

Community Issue Relationships							
Community Goals	Community Issues						
	Land Use	Transportation	Natural Environment	Housing	Public Facilities & Services	Economic Development	Downtown
Image & Identity	Land use patterns and regulations are visible representations of community organization and quality. These patterns affect the way residents and visitors view the community with regard to the compatibility of neighboring properties and physical appearance.	The ability to get from place to place safely and in reasonable time are essential to both lifestyle and business. The appearance and condition of transportation elements also reflect community pride and commitment.	The natural environment is typically given a high priority among community assets. These increasingly threatened and diminishing resources are gaining higher value in all places where they can be preserved.	The quality and condition of housing reflects an image of the community and its residents. It is important that quality, affordable housing options are provided for all segments of the community.	The quality of public services provided by the community contributes greatly to its image. Setting an example with high-quality design and service provision can help to maintain a positive public identity.	Successful economic development that provides jobs with adequate pay and that provides adequate tax base is visible throughout the community. It is apparent in housing, streets, schools, public buildings, parks, commercial enterprises, the quality of public services, and the pride of its citizens.	Downtown is one of the most prominent defining features of a community's image and identity. Investment in a attractive and active downtown will improve the community's image.
Natural Environment	Adequate natural and public spaces are essential to the quality of living and viability of natural systems. The impact of various land uses on natural systems should be a consideration in developing the future land use pattern.	Transportation planning and development should be accomplished in a way that protects and preserves natural areas. Forms of transport such as multi-use trails, can take advantage of the beauty of natural areas.		Residential development should occur in appropriate harmony with nature, taking advantage of natural features to enhance the aesthetic appeal of housing areas.	Public facilities can complement as well as threaten the natural environment. Location and design of certain public facilities should accommodate environmental features and impacts.	A balance between economy and environment is important. The recruitment of environmentally friendly businesses are one way of balancing these two key community resources.	Natural features, such as the White River corridor, can be tied in to downtown to add an element of greenspace. It is important to provide such a balance of the built and natural environment in the downtown area.
Parks & Recreation	Parks and recreation areas should be dispersed throughout the community and accessible to the public. Open space is important to the quality of development across the spectrum of land uses.	Transportation systems should be in place to provide access and service to recreational areas. In particular, active recreation areas such as baseball or soccer fields have a higher impact on transportation systems.	Parks and recreation areas have a symbiotic relationship with the natural environment. Land that is preserved as a result of environmental issues can often serve as a passive recreation area for the public.	Housing areas should have convenient access to parks and recreational facilities. Parks must be planned to accommodate new growth areas so that the entire community is well served.	Sometimes there are opportunities to combine public service facilities with park and recreation areas. Areas set aside for drainage purposes can also serve as passive recreation opportunities.	Parks and recreation areas provide an important quality of life amenity for workers at their residences and can be combined with or located near commercial developments for use at or during work.	Parks and public spaces have a key role in the vitality of the Downtown area. These areas can provide facilities for public events as well as informal gatherings of visitors to the area.
Land Use		Adequate space must be provided for the movement of people and goods throughout the community. An appropriate arrangement of land uses will have an impact on the efficiency of the roadway network.	No use is sometimes the highest and best use. Land set aside for the preservation or enhancement of natural systems provides aesthetic value and can be an educational asset.	The location, density, and style of housing developed in the community is dependent on a wide variety of factors. The interrelationships between housing and other land uses should be a primary consideration in land use planning.	Land use and development patterns have a direct influence on the provision of public facilities and services. Existing and future service capacities should be a consideration in influencing future development patterns.	Economic development and economic assets are often key drivers of land use patterns. It is important that the community and business work together to assure a proper balance and location.	Land use patterns in the Downtown have a significant impact on the mix of services and activities that are available there. Downtowns are typically vibrant, mixed use centers that serve as a focal point for the community.

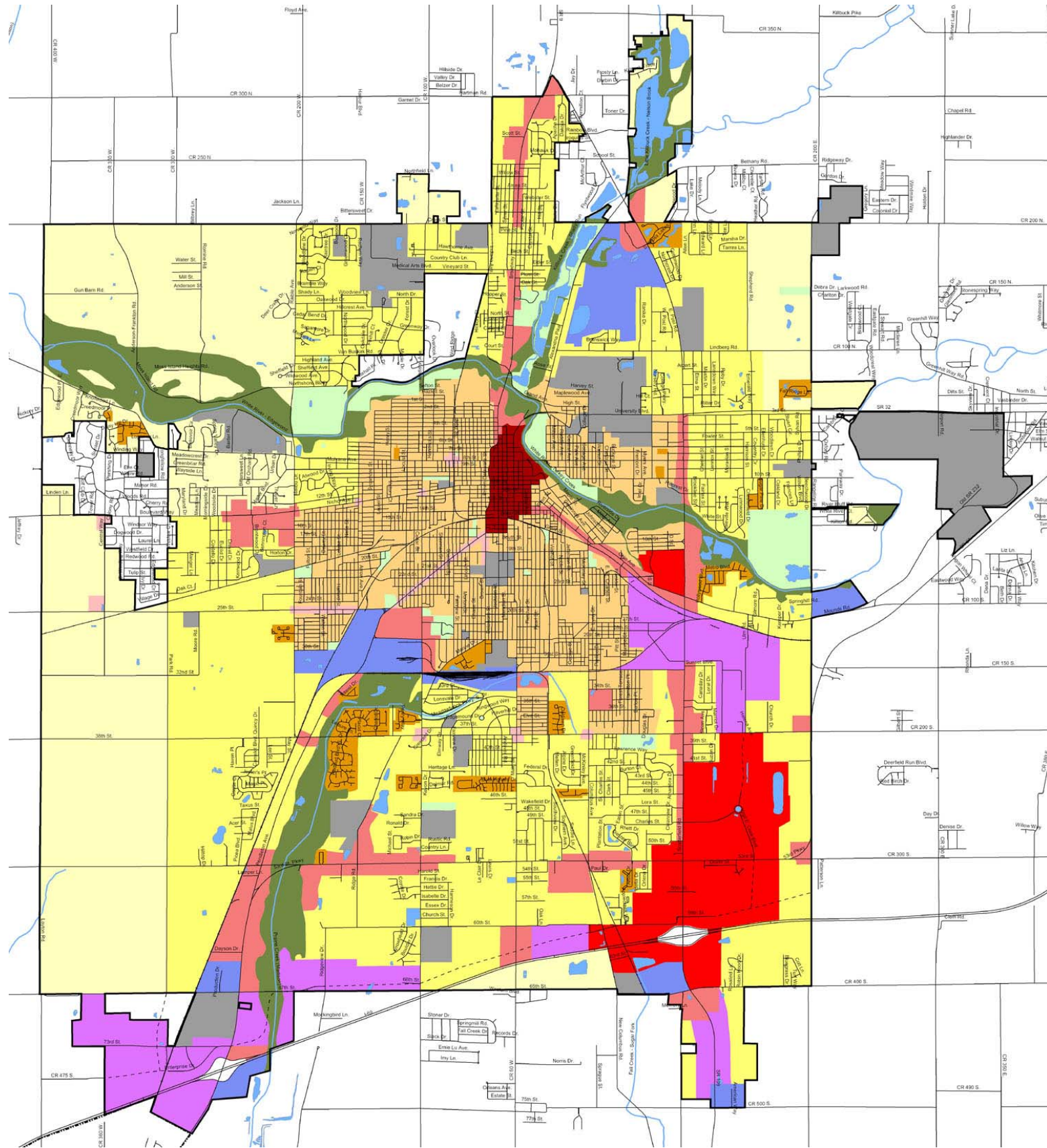
ISSUES MATRIX

The following pages present an Issues Matrix designed to illustrate the relationships between the various issues that have been identified in the process of developing the Comprehensive Plan.

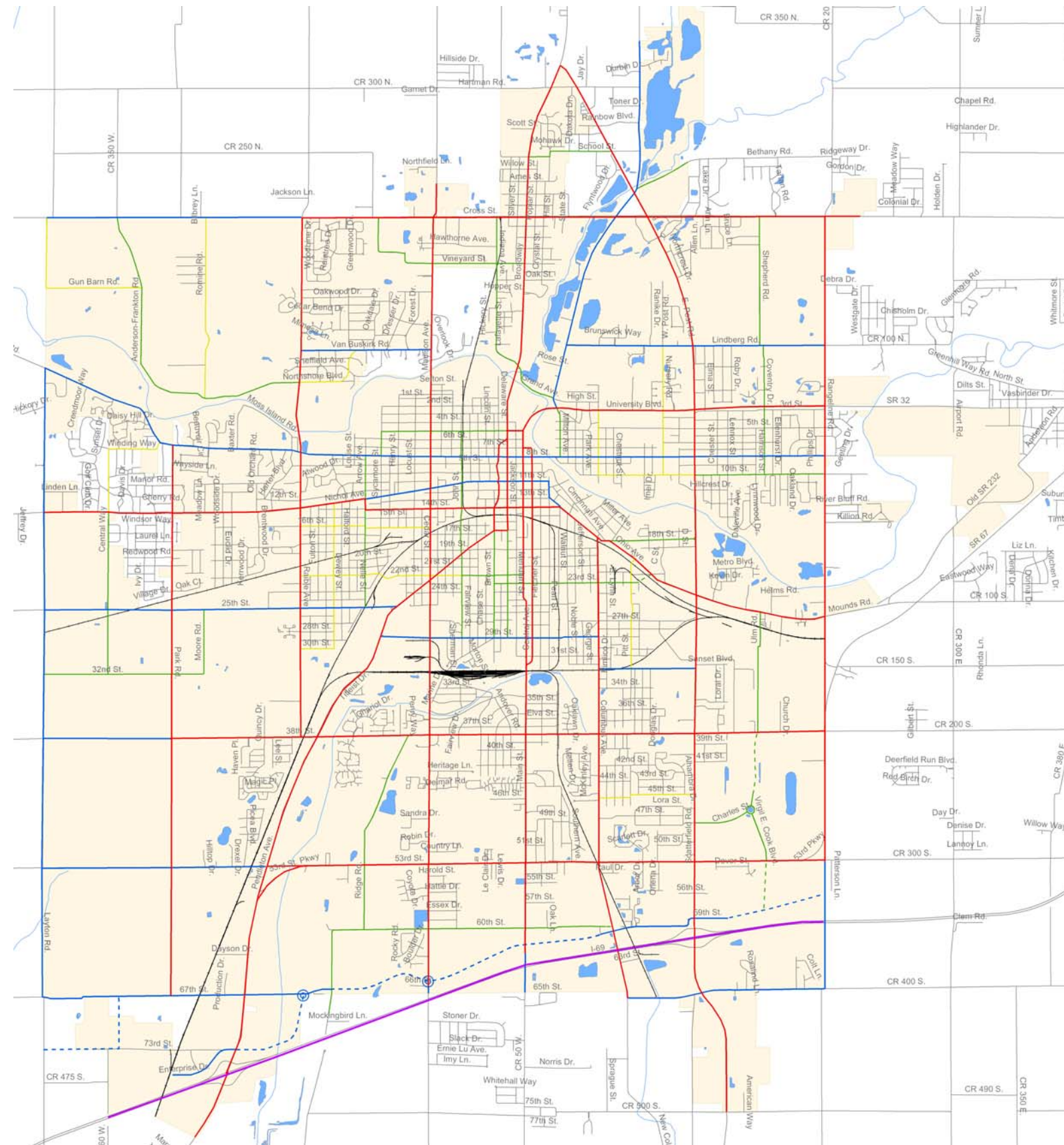
Across the top of the table are the seven issue areas that have been identified in the previous issues summary. Down the column are the plan chapters that have been proposed in response to the identified issues. Each cell within the matrix then presents a brief explanation of how the issues interact with and depend upon each other. Ultimately, the matrix is designed to help users of the plan to understand the interrelated nature of all issues addressed in the Comprehensive Plan.

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	Land Use	Transportation	Natural Environment	Housing	Public Facilities & Services	Economic Development	Downtown
Housing & Neighborhoods	In most communities, the most predominant land use is for housing. Existing neighborhoods and future residential developments must all be considered in the land use mix.	Housing resources should be compatible with the ability of transportation systems to move residents to and from their homes.	Housing should not infringe or encroach on natural areas yet be located in a way that fosters appreciation without endangering natural systems or species.		Housing should be supported by both adequate infrastructure and public services. This includes streets, sidewalks and utilities as well as police and fire protection to residential areas. It also includes other community resources such as recreation areas, health care, shopping areas, and employment locations	The quality and availability of housing is essential to maintaining a resident workforce that will allow existing firms to expand and new firms to locate.	Downtown is a residential neighborhood to some, and is connected to the traditional neighborhoods that surround it. Housing should be considered a vital component of a healthy downtown.
Education	Space for new and expanding schools is important. Future development scenarios must consider not only K-12 school needs, but the development needs of higher education institutions as well.	Transportation facilities and services must be in place that provide safe and reliable transportation for students. This includes safe streets for school buses as well as convenient pedestrian path and sidewalk connections.	Natural areas provide excellent learning opportunities for science and other academic programs. Inclusion of wetland or other natural areas on school sites can be beneficial in this way.	The quality and location of schools relative to housing can affect school enrollments as well as property values. Likewise, residential development patterns affect the number and distribution of students within the school district.	A school is a large institutional structure that requires a significant amount of public facilities and services in order to serve the educational needs of the community.	Education and economic development are closely linked. The quality of education is important to where workers choose to live, and the ability of schools to provide work-ready graduates is critical to the location and expansion decisions of businesses.	As the home to a number of institutions such as libraries and government facilities, Downtown can play an important role in community education.
Economic Development	Communities typically provide specific land areas where enterprises can operate and help build wealth through employment. These areas are strategically placed to take advantage of locational assets.	Industrial enterprises need access to transportation assets for the shipment of products. In addition, transportation systems serve the local and regional commuting needs of employees.	Natural areas provide a quality of life amenity for industrial workers. The environmental impacts of certain industries should also be a consideration in economic development efforts.	Adequate housing for a variety of income levels is important to successfully keep and recruit workers. Quality housing options may entice some workers to live in the community rather than commute.	Businesses often have a more intense need for public facilities and services. Their utility demands are often higher and their access to other community services is essential to operations		Downtown is an economic development driver in terms of the view it provides of a community's quality of life. Efforts a community puts into downtown revitalization reflect its values and aspirations to prospective employers and residents.
Downtown	Downtown is the seat of local government, a unique mix of businesses, and a location for many local public services. The health of Downtown is affected by the overall pattern of land uses in the community.	Access to downtown is essential to attracting workers and patrons to businesses and offices. Movement within downtown reflects on the desires of workers, residents, and visitors to remain or return.	This most urban part of the city provides the greatest contrast with and opportunity for relationships with natural areas. The injection of greenspace within the downtown area adds life to a potentially harsh environment.	Housing in and near downtown can serve a multitude of community needs, including special needs, elderly, upscale, affordable, single individuals, and others. Such housing also provides a customer base for Downtown businesses.	Downtown is an area that requires its own public amenities and is also a centralized location for the community to access public services and community amenities.	Downtown is both part of the economic development "mix" and the economic development resources. The health of downtown reflects on the quality of life of the community, and can also provide an attractive location for certain types of new businesses.	

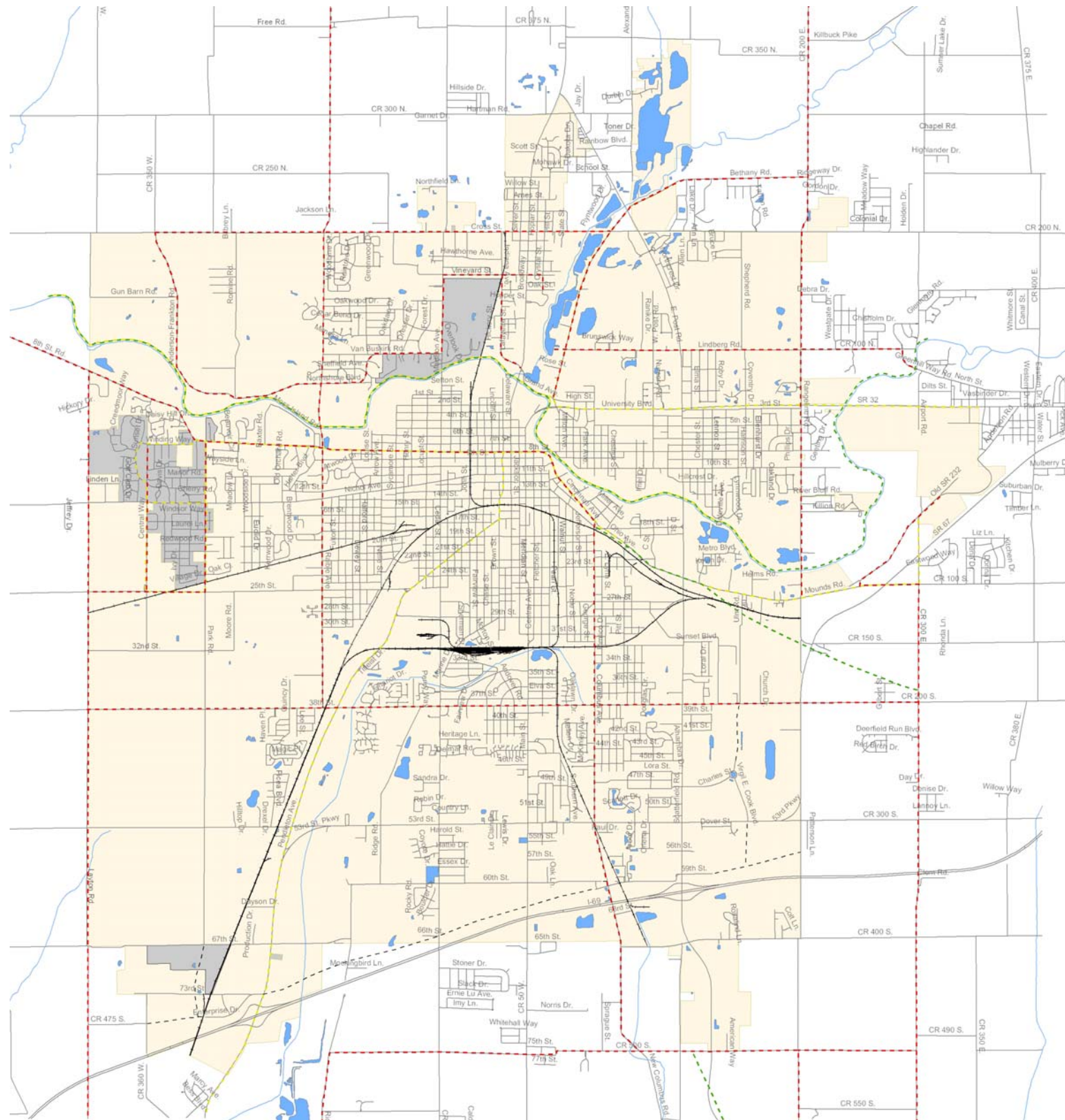
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Transportation	All land uses should be considered regarding the impacts they will have on the uses of transportation systems and facilities. The overall pattern of land use will need to be supported by a well-designed transportation network.		The development and use of transportation and other infrastructure elements should be carried out in a way that minimizes environmental impact and maximizes environmental appreciation.	Transportation systems must serve residents within residential areas as well as provide access to other parts of the community and beyond. Housing is a primary traffic generator, making roadway connectivity important throughout the community.	Highly used and other public facilities should be located such that access is appropriate and convenient.	Access to and quality of transportation are key elements of economic success. This is most often associated with highway, rail, and air systems that serve remote markets of supplies and customers.	Downtown is a key transportation hub within the community. People must be able to move within and through downtown safely and efficiently, both on foot and in motor vehicles.
Infrastructure	Land for public facilities, rights of way, and easements must be preserved to assure service for future developments. Efficient land use arrangements can help to manage impacts on local infrastructure.	Transportation facilities are a key element of community infrastructure, and perhaps the most visible. Improvements to existing systems as well as new routes should be factored in to future development patterns.		Residential development creates demand for a bundle of community infrastructure. Such infrastructure should be provided in such a way that homes are adequately served.		Infrastructure systems, particularly streets and utilities, are intensely used by industry. The availability and cost of infrastructure use is a key issue to industrial location and the fees paid for commercial and industrial use typically keep the costs of residential use low.	Downtown relies upon quality infrastructure to attract businesses and patrons. Consideration must be given to safe sidewalks as well as attractive streetscape features.



- Low Density Residential
- Medium Density Residential
- Traditional Residential
- Multifamily Residential
- Downtown
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Institutional
- Parks and Open Space
- Conservation Area
- Business Park
- Industrial



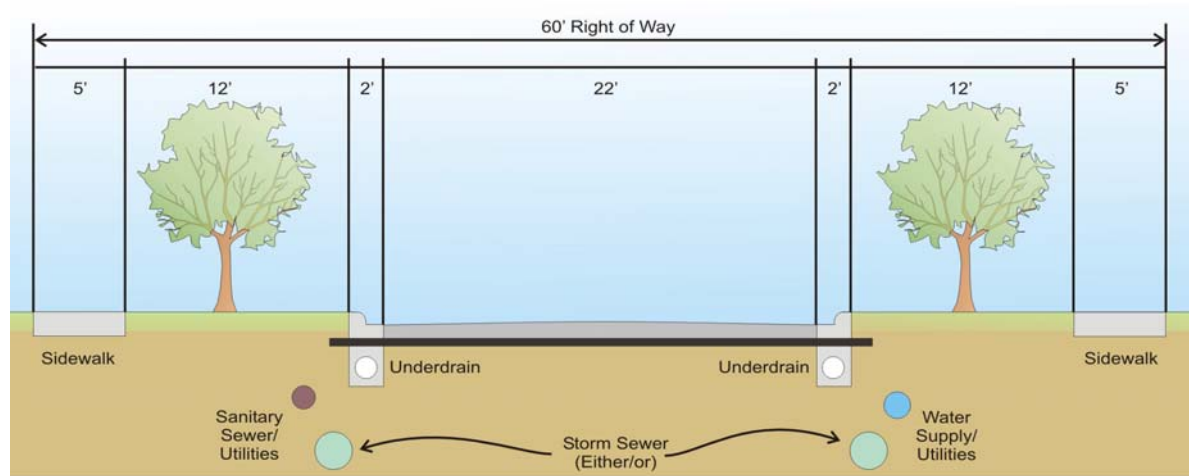
- Freeway
- Primary Arterial
- Secondary Arterial
- - - Secondary Arterial (Proposed)
- Primary Collector
- - - Primary Collector (Proposed)
- Secondary Collector
- Local Streets
- Railroads
- Streams
- Lakes
- Anderson



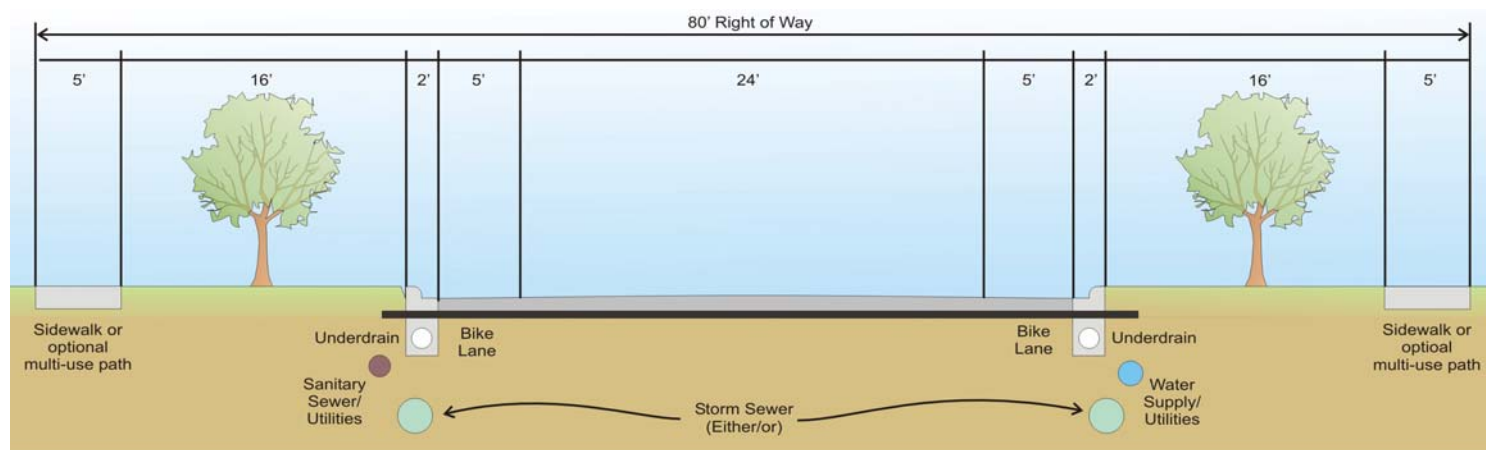
- - - - - Proposed County On-Road Facilities
- - - - - Proposed County Off-Road Facilities
- - - - - Proposed Community Facilities
- - - - - Proposed Road

Note: Facility designations taken from the Madison County Bicycle & Pedestrian Facilities Plan.

LOCAL STREETS

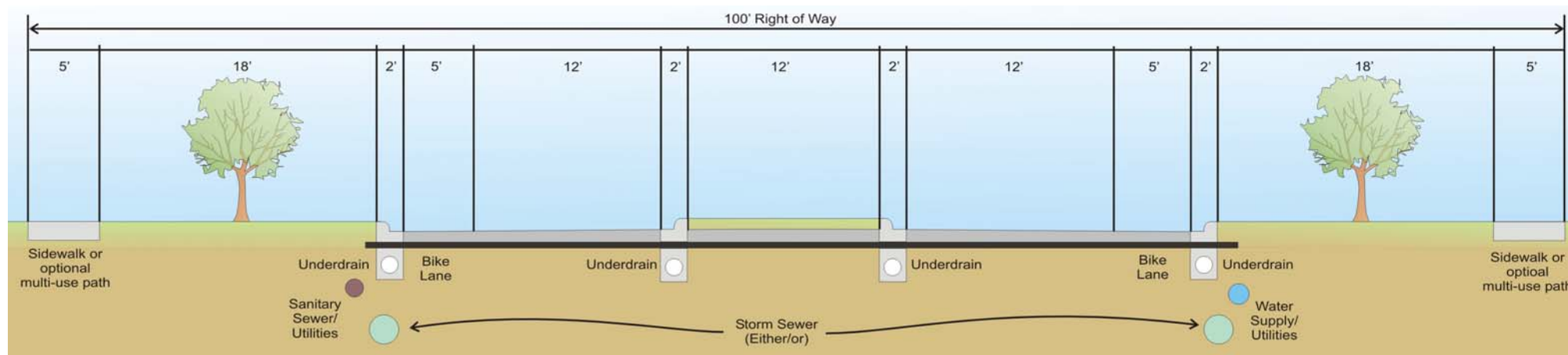


SECONDARY COLLECTOR



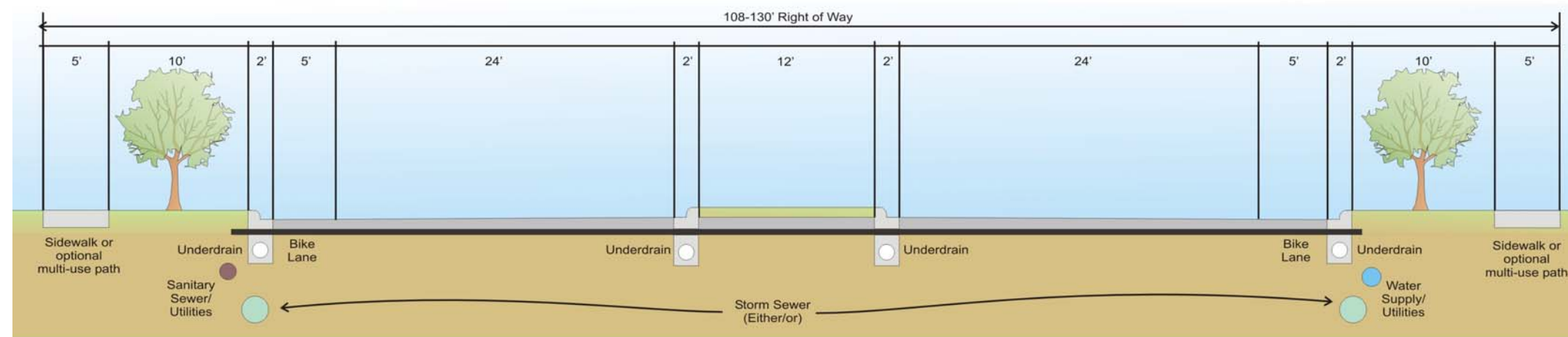
*Optional 12' multi-use path, each side, with 9' tree plot

PRIMARY COLLECTOR



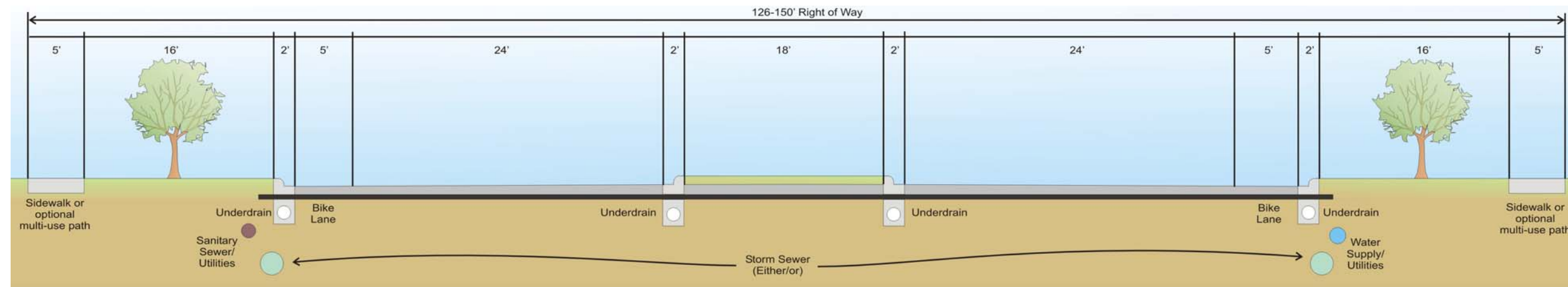
*Optional 12' multi-use path, each side, with 11' tree plot

SECONDARY ARTERIAL

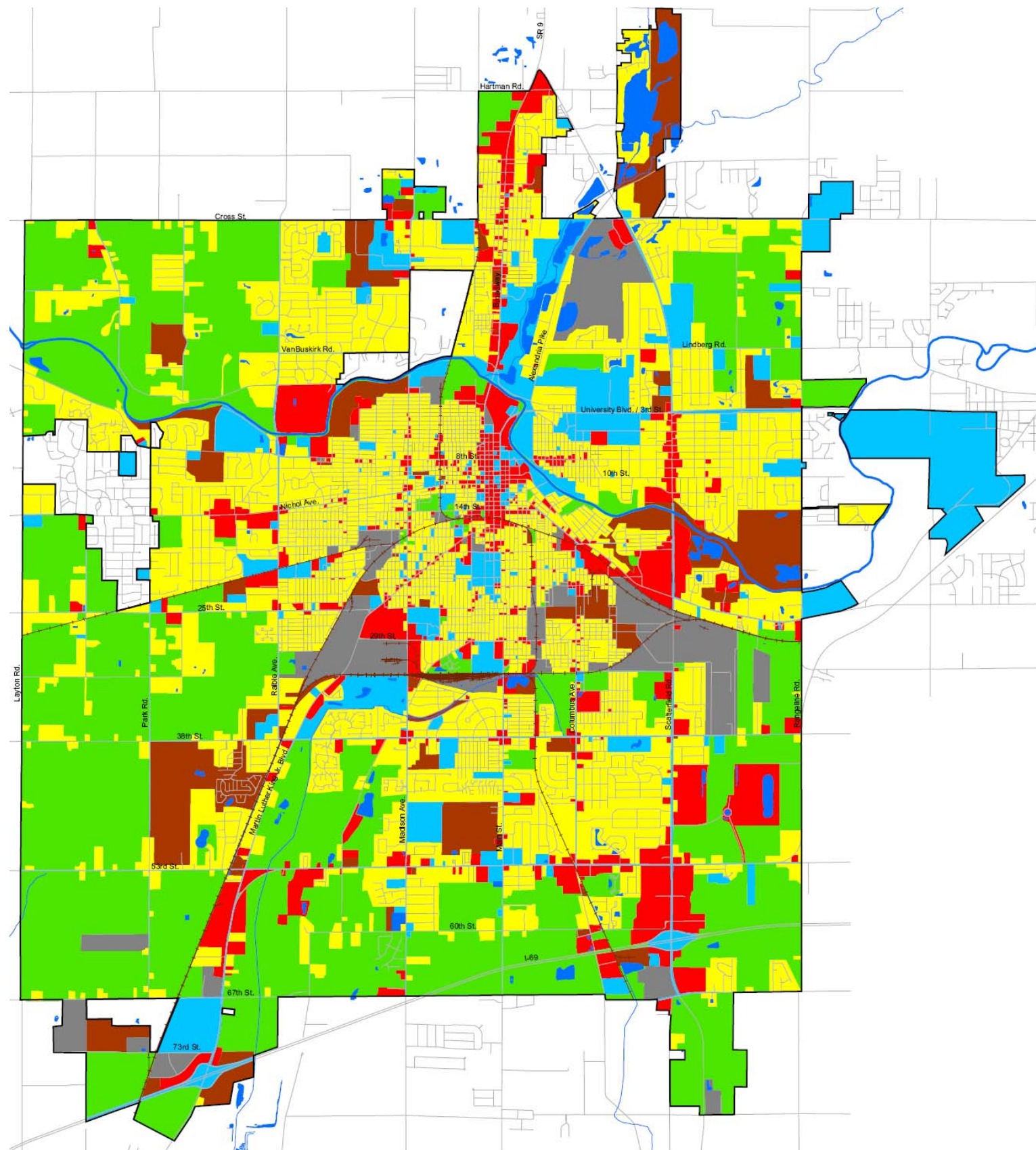















*Optional 12' multi-use path, each side

PRIMARY ARTERIAL

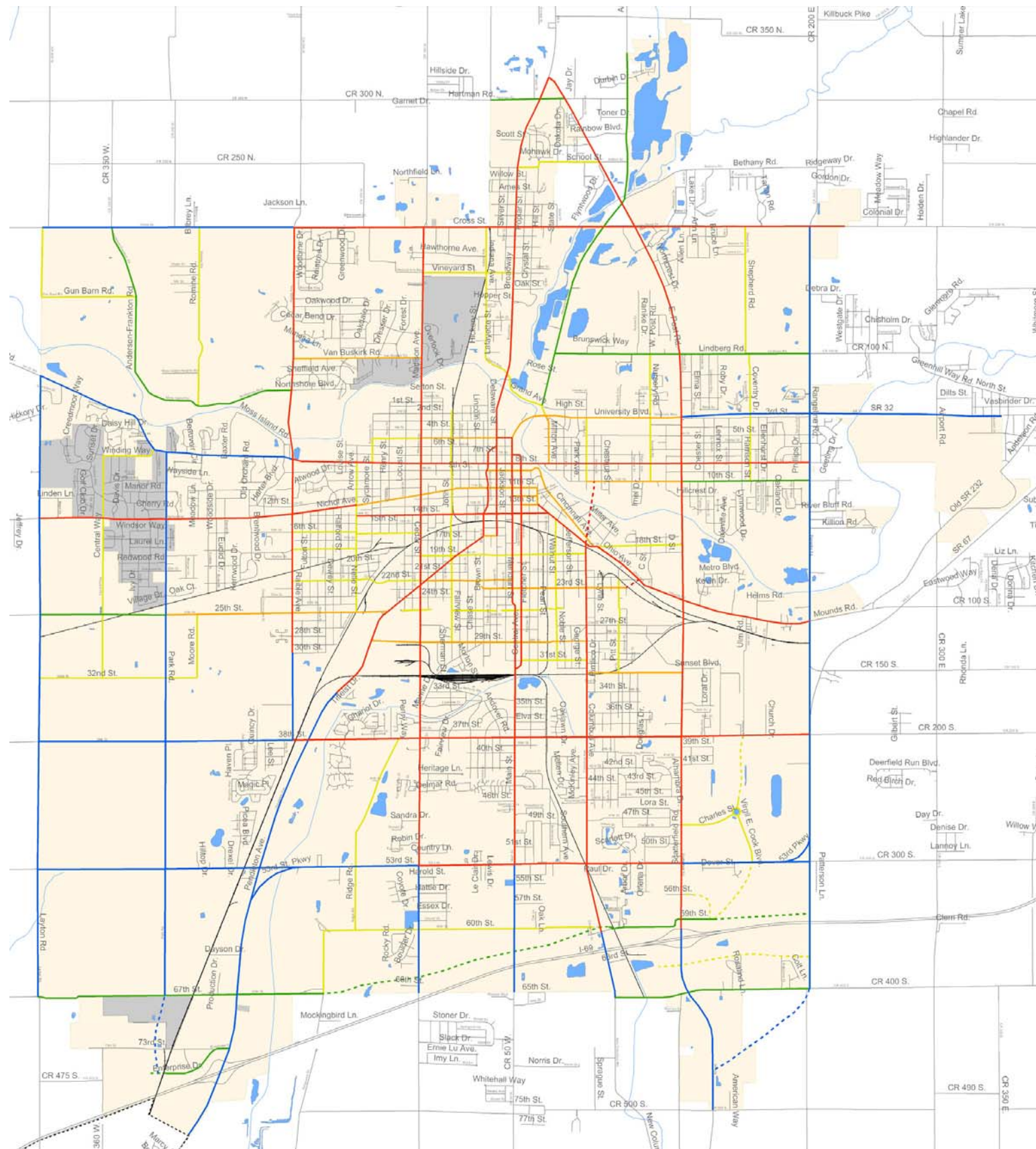


*Optional 12' multi-use path, each side



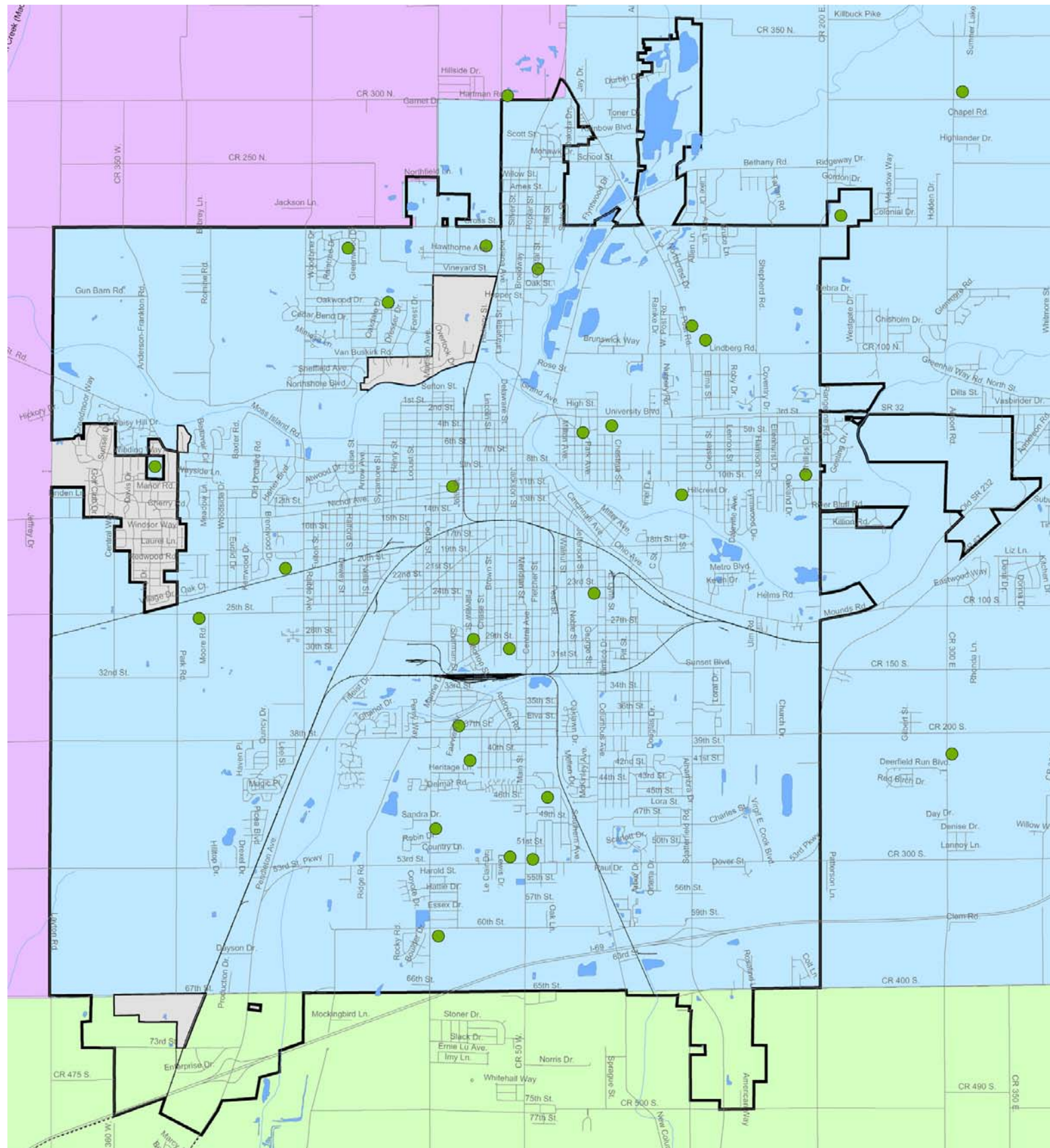
-  WhiteRiver
-  Streams
-  RailRoads
-  Streets
-  Lakes / Ponds / Wetlands
-  Agriculture
-  Commercial
-  Industrial
-  Outside City
-  Public
-  Residential
-  Roadway
-  Vacant





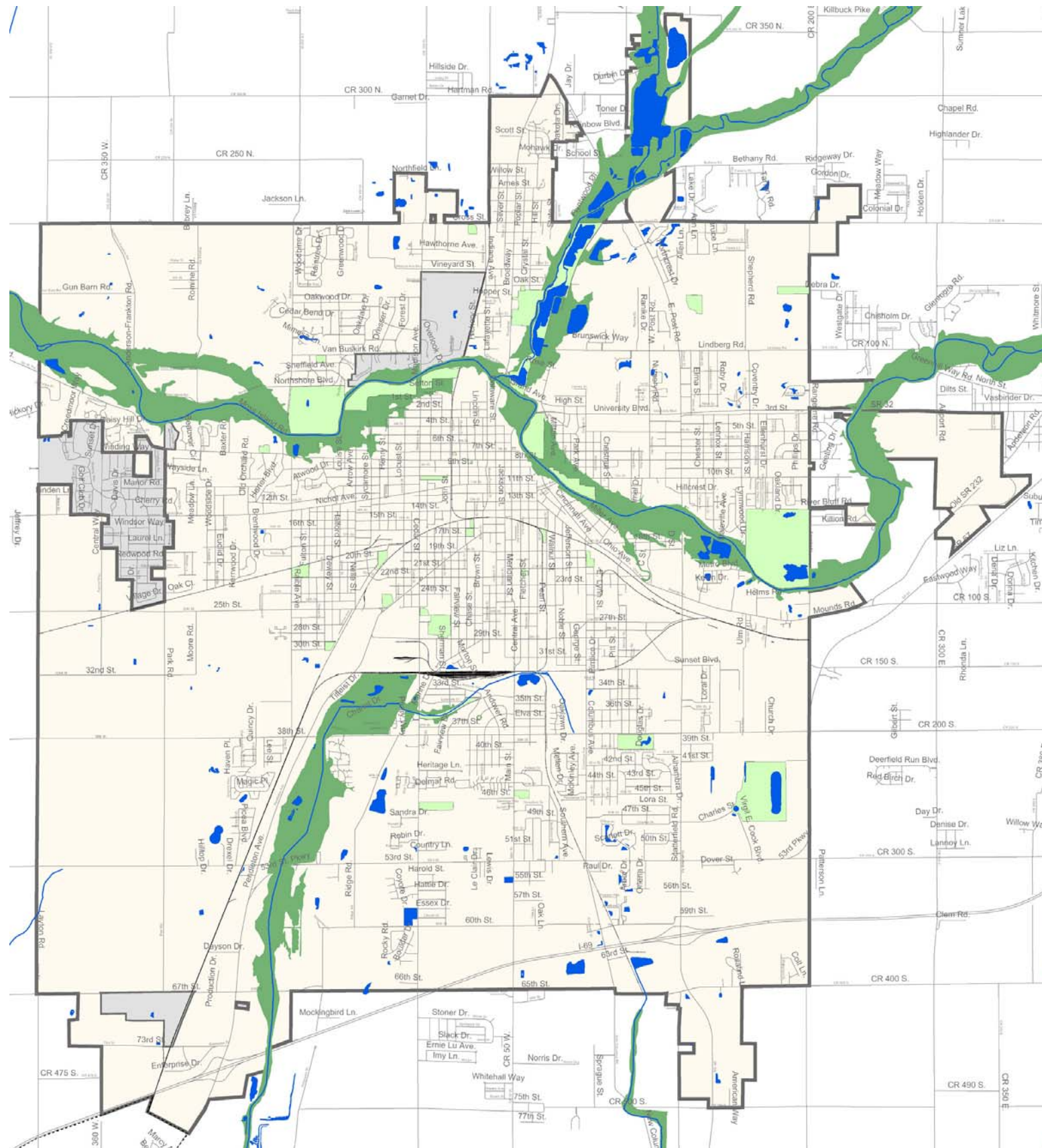
- Urban Primary Arterial
- - - Urban Primary Arterial (Proposed)
- Rural Primary Arterial
- - - Rural Primary Arterial (Proposed)
- Urban Secondary Arterial
- - - Urban Secondary Arterial (Proposed)
- Rural Secondary Arterial
- - - Rural Secondary Arterial (Proposed)
- Collector
- - - Collector (Proposed)
- Local Streets
- Railroads
- Streams
- Lakes
- NonAnderson
- Anderson
- - - - - Pendleton City Limits



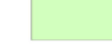



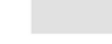






- Schools
- Anderson Community School Corporation
- Frankton-Lapel Community Schools
- South Madison Community School Corporation
- Streets
- Railroads
- Streams
- Lakes
- NonAnderson
- Anderson
- Pendleton City Limits





-  Streams
-  Lakes
-  Parks
-  Floodplains
-  Streets
-  Railroads
-  NonAnderson
-  Anderson
-  Pendleton City Limits

