and both have multiple domestic airlines.

The Delaware County Regional Airport is the only public airport in Delaware County. It is located 10 miles from Yorktown just north of Muncie. It is a general aviation (GA) airport.

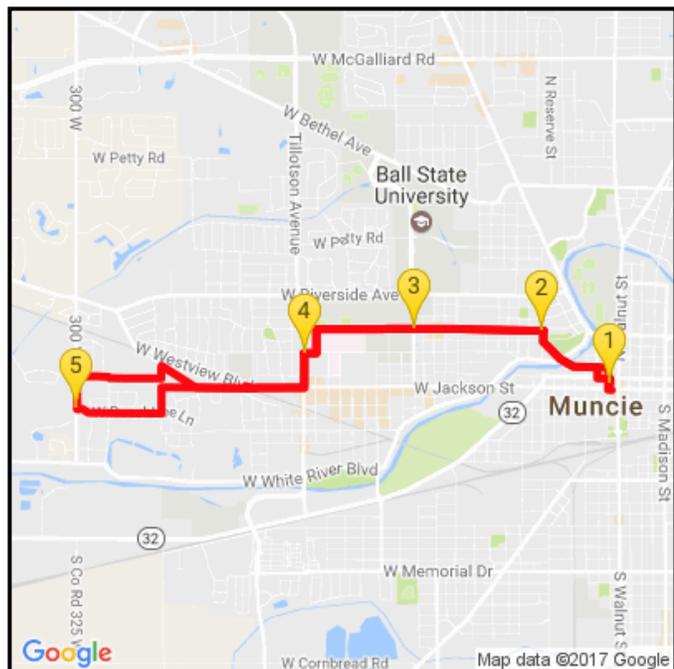
Public Transportation

Yorktown as a whole is currently not served by public transportation. A rural public transportation service run by LifeStream Services called the New Interurban served the general population until 2013. LifeStream, which has its headquarters in Yorktown, continues to provide free public transportation throughout Delaware County for residents who are 60 and older.

Public transit allows a portion of the population to choose not to drive and provides greater mobility to the elderly, persons with disabilities, and those who cannot afford a car. Public transit is a vital service for healthy urban and rural environments in that it helps to reduce traffic congestion, reduce energy consumption, reduce air pollution and provide travel options for those who can't or shouldn't drive. Public transit services are gaining in importance as our country struggles to find ways to maintain a good quality of life without sacrificing mobility.

MIITS or the Muncie Indiana Transit System has one stop at the far eastern edge of Yorktown at 300 W and Peachtree St. (stop #5). This route runs Mon-Sat from 6:30a to 6:00p.

Transit also provides opportunities for connection to the bicycle and pedestrian system as it develops. Bike racks on buses are available and emphasis will be given to sidewalk facilities leading to shelters.

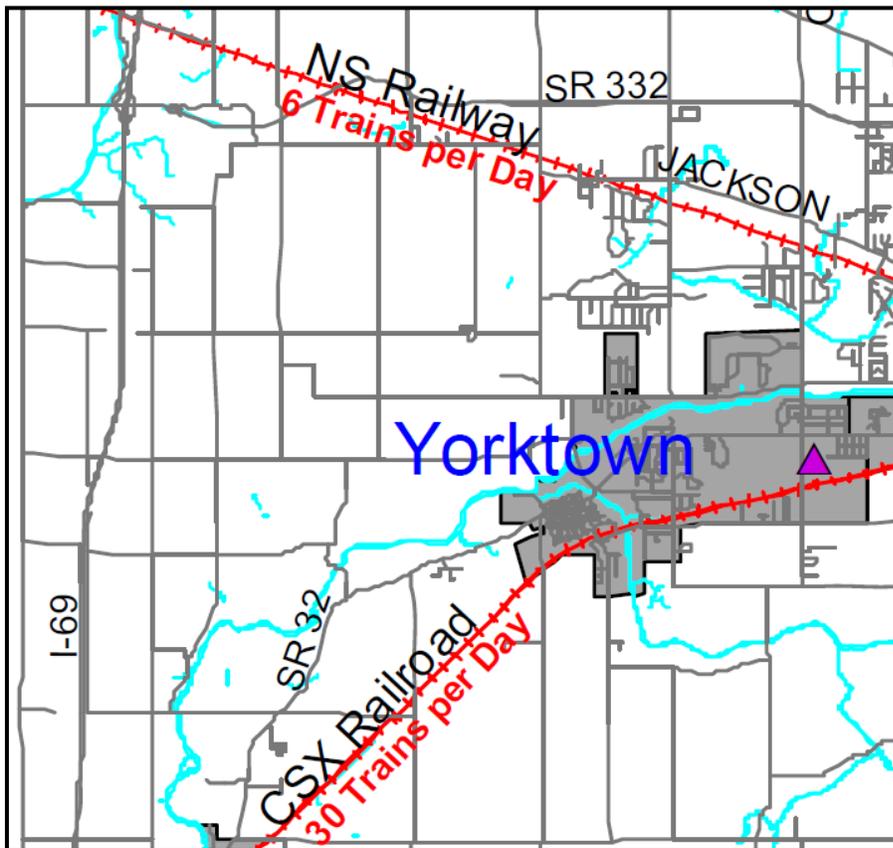


Greyhound and Miller transportation both offer several daily service departures from MITS and Ball State University to the Indianapolis bus station and the Indianapolis International Airport.

Railroads

Yorktown currently has two operational railroad lines. The northwest/southeast line that travels from Muncie through the northern part of Yorktown is used for freight by Norfolk & Southern.

The CSX Railroad runs through the southern part of Yorktown and through the south part of the downtown area. This line is also used for freight.



TRANSPORTATION POLICY

Goal:

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

Objectives:

- Continue to follow Thoroughfare Plan and work with the Delaware County MPO and City of Muncie and follow the official Pavement Management Plan to maintain a roadway classification system.
- Maintain a 5-Year construction and maintenance schedule for roads, sidewalks, trails, signage and streetlights as part of a Capital Improvement Plan.
- Continue cooperative agreement with Delaware County for road maintenance beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.
- Mitigate the impacts to roadways and pedestrian ways when reviewing new development proposals.
- Require road and pedestrian networks within new subdivisions to link to the road and pedestrian networks in existing, neighboring subdivisions.
- Continue to extend pedestrian and bike paths to parks, schools, and existing neighborhoods.
- Work with school system to mitigate traffic problems during drop-off/pick-up hours.
- Evaluate the potential for utilizing existing transit expertise and resources through cooperative agreements among transportation providers in Delaware County.

NATURAL RESOURCES



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

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

PARKS AND RECREATION

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

During this Comprehensive Development Plan process, Yorktown decided to update its Five-Year Master Park Plan. Having a Five-Year Master Park Plan not only helps guide Park Boards and Town officials on funding for park and open space amenities and recreational programs, but it also opens up the community access to grant programs through the Indiana Department of Natural Resources (IDNR).

The Town of Yorktown Park Board, which was re-established in November of 1999, consists of 5 members. The Park Board currently oversees the facilities of four parks: Memorial Plaza, Lions Club Park, the Sports Complex and Morrow's Meadow Park. Yorktown's current park plan was finished in 2005. The 2005 Plan developed a Mission Statement for the parks which was...

"To develop, operate, and maintain a parks and recreation system which enriches the quality of life for our community and visitors alike, and preserve it for our generation and future generations."

The 2005 Plan also had a list of goals:

Goal 1: Provide Facilities

Goal 2: Provide Connectivity

Goal 3: Staff the Park Department

Goal 4: Provide for the various natural features and landscape

Goal 5: Finish what has been started

It also contained a list of projects to be accomplished in the next five years of the 2005-2009 planning timeframe.

Some of these goals and projects from the 2005 plan were achieved, while others were not. The updated 2018-2022 Plan reviewed the 2005 Plan's accomplishments, looked at what had not been accomplished, then set new goals and projects for the new five year timeframe.

The planning process used different types of public information gathering to establish some of the new goals and projects. A survey on SurveyMonkey was completed in January of 2017. There were a total of 524 responses. Further survey information was used from the 2015 National Citizens Survey as well. The NCS results for the Parks and Recreation section can be seen below.

General Overview

Town parks	Excellent	Good	Not Sure	Fair	Poor
	198	184	12	26	3
	47%	43%	3%	6%	1%
	90%			7%	
Availability of paths and walking trails	Excellent	Good	Not Sure	Fair	Poor
	165	169	18	67	18
	38%	39%	4%	15%	4%
	76%			19%	
Fitness opportunities (including exercise classes and paths or trails, etc.)	Excellent	Good	Not Sure	Fair	Poor
	155	195	13	64	10
	35%	45%	3%	15%	2%
	80%			17%	
Recreational opportunities	Excellent	Good	Not Sure	Fair	Poor
	103	186	18	97	24
	24%	43%	4%	23%	6%
	68%			28%	
Recreation programs or classes	Excellent	Good	Not Sure	Fair	Poor
	70	98	158	79	18
	17%	23%	37%	19%	4%
	40%			23%	
Recreation centers or facilities	Excellent	Good	Not Sure	Fair	Poor
	97	145	100	62	18
	23%	34%	24%	15%	4%
	57%			19%	

Future Funding

Parks, Recreation & Trails	Strongly Support	Somewhat Support	Don't Know	Somewhat Oppose	Strongly Oppose
	215	151	12	32	17
	50%	35%	3%	7%	4%
	86%			11%	

One of the main challenges still facing the Yorktown Parks is the absence of a park and recreation department and director. This was a goal of the 2005 Plan and had not yet been attained by the time the update in 2018. This was one of the carry over goals from the 2005 Plan. The Yorktown 2018-2022 Five-Year Master Park Plan was finalized in the fall of 2017. In that Plan you will find a more detailed and itemized policy statement. For the purposes of this Comprehensive Development Plan the Goals and Objectives were minimal and simplified.



PARKS AND RECREATION POLICY

Goal:

Maintain, upgrade and expand parks facilities and programs to a level appropriate for Yorktown's size and population.

Objectives:

- Actively seek grant funding from State, federal, and private sources in order to meet the Capital Improvement Plan for parks and recreational areas.
- Continue to involve local residents in park improvements and program decision-making.
- Strengthen the linkages between Downtown, Morrow's Meadow, the schools, the public library, neighborhoods, and the Sports Complex by using a network of sidewalks and/or trails.
- Work with the school district to develop joint facilities in all parks for use by Yorktown residents and students.
- Look at ways to improve recreational opportunities along the White River and Buck Creek.

ENVIRONMENTAL PROTECTION

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

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

- White River, Buck Creek, Killbuck/Pleasant Run watersheds.
- Floodplain management.
- Riparian corridor management.
- Soil quality and management.
- Groundwater quality.
- Wetland conservation.
- Woodlot management.
- Pollution Prevention

White River, Buck Creek, Killbuck/Pleasant Run Watersheds

The impairment of the watersheds in the Yorktown area may have an impact on the area's growth and development. IDEM may require new technology or additional treatment to limit pollution discharge further to improve river quality. New regulations would affect Yorktown's wastewater treatment plant which discharges into the White River.

In addition, land uses within the watershed have a significant impact on the quality of water and wildlife habitats of the river. The run-off from farms and from impervious surfaces such as streets and parking lots can affect water quality. Maintaining streamside forests, limiting encroachment of development along the banks and in floodplain areas, and reducing large areas of impervious surfaces are effective methods to reduce pollutants and sediments from impairing the water quality.

Floodplain Management

Flooding causes more damage to communities across the country than all other types of natural disasters combined. Flooding is costly, not only in terms of the value of the property lost, but also lives loss.

To minimize economic losses attributed to flooding, Yorktown should encourage the protection of natural areas within floodplains and continue to discourage development in the floodplain. Morrow's Meadows is an excellent example of preserving the floodplain from development while providing an area for community recreation.

When done jointly, greenway planning and heritage corridor planning along waterways can open up previously unavailable tourism and recreational opportunities, while minimizing flooding.



Yorktown should enforce its Floodplain Ordinance, and strive to keep maps and ordinances updated. Yorktown recently updated its Flood Hazard Ordinance in accordance with the Federal Emergency Management Agency (FEMA) recent update of the Delaware County Flood Hazard Map. This in turn will protect its status with the National Flood Insurance Program, and help lower insurance rates in the community.

Riparian Corridor Management

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

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

Waterways can be vulnerable to developmental pressures. Yorktown should review the ordinances and policies, as needed, to minimize the effect of development on the stream banks and natural areas.

Soil Quality & Management

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

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

Groundwater Quality

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

Wetland Conservation

Yorktown has a few wetland areas, low flow streams/ ditches, and wet soils. Development in these areas should be avoided to the extent possible. The Town should strive to ensure that State and federal laws for wetland mitigation are met.

Woodlot Management

Yorktown has a few small and medium-sized woodlots. Woodlots should be managed because of the many benefits it provides. A forest stand can:

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

For the property owner, saving a few trees on site reduces energy bills and increases the value of the property. New development should be designed to minimize the impact on existing woodlots and tree stands.

Pollution Prevention

Yorktown is following the Federal program to develop, implement, and enforce a stormwater management program that is designed to reduce the discharge of pollutants from Municipal Separate Storm Sewer Systems (MS4) to protect water quality. The program requires permits for stormwater discharge in urbanized areas and for construction activities disturbing one (1) or more acres.

Yorktown should continue to expand their goals to ensure the reduction of all pollutants in stormwater discharges to the maximum extent practicable. The Town's ordinance needs to be enforced to protect the environment.

ENVIRONMENTAL PROTECTION POLICY

Goal:

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

Objectives:

- Monitor changes in State and Federal laws and comply with applicable requirements.
- Participate in State and Federal programs that help to conserve, sustain, and restore natural areas.
- Promote recycling programs.
- Consider utilizing local resources such as the school system or university to develop an inventory of existing natural features in the community.
- Continuously monitor wellhead protection regulations to ensure safe drinking water supply for the community.
- Maintain and enhance storm sewer system. Prevent illicit discharge to protect water, wastewater and stormwater systems.
- Partner with other organizations to develop a community beautification program to better the natural environment in Yorktown.



ACTION PLAN



IMPLEMENTATION

Once the Comprehensive Development Plan is completed, the single most important aspect of the Plan is implementation. Without implementation, the Plan has no meaning. Yorktown is fortunate in that the Town Council and other town officials and organizations are very committed to implementing the Comprehensive Development Plan. Implementation is the final phase of the Comprehensive Development Plan process, i.e., the realization of the goals and objectives as set forth in the Plan.

ACTION PLAN

The Goals and Objectives set forth in the previous chapters of this Plan represent the items which are of top priority to the community. To implement these goals and objectives, the Action Plan was developed to guide the community through the steps of implementation.

CONCLUSION

Even though the Comprehensive Development Plan has been developed for short-range (five years) and long-range (twenty years) planning periods, the Plan should be reviewed annually, and revised as needed by the Plan Commission every five years. Changes will undoubtedly be necessary because of changing trends and economic conditions.

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

COMMUNITY FACILITIES AND SERVICES

Goal: <i>To improve and maintain the infrastructure and services in a way that enhances community pride, provides a tool for managing growth, and ensures the well being of the community.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Plan for the installation, expansion, and regular maintenance of facilities and services to sustain appropriate service levels for future growth and economic development.	- Develop Master Utility Plans for water, wastewater and stormwater utilities. - Develop a 5-Year Capital Improvement Program (CIP) to ensure adequate public utilities and infrastructure for future growth and economic development	Public Works/Town Officials Public Works/Town Officials	1-3 years 2018
B. Consider partnering with private and nonprofit organizations to leverage existing resources for developing and implementing a community a disaster management plan.	Develop Disaster Management Plan for the Town of Yorktown.	Town Officials/Police Dept/Fire Dept/Public Works	1-3 years
C. Continue cooperative agreement with Delaware County for snow removal beyond Yorktown's urban boundary into the newly-consolidated Mt. Pleasant Township.	Revisit and update agreement as needed.	Town Officials/Public Works/Delaware Co.	Ongoing
D. Continue cooperative agreement with Delaware County Sheriff's Dept. for policing beyond Yorktown's urban boundary into the newly-consolidated Mt. Pleasant Township.	Revisit and update agreement as needed.	Town Officials/Public Works/Delaware Co. Sheriff's Dept.	Ongoing
E. Work with Delaware County to continue to maintain a comprehensive stormwater master plan that promotes natural drainage as opposed to new infrastructure.	Update stormwater master plan as needed.	Town Officials/Delaware County Stormwater Management	Ongoing
F. Continually monitor the sewer collection system and water wells for capacity as the community continues to grow.	Develop Master Utility Plans for water, wastewater and stormwater utilities	Public Works	1-3 years
G. Develop a data sharing and communication system for all municipal offices.	Consider potential communication systems (adding employee login to website, app, etc.)	Town Officials/Police Dept/Fire Dept/Public Works	1-3 years

COMMUNITY IMAGE

Goal: <i>Strengthen Yorktown's image, identity and character to foster a distinctive and appealing community.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Consider developing, adopting, and supporting commercial/industrial design guidelines for new buildings.	Review commercial/industrial design standards during Zoning Ordinance update.	Plan Commission/Zoning Administrator/Consultant	2018
B. Promote Yorktown's natural scenery and amenities.	Create focal points and beautify gateways along primary roads.	Public Works/Town Officials/Landscaper	Ongoing
C. Use a theme, slogan, icon, and/or materials to capture the spirit of Yorktown.	Consider developing slogan and marketing materials to promote Yorktown.	Town Officials	1-3 years
D. Evaluate and periodically update the Town website and other communication tools to promote community projects and to foster community involvement.	Complete update of Town website and maintain consistent presence on social media and in print media.	Town Officials/Web Designer	2018

ECONOMIC DEVELOPMENT

Goal: <i>Provide sufficient planning and marketing that encourages growth and retention while retaining a balance between residential neighborhoods and commercial centers.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Implement the 2016 Downtown Redevelopment Plan.	Refer to 2016 Downtown Redevelopment Plan Action Plan.	Redevelopment Commission/Town Officials/Consultants	1-5 years
B. Continue working with the Muncie-Delaware County Chamber of Commerce Vision 2021 program, which focuses on economic development and includes business-education partnership programs.	Continue to develop relationships with local stakeholders and participate in appropriate Chamber programs.	Town Officials	Ongoing
C. Coordinate partnerships between the public and private sectors to work towards complementary economic development goals.	Continue to develop relationships with local public entities and business owners.	Town Officials	Ongoing
D. Promote retail that will attract a larger share of the regional market and enable self-sufficiency providing essential goods and services to the community.	Consider engaging in marketing study that will determine appropriate retail needs for Yorktown.	Redevelopment Commission/Town Officials/Consultant	2018
E. Develop specific development standards to foster economic development and community character in identified areas of Town.	Review commercial/industrial design standards during Zoning Ordinance update.	Plan Commission/Zoning Administrator/Consultant	2018

LAND USE

Goal: <i>To encourage the orderly, responsible development of land in order to promote the community goals, and to determine and direct land use patterns in the most positive way for the community as a whole, in a manner consistent with its long term interests.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Apply, enforce and periodically update the Yorktown Comprehensive Plan, Zoning Ordinance, Zoning Map, Subdivision Control Ordinance, and Thoroughfare Plan.	Have annual meeting to discuss land use documents and ordinances.	Plan Commission/Zoning Administrator	Ongoing
B. Establish land use policies beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.	Continue transfer of land use responsibilities from Delaware/ Muncie Metropolitan Plan Commission to Yorktown after Zoning Ordinance update.	Plan Commission/Zoning Administrator	2018
C. Investigate the possibility of creating overlay districts that are exclusive to certain areas of Town in order to further establish community identity and foster economic development.	Review overlay district standards during Zoning Ordinance update.	Plan Commission/Zoning Administrator/ Consultant	2018
D. Adopt development standards for the 600W Corridor for commercial and industrial development.	Review design standards during Zoning Ordinance update.	Plan Commission/Zoning Administrator/ Consultant	2018

GROWTH MANAGEMENT

Goal: <i>Manage and direct growth at a rate that maintains or improves fiscal, environmental and social sustainability in Yorktown.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Apply and periodically update Yorktown's Comprehensive Plan, Zoning Ordinance, Zoning Map, Subdivision Control Ordinance, Subdivision Contraction Standards, and Thoroughfare Plan in order to adjust to growth patterns.	Have annual meeting to discuss land use documents and ordinances.	Plan Commission/Zoning Administrator	Ongoing
B. Assess the remaining capacities of existing public facilities to determine if they can support new development.	Follow the joint Pavement Management Plan with Delaware County MPO & City of Muncie	Town Officials/Delaware County MPO/City of Muncie	2018
	Develop Master Utility Plans for water, wastewater and stormwater utilities	Public Works/Town Officials/Consultant	1-3 years
	Develop a 5-Year Capital Improvements Plan for transportation and infrastructure improvements	Public Works/Town Officials/Consultant	2018

TRANSPORTATION

Goal: <i>Strive to make the community connected by all means of transportation modes which will enhance the growth and development of the community.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Maintain a 5-Year construction and maintenance schedule for roads, sidewalks, trails, signage and streetlights as part of a Capital Improvement Plan.	Develop CIP for Transportation projects.	Town Officials/Public Works/Consultant	2018
B. Continue cooperative agreement with Delaware County for road maintenance beyond Yorktown's corporate boundary into the newly-consolidated Mt. Pleasant Township.	Revisit and update agreement as needed.	Town Officials/Public Works/Delaware Co.	Ongoing
C. Mitigate the impacts to roadways and pedestrian ways when reviewing new development proposals.	Review development standards in Ordinances.	Plan Commission/Zoning Admin.	2018
D. Require road and pedestrian networks within new subdivisions to link to the road and pedestrian networks in existing, neighboring subdivisions.	Review development standards in Ordinances.	Plan Commission/Zoning Admin.	2018
E. Continue to extend pedestrian and bike paths to parks, schools, and existing neighborhoods.	Develop additional trail extensions to connect parks, schools and neighborhoods.	Town Officials	Ongoing
F. Work with school system to mitigate traffic problems during drop-off/pick-up hours.	Establish working group to study potential traffic solutions.	Town Officials/School Officials	1-3 years
G. Evaluate the potential for utilizing existing transit expertise and resources through cooperative agreements among transportation providers in Delaware County.	Contact local transportation providers to set up meetings to discuss transit options for Yorktown.	Town Officials	3-5 years

PARKS AND RECREATION

Goal: <i>Maintain, upgrade and expand parks facilities and programs to a level appropriate for Yorktown's size and population.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Actively seek grant funding from State, federal, and private sources in order to meet the Capital Improvement Plan for parks and recreational areas.	Follow 5-Year Master Park Plan	Town Officials/Park Board	Ongoing
B. Continue to involve local residents in park improvements and program decision-making.	Follow 5-Year Master Park Plan	Town Officials/Park Board	Ongoing
C. Strengthen the linkages between Downtown, Morrow's Meadow, the schools, the public library, neighborhoods, and the Sports Complex by using a network of sidewalks and/or trails.	Follow 5-Year Master Park Plan and Capital Improvement Plan for trails.	Town Officials/Park Board	Ongoing
D. Work with the school district to develop joint facilities in all parks for use by Yorktown residents and students.	Meet annually to discuss partnership opportunities.	Town Officials/ Park Board/ School Officials	Ongoing
E. Look at ways to improve recreational opportunities along the White River and Buck Creek.	Follow 5-Year Master Park Plan	Town Officials/Park Board	Ongoing

ENVIRONMENTAL PROTECTION

Goal: <i>Promote an ecologically healthy community through the protection and enrichment of Yorktown's environmental amenities.</i>			
Strategy:	Action:	Responsible Entity:	Timeline
A. Monitor changes in State and Federal laws and comply with applicable requirements.	Follow changes in State and Federal environmental regulations.	Town Officials	Ongoing
B. Participate in State and Federal programs that help to conserve, sustain, and restore natural areas.	Apply for grant funding from LWCF, RTP and other local, state and federal sources.	Town Officials	2018
C. Promote recycling programs.	Consider ways to promote and improve recycling programs available through disposal company.	Town Officials	Ongoing
D. Consider utilizing local resources such as the school system or university to develop an inventory of existing natural features in the community.	Inquire with school/university officials about possibility of developing inventory.	Town Officials	1-3 years
E. Continuously monitor wellhead protection regulations to ensure safe drinking water supply for the community.	Review wellhead protection requirements annually and adopt new regulations as needed.	Public Works	Ongoing
F. Maintain and enhance storm sewer system.	Enforce the Town's Municipal Separate Storm Sewer Systems (MS4) Plan.	Code Enforcement/Delaware County Stormwater Management	Ongoing
G. Prevent illicit discharge to protect water, wastewater and stormwater systems.	Enforce the Town's Illicit Discharge Ordinance.	Wastewater Dept/Code Enforcement/Delaware County Stormwater Management	Ongoing
H. Partner with other organizations to develop a community beautification program to better the natural environment in Yorktown.	Connect with community organizations.	Town Officials	Ongoing

