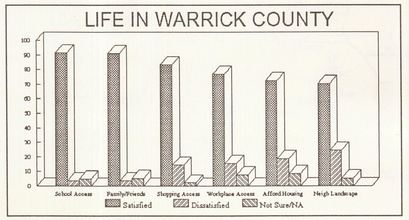
HIGHLIGHTS OF THE WARRICK COUNTY COMPREHENSIVE PLAN

In March, 1964, Warrick County adopted its first Comprehensive Plan. Much has happened during the ensuing three decades. The County's population almost doubled between 1960 and 1990 growing from 24,577 to 44,920. While this growth was not unexpected, the *kind* and *location* of growth that occurred was. Consequently, in 1991 the Warrick County Area Planning Commission with the support of the Economic Development Advisory Council seized the initiative to update the 1964 *Plan*. The development of the updated *Plan* was guided by these public bodies as well as the Comprehensive Plan Task Force, representing a broad cross section of the Warrick County population -- mining and industry representatives, union officials, church and civic leaders, business people, farmers, and local and State government officials. This brochure summarizes the principal features of the complete *Plan* report. The official document can be reviewed in the office of the Warrick County Area Planning Commission.

CITIZENS' OPINION SURVEY

At the outset of the plan development process, an opinion survey was mailed to 1,500 residents randomly selected from among all the registered voters in Warrick County. Virtually 30% returned completed surveys which yielded a statistical error level of less than 5%. The intent of the survey was to "ground" the *Plan* in the stated beliefs and values of Warrick County citizens.



The survey revealed that Warrick County citizens clearly like Warrick County. This is evidenced by the fact that over 65% of the population has lived here more than 15 years. They rate religion, public education, family ties and housing values as very important strengths of the County.

Warrick County is clearly "pro-growth". Despite the large-scale suburbanization that has been experienced over the past three decades, the residents expressed a clear preference for more growth -- both residential and economic.

There is a clear mandate reiterated several times throughout the survey for more economic development activities. The citizens overwhelmingly agree that appropriate inducements should be given to attract new industry to the County and they consistently urge public officials to work for more good jobs in the County. Despite the fact that over half of Warrick County workers travel to nearby counties to go to work, the vast majority of respondents rated "access-to-jobs" very favorably. They also have a very high opinion of public education in the County as well as such other strengths as affordable housing and neighborhood landscaping.

GOALS & POLICIES

The *Plan* contains numerous goals, action steps, and policies concerning the future growth of Warrick County. These guidelines were based on the results of the Citizens' Opinion Survey as well as several open meetings involving input from the Plan Commission and Comprehensive Plan Task Force. Fundamental goals on which the *Plan* are based include ...

- To encourage the continued development of Warrick County as a desirable place to settle and raise a family.
- To encourage responsible residential development that is sensitive to the environment and future living conditions of the residents.
- To encourage the residential growth of areas outside of existing developed growth areas.
- To increase the County's flexibility and capabilities regarding the redevelopment of economically disadvantaged areas.
- To develop the Warrick County Industrial Park and other infrastructure to expedite the location of prospective new industries as well as the expansion of existing industries.
- To develop and implement an effective existing business/industry retention and expansion program.
- To develop and implement strategies for attracting new business and environmentally sensitive industry to Warrick County.
- To encourage the establishment and expansion of retail/service businesses in an orderly and safe manner.
- To provide quality opportunities for public recreation consistent with generally accepted standards and plans.
- To preserve Warrick County as a place that values and enhances the interests of agriculture and agribusiness.

Various concrete "action steps" designed to accomplish these goals are included in the *Plan* report.

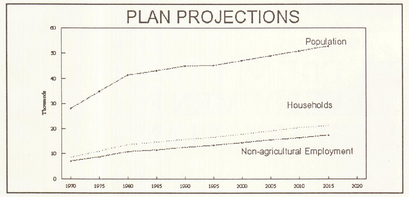
A sampling of the land use development policies include ...

- "Residential areas" (subdivisions and multi-family housing at a gross land use density of two or more dwelling units-per-acre) should have access to sewer and water utilities. Access to gas is desirable.
- "Residential areas" should not be located on reclaimed surface mined property or on land above known underground mine works *unless* appropriate precautions are taken to minimize property damage from settlement or subsidence and appropriate disclosures are made to prospective buyers of the property.
- "Residential areas" should be located entirely out of the 100-year flood zone as shown on the Flood Insurance Rate Maps of the Federal Emergency Management Agency (as amended).
- "Residential areas" should be compact and contiguous in order to make the most efficient use of existing and planned infrastructure.
- "Residential areas" should be located on soil groups that do not present "sever limitations for dwellings without basements" as defined by the Soil Conservation Service of the U.S. Department of Agriculture.
- The character of land uses near commercial developments should be predominantly commercial or industrial. Where located near residential developments, a buffer of open space or wooded area separating the developments is recommended.
- The practice of "leap-frogging" in suburban development should be discouraged in order to preserve as much farmland as possible.
- The extension of sewer and water utilities should be made incrementally in a fashion that discourages suburban sprawl.
- "Commercial areas" should be located to provide high visibility and convenient, yet safe access to roadways with relatively high traffic volumes.
- In the case of sites located on State Routes 62 and 66, maximum traffic safety must be provided by restricting access for new developments to existing cross streets. Where necessary to accomplish this policy, the construction of frontage or service roads by the developers will be required.
- Service roads should be considered on any arterial or major collector where existing and/or anticipated future traffic volumes suggest the need for such safety precautions.
- To the fullest extent possible, "industrial areas" should be developed as industrial parks with all the infrastructure (including rail siding) and amenities required by modern industrial establishments. All utilities with adequate capacity to accommodate the anticipated level of development should be in place.
- Industrial areas must be developed so as to provide easy access by heavy-duty trucks to the State highway system. Access to the sites as well as the internal circulation of the site should allow for the large turning radius required by trucks.
- Warrick County encourages and supports the preservation of such "notable natural areas" in the County as have been identified by the Division of Nature Preserves of the Indiana Department of Natural Resources.

LAND USE DEVELOPMENT PLAN

The land use and transportation elements of the *Plan* have been based on projections of the County's demographic and employment base. The graph shown below summarizes both the historic and projected growth of population, households and total employment.

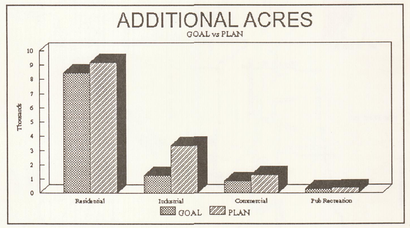
With respect to population, the "boom days" of the 70s are over. Even so, Warrick County's population growth rate is and will continue to be among the highest in the State. Growth can be expected to continue at about 0.66% per year (compounded) which is quite comparable to the pace of growth throughout the 80s. The number of households and new dwelling units will grow at rates approximately twice as fast as the population. Warrick County can expect over 5,600 new housing starts within the next quarter century. This accelerated growth in housing *vis-a-vis* population can be attributed primarily to the continuing decline in the average number of persons-per-household.



Compared to population and housing growth, non-agricultural employment will experience a faster rate of growth. With an annual average compounded growth rate of approximately 1.31%, there will be one new job created for every 1.64 new people added to Warrick County's population. This "good news", however, is offset slightly by the expected continuing decline in agricultural employment.

The process of developing the land use plan shown on the reverse side of this brochure involved the conversion of projected jobs and housing units into acreage requirements using existing land use densities and accepted standards. These minimum acreage requirements were then multiplied by a non-use factor in order to develop an acreage goal for each land use. The figure shown on the following panel summarizes the *Plan's* projected additional acreage goal versus the actual number of acres identified on the *Plan* map for each of the four major non-agricultural land uses.

The proposed locations for future land development take into account the goals and policies discussed above as well as accepted land use planning criteria. A formal land suitability analysis was conducted taking into account the locations of: (1) ground with poor topography and soils; (2) land located within the 100-year flood zone; (3) the compatibility of adjacent land uses; (4) the availability of utilities and; (5) recent growth trends.



Industrial Six major sites for new industrial development have been identified in the *Plan*. These sites are...

- Warrick County Industrial Park (Eskew Road Near SR 62 West of Boonville)
- Chandler Site between Fuquay & Castle Garden Road
- SR 62/ Epworth/ Oak Grove/ County Line Area
- I-64 North of Elberfeld
- East Side of the SR 61 Corridor North of Alcoa
- Vann Road Corridor (North Side) East of Anderson Road

Commercial The primary sites envisioned for commercial development include...

- Both Sides of the SR 66 Corridor from Epworth to Bell Road
- Northeast & Southeast Quadrants of I-164 and SR 66 Interchange
- East of Bell Road on the North Side of SR 66 and West of Bell Road between SR 66 & Outer Lincoln
- SR 62 between Eskew & Baker Road West of Boonville
- Near the I-64 & I-164 Interchange in the Vicinity of Elberfeld

Residential The great majority of the land designated in the *Plan* for moderate to high density residential use (i.e., more than two dwelling units-per-acre) is concentrated in Ohio Township. This is the case for several reasons. First, Ohio Township is where the demand for most new housing exits. Second, there still remains in Ohio Township large contiguous tracts of land that are: easily accessible to water and sewer service; have good highway access; have never been mined; are outside of the 100-year floodplain, and; have at least moderately developable soils and topography.

Conceptually, this major growth area is bounded by SR 62 on the north, the County Line on the west, the Ohio River on the south and a combination of SR 61 and Pecka Ditch on the east. The Plan anticipates residential "infilling" in much of the area bounded by SR 66 and the Ohio River. The same is recommended east of SR 66, but south and west of the Pecka Ditch. With the planned improvements to SR 66, Bell Road, Outer Lincoln, and the extension of Ellerbusch, sufficient roadway capacity will be in place to accommodate the increased traffic generated by the new development.

In addition to "infilling" south of SR 66, the Plan recommends the continuation of moderate density residential development north of the highway. With the exception of some acreage subject to flooding between Libbert and Bell Road south of Vann, the area is bounded by Libbert on the west as far north as Telephone Road. North of Telephone, the western boundary becomes Bell Road up to the 100-year floodplain just south of SR 62 and the newly annexed area of Chandler. From this western boundary, the entire area west to SR 261 and south of Gardner Road is designated for residential development. The area also extends north of Gardner Road bounded by the Chandler corporate limits on the north and Old Plank Road on the east.

As shown on the map, the *Plan* also calls for much *less intensive development* north of Pecka Ditch/SR 66 and east of SR 261. *Low density* development (i.e., 2½ acre lots or larger) is recommended in the V-shaped area formed by the strip mine lake near Center Road. This area could be more intensively developed if adequate sewer and water service was made available.

In the Boonville area, the *Plan* recommends residential expansion primarily south and east of town. Specifically, a continuation of residential growth south of Maple Grove Road down to the vicinity of Rudolph Road would allow contiguous development on ground that is not subject to flooding and has never been mined. Assuming sewer service is introduced to the area, moderate density residential development could occur on the east side of town in the area generally bounded by the Southern R/R on the north, a line about 2000' south of SR 62 on the south, and Roth Road on the east.

In the Elberfeld area, residential development is recommended east of town along County Road 850N and continuing south down Sosutt Road to Seven Hills Road. This would represent the continuation of an existing trend on ground that has never been stripped or undermined.

Lynnville's primary potential for residential development may well be in Lynnville Park, since sewers are being extended to service building sites along the lake. The *Plan* also calls for development on either side of Petersburg Road north of town where the topographic relief is more gentle than along SR 61 or 68.

The Town of Tennyson is hemmed in somewhat by the 100-year floodplain. Development could occur, however, along SR 161 primarily on the north side of town.

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WARRICK COUNTY, INDIANA
COMPREHENSIVE PLAN
HIGHLIGHTS

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