

EXECUTIVE SUMMARY

What will Evansville and Vanderburgh County look like in 20 years? Will the metropolitan area have the same characteristics as it does today or will significant changes occur? If the area is noticeably different, how will our community and its land use pattern change? The answers to these questions will evolve over time. However, the actions or inaction of the community to plan for its future and embrace strategies for plan implementation will certainly impact the future conditions. Land use changes will continue to occur in the future, and with the expected impact of the proposed Interstate 69 project, these changes could involve major new developments. While it is uncertain what the future holds, this Plan attempts to prepare the community to fully benefit from these changes.

The 2004-2025 Comprehensive Plan for Evansville and Vanderburgh County is the guide for land use decisions and the framework for the ongoing land use planning process. The intent is to guide growth in a manner that supports and reinforces the community qualities important to City and County residents. These qualities include employment and housing opportunities, safety and security, quality schools, neighborhoods with a strong sense of community, and a healthy environment. All these amenities create and enrich our quality of life.

A VISION FOR THE COMMUNITY

This Plan presents a general vision of Evansville's future. As part of the planning process, a citizen Vision Committee was established to provide general input on Plan development. Among their many valuable suggestions for the Plan, the Committee developed the following Vision Statement:

“We envision Evansville and Vanderburgh County as a prominent regional center that offers prosperity, growth, and a quality place to live, learn, work, invest and visit.”

This Vision Statement is supported by designating appropriate areas for the development of specific land uses, and incorporating a series of action plans. The action plans focus on improving the quality of life through the establishment of statements that embody the community's long-range goals, objectives and policies concerning growth and the strategies to implement those statements. Citizen involvement in formulating these land use policies is essential for the Plan to be an accurate expression of the community's vision and desires for the future.

PLAN CHANGES

The 2004 Plan update does not make dramatic changes to the scope and content of the 1996 Comprehensive Plan. Some of the changes that have been made include the designation of future land use identifying new areas for residential, commercial and industrial development; additions to the Plan goals, objectives and policies; the addition of information concerning the proposed I-69 project and a planning strategy to address the anticipated growth that could result from this new highway; revisions to the Plan text; adding more graphics; updating all information in the Plan including the presentation of the 2000 Census data; the designation of new areas in need of parks; and the addition of a chart to help identify the agency or agencies responsible for policies to be pursued in the next five years.

MAJOR ACTION PLAN POLICY THEMES

It is critically important for the community to promote and attract economic development. Job retention and the creation of diverse new employment should continue to be the focus of economic development efforts. The Plan identifies a need for more professional and higher paying jobs and suggests intensifying recruitment efforts for these types of employers. Specific proposals are:

- a) I-69 - plan for anticipated growth from construction of this Interstate highway through our region in Year 2015;
- b) Technology Park – received State designation for downtown location and now continued progress to the development stage is needed; and
- c) Research and Development Park - investigate building partnerships with local universities, hospitals and the private sector to establish a major R&D center.

The past decline of the Central Business District (CBD), the Urban Core and older commercial and industrial centers has created a need for revitalization of these areas. The Plan calls for coordinated revitalization of both the CBD and surrounding neighborhoods to provide additional higher density housing and a population large enough to support downtown retail uses. Focus areas for targeted enhancement activities are also identified.

To address the movement of development into outlying areas not designated for future growth, the Plan stresses contiguous development which minimizes the loss of agricultural land, creates more efficient use of infrastructure, and increases the stability of certain uses in the City. The Plan strongly recommends infill development and discourages the rezoning of new land when significant vacant areas are available with the correct zoning.

HIGHLIGHTS OF THE PLAN

POPULATION

Significant Facts from 2000 Census:

- County population grew by over 4 percent since 1990;
- City decreased by 3.7 percent;
- the unincorporated County gained 11,587 people; and
- more in-migration than out occurred during the 1990s.

2025 County Population

- projections presented range from 175,726 to 184,215;
- projections reflect slow to moderate growth; and
- 2025 population expected in the higher end of the projected range.

2025 Township Projections by Area Plan Commission:

- highest growth in unincorporated Center Township; and
- unincorporated Perry and Knight Townships and Scott Township are also expected to grow moderately high; and
- rate of decline will slow in Pigeon Township.

EMPLOYMENT

The employment projection for the County in the Year 2030 is 151,250 employees (21,219 more than in 2000). This employment increase creates a bright County economic outlook.

LAND USE DESIGNATION

The goals, objectives and policies, along with other factors (e.g. floodplains, proposed I-69 and other road improvements, etc.) were considered in the designation of future land use in the Plan. Areas were generally designated for future development that already had or are planned to have sewer and water service in the future. Where growth is desired outside of the area planned for utility service, appropriate areas contiguous to this future service area were also designated for development. A new land use designation for mixed uses was also added in the Plan.

Residential

- 2025 County Housing Projections range from: 4,833 to 8,718 units gained
- Estimates of New Residential Land Required: up to 7.4 additional square miles

Due to the fact the median age of the population will continue to increase over the planning period, the type of housing is expected to change from single family homes on larger lots to a more dense mix of smaller single family, attached and multi-family housing. The largest areas for new future residential use designated in the Plan are along the proposed Eickhoff-Koresssel road project in western Vanderburgh County

and in the northeastern part of the County. The Plan calls for protecting the residential character of neighborhoods from intrusion by incompatible uses.

Commercial

Although partially designated in the Plan as mixed use, the largest area expected to develop primarily for commercial development is the eastside area bounded by Morgan Avenue, I-164, Lloyd Expressway and the Burkhardt Road corridor. This area could also include some additional multi-family use. The proposed commercial along I-164 at the Boonville-New Harmony Road and Green River Road interchanges were expanded and new future commercial was added at the SR 57 and Millersburg Road interchanges for highway commercial establishments in anticipation of I-69.

Industrial

The Plan projects the long-planned U.S. 41 North corridor between I-64 and Baseline Road as the primary area for industrial growth. A new secondary corridor for industrial development has been added along/between SR 57 and I-164 extending south from the northern County Line to nearly Boonville-New Harmony Road. Another smaller area designated for future industrial is the southeast quadrant of the I-164 and Lynch Road interchange.

To prepare for the industrial development anticipated from I-69, the Plan suggests that Vanderburgh County officials should coordinate with Warrick and Gibson Counties on a regional strategy for economic development and growth, apply for INDOT grant funds for local planning in the proposed I-69 corridor, and prepare new or updated County plans.

INFRASTRUCTURE

Road access and availability of water and sewer service are factors that can limit growth. Planning for the necessary infrastructure to serve and encourage development must occur in the areas where growth is desired. The Plan presents both committed (short-term) and recommended (long-range) road improvement projects proposed by the Evansville Urban Transportation Study. The proposed I-69 project is one of the many projects listed. This highway will eventually be an international trade route linking Canada and Mexico, and is expected to be the most significant project to occur in the Evansville area over the next 20 years.

The Plan contains maps showing the future water and sewer service areas. Some of the areas recommended for extensions of sewer service are: the unserved areas in the City and in unincorporated Center and Perry Townships; the Lynch Road extension corridor east of I-164; the S.R. 65 corridor in German Township; and the S.R. 57/I-164 corridor north of Baseline Road to the County line. The Plan also calls for the infrastructure necessary to serve new development to be in place prior to project completion.

CONCLUSION

The Comprehensive Plan is not intended to be a rigid framework for the future. It is meant to be a dynamic and flexible process for the coordination and guidance of physical development. The Plan should be used by individuals in both the public and private sectors as a guide for decisions concerning land use and other community resources.

The most critical step in the planning process is plan implementation or converting the Plan to action. This involves routinely referring to the Plan for guidance in community development decisions and taking actions that are consistent with the Plan. Land development regulations, such as the Zoning and Subdivision Codes, are tools used in Plan implementation. There are also many other strategies suggested to help implement the Plan. To facilitate implementation, a list of these strategies to be pursued within the first five years of this 20-year Plan has been added that identifies the specific agencies or groups responsible for taking action on each strategy. Through diligent adherence to well thought out and coordinated policies that are supported by the public, the community can successfully achieve the desired goals. Ultimately, a Comprehensive Plan is only as good as its implementation.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TABLE OF CONTENTS	vi
LIST OF MAPS AND GRAPHS	x
LIST OF TABLES	xii
ACKNOWLEDGMENTS	xv
CONTRIBUTORS	xvi
<u>PART A: BACKGROUND</u>	
SECTION 1: INTRODUCTION	1-1
VISION STATEMENT	1-1
MANDATE FOR THE PLAN	1-2
FRAMEWORK AND METHODOLOGY OF PLAN DEVELOPMENT	1-3
PLAN CONTENT AND ARRANGEMENT	1-4
SUMMARY OF PLAN GOALS	1-6
SECTION 2: HISTORY	2-1
LOCAL HISTORY	2-1
HISTORY OF LOCAL PLANNING	2-6
SECTION 3: PHYSICAL FEATURES	3-1
SOILS	3-1
FORESTS AND URBAN TREES	3-5
WETLANDS	3-5
NATURAL HAZARDS	3-6
EARTHQUAKES	3-6
FLOODPLAINS	3-13
TORNADOES	3-19
MINE SUBSIDENCE	3-22
SECTION 4: POPULATION	4-1
EVANSVILLE METROPOLITAN STATISTICAL AREA	4-1
VANDERBURGH COUNTY AND CITY OF EVANSVILLE	4-2
DESCRIPTIVE AREAS	4-5
POPULATION PROJECTIONS-2025	4-9

SECTION 5: SOCIO-ECONOMICS AND HOUSING	5-1
DEMOGRAPHIC CHARACTERISTICS OF HOUSEHOLDS	5-2
FOCUS AREAS	5-6
PUBLIC HOUSING	5-10

PART B: FUNCTIONAL LAND USE POLICIES

SECTION 6: GENERAL LAND USE	6-1
LAND USE PLAN DEVELOPMENT	6-1
GENERAL LAND USE ACTION PLAN	6-6

SECTION 7: RESIDENTIAL	7-1
CURRENT AND FUTURE DWELLING UNIT DISTRIBUTION	7-1
GENERAL HOUSING STRATEGY	7-7
HOUSING ASSISTANCE PROGRAMS	7-9
DEVELOPMENT LOCATION FACTORS	7-10
2025 RESIDENTIAL GROWTH AREAS	7-12
RESIDENTIAL ACTION PLAN	7-14

SECTION 8: COMMERCIAL	8-1
EXISTING COMMERCIAL CENTERS	8-1
ISSUES AND CONCERNS	8-2
FUTURE COMMERCIAL GROWTH	8-4
COMMERCIAL ACTION PLAN	8-6

SECTION 9: CENTRAL BUSINESS DISTRICT	9-1
ISSUES AND CONCERNS	9-1
DOWNTOWN MASTER PLAN	9-3
CENTRAL BUSINESS DISTRICT ACTION PLAN	9-7

SECTION 10: INDUSTRIAL	10-1
FUTURE INDUSTRIAL DEVELOPMENT AREAS	10-2
INDUSTRIAL ACTION PLAN	10-5

SECTION 11: RURAL	11-1
ISSUES AND CONCERNS	11-1
RURAL ACTION PLAN	11-3

PART C: COMMUNITY SERVICES AND FACILITIES

SECTION 12: ECONOMIC DEVELOPMENT	12-1
CURRENT AGENCIES AND PROGRAMS	12-2
ECONOMIC ANALYSIS	12-5
FUTURE OUTLOOK	12-14
ECONOMIC DEVELOPMENT ACTION PLAN	12-17

SECTION 13: EDUCATION AND CULTURAL ENVIRONMENT	13-1
EXISTING EDUCATIONAL FACILITIES	13-1
CULTURAL ENVIRONMENT	13-6
EDUCATIONAL AND CULTURAL ACTION PLAN	13-11
SECTION 14: ENVIRONMENTAL QUALITY	14-1
AIR QUALITY	14-1
WATER QUALITY	14-3
FOREST RESOURCES	14-7
ENVIRONMENTAL QUALITY ACTION PLAN	14-9
SECTION 15: PARKS AND RECREATION	15-1
STATE FACILITIES	15-1
COUNTY PARKS	15-2
CITY PARKS	15-2
PARK ACREAGE ASSESSMENT AND PROJECTIONS	15-10
NEED FOR NEW PARKS	15-11
PARK PLAN RECOMMENDATIONS	15-13
RECREATION ACTION PLAN	15-16
SECTION 16: PUBLIC SAFETY AND HEALTH	16-1
DISASTER PREPAREDNESS	16-1
CRIMINAL JUSTICE	16-2
FIRE PROTECTION	16-3
EMERGENCY MEDICAL TRANSPORTATION	16-5
HEALTH CARE	16-7
CEMETERIES	16-10
HAZARD MITIGATION ACTION PLAN	16-11
PUBLIC SAFETY ACTION PLAN	16-14
HEALTH ACTION PLAN	16-15
SECTION 17: TRANSPORTATION	17-1
EXISTING TRANSPORTATION SYSTEM	17-4
RECOMMENDED TRANSPORTATION SYSTEM	17-11
TRANSPORTATION ACTION PLAN	17-23
SECTION 18: URBAN DESIGN AND HISTORIC PRESERVATION	18-1
URBAN DESIGN	18-1
HISTORIC PRESERVATION	18-5
SECTION 19: PUBLIC UTILITIES	19-1
WATER	19-1
WASTEWATER COLLECTION AND TREATMENT	19-6
RURAL SEPTIC SYSTEMS	19-10
STORM WATER DRAINAGE	19-11

SOLID WASTE	19-14
EVANSVILLE WATER AND SEWER UTILITY ACTION PLAN	19-16
STORMWATER DRAINAGE ACTION PLAN	19-17

PART D: IMPLEMENTATION

SECTION 20: PLAN IMPLEMENTATION	20-1
STRATEGIES TO REALIZE PLAN GOALS	20-1
FACTORS AFFECTING IMPLEMENTATION	20-6
IMPLEMENTATION ACTION PLAN	20-12

APPENDIX

A: REFERENCES	A-1
B: TOWNSHIP MAP	B-1
INDIVIDUAL DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-2
HOUSEHOLD DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-3
C: LIST OF OFFICIAL SUBAREA PLANS	C-1
D: NEWSPAPER ARTICLES	
E: ADOPTION RESOLUTIONS	
F: EXISTING AND FUTURE LAND USE MAPS	ENVELOPE

LIST OF MAPS AND GRAPHS

SECTION 1: INTRODUCTION	
GOVERNMENT JURISDICTIONS	1-5
SECTION 3: PHYSICAL FEATURES	
PRIME AGRICULTURAL SOILS	3-2
DEVELOPMENT LIMITATIONS BY SOIL TYPE	3-4
REGIONAL EARTHQUAKE HISTORY	3-9
INTENSITY CONTOURS FOR THE CHARLESTOWN, MISSOURI	
EARTHQUAKE OF 1895	3-10
GENERALIZED SEISMIC HAZARD AREAS	3-12
WATERSHED BOUNDARIES	3-14
100-YEAR FLOODPLAIN	3-16
FLOODPLAIN CROSS SECTION	3-17
REGIONAL TORNADO HISTORY	3-21
MINE SUBSIDENCE AREAS	3-23
SECTION 4: POPULATION	
CITY GROWTH BY ANNEXATION	4-3
DESCRIPTIVE AREAS	4-8
HISTORICAL POPULATION	4-12 A
PROJECTED POPULATION	4-12 B
SECTION 5: SOCIO-ECONOMICS AND HOUSING	
FOCUS AREAS	5-9
SECTION 6: GENERAL LAND USE	
CITY AND COUNTY LAND USE	6-3
SECTION 7: RESIDENTIAL	
1990-2000 HOUSING CHANGE BY TOWNSHIP	7-4
2000-2025 HOUSING CHANGE BY TOWNSHIP	7-5
FUTURE RESIDENTIAL LAND USE-2025	7-13
SECTION 8: COMMERCIAL	
FUTURE COMMERCIAL LAND USE-2025	8-5
SECTION 10: INDUSTRIAL	
FUTURE INDUSTRIAL LAND USE-2015	10-5

SECTION 12: ECONOMIC DEVELOPMENT	
REGIONAL ECONOMIC AREAS	12-7
AREA RESIDENTS COMMUTING INTO VANDERBURGH COUNTY	12-8
RESIDENTS COMMUTING OUT OF VANDERBURGH COUNTY	12-9
SECTION 13: EDUCATION AND CULTURAL ENVIRONMENT	
SCHOOLS	13-7
SECTION 15: PARKS AND RECREATION	
PARKS AND RECREATION SITES	15-9
AREAS IN NEED OF PARKS	15-12
PIGEON CREEK GREENWAY	15-15
SECTION 16: PUBLIC SAFETY AND HEALTH	
PUBLIC HEALTH AND SAFETY SERVICES	16-6
SECTION 17: TRANSPORTATION	
INTERSTATES & HIGHWAYS SERVING MAJOR MIDWEST CITIES	17-2
REGIONAL HIGHWAY NETWORK	17-3
COUNTY ROAD FUNCTIONAL CLASSIFICATION	17-5
AIRLINES SERVING EVANSVILLE IN 2004	17-8
REGIONAL RAILROAD SERVICE AND WATER PORTS	17-9
COMMITTED PROJECTS: 2004-2006	17-15
RECOMMENDED PROJECTS: 2007-2030	17-19
SECTION 18: URBAN DESIGN AND HISTORIC PRESERVATION	
AN ATTRACTIVE EVANSVILLE	18-4
LOCAL HISTORIC SITES	18-8
SECTION 19: PUBLIC UTILITIES	
WATER SERVICE AREA	19-2
SEWER SERVICE AREA	19-7
APPENDIX B	
TOWNSHIPS	B-1
APPENDIX F	
EXISTING LAND USE-1996	ENVELOPE
FUTURE LAND USE-2015	ENVELOPE

LIST OF TABLES

SECTION 3: PHYSICAL FEATURES	
DEVELOPMENT LIMITATIONS AS DEFINED BY SOIL SERIES CHARACTERISTICS	3-3
COMPARISON OF RICHTER MAGNITUDE AND MODIFIED MERCALLI INTENSITY SCALES	3-7
MAJOR EARTHQUAKES THAT AFFECTED THE EVANSVILLE AREA	3-8
BENCHMARKS AND HISTORIC FLOOD CRESTS FOR EVANSVILLE	3-13
FLOOD INSURANCE ACTIVITY	3-15
THE FUJITA TORNADO INTENSITY SCALE	3-20
SECTION 4: POPULATION	
EVANSVILLE METROPOLITAN STATISTICAL AREA (MSA) COUNTIES AND THEIR POPULATION 1950-2000	4-1
CHANGE IN POPULATION: VANDERBURGH COUNTY AND CITY OF EVANSVILLE 1950-2000	4-2
COMPONENTS OF POPULATION CHANGE FOR VANDERBURGH COUNTY	4-4A
PERCENTAGE OF POPULATION IN SELECTED AGE GROUPS 1950-1990	4-4B
PERCENTAGE OF POPULATION BY RACE 1950-2000	4-5
COMPARISON OF POPULATION PROJECTIONS	4-11
EVANSVILLE MSA POPULATION 2025 PROJECTIONS BY COUNTY	4-13
SECTION 5: SOCIO-ECONOMICS AND HOUSING	
HOUSING UNITS, PERCENT SINGLE FAMILY, PERCENT BUILT BEFORE 1939	5-3
OCCUPIED HOUSING UNITS, TENURE AND PERSONS PER HOUSEHOLD	5-4
MEDIAN HOUSEHOLD INCOME, AND MEDIAN MONTHLY HOUSING COSTS	5-5
FOCUS AREAS	5-8
PUBLIC HOUSING FACILITIES	5-10
SECTION 7: RESIDENTIAL	
2025 RESIDENTIAL PROJECTIONS	7-2
1990 TO 2000 POPULATION AND HOUSING CHANGE BY TOWNSHIP	7-3
2000 TO 2025 POPULATION AND HOUSING CHANGE BY TOWNSHIP	7-6
SECTION 9: CENTRAL BUSINESS DISTRICT	
POPULATION AND OCCUPIED HOUSING IN THE CBD	9-1

SECTION 11: RURAL	
FARM LAND USE IN VANDERBURGH COUNTY	11-2
SECTION 12: ECONOMIC DEVELOPMENT	
ECONOMIC MARKET AREAS	12-6
PERCENT SHARE OF EMPLOYMENT BY INDUSTRY IN VANDERBURGH COUNTY	12-11A
2000 EMPLOYMENT PERCENTAGE BY INDUSTRY AS COMPARED TO THE STATE AND NATION	12-11B
MAJOR EMPLOYERS IN VANDERBURGH COUNTY AND SURROUNDING COMMUNITIES	12-12
SECTION 13: EDUCATION AND CULTURAL ENVIRONMENT	
SCHOOL AGE GROUPS: 2000 CENSUS AND PROJECTIONS	13-2
SCHOOLS SERVING VANDERBURGH COUNTY	13-4
LIBRARY LOCATIONS	13-9
SECTION 14: ENVIRONMENTAL	
GROUND WATER CONTAMINANTS / PERCENT OF FREQUENCY	14-7
SECTION 15: PARKS AND RECREATION	
INVENTORY OF PARKS AND RECREATION SITES	15-6
PUBLIC PARKS AND RECREATION ACREAGE: 2004	15-10 A
ACREAGE REQUIRED TO MEET NRPA OPEN SPACE STANDARDS	15-10 B
SECTION 16: PUBLIC SAFETY AND HEALTH	
FIRE STATIONS IN THE CITY OF EVANSVILLE	16-4
FIRE STATIONS IN VANDERBURGH COUNTY	16-5
SECTION 17: TRANSPORTATION	
METS RIDERSHIP: 1980-2003	17-6
RECENT AND PROJECTED AIRLINE PASSENGER ENPLANEMENTS	17-21
SECTION 18: URBAN DESIGN AND HISTORIC PRESERVATION	
HISTORIC PRESERVATION DISTRICTS, NATIONAL REGISTER SITES	18-9
INDIANA STATE REGISTER SITES ONLY	18-11A
INDIANA HISTORICAL MARKERS	18-11B
SECTION 19: PUBLIC UTILITIES	
WATER DEMAND: 1988-2010	19-3
TREATMENT PLANT STATISTICS	19-8

SECTION 20: PLAN IMPLEMENTATION	
POLICIES TO BE ACCOMPLISHED WITHIN 5 YEARS	20-8
APPENDIX B	
TOWNSHIPS	B-1
INDIVIDUAL DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-2
HOUSEHOLD DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-3

ACKNOWLEDGEMENTS

Mayor of Evansville

Jonathan Weinzapfel

Evansville City Council

Steve Bagbey, President
B.J. Watts, Vice-President
Keith Jarboe
Curt John
Joe Kiefer
Jeff Kniese
Angela Koehler-Walden
Stephen Melcher
Connie Robinson

Vanderburgh County Commissioners

Catherine Fanello, President
David Mosby, Vice-President
Suzanne Crouch, Member

Vanderburgh County Council

Ed Bassemier, President
Lloyd Winnecke, Vice President
Rev. Phil Hoy
Jim Raben
Royce Sutton
Troy Tornatta
Curt Wortman

Darmstadt Town Board

William Smith, President
Pamela Ambrose, Clerk-Treasurer
Brad A. Korff

Kenneth Temme
David Whipple

Evansville-Vanderburgh County Area Plan Commission

Mark Foster, President
Derek Dunigan, Vice-President
Suzanne Crouch
Roger Herrin
Bill Jeffers
Ralph Kissinger
Jeff Kniese

Michael Lockard
Phil Offerman
Yvette Payne
Bill Pedtke
Stacy Stevens
Curt Wortman

Area Plan Commission Staff

Bradley G. Mills, P.E.
Blaine Oliver
John N. Ansbrosio, AICP
Beverly Behme
Laura Lamb
Brenda Hill
Jim McReynolds
Kathie Holley
Karen Yokel
Mary Janet Greenwell
Donna Holderfield
Kate Epley
Joseph Harrison, Jr.

Executive Director
Assistant Director
Senior Planner
Zoning Administrator
Department Administrator
Chief Drafting Technician
Computer/CAD Specialist
Bookkeeper/Office Manager
Senior Secretary
Senior Zoning Enforcement Officer
Zoning Enforcement Officer
Zoning Investigator
Attorney

CONTRIBUTORS

SECTION 2: HISTORY

Donald Baker, formerly with Williard Library and Ohio Township Public Library

SECTION 13: EDUCATION

Bart McCandless, Evansville-Vanderburgh School Corporation
H. Ray Hoops, University of Southern Indiana
Rosie Weatherway, IVY Tech
Marsha Jackson, University of Evansville

SECTION 14: ENVIRONMENTAL

Donna Bergman, Environmental Protection Agency

SECTION 15: PARKS AND RECREATION

Glen Boberg, City of Evansville Parks and Recreation Department
Shirley James
Pigeon Creek Advisory Board

SECTION 16: PUBLIC SAFETY AND HEALTH

David Gullede, Evansville Police Department
Brad Ellsworth, Sheriff's Department
Sherman Greer, Emergency Management Agency
Michael Humphrey, Evansville Fire Department

SECTION 17: TRANSPORTATION

Rose Zigenfus, Evansville Urban Transportation Study
John Stoll, County Engineer
Pat Keepes, City Engineer
Bob Working, Evansville Regional Airport

SECTION 19: UTILITIES

Herb Butler and John Rexing, Water and Sewer Utility
Joe Ballard, Solid Waste Management District
John Stoll, County Engineer
Bill Jeffers, County Surveyor

GENERAL

Paul Farmer, UNOE and Vision Committee
Fred Padget, West Side Improvement Association and Vision Committee
member
Susan Harp, Oak Hill Road Neighborhood Association

SECTION 1 INTRODUCTION

Decisions are made every day in both the public and private sector that have a major impact on our lives. Many of these decisions involve land use changes resulting in alterations to our surroundings, the places we live, play, shop and work. Growth and redevelopment will continue to change our community in the future. The citizens of Evansville and Vanderburgh County have a strong desire for continued growth. This can more specifically be described as a desire for responsible growth that occurs in an orderly as opposed to piecemeal fashion. The community also desires to be prepared for the future, and to maximize the benefits of growth. Based on the many desires, expressed in the development of this Plan, it is clear that Evansville residents have high hopes and aspirations for the future of our community. The basic purpose of the Comprehensive Plan is to provide a strategy to make these desires (or community vision) for the future become reality.

Successful long-range planning requires vision. Based on the Plan development process and input from both the private and public sectors a future vision of Evansville and Vanderburgh County has been developed and is presented in the Plan. This process was initiated by establishing a citizen Vision Committee which held a series of meetings in 2003. The Committee was comprised of elected and appointed local government officials and community leaders from the private sector and from neighborhood associations. This group was charged with the task of developing a vision statement for the update of the Comprehensive Plan. Along with many other valuable suggestions and contributions to this planning process, the Committee developed the following Vision Statement:

Vision Statement

“We envision Evansville and Vanderburgh County as a prominent regional center that offers prosperity, growth, and a quality place to live, learn, work, invest and visit.”

This vision is supported by local population, housing, and employment projections, designating appropriate areas for new development in each land use category, identifying the community’s long-range growth objectives, and indicating how the community should develop to achieve these desired objectives. In short, the Plan is a blueprint for the future development of the community, the future land use pattern and for plan implementation.

Comprehensive planning is an ongoing process that requires periodic review to keep the Plan current. This document, which updates the 1996 Plan and the 2000 Plan amendments, is the result of such a review. The 2004 –2025 Comprehensive Plan is anticipated after public review, hearings, to be adopted by the Area Plan Commission, City Council, County Commissioners, and Darmstadt Town Board.

MANDATE FOR THE PLAN

Indiana Code, Title 36, Article 7, Chapter 4, as amended, empowers cities and counties to plan. These units of government are further charged with the purpose of improving the health, safety, convenience, and welfare of their citizens and to plan for the future development of their communities to that end:

1. That the highway system be carefully planned;
2. That communities grow only with adequate public ways, utility, health, education, and recreational facilities;
3. That the needs of agriculture, industry, and business be recognized in future growth;
4. That the residential areas provide healthful surroundings for family life; and
5. That the growth of the community is commensurate with and promotive of the efficient and economical use of public funds. (I.C. 36-7-4-201)

Public law further states that these units of government may establish planning and zoning entities to fulfill this purpose (I.C. 36-7-4-202). Resolutions by the Common Council of the City of Evansville and Vanderburgh County Board of Commissioners establishing the Area Plan Commission of Evansville and Vanderburgh County went into effect on April 10, 1968.

Furthermore, while residents of Vanderburgh County support the comprehensive planning process, such action is required by legislative mandate. Specifically, Indiana statute (I.C. 36-7-4-501) requires a comprehensive plan to be approved by resolution for the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development. The Plan Commission shall prepare the Comprehensive Plan.

Indiana Code 36-7-4-502 states a comprehensive plan must contain at least the following:

1. A statement of objectives for the future development of the jurisdiction;
2. A statement of policy for the land use development of the jurisdiction;
and
3. A statement of policy for the development of public ways, public places, public land, public structures, and public utilities.

Besides the required Comprehensive Plan elements, State statute (I.C. 36-7-4-503) allows for additional contents. The 2004-2025 Comprehensive Plan includes many of these optional items such as studies of current conditions and future growth in the City and County. Other items in the Plan from the list of permissible contents are maps and descriptive materials on the following subjects:

History, population, and physical site conditions
Blighted areas
Air and water pollution
Flood control
Public utilities and other services
Transportation, including rail, bus, air and water
Parks and recreation
Education, including location of schools and universities
Land utilization, including agriculture, forests, and other uses
Conservation of resources
Other physical, economic, and social factors

FRAMEWORK AND METHODOLOGY OF PLAN DEVELOPMENT

The Evansville-Vanderburgh County Comprehensive Plan 2004 -2025 is the framework for the ongoing land use planning process. The 2004 Plan updates, re-organizes and expands the scope and content of the 1996 Plan.

The Plan was based upon the following underlying principles:

THAT IT BE COMPREHENSIVE IN NATURE.

The plan should encompass information relative to the entire city and county, addressing all major components of development (e.g., population, land use, environment, housing, utilities, etc.);

THAT IT REFLECTS THE COMMUNITY'S VALUES, NEEDS, AND VISION.

The plan should state the goals, objectives and policies of the community pertaining to growth and quality of life;

THAT IT GUIDES PHYSICAL DEVELOPMENT.

The plan should define where development is desired, the scale of development and the areas of the community to be preserved;

THAT IT IS LONG RANGE IN NATURE.

The plan should identify what the community aspires to become in the next 20 years, and anticipate the future to avoid potential problems; and

THAT IT IS THE LEGAL FOUNDATION FOR LOCAL ORDINANCES.

The plan must be approved by the city or county in order to legally adopt a zoning ordinance, and zoning is a prerequisite for adoption of a subdivision ordinance as required by State statute (I.C. 36-7-4-601 and 701).

Comprehensive planning is the dynamic and flexible process of coordinating and guiding physical development and it should not be construed to be a rigid framework for the future. The Plan should be used by both the public and private sectors as a guide for deciding the efficient use and management of the community's resources.

This Plan addresses the entire area of Vanderburgh County which, according to the Census, contains 235.74 square miles or 150,873.6 acres, eight townships, one major incorporated city (Evansville) and one incorporated town (Darmstadt). The planning area and these government jurisdictions are shown on Page 1-5.

In preparing the 2004-2025 Plan, the Area Plan Commission requested information from numerous public and private agencies. The Plan reflects the information obtained through the cooperation of these entities. Information contained within this Plan was compiled from the 1996 Comprehensive Plan, current City and County department reports which detail current facilities and services, and an analysis of current land use. Public participation was also an important element in the development of the Plan. Valuable input was obtained in meetings on the Plan with the Vision Committee, community groups, and government departments. These meetings and the series of advertised public hearings scheduled for the Plan represent a concerted effort to obtain a broad range of community input and support.

PLAN CONTENT AND ARRANGEMENT

The sections in the Plan are arranged as follows: Part A covers the background information and current conditions. Part B contains the land use plan, which includes analysis and policies for each type of functional land use. Part C discusses the supporting community services and facilities. Part D concerns plan implementation.

ACTION PLANS

Statements of goals establish the community's position on growth and quality of life. These goals, in combination with the associated objectives and policies, form action plans which provide a framework for decision-makers and a defined strategy for future development. Action plans have been included at the end of most of the Plan sections. In some cases, the action plans were developed as a portion of that department's planning process such as transportation and recreation.

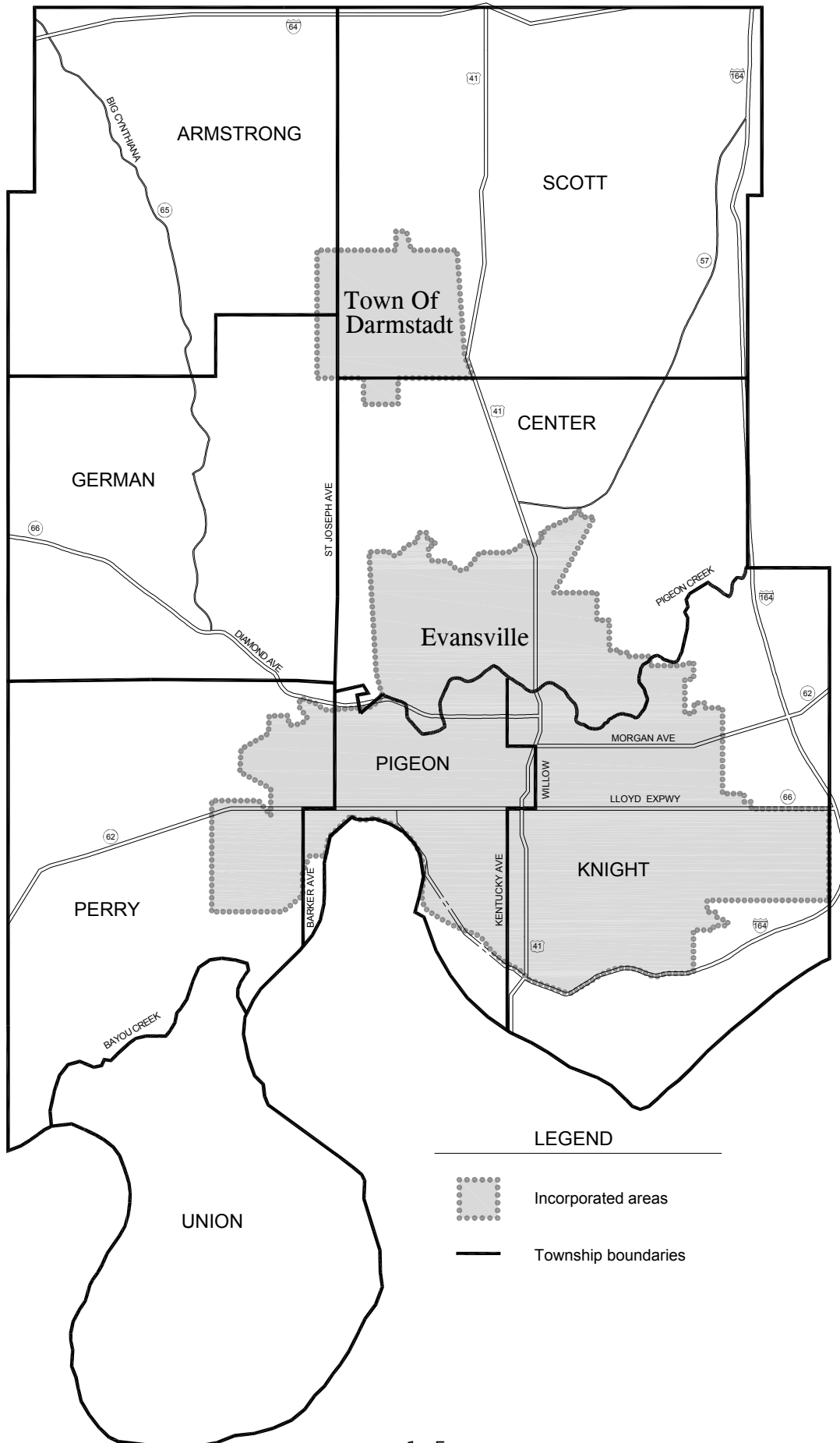
By definition, goals are very general in nature. Thus, they need to be supported by a more precise and measurable indication of intent through objectives and policies. The definitions of terms used in the action plan for each Plan element are as follows:

GOALS describe in general terms the underlying community values and reflect desired ideal situations or achievement. Goal statements are typically broad and long-range oriented.

OBJECTIVES are a more specific statement designed to achieve a particular aspect of a goal. They define a desired end result which then can be measured.

POLICIES are statements that define principles, strategies and actions that are necessary to obtain a goal or objective. The policies represent the primary commitment toward achieving the goals and objectives, and imply a consistency of action.

Government Jurisdictions



The action plans contained in this document are intended to encourage responsible and orderly growth, reflect concerns for the impacts of future development and address the needs of older areas in the City. New areas in the County will urbanize, but should not divert the focus from the future survival of the central city. The thrust of the Comprehensive Plan is to maintain and expand the well-being of the community's residents by capitalizing on the positive aspects of growth, while at the same time, minimizing any negative consequences.

SUMMARY OF PLAN GOALS

The following is a summary of all goal statements in each action plan. This is provided to allow viewing of all the Plan goals together in one section. These summarized statements are arranged in the order they appear in this document.

Land Use Goals

- Arrange land uses to create a pattern of orderly development. (Page 6-6)
- Value neighborhoods & promote an adequate supply and mix of housing. (Page 7-14)
- Promote quality commercial and industrial development that improves the economy and community. (Pages 8-6, and 10-5)
- Create an environment that supports downtown businesses and workers. (Page 9-7)
- Revitalize the Central Business District as a dynamic urban center with a blend of unique uses (Page 9-6)
- Maintain an agricultural sector in the local economy and rural life options. (Page 11-3)

Economic Development Goal

- Promote development that contributes to long-term growth in the local economy by producing jobs, expanding the tax base and improving our standard of living. (Page 12-17)

Quality of Life Goals

- Encourage a variety of recreational, leisure and cultural activities for all ages. (Pages 13-11, and 15-16)
- Aim to have an educational system that provides all citizens opportunities for quality, life-long learning. (Page 13-11)
- Endorse a health care system that maximizes opportunities for healthy lives/lifestyles. (Page 16-15)

Environmental Quality Goal

- Support a clean, healthful & aesthetically pleasing environment and maintain a high level of air, surface and ground water quality. (Pages 14-9, 14-11, 14-12)

Parks Goals

- Connect the City's parks with a system of open space corridors to create the image of a "City within a Park". (Page 15-16)
- Creating quality of life opportunities by providing safe environments and affordable programs to enhance fun, fitness, and education for residents for all ages in our community. (Page 15-16)

Hazard Mitigation Goals

- Minimize fatalities, injuries, damage and disruption caused by hazards. (Page 16-11)
- Aim to have a secure community environment by providing effective police and fire services. (Page 16-13)

Transportation Goals

- Develop a transportation system that safely & efficiently moves people & goods. (Page 17-23)
- Provide a choice of transportation modes for a high level of mobility. (Page 17-23)
- Coordinate land use and transportation planning. (Page 17-23)
- Develop a transportation system that preserves the character of the environment. (Page 17-24)
- Improve accessibility to the transportation system and respond to the needs of low income, minority and elderly persons. (Pages 17-24, and 17-25)
- Involve citizens in development of the transportation system through an extensive public participation program. (17-24)
- Promote development that uses appropriate access and minimizes congestion/conflicts. (Page 17-25)
- Improve the transit system as a frequently used alternative to auto travel. (Page 17-27)

Utilities Goals

- Provide quality water and wastewater service. (Page 19-13)
- Improve the surface collection & capacity of the stormwater drainage system. (Page 19-17)

Plan Implementation Goal

- Ensure effective and equitable plan implementation and administration of the Zoning and Subdivision Ordinances. (Page 20-12)

SECTION 2 HISTORY

Before we develop a plan for our future, we should examine our past. Since Evansville's rich history is an important aspect of the community, it should be reflected in our master plan. The following is a brief history of development in Evansville.

LOCAL HISTORY

In the pioneer era, transportation was forced onto the inland river system by the dense, unbroken forest west of the Allegheny Mountains. By 1800, the region's aspiring cities were all located on the rivers - Pittsburgh, Cincinnati, Louisville, St. Louis. Growth was hampered, however, by an elemental fact of nature. It was very easy to move cargoes downstream; it was very difficult to bring other cargoes back upstream.

The first steamboat on the inland rivers journeyed from Pittsburgh to New Orleans in late 1811. Small and primitive though it was, compared to the later floating palaces, this steamboat heralded a transportation revolution. With its power exponentially greater than what could be provided by muscle or sail, it meant that, for the first time, it would be almost as easy to move people and merchandise upstream as down.

This new industry would guarantee wealth to those who were wise enough to acquire likely town sites on navigable streams. One of the many such individuals who made his way to the federal land office at Vincennes after the spring thaw of 1812 was Hugh McGary, Jr., a resident of Gibson County. On terms of \$2.00 per acre with four years to pay, McGary, on March 27, 1812, purchased just shy of 441 acres on a horseshoe bend of the Ohio River.

If the Ohio was the early 19th century equivalent of an interstate highway, Pigeon Creek would have been the equivalent of a county road. If McGary hoped to purchase land including the intersection of the Creek and the River, however, he was disappointed. That area had already been claimed by, General Washington Johnston, a land speculator from Vincennes. McGary's tract lay to the east, at the "one o'clock" position of the horseshoe bend. It was roughly bounded by present-day Fulton Avenue north to Lloyd Expressway, then east to Baker Avenue, then south along a line that becomes Parrett Street, and finally, west along the line of Washington Avenue to the riverbank.

Although McGary's land lacked the advantage of a waterway junction, it did possess a number of positive features. It was located up on a bluff, which McGary thought was high above all possible flood. Unfortunately, he has been proved wrong on several occasions, most notably in 1937 when 500 city blocks of Evansville were under water. It was more certain that the low-lying thumb of Kentucky across the Ohio was unsuitable for the location of a town that would directly compete for immigration and development. The nearest rival was Henderson, Kentucky, seven miles downstream.

Other towns, such as Newburgh, were being platted at the same time; therefore, McGary needed to persuade prospective land purchasers to buy their town lots from him, rather than from someone else. One way of doing this would be to have his new town designated the "permanent" seat of county government. With the help of a Gibson County legislator, Robert M. Evans, a new county of Warrick, named after a military man killed at the Battle of Tippecanoe, was authorized in 1813. It stretched along the river from the Harrison County line to the Wabash River.

In June, 1814, the newly selected county commissioners met at the mill of James Anthony, McGary's brother-in-law, on Pigeon Creek. McGary offered the county government 100 acres of his land if they would designate as the county seat the town he had chosen to name Evansville after the helpful legislator. They were pleased to accept his offer.

McGary had been doing a brisk business in lot sales on a money-back guarantee that Evansville would indeed become a county seat. Unfortunately, no sooner did that become a reality than the Indiana General Assembly shattered his hopes by creating Posey County with Pigeon Creek as its eastern boundary. With Evansville now on the extreme western edge of a smaller Warrick County, the county commission met again, returned McGary's 100 acres, and moved the Warrick County seat to the now defunct town of Darlington.

Despite having to refund the money of many lot purchasers, McGary managed to make the last of his four annual payments for his land in 1816. He was, however, "land poor." Robert M. Evans again entered the picture and with his brother-in-law, James W. Jones, alleviated McGary's cash-flow problem by purchasing one-third interest in the town-founding enterprise. They devised a new town plat on about 200 acres of McGary's original land, with streets running parallel to the river; that is, from northwest to southeast.

Evansville was incorporated in 1817 and again became a county seat when Vanderburgh County was organized on January 7, 1818. The county was named for Henry Vanderburgh, a deceased chief judge of the Indiana Territorial Supreme Court. A newspaper advertisement on April, 1818, touted Evansville's prospects "as a place of landing and deposit for the western part of the State of Indiana" which "certainly holds out a fairer prospect to become a considerable commercial town, than any other in the western part of the state. Merchants, mechanics, and men of enterprise are particularly invited to come and judge for themselves."

The town grew slowly until its economic "take-off" in the early 1830's. It was announced that the state would, as part of a mammoth internal improvement program, build the longest canal in the world, traversing over 400 miles to connect the Great Lakes at Toledo, Ohio, with the inland rivers at Evansville. The canal would not only open up the interior of Indiana to commerce, but it would create an inland transportation route from New Orleans to New York City via the Mississippi and Ohio Rivers; this new Wabash and Erie Canal; Lake Erie; New York State's Erie Canal; and the Hudson River.

The possibility that Evansville would be at the crossroads for the commerce of half a continent brought "merchants, mechanics, and men of enterprise" flooding in. Fortunately, they did not then know, as people have learned on several occasions since, that Indiana transportation projects often take twenty-years to build and are obsolete when completed. Such was the case with the Wabash and Erie Canal. Its construction bankrupted the state, and by the time it was completed in 1853, plans were already being made to build railroads parallel to its route.

Ironically, when the canal was finished, it did not terminate in Evansville after all. By 1837, General Washington Johnston's tract, which was split by Pigeon Creek, had come into the hands of four developers, two named Law, one named Macoll, and one named Scott. Combining the first portions of their names, they came up with "Lamasco" as the name of the new town they platted from First Avenue westward to St. Joseph Avenue. Unlike Evansville, Lamasco's streets were platted on the cardinal points, due north-south and east-west.

In 1847, the portion of Lamasco east of the Creek was incorporated, and by the 1850's, Lamasco had annexed land up to the Evansville corporate limits and was threatening to landlock its rival by annexing east of First Avenue. Had this situation continued, it would have resulted in a permanent state of competition for growth, similar to what happened up river at New Albany-Clarksville-Jeffersonville. Fortunately, the leaders of the two towns realized that a merger was in the best interests of all concerned.

The Indiana General Assembly authorized a merger in 1857, and by referendum, the citizens of the new City voted to continue being called Evansville. But, although the Lamasco name disappeared from the map, the Lamasco street grid did not. It was, in fact, extended and it eventually surrounded the original McGary-Evans-Jones grid. That meant that anyone entering or leaving downtown Evansville found that the street eventually made an oblique angle turn in one direction or another. This circumstance has been a continuing source of confusion to visitors and residents alike as they travel through and around the City.

The era of Evansville's greatest growth was the second half of the nineteenth century, following the disruption of the Civil War. At that time, the steamboat industry was at its height. Evansville was a major stop for through boats in Pittsburgh-New Orleans commerce, and it was the homeport for a number of steamboat companies engaged in local and regional, or "packet" trade. In 1870, the City annexed "Independence," the area west of Pigeon Creek that was not included when Lamasco incorporated.

Evansville was positioned geographically for commerce, and thanks to an abundance of nearby natural resources, it had something to sell. The products of the fertile farmland surrounding the City found their way to the Evansville wharf and were the basis for a growing flour and corn milling industry.

Coal mines began operating literally on Evansville's doorstep in the 1890's, and by the turn of the century, 10 mineshafts had been sunk within or near the City limits. These mines provided fuel for industry, steamboats and railroad locomotives, and commercial and household heating. Evansville began to thrive under a cloud of coal dust, smoke and soot.

Foundries were established to serve the mechanical needs of the steamboats but soon branched out into the manufacture of farm implements and household stoves. Hardwood lumber was rafted down the Green River from the heart of western Kentucky. The region's lumber supply fostered large-scale lumber and furniture manufacturing for the sawmills and factories which lined Pigeon Creek after 1870. By 1900, Evansville was one of the largest hardwood furniture centers in the world, with 41 factories employing approximately 2,000 workers. The fortunes that were made in mining, manufacturing and, particularly, the wholesale trade found an outlet in the construction of the imposing Victorian-era homes that have become an attraction for tourists in the Riverside Drive and First Street area.

Evansville grew with the steamboat industry but was not dependent upon it. The City became an important node in the nation's railroad network in 1887 when the Louisville and Nashville Railroad constructed a bridge across the Ohio River between Evansville and Henderson. This alleviated a major impediment to north-south rail transportation and resulted in construction of a major railyard southwest of Evansville, with the new town of Howell created to house railroad employees. In 1916, Evansville would annex Howell, completing the City's counter-clockwise march around the horseshoe bend.

The economic base underwent a change in the early twentieth century. Furniture manufacturing declined as nearby supplies of timber became exhausted, but several other major companies (Bucyrus Steam Shovel Plant, Graham Glass Works, Faultless Caster, Mead Johnson Company) moved in to fill the void. In the 1920's two important new industries were introduced, automobile manufacturing and refrigerator production. Major companies were the Graham Paige Automobile Company (later purchased by the Chrysler Corporation), Seeger Refrigerator Company, Servel Incorporated, and Sunbeam Electrical Manufacturing Company.

The Depression era was characterized by high unemployment and business failure, although the discovery of oil in the area in 1938 was a bright spot. Still, Evansville did not fully recover from the effects of the Depression until the advent of World War II. The war industry was a boon to the local economy with employment rising from 21,000 to 64,000 in just a few months.

After the war, many of these plants were successfully converted to peacetime production. Employment continued to climb, due to the high demand for automobiles, household appliances, and farm equipment. This prosperity continued through the Korean War period, with major industries still being refrigerator and automobile manufacturing. The local economy was dominated by four major firms: Servel, International Harvester, Seeger, and Chrysler. These firms accounted for sixty-three percent of total manufacturing employment and thirty-one percent of all employment by 1953.

The conclusion of the Korean War brought recession to the nation. The recession was particularly severe in the Evansville area, due to the fact that there was a heavy concentration of employment in the automobile and refrigerator manufacturing industries. Both of these industries were tied closely to defense contractors. From 1954 until 1962 the unemployment rate never dropped below five percent and even jumped to ten percent in 1958. During this period, the four leading firms underwent some major changes. Servel went out of business. International Harvester and Chrysler terminated their operations in Evansville, and the Seeger Corporation was reorganized and later became part of the Whirlpool Corporation.

In spite of the recession, twenty-eight new firms moved to the area between 1955 and 1963, thus saving the Evansville economy from total collapse. Some of these new firms were Whirlpool Corporation, Arkla Air Conditioning Corporation, Bendix-Westinghouse Corporation, Alcoa, Bucyrus-Erie Corporation, and General Electric Company. Not only were the new firms significant because of increased employment (12,000 new employees by 1963), but also because of the diversification that was brought to the local economy. Much of the increased employment represented a replacement of lost employment. The recession had demonstrated the danger of a non-diversified local economy and of relying too heavily on a small number of durable goods industries.

In the midst of the recession, the local community responded with efforts toward redeveloping its deteriorating capital facilities, especially those in the Central Business District. From 1958 to 1963 nearly \$30 million was spent on capital construction. This spending continued into the late 1960's and reached its peak with the completion of the \$25 million Civic Center Complex in 1968. This capital outlay for public facilities was partially responsible for the economic recovery in the 1960's, along with the attraction of some important new industries. Thus, by 1966 local economic performance was raised to the national average, and by 1969 the local economy had regained the level of the earlier peak in 1953.

Today, Evansville and Vanderburgh County have a sound and diversified economy. This goal has been obtained through the cooperation of City and County government, business, and civic organizations. The trend toward diversification of the economy has continued. Evansville has evolved into a major provider of health care services in the Tri-State area, and a regional retail center. Moreover, the manufacture of goods, such as plastics and pharmaceuticals, growth in wholesale trade, and the establishment of Evansville as the service center for Southwestern Indiana, Western Kentucky, and Southeastern Illinois have collectively created a stable local economy.

HISTORY OF LOCAL PLANNING

The following is a brief history of planning and zoning in the City of Evansville and Vanderburgh County:

- 1921 - The Evansville City Plan Commission was created under the authority of the State of Indiana Planning Act.
- 1924 - U.S. Department of Commerce issues a Standard State Zoning Enabling Act.
- 1925 - Adoption of the first City zoning ordinance and comprehensive plan element, "Plan for the Development of a System of Major Streets".
- 1926 - Village of Euclid v. Ambler Realty
Constitutionality of zoning upheld by U.S. Supreme Court.
- 1927 - Other plan elements "Public Recreation Facilities In Evansville" and "The City's Appearance, Suggestions for Improving" were adopted.
- 1928 - U.S. Department of Commerce issues a Standard City Planning Enabling Act.
- 1940 - The Vanderburgh County Plan Commission was established.
- 1945 - First zoning code adopted for Vanderburgh County.
- 1955 - The Evansville-Vanderburgh Regional Plan Commission was established. This commission was organized with a joint city and county function.
- 1957 - Evansville-Vanderburgh Comprehensive Plan developed by Regional Plan Commission.
- 1963 - Evansville-Vanderburgh Regional Plan Commission renamed Evansville-Vanderburgh Metropolitan Plan Commission.
- 1968 - Evansville-Vanderburgh Metropolitan Plan Commission reorganized and named the Evansville-Vanderburgh County Area Plan Commission.
- 1979, 1983, 1985, 1987, 1991, 1996, 2000 - Evansville-Vanderburgh County Comprehensive Plans developed and/or revised by Area Plan Commission.

SECTION 3 PHYSICAL FEATURES

The physical features of the County, such as soils and floodplains, are an important consideration in the development of a land use plan. Some of these natural features can present constraints or limitations on development. Depending on the severity of the limitations, there can still be potential to develop the land if the limitations are properly addressed in project design. More severe development constraints can render some areas unsuitable for certain uses and other areas completely unsuitable for any development. This section provides a description of the physical features in Vanderburgh County that should be considered in community planning.

SOILS

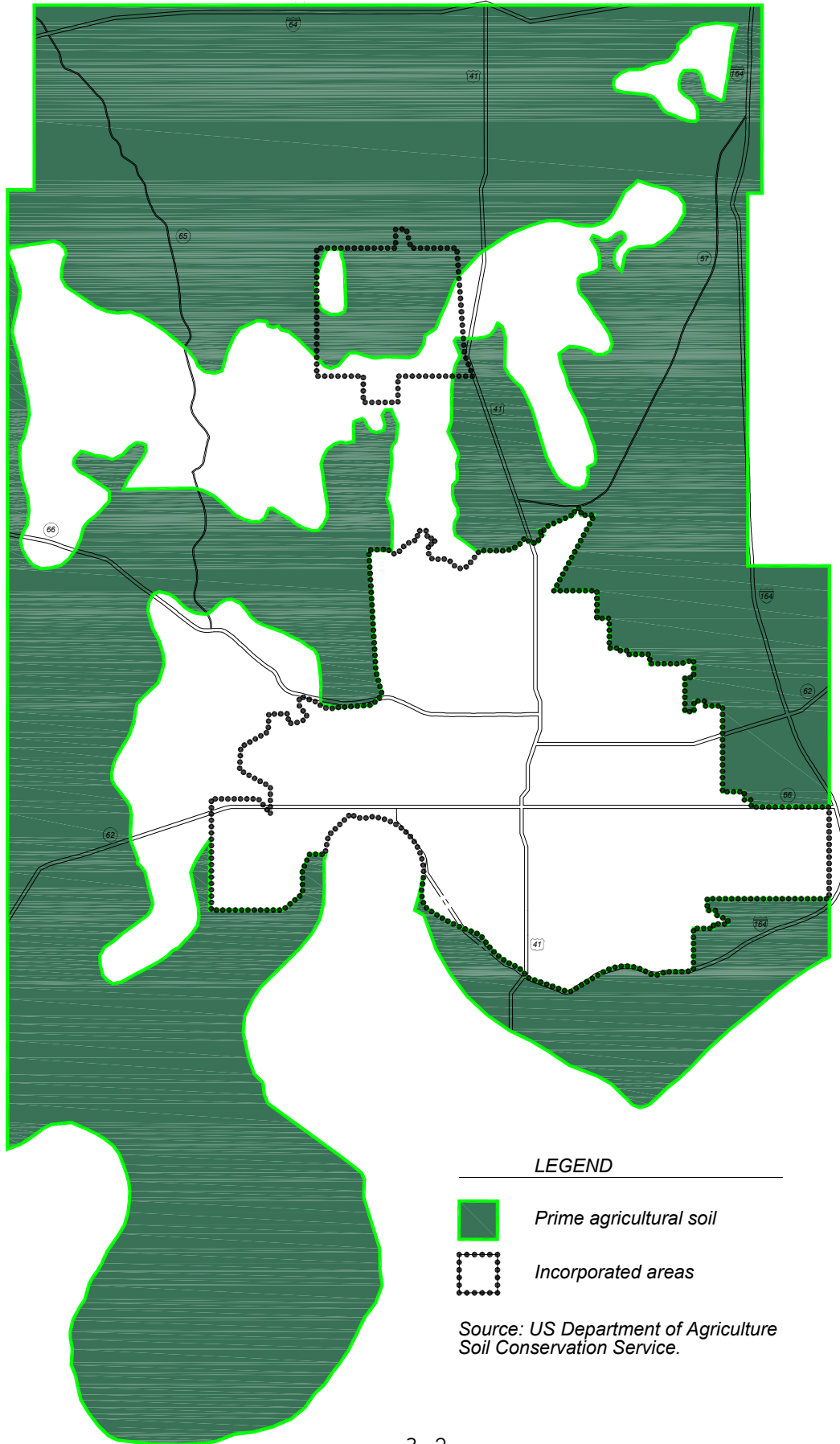
According to the 1997 Census of Agriculture, almost half of the total acres in Vanderburgh County are used for agricultural production. Agricultural lands were identified by evaluating and rating soil associations, drainage features, slope of the land and production of an agricultural commodity. Prime Agricultural Soils, on Page 3-2, illustrates that most of Vanderburgh County has soils suitable for farming activities.

Within Vanderburgh County, thirty-three soil series have been identified. A soil series is a grouping of soils with similar characteristics. These series differ in regard to texture, drainage conditions, and topography. For the purpose of this analysis, these series have been further grouped according to their development limitations for non-farm development. Definitions of these limitation groups are shown on Table 3-3 and are mapped on Page 3-4. Soils that have slight to moderate limitations are generally located in the northeastern corner of the County, the western half of the County except for the northwest corner and Union Township, and the southern portion of the City.



Potential problems may arise due to density of development in areas with severe limitations include: erosion due to water or wind; embankment failure; increased storm water runoff and associated flooding or drainage problems; and septic systems that do not function properly. When these or other similar impacts occur, they can ultimately result in financial problems for the landowner and/or the City/County. Proper planning and appropriate development choices can help avoid these environmental impacts.

Ordinances adopted which facilitate improved site selection, development choices and construction practices include the Health Department Ordinance to place controls on septic system usage, the Floodplain Management Ordinance, the County Drainage Ordinance and the Erosion Control Ordinance.

Prime Agricultural Soils



LEGEND

-  Prime agricultural soil
-  Incorporated areas

Source: US Department of Agriculture
Soil Conservation Service.

TABLE 3-3: DEVELOPMENT LIMITATIONS AS DEFINED BY SOIL SERIES CHARACTERISTICS

Type of Limitation	Acreage	% of Total County Acreage
None to slight limitations (1)	10,460	7
Moderate limitations(2)	63,966	41
Severe limitations(3)	76,930	50
Gullied areas, dumps, pits, water bodies, and floodways	2,884	2
Total Acreage	154,240 *	100

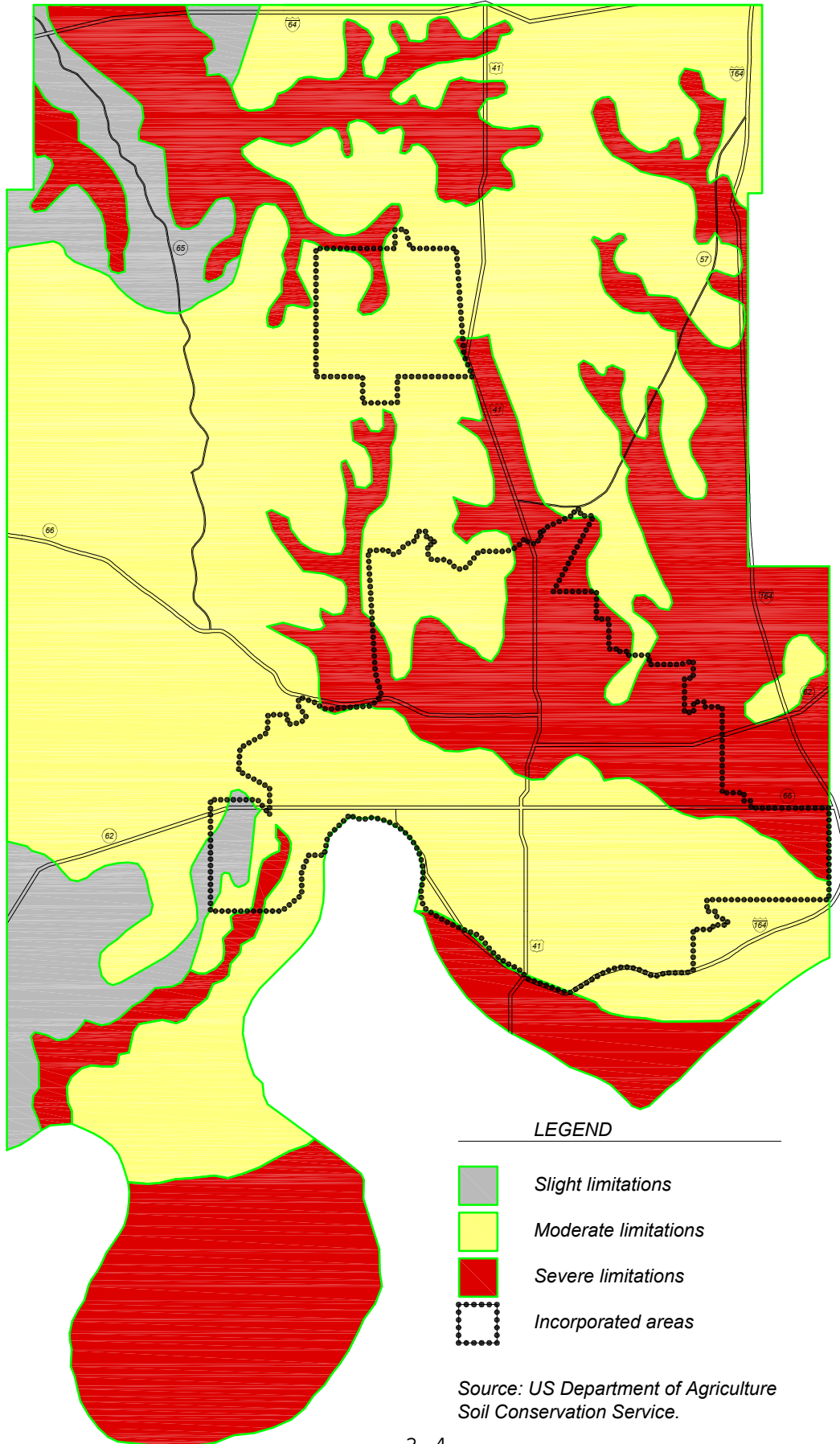
NOTES:

* Total acres based on 1976 Soil Survey of Vanderburgh County

- (1) None to slight limitations: These limitations are minor and easily overcome, so that suitability for development is considered good.
- (2) Moderate limitations: These soils have properties or features that may be for specific uses; however, special planning and design could minimize or correct these problems. Areas with moderate limitations due to shrink/swell or wetness are potential sites for development, but extensive drainage improvements could be required. Development of areas with moderate limitations due to excessive slope should use special techniques to prevent erosion and slope failure during and immediately after construction.
- (3) Severe limitations: These soils have one or more unfavorable soil properties or site features that would require a significant increase in construction efforts, special design, or maintenance. These soils are regarded as poor for non-farm uses, and, in some cases, development may not be feasible because of the high costs and/or anticipated impacts. This category also includes gullied areas, dumps, pits, water bodies, and floodways. Development in areas with severe limitations must use appropriate best management techniques to mitigate potential impacts.

Source: U.S. Department of Agriculture, Soil Conservation Service

Development Limitations By Soil Type



FORESTS AND URBAN TREES

Before the land clearing activities that occurred in this area in the 1800's, one of the most noticeable physical features of what is now Vanderburgh County would certainly have been its trees. At that time, most of Indiana was primarily a dense hardwood forest covering 85 percent of the State's land.

Since 1811 when Evansville was settled, land has continually been cleared for development and agricultural use. Today, only pockets of wooded areas are left. According to the APC 1998 land use inventory and the 1990 aerial photos of the City and County, about 12.6 percent of the County land area is covered by forested parcels of an acre or more in size. Over the last several decades, the natural tree cover in cities across the nation has declined by more than 30 percent according to American Forests magazine. In Vanderburgh County, this trend is expected to continue considering the prevalent pattern of growth and the outlying locations of the County's remaining woodlands. Urbanization is regarded as the biggest threat to forests throughout the state.

A forest is best defined as an ecosystem or group of ecosystems dominated by trees and other woody plants. Generally, forested areas are larger tracts of land covered by tree canopy. The types of forests that are found in Vanderburgh County are Oak-Hickory and Maple-Beech hardwoods. These are broad-leafed trees that shed their leaves in winter. Of the more than 80 hardwood tree species that grow in Indiana, the most common are oak, hickory, hard maple, yellow tulip poplar and soft maple.

Urban trees also play an important role in creating a pleasing and healthy environment in which to live, work and play. The City of Evansville has recognized this by adopting a tree ordinance addressing trees on City property such as rights-of-way and parks. Evansville is designated as a Tree City USA. The 1998 land use inventory estimates that 4.3 percent of the City is covered by wooded areas of an acre or more in size. The U.S. Forest Service estimates that trees cover 22 percent of Vanderburgh County and 20.6 percent of the City.

Examples of general areas in Vanderburgh County that still have substantial wooded lands are the southwestern portion of the County and northeastern German Township. These areas are primarily undeveloped but contain some scattered residential uses.

WETLANDS

Due to our location in the Ohio River valley, Vanderburgh County has an array of wetland areas. Wetland features such as bottomland swamps, oxbow lakes and sloughs exist as an indirect result of the meandering river. Estimates of remaining wetland habitat in the County range up to 5,000 acres. The APC 1998 land use inventory indicates that there is a total of about 2,700 acres of land covered by water in Vanderburgh County.

Wetlands are a complex ecosystem containing a combination of soils, hydrology, and plant and animal life. They are transitional places between land and water.

Three types of wetlands are found in Vanderburgh County. These types are:

LACUSTRINE: Areas associated with large permanently flooded lakes, reservoirs, and smaller basins greater than six feet deep.

PALUSTRINE: Areas associated with small and/or shallow waters, usually with a dominance of vegetation that has adapted to areas that contain saturated soils at least part of the year. Palustrine areas include marshes, swamps and bogs.

RIVERINE: Contained within a channel that at least periodically has flowing water.

An example of an important riverine wetland in the City and County is Pigeon Creek, a tributary of the Ohio River.

NATURAL HAZARDS

The purpose of natural hazard information in the Comprehensive Plan is to educate the public, and to emphasize that development decisions impact the ability to create a safer, more sustainable community. Just knowing about the types of natural hazards that are present in southwestern Indiana is not enough to adequately prepare for them.

A **NATURAL HAZARD** occurs when natural phenomena have the potential to cause fatalities, injuries, and property damage. The natural hazards common in this region can be grouped into the following categories: Atmospheric (e.g. tornadoes and ice storms); Hydrologic (e.g. flooding); and Seismic (e.g. earthquakes).

A **DISASTER** is the impact from a hazard upon a region affecting the population, the economic, natural, and social environments, and the developed area.

Man cannot prevent natural hazards from occurring. However, proper planning can help minimize the extent of damage from future hazard events. The location and construction of new development should adequately take into account the vulnerability to natural hazards so that they do not become disasters.

EARTHQUAKES

Southwestern Indiana is relatively close to two seismic zones: the New Madrid and the Lower Wabash Valley seismic zones. The New Madrid Seismic Zone extends from west-central Mississippi northward past Cape Girardeau, Missouri. Although, it is the major source of seismic activity east of the Rocky Mountains, activity on the New Madrid Seismic Zone has been less frequent than that along the west coast. Because of this level of activity, there is not as much recent New Madrid Seismic Zone data available for analysis. The Lower Wabash Valley Seismic Zone generally follows the Wabash River from the Ohio River north to Terre Haute, Indiana. The proximity of southwestern Indiana to these known zones of seismicity makes the region especially vulnerable to future earthquakes.

Scientists have developed several methods to quantify the strength of an earthquake. The most recognized methods for measuring earthquake strength are:

RICHTER MAGNITUDE is a measure of earthquake strength or the amount of energy released. This scale was developed by Charles Richter in 1935. Magnitude is expressed in whole numbers and decimals, with each succeeding whole number representing a tenfold increase in the energy released. This mathematical (logarithmic) scale is open-ended, with the 9 plus 1964 Anchorage Alaska earthquake being the highest magnitude recorded. There is only one Richter Value calculated for the epicenter of a specific earthquake. An epicenter is the location on the surface of the earth directly above where an earthquake originates. This number is based on readings from an instrument known as a seismograph.

MODIFIED MERCALLI INTENSITY SCALE is an evaluation of the severity of ground motion at a given location measured relative to the effects of the earthquake on people and property. This scale developed by Wood and Nueman in 1931, was based on Mercalli's 1902 original version. Intensity is expressed by Roman numerals I – XII. While the Mercalli Scale does not have a mathematical basis, it is useful in describing historical earthquakes based upon geologic evidence, personal diaries, and newspaper accounts. The Mercalli Scale is the most effective means of determining the approximate magnitude of a quake that occurred in historic time prior to the advent of uniform seismic detection devices and the Richter Scale. Table 3-7 compares the Richter Magnitude and Modified Mercalli Intensity Scales.

TABLE 3-7: COMPARISON OF RICHTER MAGNITUDE AND MODIFIED MERCALLI INTENSITY SCALES

Richter Magnitude	Expected Modified Mercalli	
	Intensity	Description of Effects
2	I - II	Usually detected only by instruments
3	III	Felt indoors
4	IV - V	Felt by most people; slight damage
5	VI - VII	Felt by all; damage moderate
6	VII - VIII	Damage moderate to major
7	IX - X	Major damage
8+	X - XII	Total and major damage

Source: California Division of Mines and Geology, 1997

According to the United States Geological Survey's (USGS) National Earthquake Information Center (NEIC), there have been earthquakes within a 50-mile radius of Evansville since 1827. The majority of these earthquakes have been minor events. However, historical records also indicate that there have been several major earthquakes that have affected our area which are listed in Table 3-8. Map 3-9 illustrates the locations of the regional earthquakes measuring a magnitude of 4.0 or greater. The most recent earthquake in the Evansville area was a 4.4 that

occurred on June 18, 2002. The approximate location of the epicenter for this quake was west of Evansville near the Vanderburgh/Posey County line.

TABLE 3-8: MAJOR EARTHQUAKES THAT AFFECTED THE EVANSVILLE AREA

DATE	APPROXIMATE LOCATION	SEISMIC ZONE	MAGNITUDE	ESTIMATED MERCALLI	APPROX. DISTANCE FROM EVANSVILLE
1811 & 1812 (a)	New Madrid, MO		est. 8+	VII – VIII	160 mi
1895	Charleston, MO	New Madrid	est. 6.7	VII	120 mi
1909 (b)	Terre Haute, IN	Wabash Valley	est. 5.1	V	125 mi
1968	McLeansboro, IL	Wabash Valley	5.5	VI – VII	45 mi
1987	Olney, IL	Wabash Valley	5.1		55 mi

Notes: (a) – Listed among the largest earthquakes in the lower 48 states.

(b) – Listed as the strongest earthquake with an epicenter in Indiana.

Source: U.S. Geologic Survey, NEIC

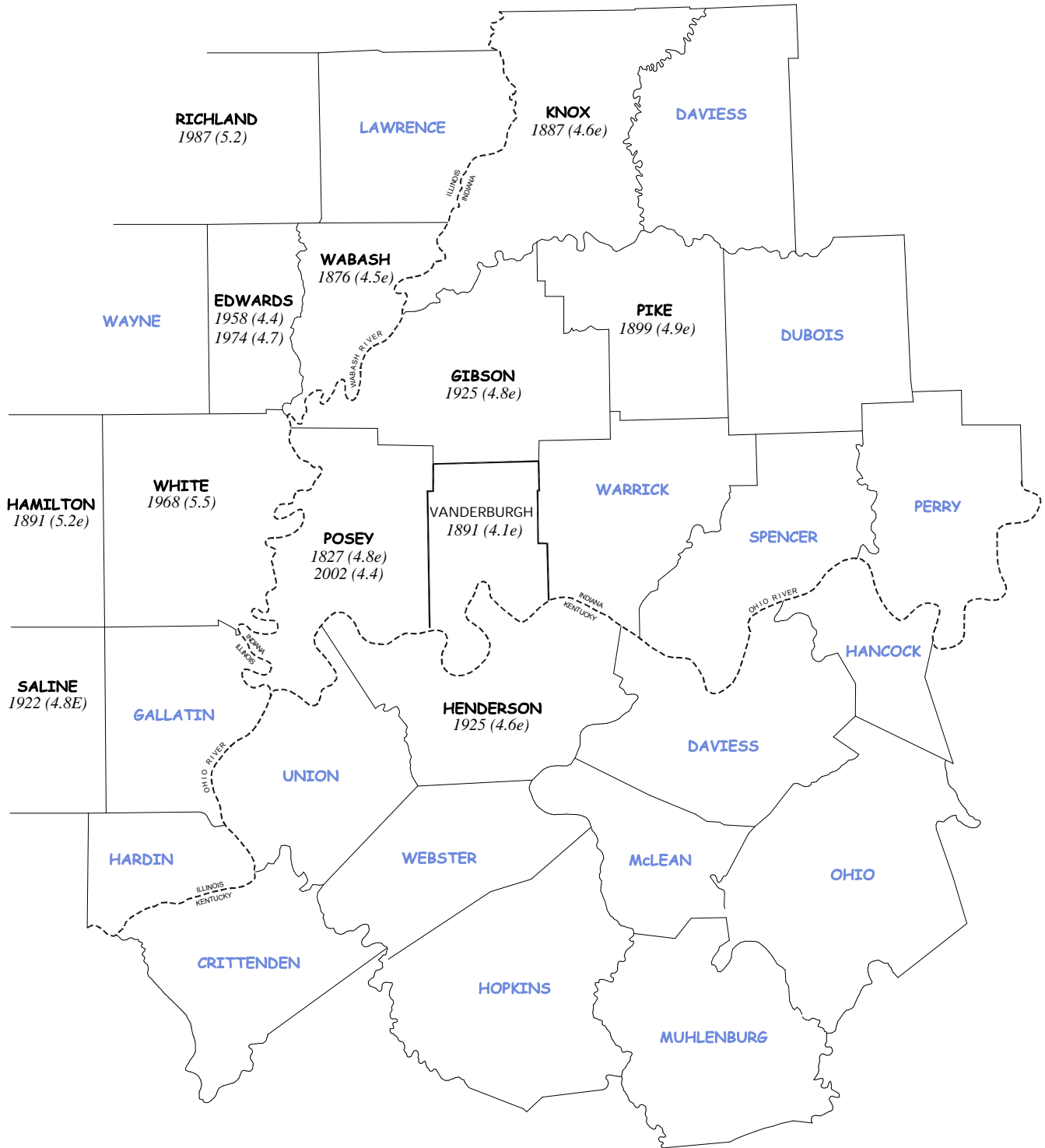
Seismologists estimate that there is a good chance of a magnitude 6 or greater earthquake centered in one of the nearby seismic zones in the relatively near future that easily could produce damage in the Tri-State region. While experts cannot predict with any reliability exactly when or where this earthquake will occur, the opinion of seismologists is that an event similar to the 1895 Charleston, Missouri earthquake along either the New Madrid or the Lower Wabash Valley Seismic Zones is most likely. Page 3-10 illustrates the intensity that Evansville probably experienced during the 1895 Charleston, Missouri earthquake.

Much of the concern about earthquake damage in the Evansville area is based on two earthquake processes (seismic hazards): Liquefaction and Ground Motion Amplification. Since a basic understanding of these concepts is helpful in any discussion of earthquakes, definitions of these important terms are provided below.

LIQUEFACTION refers to the actual physical change that occurs when water saturated sand or sand and gravel is shaken, transforming the material from solid ground, capable of supporting a structure, to a quicksand-like liquid, greatly reducing its ability to bear the weight of a structure. This can cause the structure to settle or tip. The conditions necessary for liquefaction include: a major presence of sand as typically occurs within unconsolidated materials deposited by rivers, a high water table; and strong ground shaking at the site in question.

Regional Earthquake History

Greater Than 4.0 Magnitude Events as of January 1, 2003

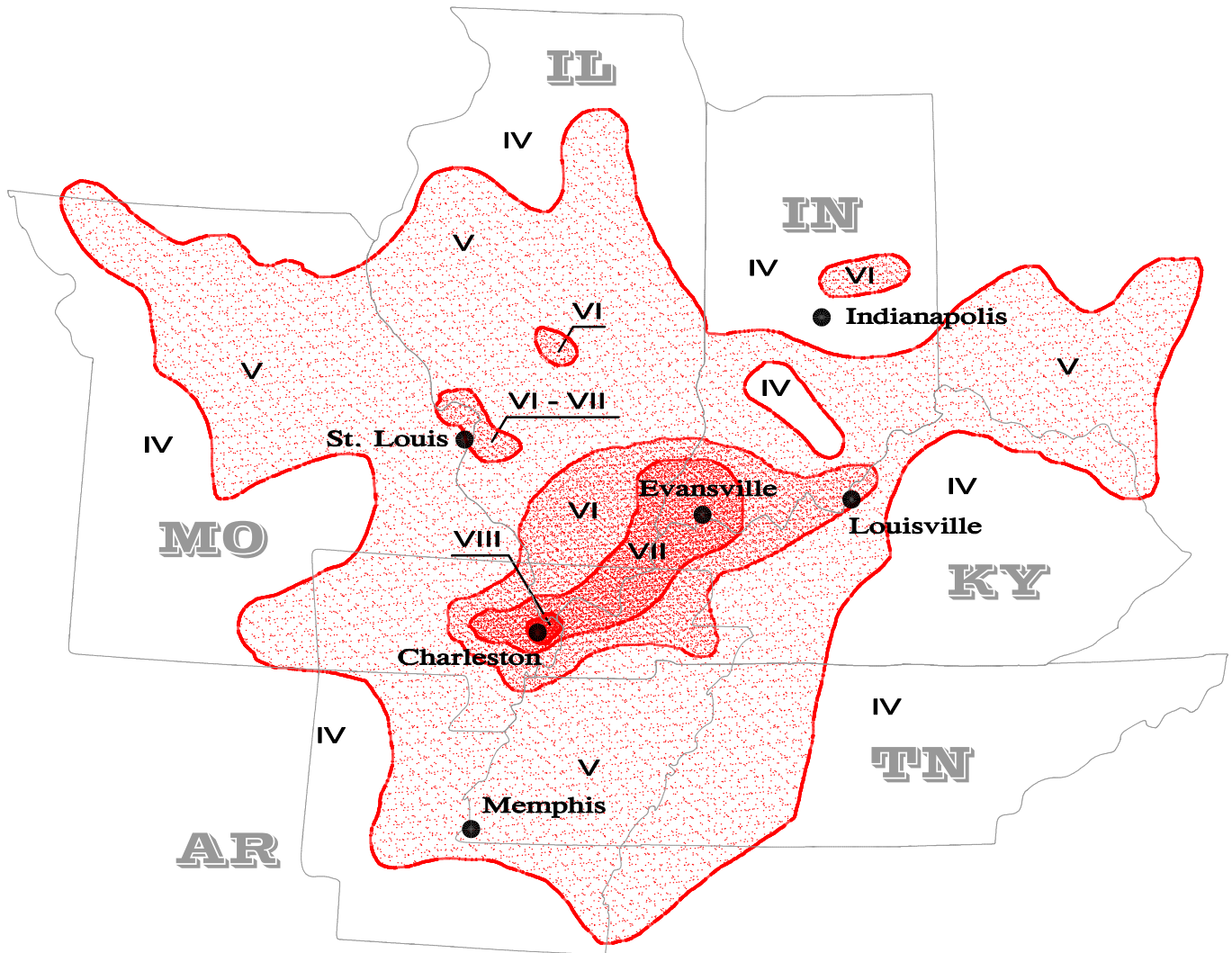


LEGEND

Note: e = Estimated Richter Scale values.

Source: 1978 ~ Present; CERI, University of Memphis, TN.
 Prior to 1978, NEIC, USGS.

Intensity Contours For The Charleston, Missouri Earthquake Of 1895



LEGEND

IV ~ VIII: The roman numerals represent the Modified Mercalli Intensity Scale values, ranging from I - XII, which reflect earthquake effects on structures and the ground surface itself.

For further information see Table 3.

Source: Digitized from a USGS web-based illustration. The contour boundaries are approximate.

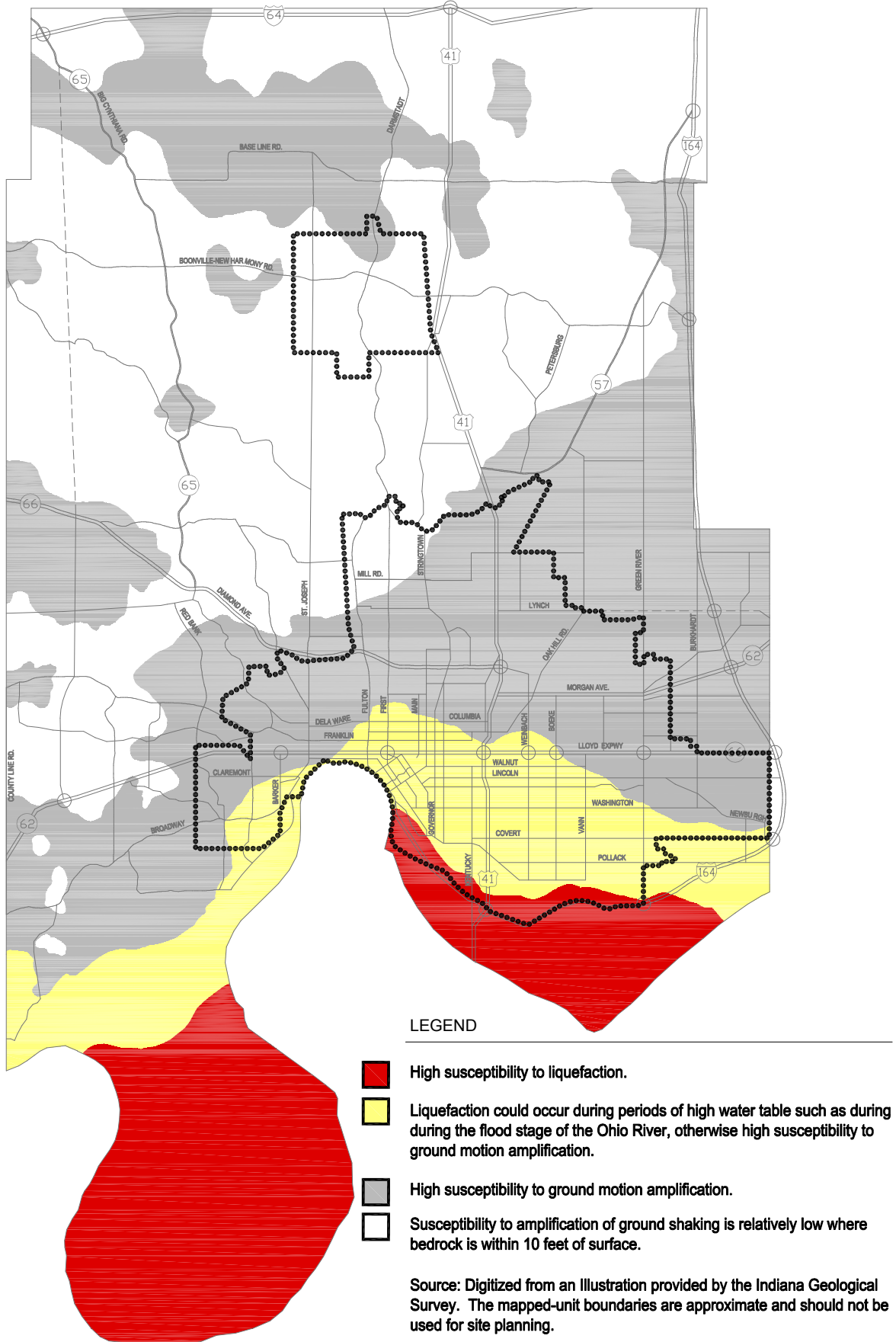
GROUND SHAKING OR MOTION results from the release of accumulated energy from an earthquake producing seismic waves that radiate outward from a point beneath the epicenter called the focus. There are several types of seismic waves generated that travel both through the earth and along the ground surface. The surface waves are usually the most destructive of the wave types caused by an earthquake. They are usually felt as a rolling or rocking motion.

GROUND MOTION AMPLIFICATION occurs when these surface waves are amplified in unconsolidated materials when the waves bounce off of or are being refracted by solid bedrock nearby.

The areas shown on Page 3-12 depict, in a generalized fashion, the relative susceptibility to amplification of strong ground shaking and liquefaction during any future earthquake. The areas shown on this map depict various soil types and the relative probability of shaking or liquefaction. The Indiana Geological Survey developed the map based on a variety of subsurface records including: water wells, engineering borings (both public and private) and holes drilled by the Indiana Geological Survey. Where appropriate, boundaries between different geologic materials also were considered. The area with the highest susceptibility to liquefaction generally follows the Ohio River floodway. The area where liquefaction could occur is conditional on seasonal high water table created during high water levels on the Ohio River. This area is generally located south of the Lloyd Expressway, from Downtown east to Angel Mounds State Historic Site. The area most susceptible to ground motion amplification can be characterized by thick, unconsolidated materials primarily deposited by the Ohio River over geologic time. The location of this area generally incorporates the City and portions of the County. Structures in these areas are more vulnerable to seismic hazards.

The planning and preparation for potential earthquakes, and the ability of new structures in Vanderburgh County to withstand an earthquake has continued to improve over time. In March, 1989, the Uniform Building Code was amended to require that all structures be designed to withstand a certain level of ground shaking. In regard to transportation facilities, many of the bridges on the Indiana Department of Transportation highway system have been designed and built to withstand ground shaking from a substantial earthquake. Examples of State bridges with this type of design are the Lloyd Expressway over Pigeon Creek, and the I-164 bridges. According to the Vanderburgh County Engineer, the local bridges on Ohio Street, the Lynch Road extension and Fulton Avenue were constructed to be resistant to earthquake-produced ground motion. This is now a requirement for any facility designed and built with federal funds.

Generalized Seismic Hazard Areas



FLOODPLAINS

Vanderburgh County is in the Ohio River watershed. Portions of the county can further be defined within the hierarchy of Ohio River tributaries and they are: the Big Creek into the Wabash River, and Pigeon Creek into the Ohio River. These watershed areas and their boundaries within the County can be seen on Page 3-14. The Pigeon Creek Watershed drains an area covering portions of Gibson, Warrick and Vanderburgh Counties. The watershed ranges from Princeton on the north to its outlet on the Ohio River in Evansville. As stormwater drains through the watershed, it naturally seeks the areas with the lowest elevation.

During periods of prolonged rainfall, these primarily low lying, wide and flat areas can be flooded when excessive stormwater overflows the banks of a creek or stream. Another source of flooding in Evansville and Vanderburgh County occurs when high water on the Ohio River backs up into its tributaries causing backwater flooding.

The potential for flooding on the Ohio River, Pigeon Creek and other smaller streams has been recognized as a hazard in the Evansville area since the earliest settlement. The most extensive flood in the history of Evansville took place in January, 1937. Other historic flood crests and benchmark elevations for Evansville are listed in Table 3-13. The Ohio River at Evansville rose almost 12 feet above flood stage in 1937. The major damage and disruption experienced in this flood would be unlikely to reoccur as the U.S. Army Corps of Engineers has built an extensive levee system. These levees protect portions of Evansville's flood prone areas to a level 3.4 feet higher than the crest of the 1937 flood. This levee project was completed in 1994.

The Ohio River water level or elevation is controlled by a series of dams. The closest dam to Evansville is located upstream in Newburgh, Indiana. J.T. Myers Lock and Dam is located approximately 54 miles downstream. Together these dams form a pool area extending 70 miles long.

TABLE 3-13: BENCHMARKS AND HISTORIC FLOOD CRESTS FOR EVANSVILLE

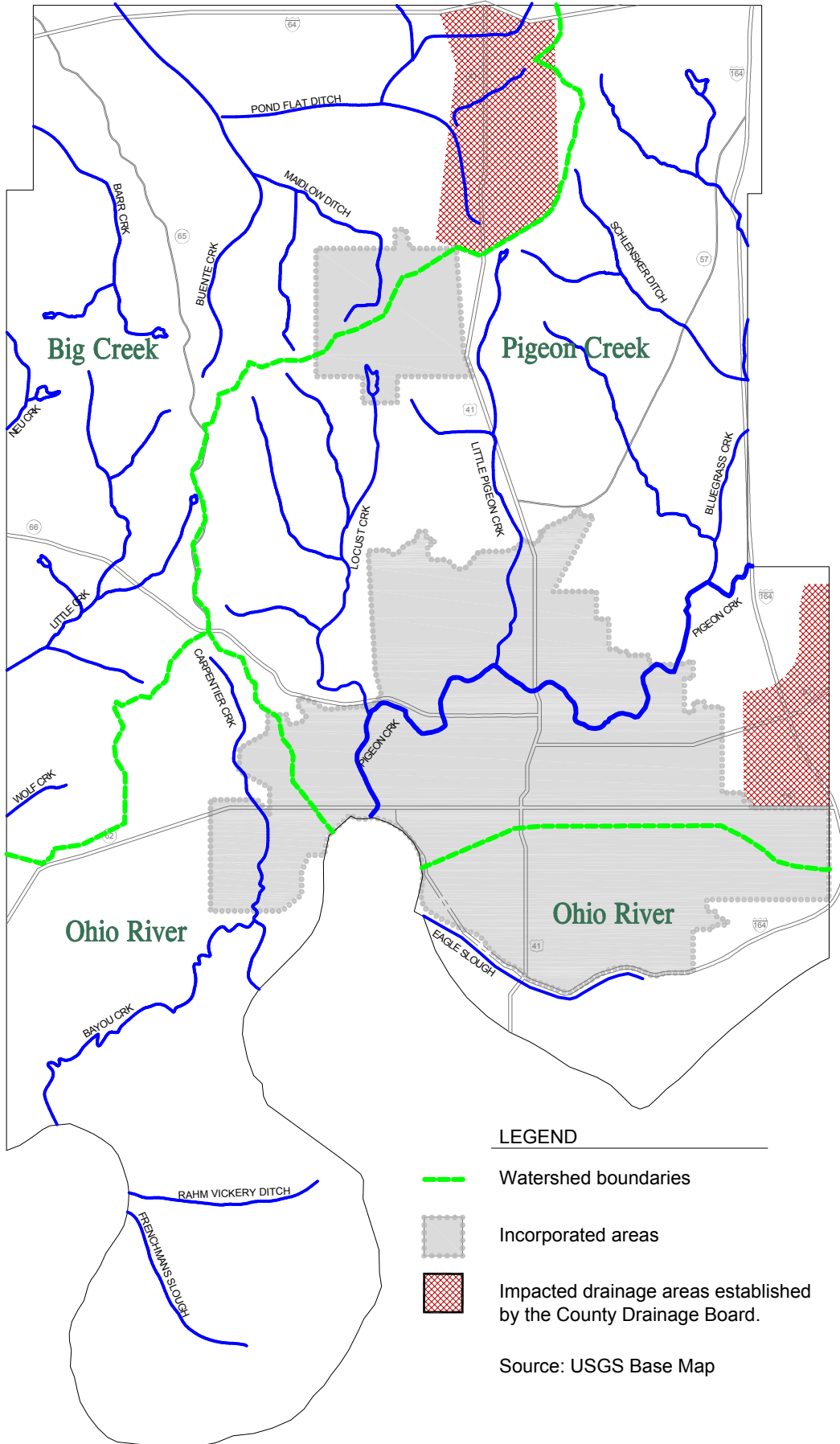
	Depth of Water or Elevation
Top of Levee	57.1 ft. or 386.3 msl
January 1937	53.7 ft. or 382.9 msl
April 1913	48.4 ft.
April 1945	48.28 ft.
March 1964	47.72 ft.
April 1997	47.52 ft.
January 1907	46.2 ft.
Flood Stage	42.0 ft. or 371.2 msl
Pool Stage	12.8 ft. or 342.0 msl
River Gauge Base Elevation	0.0 ft. or 329.2 msl

Note: msl = Mean Sea Level

Sources: National Weather Service; Paducah, KY

U.S. Army Corp of Engineers

Watershed Boundaries



Many areas of Evansville and Vanderburgh County are within the floodplain of the 100-year or base flood, which is shown on Page 3-16. A “100-year flood” does not refer to a flood that occurs once every 100 years, but refers to a flood level with a one percent probability of being equaled or exceeded in any given year. A typical cross-section of a floodplain is illustrated and its components are defined on Page 3-17.

The Evansville and Vanderburgh County floodplains are illustrated on maps provided by the Federal Emergency Management Agency (FEMA) as a part of the National Flood Insurance Program (NFIP). These detailed maps are available for review at the Area Plan Commission and Building Commission offices. The floodplain maps for the City and the County are in the process of being updated by FEMA. The new maps should be approved for use in 2004. The NFIP is operated to serve communities and geared primarily toward the regulation of future development within the floodplain.

The current and updated floodplain maps are now available on the City/County Geographic Information System (GIS) website evansvillegis.com (click on Evansville/Vanderburgh Building Commission). Information available on the GIS to help locate your property includes property and subdivision boundaries.

Both Vanderburgh County and Evansville participate in the National Flood Insurance Program (NFIP). The City of Evansville and Vanderburgh County’s participation in the NFIP is based on the adoption and enforcement of the City and County Floodplain Management Ordinances that regulate development in the floodplain. The County has participated since 1980, and the City since 1981. The NFIP is federally backed flood insurance, administered by the Federal Emergency Management Agency, which is available to any resident for coverage on flood damage to their home or business. Table 3-15 shows the amount of local flood insurance activity. As of July, 2003, there were 898 flood insurance policies with \$107 million dollars of coverage in effect in the City and County.

TABLE 3-15: FLOOD INSURANCE ACTIVITY

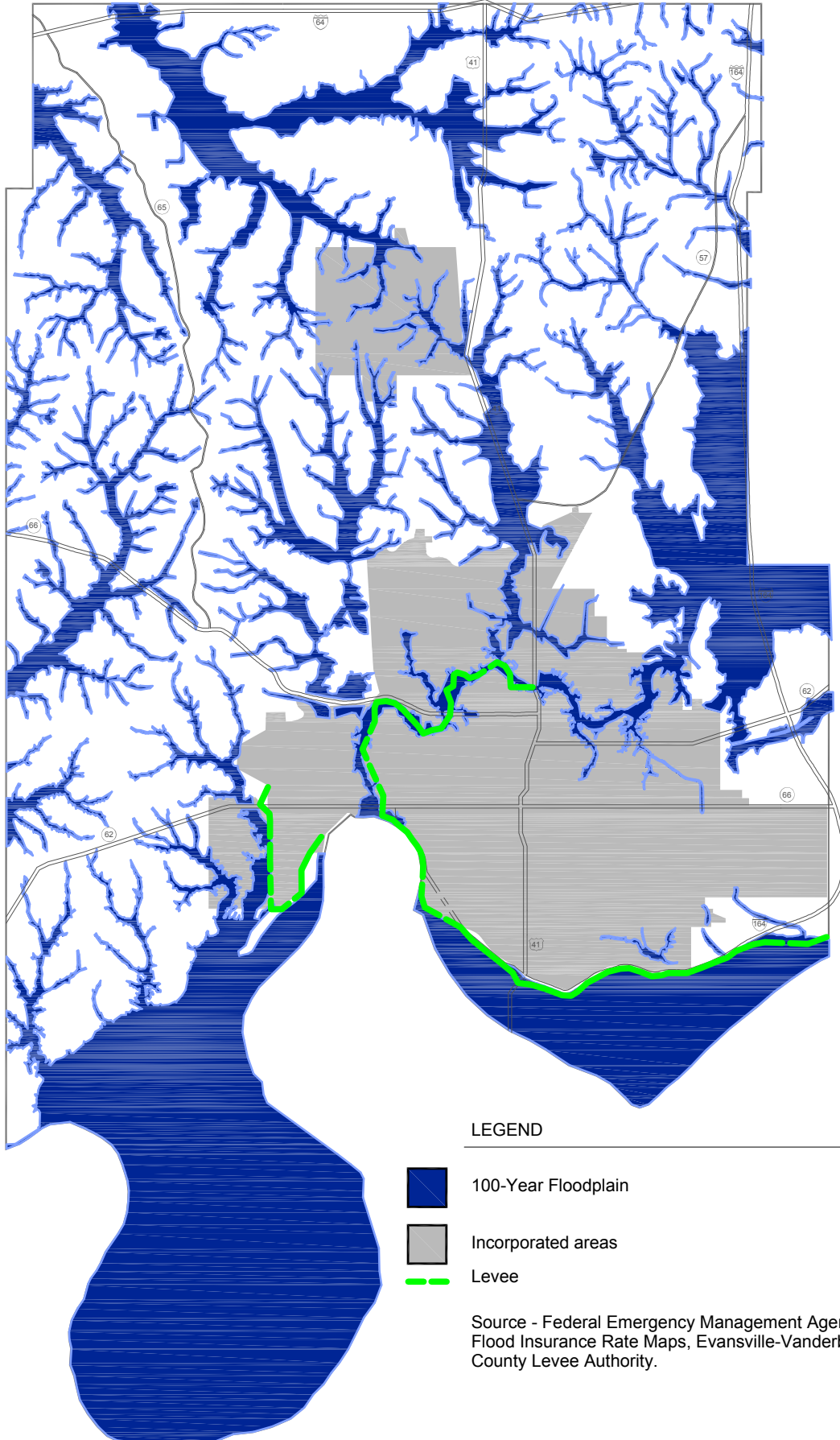
	<u>Policies(1)</u>		<u>Claims(2)</u>	
	In-effect	Amount Covered	Filed	Payments Made
Evansville	471	\$ 56,379,300	366	\$ 1,616,806
Vanderburgh	427	\$ 50,761,000	128	\$ 988,607
TOTAL	898	\$ 107,140,000	494	\$ 2,605,413

Notes: (1) – As of September 30, 2002




(2) – Between 1978 and December 2002

Source: Federal Emergency Management Agency (FEMA);
National Flood Insurance Program (NFIP)

100 Year Floodplain

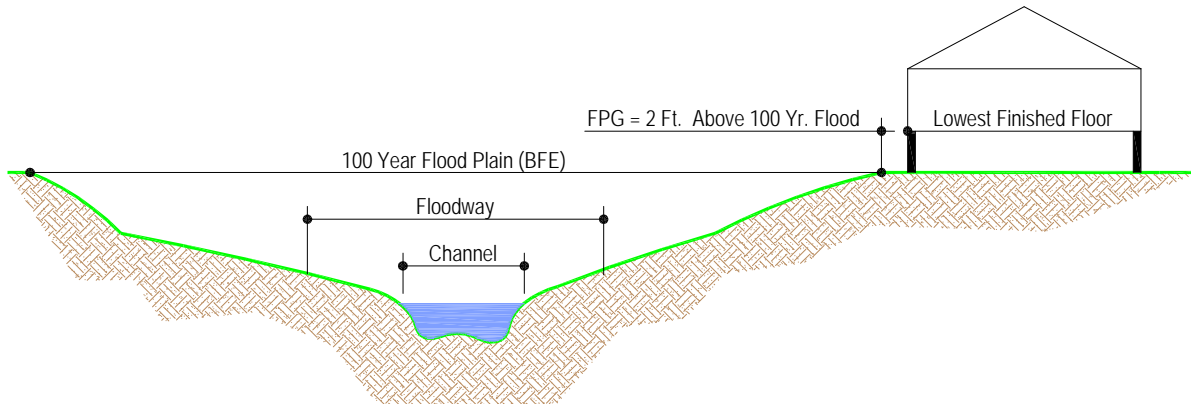


LEGEND

-  100-Year Floodplain
-  Incorporated areas
-  Levee

Source - Federal Emergency Management Agency, Flood Insurance Rate Maps, Evansville-Vanderburgh County Levee Authority.

Floodplain Cross Section



This diagram is not to scale.

DEFINITIONS for diagram shown above.

Channel: Carries the normal flow of water in a river, creek, stream or ditch through the watershed area.

Flood: A general and temporary condition of partial or complete inundation of normally dry land areas. Flooding results from the overflow of a river, creek stream channel or ditch; or unusual and rapid accumulation of surface water from any source.

Floodplain: Includes the channel and the adjacent land areas which have been or are susceptible to being inundated by a flood.

Floodway: Includes the channel and the immediate land area which is reasonably required to efficiently carry and discharge the peak flow of a flood.

Regulatory Flood: A flood having a one-percent probability of being equaled or exceeded in any given year. Commonly referred to as the 100-year flood.

Base Flood Elevation (BFE): The elevation of the regulatory flood. In Evansville and Vanderburgh County the base flood elevation is determined by the 100-year flood elevations as shown on the Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA).

Flood Protection Grade (FPG): The required elevation for the lowest finished floor of any structure must be at least two feet above the Base Flood Elevation.

Current Indiana law and local regulations allow development within the floodplain outside of the floodway. However, the City and County Floodplain Management Ordinances require the lowest floor elevation to be two feet above the 100-year flood level (or base flood elevation). All development is reviewed for compliance with these regulations through the subdivision and permitting processes.

The NFIP also offers participation in the voluntary Community Rating System (CRS) that encourages a community to implement floodplain management activities beyond the minimum requirements of the NFIP. The incentive for participation is reduction in the dollar amount of the insurance premiums paid by community residents. The conditions of participation in the CRS are to annually maintain FEMA elevation certificates for new construction, initiate public educational out-reach programs and many other credited activities.

The City of Evansville and Vanderburgh County have been participating in the CRS program since 1998. The City of Evansville has a Class 9 rating, which represents a 5% discount on insurance premiums for City residents with flood insurance. Vanderburgh County has a Class 8, which represents a 10% premium discount for County residents.

In addition to the regulatory protection through the Floodplain Management Ordinances, the City of Evansville and Vanderburgh County are structurally protected by a major levee system. This system is owned, operated, and maintained by the Evansville/Vanderburgh County Levee Authority. The levee system was designed as a flood control project that would protect the City from a flood equal to or even slightly higher than the crest of the 1937 flood. The levee project was initiated in 1936 by the Army Corps of Engineers. It involves almost 18 miles of earth levee, concrete walls, roadway levees and 20 pumping stations. The last of the pumping stations was completed in 1992.

In general, the levee system can be described in four sections (see Floodplain Map on Page 3-16):

- The Downtown section along Riverside Drive;
- The East section from downtown along Veterans Memorial Parkway and I-164 to the Vanderburgh/Warrick County line;
- The North section along Pigeon Creek to U.S. 41; and
- The West section along Tekoppel Avenue.

The pumping stations are activated at specific water levels that vary according to the location. The first pumping station to be placed on-line is activated when the river stage reaches 26 feet, and all stations are activated by the time the water level reaches 46 feet.

Evansville residents are very fortunate to have a high level of flood protection. The Corps of Engineers estimates that this flood protection system has already reduced potential flood damage by more than \$20 million dollars. It is considered to be the most extensive levee system in Indiana.

TORNADOES

In any given year, there is potential for tornadoes to affect the Evansville-Vanderburgh County area. Since 1950, there have been 15 tornadoes recorded by the National Weather Service in Vanderburgh County. The history of tornadoes within Vanderburgh and surrounding counties between 1950 and 2000 is illustrated on Page 3-21. The data, compiled by the National Weather Service in Paducah Kentucky, indicates that although a majority of these tornadoes occurred during the traditional tornado season from March through June, tornadoes can occur at any time of year. In fact, two of the recent major tornadoes occurred in January. According to the Weather Service records, on May 19, 1989 Vanderburgh, Gibson, Posey, Spencer and Henderson, KY, all experienced moderate tornadoes within a one hour time period.

To measure and compare tornadoes, in 1971 Theodore Fujita developed the Fujita Scale, which provides for consistent evaluation of tornado damage. The Fujita Scale is based on the intensity and type of damage a tornado causes, not on the appearance or size of the funnel. The Fujita Scale range and typical damages are listed in Table 3-20.

On March 18, 1925, the Tri-State Tornado occurred. This significant event is considered among the most powerful and destructive by any criteria, was estimated as an F5 on the Fujita Scale. The path of this storm from Missouri into Indiana is shown on Page 3-21. More recent major tornadoes hit Allendale, Illinois on January 7, 1989; Petersburg, Indiana on June 2, 1990; and Owensboro, Kentucky on January 3, 2000 causing extensive damage and disruption in these communities.

TABLE 3-20: THE FUJITA TORNADO INTENSITY SCALE

NOTE: The Fujita Scale is based on damage caused by a tornado, not by the appearance or size of a funnel.

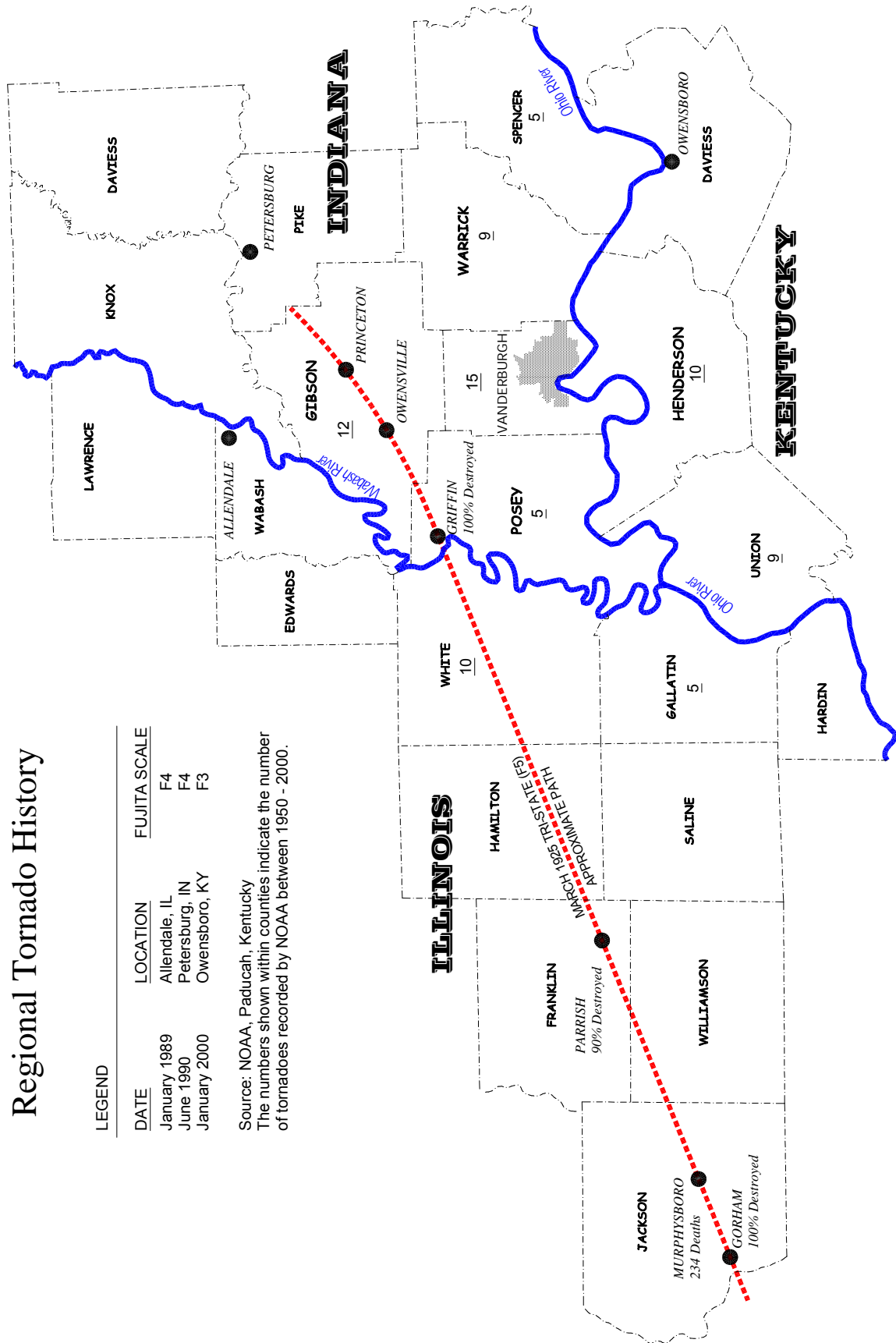
CATEGORY	FREQUENCY OF OCCURRENCE	WIND SPEED (mph)	DAMAGE AND TYPICAL EFFECTS
FO Gale	29%	40-70	Light: some windows broken and damage to trees; shallow-rooted trees pushed over; signboards damaged.
F1 Moderate	40%	73-112	Moderate: roof surfaces peeled off; mobile homes pushed off foundations or overturned; trees snapped or broken.
F2 Significant	24%	113-157	Considerable: roofs torn off houses; frame houses with weak foundations lifted and moved; mobile homes demolished; large trees snapped or uprooted; light-object missiles generated.
F3 Severe	6%	158-206	Severe: roofs and some walls torn off well-constructed houses; heavy cars lifted off ground and thrown.
F4 Devastating	2%	207-260	Devastating: well-constructed homes leveled; structures with weak foundations blown off some distance; large missiles generated.
F5 Incredible	<1%	261-318	Incredible: strong frame houses lifted off foundations, carried considerable distance, and/or demolished; incredible phenomena will occur.

Source: National Weather Service (NWS)

Regional Tornado History

DATE	LOCATION	FUJITA SCALE
January 1989	Allendale, IL	F4
June 1990	Petersburg, IN	F4
January 2000	Owensboro, KY	F3

Source: NOAA, Paducah, Kentucky
 The numbers shown within counties indicate the number of tornadoes recorded by NOAA between 1950 - 2000.



MINE SUBSIDENCE

Underground or deep mining of coal was an economic activity in Vanderburgh County from the 1890's through the late 1930's. The dominant method of deep mining used in Indiana was room and pillar mining. This method commonly left twenty to fifty percent of the coal in the mine to serve as pillars or supports for the overburden. During the 1920's, use of surface mining techniques surpassed deep mining, and, as these deep mines became less economically viable, they were abandoned.

Underground voids, such as those created by deep mining activities, are subject to collapse of the roof material and subsequent failure of the overburden. This occurrence is termed mine subsidence. A large portion of the west side and near north side of Evansville is built over several of these abandoned mined areas as shown on Page 3-23.

The abandoned mine map is available on the City/County Geographic Information System (GIS) website evansvillegis.com (click on Evansville/Vanderburgh Building Commission). Information available on the GIS to help locate your property includes property and subdivision boundaries.

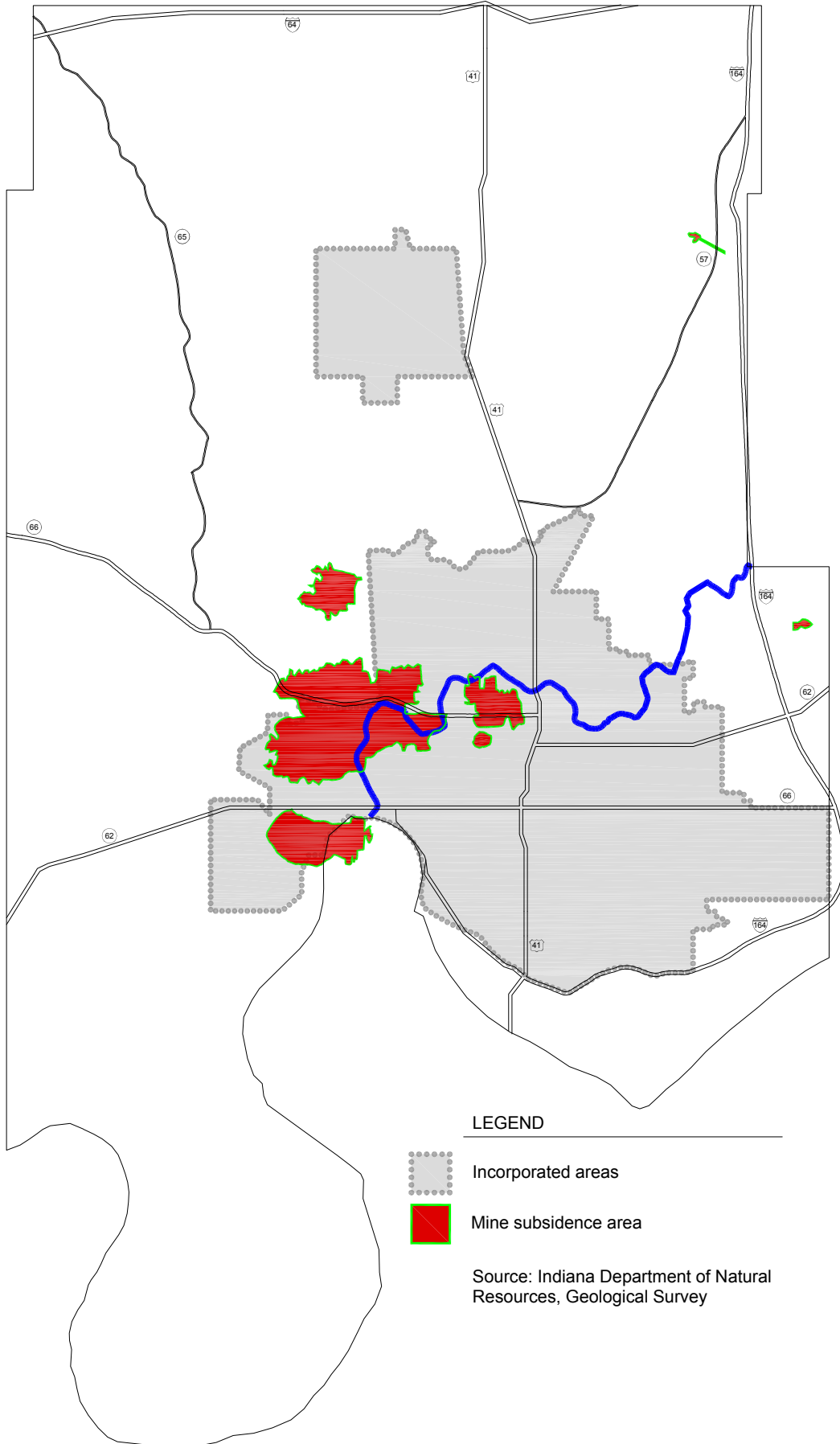
To date, in the Evansville area, there has not been a large incidence of damage reported which has been attributed to mine subsidence. However, if over time this becomes a problem, it is predicted that this area will be affected.

Subsidence is indicated by the formation of sinkholes, sags, and troughs. Damage to aquifers and the alteration of the flow of ground water may also result. Where manmade structures are present, damage may range from hairline cracks in walls and foundations to structural collapse. Other common forms of subsidence damage are cracks in roadways and breaks in gas and water lines. Results of subsidence are easily recognized when the effect is sudden and dramatic, such as severe damage to a structure or the development of a sinkhole. However, when troughs or ponds form in woodlands or pastures, they may go unnoticed, and in urban areas, the damage is usually quickly repaired and possibly not recognized as resulting from mine subsidence.

Identifying the cause of subsidence, whether from previous mining activity, poor construction practices or other causes, is often problematic. Therefore, it is difficult to determine with any certainty when mine subsidence has occurred, although a higher risk of subsidence certainly exists wherever land is undermined, regardless of the age or depth of the undermining. Unfortunately, in most cases, it is impossible to predict the occurrence of subsidence. Subsidence may occur decades or even centuries after an underground mine is abandoned.

Certain modification of construction techniques can be implemented to help minimize damage in the event subsidence occurs. Additionally, developers of new structures in these areas should carefully consider this potential hazard, and if necessary, conduct pre-construction testing before construction to help determine if this hazard is present and to what extent it could be a problem.

Mine Subsidence Areas



LEGEND



Incorporated areas



Mine subsidence area

Source: Indiana Department of Natural Resources, Geological Survey

SECTION 4 POPULATION

This Section describes the local population using data from the 2000 Census. With the 2000 population representing the base year, several population projections are also presented to estimate the number of future residents in Vanderburgh County for planning purposes.

EVANSVILLE METROPOLITAN STATISTICAL AREA

This discussion will begin at the regional level to address the population of the area that is dependent on Evansville as a place to live or work. The City of Evansville and Vanderburgh County are the core of the Metropolitan Statistical Area (MSA).

MSA, as defined by the Census Bureau, is having at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties.

Evansville is considered the principle city of the MSA because it is the population and employment center for the region. The regions were established to provide statistics on geographic areas that include large urban areas and their closely interrelated surrounding counties. Table 4-1 shows the counties in the Evansville MSA and their population since 1950. This table illustrates that the regional population has grown steadily over the last 50 years. During this period, counties had been added to the Evansville MSA based on the Census results.

**TABLE 4-1: EVANSVILLE METROPOLITAN STATISTICAL AREA (MSA)
COUNTIES AND THEIR POPULATION: 1950 - 2000**

COUNTIES	1950	1960	1970	1980	1990	2000
Gibson, IN	30,720	29,949	30,444	33,156	31,913	32,500
Posey, IN	19,818	19,214	21,740	26,414	25,968	27,061
Vanderburgh, IN	160,422	165,794	168,772	167,515	165,058	171,922
Warrick, IN	21,527	23,577	27,970	41,474	44,920	52,383
Henderson, KY	30,715	33,519	36,031	40,849	43,044	44,829
Webster, KY	15,555	14,244	13,282	14,832	13,955	14,120
County Total	278,757	286,297	298,239	324,240	324,858	342,815
MSA Total	160,422	199,313	232,775	309,408	278,990	342,815

Notes: **BOLD** numbers represent those counties that were in the MSA for that decade.

Source: U.S. Census

VANDEBURGH COUNTY AND CITY OF EVANSVILLE

The population of Vanderburgh County in 2000 was 171,922. The County population was relatively stable between 1960 and 1990, as shown in Table 4-2. The net change in population for this period was 736 persons, or only a -0.44 percent change. Between 1990 and 2000, the County population grew by 4.2 percent or 6,864 persons. This represents the highest level of growth the County has experienced since 1950.

**TABLE 4-2: CHANGE IN POPULATION:
VANDEBURGH COUNTY AND CITY OF EVANSVILLE: 1950-2000**

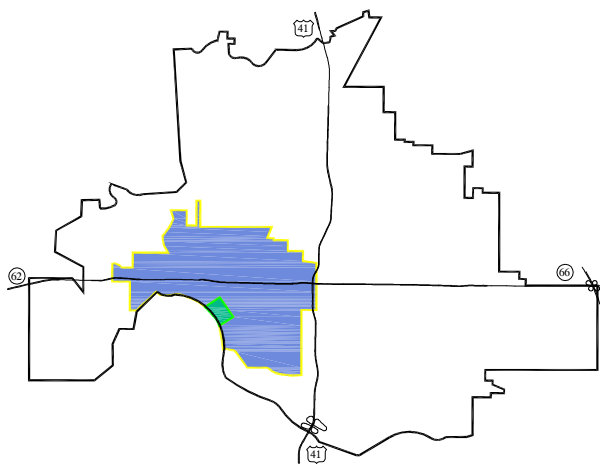
Year	<u>COUNTY</u>			<u>CITY</u>		
	Population	Amount of Change	Percent of Change	Population	Amount of Change	Percent of Change
2000	171,922	6,864	4.16	121,582	- 4,690	- 3.71
1990	165,058	-2,457	- 1.47	126,272	- 4,224	- 3.24
1980	167,515	-1,257	- .74	130,496	- 8,268	- 5.96
1970	168,772	2,978	1.80	138,764	- 2,779	- 1.95
1960	165,794	5,372	3.35	141,543	12,907	10.03
1950	160,422			128,636		

Source: U.S. Census

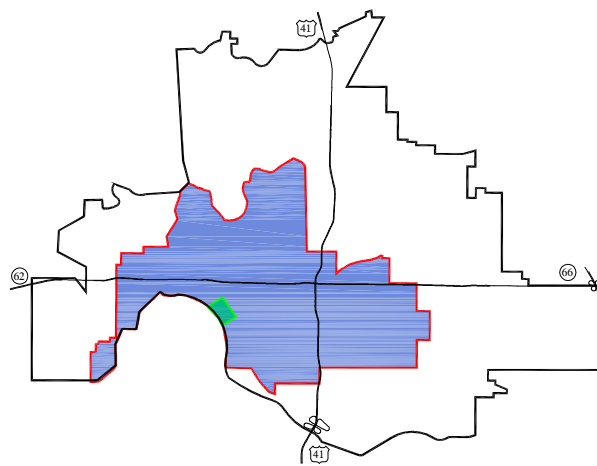
Based on historical data for the City population, the City continued to grow until 1960. Interpretation of this data is complicated by past annexations and the resulting incorporation of additional population. Page 4-3 shows the growth in City land area by annexation from 1819 to the present. Over the past 50 years shown on Table 4-2, it is evident that Evansville has followed the strong national trend toward decentralization of population from the cities into less urbanized areas. Since 1960, the out-migration or movement of residents from the City into the surrounding area and locations outside the region has brought about population decline. In 2000, the population of the City of Evansville was 121,582 persons. From 1990 to 2000, the City population declined by 3.7 percent.

Population change results from two components: natural increase (births minus deaths) and net migration (people moving into the County minus those moving out). Table 4-4A reflects the components of population change from 1980 to 1990 and 1990 to 2000. The data shows the impact that the strong birth rate and migration had on the County population. From 1980 to 1990, the impact of significant out-migration more than offset the natural population increase resulting in population decline. In the decade between 1990 and 2000, the out-migration trend reversed and the County recorded positive net migration of 1,388 persons. The birth rate and migration combined over this period to help increase the County population.

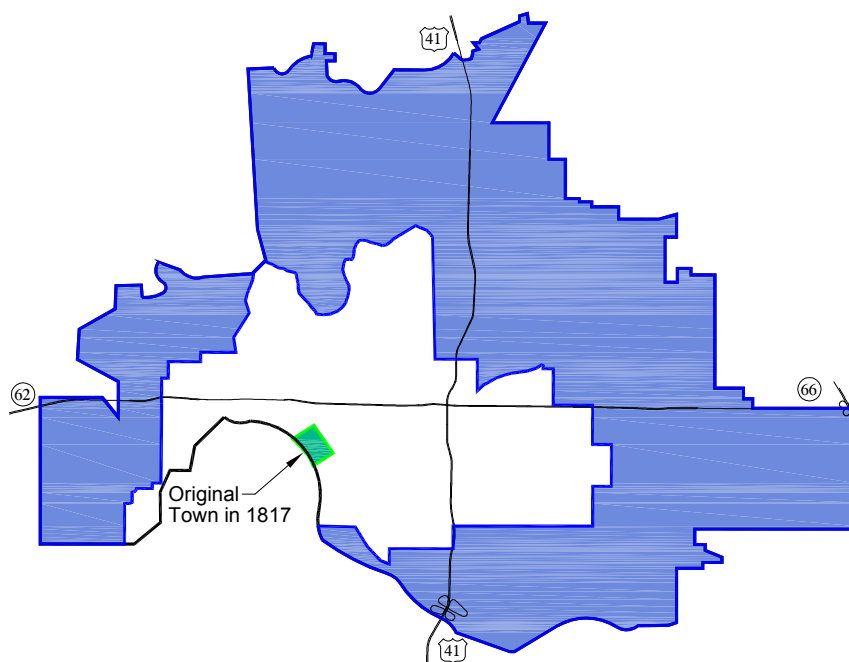
City Growth by Annexation



1819 Thru 1900



1900 Thru 1950



1950 Thru 2003

TABLE 4-4A: COMPONENTS OF POPULATION CHANGE FOR VANDERBURGH COUNTY

	1980 to 1990		1990 to 2000
1980 Population	167,515	1990 Population	165,058
Births	+ 24,559	Births	+ 22,787
Deaths	- 16,658	Deaths	- 17,311
Migration	- 10,358	Migration	+ 1,388
1990 Population	165,058	2000 Population	171,922
Net Change	- 2,457	Net Change	+ 6,864

Source: Birth and death statistics are compiled by the Evansville-Vanderburgh County Health Department

GENERAL POPULATION CHARACTERISTICS

Age

As shown in Table 4-4B, the population of Evansville and Vanderburgh County is aging. In the 2000 Census, the median age for Vanderburgh County was 36.9, which was more than 1.5 years older than the median age for the nation and state. The County median age in 1990 was 34.5. Over the past 50 years, the median age has increased by six years, which is consistent with national and state trends. The Vanderburgh County population under 18 years old was slightly smaller in proportion to the percentage of population for this age category in the state and nation (1.5 and 2.5% difference). Vanderburgh County's percentage of population over 65 years old was 3.1 percent higher than that of the state and nation.

TABLE 4-4B: PERCENTAGE OF POPULATION IN SELECTED AGE GROUPS: 1950-1990

Year	Under Age 5	School (5-17)	Working (18-29)	Working (30-49)	Working (50-64)	Age 65 & Older	Median Age
1950	10.81	18.94	19.06	28.84	14.27	8.06	30.8
1960	11.08	24.10	13.15	26.43	15.15	10.08	31.3
1970	7.48	25.39	16.82	22.75	15.99	11.56	30.3
1980	6.88	18.61	22.36	21.92	16.50	13.73	31.4
1990	6.93	16.95	18.15	28.14	14.10	15.72	34.5
2000	6.22	16.92	17.91	28.89	14.73	15.31	36.9

Source: U.S. Census

The aging population trend results from an increase in life span and a decline in birth rate. Continuation of this trend will directly impact the City and County by affecting the types of

services and facilities the population will require. Housing, parks and recreation, transportation, medical care, and education are only some of the services that will be affected by this age shift.

Sex

The percentage of population that is female (52.6%) is higher than that for males (47.4%). These percentages have changed very little (1%) since the 1950 census. Compared to the nation and state, Vanderburgh County has had a slightly higher percentage of female population since 1950 (1.4%).

Race

Minority population is made up of Blacks, American Indians, Asians, and other races. In 1990, the minority population in the County represented 8.4 percent of the total. In the 2000 Census, the minority population in the County was 18,403, which represents 10.7 percent of the total population. Therefore, the County is becoming somewhat more racially diverse. This percentage is comparable to that of the State of Indiana. Further analysis of the 2000 data shows that the unincorporated part of the County accounts for 4.77 percent of the minority population in the County, and the City of Evansville has 95.23 percent. Historical data on minority population is shown in Table 4-5.

TABLE 4-5: PERCENTAGE OF POPULATION BY RACE: 1950 - 2000

Year	White	Black	American Indian	Asian	Other
1950	94.26	5.71	n/a	n/a	.03
1960	94.19	5.76	.02	.01	.02
1970	93.73	6.09	.06	.06	.06
1980	92.13	7.12	.39	.11	.24
1990	91.61	7.52	.56	.17	.14
2000	89.30	8.19	.75	.18	.40

Source: U.S. Census

DESCRIPTIVE AREAS

In analyzing the 2000 census data for Vanderburgh County, it is apparent that certain areas have similar demographic characteristics. An effort has been made to identify and map these areas to:

1. Better understand the demographic characteristics, similarities and differences in the geographic areas (census tracts) that make up the County; and

2. Provide descriptive areas that can be referred to throughout the Plan.

The following variables were used in identifying the descriptive areas:

POPULATION DENSITY: This is established by dividing the resident population by the square miles in that given area. Density is a good indicator of the degree to which an area is developed.

LONGEVITY IN THE SAME RESIDENCE: This is the percentage of the population that has lived in the same house since 1995. This is a good indicator of residential stability or mobility in a particular area.

OWNER/RENTER: Higher owner occupied housing percentages generally correlate with neighborhood stability.

HOUSING BUILT BEFORE 1939: The age of the housing stock generally influences conditions, cost, and maintenance needs. Most homes generally begin to show their age and need major repairs as they approach 50 years old. Using this as a parameter, it is assumed that housing built before 1939 would need special attention for rehabilitation or redevelopment. Preservation of the older housing stock has many benefits. It maintains neighborhood character, shows confidence in the marketability of a neighborhood, offers a wider variety of housing choices, and may be more cost effective than demolition and redevelopment.

VACANCY: It is generally accepted that the lower the vacancy rate of an area, the more stable the area is. Conversely, a high vacancy rate relates to low stability. The percentage of occupancy reflects the amount of utilization and attractiveness to consumers. Thus, a high vacancy rate can indicate a declining neighborhood, an area that is mostly comprised of apartments and rental housing, or a newly built area where many units are not yet occupied.

The analysis of these select demographic variables describing the County's census tracts resulted in the identification of five distinct areas within the County. The Descriptive Areas Map, Page 4-8, illustrates these five areas, which were established using census tract/block group boundaries. The following is a general discussion of each descriptive area.

CENTRAL BUSINESS DISTRICT

The Central Business District (CBD), the traditional downtown area for the City of Evansville is Census Tract 18. The CBD is where the City of Evansville began in 1819. As with many downtown areas throughout the country, this area has undergone changes over the years. Today, the Evansville CBD can be characterized as a regional financial center with significant service and government sectors and small retail and residential components. Prior to 1970, the CBD was the dominant retail center of the community.

URBAN CORE

The Urban Core area can be characterized as having population densities greater than the 2,987 persons per square mile in the City as a whole. Applying other criteria, this portion of the City has a higher percentage of older homes built before 1939, a higher renter-occupied housing percentage, and higher vacancy rates than the City as a whole.

The land uses in this part of the community include a mixture of residential, commercial, and industrial uses. The Urban Core faces problems caused by loss of employers and residents, vacant and/or aging structures, lack of parking space, and limited space for expansion or new development. Since 1950, the population and number of housing units in this area have been declining. However, Census data shows that the rate of this population decline slowed considerably between 1990 and 2000. Although the Core area has problems, it also has positive features such as its central location, historic homes, parks and neighborhood associations.

URBAN

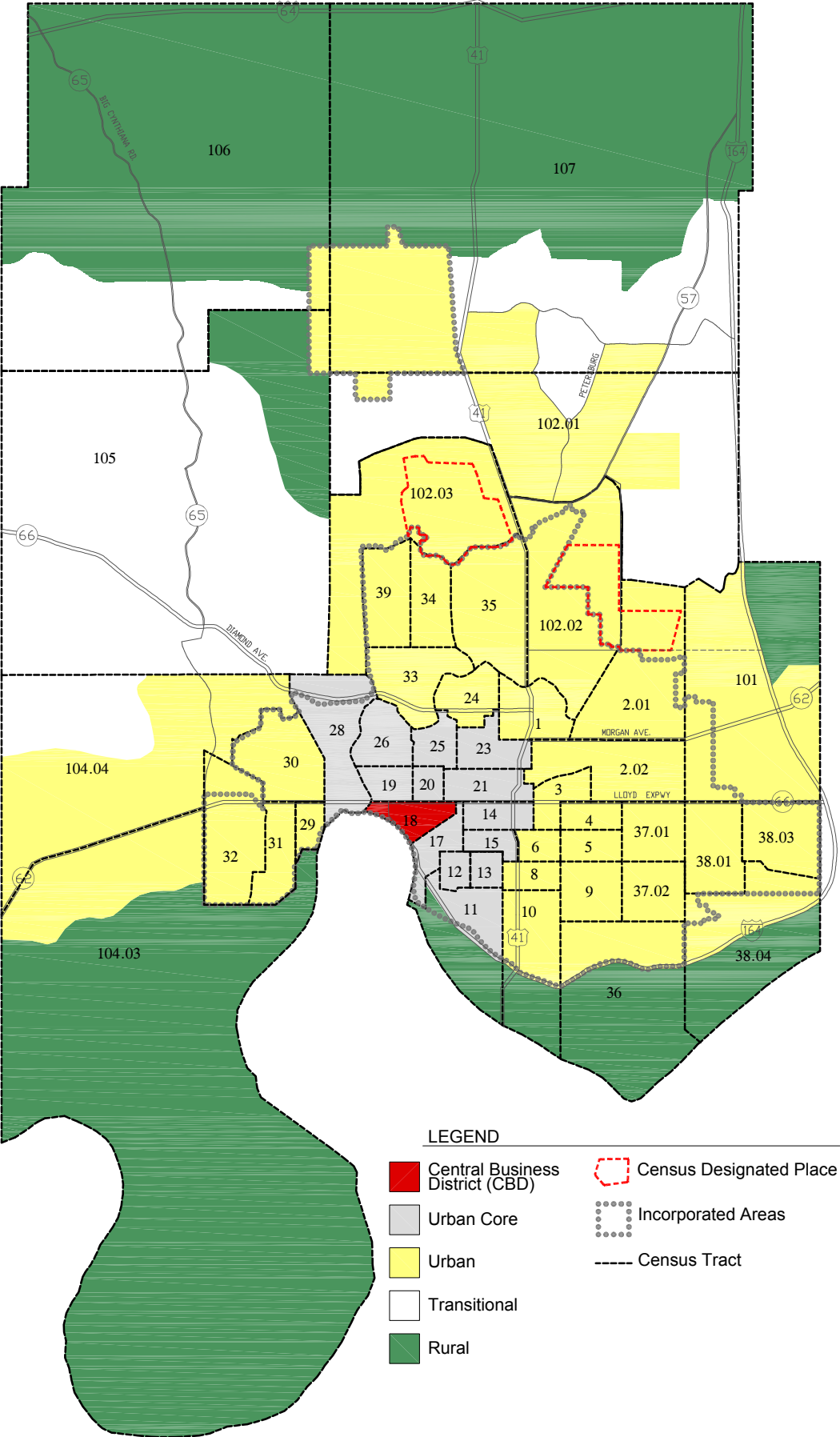
The primary criterion used to identify this area was the Census Bureau's Urban Area designation, which is defined as having population densities greater than 1,000 people per square mile. Other defining characteristics of this area include: lower vacancy rates, more owners than renters, and higher percentage of residents who have lived in the same house for the past five years when compared to the City as a whole.

This area also has a mixture of land uses but is predominantly residential. Many of the community's commercial areas are located in this zone. In particular, the Green River Road commercial corridor is a regional activity center and the premier retail/business district in the Evansville market area. Most of the Urban area within the City has been annexed since 1950, which indicates how the City grew in the post World War II development boom. The outlying portions of this area can also be referred to as suburban.

TRANSITIONAL

Land uses in the Transitional area are being converted from agricultural or open land to suburban uses, primarily residential subdivisions. This area is characterized by its increasing amount of new single-family residential housing intermixed within the remaining agricultural uses. Some scattered industrial and commercial uses also exist. The substantial growth occurring in the Transitional area benefits the community in many ways. However, there are issues concerning the development of this area including increased transportation costs and trip length, loss of farmland, and under-utilization or over-extension of infrastructure and services. The characteristics that define this area are that it has a population density between that of the Urban Area (as defined by the Census Bureau) and that of Indiana as a whole; and a farm population smaller than that in the rural portion of the County.

Descriptive Areas



RURAL

The Rural area is identified as having a population density less than the 169 persons per square mile in the State of Indiana as a whole, and a higher percentage of rural farm households than any other area in the County. The Census defines rural farm households as those that sold more than \$1,000 dollars or more of agricultural products in 1999. A large portion of this area had rural farm population percentages greater than the State of Indiana's seven percent. The dominant land use in the rural area is agriculture, within both large and small farms. The area also contains scattered woodlands, villages, single-family homes and industrial sites.

The loss of prime agricultural farmland to development is a national trend. The growth and suburbanization of Evansville has affected a significant amount of farmland in Vanderburgh County leading to a variety of problems for farmers. These problems include increased cost of land limiting expansion, traffic and farm vs. new subdivision conflicts. Providing water and sewer facilities and other public services to rural, low density development is considerably more costly to the community than providing those same services in a compact suburban development. Most of the residences in this area use septic systems for sewage disposal. Approximately 90 percent of this land has severe limitations for on-site sewage disposal systems, which can result in surface and ground water contamination.

POPULATION PROJECTIONS - 2025

The population size of a city or county gives an indication of dimensions of the man-made environment. It supplies a base measurement from which current estimates of needs can be made. When planning for the future, estimates or projections of the population size are essential to determine what tomorrow's needs might be.

To establish strategies in a plan to meet future needs, it is necessary to quantify those needs. Population projections help to quantify the future needs of the community by providing the "target" population for the planning process. There are many methods that have been developed for projecting population. Projections are generally based on analysis of factors such as: distribution of the population into age cohorts; local and national trends; birth and death rates; and a set of assumptions concerning the community's future.

As shown in the Historical Population graph on Page 4-12, the population of the County has experienced both growth and decline. Past trends can be an important indicator in forecasting future population. However, there are many factors that affect population including births, deaths, migration, quality of life and employment, etc. Careful periodic analysis is necessary to identify any changes in these factors, as significant change could reverse past population trends.

It is common for comprehensive plans to use a 20-year horizon as the planning period. To be consistent with standard planning practice and with the previous Comprehensive Plans for the

City and County, this Plan is also a 20-year document. Therefore, the horizon year that the population will be projected to is Year 2025.

The various methods available to project the future population of an area will each produce somewhat different results. Experts in the planning and demography fields recognize that projecting population is not an exact science and that no one projection method can be viewed as absolutely accurate. For this reason, three Vanderburgh County population projections are presented below for comparison, discussion and analysis: the simple straight-line method; and the two most recently published projections for the County. The range of these three future population figures provides low, medium and high projection alternatives for the County. These alternatives are illustrated in the graph on Page 4-12: Projected Population.

STRAIGHT LINE METHOD

The simplest projection for 2025 was developed using the straight-line method, which assumes that past population change will repeat itself in the future. Although this method is not as sophisticated as the other two presented, it is still valuable as it allows for the other projections to be compared to the continuation of the past population trend. The straight-line method produces a 2025 population of 175,726 which represents a 2.21% increase in the County population as shown in Table 4-11: Comparison Of Population Projections.

The next two projections used variations of the Cohort Survival method, which involves the distribution of the population into age cohorts, applying past birth and death rates, and factoring the impact of migration. This method forecasts those age cohorts forward through time to the Year 2025 and then adds the totals for each of these age groups, resulting in the projection of the future population.

THE EVANSVILLE URBAN TRANSPORTATION STUDY (EUTS)

EUTS calculated a population projection for Vanderburgh County in their 2030 Transportation Plan published in 2003. EUTS model also factored in employment and labor force participation, which assumes that the level of employment impacts migration. This method projects a 2025 population of 178,588 for Vanderburgh that represents a 3.88% increase in the County population. The long-range employment projections used to calculate migration depends upon many factors including market and technology changes. Adjustments to the original EUTS projection were made, one of which was to account for additional in-migration resulting from the completion of I-69 and the second Ohio River Bridge in 2015.

THE INDIANA BUSINESS RESEARCH CENTER (IBRC)

The IBRC, the demographic clearinghouse for the State of Indiana, published a population projection for Vanderburgh County in 2003. This projection for the County shows a population increase due to steady natural change (more births than deaths). In regard to migration, IBRC assumes that more out-migration than in-migration will occur. However, the resulting small loss in population will be overshadowed by the strong natural population increase. IBRC projects that the County population will be 184,251 by the year 2025. This represents a 7.17% increase from the 2000 Census population total as shown in Table 4-11: Comparison Of Population Projections.

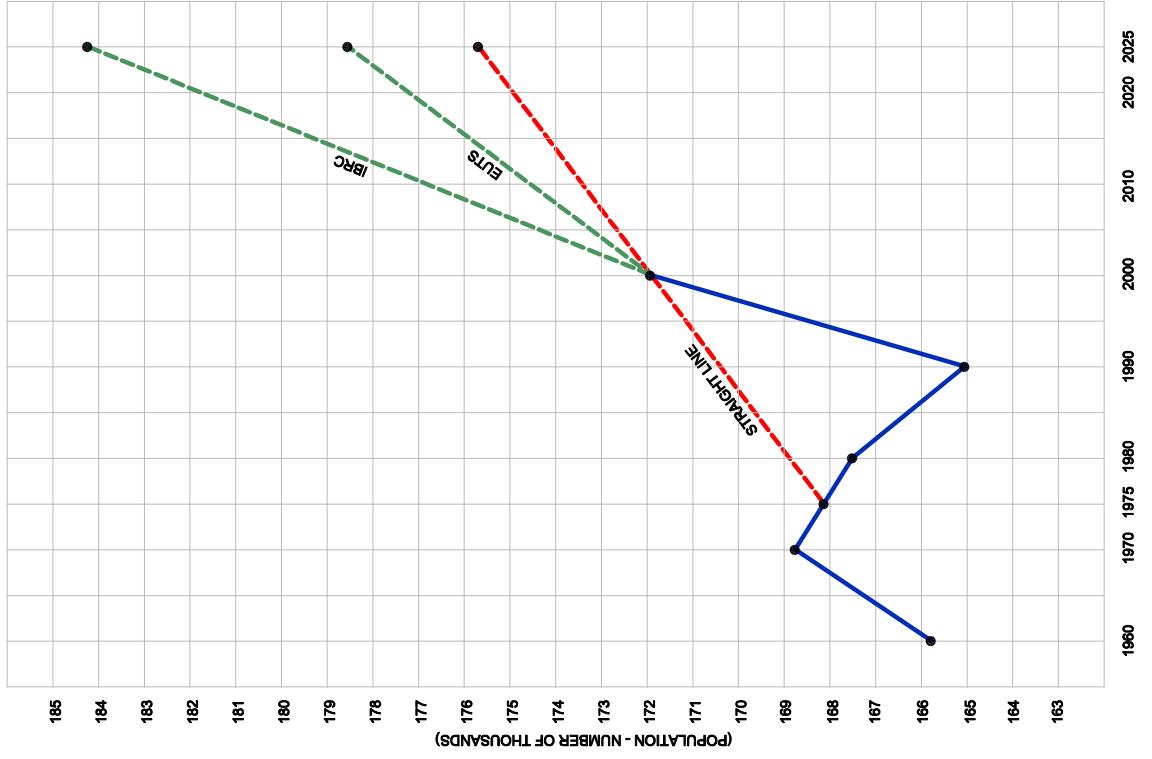
TABLE 4-11: COMPARISON OF POPULATION PROJECTIONS

	2000 Census	2025 Straight Line	2025 EUTS	2025 IBRC
Population	171,922	175,726	178,588	184,251
Amount of Change		3,804	6,666	12,329
% Change		2.21	3.88	7.17

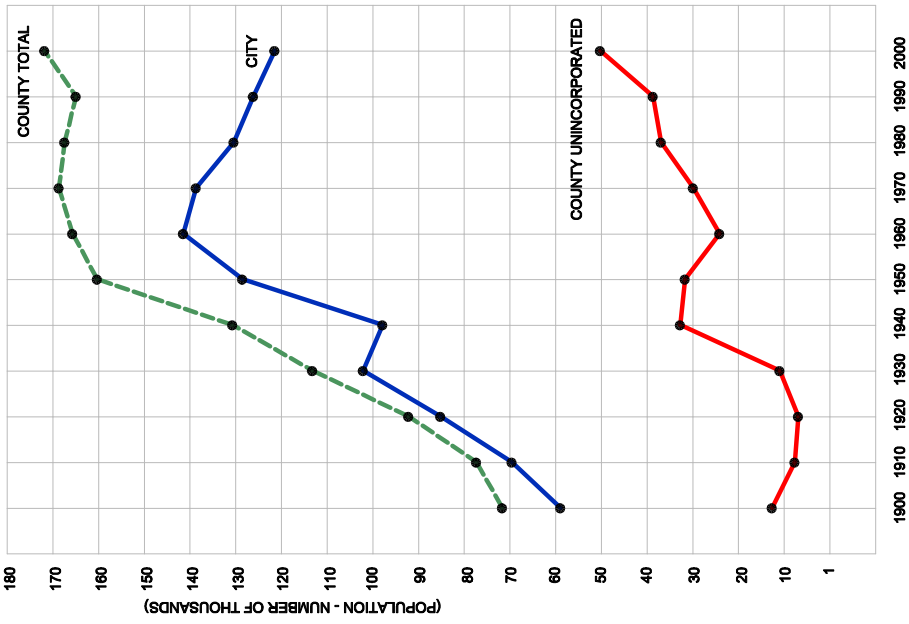
These projections show that the population outlook for the County looks bright. Some of the recent and expected positive developments in regard to future population are:

- Considering that employment and business establishments in the County have steadily increased; construction of housing continues at an unprecedented rate; and the recent, positive national economic trends; a strong local economy is predicted for the future.
- Employment and quality of life factors will continue to attract some new residents to the County (in-migration) and also play a role in keeping most current residents here. One of the most important findings from the 2000 Census was the reversal of County migration trends between 1990 and 2000 from the significant out-migration that occurred over the past decade.
- A strong natural population increase is expected to occur in both the County and region.
- The expected impact from the construction of I-69 and the second Ohio River Bridge.

Graph 4-12 B:
Projected Population



Graph 4-12 A:
Historical Population



PROJECTIONS FOR EVANSVILLE MSA COUNTIES

Both EUTS and the State Data Centers also produced 2025 population projections for the MSA counties, which are shown in Table 4-13. The differences in these projections are that EUTS shows the region growing at a faster rate (11.1%) than does the IBRC (5.5%). Both show that Vanderburgh County will maintain its dominance in the region. However, EUTS projects that 82 percent of the region's growth will occur in the counties that surround Vanderburgh, while IBRC projects that 65 percent of the regional growth will occur in Vanderburgh County.

TABLE 4- 13: EVANSVILLE MSA POPULATION 2025 PROJECTIONS BY COUNTY

Counties	2000 Census	EUTS	IN & KY State Data Centers
Gibson, IN	32,500	37,836	33,483
Posey, IN	27,061	30,058	26,154
Vanderburgh, IN	171,922	178,588	184,251
Warrick, IN	52,383	68,389	59,008
Henderson, KY	44,829	50,207	45,621
Webster, KY	14,120	n/a	13,249
MSA Total	342,815	365,078	361,766

SECTION 5 SOCIO-ECONOMICS AND HOUSING

This section presents current socio-economic and housing information and identifies the housing needs of Evansville and Vanderburgh County.

Planning policies, implementation strategies, and programs to provide housing and stable residential areas are based upon the principle that safe, decent and affordable housing should be available to all residents in a suitable living environment. Furthermore, desirable housing in a neighborhood environment not only benefits individual households, but as an important quality of life factor for any community.

Housing development is essentially the function of the private sector. However, government's role should be:

- Insure that the required infrastructure and community services are available to residential development in areas where this growth is desired;
- That the existing infrastructure and community services have the capacity to accommodate new development, and as necessary through cooperation with developers, share in the improvements needed to increase the capacity of the infrastructure and community services.
- Remove regulatory restrictions on innovative design, materials, and energy sources;
- Eliminate or revise regulations that contribute to the cost of housing without improving the provision of safe and decent housing in a suitable living environment;
- Ensure that all applications for development are reviewed and processed promptly since delays add to the cost of housing;
- Create tax and other financing incentives to promote desired public policy goals; and
- Improve access to all available sources of funding for home financing, renovation, and maintenance.

Housing and neighborhoods are viewed as community assets and resources. Due to their respective roles in the provision of housing, government and the private sector must work in cooperation to achieve housing goals and to initiate actions that will expand or enhance these valuable resources. Government involvement in ensuring an adequate level of housing is justified as an extension of its mission to provide for the health, safety and welfare of all citizens.

DEMOGRAPHIC CHARACTERISTICS OF HOUSEHOLDS

Housing needs are multidimensional. The information used to assess housing conditions, goals, and programs should be comprehensive to examine the complete picture. This analysis of county wide housing statistics was obtained from the 2000 Census and from the 2000-2004 Comprehensive Housing and Community Development Plan, as prepared by the Department of Metropolitan Development (DMD).

The following analysis examines demographic and housing characteristics as well as characteristics of the housing stock. Pertinent demographic characteristics include: household size, and household income. Housing stock characteristics include: average monthly housing costs, types of dwelling units, and condition. Data on these characteristics can shed light on the strategies and programs that are needed to address current and future housing needs.

HOUSING UNIT TOTALS

The U.S. Census Bureau classifies living quarters as either housing units or group quarters. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room. The number of housing units in Vanderburgh County and the City of Evansville over time is shown on Table 5-3. The County's 2000 housing unit total of 76,300 includes the units in the City. This data indicates that the number of housing units increased significantly (34%) between 1990 and 2000 in the unincorporated County. Most of this growth occurred in the Transitional and Rural areas of unincorporated Center and Knight Townships. The only area that lost units was the Urban Core.

TYPE OF DWELLING UNIT

The County contains a variety of dwelling units from single-family homes to multi-family rental units. The most prevalent type of dwelling unit found in Vanderburgh County and in the City of Evansville is the single-family house as shown in Table 5-3. In the County, 70.66 percent of the total units are single family, while 66.8 percent are single family in the City.

**TABLE 5-3: HOUSING UNITS, PERCENT SINGLE FAMILY,
PERCENT BUILT BEFORE 1939**

	VANDERBURGH COUNTY			EVANSVILLE		
Year	TOTAL Housing Units	% Single Family	% Built Before 1939	TOTAL Housing Units	% Single Family	% Built Before 1939
1950	49,573	66.95	75.62	40,819	61.40	78.38
1960	55,082	84.28	59.60	47,744	81.94	62.64
1970	58,011	77.14	47.23	49,139	74.32	51.27
1980	67,502	82.77	34.21	54,210	80.88	38.90
1990	72,637	69.31	25.81	58,188	65.14	29.29
2000	76,300	70.66	21.28	57,065	66.84	25.72

Source: U.S. Census

HOUSEHOLD SIZE

The U.S. Census Bureau defines a household as all persons who occupy a housing unit. The changing age structure of the population and housing supply are among many factors that will affect the size and composition of future households. Household size has been declining and the trend is expected to continue. In 2000, household size had dropped to 2.13 persons per household in the City and to 2.25 in the County. Generally, household size is the lowest at the City center (the CBD) and climbs proportionally with distance from the center, so that the Transitional and Rural areas have the higher household size.

The trend in declining household size in Evansville and Vanderburgh County is consistent with national and state trends. Table 5-4 illustrates this trend for Evansville/Vanderburgh County. The decline in household size is a result of several factors including our aging population, changes in family structure, and the fact that the housing unit growth rate continues to exceed the growth in population.

GROUP QUARTERS

All persons not living in households were classified by the Census Bureau as being in group quarters. Out of the total 2000 population in Vanderburgh County, 4.1% lived in group quarters. Two general categories of persons living in-group quarters were recognized:

- 1) institutionalized - 2,825 people with 67.26% in nursing homes and 17.1% in correctional institutions; and
- 2) non-institutional group quarters - 4,274 people with 79.55% of them residing in college dormitories.

TABLE 5-4: OCCUPIED HOUSING UNITS, TENURE AND PERSONS PER HOUSEHOLD

VANDERBURGH COUNTY					EVANSVILLE			
YEAR	OCCUPIED HOUSING UNITS	PERCENT OWNER OCCUPIED	PERCENT RENTER OCCUPIED	AVERAGE PERSONS/ HOUSEHOLD	OCCUPIED HOUSING UNITS	PERCENT OWNER OCCUPIED	PERCENT RENTER OCCUPIED	AVERAGE PERSONS/ HOUSEHOLD
1950	47,597	58.86	41.14	3.29	39,403	54.69	45.31	3.20
1960	50,642	69.17	30.83	3.21	44,042	66.58	33.42	3.14
1970	54,771	68.69	31.31	3.00	46,404	65.01	34.99	2.90
1980	64,030	65.90	34.10	2.55	51,310	61.98	38.02	2.46
1990	66,780	64.82	35.18	2.40	52,948	58.98	41.02	2.30
2000	70,623	66.81	33.19	2.33	52,273	59.95	40.05	2.24

Source: U.S. Census

HOUSEHOLD INCOME

Household incomes since 1960 for the City and County are displayed in Table 5-5. City median household income in 2000 was \$31,963, and in the County, it was \$36,823. Both of these figures are well below the State of Indiana median household income of \$50,261. Generally, incomes were the lowest in the Urban Core and were the highest in the Transitional and Rural areas. The population with income below poverty level in the County was 18,414 or 11.2% in 2000, a decrease from 12.5% living below poverty in 1990.-Township level data on household income is provided in Appendix B.

AVERAGE MONTHLY COST AND HOUSING AGE

Between 1980 and 2000, the median monthly housing costs for renter occupied housing in the City and County more than doubled, as shown in Table 5-5. For owner-occupied units, the monthly housing costs rose over this same period at a similar rate. The census definition for monthly costs attributed to housing is the sum of rent or mortgages, taxes, insurance, and utilities. Obviously, as the costs rise, the percent of households that could purchase a home based on the median monthly costs declines.

It is important to note that, frequently, the necessary financial investment for housing maintenance is lacking in areas with low to moderate-income levels without supplemental public and/or private investments. Upkeep of these areas is vital for maintaining the desired condition of the housing stock, market strength and neighborhood stability. Without a major investment in maintenance, a significant number of the housing units constructed prior to 1940 will need to be replaced by Year 2025.

TABLE 5- 5: MEDIAN HOUSEHOLD INCOME, AND MEDIAN MONTHLY HOUSING COSTS

Year	VANDERBURGH COUNTY			EVANSVILLE		
	Household Income	Owner Monthly Housing Costs	Renter Monthly Housing Costs	Household Income	Owner Monthly Housing Costs	Renter Monthly Housing Costs
1960	4,686	na	na	4,524	na	na
1970	7,697	na	92	7,255	na	91
1980	16,070	289	214	14,565	273	210
1990	25,798	558	343	22,936	519	341
2000	36,823	775	458	31,963	698	454

Source: U.S. Census

SUBSTANDARD HOUSING

Substandard housing is commonly described as: Housing units which do not meet the minimum standards contained in the City and County Building and Housing Codes (i.e. do not provide adequate shelter, or endanger the health, safety, or well-being of the occupants). There are two categories of substandard housing:

SUITABLE FOR REHABILITATION are those housing units that are structurally sound and can be rehabilitated at a reasonable cost; and

NEEDS REPLACEMENT are those housing units determined through a survey that are either structurally unsafe, and/or rehabilitation costs are considered to be unreasonable. When this occurs, orders should be issued for those houses to be razed.

Although there is no up-to-date study, frequently used indicators of substandard conditions are available from the U.S. Census. These indicators and other 2000 Census numbers for the City of Evansville are:

Severely Overcrowded (more than 1.5 Persons per room):	254
Lacking complete plumbing facilities:	418
Lacking complete kitchen facilities:	789
Built before 1939:	14,682

Considering this data, there could be a large number of substandard housing units in the existing housing stock. Therefore, a housing study is needed to quantify the extent of this problem, and suggest specific areas for redevelopment if necessary.

FOCUS AREAS

Review of census data for specific areas in the City indicates that some neighborhoods are more stable and have fewer problems than others. Since planning efforts should focus on addressing neighborhood needs, this analysis identifies those census tracts (or neighborhoods) which could benefit the most from redevelopment, rehabilitation, revitalization and/or other social programs. This determination was based, in part, on variables used to identify distressed neighborhoods listed in the 1994 Kids Count Data Book, an Annie E. Casey Foundation project, and on other variables and criteria selected by the APC staff.

The variables used and the data for the Focus Area census tracts are listed in Table 5-8. These variables were: persons having below poverty level income; persons over 25 years old that did not graduate from high school; households receiving public assistance; renter occupied housing units; vacant housing units; and households without a vehicle.

The Table also shows the Focus Areas that are particularly high in minority and elderly

population. Other variables, can also impact neighborhoods, but were considered to have lesser impacts.

This analysis focused on the urban core area and specifically Pigeon Township. The method used to identify neighborhoods in need of enhancement involved the comparisons of census tracts percentages for a listed variable to that same variable's percentages for Pigeon Township. Census tracts with percentages greater than the total Pigeon Township percentages for at least four out of the six variables were considered to be "focus areas".

As illustrated on Page 5-9, Census Tracts 12, 13, 14, 17, 19, 20 and 26 in the Urban Core qualify to be Focus Areas. Due to their characteristics, these neighborhoods should be priority areas for enhancement activities by both the public and private sectors. However, it is recognized that increased focus should be placed on improving the entire Urban Core, and specific neighborhoods other than those in the census tracts listed above may need special attention.

A primary reason for using such criteria in analyzing neighborhoods and identifying Focus Areas is not to dwell upon the negative aspects of the Urban Core, but to establish indicator variables for periodic analysis to determine trends and the extent of neighborhood change. The intended result is to provide information to determine whether revitalization of these areas has been successful.

When comparing the results of the 1990 and 2000 Census for the Focus Areas and variables in Table 5-8, Census Tract 14 showed significant improvement on three of the six variables listed. Although this Census Tract did not improve enough to no longer be considered as a Focus Area, it appears to be moving in the right direction by increasing its percentage of high school graduates, increasing its owner occupied housing, and decreasing its households on public assistance.

There are many positive and rewarding aspects of life for residents of our urban core neighborhoods that are not reflected in the census data. Even the Focus Areas identified in this analysis should not be perceived as "undesirable" places to live or work. Like all neighborhoods, the areas and urban core have their own unique problems. However, their historic homes, social organizations, convenient location and access along with many other assets provide sound building blocks for strong, vibrant neighborhoods that foster social relationships.

TABLE 5-8: FOCUS AREAS

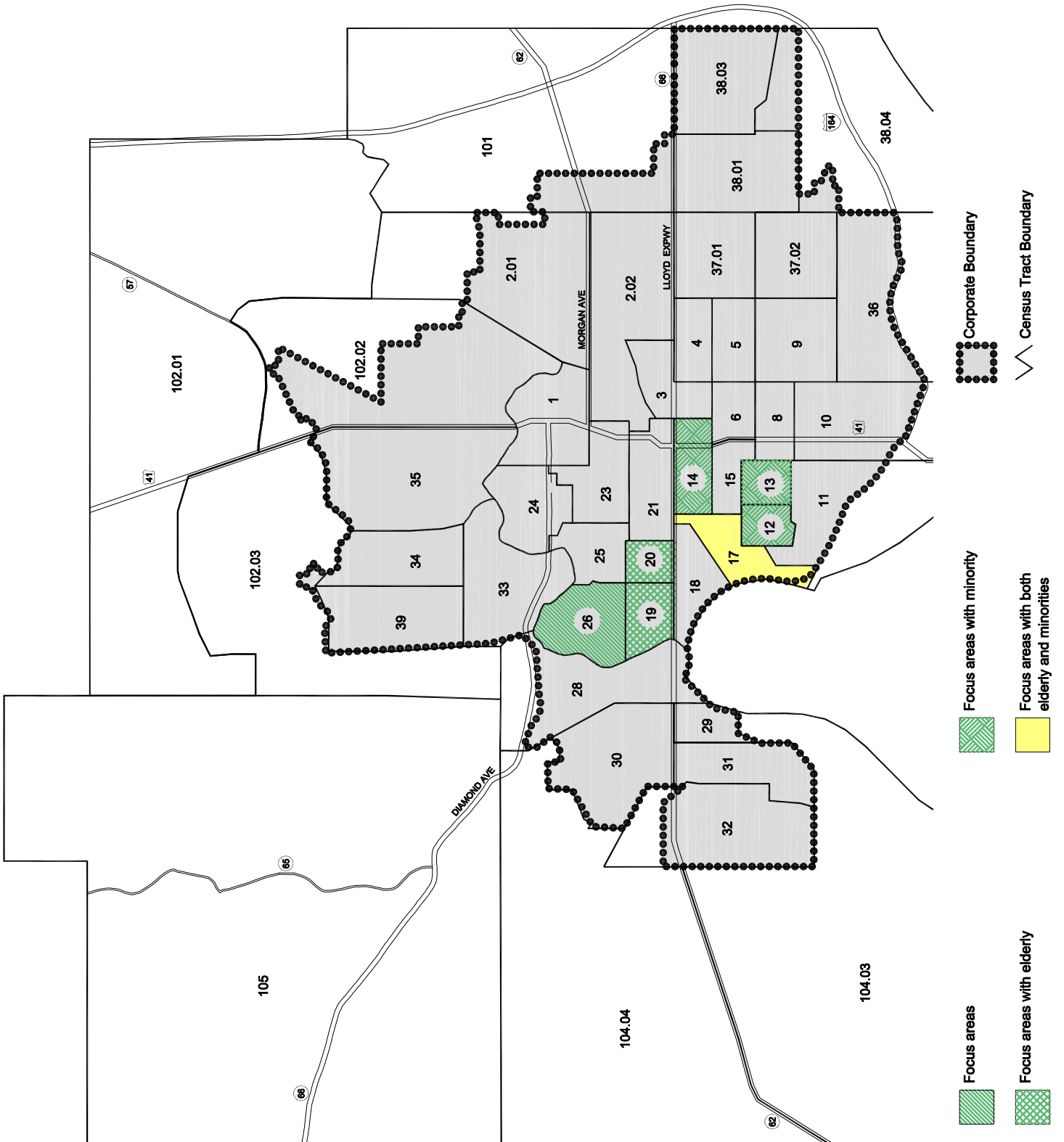
Percentage of:	Evansville	Pigeon	Census Tracts in Pigeon Township						
		Township	12	13 (n)	14	17	19	20	26
Individuals below poverty	13.7	22.2	26.1	25.2	27.5	30.5	38.4	21.8	33.8
Pop. >25 yrs old Non H.S. graduates	19.3	30.6	--	31.2	--	--	41.4	44.2	44.6
Households with Public Assistance Income	4.4	7.5	8.7	7.8	8.2	--	13.9	11.4	12.4
Renter Occupied Housing	40.0	48.9	60.2	--	--	78.1	67.9	72.3	--
Vacant housing	8.4	15.4	26.6	22.6	16.8	16.9	19.6	18.7	--
Households without a vehicle	13.2	23.5	30.0	--	23.8	35.1	30.7	40.3	24.0
Minority	13.8	24.5	41.6	55.3	52.5	39.7	--	--	--
Pop. >65 yrs old	16.2	15.2	--	--	--	19.5	17.4	27.1	--
Pop. change between 1990 – 2000	- 3.7	- 11.0	- 18.3	--	- 19.0	--	- 22.8	- 31.5	--
change in households between 1990 - 2000	- 1.3	- 10.4	--	--	- 26.9	--	- 22.4	- 29.3	--

Notes: (n) New in 2000; qualifying as a focus area.

(--) Data not presented when percentage below that of Pigeon Township.

Source: 2000 and 1990 Census

Focus Areas



PUBLIC HOUSING

The previous sections contained a general analysis of the housing stock in Evansville and Vanderburgh County. Although government-assisted housing is just a small portion of the total housing stock, it is important in that it provides an additional housing alternative for individuals in need. Government-assisted housing is the responsibility of the Evansville Housing Authority (EHA). The Housing Authority owns and operates a number of facilities throughout the City and it provides rental assistance payments for other units that it does not own. These facilities are listed in Table 5-10.

TABLE 5-10: PUBLIC HOUSING FACILITIES

Facility Name	Address	Year Constructed/ Renovated	# of Units	Elderly Housing only
John Cable	1111 Cherry	2003	12	X
Erie Home	370 Canal	1956	108	
Lincoln Estates	401 Jeanette Benton Dr	1998	112	
John M. Caldwell Homes	736 Cross	1953/1986	171	
John M. Caldwell Terrace Gardens	736 Cross	1964/1986	14	X
Fulton Square	1328 Dresden	1958/1988	110	
Fulton Terrace Gardens	1328 Dresden	1964	86	X
John F. Kennedy Tower	315 S.E. MLK Blvd	1966	99	X
George W. Buckner Tower	717 Cherry	1969	108	X
Washington Court	111 Washington Ave.	1912/1995	22	
William G. Schnute Apts.	1030 W. Franklin	1973	115	X
White Oak Manor	500 N. St. Joseph Ave.	1974	115	X
Bellemeade & Line	300-314 Bellemeade	1971	8	X
Scattered Sites – Existing I, II, III	various	various	75	
Scattered Sites - New Construction	various	various	45	
Turnkey III Homeownership Program	various	various	8	
Total Number of Units			1,220	

SECTION 6 GENERAL LAND USE

The Comprehensive Plan establishes the desired land use pattern and development goals, objectives, and policies that provide guidance for land use decisions. The land use categories addressed in the Plan are residential, commercial, industrial, and agricultural land uses. The underlying principal of the land use plan is to assure that Evansville and Vanderburgh County can reasonably accommodate the expected and desired changes in an orderly manner that meets the needs and vision of the community. Other sections in the Plan (e.g. transportation, parks, environmental quality and urban design) also contain land use related information.

LAND USE PLAN DEVELOPMENT

This land use plan provides a blueprint for the future that can only be accomplished if the needs identified throughout the Comprehensive Plan are adequately addressed and the goals, objectives, and policies in the Plan are implemented. The principles for guiding development location, design and review provided in this Plan should be observed in all future land use decisions and in the preparation of subarea (e.g. neighborhood, corridor) plans.

The plan is based on the following general themes:

- the need for responsible and orderly growth and economic development;
- the need to maintain and revitalize the CBD and Urban Core areas;
- the conservation of natural, cultural, and historic resources; public and private investments; and other unique community assets;
- the need to maintain, protect, and where necessary revitalize Evansville's existing neighborhoods since they are a vital community resource; and,
- the need to maximize the use of the existing infrastructure and undeveloped or underutilized land within the City through infill development.

INFILL DEVELOPMENT can occur in the developed area on vacant lots or on land with dilapidated buildings, or can involve changing the land use of a property from a less to a more intensive use (i.e. from a parking lot to an office building).

These strategies place a strong reliance on existing public infrastructure (roads, utilities, community facilities, etc.) to provide the maximum service feasible before considering new or extended facilities.

Development proposals must be evaluated for consistency with the land use plan. However, the plan is conceptual and is meant to be flexible. There may be development proposals that will arise during the planning period (2000-2025) which do not conform to this land use plan. The justification and rationale supporting such proposals that are responsible and beneficial to

the community but not conforming to the land use plan must be carefully evaluated to determine whether they warrant deviating from the community's land use goals, objectives and policies.

LAND USE SURVEY

The land use survey and inventory is part of the framework upon which a land use plan is built. The field survey was conducted between 1998-1999. The land use classifications measured were: manufacturing, commercial, residential, institutional/government, parks/recreation, rights-of-way/utilities, agricultural and undeveloped.

Data for the current land use inventory are presented on Page 6-3 for Evansville and Vanderburgh County through 1999. This land use survey indicates that agriculture was the most common land use, which accounted for almost 50% of the land in the County. Residential use was the second most common in the County, but was the most predominant use (nearly 50%) in the City. The commercial use category was a distant second in the City land use acreage totals. The third, fourth and fifth most common uses in the County were trees, right-of-way and parks.

DEVELOPING THE LAND USE MAPS

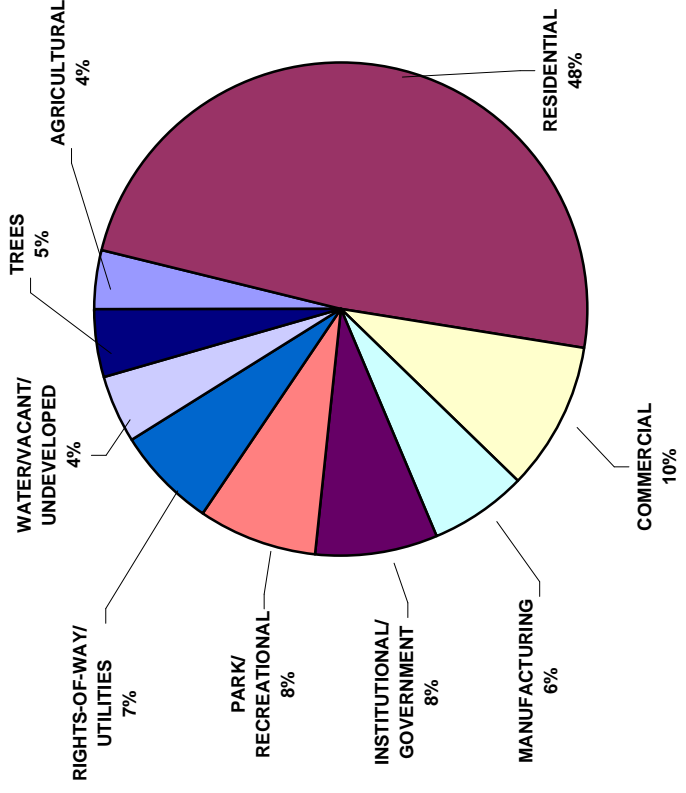
Appendix F contains the maps illustrating the existing land use and the recommended, land uses for 2025. These maps are generalized and are not intended to be site specific. Therefore, the maps should not be used to determine parcel-level land use. The use classifications shown include residential, commercial, industrial, agricultural, parks and cemeteries, and government/institutional. A new category has been added for areas that could develop or redevelop with mixed uses. The downtown is an example of an area designated as mixed use. The predominant use mix expected in most of these areas is residential and commercial. However, some light manufacturing could also be included along with other uses where appropriate.

The 2025 map shows some areas that have been designated for different uses than those uses that currently exist. The changed designations imply that these areas are suitable for and likely to contain the proposed new use in the future.

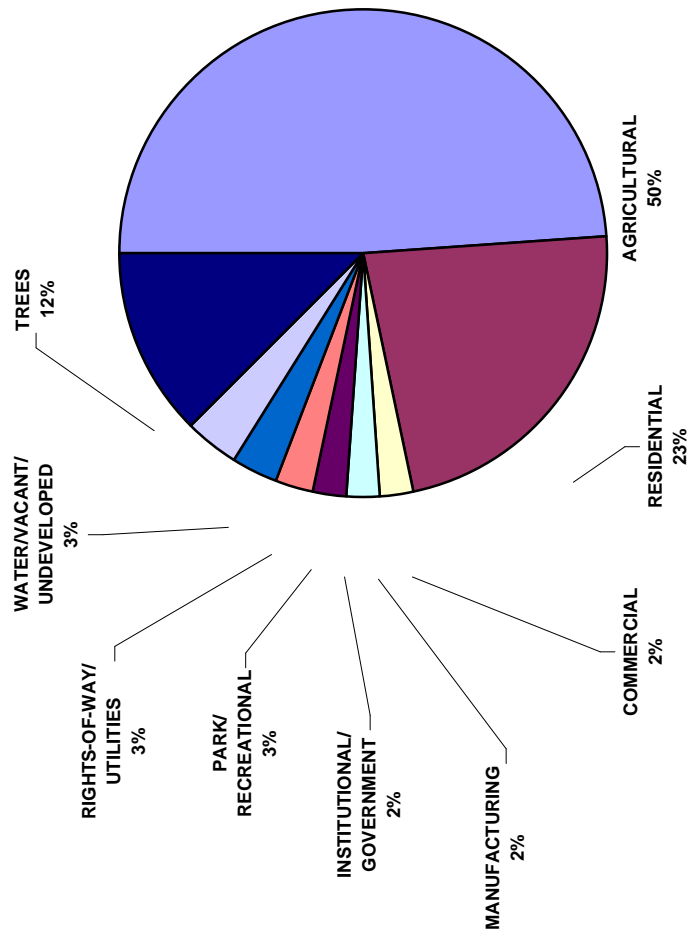
The following steps were used in developing the Future Land Use-2025 Map (Appendix F):

- Reviewing and updating the existing 2004 General Land Use Map by improving the accuracy and extent of the developed land use areas;
- Projecting the location, type, pace and extent of future development in the City of Evansville and Vanderburgh County based on current trends;
- Evaluating the suitability of the land for development using the various physical feature maps (illustrated in Section 3).

CITY LAND USE



COUNTY LAND USE



- Evaluating the availability of utility services and accessibility to the future road network (see Sections 17 and 19);
- Determining compatibility with the character of surrounding land uses; and
- Analyzing this information to allocate future land use areas on the 2025 conceptual map.

In allocating future land uses, local government planning must designate sufficient land in a variety of locations to accommodate developers with a choice of sites that have potential for successful development, both economically and for the community as a whole. While economic market forces primarily dictate development location (and ultimately the level of economic success), another important consideration is that location decisions be compatible with the Plan, unless the benefit to the community from a proposal clearly overrides its inconsistencies with the Plan.

It is likely that certain areas will develop in the future that are designated as agriculture/undeveloped on the Future Land Use Map for 2025, found in Appendix F. To maintain a reasonable sequencing of development, these areas should not be allowed to develop or receive appropriate zoning approval until there is existing or proposed development nearby and commitments from the private sector and, if applicable, the public sector, for construction of the necessary water and sewer extensions and transportation network improvements are filed.

INTERSTATE 69 AND FUTURE LAND USE

In developing the land use plan, the proposed I-69 project was a major consideration in this planning process. This project is expected to have more influence on the future land use pattern in the region and in Vanderburgh County than any other single factor or project over the next 25 years. The I-69 Environmental Impact Statement describes the anticipated impact on land use as follows:

“...the project may both generate new growth and shift existing growth to locations in proximity to the proposed Interstate, particularly to areas adjacent to proposed interchanges.”

Most of the land use changes from I-69 are planned for the northeast portion of Vanderburgh County, where a major industrial corridor is proposed. Commercial development is expected around many of the interchanges. Although these areas will contain the majority of the changes, many undeveloped areas throughout the remainder of the I-69 corridor will also be developed due to this project.

To prepare for the anticipated growth and to maximize the potential benefits for Vanderburgh County and the region, planning efforts concerning the I-69 corridor must be coordinated with Warrick and Gibson Counties. The Indiana Department of Transportation will be offering grant

funds through the I-69 Community Planning Program for developing local plans. Vanderburgh County will participate in this program and assist our neighboring Counties along the I-69 route to participate also. Participation will provide a regional strategy for development of this corridor; and will establish/update future plans and tools for plan implementation for the local communities within the corridor. A growth management report that includes land use and the necessary local road network should be prepared to address potential development before the highway is completed in 2015.

POLICY DEVELOPMENT AND FRAMEWORK

The Action Plan is the frame work which should be used as a guide in determining land use decisions. This framework involves statements of goals, objectives and policies for land use and development. These policies should be written in a manner to give clear guidance to developers and to the City and County on development location decisions and growth issues. In fact, the land use policies in the Comprehensive Plan must be considered by local government when making decisions on rezonings and subdivisions.

Citizen involvement in formulating these development policies is the means to keep the plan current and to achieve the desired vision for the community. Local government cannot by itself manage growth and development. However, the adherence to well thought out and coordinated public policies that are supported by the community can successfully direct land use practices from the administration of land development regulations to the timing and location of development.

GENERAL LAND USE ACTION PLAN

GOAL

To create an overall pattern of orderly development through the arrangement of land uses that are adequately and efficiently served by a system of transportation, community services, and utilities, and sensitive to the natural physical qualities of the area.

OBJECTIVE

Growth of the community should progress outwardly from an intensely developed CBD, its surrounding neighborhoods and other major activity centers to areas with lower density development. To minimize unplanned or leapfrog growth in the Transitional and Rural areas, growth should occur as infill development or be contiguous to existing built up areas.

POLICIES

Focus efforts on downtown Evansville to ensure its continued economic viability and dominance as the focal point of social, cultural and financial activity in the community.

Develop higher density residential uses close to major activity centers to promote efficiency in land use, utility and alternative modes of travel.

Endorse development that is contiguous and compact and which minimizes future urban problems such as traffic congestion, storm water runoff, and unplanned growth.

Provide a transportation network and a utility system which directs development to the desired growth areas.

Coordinate with Warrick and Gibson Counties on establishing a regional strategy for planning and development of the I-69 corridor to prepare for the future and maximize the benefits this highway will provide to the region.

Participate with our neighboring Counties/communities in the INDOT I-69 Community Planning Program by seeking grant funding for local planning activities to provide a vision for future development.

Undertake a growth management report and, if necessary, sub-area transportation plans for the I-69 corridor in Vanderburgh County to address the impacts of anticipated development and provide a plan for the future, local road network.

OBJECTIVE

The development pattern should efficiently utilize the existing land, environmental and fiscal resources, infrastructure and services.

POLICIES

Enhance the environment for revitalization, redevelopment and rehabilitation by expanding public and private incentives.

Promote infill on vacant lots and adaptive reuse of vacant or underutilized structures to efficiently use land and existing infrastructure.

Examine alternative development types, including cluster developments and planned unit developments, as a means of protecting green space and environmentally sensitive areas.

Maintain a generally compact form of urban development in order to efficiently utilize public/private investments.

OBJECTIVE

Require new developments to incur the full cost or participate in the cost of the public infrastructure (e.g. roads, water and sewer) needed to serve these developments through dedication of easements, and construction of infrastructure improvements.

POLICIES

In the review of proposed developments, use impact analyses to determine the effect of new developments on the environment, road network, educational system, community services, and utilities.

Insure that the utility system and transportation system improvements necessary to accommodate new development are in place when needed to mitigate development impacts.

Amend the Subdivision Ordinance to provide the Area Plan Commission with the authority to require special studies and to address off-site improvements as warranted to mitigate substantial development impacts on community infrastructure, services and flooding.

Research and establish the threshold criteria that would initiate traffic studies for new development.

OBJECTIVE

Emphasize development characteristics that enhance Evansville's vision through urban design and historic preservation.

POLICIES

Promote urban design at the community and neighborhood levels, including the preservation and rehabilitation of historic sites.

Locations that qualify as historic sites should be preserved and renovated for public and private use.

Efforts should be made to preserve the defining elements of historic buildings.

Strengthen existing focal points and create new focal points to connect elements of historic and natural importance, creating interest and variety in the community landscape.

Encourage natural resource corridor protection to improve and preserve water quality of streams, wildlife habitat and rural character.

Acquire scenic or conservation easements to protect natural and man-made environmental resources.

Discourage rezonings that will require a variance to meet code requirements.

Encourage progressive site design and compliance with all Zoning Code requirements to reduce the need for variances.

Investigate changing the sign requirements in the Zoning Code to enhance/improve signage as a contributing element in the aesthetic quality of the community in general and particularly along major corridors and at I-69 interchanges.

Research the feasibility of placing overhead utility lines underground within new major subdivisions and redeveloped areas; and then evaluate establishing criteria / priorities for burying existing lines.

Investigate changing the parking requirements in the Zoning Code to reduce the amount of impervious pavement required and establish criteria to allow for permeable surfaces.

SECTION 7 RESIDENTIAL

Residential use accounts for almost 25 percent of the Vanderburgh County land area. The variety of residential use ranges from single-family homes on large lots in the unincorporated areas of the County to multi-family apartment complexes. Between 1980 and 2000, the number of residential units in the County increased by nearly 9,000 units, with most of this growth occurring in the Transitional area.

CURRENT AND FUTURE DWELLING UNIT DISTRIBUTION

Table 7-3 shows the specific amount of population and occupied housing change between 1990 and 2000 by Township. In general, this data shows a continuation of the outward growth trend. The growth rates for population and housing in unincorporated Vanderburgh County between 1990 and 2000 represented surprising increases of 31 percent and 34 percent respectively. The total amount of change was an impressive gain of 11,587 persons in the unincorporated area.

When analyzing the Township data, it is notable that just under half of this growth occurred in unincorporated Center Township. This area experienced an unprecedented population increase of more than 5,000 people over the decade shown in Table 7-3. Combined with the growth that occurred in Scott Township, the northeast portion of the County has established itself as the County's premier growth area.

Map 7-4 illustrates the amount change in occupied housing units that occurred between 1990 and 2000 by Township. The map categories shown were based upon the amount of change in the occupied housing units: the Stable category depicts the areas of minimal change (less than 250 units); the areas of Moderate Growth gained between 250 and 1,000 units; and the High Growth areas grew by more than 1,000 units. This map, which graphically depicts the data in Table 7-3, shows that all of the decline in the amount of housing units in the City was a result of losses in Pigeon Township, as the other City areas were either stable or grew moderately. Map 7-5 shows APC projections for year 2025. This map has been placed with its counterpart for comparison purposes, although discussion of the projections is to follow.

Projections of Year 2025 population, and occupied housing units for Evansville and Vanderburgh County were used to determine future land use needs. An occupied housing unit estimate for 2025 was derived from a series of calculations for each of the three 2025 population projections presented in this Plan. These calculations are based upon recent trends and the following assumptions:

- That the proportion of occupied single family homes to the total number of housing units will stay consistent with the current trend;
- That the number of institutional and group quarter residents will increase;

- That all housing demolitions will be replaced with new units;
- That the average household size will continue to decline (using EUTS projection);
- That the total housing units needed for the 2025 population is estimated as occupied units, due to the difficulty in projecting volatile vacancy rates; and
- That the density of subdivisions recorded in 2003 and the large, multi-family projects constructed in recent years (measured by average housing units per acre) will remain at the current level.

Table 7-2 illustrates the future need for new housing and the corresponding land needs. Based on the assumptions listed above, the three future scenarios in the table show the estimated range of housing unit increase needed for the 2025 population. The high end of this range would involve an additional 8,718 units on 4,760 acres of residential land or 7.4 square miles by 2025.

TABLE 7-2: 2025 RESIDENTIAL PROJECTIONS

	Straight Line	EUTS	IBRC
Population	175,701	178,588	184,251
Occupied Housing Units (HU)	75,456	76,767	79,341
Increase in Occupied (HU) From 2000 Census	4,833	6,144	8,718
New Residential Acreage Needed	2,807	3,465	4,760

Based upon the IBRC projected 2025 County population total, the Area Plan Commission calculated estimates for both population and occupied housing units for the townships. The assumptions the Area Plan Commission used in these calculations were based upon recent Census data trends. Map 7-5 illustrates the projected amount of change in occupied housing units between 2000 -2025 by Township. The map categories are similar to those as mentioned previously for Map 7 -4, which shows the change from 1990 to 2000. These maps show similar growth trends.

Table 7-6 shows the projected amount of population and occupied housing change between 2000 and 2025 by Township. Unincorporated Center Township is expected to remain as the fastest growing area over this period in both population and housing by gaining 10,652 people and 4,291 units respectively. This growth will follow the current trend for the area, which had been single-family houses in large subdivisions. The area projected to have the second highest gain in future population is unincorporated Perry Township. The area that is expected to have the second highest gain in occupied housing is unincorporated Knight Township.

Over this same period, all areas in the City are projected to have some population decline, although most losses will be moderate. These estimates also show that three of the four areas in the City will experience increases in occupied housing units. Pigeon Township is projected to be the only area where units will decrease.

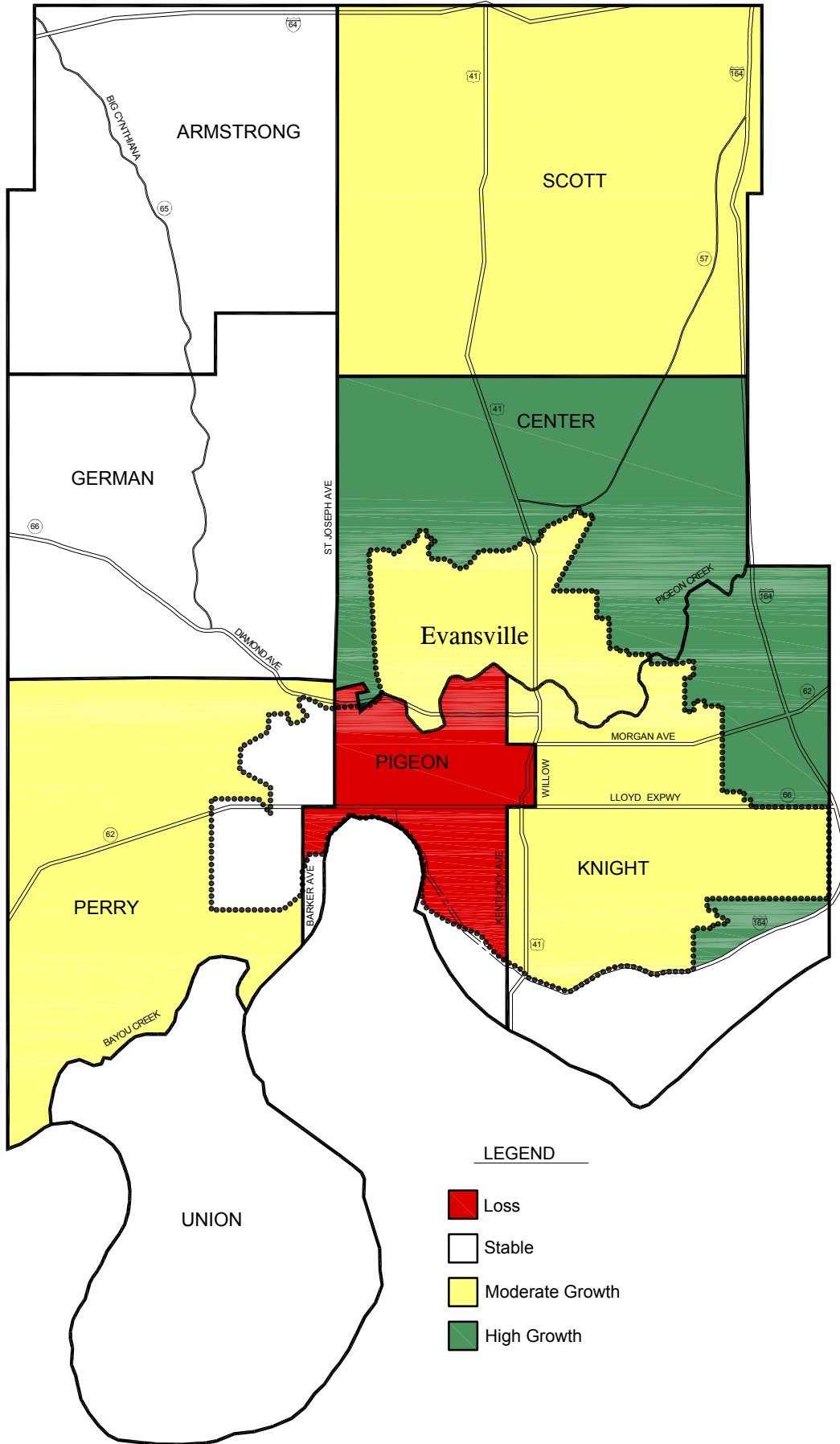
TABLE 7-3: 1990 TO 2000 POPULATION AND HOUSING CHANGE BY TOWNSHIP

	<u>Population</u>				<u>Occupied Housing Units</u>			
	1990	2000	Amount of Change	Percent of Change	1990	2000	Amount of Change	Percent of Change
Evansville	126,272	121,582	- 4,690	- 3.71	52,948	52,273	-675	- 1.27
Darmstadt	1,346	1,313	- 33	- 2.45	472	490	18	3.81
Unincorporated	37,440	49,027	11,587	30.95	13,360	17,860	4,500	33.68
Vanderburgh	165,058	171,922	6,864	4.16	66,780	70,623	3,843	5.75
Armstrong TWP*	1,694	1,651	- 43	- 2.54	560	610	50	8.93
Center TWP								
City	14,115	13,913	- 202	- 1.43	5,758	6,015	257	44.63
Unincorporated*	13,070	18,307	5,237	40.07	4,721	6,811	2,090	44.27
TWP Total	27,185	32,220	5,035	18.52	10,479	12,826	2,347	22.40
German TWP*	7,063	7,354	291	4.12	2,461	2,657	196	7.96
Knight TWP								
City	63,153	63,069	- 84	- .13	26,794	27,389	595	2.22
Unincorporated	2,369	4,422	2,053	86.60	846	1,931	1,085	100.28
TWP Total	65,522	67,491	1,969	3.01	27,640	29,320	1,680	6.07
Perry TWP								
City	11,243	10,920	- 323	- 2.87	4,678	4,784	106	2.26
Unincorporated	9,372	12,767	3,395	36.22	3,378	4,175	797	23.59
TWP Total	20,615	23,687	3,072	14.90	8,056	8,959	903	11.21
Pigeon TWP	37,856	33,682	- 4,174	- 11.03	15,720	14,086	-1,634	- 10.39
Scott TWP*	4,731	5,445	714	15.09	1,705	1,997	292	17.12
Union TWP	392	392	0	0	159	168	9	5.66

Source: 1990 and 2000 Census

Note: (*) includes portions of the Town of Darmstadt

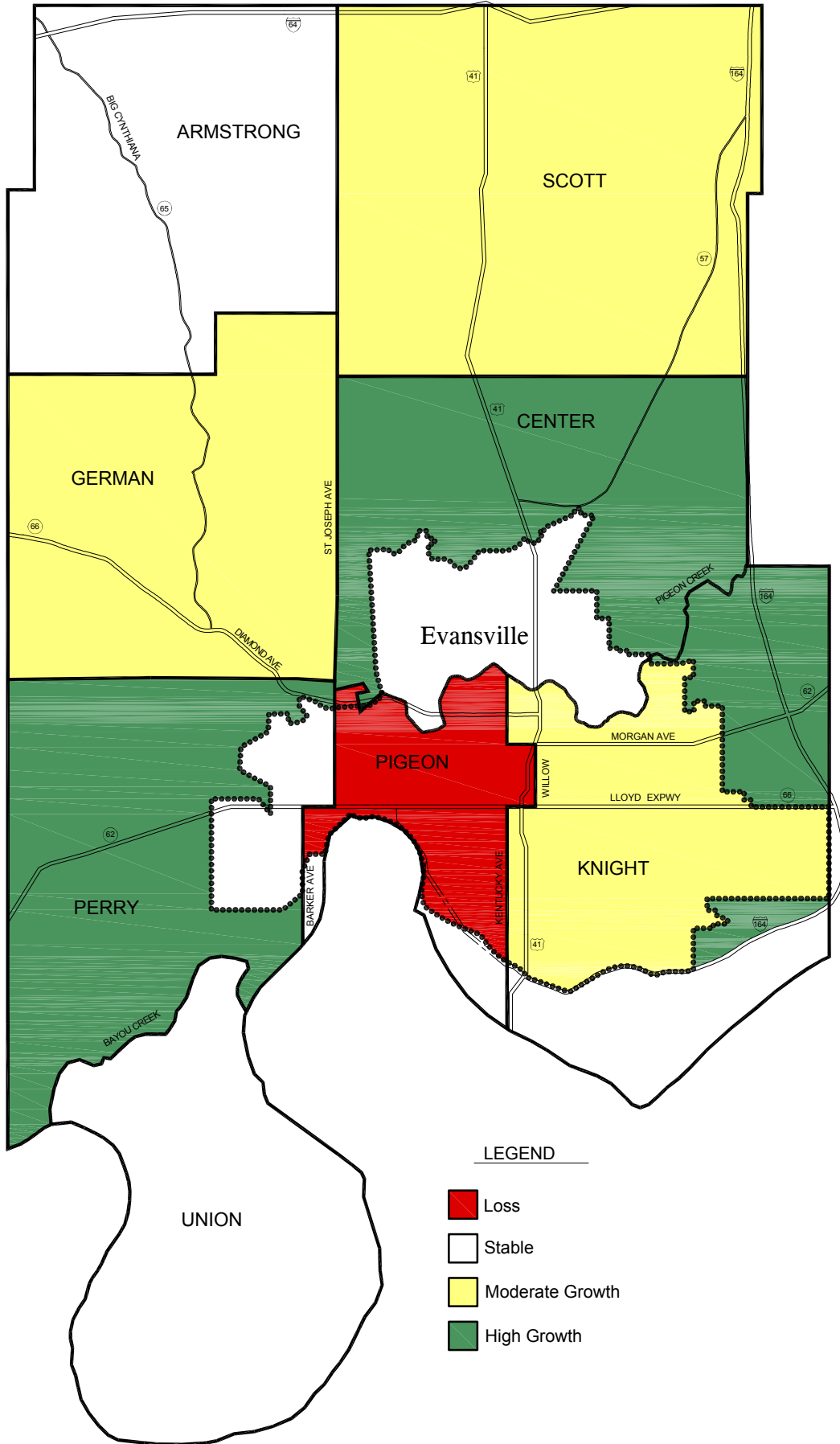
1990 ~ 2000 Housing Change By Township



LEGEND

- Loss
- Stable
- Moderate Growth
- High Growth

2000 ~ 2025 Housing Change By Township



LEGEND

- Loss
- Stable
- Moderate Growth
- High Growth

TABLE 7-6: 2000 TO 2025 POPULATION AND HOUSING CHANGE BY TOWNSHIP

	<u>Population</u>				<u>Occupied Housing Units</u>			
	2000	2025	Amount of Change	Percent of Change	2000	2025	Amount of Change	Percent of Change
Evansville	121,582	111,656	- 9,926	- 8.16	52,273	50,303	- 1,970	- 3.76
Unincorporated	49,027	72,595	23,568	48.07	18,350	29,038	10,688	58.24
Vanderburgh	171,922	184,251	12,329	7.17	70,623	79,341	8,718	12.34
Armstrong TWP*	1,651	1,443	- 208	- 12.60	610	706	96	15.73
Center TWP								
City	13,913	13,485	- 428	- 3.07	6,015	6,257	242	4.02
Unincorporated*	18,307	28,959	10,652	58.18	6,811	10,860	4,049	59.44
TWP Total	32,220	42,444	10,224	31.73	12,826	17,117	4,291	33.45
German TWP*	7,354	7,946	592	8.05	2,657	3,037	380	14.30
Knight TWP								
City	63,069	62,069	-1,000	- 15.85	27,389	27,895	506	1.84
Unincorporated	4,422	8,597	4,175	94.41	1,931	4,033	2,102	108.85
TWP Total	67,491	70,488	2,997	4.44	29,320	31,928	2,608	8.89
Perry TWP								
City	10,920	10,236	- 684	- 6.26	4,784	4,884	100	2.09
Unincorporated	12,767	19,672	6,905	54.08	4,175	5,719	1,544	36.98
TWP Total	23,687	29,908	6,221	26.00	8,959	10,603	1,644	18.35
Pigeon TWP	33,680	25,869	- 7,811	- 23.19	14,086	11,211	- 2,875	- 20.41
Scott TWP*	5,445	6,897	1,452	26.66	1,997	2,562	565	28.29
Union TWP	392	392	0	0	168	150	- 18	- 10.71

Source: 2000 Census and EUTS

Note: (*) includes portions of the Town of Darmstadt

These projections are based on current trends. If these trends change over the planning period, the actual 2025 population and housing distribution could be quite different. Most of the current options for residents looking to buy new housing are located in the unincorporated County. Considering the number of housing units that have been built, new housing is obviously very popular. Therefore, the current trends and these projections point to the need for the City to take action to redevelop areas with new housing to provide more options for residents considering the new housing market.

The types of housing units needed to meet this predicted demand will be dictated by the current housing stock, market trends, future household characteristics (such as household size), construction and energy resources. Future housing types will vary and could include single and multiple family owner occupied units, units specifically for the elderly to address the expected growth in that age group, rental units, and mobile homes.

In general, Americans have become accustomed to increasingly high standards of housing. Nationally, the average home constructed in 1970 was 1,500 square feet and a majority were three bedroom and one and a half baths. Recent national housing construction trends have shown a continued increase in size. In 2000, the average house built was 2,266 square feet. New housing in Evansville and Vanderburgh County appears to be consistent with these national trends.

It is predicted that in the future, large, single-family houses are likely to become less important to many home buyers. Amenities, such as location and design, will continue to grow in importance. While the single-family house is still the preference, acceptance of smaller, attached forms of housing is growing. Multiple dwelling and rental units will continue to be an important element in the housing mix.

GENERAL HOUSING STRATEGY

Cooperation and participation between the public and private sectors in providing housing should be continued and expanded. This is basic to the future housing strategy of Evansville and Vanderburgh County. Within this strategy, the private sector will continue to supply the major portion of the future housing needs. Improving the quality of housing and maintaining an adequate supply for all citizens must be the concern of both the public and private sectors.

Resources will continue to be required from both public and private sectors to assure a balance between new construction (in old and new areas) and rehabilitation of existing stock. The implementation of this effort will continue to be coordinated by government agencies. Development and implementation of a comprehensive housing strategy depends on a thorough knowledge and understanding of present needs and projected demands.

Specific housing goals and policies have resulted in a distinct housing program which is placing Evansville and Vanderburgh County in the role of initiator and not a reactor to trends. Within this program, there should be continued emphasis on preserving the existing housing stock, aiding neighborhoods in retaining their viability, and also encouraging new affordable housing and owner-occupied housing. The City and County will continue to assume several functions of the program, including regulating and enforcing housing standards, facilitating housing rehabilitation, and promoting responsive and responsible development.

The housing program should be comprehensive in nature and tied to neighborhood dynamics. Program policies should be applicable to all neighborhoods, not only those experiencing a high degree of deterioration. Policies should encourage preservation of current stock and general neighborhood character. These efforts in stabilization and preservation are less resource intensive than new development and will reduce the need for future efforts to reverse deterioration and replacement of housing. Zoning can be used as a means of protecting neighborhoods. Enhancing residential areas through compatible zoning and the elimination of spot zoning helps to preserve the character of the neighborhood. In addition, infill housing in the City core is beneficial to neighborhood stability. The public and private sectors have both made substantial investment in housing development and should continue their support.

FUTURE HOUSING AND NEIGHBORHOOD PLANNING EFFORT

There is a need for an updated and expanded survey of existing housing conditions for the City and County. This information, along with information similar to that used in this analysis, would provide a basis for neighborhood planning and development programs. These programs would help to detect housing trends sooner, determine existing housing needs and problems, determine future housing needs, and plan for action to address the needs.

Although currently there are limited funding sources, neighborhood planning and development programs could serve to make planning more proactive by helping to identify needs of the neighborhood before they become major problems. The advantages of a neighborhood planning and development program are:

- It emphasizes that neighborhoods are an integral part of the quality of life in the City and County;
- It provides an opportunity for involvement by neighborhood residents;
- It allows residents who best know their area to identify their neighborhood's improvement needs and the actions required for solving those needs; and
- It allows the City and County to better prioritize and budget scarce financial resources, thus maximizing the benefits from those resources.

HOUSING ASSISTANCE PROGRAMS

There are several government programs that provide assistance in obtaining housing. For more detailed information about housing assistance, see the 2000-2004 Comprehensive Housing and Community Development Plan or contact the Department of Metropolitan Development. These programs are:

CITY-COUNTY HUMAN RELATIONS COMMISSION

Enforces the City and County Open Housing Ordinance.

NEIGHBORHOOD INSPECTION SERVICES

Enforces the City's Housing Code eliminating unsafe residential conditions through inspection, notification and working with property owners on repairs.

DEPARTMENT OF METROPOLITAN DEVELOPMENT

Responsible for the planning, policy development and implementation of non-public affordable housing programs. Administers the Community Development Block Grants (CDBG), Home Investment Partnership Program, Emergency Shelter Grants formula programs and, Rental Rehabilitation, and Urban Homesteading programs.

EVANSVILLE HOUSING AUTHORITY (EHA)

Administers the Section 8 rental assistance certificate and voucher programs. Responsible for management, planning and implementation of public housing and related programs including:

- a) Turnkey 3 ownership - rental with an option to buy;
- b) Housing Opportunities for People Everywhere - allows home site tenants to purchase; and
- c) Tenant-based rental assistance for below median family income households.

EVANSVILLE REDEVELOPMENT COMMISSION

Administers provisions of the Uniform Relocation Act for any federally funded program that causes displacement.

TOWNSHIP TRUSTEES

Provide temporary financial assistance to low income people for housing and utilities.

INDIANA HOUSING FINANCE AUTHORITY PROGRAMS

Administers mortgage revenue bonds, a fixed rate mortgage below the market rate, and mortgage credit certificates, allowing a homebuyer to deduct a portion of interest as a federal tax credit.

In addition to government agencies, non-profit organizations have a role in providing housing and housing assistance programs. Non-profit organizations provide a variety of housing assistance programs such as emergency shelters, transitional housing, special needs housing, etc. These organizations and their services are further described in the Comprehensive Housing and Community Development Plan. The non-profit agencies most involved in providing housing are:

CORPORATION FOR HOUSING OPPORTUNITIES IN THE CITY OF EVANSVILLE

A non-profit public/private partnership that acquires and rehabilitates homes offered as affordable rental units and/or for ownership.

HABITAT OF EVANSVILLE

Which is associated with Habitat For Humanity, constructs single-family homes for low and moderate-income households. They acquire lots in urban core neighborhoods with CDBG and private funds.

DEVELOPMENT LOCATION FACTORS

There are many factors which influence how and where residential development occurs. These include:

- Accessibility of the area;
- Availability and capacity of water and sewer utilities (most of the City and a substantial portion of the unincorporated County have these services;
- Proximity to Quality of Life factors (e.g. employment, schools, recreation, and shopping, etc.);
- Cost of the land; and
- Physical site features.

Of these factors, the availability and capacity of sanitary sewer has the most impact on development density and potential for growth. In fact, residential growth of moderate to high density must have access to sanitary sewer and water extensions. The Vanderburgh County Subdivision Ordinance requires a minimum lot size of 2.5 acres for new houses that will use septic tanks if the soil is rated as having moderate to severe development limitations. Where acceptable soil conditions exist, lots using septic systems must be a minimum of one acre. Approximately 90 percent of the soils in Vanderburgh County are rated moderate to severe (see Table 3-3 and Map 3-4). Without sanitary sewer service, residential development can occur only on a large lot, low-density basis.

Beyond sewer availability, the capacity of the sanitary sewer system can also determine the amount of growth that can locate in an area. Certain areas have sewers with more limited capacity to accommodate growth.

The Evansville Utility has instituted a policy whereby the City will no longer absorb the cost of utility (sanitary sewer and water) extensions. In some instances, the Utility will reimburse a developer for a percentage of the cost for a sewer lift station, if it is built to a capacity large enough to serve adjacent developments. This policy may restrict growth in certain areas. However, it should encourage the "infilling" of vacant parcels which require few public improvements and are less expensive to develop.

Map 7-13 illustrates areas which are projected to experience the majority of residential growth by Year 2025. The projected population and housing unit distribution in Vanderburgh County for Year 2025 is provided in Table 7-6 along with a map illustrating the expected level of housing unit growth or decline. These projections were based on the development trends. The Township projections indicate that unincorporated Center Township will continue to be the fastest growing area in the County, followed by unincorporated Perry and Knight Townships. It also projects the rate of population and housing decline in the Urban Core to decrease significantly.

Scattered residential growth is not an efficient use of existing economic and community resources. Due to the fact that our population will continue to age along with an expected decrease in family size, the type of residential development may change in the future. In areas served by water and sewers outside of the City, these changes are likely to be that the demand for new homes on spacious large lots will subside giving way to renewed popularity for smaller, higher density lots with a mix of housing types including single and multi-family uses. From a land use perspective, this change should be encouraged as this kind of development would be less land intensive and would not affect as much agricultural and forested land.

Even though most of the future growth is projected for the outlying areas shown on Map 7-13, residential development within the City is expected to occur on currently vacant parcels and in areas proposed for redevelopment. Minor growth in occupied housing is projected for the City portions of Knight, Center and Perry Townships. New housing is also expected in Pigeon Township, especially in the CBD and the surrounding neighborhoods, which will slow the loss of residential units in this area. To build on these trends, new residential developments in the City should create attractive places to live by providing a variety of housing types at higher densities, clustered around a central place with adequate common open space. Residential neighborhoods developed in such a manner encourage a community atmosphere among residents, create neighborhood stability and enhance how the City is perceived as a place to live.

2025 RESIDENTIAL GROWTH AREAS

WESTERN UNINCORPORATED PERRY TOWNSHIP

Existing development attractors:

The extensive University Heights and Eagle Plaza Commercial Centers; and the University of Southern Indiana.

Potential development attractor:

The Eickhoff-Korressel Road project will improve access to the area.

Potential development constraint:

Hilly topography and limited availability of public sewers.

NORTHERN UNINCORPORATED CENTER AND SOUTHERN SCOTT TOWNSHIPS

Existing development attractors:

Wooded and rolling topography.

Public sewers are available in many locations.

The appeal of rural communities such as Darmstadt and McCutchanville.

Potential development attractor:

Developing commercial area at U.S. 41 and Boonville-New Harmony Road.

NORTHEASTERN UNINCORPORATED CENTER TOWNSHIP

Existing development attractors:

Minimal slope of the land. Good access to the Green River Road commercial corridor and to State Road 57.

Potential development constraint:

Portions of this area are below the 100-year flood elevation.

NORTHEASTERN UNINCORPORATED KNIGHT TOWNSHIP

Existing development attractors:

Minimal slope of the land; good access provided by Lynch Road and the I-164 interchange; and close to eastside shopping areas.

Potential development attractor:

Proposed Lynch Road extension east from I-164 to State Road 62 in Warrick County further improving access to the area.

Proposed I-69 to use the I-164 corridor.

Potential development constraint:

The minimal slope, existing floodplain/floodway and proximity to Pigeon Creek and Crawford-Berendes Ditch present some concerns.

SOUTHEASTERN UNINCORPORATED KNIGHT TOWNSHIP

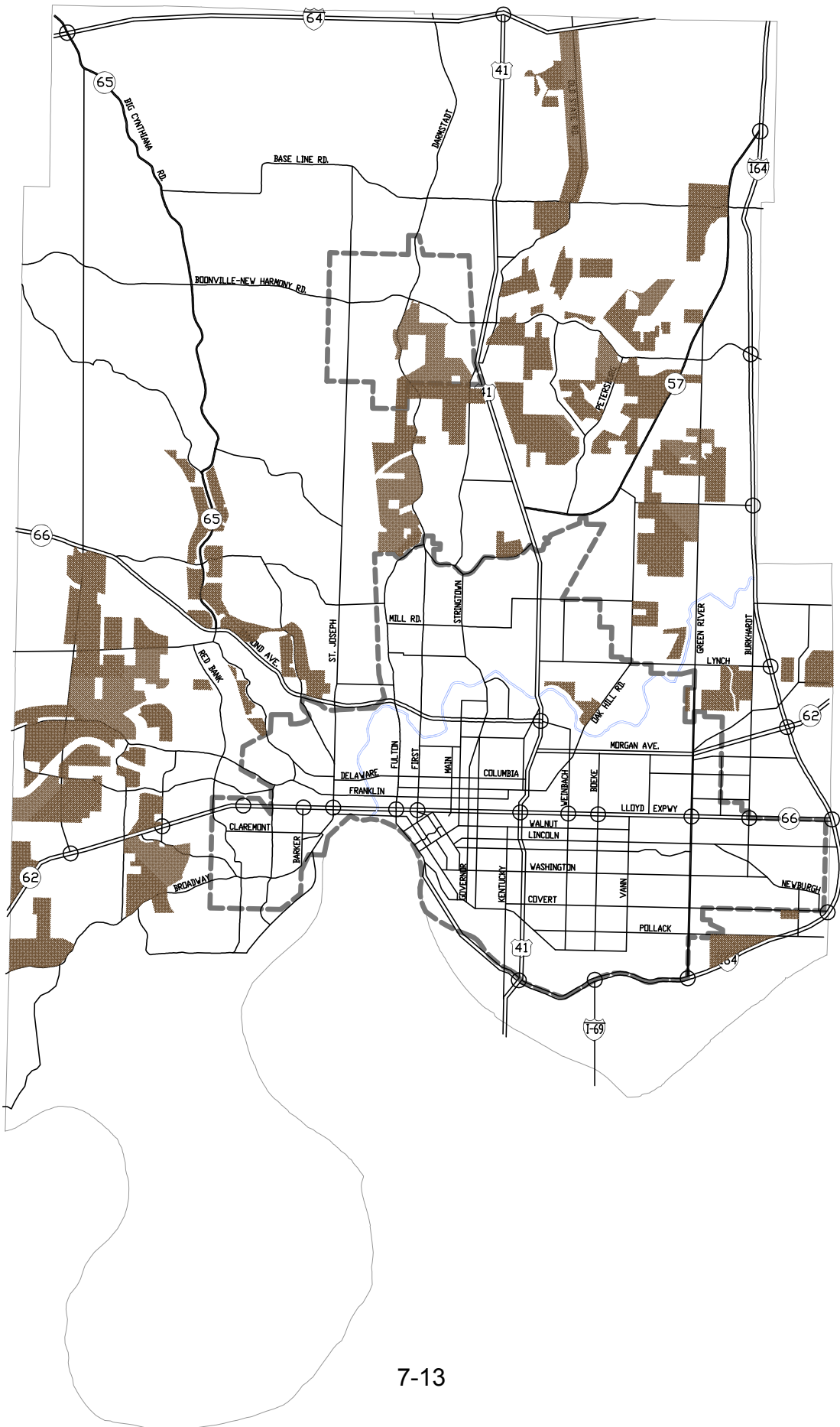
Existing development attractors:

Minimal slope of the land.

Potential development attractor:

Proposed Pigeon Creek Greenway.

Future Residential Land Use - 2025



RESIDENTIAL ACTION PLAN

GOAL

Insure an adequate and reasonable supply of safe, affordable, and aesthetically pleasing housing with a variety of housing types in neighborhoods that are recognized as highly valued resources.

OBJECTIVE

Preserve the character and aesthetics of the neighborhood environment by maintaining the number and condition of housing units in stable areas and reversing the rate of housing loss in declining areas.

POLICIES

Extend the minimum performance standard in the housing code to all dwellings in the County and enforce it in a fair and equal manner.

Encourage in-fill housing of all types within the City especially the Urban Core.

Promote, facilitate and sustain efforts in the preservation, maintenance and rehabilitation of neighborhoods.

When administering enforcement programs and requiring improvements, use available assistance programs to aid those who cannot afford the improvements.

Promote, facilitate and sustain available public and private housing programs that encourage home ownership and owner occupancy.

Encourage redevelopment as a last resort to improve declining areas.

Expediently remove abandoned dilapidated residential structures that are deemed unsuitable for rehabilitation.

Support neighborhood and police efforts in reducing crime and enhancing safety to improve stability in residential neighborhoods, particularly in the urban core.

Sustain existing neighborhood associations, promote organization of additional groups and encourage their input in public meetings and the decision making process.

Continue to encourage and support non-profit, religious, private and government entities in providing affordable housing.

Encourage developers to provide diversity, accessibility and energy efficiency in housing types.

Investigate changes to the Zoning and Subdivision Ordinances that would require rezoning from Agricultural to Residential prior to platting major residential subdivisions.

OBJECTIVE

Preserve the neighborhood environment by minimizing negative impacts on residential areas.

POLICIES

In residential neighborhoods, exclude incompatible uses that would alter the character of the area or would not primarily serve neighborhood residents.

Multi-family housing should be viewed as an appropriate "buffer" use between single family and commercial developments.

Study the selective use of traffic diverters to minimize through traffic in urban core neighborhoods, especially in the historic district.

OBJECTIVE

Ensure residential growth occurs in appropriate areas, accommodates future demands on the transportation network, community facilities and services and utilities, and creates a favorable environment for neighborhood living.

POLICIES

Subdivision design should provide connecting streets in new developments to enhance safety and to link neighborhoods. Stub streets should be required where subdivisions are adjacent to undeveloped land.

Promote creative subdivision design that is sensitive to and minimizes the impact on natural features, and provides for common open space, bicycle and pedestrian ways.

Encourage the construction of sidewalks in new residential subdivisions.

SECTION 8 COMMERCIAL

The focus of the commercial plan is to identify appropriate areas that are convenient and functional for commercial activities while protecting residential areas. The businesses in this category could range from retail stores and restaurants to offices of service establishments. This section discusses existing and future commercial areas as well as various issues relevant to commercial activities.

EXISTING COMMERCIAL CENTERS

Evansville and Vanderburgh County have many commercial areas that range in size and intensity, from large regional centers to those that serve neighborhood residents. The following is a brief description of the larger existing centers.

THE CENTRAL BUSINESS DISTRICT

- Bounded by Pigeon Creek, Lloyd Expressway, Governor and Mulberry Streets, and the Ohio River;
- Is the financial, government and service center for both the community and region;
- The predominant commercial uses are offices and restaurants along with other major facilities such as Casino Aztar, The Centre, and the Evansville Museum.

GREEN RIVER ROAD COMMERCIAL CORRIDOR

- Extends from Covert Avenue to north of Theater Drive;
- Major developments include Eastland Mall on the north end and Lawndale and Washington Square Mall on the south end;
- Serves the entire Evansville Metropolitan Statistical Area (MSA) as the primary regional center for retail activity.

EAST LLOYD EXPRESSWAY COMMERCIAL CORRIDOR

- Extends from Cullen Avenue to I-164, including Virginia Street;
- Major developments (Super Walmart and Target) at the Burkhardt Road and Cross Pointe Boulevard intersections;
- Serves the entire Evansville MSA as a regional center for retail activity.

NORTH FIRST AVENUE COMMERCIAL CORRIDOR

- On First Avenue between Mill Road and Diamond Avenue;
- Serves residents of the north side as a community shopping center;
- Major developments include North Park Shopping Center and Target.

WEST LLOYD EXPRESSWAY COMMERCIAL CORRIDOR

- Between Rosenberger and Boehne Camp;
- Major developments are Super Walmart, Home Depot, Lowes and Stadium 16 Cinema.
- Serves residents of western Evansville/Vanderburgh County, Posey County and southeastern Illinois and USI students as a growing regional commercial center;

DIAMOND AVENUE COMMERCIAL CORRIDOR

- Between U.S. 41 and Heidelbach Avenue;
- the major development in this area is Town Center Mall;
- Serves residents of the near north side.

In addition to these major commercial areas, there are numerous neighborhood centers of commercial activity. These include portions of East Division Street, East Morgan Avenue, Fares Avenue, Weinbach Avenue and Kentucky Avenue. There are several areas which have received Community Development Block Grants to stimulate commercial revitalization including North Main Street, and West Franklin Street. The public improvements and assistance provided for the North Main and West Franklin commercial corridors has spurred additional private development and improved their general appearance. These areas have traditional store-front facades.

ISSUES AND CONCERNS

The issues and concerns related to commercial activities include traffic congestion, adequate parking space, access, storm water drainage, encroachment on residential areas, and revitalization of older commercial areas.

Perhaps the most noticeable problem resulting from commercial development is traffic congestion. The cumulative effect of piecemeal commercial growth has created increased pressures on the transportation system. Correction of these transportation deficiencies around existing commercial areas are often addressed in an incremental fashion through measures that enhance traffic flow and improve safety. Common examples of incremental corrective measures are the construction of medians and turn lanes, closing of median crossovers, restriction of curb cuts or installation of traffic signals. These solutions are often not popular with shoppers and businesses, but are necessary to move traffic safely and efficiently.

Where new commercial developments are proposed or expanded, frontage roads, limited and/or shared curb cuts, and access from side streets should be required. Obviously, where extensive improvements are needed such as acquiring additional right-of-way, installing additional lanes, constructing frontage roads, and other major capital projects, they are preferred over incremental measures that will not totally correct traffic problems. However, cost constraints must also be considered along with the expected traffic flow benefits.

Parking is not a major problem with most commercial developments; however, in older and redeveloping commercial areas, the parking situation can become critical. Problems frequently arise when a house is converted to a commercial use (which has occurred along Covert, Morgan, and First Avenues) or when an existing commercial building changes to a different tenant which requires more parking than is presently possible on the site. Past solutions to these problems have included creating parking in the back or front yard of converted houses, acquiring adjacent lots and demolishing any adjacent structures for parking; or entering into a lease agreement with another nearby landowner for use of existing parking space. All of these solutions have drawbacks which can inhibit commercial development, but the provision of adequate parking is essential.

Another parking concern, the type and design of lots, can significantly impact the environment and the image of commercial areas. All types of parking surfaces, particularly hard surfaces, increase the amount of storm water run-off, limit ground water recharge (the replenishment of the water table and aquifers) and hold/release more solar heat than green or landscaped ground. Gravel parking surfaces (now prohibited by the Zoning Code) are not as visually appealing and can create dust problems that degrade air quality. Parking lot design that incorporates hard, sealed parking surfaces with landscaped islands, and minimizes excess parking spaces (beyond Code requirements) can avoid the creation of storm water run-off and air quality problems, and increase the aesthetic value of commercial areas.

Encroachment of commercial development into residential areas and conversion of houses to commercial uses are often viewed in a negative way by surrounding residents. The typical problems caused by encroachment are increased traffic, provision of adequate parking and change in neighborhood character. Typical problems caused by either residential conversion to commercial uses or areas with narrow commercial lot frontage can include requests for variances to meet code requirements (e.g. parking, setbacks, etc.) and numerous curb cuts in a short distance. Limiting commercial encroachment and conversions in residential areas minimizes these potential impacts.

Where commercial encroachment does occur, protection for residential areas should be required through buffering and creative site design, especially for higher intensity/volume commercial uses. Protective buffering techniques include: structural (e.g. decorative fencing, masonry walls), vegetation (e.g. trees, hedges), and terrain/elevation changes (e.g. earth berm, water features). A combination of these methods would greatly enhance the look and effectiveness of the buffer.

Many areas of Vanderburgh County have severe drainage limitations due to slope and soil types. When this is combined with the large impervious surfaces (roofs and parking lots) in commercial areas, potentially severe surface water run-off problems are created. As part of proper site design, developments that involve larger amounts of impervious surfaces must submit a drainage plan to the Board of Public Works or the County Drainage Board, and smaller developments are reviewed by the Site Review Committee to ensure that drainage problems do not occur. The drainage policy of the City and County is that the post development run-off rate shall not exceed predevelopment run-off.

Revitalization efforts and investments are needed to maintain and improve older commercial areas. A concern is the recent trend of businesses moving to outlying commercial centers leaving large vacant buildings in more established areas. This outward movement not only casts doubt on the stability of the remaining businesses in these older commercial centers, but also affects the stability and perception of the surrounding neighborhoods. In particular, the loss of establishments selling essential goods and services (e.g. grocery stores) can accelerate neighborhood decline. Smaller retail businesses should be offered incentives and be encouraged to locate in and share these large vacant commercial buildings. Older commercial areas need periodic upgrades (e.g. facade changes, modern signage, and/or revised access) so that they are competitive, appealing, and economically viable. For these older areas to remain competitive, the decision making process for rezonings must evaluate the impact of new commercial areas on established areas.

FUTURE COMMERCIAL GROWTH

The site requirements used in this Plan to designate areas for future commercial growth are: location on high visibility/high traffic volume roads; easy, safe access; supporting population; and minimal site preparation. High visibility locations are typically along existing commercial corridors, and other primary routes that have documented high traffic counts. Easy, safe access is accomplished with adequate turn lanes, frontage roads and where possible, driveways on lower classified streets. Depending on the type of business, the supporting population is available at the regional, community or neighborhood level. Site preparation involves extension of utilities (if they are currently or will be available in the future), grading, and installing storm sewers and other drainage facilities.

Map 8-5 illustrates the areas that are projected for future commercial use. The largest of these areas is between Oak Grove Road, I-164, Virginia Street and the Burkhardt Road corridor. Most of this land is available for development. In addition, the area west of Burkhardt Road also contains substantial parcels of undeveloped land with commercial zoning and utilities. Continued growth is expected in this area, which is basically an extension of the existing Green River Road commercial corridor. Although Map 8-5 shows this entire area for future commercial uses, The Future Land Use – 2025 Map designates the area east of Burkhardt Road for mixed uses. Although some high density residential uses are likely, and even a light manufacturing use is possible in this area, the majority of this land is expected to be commercially developed.

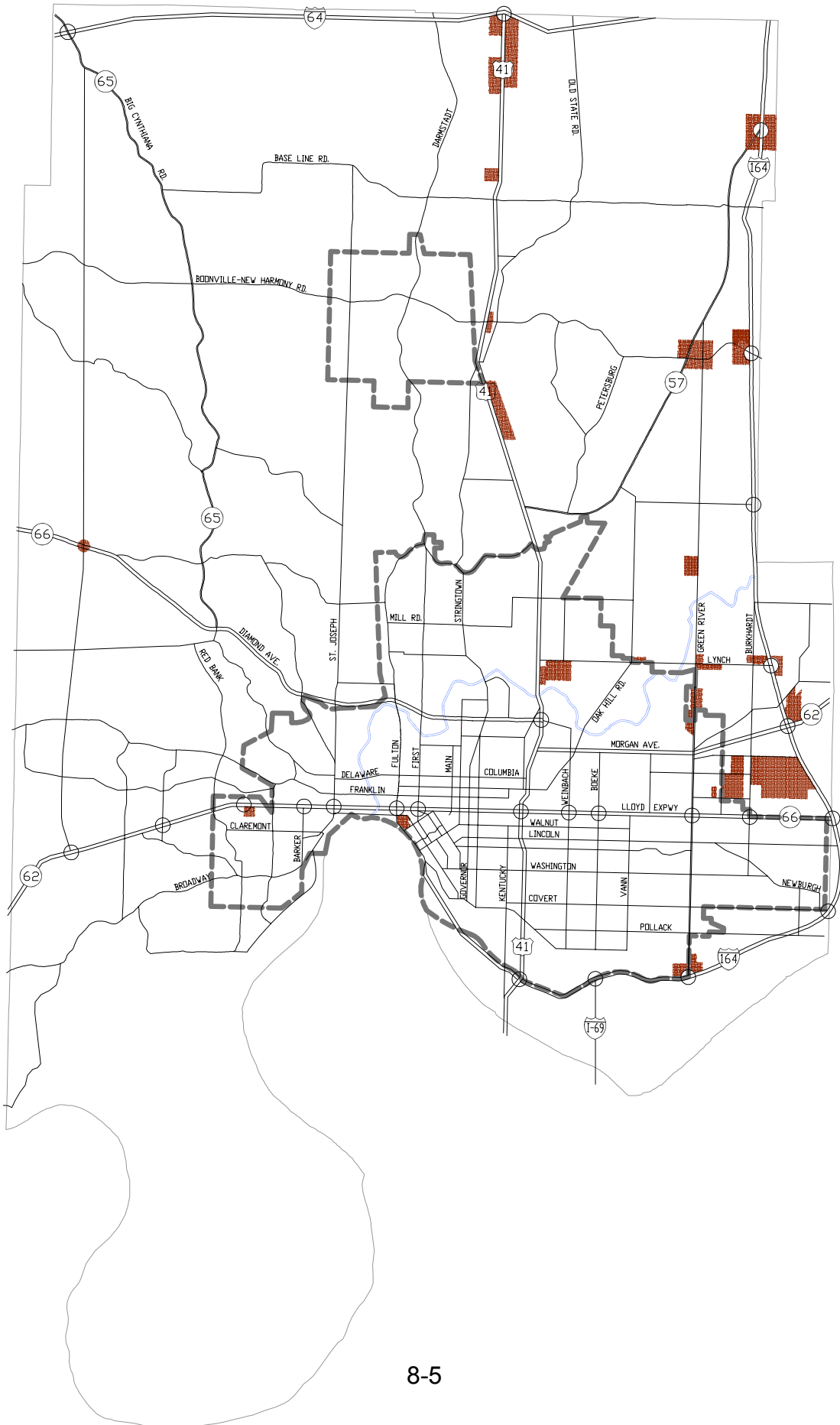
Commercial development is also expected to occur around the riverboat casino in the downtown. More specifically, the area between Second Street, Court Street, Riverside Drive and Fulton Avenue will be attractive for entertainment-related uses compatible with Casino Aztar. Additional development/redevelopment of commercial uses is anticipated for other locations in the downtown.

Other areas where future commercial development is anticipated include:

- The area generally bounded by Lynch Road, Maxx Road, Pigeon Creek, and U.S. 41;
- Along the U.S. 41 corridor south of I-64;
- The east side of the U.S. 41 corridor between Old State Road and Mt. Pleasant Road;
- Around the Green River Road and Boonville-New Harmony Road intersection;
- Around the Boonville-New Harmony Road, Lynch Road, Morgan Avenue, and South Green River Road interchanges on I-164; and
- Around intersections along the Lynch Road Extension

For the most part, all of these areas designated for future commercial development presently meet the commercial site requirements or will meet these requirements by Year 2025.

Future Commercial Land Use - 2025



COMMERCIAL ACTION PLAN

GOAL

Commercial uses that benefit the region, community, and neighborhoods through their contribution to the overall pattern of orderly development, the local economy, and how the community is perceived.

OBJECTIVES

Ensure efficient and appealing commercial development in the appropriate areas that minimizes adverse impacts on surrounding property, the road network, and utility systems.

POLICIES

Support the revitalization and/or redevelopment of older Urban Core commercial areas that serve residential needs.

Support actions that encourage stabilization and upgrading of existing commercial areas.

Encourage only those commercial uses in or adjacent to residential neighborhoods that primarily serve neighborhood residents.

Direct new commercial development into existing commercial areas prior to rezoning new land.

Encourage compact commercial areas and, where possible, avoid new or expanded inefficient strip development.

Discourage spot zonings of property for higher intensity/volume commercial uses in residential areas.

Encourage small-scaled, commercial uses that primarily serve neighborhood residents at major intersections or in existing neighborhood commercial centers within residential areas.

When new commercial sites are developed adjacent to residential areas, schools, churches, public parks, and the proposed greenway, encourage a landscaped buffer that exceeds the minimum setback requirements in the Zoning Code.

Develop Zoning Code standards to require landscaped strips or islands as breaks within large commercial parking lots.

Encourage the construction of sidewalks in commercial subdivisions.

Encourage and develop incentives so that smaller retail businesses can locate and

share in the redevelopment of larger vacant commercial buildings.

SECTION 9 CENTRAL BUSINESS DISTRICT

The Central Business District (CBD) contains a unique concentration and variety of activities found in no other single area of the region. It is the principal center for the finance, government and legal services sectors in the community. Vectren Corporation, American General Finance, the Evansville Courier Press, Welborn Clinic, the area's leading banks, and numerous professional offices and community service organizations have continued to place value on a downtown address. Like many downtowns throughout the nation, Evansville's Central Business District has experienced a loss of permanent residents, decline in the number of retail businesses, an increase in the number of vacant stores, and under-utilization of many properties, due in part to public mobility and suburban development. Although the downtown has declined, it is still a focal point of the community.

The fluctuation in the residential population of the CBD over the last 40 years are shown in Table 9-1 below. The slight increase in population and households that occurred between 1990 and 2000 was short-lived, as the recent demolition of the Riverside One high-rise apartment building has reduced the current population and household numbers below the totals reported in the 2000 Census. Based on Census data, this loss is estimated to be 168 people and 127 occupied households.

TABLE 9-1: POPULATION AND OCCUPIED HOUSING IN THE CBD

	1960	1970	1980	1990	2000
Population	1,623	662	972	857	946
Households	841	372	430	218	231

Source: U.S. Census Bureau

According to the 2000 County Business Patterns data for Zip Code 47708, there were 403 business establishments with 11,517 employees having an annual payroll of 410 million dollars. The boundaries of this Zip Code closely correspond to the CBD boundaries. This information indicates that the CBD is still a major employment center and a significant contributor to the local and regional economy.

ISSUES AND CONCERNS

The CBD has suffered because of various economic, social and physical layout reasons, some of which are beyond local control. One of the pressing development issues facing the CBD is what the future character of this area will be. Trends indicate that the CBD has transformed from a major commercial district to a regional government, finance, and legal

center. The primary retail centers are now located in the outlying suburban areas. Preferably, the CBD would have substantial retail, service, residential, and cultural components, producing a thriving multi-use center.

Evansville desires a strong CBD and Urban Core with the opportunity for an identity and lifestyle that is not possible in rural or suburban settings. The strength of the commitment to these areas should be reflected through public and private efforts to implement revitalization. Government departments and boards with jurisdiction over development decisions must maintain their focus on revitalization, redevelopment and rehabilitation in the CBD and Urban Core, and partner with the private sector to accomplish these goals. Obviously, private sector involvement is critical, in cooperation with government, to invest and finance redevelopment/revitalization projects in these areas. Actions over a period of years are needed to achieve the community's vision for these areas. Efforts should be made to maintain the CBD as the region's dominant general office, government and financial center, while at the same time, growing the residential, commercial and cultural sectors in the CBD.

For the retail and entertainment businesses downtown to be prosperous, an adequate and stable population base within and surrounding the CBD is necessary to support additional commercial establishments. The continued population decline of the CBD and the Urban Core has further eroded the economic feasibility of attracting these commercial activities. Therefore, we cannot focus on the CBD as if it is an island unaffected by deterioration of adjacent neighborhoods. To be successful, efforts to revitalize the downtown must include the Urban Core. A lower crime rate, improved neighborhoods, the central location, better linkages to the CBD and a comprehensive public/private enhancement program for the Urban Core could attract residents and provide the increased population base that has been lacking to support downtown commercial uses in recent years.

Although Evansville's most prominent natural and recreational asset is the Ohio River, development of the riverfront has not left many areas available for green space and public viewing/enjoyment of the River. In fact, green space is lacking in both the riverfront and in the downtown as a whole. The addition of Sunrise Park on Waterworks Road and the construction of the Kid's Kingdom play structure has helped to address this need.

DOWNTOWN MASTER PLAN

The latest Downtown Master Plan was completed in 2001. Through this planning process, the City hoped to reverse the continuing decline of the downtown over the past several decades by developing a sound strategy to recruit new investment. The Plan's conclusions and recommendations are briefly summarized as follows:

1. TARGET MARKET

In general, the target market for housing and office was determined to be local residents and businesses desiring to move to higher quality facilities or locations within the City, and not necessarily new residents or businesses to the area.

Retail

The largest target market for retail was determined to be the primary trade area residents and workers in the downtown area. Additionally, downtown retailing should focus on the visitor/tourist market generated by Casino Aztar, conventions, and other events.

Housing

As the CBD revitalization plan is implemented and the image of downtown Evansville begins to improve, the Plan predicts housing in downtown will become more desirable to area residents. The benefits of increased residential population will heighten demand for a variety of new or relocated businesses.

Office

The market for offices in downtown Evansville continues to be the driving force behind the entire micro-economy of downtown. Attention must be placed on business retention efforts to make certain strong economic anchors remain downtown. A recruitment campaign should also be undertaken to introduce flexible high-tech space for e-commerce businesses interested in locating in urban areas. The development of an urban technology zone could utilize existing buildings and encourage the development of new in-fill buildings.

2. PRINCIPLES OF REVITALIZATION

Many of the projects proposed in the entire master plan will take several years until they come to fruition. The retail environment should be flexible enough to accommodate these changes as they progress over the next 5 to 20 years.

Build an Enabling Organization For Downtown Revitalization

The strength of any revitalization program is based on having an effective organization. Center City Corporation and the Evansville Downtown Development Corporation have merged into a new downtown focused entity [i.e. Downtown Evansville, Inc. (DEI)].

Ensure the Basics are in Place

It is important to have a good mix of neighborhood commercial establishments that service the downtown businesses, office workers, and local population.

Build Off Strengths

Downtown Evansville has several important commercial attributes to capitalize on.

Some of these attributes are as follows:

- Safe, comfortable environment;
- High concentration of historically significant buildings;
- Adjacent to Ohio River;
- Sizeable, stable workforce;
- Key commodities are convenience goods and services, restaurants, and antique stores;
- New housing initiatives to increase the downtown population;
- Professional services; and
- Strong office market and potential visitor market.

Start with a Geographical Concentration

Revitalization activity and investment should start with blocks of retail strength and building these up to impressive levels rather than trying to do a little bit everywhere or by trying to fix the big problems first. Strong clusters of similar stores build critical mass; however, there currently is no critical mass of strong retailers present.

Linkages are Critical

Linkages create a cohesive downtown environment by helping businesses work together and mutually support one another. The establishment of partnerships is essential, as revitalization does not happen with the public sector acting alone. Partnerships can also vary widely in what they attempt to accomplish (e.g. sharing the cost of downtown improvements), and hold the key to ensuring that the shared vision for downtown Evansville becomes a reality.

3. ORGANIZATIONAL STRATEGY

As DEI, the City of Evansville, Vanderburgh County, and others come together in the Downtown Evansville revitalization effort, a new downtown coalition will be formulated to bring community-wide leadership to the forefront and establish new goals and expectations. Support must be secured from both the public and private sectors and the community at large.

It is imperative that DEI gains the support of the major corporations & institutions not currently involved in the downtown.

DEI must have the capacity to accomplish tasks; just acting as an advocate for downtown is not sufficient. The DEI must inspire commitment and action by catalyzing, energizing and facilitating others to create visions and solve problems. Strong community based leadership is critical to downtown success. Communities dominated by one family, one corporation, one political leader, or one industry often lack the flexibility to react to new opportunities. Collaborative leadership requires a community to get beyond single individuals, single issues and single organizations.

4. COMMERCIAL STRATEGY

The downtown coalition will be responsible for implementing the recommendations of a two-step commercial strategy, with DEI and DMD playing critical roles. The commercial strategy will consist of the following short-term and long-term elements:

Short Term

This strategy for downtown revitalization will focus on fulfilling the needs of the office workers and downtown residents; and

Long Term

This will concentrate on developing an identifiable retail role that is conducive to a lifestyle district with a variety of eating and drinking establishments, antiques and collectibles, and other leisure retailers (expected after planned projects are complete and increases occur in people visiting and living in the downtown).

Marketing

DEI marketing should organize promotional programs to attract more persons to the downtown and convert single-purpose, business visitors in the downtown into multi-purpose visitors (e.g. go to the bank and have lunch).

Existing Business Retention

Before developing new businesses, protect and enhance the existing retailers through various new services and efforts.

New Business Recruitment

It is not likely that national chain retailers/restaurants will come to Downtown Evansville. Most chains have clauses in their lease, preventing them from locating a new establishment within a certain distance from an existing location. Therefore, recruitment efforts should focus on businesses other than the national chains that already have an establishment in the region.

5. IMPLEMENTATION

Although the recommended coalition is not intended to become a formal nonprofit organization, it will be important to have an organizational mechanism to help coordinate the efforts of all those involved.

Focus on Actions to Further Strategic Goals

The Land Use specific recommendations are listed in the Central Business District Action Plan on the following page.

Development & Business Incentives

The prospects of investing in downtown will undoubtedly continue to be an issue. Consequently, City & County government will need to work closely with potential retailers and developers to identify economic incentive packages that underwrite a portion of a project's expense and help lessen the private risk. An example of a program in this area that has been initiated since completion of the Master Plan is:

Loft Housing Matching Grant Program-

The goal of this effort administered by the Department of Metropolitan Development is to stimulate the creation of market rate, loft-style housing in the upper floors of downtown buildings. The program targets the Downtown Redevelopment Area which is bounded by Lloyd Expressway, Martin Luther King, Jr. Blvd., Chestnut St. and Riverside Drive. Improvement projects that are eligible include restoration, rehabilitation or renovation of exterior features, interior features and entrance/exit improvements.

Public Policy & Guidance

Review current regulatory mechanisms such as zoning, building code compliance, and design review to improve the environment for downtown development and help implement key action plan projects.

Sustainable Design

As future community development issues and opportunities are being discussed, consideration should be given to the long-range benefits of sustainable design practices for the entire community and in particular the downtown.

CENTRAL BUSINESS DISTRICT ACTION PLAN

Source: 2001 Downtown Master Plan

VISION STATEMENTS/GOALS

The **short-term vision** for Downtown Evansville incorporates a highly functional environment that supports downtown businesses and office workers.

The **long-term vision** for Downtown Evansville is to create a dynamic urban center with a blend of unique shopping, entertainment, social, cultural, and service experiences that are distinct from that of the competition in the region. This vision will be based on Evansville's historic architecture, its location on the Ohio River, its vibrant street life, and its healthy businesses. The three primary activity nodes or districts include:

CIVIC/CULTURAL DISTRICT, where government and cultural activities are focused;

CENTRAL BUSINESS DISTRICT, which will be business, service and lifestyle focused; and

ENTERTAINMENT DISTRICT centered around Casino Aztar.

OBJECTIVES

Promote Main Street revitalization.

Guide downtown growth and physical development.

Upgrade existing buildings and reuse vacant buildings/land.

Provide for new downtown housing.

Evaluate/Improve access, traffic, parking, and linkages.

Integrate the proposed entertainment district within the downtown.

Provide for appropriate riverfront development.

Aid in developing the final plans for the proposed Events Plaza.

Establish an effort to recruit and retain the downtown workforce.

Develop recommendations for future private & public sector actions.

SHORT TERM POLICIES

Convert one-way streets to two-way traffic.

Identify a pilot project to rehabilitate structures within a designated block on Main Street.

MEDIUM TERM POLICIES

Implement design enhancement ideas for parking lot screening, storefront enhancements, property owner signage.

Support new in-fill housing projects.

LONG TERM POLICIES

Connect North Main St. with Main Street including improved signage and circulation efforts around the Civic Center.

Create larger entertainment venues, such as an arena.

Develop regional marketing relationships.

Reconfigure Fourth Street for easier circulation.

SOURCE: COMMUNITY / AREA PLAN COMMISSION

OBJECTIVE

Expand the number of businesses, employees, residents and visitors in the CBD through redevelopment/revitalization activities.

POLICIES

Expand the residential component of the downtown by encouraging conversion of second and third story storefronts to loft apartments, and encouraging the construction of new multi-family dwelling units in the area.

Encourage additional green space in the downtown, especially on the riverfront; and

support the construction of the Events Plaza.

Supply ample and convenient parking to accommodate the needs of the people.

Discourage continued development of surface parking lots, especially in the central core area of downtown.

Ensure that efforts to revitalize the downtown include consideration of the adjacent neighborhoods, especially the linkages (e.g. pedestrian, transit, etc.) from these areas to the CBD.

Promote the construction of additional multi-level parking structures within the downtown.

SECTION 10 INDUSTRIAL

The purpose for designating areas for industrial use is to provide specific locations which can best accommodate the diverse functional needs of industry and the community. The industrial use designation accomplishes the following:

It protects sites for industrial use that might otherwise be developed with conflicting uses rendering the site unsuitable for many industrial operations. Conflicting uses should either not be allowed to develop in areas designated for industry or should only be developed with special site planning considerations addressing adjacent industrial use; and

It provides viable areas for future industry which minimizes intrusion by incompatible industries on areas designated for other land uses.

Additional land for industrial use is designated on the Future Land Use Map for 2025 which allows for a wide range of location choices. It is strongly recommended that available land already planned and zoned for industrial use within areas served by water and sewer be utilized before additional land areas are rezoned. A significant savings would be realized by fully utilizing the existing infrastructure, instead of extending improvements beyond the developed area. The U.S. 41 North Corridor is an example of an area that has been planned for industrial use; it has utility service, available land, and is generally ready for development. An example of where the necessary infrastructure improvements and zoning would be needed prior to development is the area along I-164 north of Baseline Road.

A preferred form of industrial development is an industrial site platted with large lots as opposed to strip development. This type of platting is intended to provide for an open and environmentally attractive site with good access, parking, circulation, utility services, and buffering for adjacent non-industrial uses.

Land uses in the older areas of the City are mixed. Industrial redevelopment efforts in these areas should focus on: infrastructure improvements; improving access, circulation, and the appearance of the area; and buffering to reduce potential use conflicts. Garvin Industrial Park and River City Industrial Park are successful examples of redevelopment and reuse of older industrial tracts. Efforts should also be made to encourage consolidation of small lots in potential industrial areas so that they can be merged into larger parcels, which are more suitable for industrial development.

Some older industrial buildings that have deteriorated through age and/or neglect appear to be vacant, no longer housing a business or other positive use. Many of these structures have already or will have outlived their usefulness within the next twenty years. Considering the population decline in the City since 1960, especially in the Urban Core, the time has come for

Evansville to take bold steps to redevelop and/or revitalize. It is recommended that a program be established to identify such structures for targeted demolition and preparation for redevelopment. Environmental studies will be needed before redevelopment occurs to determine whether any contamination exists on these sites, and if so, the extent of the contamination.

Several location factors contribute to the desirability of sites for industrial use. These are:

Transportation Access –

To highway, rail, Evansville Regional Airport, and barge.

Availability of Utilities –

Water and sewer, gas and electric; and cable/fiber optic.

Development Constraints/Delays –

Rezoning, platting, land use conflicts, environmental features (such as floodplains, soils, topography, drainage, etc.), lack of utility service, lack of an internal road network and poor access. Nearly all of the areas described below have at least several sites within the 100-year floodplain. Development of these sites would require special site design.

Growth Potential –

Availability of large tracts of appropriately zoned and platted land, visibility, economic incentives, road improvement projects, and I-69.

FUTURE INDUSTRIAL DEVELOPMENT AREAS

The proposed industrial locations are illustrated on Page 10-4 are addressed as follows:

US 41 NORTH CORRIDOR AREA

Location:

Along both sides of U.S. 41 between Interstate 64 and just north of Boonville-New Harmony Road in Scott Township.

Existing Development Attractors:

Substantial undeveloped land is available to accommodate large facilities. Utilities are available.

Transportation Access:

U.S. 41, I-64, and CSX railroad tracks west of U.S. 41.

Potential Development Constraint:

The area lacks a local road network including frontage roads.

SR 57 AREA

Location:

The area along the east side of State Road 57 north of Boonville-New Harmony Road extending to the I-164/SR 57 interchange then along Old Highway 57 to the north boundary of the County.

Existing Development Attractors:

Substantial undeveloped land is available to accommodate large facilities.

Transportation Access:

State Road 57, Old Highway 57, and Indiana Southern Railroad tracks east and parallel to State Highway 57.

Potential Development Constraint:

Access to State Road 57/Old Highway 57 and local road network will be needed for additional industrial development to take place. Some of the area is not zoned or subdivided for industry.

MILL ROAD AREA

Location:

The triangular area bounded by Mill Road, CSX Railroad tracks, the former Indiana Hi-Rail tracks (the diagonal line from Allen and CSX to Mill and St. Joseph Avenue) in unincorporated Center Township.

Existing Development Attractors:

A large portion of this area is available with appropriate zoning.

Transportation Access:

CSX railroad track on the eastern boundary and Indiana Hi-Rail track on the west.

Potential Development Constraint:

Access is limited to Mill Road for an entrance into the area and a local road network will be needed for industrial development.

I-164/MORGAN AVENUE AREA

Location:

The area on the east side of I-164 between the Morgan Avenue (SR 62) and Oak Grove Road in unincorporated Knight Township; and the area on the west side of I-164 between Morgan Avenue and approximately Loehrlein Drive.

Existing Development Attractors:

Minimal site preparation due to flat topography.

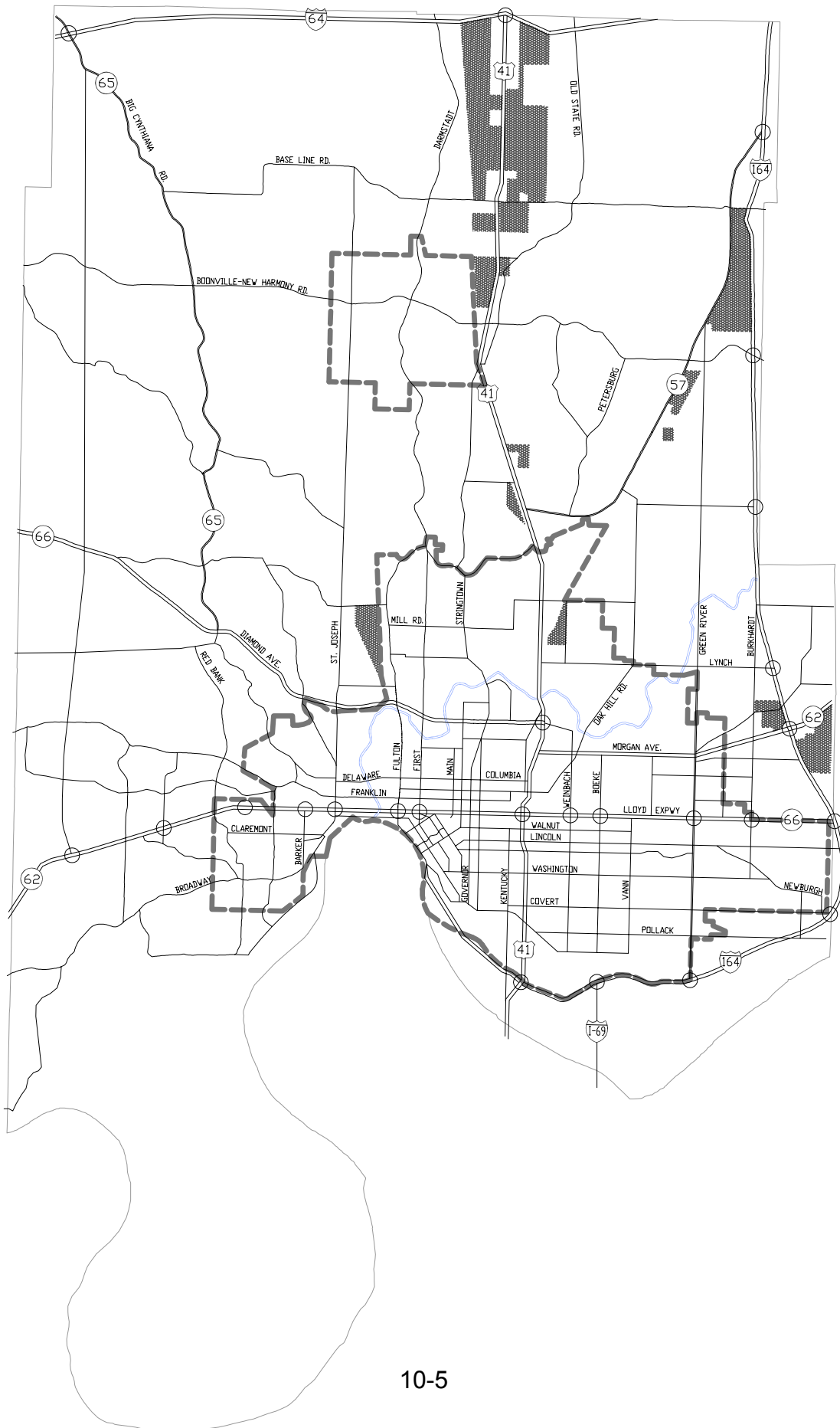
Transportation Access:

State Road 62 (Morgan Avenue), I-164, Burkhardt Road and Norfolk Southern Railroad tracks south of and parallel to Morgan Avenue. Access could also be provided from Oak Grove Road and Old Boonville Highway.

Potential Development Constraint:

Future industrial use in this area would have to obtain State approval for any access on State Road 62. A local road system will also be needed. The area is subject to ponding and has some drainage concerns.

Future Industrial Land Use - 2025



INDUSTRIAL ACTION PLAN

GOAL

Promote industrial developments that are clean industries, involve new technologies that minimize resource use and waste in the manufacturing process and contribute to the local economy by providing diverse employment opportunities.

OBJECTIVE

Insure compact industrial development in appropriate areas that addresses any major impacts on surrounding property, the transportation network, public safety services and utility systems.

POLICIES

Encourage proposed industrial projects to locate within existing or new industrial parks.

Encourage reuse and revitalization of existing industrial facilities to regain their productivity.

For those structures that can not reasonably be reused, a program should be established to identify these properties and target them for demolition and redevelopment.

Industrial redevelopment efforts in older areas should focus on, improving access and circulation, and reducing or mitigating potential use conflicts.

Encourage new industrial developments to be open and environmentally attractive with good access, parking, circulation, and utility services.

When developing new industrial sites adjacent to residential areas, schools, churches, public parks, and the proposed greenway, consider potential environmental impacts and encourage a landscaped buffer that exceeds the minimum setback requirements in the Zoning Code.

SECTION 11 RURAL

Historically, planning within Vanderburgh County has focused on planning for the urbanized area and the immediately adjacent undeveloped land. To a large extent, rural land has been viewed as land which has not yet been suburbanized. In the past, the degree of change expected in rural portions of the County has been considered minimal. This is no longer true, as this Plan projects the land needs to house the 2025 population could use up to 7.4 square miles for new residential development. Therefore, the importance of planning for the efficient use and management of rural land should be as important as planning for urban land. The evaluation of land use potential for this Plan over the planning period has considered the entire County, and both rural and urban needs.

Although this area mainly has agricultural uses, there are many scattered single-family homes and many subdivision developments that also share this land. Much of this residential development utilizes septic systems. Small, unincorporated communities scattered throughout the Transitional and Rural areas include St. Joseph, St. Wendel, and Daylight. The bulk of the rural non-farm development should be encouraged to occur in or near these rural communities, as they provide an alternative to urban city living, and at the same time, help to minimize scattered rural development.

ISSUES AND CONCERNS

The cost of providing utilities and services to rural scattered home sites is higher than the cost of compact/clustered development. The potential for stream pollution and ground water contamination increases with the amount of development utilizing on-site sewage disposal systems. The majority of the land in the County has severe limitations for these septic systems. Only seven percent of the soils in the County have slight to no limitations for development without sanitary sewers. Development pressures on prime agricultural lands could inhibit the economic viability of the agricultural sector.

According to the 1998 APC land use inventory and the 1997 Census of Agriculture, almost 50 percent of the land in Vanderburgh County is currently in agricultural use. Table 11-2 shows the historical trend for the loss of farmland in Vanderburgh County. Agricultural land is lost through conversion to residential and other uses as development occurs in the Transitional and Rural areas. The table also shows that the number of farms in the County is decreasing, while the average size of farms is increasing. The 2025 Plan generally proposes that rural land remain in agricultural uses. This is due to the need to strengthen the support for agriculture as a viable element in our economy, the need to protect valuable agricultural lands and the need to encourage infill development for efficient provision of services and utilities.

TABLE 11-2: FARM LAND USE IN VANDERBURGH COUNTY

YEAR	FARM LAND (ACRES)	PERCENT OF COUNTY LAND AREA*	NUMBER OF FARMS	AVERAGE ACREAGE OF FARMS
1959	100,713	67.08	801	126
1969	92,545	61.58	544	170
1978	89,356	59.52	434	206
1987	85,852	57.18	378	227
1997	72,112	48.03	271	266

Note: * = Total County Land Area = 150,135 Acres

Source: Census of Agriculture; City and County Book, U.S. Census Bureau

In order to maintain Vanderburgh County's agricultural economy, efforts must focus on assuring that agricultural lands are protected to permit economical farming activities. Urban pressures on the County's farm communities pose a significant problem in maintaining viable farm operations. Only those agricultural lands furthest removed from the expanding urban area are unaffected by the pressures of conversion from rural to urban use. Conversion pressures have resulted from rising property taxes, the high degree of mobility, land use conflicts, fees for urban services and utilities, the search for less expensive land for development and the potential for farmers to make an immediate profit from selling their land. There has been and will continue to be an increase in the number of use conflicts between agricultural and urban land uses.

The principal objective in agricultural areas is to preserve agricultural activities. The introduction of nonagricultural uses decreases the efficiency and effectiveness of agricultural operations. Thus, nonagricultural uses should be permitted in such areas only when those uses do not detract significantly from continuing the primary agricultural activities and do not strain the existing infrastructure and services. High quality productive soils should be protected for agricultural uses except in areas designated for a use other than agriculture on the Future Land Use - 2025 Map. Permitted land uses primarily should include farming and the facilities and services necessary to support this activity. Residential, industrial, commercial, recreational, and other activities not necessary for farming operations should be limited.

RURAL ACTION PLAN

GOAL

Maintain the viability of agriculture as a desired way of life and sector in the Vanderburgh County economy.

OBJECTIVE

To preserve prime agricultural lands.

POLICIES

The conversion of prime agricultural land for urban development shall be discouraged, except in those areas designated for other uses on the Future Land Use-2025 Map.

Growth and development in this area shall be encouraged in and adjacent to the existing rural communities dispersed throughout the County, while protecting their rural identity and character.

Development in the agricultural area should create and/or maintain a rural character achieved through density and design except in those areas designated for other uses on the Future Land Use-2025 Map.

Research the feasibility of creating a self-sustaining farmland preservation program that includes the purchase or transfer of development rights.

SECTION 12 ECONOMIC DEVELOPMENT

The nature and extent of future growth in the Evansville area will depend heavily upon the local economy and the availability of quality employment opportunities. The primary focus of economic development efforts is to encourage existing businesses to expand and attract new businesses. These efforts will be critical for our community to have the type of economy and job opportunities that can support significant growth. Economic development in the community can provide a variety of benefits, from expanding our manufacturing base to retaining more area college graduates as professional and technical opportunities increase.

This section provides an action plan to identify how desirable economic development can be accomplished. However, many factors affecting private investment and location decisions are not within the control of the local government such as interest rates, economic markets, and regional migration of population and businesses. These factors complicate the economic development process.

Local strategies for economic development stem from realities of business relocation decisions; the need to strengthen the tax base, and the need to increase job opportunities for specific populations. Economic development recruitment efforts should emphasize the positive attributes of the community. The most commonly recognized attributes of the Evansville area are its:

- Central location within a short distance of markets in Indianapolis (176 miles), Louisville (126 miles), Nashville (156 miles) and St. Louis (174 miles);

- Good transportation access and intermodal capability provided by Interstate 64 and U.S. 41, the Ohio River including the Port of Evansville and the Southwind Maritime Center in Mt. Vernon, railroads such as CSX with their major terminal at Howell Yards and Norfolk Southern, and the Evansville Regional Airport with 35 daily departures to 7 national hub-airports;

- Low cost of living and doing business both of which are below national averages from recent surveys;

- Available and skilled workforce with over 90,000 potential employees that reside in the County, and more than 33,000 employees that currently commute in from the Tri-State area (experts consider this area to have a good work force noted for hard working people that take pride in their strong work ethic);

- Excellent education opportunities provided by public and private schools, Ivy Tech State College, University of Southern Indiana and University of Evansville;

- Good mix of affordable and attractive housing;
- Strong entrepreneurial climate that is evident in that 70 new self-employed businesses were established between 1997 and 2001 generating 63 million dollars in receipts;
- Good health care provided by Deaconess and St. Mary's (tri-state regional hospitals,) Welborn Clinic and other providers;
- Low crime rate as compared to other large urban counties in Indiana (e.g. Allen, Clark, Lake, Marion, St. Joseph) that had higher crime rates in 1999;
- Park and recreational opportunities with nearby National Forests and State Parks, and an extensive local park system including facilities such as the Goebel Soccer Complex, Swonder Ice Arena; and the Pigeon Creek Greenway; and
- Generally a moderate, 4-season climate with an average daily temperature of 30.1 F for January, and 78.4 F for July.

Individually, these attributes are appealing to both corporations and families seeking to relocate to the Evansville area. Together, the attributes represent major marketing advantages that the community should use in a proactive approach to seeking development.

CURRENT AGENCIES AND PROGRAMS

There are numerous options available to implement economic development goals. These options are offered through a variety of economic development programs and agencies operating in Evansville and Vanderburgh County including:

VISION-E

The Evansville Regional Economic Development Corporation is a non-profit organization serving Southwest Indiana. They specialize in assisting companies from outside the region that are considering the Evansville area as a location for new manufacturing, distribution and office facilities.

METROPOLITAN EVANSVILLE CHAMBER OF COMMERCE

Serves as a resource and catalyst for existing business development through site selection assistance, access to capital, identification of state and local incentives, advocacy on site technical and business assistance and lobbying.

THE SOUTHWEST INDIANA DEVELOPMENT COUNCIL (SWIDC)

A regional organization comprised of representatives from eleven counties in Southwest Indiana. Membership includes representatives of local economic development organizations and Chambers of Commerce in each county as well as other interested groups such as universities, utilities and public officials. Members contribute time and money to further the joint economic development goals in the Southwest Indiana region. By pooling resources and ideas, SWIDC is able to effectively promote Southwest Indiana to companies interested in expansion or relocation.

THE SOUTHWESTERN INDIANA REGIONAL DEVELOPMENT COMMISSION

This collaboration of Gibson, Posey, Vanderburgh, and Warrick Counties was formed to facilitate strategic planning and implementation of economic development projects crossing county lines. The four counties are economically interdependent as residents frequently cross county lines to work, play, or shop for goods and services.

EVANSVILLE DEPARTMENT OF METROPOLITAN DEVELOPMENT (DMD)

Coordinates economic development activities, including business recruitment, expansion and retention. Promotes business development by providing financial and technical assistance to new and expanding businesses; provides staff for the Redevelopment Commission and the Metro Small Business Assistance Corporation, which administers City and County loan funds and provides packaging for Small Business Administration's 7(a) Guaranty Loans.

EVANSVILLE REDEVELOPMENT COMMISSION

This Board establishes policy for redevelopment focusing in the Central Business District (CBD) and the adjacent residential areas in the Urban Core. The DMD staff administers and oversees day-to-day operations. Urban Renewal, Community Development Block Grants, Urban Development Action Grants and other federal and local programs are used to fight blight and urban deterioration, and to stabilize neighborhoods.

Current projects include:

- Walnut Centre is an established area just east of the downtown for commercial/light industrial redevelopment; and
- The Jacobsville Redevelopment Area, established for neighborhood stabilization, involves housing rehabilitation, new residential construction, and tax increment financing for businesses located just north of the downtown.

BOARD OF COUNTY COMMISSIONERS

Have applied and obtained Indiana Department of Commerce infrastructure development grants.

BUILDING COMMISSION/AREA PLAN COMMISSION

Operate a "one-stop permit process" designed to streamline construction permitting for non-residential development.

CONVENTION AND VISITORS BUREAU

Serves as the official tourism organization for Evansville and Vanderburgh County dedicated to market and support the local hotels and attractions by developing and facilitating the convention and visitor industry in Evansville. Operates the Black River Welcome Center on I-64 east of Griffin in Posey County.

EVANSVILLE URBAN ENTERPRISE ASSOCIATION

A non-profit economic development and community service organization that is working to improve the business climate and general quality of life in Evansville's inner city.

The Urban Enterprise Zone was established to generate employment opportunities, ensure an adequate labor pool, and promote general economic growth and prosperity within the Zone. State legislation also provides the ability to offer tax incentives to employers and individuals who live and work in the Zone, in order to promote the economic stability of this area.

FOREIGN TRADE ZONES

These areas help importers and exporters to be more competitive. In foreign trade zones, custom duties are paid only when imported merchandise is shipped to customs territory for consumption. Goods imported and stored in a foreign trade zone may be re-exported without incurring customs duties. When goods are held in this zone they are not subject to state and ad valorem taxes; many states exempt goods held in this manner from inventory taxation. In these zones, businesses may warehouse products without paying U.S. duties or tariffs until they are removed. Examples of these areas include:

- Southwind Maritime Center on the Ohio River in Posey County;
- Evansville Regional Airport'
- Warehouses in the Urban Enterprise Zone; and
- Sub-zones are located at Toyota and Bristol-Myers Squibb.

A BUSINESS CENTER FOR DEVELOPING ENTERPRISES

Since 1991, the Evansville Small Business Incubator Program has been providing affordable space, shared services, and business support necessary to greatly increase an emerging company's chances for success. They operate two small business incubators: one houses mostly service-based companies; while the other is focused on businesses that are light industrial in nature.

EVANSVILLE INDUSTRIAL FOUNDATION

A non-profit agency providing completely developed industrial sites for expanding and new industries. Projects include industrial parks, speculative (spec) buildings and water and sewer extensions.

PATCHWORK CENTRAL, NEIGHBORHOOD ECONOMIC DEVELOPMENT CENTER

Provides training, technical assistance, and access to financing for low-income and/or

disadvantaged persons with emphasis on the areas around the downtown. This non-profit agency offers business planning and skill training, administers the high-risk loan fund and loan guarantee, and participates in a micro-loan program by the Indiana Small Business Development Corporation. Primary focus is a peer lending program.

SMALL BUSINESS DEVELOPMENT CENTER (SBDC) NETWORK

Hosted by the Metropolitan Chamber of Commerce, this organization is dedicated to helping small businesses throughout Indiana achieve their goals of growth, expansion, innovation, increased productivity and success. Formed in 1985, the SBDC is an innovative partnership between the State of Indiana and the U.S. Small Business Administration.

WORKONE

A network of providers offering a broad range of services for people seeking employment. Partners and services available include: job placement services through the Indiana Department of Workforce Development; job training services through Career Choices Incorporated and other WIA service providers; veterans services; unemployment insurance services; job matching services for employers; job profiling and assessment services using the "WorkKeys" Program; vocational rehabilitation services; Job Corps services; and Welfare to Work Programs. This office is chartered by the Workforce Investment Board. The Evansville office serves Posey, Vanderburgh, Warrick, Spencer, and Perry Counties.

ECONOMIC ANALYSIS

The following is a brief analysis of the Evansville/Vanderburgh County economy. It is not intended to be a complete economic base analysis, but to give a general economic overview with strategies (action plan) for the future. Information pertinent to this analysis includes labor force statistics, employment by type of establishment, and business index statistics.

ECONOMIC AREA, MSA AND COUNTY

Evansville is the center of both an Economic Area (EA) and Metropolitan Statistical Area (MSA). The MSA title corresponds to the name of the largest central city in the area. The EA encompasses approximately a 60-mile radius including 27 counties in Indiana, Illinois, and Kentucky as shown on Page 12-7. Also shown on this map is each county seat of government. An Economic Area defined by the Bureau of Economic Analysis is:

An area consisting of one or more economic nodes or metropolitan areas that serves as a center of economic activity, and the surrounding counties that are economically related to the nodes. The main factor used in determining the economic relationships among the counties is commuting patterns, so each economic area includes as far as possible, the place of work and the place of residence of its labor force.

The data for an EA may be used to analyze local economic activity, local inter-industry economic relationships, and inter-area population movements. Historical and projected economic area data are used by government agencies for planning public-sector projects and programs; by businesses for determining plant locations and sales territories; and by university and other research groups for doing regional economic studies.

A different regional delineation used by the U.S. Census is that of a Metropolitan Statistical Area (MSA). The general concept for a Metropolitan Statistical Area consists of a large population center, and may include adjacent counties that have strong economic and social ties with that center. These outlying counties must have a specific level of commuting to the central county and meet certain requirements of metropolitan character. The Evansville MSA, is comprised of the counties shown on Page 12-7. Table 12-6 lists some of the economic market data that further describes the MSA.

TABLE 12-6: ECONOMIC MARKET AREAS

	VANDERBURGH COUNTY	METROPOLITAN STATISTICAL AREA	BUREAU OF ECONOMIC ANALYSIS (BEA) ECONOMIC AREA
Population	171,922	342,815	854,714
Households	70,623	136,768	377,600
Median Income \$	36,823	36,117(a)	34,684 (a)
Employees	130,031	190,693	499,567
Business Establishments	5,252	7,905	20,993
Earnings by place of work (in \$ billions)	4.211	5.994	14.280
Shipments, Sales, Receipts - 1997 (in \$ billions)	9.304	22.276	37.968

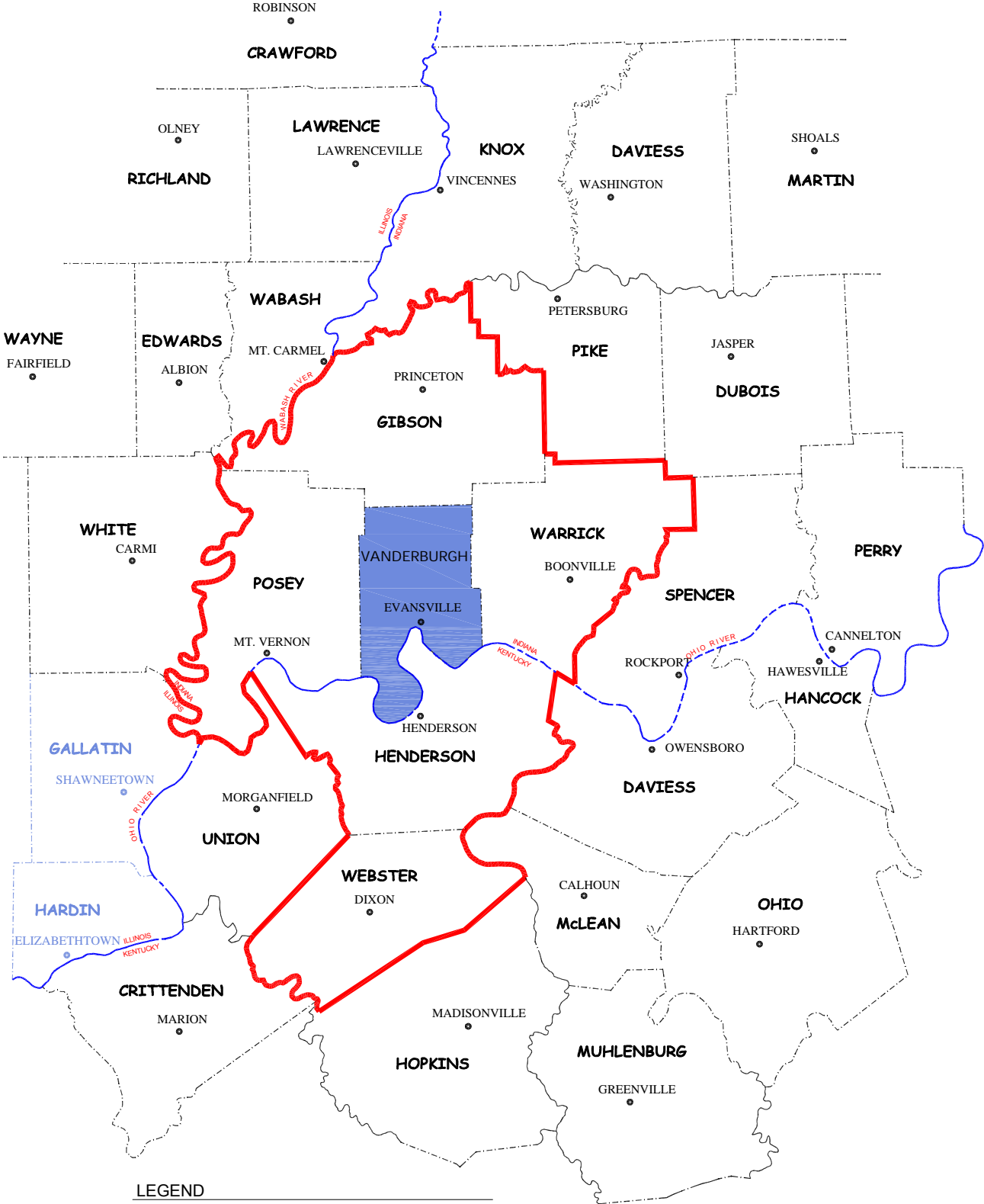
Note: (a)= Averaged Household Median Income

Sources: 2000 Census, 2000 County Business Patterns, 1997 Economic Census, Bureau of Economic Analysis – Regional Profiles

Pages 12-8 and 12-9 show maps of the commuting patterns from the 2000 Census for the MSA and Tri-State Area. Totals of the commuter flow on these maps show that 75,031 individuals live and work within Vanderburgh County, 8,990 residents leave Vanderburgh County and travel to work outside the County (“Export”) and 33,581 commuters travel into the County for work (“Import”). This means that for every employee leaving the County to work elsewhere, almost four employees travel into the County for work. The net flow is heavily in favor of Vanderburgh as an importing county, since it is the employment center for the region.

It is rare for an urban county to contain a sufficient labor force to meet all of its employment needs. Although the majority of Vanderburgh County’s workforce commutes from within

Regional Economic Areas



LEGEND

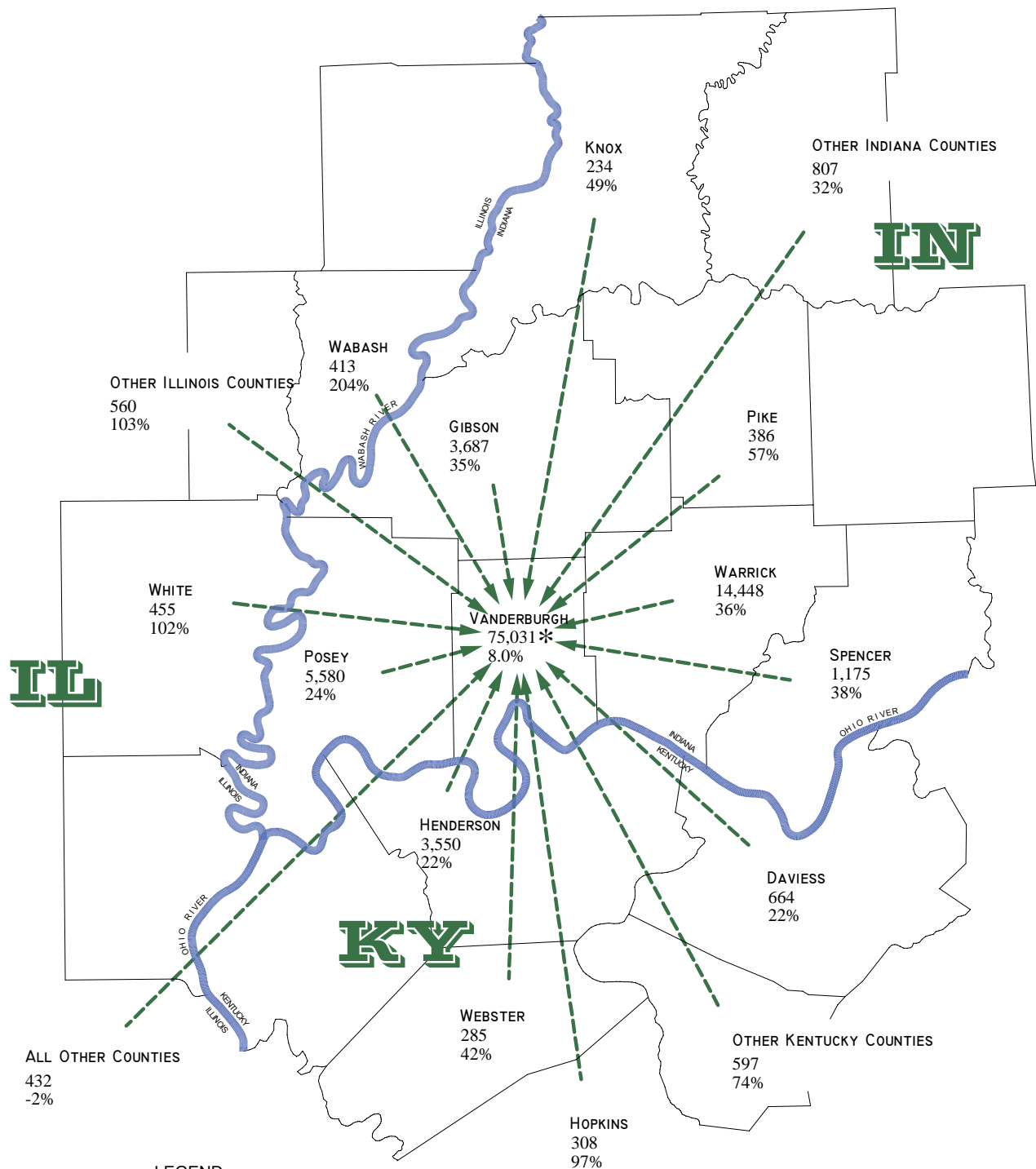


Office of Management & Budget, Evansville IN - KY Metropolitan Statistical Area.



Bureau of Economic Analysis, Evansville - Henderson, IN-KY-IL Economic Area.

Area Residents Commuting Into Vanderburgh County





LEGEND

Top Number: Represents the number of people commuting into Vanderburgh County from a surrounding county.

Bottom Number: Represents the percent change in the number of people commuting between 1990-2000.

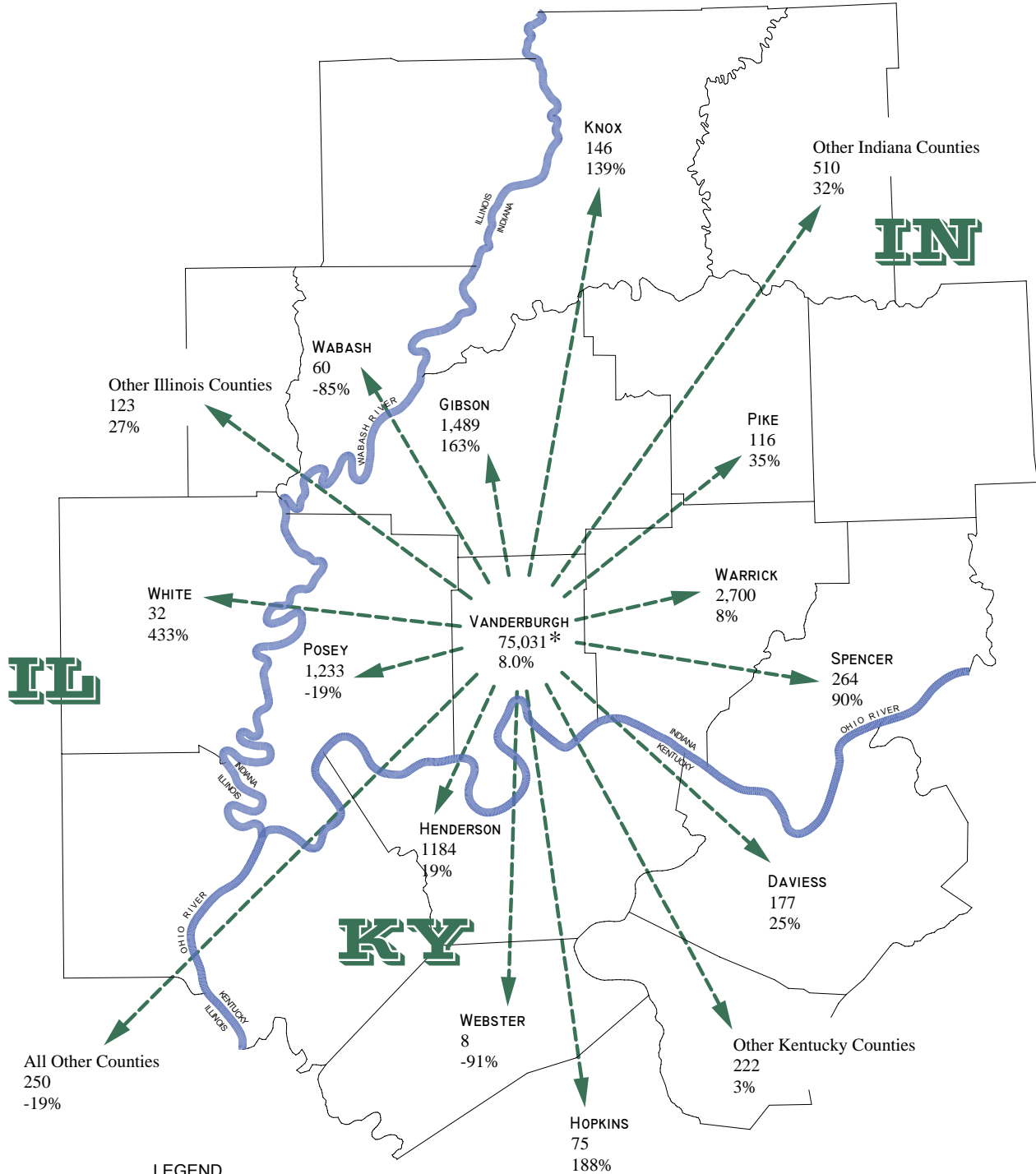
* Number of people that live and work in Vanderburgh County.

County Line = 

State Line = 

Source: 2000 Census data.

Residents Commuting Out Of Vanderburgh County





LEGEND

Top Number: Represents the number of people commuting from Vanderburgh County to a surrounding county.

Bottom Number: Represents the percent change in the number of people commuting between 1990-2000.

* Number of people that live and work in Vanderburgh County.

County Line = 

State Line = 

Source: 2000 Census data.

the County, the large number of workers that commute from neighboring counties play a significant role in meeting the labor needs of Vanderburgh employers. Understanding the point of origin for out of county commuters can be essential for transportation planning and enhancing the County's potential labor force. For example, transportation enhancement projects to alleviate driving time from a neighboring county that supplies workers could make the County more attractive to potential employers because the reduced travel time can result in a corresponding expansion of the labor market. Understanding commuting patterns and coordinating transportation improvements based on this information could also assist in retaining employers that depend on workers from other counties.

INDUSTRY MIX OVERVIEW

Vanderburgh County has a diversified economy. Examination of Table 12-11A shows that although manufacturing was the dominant sector for local employment in 1980, it has been declining since that time. By 1990, trade (wholesale and retail), and services employment had surpassed manufacturing as the top employer in the County. These three sectors have accounted for more than 75 percent of employment. From 1990 to 2000, services employment increased by more than 13 percent, making it the fastest growing and most dominant sector of the economy. The retail trade sector recorded the sharpest employment share decline from 1990 at almost 10 percent.

The local data presented in Table 12-11B are consistent with national and state trends, which all show significant movement toward a service based economy. This data also indicates that Vanderburgh County is more dependent on the retail sector for employment than the State or the nation, and is less dependent on the government sector than either of these areas. Table 12-12 lists the major employers in the County and their type of industry.

LABOR FORCE

The labor force is defined by the Census Bureau as the population 16 years old and over that work, persons that normally work but were temporarily absent from their jobs, and those persons who were unemployed, available for work and seeking employment. According to the 2000 Census, the working age population (18 – 65) in the County was 110,409 persons and the County labor force was 90,182 persons. This represented 81.7 percent of the population in this age group. The Indiana Business Research Center projects that in Year 2025 the County population of working age will increase to 112,468. If the proportion of the total population in the labor force were to remain constant, the projection for the 2025 County labor force would be 91,886 potential employees.

**TABLE 12-11A: PERCENT SHARE OF EMPLOYMENT BY INDUSTRY
IN VANDERBURGH COUNTY**

	1980	1990	2000
Total full and part-time employment	101,766	111,654	130,031
Farm employment	.69	.43	.80
Ag. services, forestry, fishing, & other	.30	.47	.67
Mining	1.38	.99	.60
Construction	5.95	6.06	6.95
Manufacturing	22.74	16.74	13.73
Transportation & public utilities	5.18	4.53	4.91
Wholesale trade	6.03	5.90	5.26
Retail trade	18.17	21.43	20.84
Finance, insurance, and real estate	5.78	5.61	6.94
Services	25.23	29.70	31.70
Government & government enterprises	8.54	8.15	8.10
Federal civilian	.82	.83	.79
Military	.71	.77	.47
State	1.56	1.89	2.34
Local	5.44	4.65	4.50

Data source: Bureau of Economic Analysis

**TABLE 12-11B: 2000 EMPLOYMENT PERCENTAGE BY INDUSTRY AS
COMPARED TO THE STATE AND NATION**

INDUSTRY	VANDERBURGH	INDIANA	U.S.
Farm	.28	2.16	1.86
Ag. Services, Forestry, Fishing	.68	.90	1.28
Mining	.60	.23	.47
Construction	6.95	5.80	5.69
Manufacturing	13.73	18.92	11.42
Transportation & Public Utilities	4.91	4.83	4.94
Wholesale Trade	5.26	4.27	4.53
Retail Trade	20.84	17.79	16.37
Finance, Insurance, & Real Estate	6.94	6.30	7.89
Services	31.70	27.12	31.95
Government – Federal, State & Local	8.11	11.70	13.60

Source: Bureau of Economic Analysis

**TABLE 12-12: MAJOR EMPLOYERS IN VANDERBURGH COUNTY
AND SURROUNDING COMMUNITIES**

Company Name	Industry
American General Finance	Financial Services
Anchor Industries	Tents, Canopies, Canvas Accessories
Atlas Van Lines	Mover, Corporate & Household
Berry Plastics	Injection Molded Plastics
Black Beauty Coal	Coal Mining
Bristol-Myers Squibb	Nutritional & Pharmaceuticals
Casino Aztar	Gaming Entertainment
Catholic Diocese of Evansville	Religion & Education
City of Evansville	Government Services
Deaconess Hospital	Medical Services
Escalade Sports	Recreational & Sporting Goods
Evansville Newspaper	Publishing
Evansville State Hospital	Health Care
Evansville/Vanderburgh School Corp.	Education
Federal Agencies	Government Services
Fifth Third Bank	Banking & Financial Services
George Koch Sons	Industrial Ovens & Spray Booth Conveyors
Guardian Industries	Plastics Manufacturing
Industrial Contractors	Construction
Keller-Crescent Company	Advertising- P.R. & Commercial Printing
Old National Bank	Banking & Financial Services
PPG Industries	Automotive Glass
Red Spot Paint and Varnish	Coatings for Automotive Plastics
St. Mary's Medical Center	Medical Services
T.J. Maxx	Distribution Center
University of Evansville	Education
University of Southern Indiana	Education
Vanderburgh County	Government Services
Vectren	Utility – Gas & Electric
Welborn Clinic	Healthcare
Whirlpool Corporation	Refrigerators

SURROUNDING COMMUNITIES

ALCOA; Newburgh, IN	Aluminum Sheet & Ingots
Alcan Primary Metal Group, Robards, KY	Aluminum Extrusion
Big Rivers Electric; Henderson, KY	Electric Generating & Transmission
Cinergy/PSI Energy; Owensville, IN	Electric Generating & Transmission
Community Methodist Hospital; Henderson, KY	Medical Services
Dana Corporation; Henderson, KY	Truck Axles & Brake Components
G E Plastics; Mt. Vernon, IN	Thermal Plastics, Lexan Sheet, Valox & Polycarbonates
Gamco Products; Henderson, KY	Nonferrous & Zinc Die Casting
Gibbs Die Cast; Henderson, KY	Aluminum & Magnesium Die Casting
Gibson General Hospital; Princeton, IN	Medical Services
Hansen; Princeton, IN	Clock Movements
Henderson County Schools; Henderson, KY	Education
Mid-States Rubber Products; Princeton, IN	Molded & Extruded Rubber Parts
Toyota Motor Manufacturing Indiana; Princeton, IN	Automotive Assembly
Tyson Foods; Robards, KY	Food Processing & Packaging
Warrick County Schools; Boonville, IN	Education

MSA ECONOMIC PERFORMANCE

According to the Southwestern Indiana Regional Development Commission's Economic and Demographic Profile of Southwestern Indiana, the region witnessed an upward trend in employment over the past two decades, but its employment growth was much slower than that of Indiana and the U.S. over the same period. Between 1980 and 1999, employment grew by 43.4 percent in the U.S. economy and by 38.5 percent in Indiana, while the regional employment increased by 25.8 percent. Over the past decade, the region outperformed the U.S. economy and was just below Indiana's average with regard to the unemployment rate. In 2000, the region's unemployment rate was below 4 percent.

MSA ECONOMIC STRUCTURE

In 1999, three sectors; services, manufacturing, and retail trade, accounted for 65 percent of total employment for the region compared with shares of 64 and 59.7 percent respectively for Indiana and the U.S. In particular, the region and the State were more dependent on manufacturing employment in comparison to the national average. The 1999 percentage of employment in the manufacturing sector for the region, State and nation accounted for 15.7 percent, 19.3 percent and 11.7 percent of total employment respectively.

FUTURE OUTLOOK

ECONOMIC DEVELOPMENT EFFORTS AND POTENTIAL

The Evansville-Vanderburgh County area has considerable economic potential. Its geographic location provides excellent access to markets throughout the United States. The appealing quality of life in the Evansville area enhances our regional economic potential. The community has an aggressive business recruitment and retention program, spearheaded by Vision-E, the City, and the Chamber of Commerce. Another significant advantage is the diversity of the local economy.

There are projects/proposals which could have major positive impacts on the future Evansville area economy. The proposals are:

Extension of Interstate 69 from Indianapolis to Evansville and South to Houston, Texas

This highly significant transportation project planned for Southwestern Indiana will provide a direct highway link from Indianapolis to Evansville. It eventually will be a segment of interstate highway that connects Canada to Mexico. Considering our increasingly global economy, the highway is expected to be an important international trade route, and a catalyst for economic development within our region resulting from improved north/south access. The project is in the design phase of development. It is scheduled for construction in the Evansville area by 2015 (see Chapter 17, Transportation).

Certified Technology Park

The State of Indiana has certified downtown Evansville as a Certified Technology Park. The State of Indiana Certified Technology Park program encourages/financially supports the location of high-technology businesses within areas identified by local redevelopment commissions. Portions of tax revenues generated by tenants are reinvested into the park and used for improvements, operation and maintenance of facilities, payment of interest and principal on bonds and other high-tech business-generating activities. The designation of downtown Evansville as a Certified Technology Park will help promote the City as the place for high-tech businesses to locate. Attracting high tech firms will diversify Vanderburgh County's economy and create high-paying jobs.

Evansville is one of the first cities in Indiana to establish wireless fidelity or Wi-Fi zones in the downtown and at the airport. SBC is providing this wireless Internet connection service. The deployment of Wi-Fi fits the Vision-e plan for a digital Downtown that provides an attractive environment for high technology businesses.

ECONOMIC DEVELOPMENT PROBLEMS

As reported in the 2000 Census, the percentage of the labor force employed in professional occupations was 27.9 percent for Vanderburgh County, 28.7 percent for the State of Indiana, and 33.6 percent for the nation. The difference between the County's and the national percentage of professional occupations had increased by 3.3% from that reported in the 1990 Census. This data highlights a need for more professional job opportunities in the local area. Many of our college graduates who would like to stay in the Evansville area have a difficult time finding employment in their field and are forced to look for work elsewhere. The inability to retain young college graduates is typically referred to the "Brain Drain". This is not only a problem in the Evansville area, but is statewide problem. Recruitment efforts to attract more professional jobs with competitive wages to the area should be an economic development priority.

Another problem with the local economy is that a great percentage of our manufacturing employment is with large national or multi-national companies that have acquired Evansville facilities through acquisitions and mergers. As these large companies seek to become more competitive, they are continually seeking to eliminate excess capacity and to close down less efficient facilities. Unfortunately, a number of these employers have facilities in Evansville that are older plants, designed for much different technology and processes. It can be difficult to operate these facilities when the company is looking to maximize profits by eliminating excess and inefficient production capacity. Combined private and public investment is needed for retooling and modernization of these older plants, as was accomplished at Whirlpool.

Once old industrial facilities are closed, the community is left with the aging complexes, designed with limited energy efficiency and before the days of environmental and hazardous materials concerns. However, some older facilities still offer opportunities for economic development. While they often are too large to attract a single user, they can be modified to accommodate multiple users. The City of Evansville has taken this approach to reuse these complexes, along with selective demolition, renovation, and marketing, to attract major tenants. For example, the former Bucyrus Erie plant now known as the River City Industrial Park has been renovated for reuse.

FORECASTS OF ECONOMIC COMPONENTS

In the long term, the future outlook for employment in the Evansville area appears to be positive. In 2003, the Evansville Urban Transportation Study (EUTS) Transportation Plan forecasted a 2030 employment projection of 151,250 employees for Vanderburgh County. This projection was calculated analyzing employment in three categories: retail, commercial, and government. An additional category, "other" was added as well to account for employment outside these three major employment categories. This forecast continues to show Vanderburgh County as the dominant source of employment in the region. Therefore, the

historical trend of increasing employment in the County is projected to continue through year 2030.

The type of new employment in the future will determine the amount of benefit that the community will receive from new job opportunities. Obviously, the community would receive more benefits from higher paying new jobs than from jobs that pay less. In addition, professional jobs at competitive wages would provide opportunities for new college graduates that would encourage more of our young, bright residents to stay in the Evansville area.

According to the 2000 County Business Patterns, there were 5,252 business establishments in Vanderburgh County. If the average number of employees per business establishment in 2000 stayed approximately the same in the Year 2025, based upon the employment increase projected by EUTS; the Area Plan Commission estimates that 802 new business establishments would be created by Year 2025. The additional 21,219 employees projected and the estimate of 802 new business establishments by 2025 suggests that the Evansville economy will remain strong in the future.

ECONOMIC DEVELOPMENT ACTION PLAN

SOURCE: PREVIOUS OVERALL ECONOMIC DEVELOPMENT PROGRAM ANNUAL REPORTS AND COMMUNITY AREA PLAN COMMISSION

GOAL

To improve the local economy through long-term growth and to upgrade the standard of living for all citizens of Evansville and Vanderburgh County.

GENERAL OBJECTIVES

Reduce unemployment and underemployment, especially in those areas which are the most economically depressed, and promote the education and training of a qualified workforce.

Provide incentives, including a sufficient number of suitable industrial and commercial sites in attractive locations, for expanding operations and new employers to ensure an expanding economy and tax base.

Upgrade and improve community facilities and services that will enhance the community's growth potential and quality of life.

Develop and implement a coordinated, long-range economic development planning process.

Take advantage of the increased globalization of the marketplace to attract foreign capital to the Evansville area.

Intensify recruitment efforts that emphasize the community's positive attributes to retain and attract new professional and technical jobs in the Evansville area.

DOWNTOWN/COMMERCIAL OBJECTIVE

Increase the number of business establishments, employees, and customers of businesses in the downtown to create a climate for economic success in a dynamic CBD.

POLICIES

Continue to support Downtown development by providing incentives for using vacant

and/or underutilized real estate for commercial activities.

Develop additional off-street parking to encourage prospects for the renovation and occupancy of available office space, as well as new development.

Adopt and implement the new Downtown Master Plan.

Support the development of additional entertainment uses that will attract patrons from throughout the region.

SMALL BUSINESS OBJECTIVE

Provide technical assistance, counseling and financing assistance to minority, woman-owned, and other small businesses.

INDUSTRIAL OBJECTIVES

Retain and expand existing operations, and attract new industries.

POLICIES

Promote clean industries and new technologies that minimize resource use and reduce waste in manufacturing processes.

Provide adequate infrastructure to industrial parks and sites.

Through public and private efforts, maintain an up-to-date inventory of available industrial buildings, parks, and sites.

Continue to support Vision 2000's industrial recruitment, the Chamber of Commerce business expansion/retention efforts, and continued construction of speculative buildings by the Evansville Industrial Foundation.

Support the Redevelopment Commission in continuing the development and marketing of Walnut Centre, a near-Downtown light industrial park, and evaluate other areas for redevelopment activities which might facilitate industrial expansion.

INFRASTRUCTURE OBJECTIVE

Upgrade and expand existing public utilities and services as a means to direct growth and development.

NEIGHBORHOOD OBJECTIVE

Develop opportunities for neighborhood economic revitalization within the City.

POLICIES

Support continued efforts to promote economic training, financing for businesses and revitalization in urban core neighborhoods.

Encourage businesses to locate in the Enterprise Zone and to hire residents of the zone.

Continue the public/private relationship in housing rehabilitation services and support the construction of affordable housing.

TRANSPORTATION OBJECTIVE

Improve the transportation network within the City of Evansville and Vanderburgh County to facilitate regional, national and international trade and to provide a quick and safe transportation network throughout the community.

POLICIES

Support improved access to Evansville and Vanderburgh County through the construction of I-69, a direct route from Evansville to Indianapolis.

Support the Airport's increasing capacity to handle larger aircraft.

Support the implementation of the EUTS 2030 Recommended Transportation Plan.

Develop a plan to prioritize locally funded transportation projects, such as intersection improvements and minor road widening.

TOURISM AND RECREATIONAL OBJECTIVE

Continue upgrading tourist attractions and recreational facilities and promote Evansville and Vanderburgh County as a regional convention and tourist center.

POLICIES

Support new tourist attractions in the Evansville community such as completion of the Pigeon Creek Greenway and facilities to dock and support Landing Ship Tank 325 to make Evansville a destination.

Promote the development of Theatre and Arts District to enhance the diversity of Downtown attractions and the local economy.

Support historic preservation to enhance its contributing role in attracting tourists to the Evansville area.

Support City and County park systems through continued upgrading of park facilities.

CITY/COUNTY COOPERATION OBJECTIVE

Continue to promote cooperative efforts between the City and County concerning economic development, particularly in pursuit of State and Federal grants.

EDUCATION OBJECTIVE

Provide appropriate education and skills training to meet the needs of current and future employers.

POLICIES

Support area school systems, trade and vocational schools, and colleges in their efforts to educate and train the local labor force.

Encourage educational institutions to offer responsive continuing education services for both local employers and the community.

Support the establishment of a University/Hospital/private partnership for developing/operating a research and development park.

SECTION 13 EDUCATION AND CULTURAL ENVIRONMENT

EXISTING EDUCATIONAL FACILITIES

Evansville and Vanderburgh County offer many diverse educational facilities and opportunities to the community and region. Quality college education in Evansville is available at two outstanding universities and a state college. Primary and secondary education is offered through the Evansville-Vanderburgh School Corporation, the Catholic Diocese of Evansville and other private schools. Table 13-4 lists the current enrollments of the public, parochial, and private schools in Vanderburgh County. Page 13-7 shows the location of these school facilities.

EVANSVILLE-VANDERBURGH SCHOOL CORPORATION

The Evansville-Vanderburgh School Corporation (EVSC) fully accredited by the Indiana Department of Education for the school year 2003-2004 operated:

- 20 elementary schools (grades kindergarten through five)
with an enrollment of 10,298;
- 10 middle schools (grades six through eight)
with an enrollment of 5,355;
- 5 high schools (grades nine through twelve)
with an enrollment of 6,689; and
- 4 alternative schools.

Table 13-2 displays the existing and forecasted total school age population by the age groups that most closely correspond to the elementary, middle and high school levels. The Indiana Business Research Center projection shows that the overall school age population is expected to increase moderately through 2025, and that most of this increase (+1260 children) will be in the elementary school age group. This is a result of two positive trends; a continued natural increase due to a strong birth rate and net in-migration in these age groups. Analyzing the forecasts of the school age population is important for planning the total number of classrooms needed and the potential number of students per classroom. Although an overall increase in students is expected, they will not be distributed evenly among school districts. The school aged population in some urban districts could decline, while districts serving the unincorporated County could get a large share of this population growth.

Before the 1990 Census, the Projected Enrollment and Classroom Needs Study indicated a need for an additional EVSC school facility "based on the projected number of new homes in the Highland and Scott school districts". The population increases that occurred between 1990 and 2000 in the northeast portion of the County and the increase in the enrollment at Scott School support that 1989 conclusion. The 2025 population projections for each township indicate the continuation of the trends for growth to the north and northeast portions of the County. A new facility is necessary due to projected growth in the school-aged population as a

whole, especially in the Center and Scott Townships. These projected needs were based on full day kindergarten at all elementary schools.

TABLE 13-2: SCHOOL AGE GROUPS: 2000 CENSUS AND PROJECTIONS

Age Groups
Approximate School Level

	5 – 9 Elementary	10 – 14 Middle	15 – 19 High	Total
2000 Census	11,002	11,315	12,916	35,233
Projected				
2010	11,030	10,006	13,148	34,144
2020	11,929	11,516	13,180	38,289
2025	12,262	11,917	13,254	37,423

Source: Indiana Business Research Center

In the EVSC Capital Projects Fund Plan, two schools were proposed for being added to the system. One school was planned on Petersburg Road next to the McCutchanville Community Park, covering 25 acres. The second proposed school site is located on Covert Avenue, east of Green River Road, covering 28 acres. It has not been decided what level of school each would be until further enrollment analysis has been done.

PAROCHIAL SCHOOLS

The Catholic Diocese of Evansville operates 12 elementary and two secondary schools in Vanderburgh County. All the schools are State-accredited. Total enrollment for Year 2003-2004 was 4,801 students, of which 3,406 were elementary and middle school students (PreK-8) and 1,395 were high school students (9-12).

CHARTER SCHOOLS

The two charter schools: Signature and Joshua Academy are sponsored by the Evansville-Vanderburgh School Corporation's School Board. The Signature School opened in August 2002 as Indiana's first charter high school with four separate programs all designed for high achieving, self-motivated learners. The Signature School's facility is part of the renovated Victory Theater-Sontag Hotel Complex. The school also owns the former Citizens National Bank building nearby, which currently serves as a student commons and will become Signature's Science and Mathematics Center. Joshua Academy was converted into a charter school in August 2004.

HIGHER EDUCATION

There are three institutions of higher education located in Vanderburgh County. They are Ivy Tech State College, the University of Southern Indiana (U.S.I.), and the University of Evansville. Additional educational opportunities are offered by numerous business and trade schools.

Ivy Tech State College

Ivy Tech State College is a two-year state college located at 3501 First Avenue that serves as Southwestern Indiana's Community College. Ivy Tech is accredited by the North Central Association of Colleges and Schools, with many programs accredited by professional associations. Ivy Tech offers both transfer and occupational degree programs in 21 programs of study. Enrollment for the 2003-2004 school year is approximately 4,800 students. In addition to its general education offerings, Ivy Tech offers liberal arts programs through its Community College partnership with Vincennes University. In addition to serving Evansville area residents, Ivy Tech – Southwest provides post-secondary educational opportunities through its Tell City Center and distance education programs. The College's Corporate and Continuing Education Services offers custom business training, continuing education, apprenticeship programs and certificate training and testing.

University of Southern Indiana

The University of Southern Indiana was established in 1965 as Indiana State University Evansville. Since that time many changes have occurred including a move to a suburban campus, obtaining independence, a new name, substantial growth in enrollment and the development of many new campus facilities. The USI campus, located between Evansville and Mount Vernon, on State Highway 62, occupies 330 acres donated by Southern Indiana Higher Education, a nonprofit foundation who holds more than 1,000 additional acres for future expansion. The University is accredited by the North Central Association of Colleges and Schools and by fourteen other accrediting associations. Enrollment in 2003-2004 was 9,899 students from all of Indiana's 92 counties, 36 other states, and 39 nations. Nearly 32 percent of the students were from Vanderburgh County, and 20 percent from adjoining MSA counties. Over 60 academic majors in baccalaureate programs and ten master's degree programs are offered. Approximately 2,900 students live on campus in both apartment type housing and in freshman residence halls. Through its Extended Service's Office, USI also offers a variety of community service and non-credit programs. As a response to its continued enrollment growth, the University continues an active construction program.

The Indiana University School of Medicine-Evansville Center, housed in the USI Health Professions Center, is one of eight regional divisions throughout the state. The center provides classes for first- and second-year medical students.

University of Evansville

The University of Evansville, founded in 1854, is a private university with a relationship with the United Methodist Church. The campus is located on the east side of Evansville on approximately 75 acres. Accreditation is by the North Central Association of Colleges and Schools and 11 other accrediting associations. Over 75 undergraduate and graduate areas of study are offered. Enrollment in 2003 is approximately 2,400 students representing 45 states and 44 foreign countries. A high percentage of the students (90%) live on or within walking distance of the campus. The University also includes an overseas campus in Harlaxton, England. An extensive continuing education program is available offering opportunities for both individual interests and professional growth.

TABLE 13-4: SCHOOLS SERVING VANDERBURGH COUNTY

Public Schools		Enrollment	
Feeder System	Address	97-98	03-04
1. <u>Bosse High</u>	1300 Washington Ave.	961	875
2. Glenwood Middle	901 Sweetser Ave.	363	275
3. Culver Elem.	1301 Judson Ave.	600	484
4. Lodge Elem.	2000 Lodge Ave.	426	317
5. Washington Middle	1801 Washington Ave.	486	529
6. Dexter Elem.	917 S. Dexter Ave.	377	381
7. Harper Elem.	21 S. Alvord Blvd.	532	429
8. <u>Central High</u>	5400 First Ave.	1,444	1,392
9. Harwood Middle	3013 First Ave.	361	353
10. Cedar Hall Elem.	2100 N. Fulton Ave.	383	385
11. Lincoln Elem.	635 Lincoln Ave.	435	343
12. Thompkins Middle	1300 W. Mill Rd.	686	738
13. Highland Elem.	6701 Darmstadt Rd.	905	833
14. Stringtown Elem.	4720 Stringtown Rd.	591	640
15. <u>Harrison High</u>	211 Fielding Rd.	1,556	1,470
16. McGary Middle	1535 S. Joyce Av.	495	520
17. Caze Elem.	2013 S. Green River Rd.	693	552
18. Fairlawn Elem.	2021 S. Alvord Blvd.	471	553
19. Plaza Park Middle	7301 Outer Lincoln Ave.	669	577
20. Hebron Elem.	4400 Bellemeade Ave.	798	661
21. Stockwell Elem.	2501 N. Stockwell Rd.	429	640
22. <u>North High</u>	2319 Stringtown Rd.	1,361	1,506
23. Evans Middle	837 Tulip Ave.	498	543
24. Delaware Elem.	700 N. Garvin St.	547	411
25. Howard Roosa Elem.	1230 E. Illinois St.	460	396

Enrollment				
Feeder System		Address	97-98	03-04
26.	Oak Hill Middle	7700 Oak Hill Rd.	556	689
27.	Scott Elem.	14940 Old State Rd.	749	821
28.	Vogel Elem.	1500 Oak Hill Rd.	622	701
29.	<u>Reitz High</u>	350 Drier Blvd.	1,648	1,446
30.	Helfrich Park Middle	2603 W. Maryland St.	608	626
31.	Cynthia Heights	7225 Big Cynthiana Rd.	616	522
32.	Tekoppel Elem.	111 N. Tekoppel Rd.	487	397
33.	Perry Heights Middle	5800 Hogue Rd.	515	505
34.	Daniel Wertz Elem.	1701 S. Red Bank Rd.	368	287
35.	West Terrace Elem.	8000 W. Terrace Dr.	611	545
<u>Alternative Facilities</u>				
36.	Christa McAuliffe Middle	401 E. Columbia St.	30	26
37.	Henry Reis Alternative Ed.	1900 Stringtown Rd.	77	77
38.	Stanley Hall Enrichment	800 S. Evans Ave.	90	82
39.	Career & Tech. Center	1901 Lynch Rd.	n/a	n/a
<u>Charter Schools</u>				
40.	Signature School	610 Main Street	n/a	239
41.	Joshua Academy (PK-5)	867 E. Walnut St.	n/a	158
<u>Catholic Schools Feeder System</u>				
1.	<u>Mater Dei</u> (9-12)	1300 Harmony Way	613	571
2.	Corpus Christi (KG-8)	5530 Hogue Rd.	177	223
3.	Holy Redeemer (PK-8)	924 W. Mill Rd.	264	334
4.	Resurrection (PK-8)	5301 New Harmony Rd.	321	370
5.	St. Joseph (KG-8)	6130 W. St. Joseph Rd.	160	162
6.	St. Theresa / (Marian Day KG-8)	700 Herndon Dr.	263	216
7.	St. Wendel (KG-8)	4725 St. Wendel-Cynthiana	163	163
8.	Westside Catholic Consolidated (PK-8)		394	349
	Sacred Heart	2735 W. Franklin St.		
	St. Agnes	1620 Glendale Ave.		
	St. Boniface	2031 W. Michigan St.		
9.	<u>Reitz Memorial</u> (9-12)	1500 Lincoln Ave.	850	824
10.	Christ the King (PK-8)	3101 Bayard Park Dr.	307	229
11.	Good Shepherd (KG-8)	2301 N. Stockwell Rd.	318	381
12.	Holy Rosary (PK-8)	1303 S. Green River Rd.	415	438
13.	Holy Spirit (PK-8)	1760 S. Lodge Ave.	200	184
14.	St. Benedict (PK-8)	530 S. Harlan Ave.	294	357

Private Schools

15. Evansville Christian (PK-8)	4400 Lincoln Ave.	437	573
16. Evansville Day School (PK-12)	3400 N. Green River Rd.	336	294
17. Evansville Lutheran (KG-8)	1000 W. Illinois St.	179	123
18. Faith Heritage (PK-12)	1613 Pollack Ave.	140	115
19. Montessori Academy (PK-3)	4611 Adams Ave.	112	153
20. Trinity Lutheran (PK-8)	1403 W. Boonville- New Harmony Rd.	135	104

Higher Education

Ivy Tech State College	3501 First Ave.	4,800+/-
University of Evansville	1800 Lincoln Ave.	3,595
University of Southern Indiana	8600 University Blvd.	10,300

CULTURAL ENVIRONMENT

Arts and Entertainment resources are abundant in the Evansville-Vanderburgh County area. Included in these resources are the following local organizations that help to pursue and advance culture in the community and/or the region.

ORGANIZATIONS

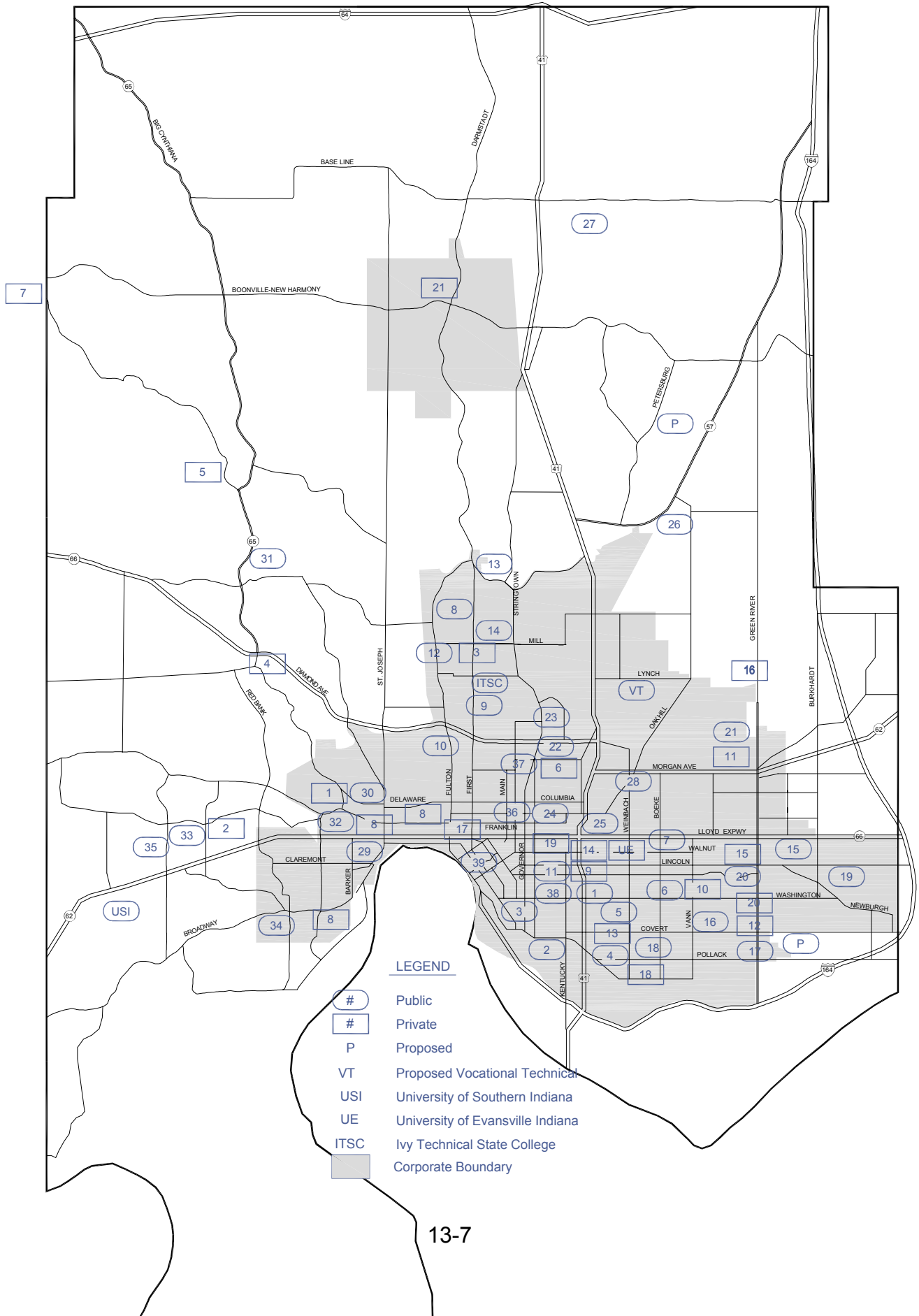
The Arts Council of Southwestern Indiana serves the communities in Gibson, Knox, Pike, Posey, Spencer, Vanderburgh, and Warrick Counties through artistic and cultural endeavors. The Council serves as an umbrella organization for over fifty cultural organizations, also serves as a regional representative to the Indiana Arts Commission, and provides a link for our region to the National Endowment for the Arts, which can provide grants and services. The Arts Council strives to increase the awareness and accessibility of the arts through providing arts grants, workshops and seminars, an information and referral service, publications, art exhibits, online information, public programs and events, and an annual awards program. They represent the arts on numerous panels, boards and committees. The Arts Council offers assistance on writing for the media, fund raising, grant writing, and working with volunteers.

THEATER: Evansville Civic Theater, Repertory People of Evansville, Tales and Scales, New Harmony, University of Southern Indiana, University of Evansville, Public High Schools.

DANCE: Evansville Dance Theater, and Children's Center for Dance Education

MUSIC: The Evansville Philharmonic Orchestra, Evansville Symphonic Band, University of Southern Indiana, and University of Evansville.

Schools



PERFORMING ARTS FACILITIES

The Victory Theater, at the corner of Main Street and 6th Street, built in 1922, was completely renovated and restored to active use as a 1,950-seat multipurpose hall whose principal tenant, the Evansville Philharmonic, shares use of the theatre with local ballet and modern dance companies, theatre companies, and touring productions.

The Evansville Auditorium and Convention Centre at the corner of Martin Luther King, Jr. Blvd and Locust Street, offers a dynamic 2,500 seat auditorium along with a 38,000 sq. foot exhibition hall; a 14,000 sq. foot ballroom and 12 full-service meeting rooms. Roberts Stadium, at the corner of Lloyd Expressway and Boeke Road, is a 12,500 seat multi-purpose facility that can transform to host family shows, national and regional sporting events and trade show exhibits. This facility also has a meeting room that can accommodate up to 400 people, and available parking for 4,000 cars.

Mesker Amphitheatre, on Mesker Park Drive, accommodates 8,500 patrons in 5,500 reserved seats and 3,000 in grassy areas.

The USI Theatre at 3001 Igleheart Avenue is the main stage for theatre productions; other productions are held in the Mallette Studio Theatre in the Liberal Arts Center. USI also produces two professional summer theatres, the Lincoln Amphitheatre, a 1,500-seat facility, located in Lincoln State Park; and the New Harmony Theatre in the Thralls Opera House.

University of Evansville has the Shanklin Theatre and May Studio.

Evansville Civic Theater, located on the corner of Fulton Avenue and Columbia Street since 1974, has 222 seats.

Henderson Fine Arts Center, is located at the Henderson Community College, a part of the Kentucky Community and Technical College System. The facility has a 981-seat performance hall, state-of-the-art meeting space, and two art galleries.

The New Harmony Theatre offers professional summer theater in Murphy Auditorium, a 350-seat facility renovated to be accessible for the disabled.

MUSEUMS

Evansville Museum of Arts and Science, founded in 1906, is located downtown on the banks of the Ohio River. This museum has a comprehensive collection of art, history, anthropology, and science. Works from the 16th century to present are prominent features of the permanent and changing exhibits. The museum also houses the Koch Planetarium.

Reitz Home Museum, built in 1871, features Victorian period furnishings and is operated by the non-profit Reitz Home Preservation Society. In 1972, the house was listed on the National Register of Historic Places. In 1974, the home was donated to the Society by the Catholic

Diocese of Evansville as a memorial to the first bishop of the Diocese and the Reitz family.

Angel Mounds State Historic Site, on the County's east side, is one of the best preserved prehistoric Indian settlements in the United States. The Middle Mississippian Indians built a fortified village at this site along the Ohio River around 1250 A.D.

Audubon State Park, located across the Ohio River in Henderson, Kentucky on U.S. Highway 41, features the John J. Audubon Museum and Nature Center. The museum interprets Audubon's life through his original works and personal memorabilia.

Historic New Harmony, located in Posey County along the Wabash River, was the site of two utopian community efforts dating from the early 1800's. Tours of historic properties are offered through a unified program of the University of Southern Indiana and the Division of State Museums and Historic Sites. The Athenaeum Visitor Center and Museum offers information about the town's history and was designed by architect Richard Meier.

Libraries

EVANSVILLE-VANDERBURGH COUNTY PUBLIC LIBRARY SYSTEM

Founded in 1911, this system is composed of a central library and seven branches, as shown in Table 13-9. The total collection of 770,998 items includes: books, magazines, sound recordings, video recordings, and other items. The collection includes a document depository for: U.S. Federal Government Publications (selected), Indiana State Government (selected), and Foundation Center. However, the 53.9 percent of total County residents currently registered with the system constitute only a part of the population the library actually serves. The library, a Major Urban Resource Library, receives nominal federal funds and is obligated to provide limited service to the approximately 279,000 people living in the metropolitan area.

TABLE 13-9: LIBRARY LOCATIONS

Branch Name	Address
Central	200 S.E. Martin Luther King
East	840 E. Chandler Avenue
McCollough	5115 Washington Avenue
North Park	960 Koehler Drive
Oaklyn	3001 Oaklyn Drive
Stringtown	2100 Stringtown Road
West	2000 W. Franklin Street
Red Bank Road	120 S. Red Bank Road

WILLARD LIBRARY

Willard Library opened in 1885 in what is now the oldest public library building in Indiana. The Library is on the National Register of Historic Places. The total collection of 136,546 items includes: books, magazines, audio, video, and electronic materials. The Library's major holdings include the Thrall Art Book Collection (art literature), Genealogy, local government archives and special collections of regional history.

Other libraries open to the public are at the University of Southern Indiana, Ivy Tech State College, and University of Evansville.

EDUCATIONAL AND CULTURAL ACTION PLAN

GOAL

Foster an educational system that provides all citizens opportunities for quality, life-long learning as a means of preparing to build a marketable workforce with adaptable skills.

OBJECTIVE

Increase enrollment from residents of the both the County and the region in area colleges, continuing education and workforce development programs.

POLICIES

Support existing programs that prepare high school students for college and improve job skills of college graduates.

Expand the development of partnerships that stress to elementary school students the importance of education for both personal development and as a necessity for entry into the workforce.

GOAL

Foster a healthy environment in which the cultural arts are supported by the community and enhance the quality of life.

OBJECTIVE

To increase the awareness and accessibility of the arts through arts grants, workshops and seminars, information and referral service, publications, art exhibits, online information, public programs and events, and annual awards program.

POLICIES

Business, educational institutions, government and non-profit organizations should work cooperatively in supporting the cultural arts including facilities, training, etc.

Evansville should be a regional showcase for artistic talent and cultural events.

Encourage the public/private partnership and community commitment to initiate the downtown Arts District.

Establish a center specifically for the arts in the downtown that would be the focal point of the Arts District.

Research funding sources and establish criteria for the placement of art in public places in cooperation with the Arts Council of Southwestern Indiana.

SECTION 14 ENVIRONMENTAL QUALITY

Over time, the community has come to realize the value and limits of our natural resources, and that our actions impact the environment. Available scientific data now documents that the earth's ecological balance is adversely impacted when man's waste and environmental disturbance go beyond the level that can be absorbed by the planet. Due to increased environmental awareness, principles such as ecology and carrying capacity are being integrated into public policy to protect our natural resources.

The Comprehensive Plan addresses the issues that have a major impact on our area's ecological system and resulting environmental quality. These environmental issues can become sources of concern for area residents if not properly managed. This section primarily addresses the issues of air and water quality as they relate to Evansville and Vanderburgh County, although they are regional in scope. Additional environmental issues are discussed in other sections of the Plan.

AIR QUALITY

The Evansville Environmental Protection Agency (EEPA) has the responsibility to regulate and monitor air quality in the City of Evansville and four miles beyond the corporate limits, but not outside of Vanderburgh County. The EEPA operates a meteorological station and ambient air quality monitors located in Posey, Vanderburgh and Warrick Counties. The monitors test for levels of the following pollutants:

- Carbon Monoxide (CO)
- Nitrogen Oxides (NO, NO_x, NO₂)
- Sulfur Dioxide (SO₂)
- Ozone
- Air-borne toxics
- Particulate Matter 2.5 microns in diameter (PM_{2.5})
- Particulate Matter 10 microns in diameter (PM₁₀)
- Total Suspended Particulates (TSP), which also measures airborne lead (Pb).

Based upon the data from the air quality monitors, Vanderburgh County is currently considered by the United States Environmental Protection Agency (U.S. EPA) to be "in attainment" for the following air pollutants:

- Carbon Monoxide (CO)
- Nitrogen Oxides (NO, NO_x, NO₂)
- Sulfur Dioxide (SO₂)
- Ozone – One (1) hour standard (120 ppb)
- Particulate Matter 10 microns in diameter (PM₁₀)
- Total Suspended Particulates (TSP)

OZONE

Ozone is created by chemical reactions between Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs). NO_x originates from high temperature internal combustion from vehicles (mobile sources) and industrial and utility boilers. VOCs are substances such as gasoline, paints and solvents. The chemical reaction is triggered by strong sunlight, therefore, high levels of ozone occur during warm weather (May through September).

The U.S. EPA will revoke the one-hour, 120 part per billion (ppb) standard on June 15, 2005, having replaced the 1-hour standard with a new 8-hour ozone standard of 84 parts per billion (ppb). Final nonattainment designations will be made on June 15, 2004. Vanderburgh and Warrick Counties were designated as in "Basic" Nonattainment of this standard due to one Warrick County monitor registering an 8-hour design value of 85 ppb.

It is expected that in the near future, Posey, Vanderburgh and Warrick Counties will be able to demonstrate attainment of the 8-hour standard (that is all monitors in the Evansville – Henderson Metropolitan Statistical Area will register 8-hour design values at or below 84 ppb). However, to reverse the nonattainment designation will require a complicated rulemaking process expected to last at least two (2) years. Until an Ozone Implementation Rule is published by the U.S. EPA it is impossible to say with certainty what regulatory requirements or additional ozone reduction measures would be required if Vanderburgh and Warrick Counties fail to attain the 8-hour standard.

PM_{2.5}

Research indicates PM_{2.5} is comprised of many different compounds including crustal (geologic in origin), nitrates, sulfates, ammonia and carbon compounds. PM_{2.5} is at least in part a secondary pollutant – created by chemical reactions between primary pollutants such as sulfur dioxide, nitrogen oxides and volatile organic compounds.

In December 2004, the U.S. EPA designated the following counties as nonattainment for the 15.0 microgram / cubic meter annual standard: Dubois, Vanderburgh and Warrick. Of the counties listed, only Vanderburgh and Dubois Counties actually have PM_{2.5} monitors, both of which exceed the annual standard.

It is unclear if or when any of these counties might realize sufficient improvements in air quality to demonstrate attainment with the standard. Until the U.S. EPA publishes a draft PM_{2.5} Implementation Rule, it is impossible to say with certainty what regulatory requirements or additional PM_{2.5} reduction measures will be required. The U.S. EPA is expected to consider direct particulate and sulfur dioxide emissions as criteria pollutants for PM_{2.5} and is still considering whether to establish Nitrogen Oxides and Volatile Organic Compounds as criteria pollutants as well.

LIGHTING AND NIGHT SKY QUALITY

Light pollution is becoming an increasing source of conflict between neighbors and businesses, and urban and rural residents. There is growing recognition of the impact of reduced visibility in the night sky due to improper lighting which wastes energy and affects our quality of life.

To maintain dark skies, light pollution must be addressed and a strategy to promote sensible outdoor lighting is needed. The terms “dark skies” and “light pollution” are often used in describing three different negative effects of lighting which are light trespass, glare, and sky glow. Most glare and sky glow is unnecessary.

Light trespass occurs when light from one property illuminates; or “spills” unwanted light over a property line into, adjacent or nearby property.

Glare is created when light from a light source reduces the ability to see the object the light was meant to illuminate.

Sky glow from large urban areas, or individual commercial and industrial sites/areas is the effect of obscuring the night sky as a result of light being directed upwards.

The first principle of good exterior lighting is to illuminate only what is desired to be seen. Since requiring the replacement of existing lighting may be financially burdensome, dark sky requirements could be incorporated into the Zoning Code and applied immediately to new and replacement lighting, but be phased in over time for existing light fixtures.

WATER QUALITY

SURFACE WATER AND WETLANDS

Vanderburgh County contains significant surface water resources such as the Ohio River, Pigeon Creek and tributaries within the watershed of these two dominant natural features, along with lakes and wetlands.

Wetlands are areas that are frequently inundated by surface water that support water-dependent vegetation and/or aquatic life. Until recently, wetlands were considered to have little value. Wetlands were drained or filled for other uses that were perceived to be more beneficial. However, the benefits of wetlands are increasingly more evident and efforts to drain or fill have been replaced by protection measures and mitigation.

Wetlands have both direct and indirect benefits, and perform important roles that contribute to the quality of life of residents as well as being economically beneficial.

Wetlands are valuable in that they:

- provide a variety of habitat for numerous types of flora and fauna (wetlands generally have high plant and animal diversity).
- are important to water quality. Water moves slowly in wetland areas. This allows silt and other sediments a chance to settle and be filtered out before flowing into rivers and lakes. Plants in a wetland help absorb certain nutrients and chemicals that pollute waterways.
- are beneficial in slowing, reducing and storing floodwaters during and after periods of heavy rainfall, thereby reducing the losses from heavy flooding.
- are valuable in shoreline erosion control. Wetland vegetation helps hold and stabilize soils below the surface of the riverbank or edge of a lake. These plants anchor the shoreline soil with roots and reduce energy associated with waves, current, ice, runoff, ground water flow, and water level fluctuations.
- provide great outdoor recreation opportunities such as fishing, canoeing, hiking, hunting or bird watching.

The quality and functions of these water resources can be seriously degraded by pollution, especially in densely urbanized areas. Common examples of water pollution include: chemical contamination, sedimentation from erosion, fecal coliform from animal and human waste, temperature changes, etc.

Sources of pollution fall into two broad categories: point and nonpoint sources. Point sources are generally those that discharge directly into a water body through a discrete pipe or ditch. Nonpoint sources are those that generally cannot be linked to a specific point of discharge, such as urban or agricultural runoff.

Sources of pollution which threaten the quality of surface water in Vanderburgh County include:

- point-source chemical discharges from industrial operations;
- surface water runoff from parking lots, other urban land uses and agricultural areas causing contamination and sedimentation from soil erosion; and
- combined sewer overflows (CSO) during storm events, and raw sewage discharges from structures with no septic field beds and/or no connection to the City sewer system.

Control of these and all other pollution sources is essential to bring about an improvement in the water quality. Pollution control and preservation can result in tree lined, high quality stream corridors providing benefits to the community that might not be realized from disturbed

streams with poor water quality. Some of the benefits and opportunities are:

- providing habitat and serving as valuable wildlife corridors that increase species diversity;
- providing needed green space and breaks between urban uses;
- providing scenic areas and enhancing the aesthetic quality of the community; and
- providing unique recreational and educational opportunities.

Research has noted that poor water quality severely inhibits species diversity and that wooded stream corridors promote species diversity by maintaining a cooler water temperature, providing insect life to support fish populations and decreasing sedimentation by reducing the erosive action of streams.

Considering that our surface water resources are presently being used by the community in many ways (such as potable water use of the Ohio River, and recreational use), and increased use is expected, it is obvious that high water quality should be maintained to protect these important resources. Maintaining high water quality or improving areas with poor water quality can be accomplished through enforcement of existing environmental regulations, continued efforts to separate old combination sewers, and through proper watershed management techniques including preservation of natural stream corridors, erosion control and use of retention and detention areas where needed.

Considering the benefits that these areas provide, wetland protection and preservation are important issues. The review of development proposed in or near wetland areas should involve an environmental assessment to address any potential wetland impacts.

CURRENT GROUP EFFORTS

Concerns for water quality and interest in watershed planning were the impetus in forming a regional grass roots group, the Pigeon - Highland Watershed Steering Committee (PHWSC). This group is concerned with water quality in the 393 square mile watershed of Pigeon Creek. Some of these concerns are:

- illegal dumping and filling in the floodplain and along the creek itself;
- restricted use of the channel for canoeing;
- the relationship to the Pigeon Creek Greenway; and
- water and sediment retention structures in the rural areas.

The Pigeon-Highland Watershed Steering Committee (PHWSC), working with the aid of a watershed coordinator, completed the Pigeon-Highland Watershed Management Plan. This was the only watershed plan in the state that met the Indiana Department of Environmental Management's 2003 requirements. The PHWSC membership includes Gibson, Posey, Vanderburgh, and Warrick County's Soil and Water Conservation District, Indiana Department of Natural Resources Division of Soil Conservation, the U.S. Department of

Agriculture, Natural Resources Conservation Service, Four Rivers Resource Conservation and Development Area, Inc. (RC&D), and the Pigeon Creek Greenway. A future project includes installation of soil erosion and nutrient management practices in the Locust Creek watershed. The project should incorporate "CORE 4" practices, which are nutrient management, pest management, conservation tillage and buffers.

Creating awareness about and prevention of "non-point source pollution" is the focus of this not-for-profit group which is a joint effort of the Vanderburgh County Surveyor's Office, Soil & Water Conservation District, the Westside Improvement Association and the Four Rivers Resource Conservation and Development Area. These organizations are combining resources to establish a community wide effort to increase public awareness about clean streams and lakes.

GROUND WATER

Ground water is water that has penetrated below the surface of the soil and/or rock and is trapped in a subsurface strata known as an aquifer.

There are two types of aquifers in Vanderburgh County. The first aquifer is situated along the Ohio River and the floodplain areas associated with the river system, and consists of unconsolidated sand and gravels. Permeability and water storage capacity are very high in this aquifer. The second aquifer is located outside the floodplain areas of the river and covers approximately the northern two-thirds of the County. This aquifer consists mostly of sandstone and shale bedrock, and has corresponding low permeability and water storage capacity.

According to the 1990 Census data, approximately 93 percent of the households in Vanderburgh County were served by the municipal water supply. The remaining households rely on a private water supply, either in the form of a cistern or a well.

Two factors limit our ability to make use of ground water resources: availability and contamination. Availability is governed by the aquifers permeability (the capacity for fluid movement) and the demand placed on the aquifer. If demand exceeds the ability of the aquifer to replenish its volume, the aquifer will become depleted. Contamination is the infiltration of foreign substances into the aquifer which then renders the water unsuitable for use.

There are a large number of potential sources of contamination in ground water. The Indiana Department of Environmental Management listed 228 documented cases of contaminated ground water in Indiana in recent years. These are listed in Table 14-7.

TABLE 14-7: GROUND WATER CONTAMINANTS/PERCENT OF FREQUENCY

Contaminant Source	Percentage
Unknown	33.3
Solid and hazardous waste	21.0
Underground storage tank	19.7
Hazardous material	18.4
Sewage	16.3
Pesticide application	6.1
Salt storage and handling	3.5

Source: Vanderburgh County Health Department

As indicated, there are a number of activities which can result in the contamination of ground water, many of which can be prevented. Ground water generally moves very slowly through the aquifer, and once contaminated, there is very little that can be done.

Within Vanderburgh County there is a small number of documented cases of ground water contamination, since few are detected or reported. The lack of detection is a function of the Water Utility's extensive water distribution system. This system, in conjunction with the German Township system, serves the majority of the County. Because a relatively small number of people within the County use ground water as their source of drinking water, there is a small base of observation points for contamination.

In conclusion, it can be stated that a strong potential for the occurrence of undetected ground water contamination exists in Vanderburgh County. Thus, the City/County should strive to avoid future environmental circumstances that could result in ground water contamination.

FOREST RESOURCES

Forests and urban trees provide many benefits to the local population. Our forest areas supply the hardwoods that are used to make many needed products. It is estimated that the Indiana hardwood industry contributes \$2.5 billion a year to the State's economy. Examples of other benefits include:

- creating shade to reduce air temperature and energy costs;
- producing needed oxygen and filtering air pollutants;
- reducing soil erosion and storm water runoff;
- supplying both habitat and food for wildlife;
- adding to vital open space and aesthetic enhancement;
- offering recreational opportunities; and
- generating feelings of serenity and well being.

Although urban trees and forests are a renewable natural resource, it takes many years for trees to grow from seedlings to maturity. Considering the benefits provided and the fact that the larger forested areas are disappearing in Vanderburgh County, they are an important physical feature and resource to consider in formulating a future land use plan for the County.

In addition to traditional development, alternatives for preserving these areas should also be considered such as purchase for new park sites or conservation/open space easements. Within forested areas, development proposals involving low density uses or cluster development that leave as many trees as possible and involve replanting when trees are lost in construction would minimize the potential impact on forest resources. Local forest land owners should also be encouraged to participate in the State's Classified Forests Program. This initiative provides tax incentives to landowners if they keep their woodlands forested, and offers free advice and services on forest management. In the urban area, developers should be encouraged to save existing trees on sites they propose for development, and/or plant new trees at the completion of construction.

ENVIRONMENTAL QUALITY ACTION PLAN

GENERAL GOAL

Provide a quality environment which is ecologically sound, healthful, safe, and aesthetically pleasing achieved through resource management, planning and enforcement of existing environmental regulations.

OBJECTIVE

Preservation of natural physical features and open space in both urban and rural areas which are important for maintaining environmental quality.

POLICIES

Encourage appropriate public and private organizations to survey the local natural features such as wooded areas, stream corridors and wetlands, etc., identify those resources that should be preserved due to their value, and pursue their protection through purchase of title, development rights or easements.

Ensure in the subdivision and site planning process that natural areas (wooded areas, stream corridors, wetlands, etc.) are preserved and minimize the impacts on these resources.

Utilize all available measures and programs to reduce soil erosion and sedimentation, and to otherwise preserve the natural environment.

Evaluate the development of recreational facilities as an appropriate use in natural areas identified for preservation.

When purchasing/preserving natural areas (wooded areas, stream corridors, wetlands, etc.), ensure fair compensation to the landowners.

Evaluate and select recommended techniques to minimize tree loss caused by construction activities and promote replacement planting.

Make available a brochure explaining and illustrating the recommended construction techniques at the Area Plan Commission and Building Commission counters.

On sites with existing trees and especially in forested areas, developers should use the recommended construction techniques to minimize tree loss.

Investigate changes to the Subdivision and Zoning Ordinances to establish landscaping requirements in the development of a site.

Compile a list of native trees recommended for planting and a list of those trees that are hearty enough to survive in the right-of-way as street trees or in parking lot landscaped islands. When planting trees, developers, non-profit organizations and the City/County should be encouraged to plant species from the recommended tree lists.

Encourage the use of floodplain land for open space, recreation or agriculture.

OBJECTIVE

Provide an environment with minimal adverse visual and health effects from air, land, noise, and water pollution.

POLICIES

Support the consolidation of the City Environmental Protection Agency into a City-County agency with responsibility to address all environmental concerns.

Support education for industrial personnel as to the procedures and equipment available to reduce pollution, and educate residents on conservation practices to minimize pollution.

Support coordinated efforts, legislation and programs that will continue to bring about workable solutions for resource and pollution problems at the local, state, and federal levels.

Require adequate buffering by both distance and landscaping (i.e. trees) between residential areas and those existing and new uses which tend to generate nuisance and pollution such as certain agricultural uses, commercial/industrial uses and major transportation facilities.

Maintain strong controls and adequate enforcement procedures for control of signs, billboards, litter, weeds and abandoned automobiles to improve the quality of roadside and neighborhood appearance.

Regulate development within the approach zones of the airport through existing federal, state and local rules and regulations.

Continue efforts in improving the environmental quality of those areas which are deteriorating while preserving good environmental qualities through systematic code enforcement.

The design for new public and private improvements such as streets, landscaping, signing, and lighting should utilize appropriate materials and progressive techniques resulting in a quality environment.

Encourage future industrial development that will maintain or improve the County's compliance with existing environmental standards.

OBJECTIVE

Through education, create an awareness of the characteristics and problems of air, soil, water and wildlife resources and the importance of resource use, management and planning.

AIR QUALITY GOAL

To maintain and improve the air quality for the community.

OBJECTIVE

Protect the health and welfare of people, plants, and wildlife from the harmful effects of air pollution.

POLICIES

Continue the air surveillance monitoring system to assess air quality in the Evansville area.

Continue the City's industrial emission inventory data base to identify the quantity of criteria pollutants being emitted into the air.

Encourage the development or redevelopment of mixed use centers as well as pedestrian accessible, neighborhood shopping establishments to minimize unnecessary auto travel.

Encourage the use of bicycles, car pools, the public transportation system, and alternative fuels for transportation to reduce traffic volumes and pollutants.

Encourage continued enforcement of local, state, and federal regulations on emissions and fuel standards to maintain and improve air quality.

SURFACE WATER QUALITY GOAL

To improve the surface water quality in Vanderburgh County.

OBJECTIVE

Ensure that surface water quality meets the standards in the Clean Water Act.

POLICIES

Support the watershed management and planning efforts for the Ohio River and Pigeon Creek.

Investigate techniques, such as overlay zoning or conservation easements, to protect and enhance the scenic value along Pigeon Creek.

Encourage the creation of man-made wetlands to act as filters and settling traps for surface water runoff.

At all levels of government, encourage continued enforcement of erosion control, drainage and water quality regulations to protect surface water resources.

GROUND WATER QUALITY GOAL

Ensure the availability of a continuous supply of quality ground water for the residents of Vanderburgh County.

OBJECTIVE

Ensure that our ground water is free of contaminants.

POLICIES

Encourage the development of a ground water monitoring system.

Discourage the use of septic systems as a means of waste disposal.

LIGHTING AND NIGHT SKY GOAL

Protect and preserve the quality of the nighttime environment.

OBJECTIVES

Reduce light pollution caused by uplighting, excessive over lighting, glare and light trespass.

Promote energy efficient lighting, thereby conserving private and public funds, while providing adequate lighting for the task.

POLICY

Amend the Zoning Ordinance to incorporate and implement "Dark Sky" regulations.

SECTION 15 PARKS AND RECREATION

Recreational opportunities and natural areas are important amenities that are a measure of and enhance the quality of life in the community. Vanderburgh County has over 2,740 acres that are developed as parks. Most of this land is within the City limits of Evansville. In addition to the existing park land, other recreational sites are provided through the private sector and schools. The existing facilities are described below.

STATE FACILITIES

In the Evansville Metropolitan Statistical Area, there are two state parks and two fish and wildlife areas that provide recreation opportunities to the residents of the region. A brief description of these facilities is provided below.

HARMONIE STATE PARK

Located in Posey County south of New Harmony on the Wabash River, was established in 1966 and contains 3,465 acres. Activities and facilities available include trails, camping, 11 family cabins, picnic areas and shelters, Olympic-size swimming pool, a boat launch, and interpretive programs.

HOVEY LAKE STATE FISH AND WILDLIFE AREA

Located in Posey County southwest of Mt. Vernon, is a natural area nestled in the Ohio and Wabash River floodplains. The Indiana Division of Fish and Wildlife began acquiring this property in 1940. The Hovey Lake area now covers approximately 6,963 acres and features a 1,400 acres oxbow lake, other smaller sloughs, marshes and extensive bottomland hardwood forests. Activities include hunting, fishing, trapping and wildlife watching.

BLUE GRASS STATE FISH AND WILDLIFE AREA

Located on the border of Vanderburgh and Warrick Counties, is a unique natural resource area; this land is a reclaimed strip mine. The Blue Grass Fish and Wildlife Area covers approximately 2,532 acres and features about 28 pits and lakes (600 acres of water). Activities include hunting, fishing and wildlife watching.

JOHN JAMES AUDUBON STATE PARK

Located on U.S. 41 in Henderson County, Kentucky, contains 692 acres. Activities and facilities available include campgrounds, cottages, picnic shelters, trails, challenge course, 9-hole golf course, John James Audubon Museum and Nature Center, and interpretive programs. The museum houses a unique collection of Audubon's watercolors, oils, engravings, and personal memorabilia.

COUNTY PARKS

BURDETTE PARK

Located in unincorporated Perry Township, is the sole County Park. This 200-acre facility offers a wide variety of recreational opportunities, some of which are a dirt bike racing track, water slides, archery range, camping pads, overnight rental chalets, and an open air pavilion which can accommodate up to 1,000 people. Party houses are also available for rent, as well as the Discovery Lodge, which can accommodate up to 650 people. The long-range plan for the Park in cooperation with the University of Southern Indiana (USI), includes a paved bicycle and pedestrian trail which would extend from the Park to the USI campus.

CITY PARKS

While built to serve City residents, several of the facilities attract users from the County, as well as the surrounding area. The City of Evansville Department of Parks and Recreation (DPR) provides nearly 2,170 acres of public parks and recreational facilities. The park and open space system inside the City limits is based on the Original City Plan of 1926 by Harland Bartholomew which provided the framework for the core concept: Evansville as a City in a Park.

The extensive properties the Parks Department manages and maintains are listed by their addresses, acreage and attributes on Table 15-6 and shown on Map 15-9. The park locations are classified by function, size, and facilities.

The National Recreation and Park Association (NRPA) Classification System for park and recreation facilities categorizes park facilities according to size and the population that is served by the facility. According to the NRPA Classification criteria, the City Department of Parks and Recreation operates:

- 7 Regional Parks that include 2 boat launches, ice rink, soccer complex;
- 11 Community Parks that include baseball/softball diamonds, soccer fields and swimming pools;
- 5 Golf Courses that include 2, 18-hole and 3, 9-hole courses;
- 30 Neighborhood Parks - with baseball/softball diamonds, soccer fields, rollerdrome and swimming pools;
- 2 Nature Preserves - a mature hardwood forest and a wetland;
- 2 segments of the Pigeon Creek Greenway, currently 3.2 miles long; and
- 1 Special Use Facility – C.K. Newsome Community Center.

REGIONAL PARKS

Regional Parks are defined as facilities that offer visitors the opportunity to spend an entire day or weekend enjoying a variety of activities/amenities and experience a change of environment. The NPRA standards recommend a desirable park size of 50 acres, with 75 acres optimal. A typical regional park would be located within an hour's drive and often serve adjacent communities. Some of the regional parks in the City system are:

MESKER PARK ZOO

Located on the City's west side and sits on the highest point within the City limits. Called the "zoo with a view", this 67-acre facility offers naturalistic wild animal exhibits with over 700 animals representing over 200 species. Opened in 1928, the Zoo has the distinction of being both the oldest zoo in Indiana and the largest in land area. It is also an accredited facility by the American Association of Zoological Parks and Aquariums. The Zoo has its own Master Plan.

MESKER MUSIC AMPHITHEATER

The amphitheater is adjacent to both Helfrich Golf Course and Mesker Zoo. The seating capacity is 5,500 with an additional 3,000 capacity on the lawn. While publicly owned, the Amphitheater is privately managed by SMG, to book and promote events.

ROBERTS MUNICIPAL STADIUM

Was built in 1957 and renovated in 1990. The seating capacity of the facility is 13,000 and the parking lot has 4,000 parking spaces. While publicly owned, the stadium is privately managed by SMG, to book and promote events.

COMMUNITY PARKS

Community parks are defined as those having several amenities that allow a visitor to spend a half-day. Typically, community parks are strategically located throughout the community, and allow group activities and recreational opportunities, often serving several neighborhoods. Community parks should have good access from primary and collector roads, and be linked together by the greenway network.

GOLF COURSES

Golf courses provide specialized, land-intensive facilities. The larger Evansville courses are developing several naturalized areas to accommodate more wildlife. The public courses are in comparable condition to the private courses, and fees are competitive. The Evansville area is well served by the availability of both public and private golf courses. In addition to the four public owned golf courses and two public par three courses, there are four private golf facilities. Helfrich, Fendrich and McDonald's golf courses are adjacent to regional or community parks, which offer an opportunity for providing combined park experiences. Should

a new regional park be developed, a new golf course would not have to be included because the community is currently well served for golf facilities.

NEIGHBORHOOD PARKS

Neighborhood parks are the basic unit of the park system and are the recreational and social focus of a neighborhood. They often create a 'sense of place' that unites the unique character of the site and neighborhood. Typically, neighborhood parks are at least five acres. Ease of access, and a reasonable walking distance from adjacent neighborhoods are critical factors in locating a neighborhood park. Frequently, neighborhood parks are developed adjacent to a school site in order to share facilities. Given the importance of location, new neighborhood park sites should be integral to the development process and connected to other system components.

NATURE PRESERVES

Natural resource areas and corridors are lands set aside for preservation of significant natural resources. Nature preserves in Evansville include the old-growth forest at Wesselman Woods and the wetlands in Howell Park.

WESSELMAN WOODS NATURE PRESERVE

This National Natural Landmark and State Nature Preserve encompasses the eastern 200 acres of Wesselman Park. The nature preserve offers six miles of marked nature trails through bottomland hardwood forests and successional fields. A section of the historic Wabash and Erie Canal crosses the preserve. The Wesselman Woods Nature Center also has indoor displays, a hands-on area, wildlife observation area, library, classrooms, and a gift shop. The Center is owned by the City and operated by Wesselman Woods Nature Preserve Society, a non-profit organization.

CLEM FRANK NATURE PRESERVE

A three-acre woodland deeded to the Four Rivers Resource Conservation and Development Area (Four Rivers RC&D). Placing the Preserve in a land trust, guarantees that it will never be disturbed. The Western Terrace Neighborhood Association has a Memorandum of Understanding with the Four Rivers taking responsibility for the maintenance of the Preserve.

CORRIDORS

The Greenway as a corridor is a continuous open space system linking neighborhoods, community facilities, parks, and other open spaces providing:

- bicycle and pedestrian routes for recreation;
- restoration of the ecological balance of the corridor's natural systems; and

-- amenities and attractions that encourage both local use and tourist visitation.

The proposed Greenway system for Evansville, when fully developed, will provide over 40 miles of 10-12 foot wide paved off-street paths and natural resource corridors. A 1994 Greenway Master Plan outlines a development process and identifies funding mechanisms for implementing a phased greenway development program.

PRIVATE-NON PUBLIC PROGRAM

There are many examples of cooperation by the Department of Parks and Recreation with the private sector. Concession stands at activity centers within the parks system are operated privately. Concession rights are granted by bid and a percentage of the gross income is returned to the Department. Examples of other areas that are under contract to the private sector are golf courses, driving ranges, and batting cages.

ASSESSIBILITY SELF-ASSESSMENT

The Americans with Disabilities Act (ADA) requirements became effective on January 26, 1992. All new facilities designed and constructed must be accessible. Physical barriers in existing public accommodations must be removed if readily achievable. If not, alternative methods of providing services or equivalent experiences must be offered if those methods are readily achievable. The Parks Department continues to address accessibility criteria.

TABLE 15-6: INVENTORY OF PARKS AND RECREATION SITES

MAP	PARK/FACILITY NAME	LOCATION	ACRES	COURT	FIELD	PLAY-GROUND	POOL
	SPECIAL FACILITIES:						
1	C. K. Newsome Community Center	Heidelbach Ave. & Walnut St.	.5	X		X	
	CORRIDORS:						
2	Pigeon Creek Greenway & Canoe Launch	Pigeon Creek at Heidelbach/along levee	1.6 miles				
3	Riverfront	Riverside Dr.	13.5 (1.5 miles)				
	REGIONAL PARKS:						
4	Angel Mound Boat Launch	Lynn Rd.	29				
5	Burdette – County Park	Nurrenbern Road	160	X	X	X	X
6	Dogtown Boat Launch	Old Henderson Road	23				
7	4-H Center	W. Boonville New Harmony Rd.	192	X	X	X	
8	Goebel Soccer Complex	N. Green River Rd., N of Heckel Rd.	68		X		
9	Mesker Amphitheater & Zoo	Mesker Park Dr.	573			X	
10	Roberts Stadium, Swonder Ice Rink, & Hartke Pool	Division St. & Boeke Rd.	3				X
	COMMUNITY PARKS:						
11	Bosse Field	N. Main St. & Morgan Ave.	.5		X		
12	Evansville State Hospital Grounds	Vann Ave. & Lincoln Ave.	63		X		
13	Garvin & Pool	Heidelbach Ave. & Morgan Ave.	87	X	X	X	X
14	German Township Booster Club	Big Cynthiana Road	9.5		X		
15	Howell & Pool	Barker Ave. & Broadway Ave.	50	X	X	X	X
16	Igleheart & Lloyd Indoor Pool	N. 1 st Ave. & Campground Rd.	87	X	X	X	X
17	Kleymeyer & Driving Range	N. 1 st Ave. & Diamond Ave.	101		X	X	
18	McCutchanville Community Assoc.	Petersburg Rd., N of Viehe Dr.	26		X	X	
9	Mesker	Mesker Park Dr.	*			X	
19	Moutoux	St. Joe Ave.	113		X		

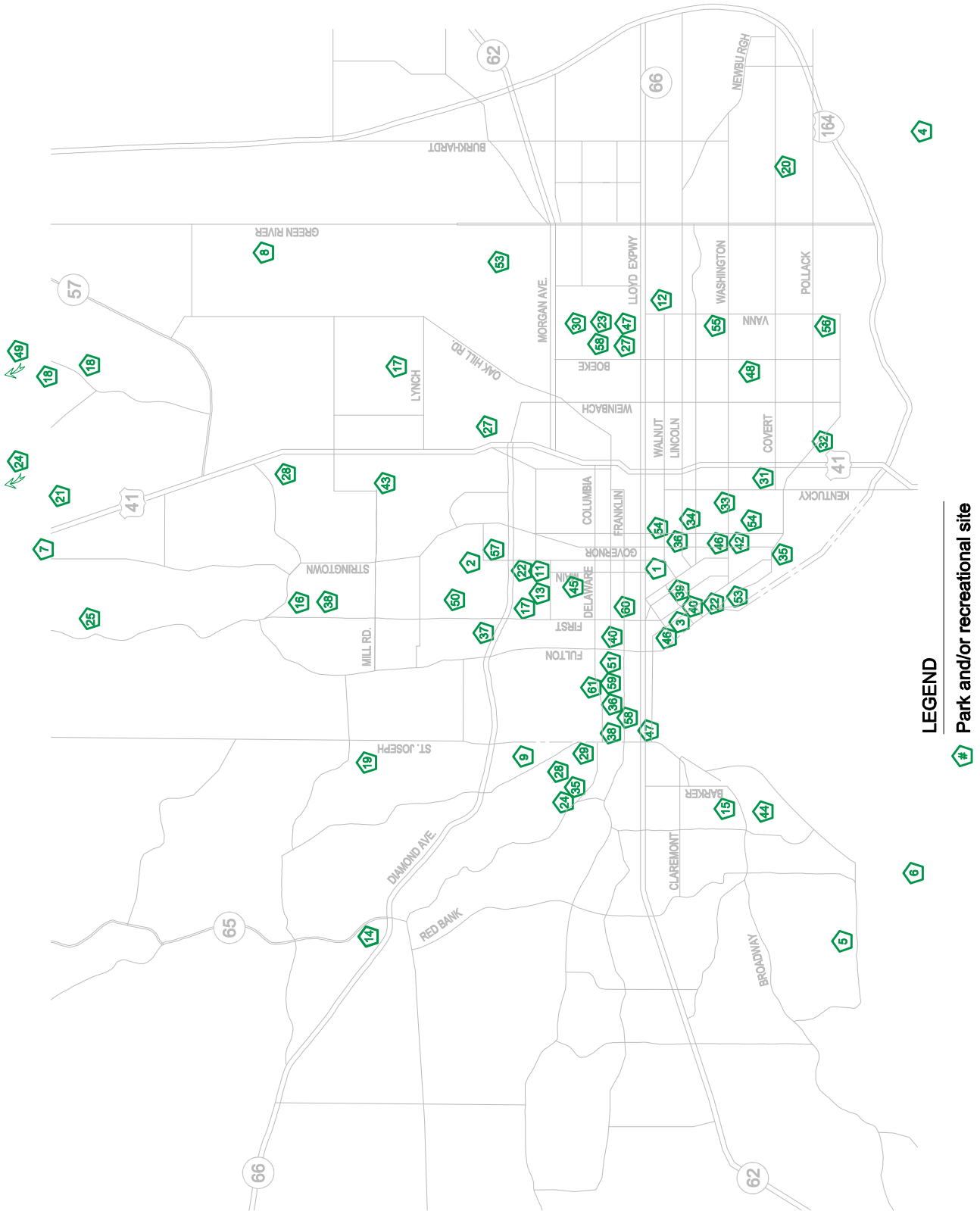
MAP	PARK/FACILITY NAME	LOCATION	ACRES	COURT	FIELD	PLAYGROUND	POOL
20	Price	Covert Ave., E of Green River Rd.	25		X	X	
21	Scott Civic Club	Radio Ave.	22	X	X	X	
22	Sunrise	Waterworks Dr. & Veteran's Memorial Pkwy.	8			X	
23	Wesselman	N. Boeke Rd.	75	X	X	X	
	GOLF COURSES:						
24	Cambridge -18 holes	Off U.S. 41 N and Volkman Rd.	166				
25	Clearcrest Pines - 18 holes	Darmstadt Rd.	105.78				
26	Eagle Valley - 18 holes	Petersburg Rd.	117.09				
27	Fendrick -18 holes	Diamond Av. & U.S. 41 N	110				
28	Hamilton - 9 & 18 holes	Petersburg Rd.	200				
29	Helfrich -18 holes	Mesker Park Dr.	169				
15	Howell - 9 holes-par 3	Barker Ave. & Broadway Ave.	40				
30	McDonald - 9 holes	E. Morgan Ave., E of Villa Dr.	100				
23	Wesselman - 18 holes-par 3	N. Boeke Rd	**				
	NATURE PRESERVES:						
15	Howell Wetlands	Tekoppel Ave. & Broadway Ave.	20				
23	Wesselman Woods	N. Boeke Rd.	200				
	NEIGHBORHOOD PARKS:						
31	Akin	Parkside Dr. & Taylor Ave.	9	X		X	
32	Anthony Oates & Pool	Sunburst Blvd. & Beech Dr.	5	X		X	X
33	Bayard	S. Kentucky Ave. & Bayard Park Dr.	10			X	
34	Bellemeade & Carver-Ridley Rollerdomes, & Rochelle Pool	Morton Ave. & Lincoln Ave.	10	X	X	X	X
35	Caldwell	S. Governor St. & Sweetser Ave.	1	X		X	
36	Casselberry	9 th Ave. & W. Virginia St.	1			X	
37	Diamond Valley	4 th Ave. & Fulton Parkway	6	X		X	
38	Eleventh Ave.	11 th Ave. & W. Virginia St.	2	X		X	
39	Fourth and Main	Fourth Ave. & Main St.	.1				
40	Fulton	Fulton Ave. & W. Franklin St.	5	X		X	

MAP	PARK/FACILITY NAME	LOCATION	ACRES	COURT	FIELD	PLAYGR OUND	POOL
41	Golfmoor	Golfmoor Road	15	X	X	X	
42	Goosetown Mini	Putnam St. & Jefferson St.	.25			X	
29	Helfrich & Pool	St. Joseph Ave. & Maryland St.	12		X	X	X
43	Homestead	Evergreen Ave. & Homestead Ave.	1		X	X	
44	Howell Mini	Broadway Ave. & Emerson St.	.5			X	
45	Jacobsville Mini	Baker Av. & W. Maryland St.	.4			X	
46	Line Street	Line St. & Bellemeade Ave.	.1			X	
47	Little Westside Nut Club	11 th Ave. & W. Indiana St.	2	X		X	
48	Lorraine & Pool	S. Boeke Rd. & Adams Ave.	5		X	X	X
49	Scott Township	Schlensker Rd.	34.32				
50	Sheridan	Sheridan Rd., S of Fairway Dr.	3		X	X	
51	Sixth Av.	6 th Ave. & W. Virginia St.	3			X	
52	Stevenson	Cherry St. & S. Morton Ave.	.6			X	
53	Stockwell	Stockwell Rd., N of Theatre Dr.	10	X	X	X	
22	Sunset East	Sunset Ave. & Adams Ave.	3.3			X	
54	Tepe & Pool	S. Garvin St. & Monroe Ave.	2		X	X	X
55	Vann	Vann Ave. & Bayard Park Dr.	3			X	
56	Vann-Pollack	Vann Ave. & Pollack Ave.	10	X	X	X	
57	Vectren Treescape	Heidelbach Ave. & Olmstead Av.	1			X	
58	Westside Library	W. Franklin St. & Wabash Ave.	3				
59	Westside Nub Club (Lamasco Skate Pk.)	7 th Ave. & Columbia St.	9.2		X	X	
60	Willard Library	1 st Ave. & Division St.	3				
	TOTAL ACRES		3127.64				

* Part of Mesker Regional Park

** Part of Wesselman Community Park

Parks & Recreational Sites



PARK ACREAGE ASSESSMENT AND PROJECTED NEEDS

Residents of Evansville and Vanderburgh County have an estimated 3,781 acres of land available for recreational use in the immediate area. This total acreage is a combination of land in the City and County park systems, Evansville-Vanderburgh School Corporation, private schools and universities, state recreation areas and private facilities as shown in Table 15-10A.

TABLE 15-10 A: PUBLIC PARKS AND RECREATION ACREAGE: 2004

	City	Unincorp. County	Total
Acres in Park System	2,126	160	2,286
Acres in School District	258	27	285
Acres at Private Schools & Colleges	350	150	500
Acres in State Areas	<u>210</u>	<u>500</u>	<u>710</u>
TOTAL	2,944	837	3,781

A general standard for the desired amount of open space has been established by the National Recreation and Parks Association (NRPA). This acreage standard recommends that 25 acres of parks/open space be provided per 1,000 people. Table 15-10B shows the current and projected land needs to meet the NRDA standard. When comparing the total park land in the County with the acreage recommended based upon the standard, the County could have a projected deficiency of 308 acres by Year 2025. The development of the Pigeon Creek Greenway and park acreage to be purchased should significantly increase the amount of park land. However, the County and the City are still expected to be short of the recommended parks/open space standard.

TABLE 15-10 B: ACREAGE REQUIRED TO MEET NRPA OPEN SPACE STANDARDS*

	2004	2025
City of Evansville	3,039 Ac.	n/a
<u>Vanderburgh County</u>	<u>4,298 Ac.</u>	<u>4,606 Ac.</u>

*Standard based on the requirement of 25 acres per 1000 population.

Additional land for recreational use is provided through an agreement with the Evansville-Vanderburgh School Corporation. This agreement between the Parks Department and School Corporation allows joint use of school facilities for after hours and for summer recreational use (Page 13-7, Schools).

NEED FOR NEW PARKS

Unincorporated Vanderburgh County is severely lacking in park facilities. Burdette Park, the only public park in the County, is a quality regional recreation center. However, one large park facility cannot fulfill the recreational needs of all County residents. Several smaller, strategically located neighborhood parks are needed to provide public recreation areas and open space within reasonable walking distance from higher density residential areas. The preferred location for these parks is in or near the suburban area, so that these new facilities will be accessible to many County residents.

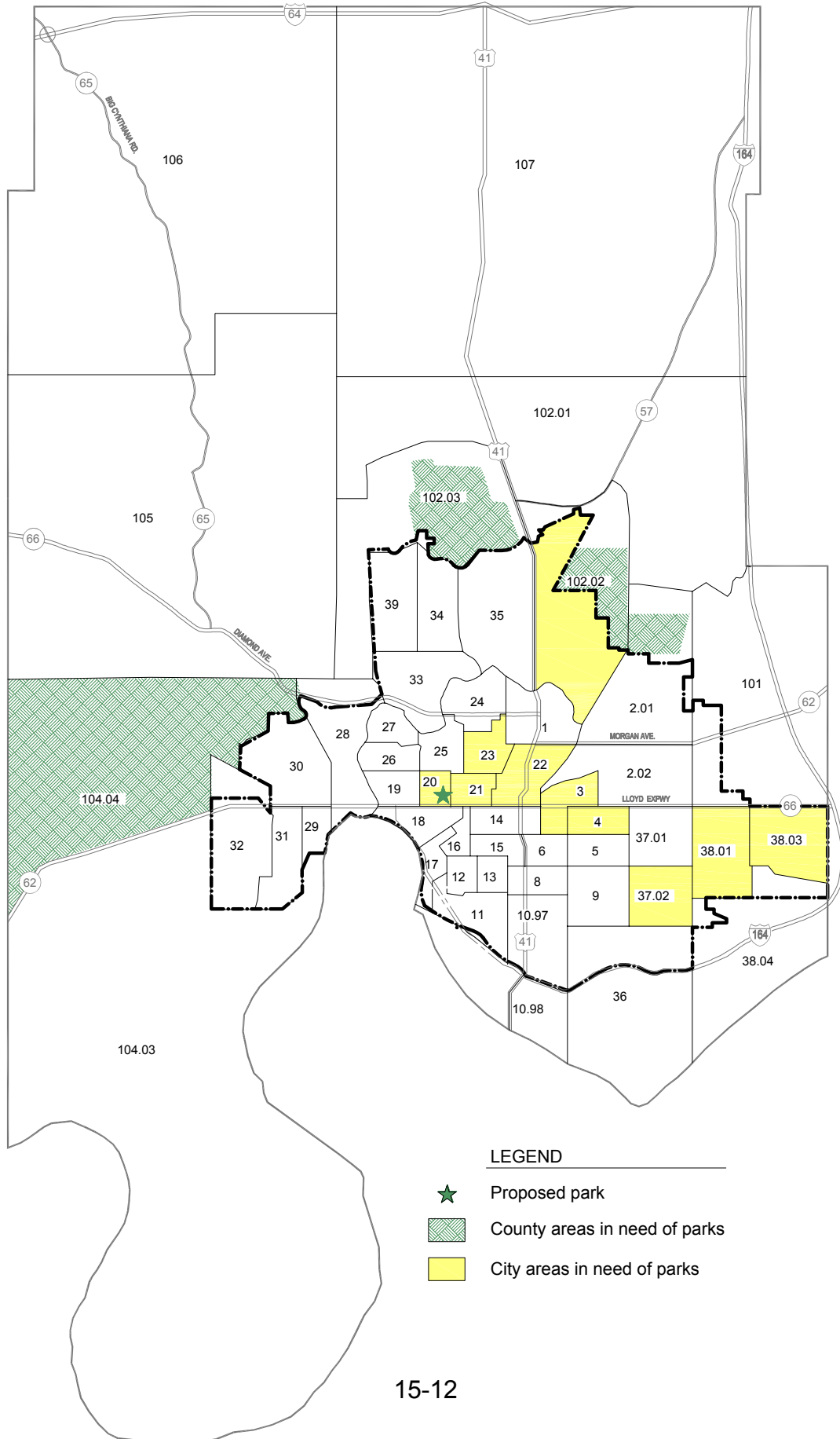
As shown on Page 15-12, unincorporated Center Township contains two areas where existing population density is high. Both of these areas are recognized as U.S. Census Bureau as Census Designated Places (CDP). The Highland CDP, located north of the City, has a population over 4,107 and the Melody Hills CDP, located northeast of the City, contains nearly 3,066 residents. Considering this population, these areas both have a need for a County neighborhood park.

Based on the population projections for Year 2025 in this Plan, unincorporated Perry Township is expected to have the largest unincorporated township population in the County that does not already have a recreation facility. The U.S.I. campus offers some recreational opportunities. However, for the purpose of this analysis, the campus is not considered to be a community park. It is recommended that unincorporated Perry Township, shown on Figure 15-12, should have at least one new neighborhood park to meet the recreation needs of its residents by Year 2025.

Examination of Page 15-12 illustrates that there are two heavily populated areas of the City that do not have park facilities. One large area covering three census tracts on the eastern side of the City (Tracts 37.02, 38.01, and 38.03) is generally bounded by Vann, Washington Avenue, Green River Road, Lloyd Expressway, the City limits, and, Covert Avenue contains 15,714 people. Based on existing population, this area is recommended to have first priority for placement of new park facilities in the City. Within this area, Census Tracts 38.01 and 38.03 would be the best location for a new park, as Tract 37.02 is immediately adjacent to an existing City park.

The other heavily populated area that lacks park facilities covers six census tracts in the northeast portion of the urban core (Tracts 3, 4 and 20-23). This area contains 13,908 people and has an irregular boundary. The major surrounding streets are Morgan Avenue to the north, Boeke Road to the east, Lincoln Avenue and the Lloyd Expressway to the south, and Oakley Street to the west. Due to its population, a new park in this area is also recommended. The proposed Jacobsville neighborhood park is to be located in Census Tract 20. Tracts 3, 4 and 23 have a City park adjacent to their boundaries.

Areas In Need of Parks



LEGEND

- ★ Proposed park
- County areas in need of parks
- City areas in need of parks

PARK PLAN RECOMMENDATIONS

The Parks Department has its own planning process to determine current and future needs. As part of this process, the 2003-2007 Parks, Recreation and Open Space Master Plan, is the most recent planning document for the City park system. The following information summarizes the recommendations of the Parks Five-Year Master Plan.

STRATEGIC EXPANSION OF THE PARK SYSTEM

Given the socio-economic and geographic changes that have taken place in the Evansville area in the past decade, some park system expansion is proposed. As the City has continued to gradually lose population, the unincorporated areas of Vanderburgh County have gained new residents. These residents are under-served by the existing park system. For the areas that have been identified in the City and the unincorporated County as under-served by regional and community park facilities, a site selection search in partnership with the community constituents, would identify potential sites for these facilities.

New Regional Park and Community Park

The Master Plan proposes several study areas in northern and western Vanderburgh County as possible locations for a new regional park and a new community park.

New Family Aquatic Center Proposal

Create a new family aquatic center that provides a mix of play features and age group use. A potential location for this facility would be north of the City to be connected with the proposed regional park.

PROPOSED PARK FACILITIES AND NEEDS

Pigeon Creek Greenway

In 1980, the U.S. Army Corps of Engineers developed a plan for a Pigeon Creek Greenbelt Park. It proposed a linear park, including a paved bicycle/pedestrian trail located along the Ohio River and Pigeon Creek levee system to be developed in conjunction with the levee flood protection project. Funds for the development of the park were never allocated.

Due to increased community interest and need for additional park space, the Army Corps of Engineers Plan for the Greenbelt project was updated and revised in 1993. The new plan, The Evansville Greenway Passage Master Plan, expands the original concept to create a 40 mile trail system within the City of Evansville, including linkage trails that will extend to nearby facilities and neighborhoods. There are two completed sections of the trail:

- From the Heidelbach Canoe Launch following the levee along Pigeon Creek to just west of the First Avenue bridge; and
- Along the downtown riverfront from Casino Aztar to Waterworks Road.

Future sections of the Greenway to be constructed in the short term are:

- From just west of the First Avenue bridge following the levee along Pigeon Creek to the Ohio River and the downtown;
- Along the abandoned Hi-Rail Railroad line, west of U.S. 41, from Walnut Street to Bayse Street south of Riverside Drive; and
- From the Waterworks along the levee/I-164 to Angel Mounds State Historic Site.

The existing and future greenway routes are shown on Page 15-15. Segments shown on the map that are not described above are considered to be long term.

Development of the Greenway will provide an extensive trail for walking, jogging, biking and rollerblading. The project will connect Garvin, Kleymeyer, Lamasco, Sunset and Sunrise Parks allowing uninterrupted access from the near north side of the City to the Ohio River. In addition to use of the trails, access to Pigeon Creek would provide ideal recreational opportunities for canoeing, fishing and wildlife observation.

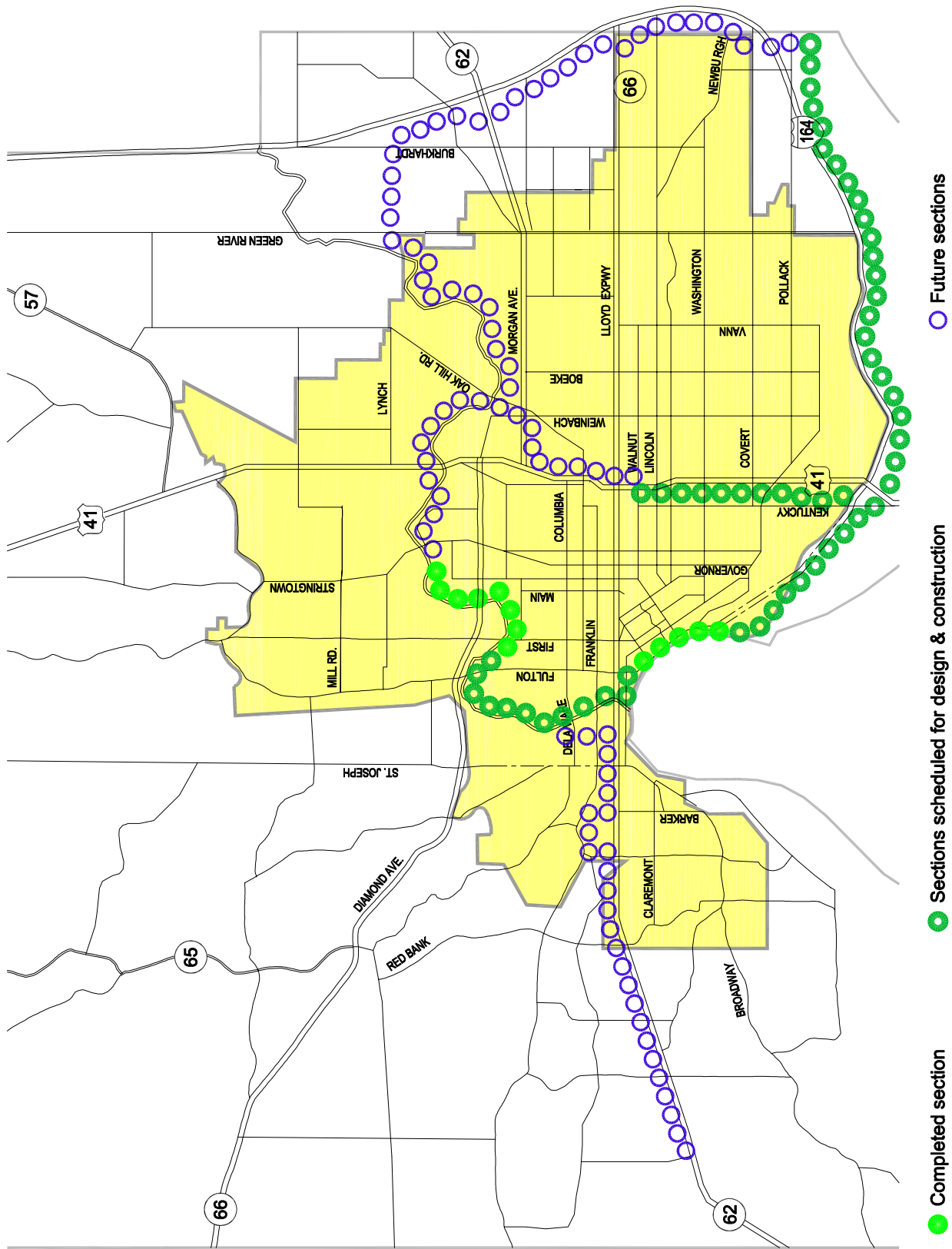
The Greenway has been designated a National Recreational Trail (NRT). This recognition is for exemplary trails of local and regional significance as a response to providing opportunities for all Americans to enjoy the outdoors and improving the quality of life in their community. The NRT program is administered by the National Park Service and USDA Forest Service with help from many other partners. The NRT program supports designated NRT's with an array of benefits, including promotion, technical assistance, and access to funding. Its goal is to promote the use and care of existing trails and stimulate the development of new trails to create a national trail network.

The American Discovery Trail is another national trail effort that is routed through Southern Indiana including 21 miles in Evansville and Vanderburgh County. A portion of this trail route will follow the Greenway along the riverfront. This trail will be a multi-use path extending from Delaware to California. A principle goal of the American Discovery Trail route is to connect as many National Trail System and local/regional trails as possible.

Jacobsville Neighborhood Park

The redevelopment plan for this area characterized the Jacobsville neighborhood as lacking in green space. The Willard Library grounds represent nearly all the green space that exists in the area. However, due to expansion of an adjacent industry, the neighborhood is separated from this green space and access to it is indirect. The Plan recommends a new 2.4 acre park by closing Garfield Avenue between West Illinois and West Indiana Streets.

Pigeon Creek Greenway



RECREATION ACTION PLAN

SOURCE: 2003-2007 PARKS RECREATION AND OPEN SPACE MASTER PLAN

GOALS

Consolidate the City's park resources and connect them together with a highly visible and accessible web of open space corridors sustaining the image of a "City Within a Park".

Create quality of life opportunities by providing safe environments and affordable programs to enhance fun, fitness, and education for residents of all ages in our community.

OBJECTIVES

Provide sufficient open space and natural areas to meet present and future needs of City and County residents and locate these resources to serve the populated areas.

Incorporate recreational opportunities not otherwise available in the Evansville area in the park system where compatible, and improve the quality of current recreational programs where possible.

Adequately maintain, staff, and fund existing facilities and programs before adding new programs and facilities, and in budgeting for new programs and facilities, incorporate funding mechanisms for their long-term viability.

Establish park districts as a means to consolidate separate, though adjacent park sites, to achieve critical mass for economy of scale in management and shared resources.

POLICIES

Continue evaluating each park site for ADA and safety concerns, and make improvements as the parks undergo programmed rehabilitation.

Hire additional staff and institute new management initiatives to ensure that the existing system is serving the needs of the population before new facilities are added.

Develop innovative funding sources and creative partnerships with both public and private sector entities to facilitate park and open space land or facility acquisition, management, and program development.

Sustain the strong system of parks and facilities that currently exists and develop a higher level of maintenance.

Establish additional bike/pedestrian corridors and linkages as well as natural resource corridors.

Make greenway and park connections by including them in plats for new development.

Expand the park system with strategic emphasis on serving the under-served areas within the Evansville City limits and the unincorporated areas of Vanderburgh County.

Develop a new regional park in the Darmstadt area of the County.

Renovate and upgrade the neighborhood aquatic centers to balance resource demands and increase participation.

Merge the City and County Parks Departments because the unincorporated areas of Vanderburgh County are under-served by parks.

Maintain American Zoological Association Accreditation for Mesker Park Zoo.

Acquire property on the State Hospital grounds, develop a pedestrian bridge over Lloyd Expressway, and improve the trail connection to Wesselman Woods.

Acquire adjacent property and expand the Goosetown Mini Park.

Construct the Downtown to First Avenue, Sunrise Park to U.S. 41, and Hi-Rail sections of the Pigeon Creek Greenway.

Construct an interpretive center at the Howell Wetlands.

Apply to list the Gresham Home on the National Register of Historic Places.

POLICIES

SOURCE: COMMUNITY/AREA PLAN COMMISSION

Encourage/coordinate with neighborhood associations to assist in park maintenance.

Investigate changes to the Subdivision Ordinance to establish a threshold criteria for requiring land dedication for parks and recreation in new residential developments.

Develop incentives and other mechanisms that would encourage easements for trails and greenways, where appropriate, to be granted in new developments.

Investigate the feasibility of and support the co-location of trails within wide overhead transmission line easements.

Maintain an adequate, well-equipped and accessible playground adjoining each elementary school.

SECTION 16 PUBLIC SAFETY AND HEALTH

The quality and quantity of community services pertaining to health and safety impact the perceived quality of life. This section discusses these services including disaster preparedness, criminal justice, fire protection, and health care.

DISASTER PREPAREDNESS

Evansville and Vanderburgh County have always had a commitment to disaster preparedness. This commitment is evident in that, over the years, local planning and mitigation efforts have steadily improved. The more sophisticated local planning resulted in recognition by national entities such as the Federal Emergency Management Agency (FEMA) and the Institute of Business and Home Safety. In 1997, these agencies asked for and funded the City and County's participation in the Disaster Resistant Community and Showcase Community Programs. Due to the commitment and leadership of the Building Commission and the local Emergency Management Agency, local elected officials decided to pursue participation and a steering committee was formed to help guide this effort. The steering committee has incorporated as the Southwest Indiana Disaster Resistant Community Corporation, (SWIRDCC) which has been expanded to include regional representatives. Along with local government and service agencies such as the Red Cross, the private sector was also included for the first time as a partner in the community-wide disaster planning and mitigation efforts. A group of business leaders, including representatives from the insurance industry and Vectren, formed an organization known as the Disaster Recovery Business Alliance.

Not only have the players in local planning changed to involve more groups and individuals in this community-wide effort, but also the focus of activities has changed. Taking its lead from FEMA, local disaster planning now concentrates on hazard mitigation strategies and preventative actions to reduce losses and accelerate recovery of the community. Examples include retrofitting of buildings to reduce property damage; and buying out property owners of structures that have been repeatedly damaged by floods.

COMMUNITY EMERGENCY RESPONSE TEAM (CERT)

When a major emergency overwhelms the available resources, response delays of hours or even days may occur. In these circumstances, someone with "basic skills training" should be able to immediately assist those in distress. Through CERT training residents enhance their ability to prepare for, respond to, recover from and mitigate against a major emergency or disaster situation. CERT is vital to a well-prepared community. They are organized under the City and County Emergency Management Agency with instruction provided by the Evansville Fire Department and support from SWIDRCC. Trained Neighborhood CERT Teams in Evansville currently have been established in the following neighborhoods: Willemette Village, Lorraine Park, Oak Hill, Mt. Auburn, North Country Club, Western Terrace, and Oak Hill II.

CRIMINAL JUSTICE

EVANSVILLE POLICE DEPARTMENT

The mission of the Evansville Police Department is, in partnership with the community, to improve the quality of life by reducing the fear and incidence of crime, to recognize and resolve problems, and to fulfill the law enforcement needs of the citizens of Evansville.

The Department employs 285 sworn police officers, 39 civilian support employees and 53 school crossing guards. The Department is composed of five divisions: Patrol, Criminal Investigations, Personnel and Training, Administrative and Records. The Evansville Police Department is accredited by the National Commission for the Accreditation of Law Enforcement Agencies.

The main offices of the Police Department are located in the Civic Center. Additionally, the Department has offsite offices in each of the City's three patrol sectors. These sector offices provide convenient areas for officers to meet individually with the citizens of their respective sectors including citizen support groups and neighborhood associations.

SHERIFF'S DEPARTMENT

The Vanderburgh County Sheriff's Department has served the Vanderburgh County community and its residents since 1818. The legal jurisdiction includes all of Vanderburgh County, with its primary enforcement area being the unincorporated portion of Vanderburgh County and the Town of Darmstadt.

The Sheriff's Department operates from three separate facilities. The Command Post, located at 5607 U.S. Highway 41 North, houses the road patrol, criminal investigations, narcotics, personnel and other sections. The Civic Center and Vanderburgh County Courts building house the administration, detention, court security, warrants, civil process, crime prevention and public affairs sections. The Vanderburgh County Sheriff's Training Center houses the training unit, reserve offices and physical fitness center.

The road patrol section patrols all State and County roads in Vanderburgh County. They handle all initial calls for service from the public, investigate crimes and other incidents, and, investigate traffic collisions and enforce traffic regulations. In terms of civil law, the Sheriff's Department serves all subpoenas and papers generated by the courts in both the City and County. The civil process section serves in excess of 30,000 court documents and subpoenas annually.

Currently, the Sheriff's Department employs 99 full-time sworn Deputy Sheriffs who primarily perform enforcement and supervisory functions, 40 correction officers who operate the detention center and 20 civilians who perform secretarial, administrative duties, fiscal control and maintenance functions. In addition, the Sheriff's Department has a reserve force of 20 volunteers that supplement the Department's many operations.

VANDERBURGH COUNTY COURT SYSTEM

Vanderburgh County has both a Circuit Court and Superior Court. Circuit Courts are mandated by the State Constitution, while Superior Courts are created by the State Legislature. The courts have identical jurisdiction. In Vanderburgh County, the Circuit Court has one judge and one magistrate. The Superior Court has seven judges, six of whom rotate between civil, criminal, small claims and domestic relations cases. The seventh judge and a referee cover probate and juvenile courts. In addition, there is a court referee who covers misdemeanors and traffic violations. Vanderburgh County also has a senior judge. This position, created by the State Legislature, handles the overflow of cases from the Superior and Circuit Courts.

VANDERBURGH COUNTY DETENTION CENTER

The Vanderburgh County Sheriff's Department operates and maintains both the Vanderburgh County Detention Center and the Community Correction Complex. The Detention Center is a maximum-security facility housing pre-trial and convicted inmates from federal, state, and local jurisdictions. The Community Correction Complex, also known as the Safe House, is a facility for convicted non-violent inmates.

The current Detention Center is located at the Civic Center Complex in downtown Evansville and was constructed in 1969. The facility has a rated capacity of 268 persons. A new 512-person County Jail located in the old Wansford Railroad Yard near U.S. 41 and Lynch Road is scheduled to open in 2006.

CENTRAL DISPATCH

Central Dispatch is a joint emergency dispatch system that combines the dispatch of City and County emergency response agencies. Personnel from the Sheriff's Department, Evansville Police Department, Evansville Fire Department, and volunteer fire departments throughout the County are dispatched through this system. The dispatch facility is equipped with state-of-the-art equipment including an Enhanced 911 system, 800-megahertz trunked radio system and computer aided dispatch system. To facilitate the E-911 system, the Area Plan Commission in conjunction with the City Engineer assign addresses to new buildable lots.

FIRE PROTECTION

EVANSVILLE FIRE DEPARTMENT

The Evansville Fire Department (EFD) maintains a force of 274 fire fighters and eight civilians. Three Battalions make up the Fire Suppression Division, working a 24-hour shift. Fourteen fire stations are strategically located throughout the City ensuring 85% response coverage of the City within 5 minutes. The station addresses are listed in Table 16-4, and their locations are shown on Page 16-6. First line equipment consists of 10 engine companies, four engine-ladder combinations (quints), one aerial truck, two heavy rescue squads, one rescue boat and one hazmat response unit.

TABLE 16-4: FIRE STATIONS IN THE CITY OF EVANSVILLE

Station #	Address
1	750 S.E. Eighth Street
2	3601 Maxx Road
3	310 N. Fourth Avenue
4	1200 Oak Hill Road
5	2413 W. Maryland Street
6	6521 Washington Avenue
7	1050 S. Barker
8	2003 N. Kentucky Avenue
9	2020 Keystone Drive
10	120 E. Columbia Street
14	545 S. Willow Road
15	1711 S. Weinbach Avenue
16	2801 Washington Avenue
17	425 W. Mill Road

The Insurance Service Organization (ISO), which rates fire departments nationwide on a scale of one to 10 with one being the best, rates Evansville's Department as a Class Three. All aspects of fire fighting are inspected for this rating program: training, water supply, maintenance of equipment, record keeping, response time, communication systems and safety controls. This rating has a direct impact on insurance rates within the community. A re-inspection of the EFD should occur within the next several years. It is expected that the EFD will receive a rating of Class Two. Currently, there are no Class Two departments in Indiana. The EFD now meets most of the National Fire Protection Association's recommended standards (e.g. response manpower, training, equipment, and maintenance). The Department's goal is to continue meeting these standards.

VOLUNTEER FIRE DEPARTMENTS

There are four volunteer fire departments and one combination fire department in Vanderburgh County that service the residents and businesses in the unincorporated county. These five fire departments are German Township, Knight Township, McCutchanville, Perry Township, and Scott Township. They operate out of stations that are strategically located throughout the unincorporated area and are staffed with approximately 250 men and women who have completed the Indiana State Mandatory Training Requirements. The station addresses are listed in Table 16-5 and their locations are shown on Page 16-6. The equipment in these stations consists of 11 rescue squads, seven brush trucks, 15 Class A pumper/tanker combinations, two rescue boats, two wave runners, three air supply trucks, one 75-foot aerial ladder/pumper combination, two paramedic ambulances, two paramedic non-transport vehicles, one hazardous materials response trailer, and one foam generator.

All five suburban fire departments operate under the integrated incident command system on all emergencies. In addition to the traditional firefighting roll, they all operate early defibrillation

programs within their jurisdictions combined with their emergency medical services response. Specialized teams that are maintained by one or more of the County fire departments include automobile extrication, dive rescue, hazardous materials, and high angle rescue teams.

There are written mutual aid agreements with all surrounding departments in Gibson, Warrick, and Posey Counties, as well as the City of Evansville. The suburban fire departments meet or exceed the requirements for fire protection of the areas outside the City limits as shown by their Class Six insurance rating given by the ISO. The fact that there have been no fire related deaths in the unincorporated areas of the County within the last five years and the response reliability of seven minutes, 95 percent of the time, supports the contention that the County is receiving rapid, quality fire and emergency medical response.

TABLE 16-5: FIRE STATIONS IN VANDERBURGH COUNTY

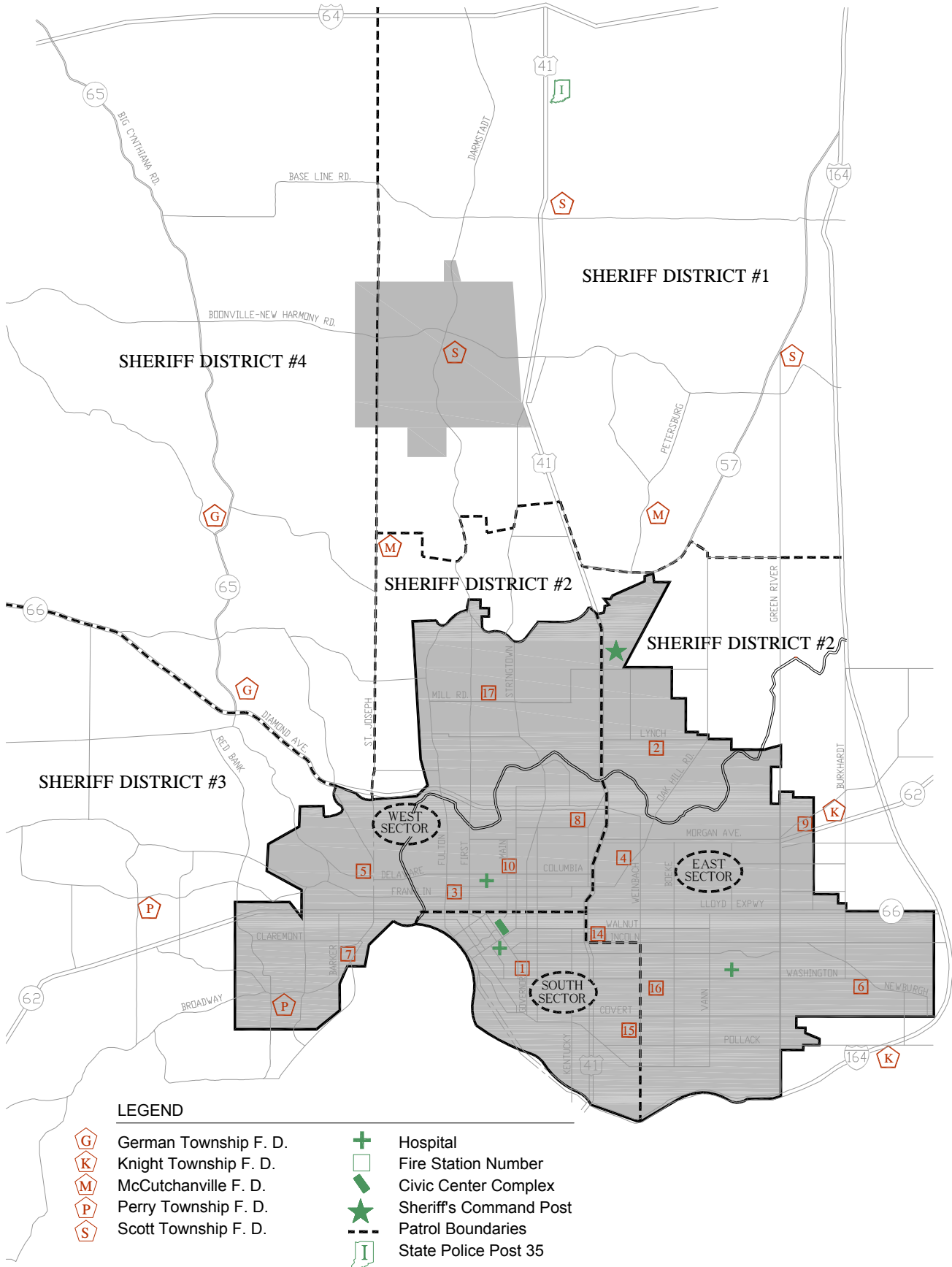
Department	Addresses
German Township	5520 Kasson Drive 8410 St. Wendell Road
Knight Township	6336 E. Morgan Avenue 8026 E. Pollack Avenue
McCutchanville	9219 Petersburg Road 7707 St. Joseph Avenue
Perry Township	1506 Johnson Lane 11 S. Williams Road 1700 King Road (Union Township)
Scott Township	12949 Darmstadt Road 12425 N. Green River Road 1540 Baseline Road

EMERGENCY MEDICAL TRANSPORTATION

Evansville and Vanderburgh County are served by Advanced Life Support (ALS) Ambulances. Paramedic service has been established as the level of care for all 911 emergencies. This is provided exclusively by American Medical Response (AMR). The ALS treatment involves invasive emergency care such as IV medication administration, and cardiac monitoring and defibrillation.

The Scott Township Fire Department has its own ALS ambulances. Due to its location in relation to the hospitals, Scott Township provides its own paramedic ambulance service. With two paramedic ambulances and two paramedic non-transport vehicles, the Scott Township Fire Department enhances the ALS capabilities in the northern part of the County.

Public Health & Safety Services



St. Mary's Hospital Lifeflight will respond to any emergency at the request of appropriate authorities. They provide ALS care to critically ill or injured patients with a medical crew consisting of a flight nurse and a flight paramedic. Transport time via LifeFlight is approximately one-half the conventional time by road.

HEALTH CARE

Evansville serves as the Tri-State regional medical center with two major hospitals and numerous other health care providers. The two hospitals have continued to expand over the years to meet the health care needs of the region. As a result, the hospitals provide improved and increased capabilities and services and are major local employers. Besides health care delivery, there is also medical education and research and development in the community.

DEACONESS HEALTH SYSTEMS

Deaconess Health System is a provider of health care services in a 26-county area of southwestern Indiana, southeastern Illinois, and northwestern Kentucky.

The system includes these major and associated hospitals:

DEACONESS HOSPITAL

Located at the corner of Columbia Street and Mary Street, is a not-for-profit, 400-bed acute/tertiary care facility serving Evansville since 1893. Major services provided are: trauma, heart, cancer, neuro, orthopedic, surgical care and many other related medical, surgical and diagnostic services. Deaconess is a teaching hospital with a residency in family practice and provides the site for clinical education for several ancillary programs.

CROSS POINTE

Located off of Cross Pointe Boulevard at the Lloyd Expressway, is a 60-bed facility providing mental health services including psychiatric care and treatment through both outpatient and inpatient programs.

HEALTH SOUTH TRI-STATE REHABILITATION HOSPITAL

Located at the corner of Professional Boulevard and Covert Avenue is an 80-bed, acute care facility specializing exclusively in comprehensive medical rehabilitation, including physical, occupational, recreational, and speech therapy through both inpatient and outpatient rehabilitation services.

THE WOMEN'S HOSPITAL

Located at the southeast corner of Lloyd Expressway and I-164 in Warrick County, is a 58-bed facility specializing in health care needs of women and infants.

Other facilities and services of the Deaconess Health System include:

-- MEC Urgent Care Centers located at Lawndale and Northbrook;

- a 48-bed skilled nursing facility within Deaconess Hospital;
- Deaconess Health Plans, a preferred provider organization, consisting of a network of 700-800 physicians, 16 hospitals, and many specialized medical service providers in the Tri-state region; and numerous specialized medical services including: cancer, wound, cardiovascular, outpatient surgical and occupational health.

ST. MARY'S HEALTH SYSTEM

ST. MARY'S MEDICAL CENTER

Established as Evansville's first hospital in 1872, is a 392-bed tertiary care center. St. Mary's Medical Center is fully accredited by the Joint Commission on Accreditation of Healthcare Organizations. This Ascension Health facility (formerly Daughters of Charity National Health System) as a not-for-profit health care provider offers inpatient services and specialties, as well as outpatient and ambulatory care. Some of their specialties include: heart care, women's and maternity services, newborn and pediatric services/intensive care, adult intensive care, laser/advanced surgical services, emergency medical services, cancer care long-term and continuing care. Also located on the St. Mary's Medical Center Campus are the Breast and Cancer Centers, Regina Continuing Care, and Home Health Services. They also offer a Family Practice Residency.

ST. MARY'S RIVERSIDE

St. Mary's purchased this facility located downtown in the old Welborn Baptist Hospital in 1999. Services offered in this location are Senior Health Center, Mental Health and Addiction Services, Inpatient and Outpatient Rehabilitation, Continuing Care Skilled Nursing Unit, and Radiology.

Other facilities and services of the St. Mary's Health System include:

- St. Elizabeth Ann Seton Specialty Care Hospital is a 31-bed acute care hospital located in St. Mary's Medical Center. Functioning essentially as a "hospital within a hospital," St. Elizabeth's is an entity of the Seton Corporation that focuses on providing holistic care for critically ill adult patients with multiple complex medical needs.
- North Pointe Medical Plaza, located in the heart of Evansville's industrial district, on Lynch Road is home to St. Mary's Occupational Medicine Clinic; a satellite of St. Mary's Rehabilitation Services; and the offices of St. Mary's Programs For Industry (Sales), Managed Care Services, Physician Services, and Regional Services.
- St. Mary's Convenient Care Offices are located in the University Shopping Center and at the intersection of Epworth Road and Lloyd Expressway. They provide minor emergency care; occupational-related medical services; and a variety of routine procedures.

- St. Mary's helped form a 15 hospital alliance covering 22 counties in southeastern Illinois and southwestern Indiana. The alliance was developed to provide a variety of shared services, hold down health costs of area employers, and to recruit physicians for the smaller communities. The governing board of this non-profit corporation is made up of one administrator and one doctor from each participating hospital.

OTHER PROVIDERS

WELBORN CLINIC

One of the Tri-State's largest primary care and specialty physicians groups with more than 100 doctors and healthcare providers in 30 medical and surgical specialties. Nationally recognized for quality in-patient care, Welborn Clinic provides a full range of state-of-medical services, including ambulatory surgery, nuclear medicine, and leading-edge research. The Clinic also operates nine satellite clinics in the Tri-State: Welborn Clinic Newburgh, Welborn Clinic East, Welborn Clinic Highland, Westside Family Practice Center, Reo Family Practice Center, Welborn Clinic Princeton, Welborn Clinic Gateway (Family Practice and Pediatrics) and Welborn Clinic OB/GYN Department at St. Mary's Hospital for Women and Children.

The Veterans Administration operates an outpatient clinic in Evansville. The service area for the clinic covers a 50 mile radius. The clinic is located in Walnut Center. Medical services include general medicine, rehabilitation, mental health, radiology, pharmacy, and lab.

Other medical facilities and services include: the Evansville State Hospital (long term custodial care); Southwestern Indiana Mental Health Center and its satellite locations (mental health and substance abuse counseling); Evansville Psychiatric Children's Center (emotional disorders treatment for children); and many other organizations.

Another local health entity, the Evansville-Vanderburgh County Health Department is currently located in the old Welborn Hospital campus. Programs include animal control, vector and rodent control, health education programs, general environmental services, retail food sanitation, a bacteriology laboratory, public health nurses, and issuing birth and death certificates. Other health care activities include a family immunization clinic, a tuberculosis clinic, a child health clinic, the WIC (women with infants and children) program, a venereal disease clinic, lead poisoning screening, a hypertension clinic, a foreign travel immunization service, communicable disease division, and Catherine Laboure Child Health/Teen Clinic. The WIC program is available in the Civic Center and Fulton Housing (1428 Florence). Catherine Laboure Child Health/Teen Clinic is located in the Delaware Center on First Avenue.

A variety of health services education programs are offered at Ivy Tech State College, the University of Southern Indiana and University of Evansville. A Lilly Endowment has awarded Ivy Tech State College a grant to start a new biotechnology associate's degree program.

The future outlook for medical activities in the region is positive. In particular, the current research and development occurring in the local health care industry has the potential to

significantly expand through new partnerships with the Universities. The excellent medical facilities and services based in Evansville and Vanderburgh County meet the present health care needs of the Tri-State region and will continue to meet future needs.

CEMETERIES

There are numerous public and private cemeteries throughout Evansville and Vanderburgh County. Two public cemeteries are owned by the City of Evansville: Oak Hill and Locust Hill. Oak Hill Cemetery was established in 1852, contains 178 acres and is a candidate for inclusion on the National Register of Historic Places. Locust Hill, established in the 1840's, contains 100 acres. The major private cemeteries include Alexander Memorial Park, St. Joseph, Sunset Memorial Park, Park Lawn, Rose Hill, and Mt. Carmel.

HAZARD MITIGATION ACTION PLAN

PRIMARY GOAL

To minimize/mitigate fatalities, injury, property damage and disruption to businesses and the community that result from natural and man-made hazards.

SECONDARY GOAL

Facilitate the effective and timely recovery and reconstruction following a natural or man-made disaster to create a safer, more sustainable community.

GENERAL POLICIES

Local land use planning, development review and decision-making shall take into consideration natural hazard risks and mitigation.

Support the development of a City and County Disaster Recovery and Reconstruction Plan.

Expand the City and County's initiatives (e.g. retrofitting, risk assessment).

Continue the public-private/service agencies partnerships created through the disaster resistant community efforts and encourage the establishment of new partnerships to meet specific needs.

Increase public awareness through an ongoing education campaign about natural and man-made hazards and available mitigation measures for homes, businesses, and the entire community.

Investigate the development of incentives to promote more disaster resistant new construction and retrofitting of existing buildings.

Periodically review and update the City and County's Emergency Operations Plan.

Support continued risk assessment studies and mitigation measures to enhance pre- and post-disaster planning, response, recovery and reconstruction.

Identify specific Essential Facilities (e.g. fire stations, hospitals and clinics, American Red Cross shelters), and Life Line Facilities (e.g. bridges, TV and radio stations, and utilities) critical to disaster response, recovery and reconstruction; and evaluate their ability to survive and operate efficiently after a disaster.

Investigate the designation of alternative facilities for post-disaster assistance in the event that primary facilities are determined to be unusable.

Investigate alternative notification systems and the feasibility of acquiring a system that covers the entire community.

EARTHQUAKE OBJECTIVE

Improve modeling for and mapping of seismic hazards; increase the number of structures (e.g. essential facilities, high occupancy buildings, utilities and bridges) that are earthquake retrofitted; and increase community awareness of earthquake risks and the protective actions that lead to survivability.

POLICIES

Reduce the potential of fatalities, injury and property damage resulting from an earthquake through a public safety education campaign.

Continue to improve the quality of local data used in HAZUS computer modeling to further the community's risk assessment capabilities.

Identify seismically vulnerable structures and define the level of vulnerability and mitigation the community is willing to accept in dealing with them.

Periodically review and update the City and County Building Codes to reflect the State seismic requirements as approved by the Indiana Department of Fire and Building Services, to minimize potential seismic damage.

Investigate creating financial incentives for property owners to make seismic retrofits to their buildings, particularly un-reinforced masonry structures.

Expand the local efforts in retrofitting essential facilities, public and high occupancy buildings, utilities and bridges.

Expand the local ATC-21 training and building evaluation project, which provides structural evaluation for seismic risk.

FLOODPLAIN OBJECTIVE

Reduce property damage from flooding, the number of structures subject to repeated damages, and reduce loss of floodplain storage capacity.

POLICIES

Recognize the value of floodplains in their natural condition which maintain natural watershed functions for the storage (e.g. wetlands) and free flow of floodwaters.

The floodway, or the area needed for the conveyance of water during a base (100-year) flood, should be reserved primarily for wetlands, open space, wooded areas or

agricultural and recreational uses.

Where possible, site design and development of bridges, roads, and subdivisions should ensure that natural contours and drainage are preserved.

Where possible, new structures should be located on the highest elevation on a lot within the floodplain to minimize fill and avoid impacting adjacent areas that do not normally flood.

Update the City and County's Subdivision Ordinance so that new roads are designed to provide safe passage during a base flood event.

NATIONAL FLOOD INSURANCE PROGRAM (NFIP) OBJECTIVE

Maintain the City and County's eligibility and continued participation in the NFIP.

POLICIES

Continue to review and update the City and County's Floodplain Management Ordinance to remain compliant with NFIP requirements, and to reflect the community's desire to minimize potential flood damage through improved mitigation requirements.

Amend the City and County's Floodplain Management Ordinance as needed to reflect current National Flood Insurance Program requirements.

COMMUNITY RATING SYSTEM (CRS) OBJECTIVE

Continue to improve the City and County's CRS class rating to attain further reduction of flood insurance premiums.

POLICIES

Develop, adopt, and implement Floodplain Management Plans in both the City and County.

Elevate, relocate or acquire and remove insurable buildings in the regulatory floodplain, particularly repetitive loss properties, to end the cycle of repeated flood damage and rebuilding.

Create the capability to inventory structures and other physical features within the 100-year floodplain through the proposed City and County's Geographic Information System (GIS).

TORNADO/ WIND OBJECTIVE

Reduce the potential damages caused by tornadoes and high winds; and

Increase community awareness of the tornado risks and the protective actions that lead to survivability.

POLICIES

Periodically review and update the City and County Building Codes to reflect the State wind load requirements as approved by the Indiana Department of Fire and Building Services to minimize potential wind damage.

Periodically review and update the City and County Building Codes to reflect the State mobile home safety requirements as approved by the Indiana Department of Fire and Building Services, to minimize potential wind damage.

Investigate options to eliminate gaps in the existing City warning system.

Provide for effective emergency weather warning system (e.g. sirens) coverage for residential subdivisions in the County.

PUBLIC SAFETY ACTION PLAN

GOAL - EVANSVILLE POLICE DEPARTMENT

To provide a secure environment by providing efficient and effective services for the citizens of Evansville.

OBJECTIVE

To continue to pursue reductions in all crime categories.

POLICIES

Improve responsiveness to the community by continuing to survey the public assessing the level of satisfaction to enhance delivery of services.

Develop and continue relationships with new and existing neighborhood associations.

Expand partnerships within the community by creating a Citizens Advisory Board for each of the patrol sectors.

Improve methods of tracking data on criminal activity.

GOAL - EVANSVILLE FIRE DEPARTMENT

To safeguard our Community's lives and property from the threat of fire, explosions, medical emergencies and other dangerous conditions.

OBJECTIVE

Reduce the preventable occurrence of property loss or the loss of life through fire prevention, fire education and intervention.

POLICIES

Enhance the professional image of the Department through pursuing accreditation by the Commission on Fire Department Accreditation International.

Utilize technology to effectively and efficiently provide services to the community.

Implement a maintenance and replacement plan for apparatus, vehicles, necessary tools and equipment.

Continue to cooperate and strengthen relationships with the five Vanderburgh County Suburban Fire Departments through mutual aid agreements.

GOAL - VOLUNTEER FIRE DEPARTMENTS

Reduce loss of life and property damage.

OBJECTIVE

Further reduce response time.

Improve public education concerned with fire safety.

HEALTH ACTION PLAN

GOAL

Endorse a health care system that maximizes opportunities for healthy lives/lifestyles.

OBJECTIVE

Support the designation of one of the local hospitals as a Level 2 Trauma Center.

POLICIES

Facilitate increased accessibility to health care services for all regional residents, especially the uninsured and underinsured.

Continue to meet future health care needs of the Tri-State region by providing quality medical facilities and services.

Encourage public education and participation in lifestyle modification programs that assist residents to improve their fitness and longevity.

Support the completion and use of the Pigeon Creek Greenway as a means to achieve community-wide fitness.

SECTION 17 TRANSPORTATION

This section addresses the existing and future transportation system in the Evansville-Vanderburgh County area. Modes of transportation that are discussed include roads, air, public transit, water, rail, bicycles and pedestrians. The transportation system of an urban area is interrelated with and affects many different elements of community life, including land use patterns. These inter-relationships must be considered in land use and transportation planning.

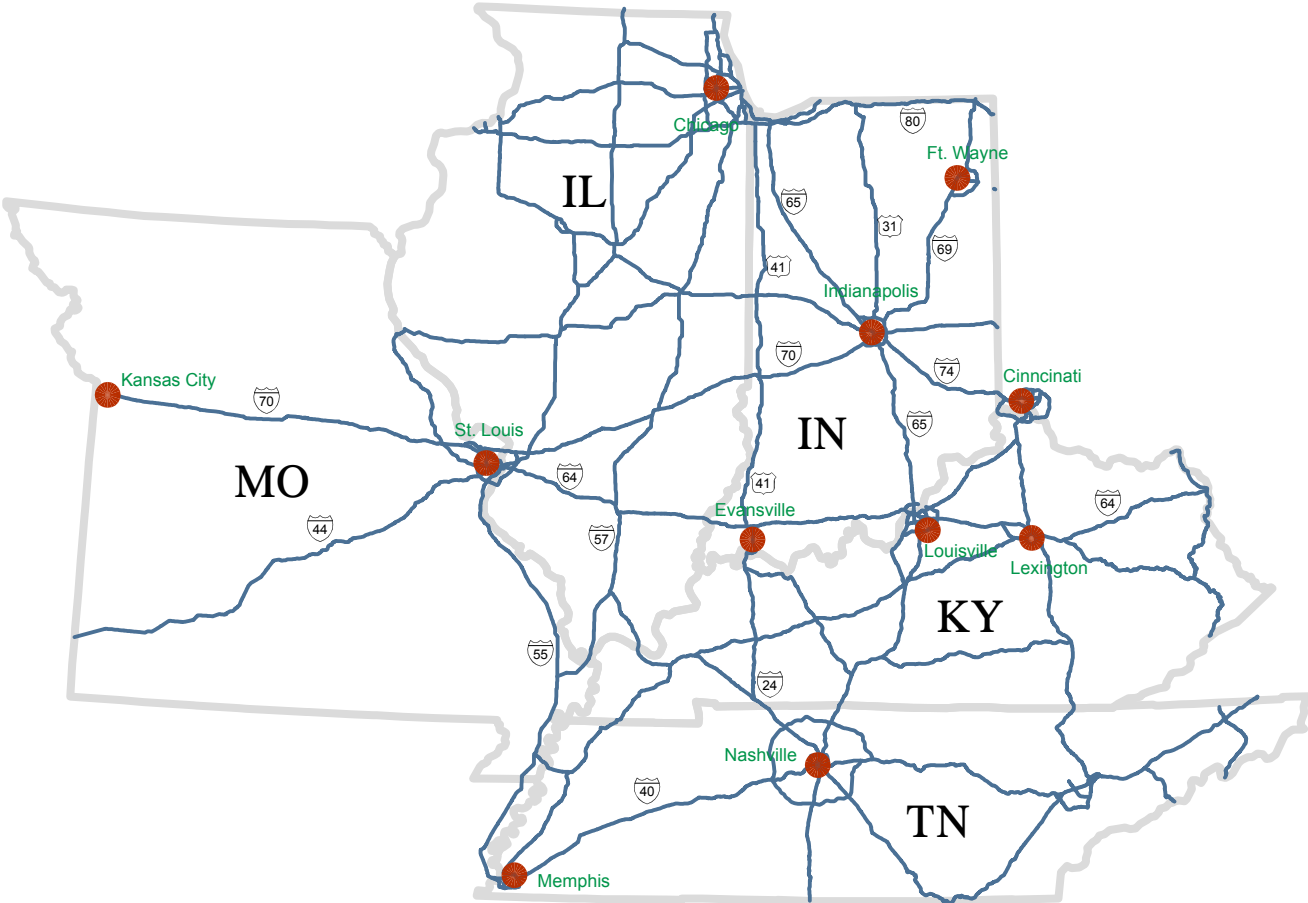
Transportation is one of several factors that have a major impact on development patterns. Good access and high visibility are very important to most businesses. Developers use site selection factors that help in making decisions about where to locate a new development or manufacturing plant. Among these factors, accessibility to highways and other transportation facilities such as a major airport, railroad service, and waterway port are important, especially for manufacturing uses.

Review of a local road system should start with how the local system fits into the bigger picture. The Interstate and U.S. highway systems provide Evansville with reasonably good access to major urban areas such as Chicago, Indianapolis, Louisville, Nashville and St. Louis (see Highways Serving Major Midwest Cities Map, Page 17-2). Narrowing the focus to the regional level, the Evansville Metropolitan Statistical Area (MSA) is served by the network of federal and state highways shown on Page 17-3.



As in other metropolitan areas, Vanderburgh County has many roads and intersections that experience a variety of transportation problems due to an increasing number of vehicles on the road network, inefficient development patterns, and/or financial limitations on making needed improvements. The magnitude, complexity, and long-term implications involved in solving these problems require that a transportation plan be developed, implemented and continually updated to adequately address present and future needs. Providing an efficient system to insure adequate movement of people and goods is the overall goal of any transportation plan. Not only does the transportation system need to meet the demands of the traveling public, it must also be compatible with the community's future land use and development plans.

At the most basic level, the transportation planning process involves inventorying current facilities, collecting data, forecasting future land use, population and vehicle trips, and assigning vehicles on the future transportation network. The analysis of future transportation needs is based on an identification of current and potential problem areas, development and evaluation of alternatives to remedy the problems, and recommendations for a preferred course of action (road improvements) consistent with the community's goals and financial resources.

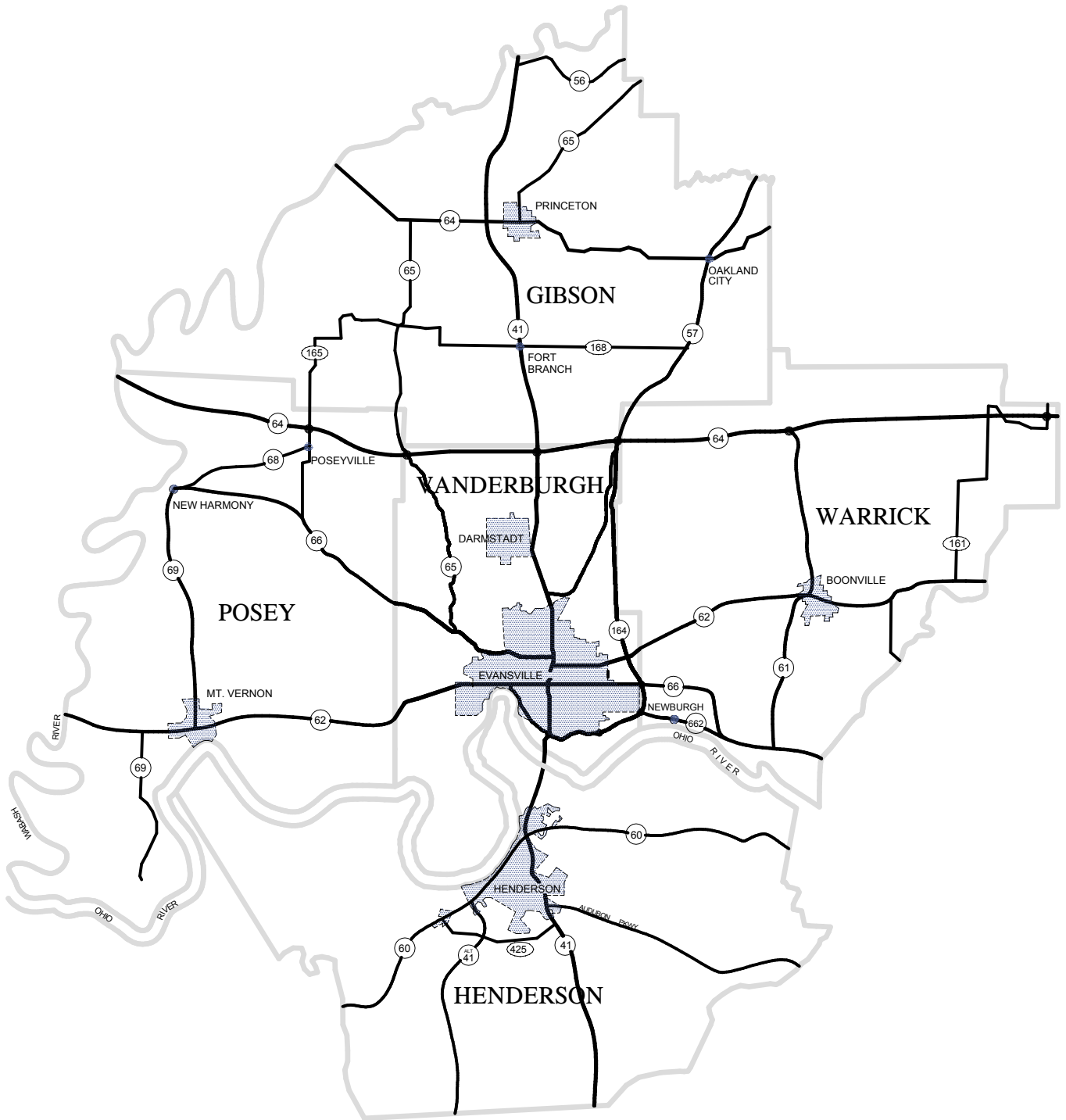
Interstates & U. S. Highways Serving Major Midwest Cities



LEGEND

-  Interstate Highway
-  U. S. Highway

Regional Highway Network



EXISTING TRANSPORTATION SYSTEM

ROAD FUNCTIONAL CLASSIFICATION

The transportation network in the Evansville area includes approximately 515 miles of roads in the City and 536 miles of accepted County roads. Within this road network, several categories or roadway segments can be identified by function and fulfill a similar role in the movement of traffic. A standard functional classification system has been established in Vanderburgh County, which distinguishes these road categories based upon the type of traffic they serve and their design characteristics. The Federal Highway Administration and the Indiana Department of Transportation have approved a functional classification map for Evansville and Vanderburgh County. Page 17-5 shows this functional classification system, which includes the following categories: interstate or U.S. highways, state highways or principal arterials, minor arterials and major and minor collectors. Local roads are not included. The definitions of the standard functional classifications are listed below.

INTERSTATES

Divided highways that provide the highest level of service; full control of access with ramps or interchanges as entry and exit points; high speed traffic flow and serve largest traffic volumes and longest trip desires.

PRINCIPAL ARTERIALS

High volume corridors serving major activity centers and long trip desires; serve major portion of trips entering and leaving urban area, as well as intra-area travel, such as between CBD and fringe area.

MINOR ARTERIALS

Interconnect with principal arterials and serve trips of moderate length at a lower level of traffic mobility and more emphasis on land access than principal arterials.

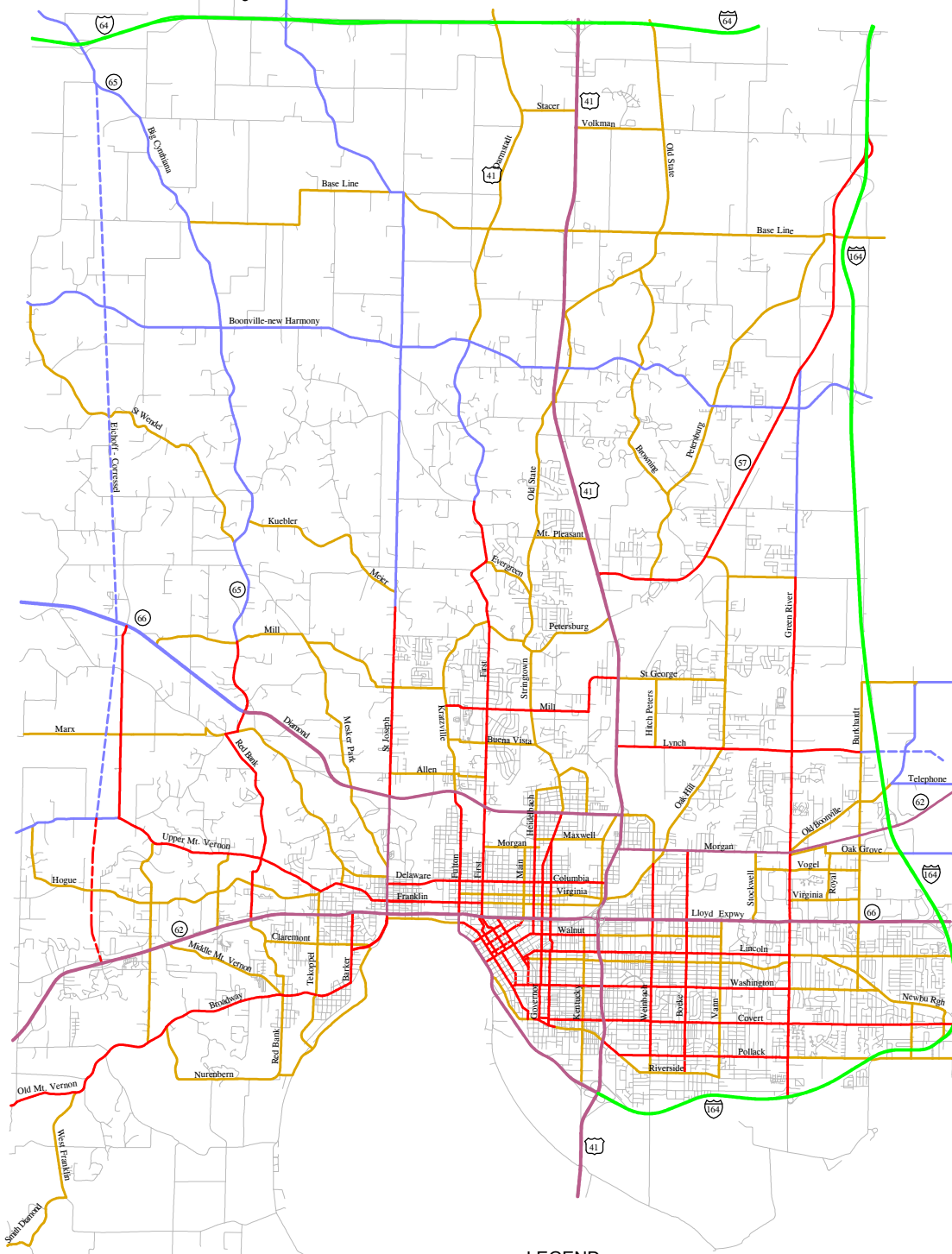
COLLECTORS

Collect traffic from local streets and channel it into arterial systems; provide service for land access and local traffic movements within residential, commercial and industrial areas.












LOCAL STREETS

Include all streets not classified higher; provide direct access to abutting land and streets; have lowest level of traffic mobility.

County Road Functional Classification



LEGEND

- | | | | |
|---|---------------------|---|--------------------|
|  | Interstate Highways |  | Interstate Highway |
|  | Principal Arterial |  | Federal Highway |
|  | Minor Arterial |  | State Route |
|  | Proposed | | |
|  | Major Collector | | |
|  | Proposed | | |
|  | Collector | | |
|  | Local Roads | | |

Source: Federal Highway Administration, Indiana Department of Transportation (INDOT).

PUBLIC TRANSPORTATION

METS operates 27 transit buses and two trackless trolley buses over 16 fixed routes. METS operates six days a week and provides 236 hours of service per day. Eleven of the fixed routes operate on 30-minute intervals, while the remaining 5 routes operate on 60-minute intervals. METS operates on these routes from 5:45 a.m. until 12:15 a.m., Monday through Saturday. In response to rider demand and the findings of a transit needs assessment study, night service on six routes was initiated in 1998.

Historical METS ridership figures are shown in Table 17-6. Ridership has increased the last few years, although it is still slightly below the level of ridership recorded in 1990 and 1980.

TABLE 17-6: METS RIDERSHIP: 1980-2003

YEAR	RIDERSHIP*
1980	1,602,774
1985	1,593,180
1990	1,602,910
1995	1,333,356
2000	1,304,947
2001	1,463,340
2002	1,526,152
2003	1,588,160

Note: *Includes ridership on fixed routes, METS Mobility and charter.

Door to door service is provided to the community's elderly and disabled through the METS Mobility program. The operation of this program is consistent with the METS fixed routes but provides a more personalized service. Passengers of the elderly and disabled transportation service are required to make a trip reservation one day in advance.

Historically, the majority of METS riders have been transit dependent. This means that METS has not attracted people to ride the transit service who have a vehicle available for their use. Strategies to capture more riders of choice need to be identified and implemented. In past ridership surveys, riders generally gave METS high marks in evaluating the transit system. METS is an important component of the transportation system in the City of Evansville, and public transportation is expected to remain a viable mode of travel for area residents.

METS is dependent upon four sources for its operating funding. These sources are City, State and federal funds and farebox and charter revenue.

There are also private providers of public transportation in the City of Evansville that are not associated with government programs, that include several taxi companies, a charter bus service, and numerous private providers for the elderly and disabled.

AIR

The primary mission of the Evansville Regional Airport (EVV) is to provide air service to Evansville and the Tri-State area. This implies that the airport will serve as an airline "spoke" or end destination, rather than an airline "hub", within the national airport system. All planning, design and development at the EVV through the years, including the 1993 Master Plan Update, has been consistent with the mission of the airport. Conversion to a "hub" would require a fundamental change in the development program for the airport requiring a new Master Plan.

The existing 140,000 square foot terminal at the Airport has the capacity to accommodate 350,000 annual enplanements. Airlines in the terminal offer service to many major hubs as illustrated on Page 17-8. Since the opening of the terminal, EVV has continued with its planned improvements including the construction of an aircraft fire rescue facility, runway extension and lighting and signing improvements.

The EVV is designated as a Foreign Trade Zone, offering lower trade duties and excise taxes, as approved by the U.S. Department of Commerce. A Foreign Trade Zone designation is defined as a secure area that is geographically located within the United States, but legally outside U.S. Customs Service Territory for the purpose of duty payments. These zones can stimulate economic activity in communities by providing facilities to conduct international business that might otherwise be conducted abroad. According to EVV, the utilization of this trade zone has been increasing.

In addition to EVV, Skylane Airport, a privately owned, general aviation airport, is located off St. Joseph Avenue at Allens Lane. This facility serves small, private, general aviation aircraft.

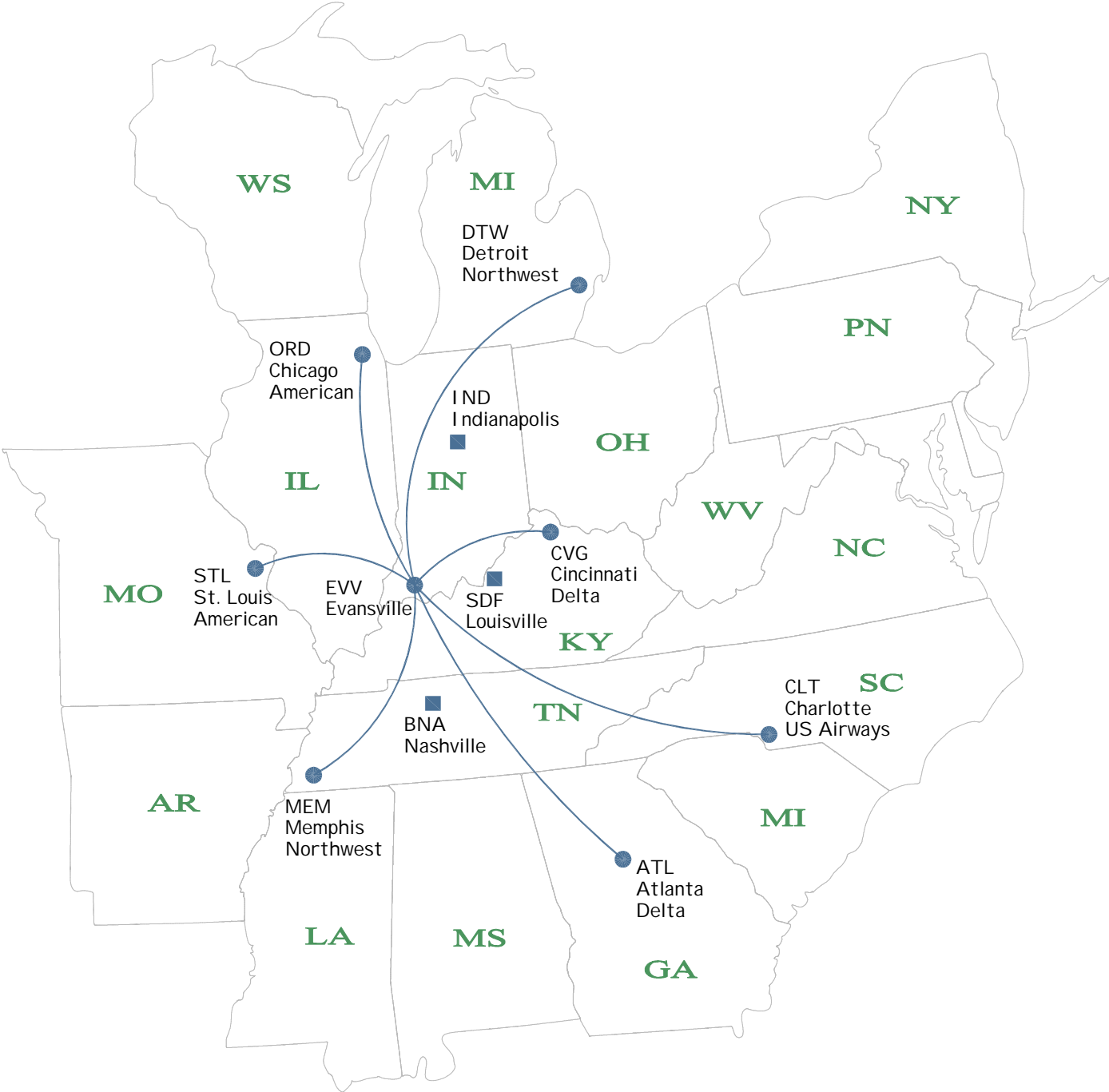
RAIL

Throughout Evansville's history, the railroads have played an important role in the growth and development of the community. Since 1970, the rail lines serving Evansville have carried only freight. Railroad use in the area declined over the past several decades, but has recently begun to experience increases again. The rail system in Evansville continues to be an important element of freight transportation. At present, the City of Evansville and Vanderburgh County are served by three railroad companies. These companies are:

1. CSX Transportation (CSX)
2. Norfolk Southern (NS)
3. Indiana Southern (IS)

The railroad company tracks that serve the region are shown on Page 17-9.

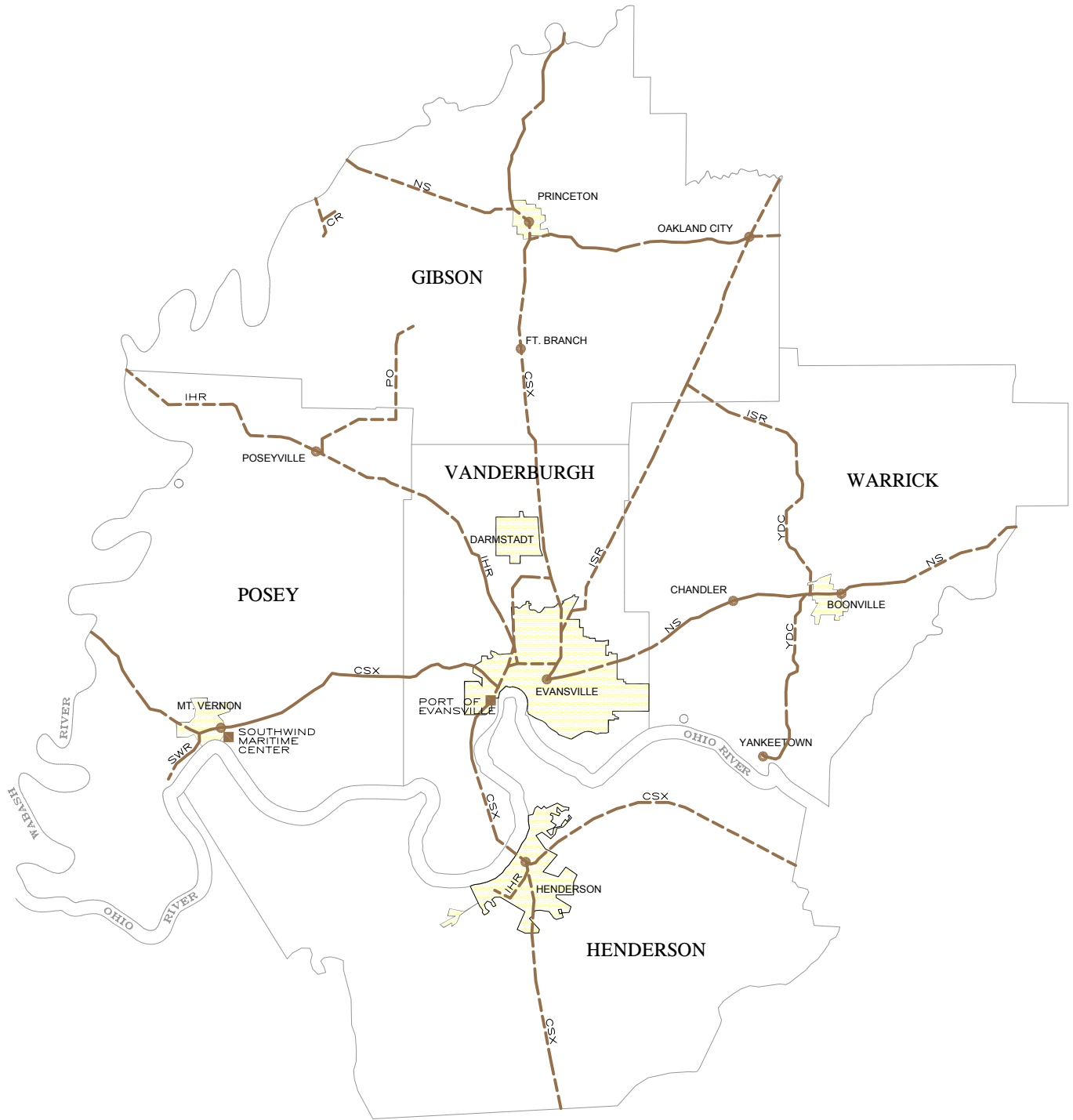
Airlines Serving Evansville In 2004



LEGEND

- Regional airports serving Evansville
- Other regional airports

Regional Railroad Service & Water Ports



LEGEND

- IHR - Indiana Hi-Rail Rail Road
- NS - Norfolk Southern Rail Road
- IS - Indiana Southern Rail Road
- - Water Port

The CSX system, formerly the Louisville and Nashville Railroad and also the Seaboard System, consists of three mainlines in and out of Evansville in all directions except east. In addition, CSX has a major train yard and an intermodal facility located on the west side of the City in the Howell area. CSX handles approximately 35 trains per day in Evansville and carries the most freight of all the railroads operating in this area.

The other two railroads listed on page 17-7 operate one mainline each. The Indiana Southern line runs in a northeasterly direction out of the City, paralleling State Road 57. The Norfolk Southern line extends east from Evansville paralleling State Road 62.

TRUCKING

The decrease in rail activity over the past decades has partially been the result of an increase in the use of trucks as a means of shipping cargo. Trucking is the predominant mode of freight transportation. Trucks provide more flexibility in the movement of goods. They also allow the development of industrial land uses away from rail lines.

The Evansville area contains several major truck terminals which serve as staging areas for the loading of trucks and for warehousing of goods. There are many trucking firms and private haulers located in the Evansville area. Planning for this mode of freight transport must continue to address the impact of trucking on highway congestion, air pollution and roadway deterioration problems.

WATER PORTS

Evansville, an official U.S. Customs Port of Entry, has numerous commercial dock facilities including: The Port of Evansville, Evansville Materials, Evansville Barge and Marine, Cargill Grain, Ashland Oil, Southern Indiana Dock, Howell Dock, and Connagra Grain.

The Port of Evansville handles many types of cargo, from raw bulk material to finished products, for a variety of Tri-state customers. This facility is intermodal in that it is served by barge, truck, and CSX railroad, and is open to reciprocal switching between all rail carriers serving the community. The Port of Evansville is operated by American Commercial Marine Service Company, which is an affiliated unit of CSX Transportation.

The state owned Southwind Maritime Center is located west of Evansville, near the City of Mount Vernon in Posey County. This river port facility, which opened in 1977, primarily serves the tri-state agricultural and coal production industries, but also handles other commodities. Southwind Maritime Center is a designated Foreign Trade Zone. The Port of Evansville and Southwind Maritime Center are shown on Page 17-9.

RECOMMENDED TRANSPORTATION SYSTEM

It is difficult to predict with certainty what transportation improvements will be needed in the future. Technology is changing so rapidly that within the next 20 years it could bring about major changes in transportation and other aspects of our lives. Although the future is unknown, our planning must be based on current trends so that it helps us meet anticipated needs. Therefore, the focus of this Plan is the roadway improvements needed to maintain smooth traffic flow. However, if trends indicate that major changes in transportation are beginning to occur, our planning must be flexible and be adjusted accordingly through Plan revisions.

Transportation planning for Vanderburgh County is primarily conducted by the Evansville Urban Transportation Study (EUTS). EUTS is the federally designated Metropolitan Planning Organization (MPO) for the Evansville urbanized area which includes the City of Evansville, Vanderburgh County (excluding Union Township), and Warrick County and Henderson County, Kentucky. In addition, EUTS conducts rural planning activities for Posey and Gibson Counties.

The Area Plan Commission, EUTS, and other community organizations work together to coordinate land use and transportation efforts for the City and County. The current transportation planning for the Evansville regional area is incorporated into various reports published by EUTS and the Area Plan Commission. Transportation issues and planning are primarily addressed within the following documents:

- EUTS Year 2030 Transportation Plan
- EUTS Transportation Improvement Program (TIP) 2004-2006
- The current Comprehensive Plan
- Growth management reports and corridor transportation studies
- The Downtown Master Plan

EUTS YEAR 2030 TRANSPORTATION PLAN

In 2003, EUTS completed the 2030 Transportation Plan. This Plan recommends the major transportation system improvements in the EUTS study area for the next 25 years. It was presented to the City Council and County Commissioners in public meetings and was adopted in 2003 by the EUTS Policy Committee, and approved in 2004 by the Indiana Department of Transportation, the Kentucky Transportation Cabinet, the Federal Highway Administration, and the U.S. Environmental Protection Agency.

The EUTS Plan is designed to ensure optimum use of the highway system, to provide maximum roadway capacity and safety, and to encourage economic development in the area. These goals, and other transportation goals and objectives, are established in the Plan for the community and the region.

The basis for the Plan is the socio-economic and land use projections for the area, which are converted into vehicle trips to provide a measure of future demand for transportation facilities. The proposed Plan is the most effective highway network to accommodate these demands within the funding expected to be available.

Several socio-economic variables influence the amount of travel within Vanderburgh County. These variables include population, number of households, number of vehicles, journey-to-work, travel time, occupation of residents, employment, location of employers, and income levels. This data is input into the traffic simulation model that projects future travel demand on the roadways.

It must be recognized that any plan designed with a set of socio-economic projections is subject to change if these projections do not develop as expected. Therefore, the Transportation Plan is not "set in concrete" or unalterable. It is only as reliable as the projections upon which it is based. Thus, periodic monitoring of the socio-economic projections to verify their accuracy is an important part of transportation planning.

The socio-economic and land use projections do not solely determine the reliability of the Plan. Other factors can also influence the future such as available funding, energy and environmental concerns, and governmental policies. Since these factors can change over time, a transportation plan must be updated on a regular basis to adjust for these changes. The set of improvements recommended in the Plan are designed to provide a future road network that will minimize capacity deficiencies. Planned facility capacities are based on a minimum accepted level-of-service (LOS) D at peak periods. Level-of-service can range from A to F with LOS A providing the best traffic flow and LOS F representing the worst operating conditions. Level of service C is considered to be the most efficient use of a roadway.

New or improved facilities are proposed to address existing traffic and projected urban growth where existing facilities will be inadequate in the future. These recommendations cover 34 road projects in or adjacent to the County that are proposed for construction during the next 25 years. The Plan also includes many other projects and recommendations.

For realistic implementation of the Transportation Plan, the number of projects proposed must be limited by the availability of funds. Although the amount of federal funds for local transportation improvements will vary somewhat over time, substantial increases in future funding are not likely to occur. It is also anticipated that the total budget of road projects will continue to increase due to cost of right-of-way acquisition, utility relocation, construction (material, equipment and labor) and complying with design standards. Therefore, it may be necessary for the City and County to be creative and utilize alternative funding sources to finance transportation projects.

COMMITTED PROJECTS

The transportation improvements proposed by EUTS can be grouped into two categories, committed (short term) and recommended (medium and long range) projects. The committed improvements are those included in the EUTS 2004-2006 Transportation Improvement Program (TIP). These improvements, developed through the federally mandated transportation planning process are in some phase of development ranging from the environmental phase to design, right-of-way acquisition and construction. These projects are initiated either by the City, County or INDOT and the proposed construction costs are to be financed primarily with federal funds. There are also other projects in the TIP, such as bridge rehabilitation and replacement, railroad crossings, and transit projects that are not listed since they will not have significant land use implications. The other category of proposed transportation improvements in the EUTS 2030 Transportation Plan is the recommended projects, which are not as far along in the planning process. Decisions on which of these mid to long-range projects are scheduled for inclusion in the TIP three-year program are made considering the staging periods in the Plan, available funding, and current road improvement scheduling.

The following list describes the committed projects proposed in the City and County which are illustrated on Page 17-15. Costs listed are only estimated construction costs.

1. St. Joseph Avenue: SR 66/ Diamond Avenue to Illinois Street
Widening from 2 to 4 lanes with intersection improvements to add capacity.
Cost: \$5.52 million Funding: Federal and City
2. Lynch Road: I-164 Interchange to SR 62
New 4-lane, limited access corridor needed to serve industrial traffic and to relieve local and through traffic along congested SR 62/Morgan Avenue.
Cost: \$ 6.62 million Funding: Federal and County
3. Eickhoff-Koressel Road: SR 66/Diamond to SR 62/Lloyd
New 4-lane arterial including a bridge over the CSX Railroad providing a needed north-south corridor in western Vanderburgh County.
Cost: \$ 28.15 million Funding: Federal and County
4. Oak Hill Road: Lynch Road to U.S. 41
Reconstruct the southern portion of this project and widening north of Pigeon Creek to 3 lanes would address the existing traffic congestion from significant residential growth. Sidewalks and wide curb lanes will be included for bicycle and pedestrian needs.
Cost: \$ 6.2 million Funding: Federal and City
5. Mt. Pleasant Road: Old State Road to U.S. 41
Upgrade to meet standards and provide left-turn lanes at intersections accommodating the residential growth that now accesses this road.
Cost: \$ 2.00 million Funding: County

6. North Green River Road: Heckel Road to Lynch Road

Widening from 2 to 4 lanes including the bridge over Pigeon Creek to increase capacity. This route is the major connector between the residential growth areas in the northeast portion of the County and the eastside commercial area along Green River Road.

Cost: \$ 8.53 million Funding: Federal and County

7. U.S. 41: Mount Pleasant Road to SR 66/Diamond Avenue

Widening to 6 lanes including 7 bridges to reduce the projected congestion and traffic volume from growth in northern Vanderburgh County.

Cost: \$ 49.92 million Funding: Federal and State

8. SR 62/Lloyd Expressway:

Rosenberger Avenue to First Avenue Reconstruction, widening to 6 lanes and new or improved interchanges at Barker Avenue, St. Joe Avenue, Fulton Avenue and First Avenue to address congestion.

Cost: Undetermined Funding: Federal and State

9. Maxx Road: From its southern end to Oak Hill Road

Cost: \$.35 million Funding: City

Interchange Projects

10. U.S. 41 and SR 62/66/Lloyd Expressway

State initiated project to construct an interchange modification to a full clover leaf design.

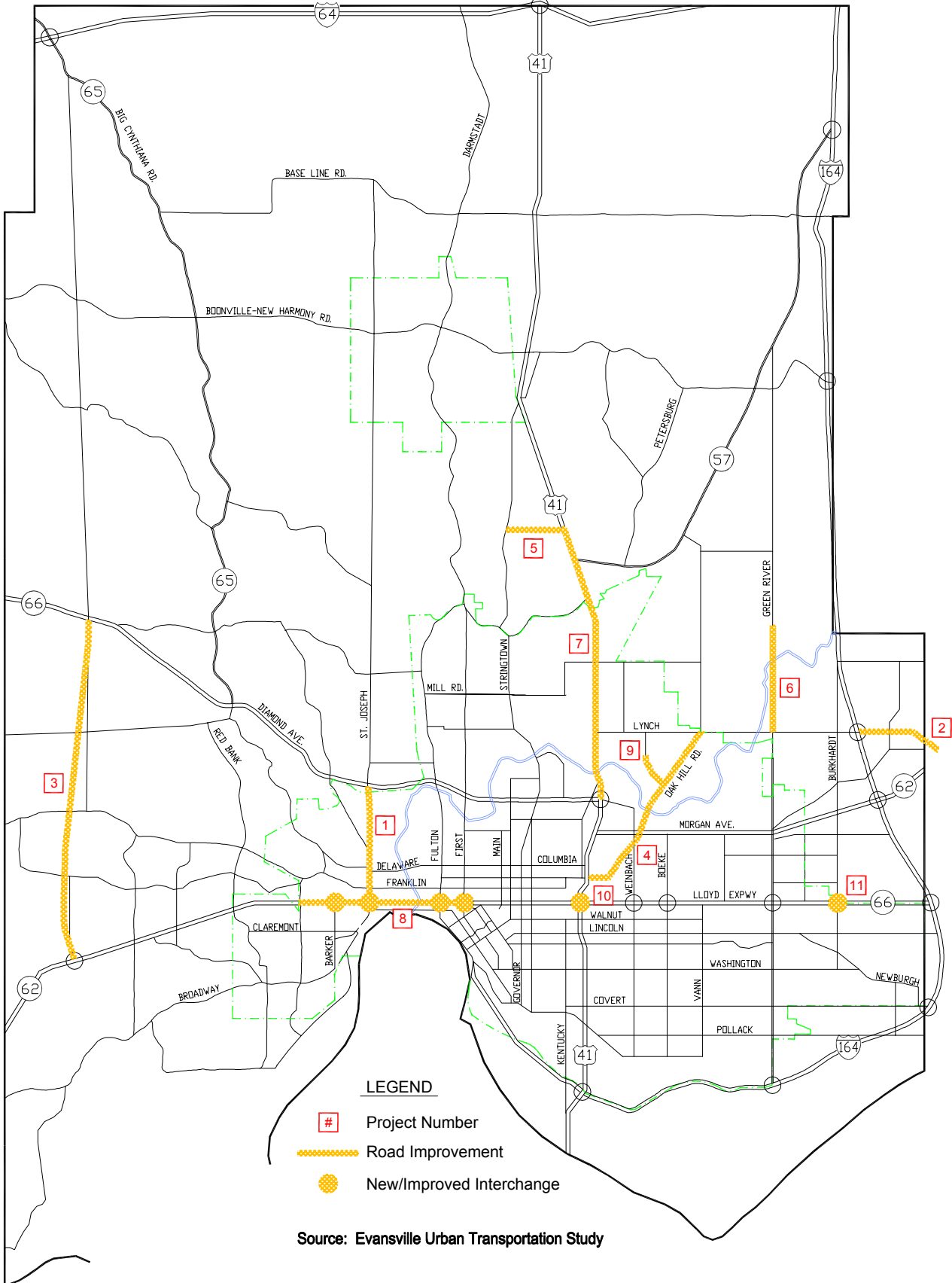
Cost: Undetermined Funding: Federal and State

11. SR 66/Lloyd Expressway and Burkhardt Road

Construct new interchange in this heavily commercial area to reduce traffic congestion.

Cost: Undetermined Funding: Federal and State

Committed Projects: 2004 ~ 2006



LEGEND

- # Project Number
- Road Improvement
- New/Improved Interchange

Source: Evansville Urban Transportation Study

RECOMMENDED PROJECTS

The recommended or longer-range projects in the EUTS 2030 Transportation Plan were derived from an analysis of future needs that assumed full completion of all the funded improvements in the TIP. Scheduled for construction by 2030, the recommended projects were selected according to need, benefits to traffic flow, their position as links in the overall transportation network, fiscal constraints and the desires of local officials and the public. Staging for these projects is also established in the EUTS Plan.

The recommended projects are intended to address existing and future capacity problems and/or existing safety hazards. These long-range projects are illustrated on page 17-19.

City of Evansville Projects

1. Burkhardt Road: Lincoln Avenue to SR 66/ Lloyd Expressway
Widen to 5 lanes with a continuous left turn lane and sidewalks. This project combined with the planned interchange at SR 66/Lloyd Expressway would greatly increase capacity and reduce congestion on this heavily traveled route.
2. Claremont Avenue: Red Bank Road to Barker Avenue
Reconstruct this road as an upgraded 2-lane so it can provide an alternative route to access the commercial area at Red Bank Road.
3. Red Bank Road: Broadway Avenue to Upper Mount Vernon
Reconstruct to an improved 2-lane with shoulders and safety upgrades. This route accesses the commercial area along SR 62.
4. US 41: I-164 to Virginia
Widen to 6 lanes and remove signal at Bellemeade Avenue to increase capacity and improve travel efficiency.
5. Broadway Avenue: Felstead Road to Barker Avenue
Reconstruct to an improved two-lane facility for efficiency and safety reasons. Improvements to this east/west route will create a suitable alternative to Lloyd Expressway.

Vanderburgh County Projects

6. Green River Road: Hirsch Road to Millersburg Road
Widen to 4 lanes with shoulders providing a better connection between the new residential areas in northeastern Vanderburgh County and the commercial areas to the south.

7. Oak Hill Road: Lynch Road to SR 57
Widen to three lanes to address increasingly heavy traffic from residential growth along this corridor.
8. SR 62/Lloyd Exp.: Eickhoff-Koressel Road to Rosenberger Avenue
Widen to a 6-lane expressway with new interchanges at Boehne Camp Road and Rosenberger Avenue to reduce traffic congestion and improve air quality. The project will remove dangerous signalized intersections and provide frontage roads in problem areas.
9. Ohio River Bridge: I-164 to Breathitt Parkway (KY)
Construct a new bridge across the River to accommodate 6 travel lanes and an interchange at I-164 as the designated preferred alternative for I-69 in the Evansville area. In Kentucky this bridge would connect to a proposed by-pass around Henderson, which is also part of the preferred I-69 corridor.
10. Eickhoff-Koressel Road: SR 66 to south of I-64
Construct a new 4-lane, divided road to provide a direct north/south alternative route for traffic along the far west side of the County. In combination with other sections of this project, it will help complete the highway loop around the City.
11. Millersburg Road: Oak Hill Road to I-164
Widen to four lanes to accommodate increased traffic from the rapid residential growth occurring in this area. Since Millersburg Road continues into Warrick County, it will also provide safe and efficient flow between both Vanderburgh and Warrick Counties.
12. I-164 / Millersburg Road Interchange
Construct a new grade-separated interchange to address growth in this area. There is currently over five miles between the Boonville-New Harmony and Lynch Road interchanges, and this project will improve Interstate access for local/regional traffic.
13. U.S. 41: Mt. Pleasant Road to I-164
Widen to 6 lanes to increase capacity and reduce congestion. This is needed to address growth that is expected to continue in northern Vanderburgh County and the heavy truck traffic on US 41.
14. SR 57: US 41 to I-164
Widen to four lanes due to existing and projected growth in northeastern Vanderburgh County. This improvement is needed to address congestion and safety concerns.

15. Boonville-New Harmony Road: Petersburg Road to Green River Road
Reconstruct to an improved two-lane facility. This project will be needed to serve extensive residential growth in the surrounding area.
16. I-164(Future I-69): New Ohio River Bridge to I-64
Widen to six lanes to accommodate anticipated traffic increases along this vital international trade corridor.

Western Warrick County Projects

17. Lincoln Avenue: I-64 to SR 62
Reconstruct to an upgraded 2-lane facility with safety improvements and wide shoulders for bicycle use. This congested road connects Warrick and Vanderburgh Counties.
18. Oak Grove Road: I-164 to Libbert Road
Widen to 4-lanes to accommodate the anticipated increase in traffic as development continues along this growing corridor connecting Warrick and Vanderburgh Counties.
19. Millersburg Road/Heim Road: I-164 to SR 62
Reconstruct to an improved two-lane facility with some realignment to tie into the proposed Millersburg Road interchange at I-164. It will improve the connection with Vanderburgh County.

Gibson County Projects

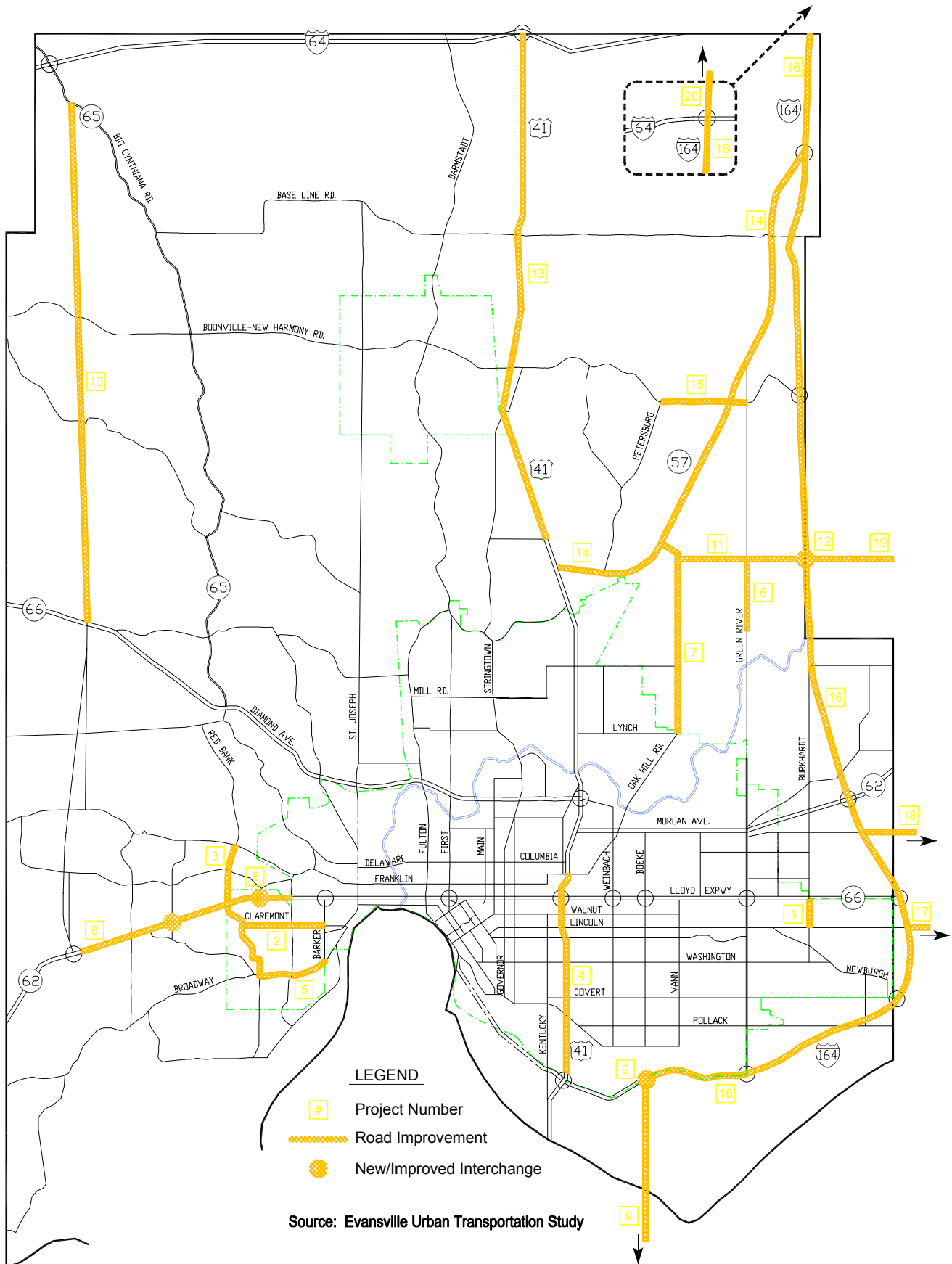
20. I-69: I-64 to US 50 (Gibson County)
This proposed interstate route, part of the preferred corridor for the I-69 project, will tie into the I-64/I-164 interchange at its southern end. It will also link Evansville to Canada and Mexico.

The EUTS Plan also identifies “Vision” projects that could be pursued in the event that sufficient federal, state and local funding becomes available through year 2030. A new, third bridge over the Ohio River west of Vanderburgh County connecting the Indiana and Kentucky highway systems is an example of these Vision projects.

PUBLIC TRANSPORTATION RECOMMENDATIONS

The EUTS Transportation Plan recommends evaluating the need for further service expansion into portions of unincorporated Vanderburgh County. The continuing development of major employers and commercial centers in outlying areas of the County has increased the demand for service expansion. Providing transit service for the elderly and disabled in the County should also be examined. The analysis of the need for expanded services could lead to major route modifications; increased and enhanced marketing; and consideration of park-and-ride and a regional transit service.

Recommended Projects: 2007 ~ 2030



BICYCLE AND PEDESTRIAN RECOMMENDATIONS

To address the critical lack of bicycle and pedestrian transportation opportunities in the City and County, the EUTS Transportation Plan recommends the following:

- Construct the remainder of the Pigeon Creek Greenway, as proposed in the Master Plan for this project and sections are included in the current TIP;
- Incorporate bicycle and/or pedestrian accommodations into various planned road projects;
- Encourage the City and County to require sidewalks and street interconnections in proposed subdivisions or cul-de-sacs linked with bicycle/pedestrian facilities; and
- Implement the EUTS 2000 Regional Bicycle and Pedestrian Plan. This update of the 1981 Bicycle Master Plan was expanded to include the entire EUTS Study Area. It recommends development of a future bikeway network addressing public education, and scheduling projects by phase.

OTHER ALTERNATIVE MODES AND FREIGHT RECOMMENDATIONS

The EUTS Plan provides many other recommendations including the following:

- Increase investment in intelligent transportation systems technology in the region to maximize safety and efficiency;
- Coordinate with the Chamber of Commerce on developing the potential for passenger light rail service as part of the regional intermodal transportation network and support a high-speed rail connection for the Evansville area.
- Evaluate the removal of existing traffic signals on the Lloyd Expressway through the region and incorporate the signals into an inter-jurisdictional system for smoother traffic flow;
- Evaluate the possibility of increasing the turning radii, lengthening left-turn lanes, and installing accel and decel lanes at various intersections; and
- Study truck travel patterns and improvements in signage.

AIRPORT MASTER PLAN

The Evansville Regional Airport's Master Plan was last updated in 1993. The recent passenger enplanements at the Airport and the projections from the Master Plan are shown on Table 17-21. The low-range forecast in the Plan projects that enplanements will slightly increase by Year 2010. The existing Airport should be able to accommodate the projected 15,000 increased passenger demand.

TABLE 17-21: RECENT AND PROJECTED AIRLINE PASSENGER ENPLANEMENTS

1991	1995	2000	2001	2002	2003	2010*
216,604	205,986	260,604	226,077	226,636	230,000	245,000

*Low-range forecast of enplanements from Evansville Regional Airport Master Plan Update, 1992.

The major improvement proposed in the Master Plan is a northward extension of the existing north-south runway (Runway 18-36) by approximately 1,200 feet. Construction of this improvement is nearly complete. The Master Plan suggests that an extension of the commuter walkway and the addition of several jetways will be required if passenger demand is greater than projected. Expansion of the long-term parking area is also recommended to meet future terminal parking needs. Construction of a parking structure at the Airport should be considered in lieu of any major expansion of the parking area to conserve land and avoid more paved surface area.

The Master Plan needs to be updated and EVV expects that the update will occur in the near future. This planning process could consider increasing the capacity of the airfield by extending the main runway (Runway 4-22) to help attract economic development, installing instrument approach for the newly extended north/south runway, and determining the best utilization of the 250 acres of vacant Airport property east of the airfield. The Evansville Urban Transportation Study has suggested that the updated Plan also consider developing the Airport into a regional, intermodal passenger center providing access to bus and transit services, and taxi and hotel shuttles; and addressing the necessary infrastructure for the Foreign Trade Zone.

COMMUNITY RECOMMENDATIONS

I-69 Interchanges

Although the future holds uncertainties, it is very likely that the construction of the proposed I-69 through the Evansville region is the single most important transportation initiative that will happen to our area within the next 20 years. This highway is expected to be an international trade corridor that will not only have a substantial impact on transportation, but will also affect economic development and land use patterns in our community and beyond. The I-69 project in the Evansville area is scheduled for completion by Year 2015.

State Road 57

The first opportunity for southbound traffic to exit the proposed I-69 in Vanderburgh County will be at the SR 57 Interchange. In the future, it is possible that this interchange could be an important gateway into Vanderburgh and Warrick Counties if I-69 and extended sewers bring development to the adjacent area. The current configuration at I-164 and SR 57 is a butterfly interchange that does not provide a direct connection to

Warrick County. However, for the area east of the current I-164 to fully benefit from I-69, the interchange would have to be reconstructed (hopefully as a full interchange) and tied into the Warrick County road network. A new interchange and local road tie-ins would further enhance development potential. The expected economic development benefits for the two Counties around this interchange and several other I-69 interchanges could be substantial.

Millersburg Road

A new interchange is recommended in the EUTS 2030 Plan at Millersburg Road, which would benefit both Vanderburgh and Warrick Counties. The new interchange combined with the Millersburg Road improvements in both Counties, would enhance development potential in the area, improve access to the airport, and provide for an alternative route for inter-county travel.

South Green River Road

The first opportunity for northbound traffic to exit the proposed I-69 in Vanderburgh County will be at the South Green River Road Interchange. It is anticipated that local road improvements on the north side of the Interstate around this interchange will be needed to accommodate commercial growth.

Needs of Existing Rural Roads

As growth occurs in the Transitional and Rural areas of the County, it continues to highlight the problem that these areas have underdeveloped and inadequate local road systems. Existing roads are typically too narrow to support major development, and they often have hills and curves that further restrict their capacity. The typical level of funding in the County's Road and Street Fund is insufficient to make substantial improvements. Therefore, there have been no major improvements made to these roads for many years. This has not been a major problem in the past since these roads have historically been sparsely traveled. One of the changes occurring on these roadways due to the recent growth is that traffic volumes are continuing to increase. To address these issues, the Area Plan Commission recommends that:

- The County should examine and develop alternative mechanism(s) to fund improvements to the local road system.
- In the event funding does become available in the future, the development of a plan to improve existing local roads in growing areas should be a priority to address the existing deficiencies before building new or extended roads.
- Proactive planning should also be initiated for development of a network of new local roads in other areas expected to grow such as the area along the Eickhoff-Koressel extension from Lloyd Expressway north to No. 6 School Road.

TRANSPORTATION ACTION PLAN

SOURCE: YEAR 2030 TRANSPORTATION PLAN

GOAL

Develop a comprehensive transportation system which moves people and goods safely within reasonable social and economic limits.

OBJECTIVES

Minimize personal injury and property damage accidents.

Minimize operating costs to the transportation user.

Minimize travel time on the transportation system.

Minimize highway project costs.

GOAL

Develop a comprehensive transportation system which provides a choice of transportation modes for the movement of people and goods quickly and efficiently.

OBJECTIVES

Provide sufficient street and highway capacity to meet the forecasted traffic volumes.

Minimize the vehicle miles of travel for the transportation system.

Minimize travel time or the vehicle hours of travel for the transportation system.

Minimize fuel consumption.

Maximize mode alternatives to travelers utilizing the transportation system.

Maximize the efficient interaction between various modes of transportation.

GOAL

Develop a comprehensive transportation system which coordinates land use and transportation planning with capital improvement programming, so that, as land use development occurs, transportation needs can be met.

OBJECTIVES

Minimize neighborhood disruption by reducing through-traffic.

Minimize the relocation of residences, businesses and institutions, made necessary by project right-of-way demands.

Minimize conflicts between the transportation needs of future land use development and the comprehensive transportation system.

GOAL

Develop a comprehensive transportation system which preserves and enhances the character of the environment.

OBJECTIVES

Minimize adverse effects on properties and sites of historic, cultural, and recreational significance.

Minimize the taking of open space for right-of-way demands.

Minimize deterioration of the air and noise environment.

Minimize adverse impacts on the natural, scenic and ecological environment.

GOAL

Develop a comprehensive transportation system which improves the mobility of low income and minority groups within the urbanized area.

OBJECTIVES

Minimize the impacts of transportation improvements upon areas of minority concentration.

Maximize the accessibility of alternative types of travel to the segment of the population with limited mobility.

GOAL

Develop a comprehensive transportation system which accurately reflects the community's values through an extensive citizen participation program.

OBJECTIVE

Maximize the participation of the general public in the transportation planning process.

GOAL

Develop a comprehensive transportation system which responds to the needs of elderly and individuals with disabilities in the area of transportation services.

OBJECTIVES

Minimize the cost of transportation for elderly and individuals with disabilities.

Provide sufficient transportation for the elderly and individuals with disabilities.

Maximize the efficient interaction between various modes of transportation for elderly and individuals with disabilities.

SOURCE: COMMUNITY / AREA PLAN COMMISSION

GOAL

Ensure orderly development that is connected with the transportation system in a manner that maximizes access and minimizes traffic congestion and the potential for user conflicts.

OBJECTIVE

Professionally recognized standards should be used and consistently applied in design and review of all proposed development to assure a functional transportation system.

POLICIES

Review proposed development access and internal circulation plans for adherence to the EUTS Access Standards Manual; and make recommendations to mitigate development generated congestion and potential conflicts.

Support the construction of frontage roads to serve development along major arterials (as stated in the Access Standards Manual, and Subdivision Ordinance).

Limit the number of curb cuts allowed to avoid creating additional vehicle conflict points.

Limit the use of mid-block median crossovers and encourage properties to design for access via side streets.

Where possible, consolidate access points for independent commercial uses.

Review the thoroughfare setback requirements regularly, and propose revisions as warranted, for adoption by the appropriate advisory and legislative bodies.

Adopt procedures for the use of impact analysis to determine the effect of large-scale new developments on the transportation system.

Identify the transportation system improvements necessary to accommodate the traffic generated by new development and ensure that these improvements are in place when needed to mitigate development impacts.

Maintain level of service (LOS) "D" in the peak hour for streets and intersections as the desired LOS standard for providing safe and efficient traffic flow on all roads within the City and County, except in the area identified in this Plan as the CBD.

Examine alternatives for funding improvements to the local road system in the County.

Develop a plan to improve existing local roads in growing areas and establish priorities for addressing the existing deficiencies before building new or extended roads.

Initiate proactive planning for development of a future local road network along the undeveloped portions of the I-69 corridor and in other areas that are expected to grow.

OBJECTIVE - BIKEWAYS AND PEDESTRIAN WALKWAYS

Improve access to local destinations by providing an inter-connected system of bike and pedestrian ways for convenient and safe movement of non-motorized traffic.

POLICIES

Implement the Pigeon Creek Greenway Master Plan and the 2000 Bikeway Master Plan as a means of providing bikeways and pedestrian ways.

Evaluate proposed road projects to determine whether bicycle and/or pedestrian facilities should be included with the project.

As sidewalks are replaced, add sidewalk curb ramps at intersections and driveways.

Review and amend the Subdivision Code to clarify the criteria for approval of sidewalk waiver requests and to create consistency in the application of sidewalk requirements.

GOAL - PUBLIC TRANSPORTATION

Improve the public transit system to meet the need for a viable alternative to auto travel.

OBJECTIVE

Increase METS ridership, particularly those riders not transit dependent.

POLICIES

Encourage use of public transit by expanding educational programs/promotional efforts, and continuing to improve routing, scheduling and equipment within the METS system in response to changing public needs and demands.

Expand scheduling to include limited Sunday service on selected routes.

Study the expansion of certain METS routes to connect residential areas with major employment and shopping centers.

SECTION 18

URBAN DESIGN AND HISTORIC PRESERVATION

URBAN DESIGN

The process and result of shaping the man-made environment to fulfill the needs and values of a community is called urban design. Urban design is used as a means of improving a community's quality of life as a place to live, work and recreate. The public spaces around buildings are as much of a concern in urban design as buildings themselves.

Good urban design is achieved when perception of the environment stimulates positive human thought/emotions through attractive appearance and when the design functions efficiently and effectively. The definition of good design will differ depending on the point of view, education and experience of the viewer. Design elements that are important to a pedestrian will be different from those that are important to a motorist commuting across town. Differences in the point view of these two viewers include elevation, speed of travel through the streetscape, orientation, and perspective.

The City's first plan, written in 1927, included a Section titled "The City's Appearance", which recognized the value of good urban design qualities. The affluence of today's society with its increased mobility, leisure time and education has heightened people's awareness of good urban design. Mobility and affluence have allowed people to exercise their right of choice in selection of a place to live, work, recreate, and shop. People increasingly choose areas that are well-planned and have good urban design. Because people make such choices, urban design has become extremely important to the economic well-being and visibility of a community.

LEVELS OF URBAN DESIGN

Urban design can be evaluated on three levels: the City/County, the neighborhood, and the individual project level.

City/County

Urban design at this level is concerned with elements of the City/County that will unify and provide a sense of physical and social community (i.e., skyline, variety of heights and architectural styles, layout and arrangement of streets, buildings, parks and open spaces, and distinctive riverfront).

Neighborhood

Numerous opportunities are provided by urban design at the neighborhood level with residential, institutional, industrial, and commercial use mixes. Several examples are design and construction of focal points, intersections, strengthening boundary features,

revitalization and the maintenance of the character of older neighborhoods.

Individual Projects

These projects can range from buildings and landscaping to streetscape (i.e., benches, trees, signs, etc.). This would apply to public and private buildings, and public spaces such as parks, streets, and exterior spaces around buildings.

STRATEGIES FOR IMPROVING URBAN DESIGN

Good urban design will be accomplished when all levels of design (City/County, neighborhood and individual project) are incorporated into a coordinated program that is adhered to. The following strategies should impact urban design at any or all of the levels:

Development of an Urban Design Plan

This strategy would require an inventory and assessment of existing natural and man-made physical features that can shape a positive and appealing city image, such as landscaping, street layout and architecture.

The plan would provide guidance by establishing a statement of urban design objectives at the City/County, neighborhood and project level; and would describe actions necessary for proper implementation. The 1927 City Plan's discussion in the section on "The City's Appearance" was the first discussion of such an approach. This document includes many elements that are still relevant today and could be used as a foundation for development of a new urban design plan.

Regulatory Measures

Urban design is fostered partially by the standards employed through the zoning, subdivision, and other regulatory codes, and in design standards for certain public and private improvements. These standards need to be periodically updated and improved to reflect current and future community needs. Revising the existing codes would provide several opportunities to incorporate standards for improved urban design. These revisions, as developed by the community, must be current, realistic and enforceable. These standards, which would apply to all types of development, would be implemented through Site Plan Review and Subdivision Review.

An initial step to determine what changes are needed would be to review the standards for features such as streets, plantings, lighting, signage, curbs, drainage, and sidewalks in light of urban design principles.

If code changes are determined to be needed, specific recommendations for modification of all applicable standards and design criteria will be developed.

Neighborhood and Subarea Planning

The development of subarea/neighborhood general plans should also include urban design recommendations. This level of design offers the most opportunities to affect an area and to relate individual projects to overall neighborhood and city objectives.

Public Awareness - Education

A program of focusing public attention on good urban design should be developed involving neighborhood associations, civic organizations and the community schools. Public education on these issues should increase awareness and encourage good design.

Maintenance

A positive and appealing City image is dependent upon good housekeeping. The design and selection of materials for construction has an impact on maintenance efforts. The desire is that well-maintained public and private property will inspire others to maintain their buildings and yards. The involvement of neighborhood associations and civic organizations in the design and care of public and private projects can also enhance maintenance and foster feelings of responsibility and pride.

Incentives for Providing Aesthetic Elements

Provide incentives for developers that contribute to urban design through: variations in architectural design elements such as roof features, height, facade details (e.g. windows, entrance, color and materials) and generic corporate building plans; more extensive landscaping than is required; establishing or enhancing public spaces by providing amenities such as pedestrian plazas with water features and seating; appropriate signage; and providing parking lots that are broken up by landscaping and located on the side and rear of buildings.

Coordination

Coordinate with public and private entities (such as the City Department of Urban Forestry and Keep Evansville Beautiful), community groups, and neighborhood associations to further efforts to obtain attractive landscaping and other urban design qualities.

In conclusion, a city's physical image is of paramount importance to the city's economic and social well-being. It should be remembered that good design must be implemented on all three levels. Public awareness/involvement and how urban design concerns are addressed, are critical to maintaining an attractive environment and a positive community image. This image and conclusion is nicely illustrated on Page 18-4, which was reproduced from a graphic in the 1927 City Plan.

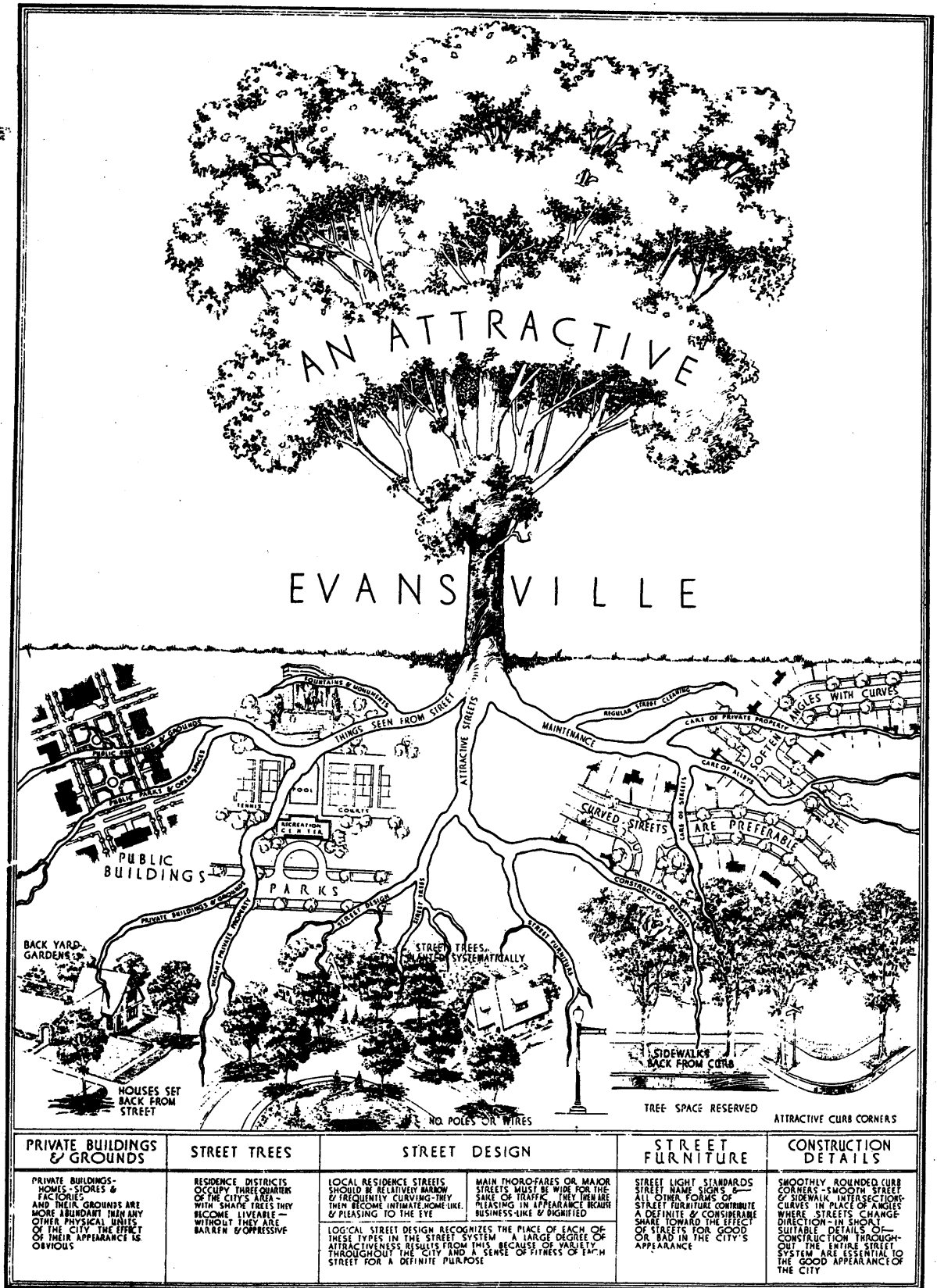


PLATE 1. In this diagram the city is likened to a beautiful tree. The beauty of a tree depends largely upon healthy roots and proper nourishment. Street design, street trees, buildings and grounds are among the basic elements on which the beauty of the city depends.

HISTORIC PRESERVATION

Historic resources reflect and record a community's cultural heritage. They help in giving the area a special character and identity. Preserving these resources must be considered in the community's plans for the future. The preservation of historic resources can generate significant social, economic, educational, and recreational benefits for a community. Since these resources symbolize an area's cultural heritage, preservation can strengthen sense of place and community pride.

This section discusses the importance of preserving historic resources, identifies nationally and locally recognized historic features, and recommends strategies for preservation action.

Historic preservation generates significant benefits for the community. Preservation offers an alternative to a deteriorating urban core and the high cost of new housing construction. Preservation makes good economic sense: for business, through the use of available tax credits; for energy conservation, because less energy is expended in restorations and rehabilitation than in new construction; for public services, by taking advantage of existing public utilities and established police and fire services (and in doing so, reducing costs and keeping taxes down); and for neighborhoods, by stabilizing the neighborhood and increasing property values, as well as creating a better sense of place and belonging.

Preservation trends favor the technique of adapting or maintaining historic structures for residential use wherever possible. In the past, historic structures were preserved only as museums. In addition to contributing to the community's assets, more widespread use of preservation allows historic buildings to continue as viable structures, whereas vacant structures only continue to deteriorate.

As early as 1975, the City of Evansville began to see the valuable role that historic resources can play within the community. In order to provide protection for the most important collection of 19th and 20th century homes in the near-downtown area, the Original Evansville Preservation Commission was created by City Ordinance in 1975. This action established a Historic Preservation District for Evansville. The Commission is directed to maintain the longstanding character of the area, while allowing for individual preferences. Within the district, no new structures can be constructed or any existing structure moved or altered without the approval of the Preservation Commission and the issuance of a Certificate of Appropriateness. The Commission is composed mainly of resident owners from the district and several historic preservation experts.

IDENTIFICATION AND PROTECTION OF HISTORIC RESOURCES

Historic resources are fragile, limited, and nonrenewable. To be of benefit, they must be carefully monitored and protected. Evansville's Historic Preservation Ordinance was passed by the City Council in order to designate, enhance, and protect outstanding elements of the

natural and man-made environment which make up the City's cultural heritage. The Historic Preservation Ordinance also was passed in order to: stabilize and improve property values in areas of cultural architecture, archaeological, or historic significance; foster civic pride; protect and enhance the City's appearance as a stimulus for business and industry; and promote and maintain productive use of land and buildings.

National Register of Historic Places

The National Historic Preservation Act of 1966 created the list known as the National Register of Historic Places. In Indiana, the register is administered by the Indiana State Division of Historic Preservation and Archaeology. The National Register is the official list of sites, buildings, structures, districts and objects which qualify by being at least 50 years old and by possessing significance in relationship to historic events, famous persons, architecture, or information.

Designation on the National Register, in general, provides a property some protection and official recognition. More specifically, the benefits of this designation include:

- prestige and publicity;
- protection for the property from adverse effects caused by federally funded projects;
- rehabilitation of historic buildings and investment tax credits to owners; and
- federal grants for preservation projects.

Numerous individual historic properties within Evansville and Vanderburgh County are listed on the National Register, many of which are located within the Downtown Evansville Multiple Resource Area. On this list, there are seven National Register Historic Districts and one National Historic Landmark (Angel Mounds State Memorial). Page 18-8 shows the locations of the National Register sites and historic districts and Table 18-9 has the National Register Listings and their addresses.

Indiana Register of Historic Sites and Structures

The State Register was created by law in 1981. All properties on the National Register are automatically listed on the State Register. The criteria and benefits of being listed on either or both of these Registers are virtually the same. However, there are properties that are only on the State list. The structures listed for Vanderburgh County are shown in Table 18-11A.

Indiana Historical Markers

Another State program to designate historical sites is the Historical Marker Program. There is a specific application and review process established by the Indiana Historical Bureau to determine the significance for placement of a marker. The Historical Markers in Vanderburgh County are listed in Table 18-11B.

STRATEGIES FOR PRESERVATION

Strong progressive actions are required if historic resources are to be preserved. An environment must be created in which historic preservation and rehabilitation can flourish and grow. It is recommended that the City and County coordinate efforts in developing additional strategies for historic preservation, as well as defining a program for implementation. This would insure the survival and enhancement of significant historic resources in the future. Recommended planning and programming efforts should:

Identify, catalog, and evaluate historic resources not already listed in the National Register in the City and County which have special architectural, historical, archaeological or cultural value and provide documentation that establish and verify their significance;

Maintain the above defined catalog of historic resources and monitor the list so that identified sites are considered as resources needing special attention or protection during review of proposed new developments in the City and County;

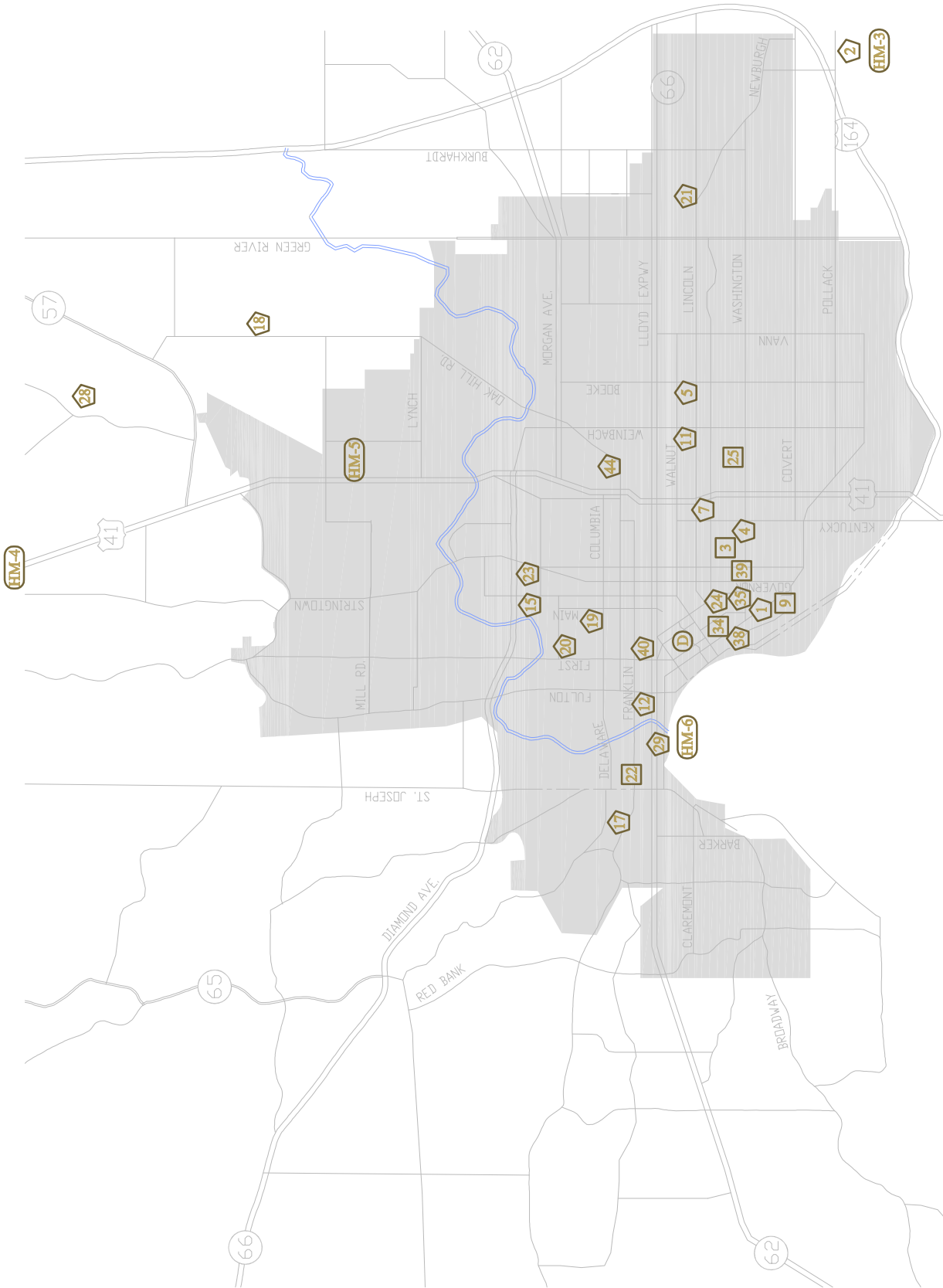
Continue to place the most significant resources on the National Register. Listing on the National Register adds strong impetus to preservation by calling attention to a significant historic resource;

Expand the present Historic Preservation Ordinance and Commission to include the County to assure a comprehensive historic preservation effort and program;

Seek available federal, state and private sources of funds for preservation and restoration activities and acquisitions; and

Recommend to the proper agencies and property owners incentives to encourage historical and cultural preservation.

Local Historic Sites



D Downtown (see multiple Listings tagged "D" on sites table).

HM-# Historical Markers

National Register District

Nation Register Sites

TABLE 18-9: HISTORIC PRESERVATION DISTRICTS, NATIONAL REGISTER SITES

Note: Each entry on the list is followed by the date each was placed in the National Register. (D) on the list refers to those that are downtown and are not shown on the map.

1. Alhambra Theatorium, 1913.
50 Adams Av. (10-1-79)
2. Angel Mounds State Memorial 8 miles S.E. of
Evansville (10-15-66) NHL
(National Historic Landmark)
3. Bayard Park Historic District, 1883-1935. Roughly
Bounded by Gum, Kentucky, Blackford, Garvin Streets (6-27-85)
4. William Bedford, Sr. House, 1874.
838 Washington Av. (11-28-78)
5. Bernardin-Johnson House, 1916.
17 Johnson Place (6-29-89)
- D6. Bitterman Building, 1923.
202-204 Main St. (9-22-80)
7. John W. Boehne House, 1913.
1119 Lincoln Av. (2-17-83)
8. Willard Carpenter House, 1849.
405 Carpenter St. (2-20-78)
9. Culver Historic District, 1890-1929.
Roughly bounded by Madison Av., Riverside Dr.,
& Venice Streets (6-1-84)
- D10. Downtown Evansville Multiple Resource Area,
1817-1943. Evansville (7-1-82)
 - Albion Flats, 1910.
701 Court St.
 - American Trust & Savings Bank, 1914.
524-530 Main St.
 - Auto Hotel Building, 1929.
111-115 S.E. 3rd St. (4-6-84)
 - Barret-Britz Building, c. 1875.
415 Main St. (4-6-84)
 - Buckingham Apartments, 1911.
314-316 S.E. 3rd St.
 - Building at 223 Main St., 1910
 - Busse House, 1901.
120 S.E. 1st St.
 - Cadick Apartments, 1917.
118 S.E. 1st St.
 - Central Library, 1931.
22 S.E. 5th St.
 - Citizens National Bank, 1916.
329 Main St.
 - Conner's Bookstore (Dallas Music) c. 1865.
611-613 Main St. (4-6-84)
 - Court Building, 1909.
125 N.W. 4th St.
 - Daescher Building, 1886.
12-12 ½ S.E. 2nd St.
 - Eagles Home, 1912.
221 N.W. 5th St.
 - Evansville Brewing Co., 1893.
401 N.W. 4th St.
 - Evansville Journal News, 1910.
7-11 N.W. 5th St.
 - Fellwock Garage Glass Specialty, 1908.
315 Court St.
 - Firestone Tire & Rubber Store, c. 1930.
900 Main St.
 - Fred Geiger & Sons National Biscuit Co. 1894.
401 N.W. 2nd St.
 - Gemcraft-Wittmer Building, 1892.
609 Main St. (4-6-84)
 - German Bank, c. 1883.
301-303 Main St.
 - Harding & Miller Music Co., 1891.
518-520 Main St.
 - Huber Motor Sales Building, 1916.
215-219 S.E. 4th St. (4-6-84)
 - Indiana Bell Building, 1929.
129-133 N.W. 5th St.
 - Ingle Terrace, 1910.
609-619 Ingle St.
 - Kuebler-Artes Building, 1915.
327 Main St. (4-6-84)
 - Charles Leich & Co., c. 1900.
420 N.W. 5th St.
 - Masonic Temple, 1913.
301 Chestnut St.
 - McCurdy Hotel, 1917.
101-111 S.E. 1st St.
 - Morris Plan (Hulman Bldg.), 1930
20 N.W. 4th St.
 - National City Bank, 1913.
227 Main St.
 - H.G. Newman Building, c. 1900.
211-213 S.E. 4th St.
 - O'Donnel Building, c. 1900.
22 N.W. 8th St.
 - Old Fellwock Auto Co., 1922.
 - Old Hose House #4, 1860.
623 Ingle St.
 - Orr Iron Company, 1912.
1100 Pennsylvania St.
 - Parson & Scoville Building, 1908.
915 Main St.
 - Pearl Steam Laundry, 1913.
428 Market St. (4-6-84)
 - L. Puster & Co. Furniture Mfg., 1887.
326 N.W. 6th St.
 - John H. Roelker House, c. 1860.
555 Sycamore Street
 - Rose Terrace, 1910.
310-313 N.W. 7th St.
 - Salem Baptist Church, 1873.
728 Court St.
 - Siegel's Department Store, c. 1903.
101-105 S.E. 4th St.
 - Skora Building, 1912.
101-103 S.E. 2nd St.
 - St. John's Evangelical Protestant Church, 1921.
314 Market St.
 - Van Cleave Flats, c. 1910.
704-708 Court St.
 - Victory Theater & Hotel Sonntag, 1921.
600-614 Main St.
 - Wabash Valley Motor Company, c. 1919
206-208 S.E. 8th St.
 - Montgomery Ward Building, 1934.
517 Main St. (10-6-82)
 - YMCA, 1913.
203 N.W. 5th St.
 - YWCA, 1924.
118 Vine St.
 - Zion Evangelical Church, 1855.
415 N.W. 5th St.

11. Evansville College, 1916-1940.
1800 Lincoln Av. (2-3-83)
12. Evansville Downtown Historic District 1855-1952.
Roughly Main St. between 2nd and Martin Luther King Jr.
Blvd.; & 4th St. between Sycamore & Chestnut Sts.
(3-15-00)
13. Evansville Municipal Market, 1918.
813 Pennsylvania St. (12-22-83)
- D14. Evansville Post Office, 1879.
100 block of N.W. 2nd St. (7-2-71)
- D15. Former Vanderburgh Co. Sheriff's Residence, 1891. 4th
St. between Vine & Court St. (10-6-70)
16. Garvin Park, 1915.
N. Main St. & Morgan Av. (8-29-80)
17. General Cigar Company, 1902, 1923, 1929.
223 N.W. 2nd St. (3-15-00)
18. Greyhound Bus Terminal, 1939.
102 N.W. 3rd St. (10-1-79)
19. Michael Helfrich House, 1920.
700 Helfrich Lane (5-24-84)
20. Hooker-Ensle-Pierce House, 1839.
6531 Oak Hill Rd. (4-28-77)
21. Hose House #10, 1888.
119 E. Columbia St. (2-11-82)
22. Hose House #12, 1908.
1409 First Av. (6-17-82)
23. Edgar Igleheart House, 1932.
5500 Lincoln Av. (12-18-90)
24. Independence Historic Dist. 1857-1920.
Roughly bounded by Iowa & Illinois Streets,
& Wabash & St. Joseph Av. (2-1-82)
25. Koester-Patbert House, 1974.
504 Herndon Dr. (3-3-83)
26. Liberty Baptist Church, 1886.
701 Oak St. (12-8-78)
27. Lincolnshire Historic Dist., 1913-1940.
Roughly bounded by Lincoln, Bennighof,
Bellemeade, Lodge, Washington, Harlan,
E. Chandler, & College Hwy. (10-2-89)
- D28. Peter August Maier House, 1873.
707 S.E. 6th St. (10-29-82)
- D29. McCurdy Building (Sears, Roebuck & Co.)
1920, 1937, 1943.
101 N.W. 4th St. (10-1-79)
30. McJohnston Chapel & Cemetery, 1880.
Kansas Rd. & Erskine Lane, McCutchanville
(1-18-79)
31. Mead Johnson River-Rail-Truck Terminal &
Warehouse, 1931.
1830 W. Ohio St. (12-27-84)
32. Ohio Street Bridge, 1891.
Ohio St. over Pigeon Creek (12-17-98)
- D33. Old Bitterman Building, c. 1885.
200 Main St. (9-22-80)
- D34. Old Vanderburgh Co. Courthouse, 1891.
Block bounded by Vine, 4th, Court, 5th Streets
(9-4-70)
- D35. John Augustus Reitz House, 1872.
224 S.E. 1st St. (10-15-73)
36. Ridgeway Building, 1895.
313-315 Main St. (1-3-80)
37. Riverside Historic District, 1818-1920.
Roughly bounded by Southlane Dr., Walnut St.,
3rd & Parrett Streets. (11-14-78)
38. Michael Schaeffer House, 1894.
118 E. Chandler Av. (2-11-82)
- D39. Robert Smith Mortuary, 1930.
118-120 Walnut St. (9-22-80)
- D40. Soldier & Sailors Memorial Coliseum, 1917.
350 Court St. (5-10-79)
41. Sunset Park Pavillion, 1912.
411 S.E. Riverside Dr. (6-17-92)
42. Washington Av. Historic District 1880-1920.
Roughly bounded by Madison & Grand Avenues,
& E. Gum & Parrett Streets (11-28-80)
43. Willard Library, 1888.
21 1st Av. (9-28-72)
44. Oak Hill Cemetery 1853-1953.
1400 E. Virginia Street (3-22-04)

TABLE 18-11A: INDIANA STATE REGISTER SITES ONLY

Note: Each entry on the list is followed by the date each was placed in the National Register. (D) on the list refers to those that are downtown and too numerous to place on the map.

- D 1. Downtown Evansville Multiple Resource Area (3-2-82)
- D 2. Old Peerless Laundry Building, c. 1930 420 Southeast Eighth St. (12-15-82)
- D 3. St. Mary's Catholic Church, 1867 605 Cherry St.

TABLE 18-11B: INDIANA HISTORICAL MARKERS

Note: (D) on list refers to those that are downtown and too numerous to place on the map.

Title	Location, Erected
D 1. Wabash and Erie Canal	Courthouse, 5th & Vine Streets, 1947
2. U.S. Marine Hospital	W. Indiana Street & N. Marine Avenue, 1963
3. Angel Mounds	Angel Mounds State Historic Site, 1966
4. First Soil and Water Conservation District in Indiana	Vanderburgh County 4-H Center, 1976
5. P-47 Thunderbolt Factory	In front of Whirlpool on U.S. 41 North, 1995
6. Evansville Cotton Mill	St. Joseph Avenue south of Ohio Street, 1996
D 7. McCurdy-Sears Building	101 N.W. 4th Street, 1999
D 8. Ohio River Levee	Eastern portion of Dress Plaza, near the intersection of Walnut Street and Riverside Drive, 2003

SECTION 19 PUBLIC UTILITIES

The public utilities addressed in this section are water distribution, wastewater collection and treatment, storm water drainage, and solid waste disposal. The other utilities that serve the community such as electric, natural gas, telephone, and cable (television and internet) are private. The location of utilities has land use implications in that water and sewer availability is essential in order for intensive development to occur. Therefore, public utilities, or more precisely, their extension or capacity can be an effective tool to guide urban growth.

WATER

The Evansville Utility Department has a service area of approximately 100 square miles. Within this service area, water is provided to approximately 93 percent of the residents in Vanderburgh County. The Department has four wholesale customers: German Township Water District, Gibson Water, Inc., Indiana Cities Water Corporation (Newburgh), and the Town of Elberfeld. Page 19-2 shows both the Evansville Utility Direct Water Service Area and the German Township Water Service Area. The other wholesale customers are outside of Vanderburgh County.

German Township Water District serves a large portion of Vanderburgh County including German and Armstrong Townships. German Township also has a line along State Road 65, serving Cynthiana in Gibson County. Posey County, Wadesville and Blairsville also receive water from the German Township Water District.

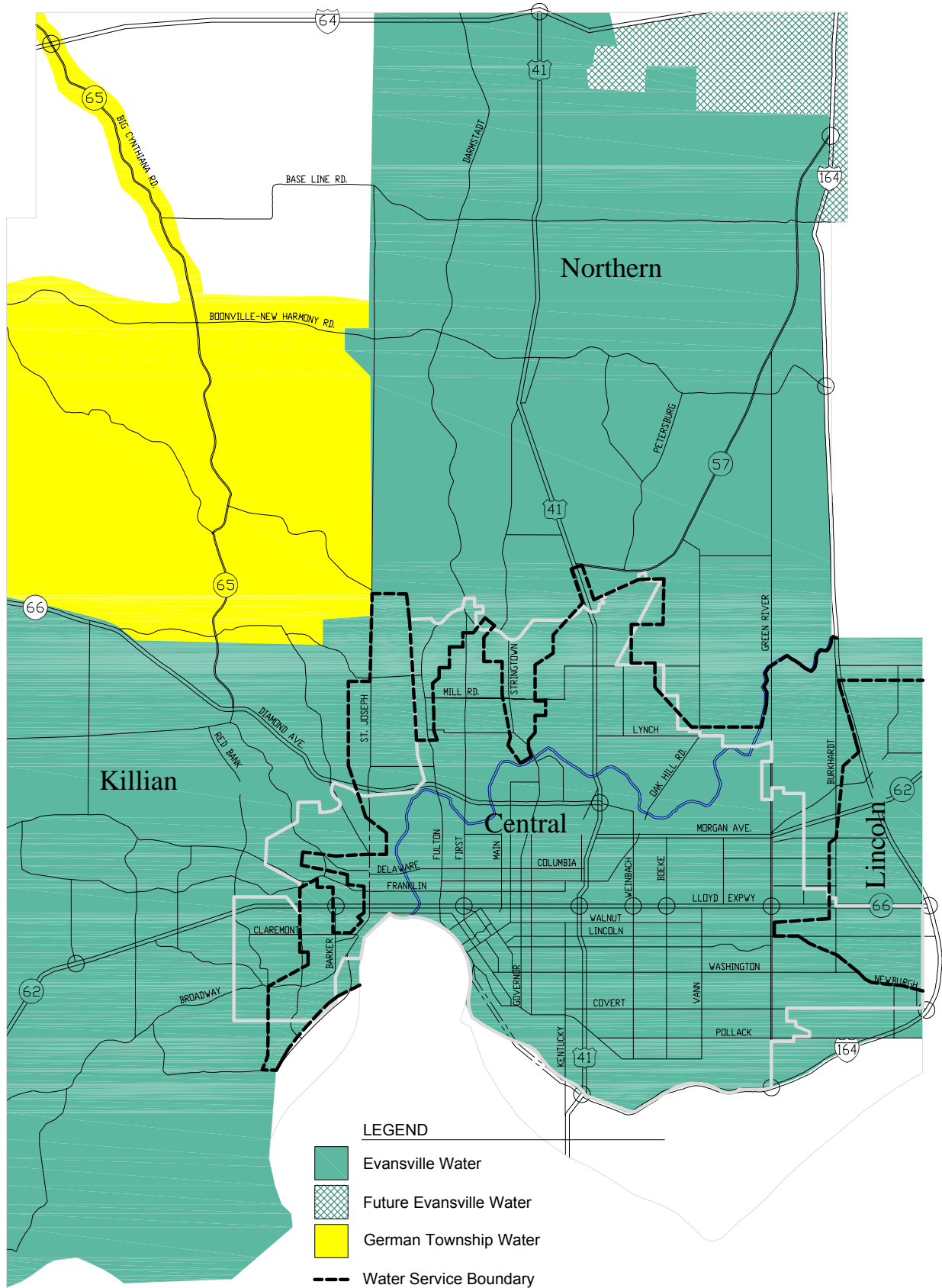
The source of water for the system is the Ohio River. Water taken from the river is treated to potable standards in a treatment plant located southeast of and up river of downtown. This treatment plant has a filtering capacity of 60 million gallons per day (MGD). The average amount of water pumped to customers daily is 27 MGD. July 8, 1988 is the record day with 38 MGD having been pumped.

EXISTING FACILITIES

The Evansville water treatment plant first supplied treated water to the City in 1912. Since 1912, the plant has been expanded and modernized several times.

The Evansville water system contains eight water storage facilities ranging in size from 250,000 gallons to 20 million gallons. Total storage capacity in the distribution system is 27 million gallons. This system includes ten existing pumping stations, ranging in capacity from 0.3 MGD to 23 MGD. It also includes an extensive network of distribution mains.

Water Service Area



LEGEND

- Evansville Water
- Future Evansville Water
- German Township Water
- Water Service Boundary

Source: Water & Sewer Utility Department

Table 19-3 below illustrates the projected amount of water which will be required on a daily basis to meet future demands on the Evansville water system. These projections were based on the population projections from the 1991 Comprehensive Plan. Since the 2004 Comprehensive Plan projects as many as 16,000 more residents for Vanderburgh County than was projected in the 1991 Plan, the future water demand for 2010 shown in Table 19-3 could be low. In addition, one of the regional projections in the 2004 Plan shows Warrick, Gibson and Posey Counties gaining 24,000 new residents by Year 2025. Therefore, the service area of the four water wholesale customers will continue to grow as well.

TABLE 19-3: WATER DEMAND: 1988-2010

1988 Maximum Day	2010 (p) Maximum Day	Current Filtering Capacity
38 MGD*	54 MGD	60 MGD

Source: Report on Water Works Facilities, 1989

*MGD - million gallons per day

(p) - projected

RECOMMENDED WATER SYSTEM IMPROVEMENTS

The primary responsibility of the Evansville Water Utility is to supply customers with adequate water of high quality at acceptable pressures. In order to evaluate whether the system is accomplishing this responsibility, periodic hydraulic analyses are conducted. These identify deficiencies in the distribution system and facilitate the establishment of an improvement program designed to reinforce the existing system, keep pace with growth, assure high quality water service, and provide a reliable base for commercial and industrial development.

In 1993, an update to the 1989 Report on Water Works Facilities was completed with particular emphasis on the rapidly growing Northern service area. This document provides a description of the improvements needed to correct distribution system pressure deficiencies, and it establishes a long-range plan for expansion to meet projected growth in the water service area. More recently, a 10-Year Water System Master Plan was developed for the Utility. The following is a description of these plans and their recommendations.

The water section of the Water and Sewer System Master Plan splits the discussion into two areas, a detailed growth analysis and the Evansville Water Utilities' Five-Year Capital Improvement Plan (CIP). The growth analysis starts with a big picture look at the system to predict general growth trends through Year 2010 based on zoning, future land use, population

trends, and the potential for increases in the wholesale customer's contracts. The CIP includes such items as maintenance, replacement of existing facilities and service, lines to new subdivisions, other new service and projects previously recommended in earlier master plans.

A general engineering evaluation of the Evansville water distribution system was performed to determine the future infrastructure needs. This analysis was performed as part of the overall Water and Sewer System Master Plan, and involved the development of scenarios that were used to evaluate the system's ability to absorb growth both within the service area and from the wholesale customers.

Scenarios for different combinations of growth within Evansville and their wholesale customers were developed to show what improvements will be needed within the Evansville distribution system to meet projected demands. The Master Plan shows what projects will be needed in 2005 and 2010 under each scenario. The projects listed will be needed for the system to meet the projected demands of each scenario. For planning purposes, the projects identified are those that can accommodate the highest growth scenario. This approach presents a worst case in terms of future needs for the Evansville infrastructure. It is important to remember that growth within the Vanderburgh County service area is not the only factor to consider when examining future needs, as the wholesale customers account for a significant portion of the recommended projects. For this reason, many of the projects will only be installed on an as needed basis when the affected wholesale customer agrees to share in the cost of the system upgrades.

Water Supply and Treatment

Raw Water Supply - The existing raw water pumps, with a capacity of 144 MGD, greatly exceed the current needs and projected demands.

Treatment - Based upon present drinking water standards, the total design filtering capacity of the water treatment plant is 60 MGD. The quality of the treated water begins to deteriorate, however, as the treatment rate approaches 50 MGD. Table 19-3 shows that by 2010, demand is projected to reach 54 MGD. Therefore, plant/treatment modifications will eventually be necessary in order to meet projected water demands.

In addition, treatment processes must comply with federal mandates and the Safe Drinking Water Act. To proactively determine the most cost effective treatment alternatives needed to insure continued regulatory compliance, the Utility will continue to study this issue in cooperation with the Environmental Protection Agency. Based on these studies and the ongoing Water Quality Master Plan, the Utility will also continue to maintain a Strategic Action Plan detailing all economic and compliance considerations. Design and construction of new processing facilities could be necessary if major changes to federal treatment standards are adopted in the future.

Distribution System

Because of variations in elevation by more than 200 feet, there are currently seven service levels (areas) in Evansville's water distribution system. In order to supply water to these levels, the Utility maintains eight water reservoirs and ten pumping stations. The 1989 Report of Water Works Facilities for Evansville determined that some adjoining service levels can be consolidated without extensively revising the existing distribution system. By merging the service levels, the number of reservoirs and pumping stations in the distribution system can be reduced. Some of the highlights of this study, its revision in 1993, and the Master Plan are described below.

Northern Service Level - In this rapidly developing area, the current pumping stations and distribution lines are operating at maximum capacity. A significant project that is under construction in this area is a new water line extension to serve the Warrick County Industrial Park north of I-64 and east of SR 57. This new line will make water service available to many properties along its route in both Vanderburgh and Warrick Counties.

The Master Plan assumes industrial growth will occur at U.S. 41/Volkman Road and in the Daylight areas, including a single one (1) MGD user. Serving this amount of growth would require installation of an additional water main to loop the system allowing more water to the Boonville-New Harmony tank and to the large user. Other improvements recommended to meet 2010 projected demands from population and industrial growth include:

- pump station pump replacements to increase existing capacity;
- numerous distribution line enhancements;
- additional water mains to feed this area and the Volkman Road tank;
- a new elevated water storage tank and associated water mains along Baseline Road east of Barton Road to meet peak hourly and fire flow demands; and
- a new pumping station on Schroeder Road with standpipe storage.

Central Service Level - This encompasses the older, more developed areas of Vanderburgh County. Significant growth is not predicted for this area; thus, water demands are not expected to increase significantly. Nevertheless, because booster systems are supplied from the Central system, the anticipated growth in the outlying areas will place additional stress on the central service level. The Utility should ensure that water is extended to the remaining, unserved residents in this area.

General System-wide Improvements -

- Upgrade booster stations and their capacities to keep water reservoirs filled and to maintain minimum pressures.

Gibson County Rural Water – Due to population, industrial, and wholesale growth:

- Increase capacity of main along U.S. 41 to allow for more water to be provided to industry in this area; and
- Upgrade booster station to increase capacity.

German Township Rural Water – Due mainly to population and wholesale growth:

- Install additional water mains to feed the Boonville-New Harmony tank at the Township connection; and
- Upgrade booster station to increase capacity.

Indiana American Water Co., Newburgh – Due to wholesale growth:

- Install additional water mains to feed the existing connection point and to improve flow and pressure in the Lincoln zone; and
- Add a new connection point.

RECOMMENDATIONS FOR WATER PLANNING

Since the Master Plan and the other water studies are dated, it is recommended that the Master Plan be revised to study future demand and capacity needs of the water system and its wholesale customers to Year 2025. This planning should be done with the objective of keeping a 20 percent capacity surplus to stay ahead of demand.

WASTEWATER COLLECTION AND TREATMENT

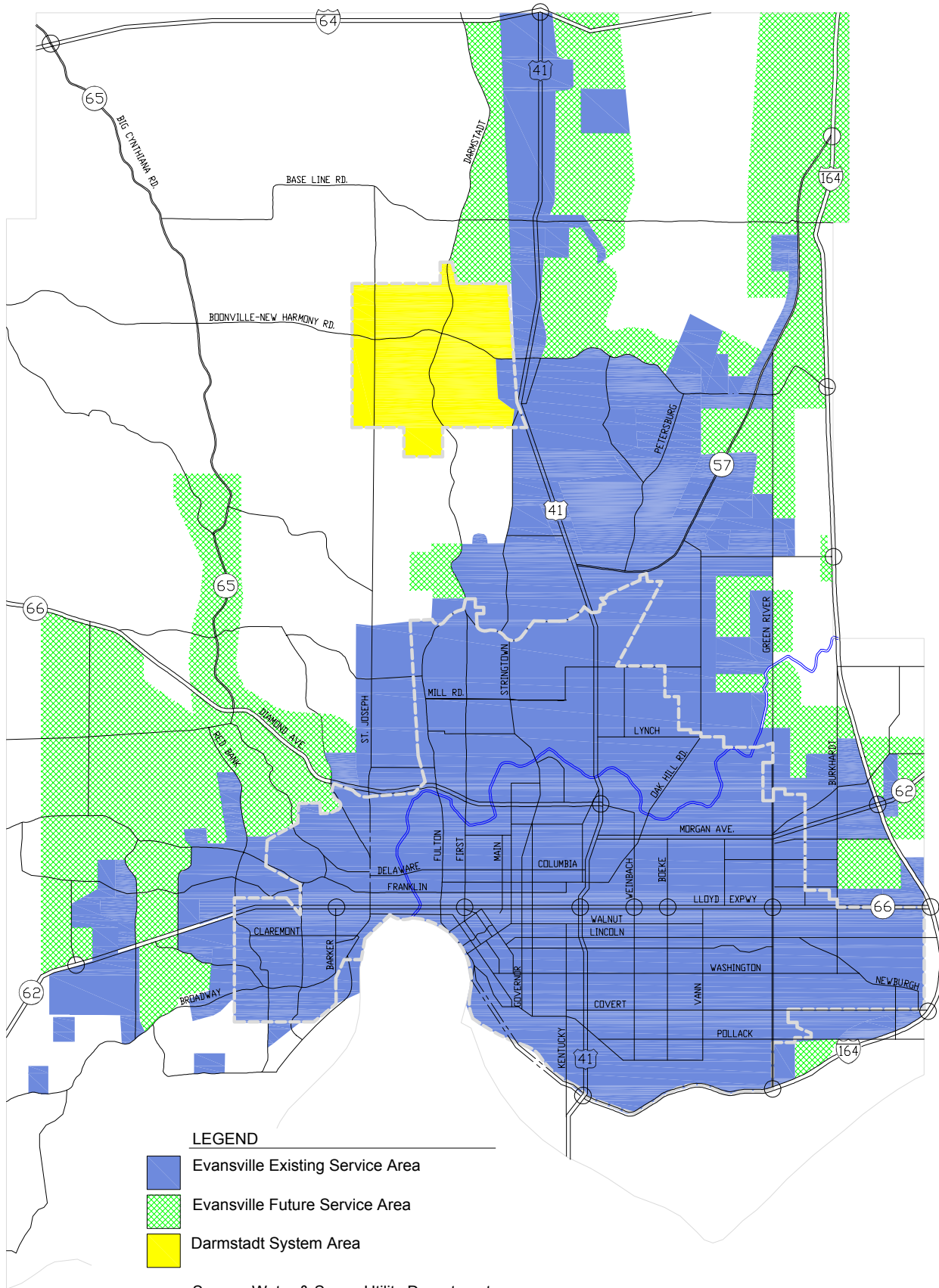
The area served by the Evansville Sewer Utility includes the City of Evansville and the portions of Vanderburgh County shown on page 19-7. In 1988, the Town of Darmstadt completed construction of a pressurized sewer system. Sewage from this system is routed to the Evansville wastewater collection system and is treated in the Evansville plant. Structures in the remaining portions of the County are on individual septic systems.

Currently, the system is composed of two wastewater treatment plants, 80 lift stations, 23 combined sewer overflows (CSO) outfalls, and approximately 500 miles of wastewater collectors. The treatment plants and lift stations are operated and maintained privately by Environmental Management Corporation. These collectors carry either separated sanitary or combined sanitary and storm water.

COLLECTION

As previously noted, there are two types of wastewater collectors in the Evansville System (sanitary and combined). The construction of separated systems has been required in all development since the mid 70's. The majority of the older areas of the City (roughly that area south of Pigeon Creek and west of Vann Avenue) are served by the combined collectors. The east plant's service area has approximately 80 percent sanitary sewers and 20 percent combined sewers. The west plant's service area has approximately 40 percent sanitary sewers and 60 percent combined sewers. Consequently, the entire sewer-service area is served by the combination mains since wastewater collected through the separate mains must flow to the treatment plants through the combined mains. Many cities throughout the United States have systems similar to that of Evansville. The Federal government is requiring action by local governments to eventually eliminate combination sewers.

Sewer Service Area



Clear water infiltration into the wastewater system continues to be a problem for the sewer utility. However, the amount of clear water in the system has been reduced in recent years. To meet federal guidelines, further reductions are expected. If clear water can be eliminated in the system, it will help to minimize future wastewater treatment costs.

TREATMENT

The east side and west side treatment plants that were built in 1954 and 1956, respectively, have undergone several upgrades over the years. However, these plants have reached their capacities. Table 19-8 describes the systems treatment capabilities and projected flows from the Water and Sewer System Master Plan. This data shows that while flows are expected to increase, the Utility is planning improvements at both the East and West plants that will provide adequate capacity in the future.

TABLE 19-8: TREATMENT PLANT STATISTICS

Plant	Existing Design Capacity	2000 Average Flows	2025 Projected Flows	2025 Proposed Capacity
East	18 MGD	13.3 MGD	16.2 MGD	24 MGD*
West	20 MGD	19.7 MGD	32.9 MGD	38 MGD*
Total	38 MGD	33 MGD	49.1 MGD	62 MGD*

* Current estimate from Water and Sewer Department staff.

WASTEWATER IMPROVEMENTS

A system-wide Water and Sewer Master Plan has been prepared for the Department by a consultant. It provides a “roadmap” for system upgrades and phased improvements to the collection system, including specific recommendations on sewer and force main locations and sizes. The current emphasis for sewer improvements is on increasing capacity, rehabilitation of the existing collection system, and reducing and eventually eliminating combined sewer overflows (CSO's). The Long Term Control Plan was recently developed as the strategy to be used for reducing/eliminating CSO discharges into Pigeon Creek and other local watercourses.

The main focus of the sewer Master Plan is on the areas outside of the combined sewer limits where the current system is being rapidly expanded. Areas inside the combined sewer limits generally have adequate capacity for dry weather flows. Detailed analysis and discussion of wet weather flow capacity in the combined sewer limits is extensively studied in the Long Term Control Plan.

The sewer section of the Master Plan discusses topics such as:

- The existing collection system routes and available capacity;
- How existing flows and future flows were allocated within the study area;
- New interceptor system routes for future flows;
- Conceptual costs of proposed interceptor system routes and necessary reinforcement of existing sewers; and
- Prioritization and approximate schedule of proposed improvements.

Recommendations in the Master Plan are made with the goal of maximizing the use of existing facilities, including pump stations, force mains and/or sewer lines. In keeping with this goal, parallel sewers and force mains, and/or facility and pump upgrades are considered where feasible for future improvements. Similarly, where system facilities are known to be in the late stages of their expected life cycle, or they cannot be economically upgraded or rehabilitated, new or replacement facilities are recommended.

The proposed improvements to the collection system in the Master Plan were based on the recommendation that a new sewer treatment plant be constructed to address the growth in the northern portion of the County. Since the Plan was written, the City has determined that the needed capacity to serve this growth can be provided by improving existing facilities without building a new plant. This alternative would require a major capacity increase at the Westside Treatment Plant. A study to analyze and design these improvements is underway.

Although utility planning is carried out by local government, the large majority of sewer extensions are initiated and constructed by developers. In these situations, all costs associated with extending and/or accessing City sewers for new service to a development are the responsibility of the developer. Other efforts to extend sewer with public funds also occur periodically. An example of a current project that is not developer funded is the sewer extension along Broadway Avenue from the West Treatment Plant to Johnson Lane. The primary improvements planned for the near future to address capacity and expected growth in northern and western Vanderburgh County are:

- 1) Upgrades at the West Plant that will increase its wet weather capacity to 38 MGD, nearly doubling the existing capacity, will include new technologies in secondary treatment along with many other improvements; and
- 2) A new lift station near U.S. 41 and Lynch Road replacing the existing Pfeiffer Road station along with a new force main from this location to the West Plant to carry flow from the anticipated growth in the northeast portion of the County.

Various other improvement projects involving new facilities and upgrades of existing facilities are now in the planning stage. Some of the projects are mandated by changes in the City's wastewater discharge permit. Work which is a result of these new regulations includes the elimination of illegal storm water connections and the separation of storm and sanitary sewers.

Major projects that are being planned for the near future by the Utility to address these issues are:

- 1) Separating storm and sanitary sewers in conjunction with the southeast side drainage project, involving the area generally bounded by Weinbach Avenue, Washington Avenue, Vann Avenue and Covert Avenue; and
- 2) Install CSO gate structure on Kentucky Avenue and Sweetser outfall to take advantage of storage capacity in the large Kentucky Avenue sewer and eliminate the by-pass to Bee Slough.

Individual sewer extensions incrementally expand the area in which sewer is available. The map on Page 19-7, developed in consideration of both past and planned sewer extensions, shows the existing and future sewer service areas. The future sewer service areas on the map reflect the planned and recommended extensions to the wastewater collection system. These recommendations are based upon past growth patterns and projected growth for Year 2025.

The main areas recommended for sewer service are:

- The remaining unserved pockets in the City;
- The remaining unserved portions of unincorporated Center and Perry Townships;
- Portions of unincorporated Knight Township, particularly along the Lynch Road extension east of I-164;
- The State Road 65 (Big Cynthiana Road) corridor from outer Diamond Avenue (State Road 66) to and including the St. Joseph area, and portions of German Township; and
- The area along I-164 between the north County boundary and the Boonville-New Harmony interchange.

RECOMMENDATIONS FOR SEWER PLANNING

Since the Master Plan and the Long Term Control Plan are both based on the assumption that a new plant was to be constructed, it is recommended that these planning documents be restudied and revised to address the capacity needed for the future in the most cost effective manner.

RURAL SEPTIC SYSTEMS

On-site sewage disposal plays a vital role in the development of the County. It can be a major limiting factor in the suitability of a lot for development where sanitary sewers are not available. The type of soil on an individual lot determines whether it can be developed. According to the Vanderburgh County Soil and Water Conservation Service, approximately 95 percent of the soils in the County have severe limitations for on-site sewage disposal. This makes septic

systems a temporary solution to sewage disposal at best.

In 1990, there were 72,637 housing units in the County, of which approximately 63,419 (87.3%) units were connected to sanitary sewers. Most of the 9,218 (12.7%) homes that rely on on-site sewage disposal were located in the County. The City-County Health Department had permitted 1,043 new septic system installations from 1990 through 2002. Given these figures, the need for extended sewers is obvious.

STORM WATER DRAINAGE

Evansville's terrain, existing drainage system, and proximity to the Ohio River contribute in making surface water drainage a complex problem. This is especially true for the City's east side, since much of this area is low and very flat.

Currently, surface water drainage is controlled through a variety of conveyance facilities. The older parts of the City are served by combined sewers carrying both sanitary sewage and drainage. The combined sewers become problems when overloaded during heavy rainfall which results in localized flooding and health issues. Newer developments have been constructed with local storm sewers which discharge to nearby open ditches or into separate storm interceptor sewers that ultimately outfall to levee ponding areas or pump stations. The rural area and some of the growth areas on the fringe of the City are served by ditches and legal drains which discharge into nearby streams.

During periods of heavy rainfall both citizens and local officials become acutely aware of the problems associated with the combined storm water and sanitary sewer system. Some of these problems are local flooding, reduced capacity and efficiency of treatment plant operations and overflow causing direct sewage discharge into Pigeon Creek and the Ohio River. Currently, there are six major combined sewer overflows, or outfalls, on the Ohio River and seven on Pigeon Creek.

A significant problem with combined sewers is treating the storm water runoff in the wastewater treatment plants during and after heavy rains which reduces plant capacity. When the plants exceed their capacity, the results are direct sewage discharge into the Ohio River and Pigeon Creek. The alternatives are to increase the capacity of our treatment plants and/or reduce the volume of storm water reaching the plants.

Previous planning efforts have resulted in proposals for large scale storm/sanitary sewer separation projects in areas that were served by combination sewers. Examples of this type of project are the new storm sewer systems which have been installed along Fulton Avenue, St. Joseph Avenue and Weinbach Avenue. These projects separate the sewer systems and provide relief from localized flooding. Future projects include:

- Vann Avenue, extending from Walnut Street to Rheinhardt Avenue;
- Culver Drive and numerous other streets in the Culver Area; and

-- Diamond Avenue, from U.S. 41 to Pigeon Creek and adjoining areas.

These past and future projects, which will minimize the sewage discharge into the Ohio River and Pigeon Creek, are necessary to meet the Clean Water Act standards. The high cost of resolving the problems caused by the CSO's dictates that the needed improvements be phased in over a period of years.

In 1997, Clark and Deitz consulting engineers prepared a Storm Water Master Plan for the City. This plan studied and identified needed improvements to resolve localized flooding and storm water drainage problems. The City financed \$30 million in bonds to provide the necessary funds to design and construct system-wide improvements to help alleviate these problems. The improvements involved various alternatives to address identified drainage needs.

The alternative solutions were studied and identified for their ability to reduce, mitigate, or eliminate drainage and flooding problems. Alternatives were categorized as either structural or non-structural and also were characterized according to their scale, at the neighborhood, watershed, or system-wide level. Cost was also an important consideration in this analysis. Implementation of these improvement projects identified in the Storm Water Master Plan will be a long term process. The Plan includes a list of priority projects based upon criteria such as population served, cost effectiveness, and ability to be constructed.

A CSO Long Term Control Plan was also recently completed by the Water and Sewer Department with the assistance of a citizen advisory committee. This Plan analyzes the impact of existing CSOs and develops cost-effective solutions to eliminate or reduce as much as possible the discharge of sanitary sewer flows into Pigeon Creek, Bee Slough and the Ohio River to comply with federal requirements. The Plan recommends a set of seven control improvements to accomplish this goal. Some of these proposed CSO controls are in-system and off-line storage of storm water that can be released slower after a storm event; and diversion of some flow to the proposed north side treatment plant. This Plan needs to be revised to reflect the fact that the new treatment plant will not be built as proposed. Any modifications to the Plan must be reviewed for approval by the Environmental Protection Agency. Replacement lines that will separate the storm and sanitary sewers are proposed in the Storm Water Master Plan for certain areas.

One of the main drainage projects planned by the City is described as follows:

The Southeast Side Drainage Project –

- Includes the separation of storm and sanitary sewers within the area generally bounded by Weinbach, Washington, Vann and Covert Avenues;
- Expected cost - \$22 million;
- Will direct storm water south into an improved storm sewer, then into widened ditches and eventually into Eagle Slough; and
- Design work to begin in the near future.

Management of storm water in Evansville and Vanderburgh County is generally the responsibility of the Evansville Board of Public Works and the Vanderburgh County Drainage Board (County Commissioners). All major subdivisions must have preliminary drainage plan approval by the appropriate board before consideration by the Area Plan Commission at a public meeting. Additionally, drainage review of site plans occurs if required at the Site Review Committee stage of development plan review.

Because the control of surface water drainage is complex in Evansville and Vanderburgh County, proper management is an important concern. The variety of existing and new facilities must be integrated into a comprehensive system that provides adequate drainage throughout the County. Additionally, proper planning and design is essential for subdivisions and other large developments (shopping centers, apartment complexes) with large areas of impervious surface or requiring placement of substantial fill. To help guide developers and policy makers in the development process, a comprehensive drainage system plan is needed. This type of a plan would require coordination and participation by several local agencies including the City and County Engineers, the Board of Public Works, the County Commissioners, the Area Plan Commission, and most importantly, the County Surveyor and the County Drainage Board. These last two agencies are responsible for preparing and executing long-range plans for the construction, maintenance, reconstruction, and classification of regulated drains under their jurisdiction.

In addition to the existing regulations and problems concerning storm water runoff, the City of Evansville and portions of Vanderburgh County will soon be required to comply with new regulations regarding the water quality of storm water runoff. These regulations have been developed by the Indiana Department of Environmental Management (IDEM) to comply with the National Pollutant Discharge Elimination System Phase II program of the Federal Environmental Protection Agency (EPA), known as Rule 13. The intent is to reduce the amount of pollutants that enter receiving water bodies. IDEM has notified the City of Evansville and Vanderburgh County that local plans must be developed to obtain compliance. These plans will involve the development of a storm water management program that includes:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control and
- Pollution Prevention and Good Housekeeping

The City and County will be required to assess the water quality of waters such as the Ohio River and Pigeon Creek. A plan will then be developed to improve water quality through implementation of the measures listed above. Local ordinances are currently being developed to require and guide implementation. This is the process the City and County are required to follow to address the new federal and state storm water management standards.

SOLID WASTE

Solid waste generated in Evansville and Vanderburgh County is primarily disposed of at the Browning Ferris Industries (BFI) Laubscher Meadows Sanitary Landfill on St. Joseph Avenue, north of Mill Road. This privately owned landfill located on more than 200 acres in northwest Vanderburgh County has been operating under an IDEM permit since 1978. It is the only final disposal facility for municipal solid waste in Vanderburgh County.

As specified by their local permit and written agreement, Laubscher Meadows is a regional landfill that only accepts waste from Vanderburgh, Warrick, Posey and Gibson Counties in Indiana and from Henderson County in Kentucky. The origin and destination of the waste generated in the region has continued to change over the last several years. About 60 percent of the waste disposed of at Laubscher Meadows originates in Vanderburgh County. The waste from outside of Vanderburgh County hauled to this local landfill as its destination has steadily increased from 8% in 1991 to as high as 40% of the total in 2000. The origin of the waste from outside the County at the Laubscher landfill is currently 27% from Posey County, 31% from Henderson County, 29% from Warrick County and 13% from Gibson County.

The destination of the waste generated in Vanderburgh County was at one time almost exclusively Laubscher Meadows. However, the amount of this waste sent out of the County for disposal has been increasing. In 1991, only .57% of the Vanderburgh waste was sent out of the County for disposal. This percentage increased to nearly 30% in 2002. All of the 87,777 tons of waste hauled out of the County in 2002 was taken to the Blackfoot Landfill in Pike County, which is owned by Onyx Waste Services.

BFI and Onyx Waste Services, Inc. are the two major disposal companies that provide trash collection in the City and the County. These two businesses, along with several local independent companies, provide service to the unincorporated areas of Vanderburgh County and to the Town of Darmstadt for residential, commercial and industrial customers. BFI currently has a five-year contract through 2004 with the City of Evansville, and as part of this contract, serves approximately 40,000 single-family homes and small apartment buildings of five units or less. In addition, BFI also serves customers in the unincorporated area of the County.

Under a separate contract, the City's biweekly curbside recycling and yard waste programs will be provided by BFI at least through 2004. This contract requires BFI to process and market the recyclables or contract with another company to do so. The collected recyclables are taken to Tri-State Resource Recovery for processing and marketing. Tri-State Resource Recovery has become the "processing center" that is considered critical to reaching the Solid Waste District's diversion goals. In addition to this program, there are 25 private companies and not-for-profit organizations on 42 sites that accept drop-off recyclables.

Weekly yard waste collection is offered by BFI in the City from the spring through fall. BFI customers also have access to a state-registered compost facility adjacent to the landfill.

Solid waste services, waste education, and recycling in Vanderburgh County are guided by the Vanderburgh County Solid Waste Management Plan. This 20-year Plan was developed by the Vanderburgh County Solid Waste Management District. The District, which consists of a single-county, was created by the Vanderburgh County Commissioners in 1991. It is governed by a Board of Directors and has the power to pass ordinances, levy taxes, and issue bonds.

The Solid Waste Management Plan was adopted by the District Board in 1992. The goal of the Plan is to not only reduce the amount of material entering the waste stream through source reduction and reuse, but to increase the amount of recycling in all sectors, especially the residential and commercial sectors. The Board guides an ongoing education and marketing program emphasizing reduction, reuse, and recycling to reach established goals. The Board also insures that the private provision of waste disposal programs, services, and facilities are compatible with the Plan.

Education is one of the major functions of the Solid Waste District. The Solid Waste Plan calls for an education program to improve the awareness and understanding of solid waste management activities in Vanderburgh County and insure that the waste reduction goals are achieved. The implementation of a successful recycling and source reduction program depends upon changes in behavior on the part of the residents of Vanderburgh County.

To promote the recycling message in the community, the District provides various programs to schools and civic groups about waste reduction, recycling and household hazardous waste. These programs are:

Household Hazardous Waste Collection Day - Offered since 1994 as a single day event.

Tire Amnesty Day - Offered biannually since 1994 to collect old tires.

Household Battery Recycling Program - Offered since 1994 with six local stores as drop-off locations for old batteries.

Monthly Drop-off Recycling Days - Offered since 1998.

City Heavy Trash Pick-Up Program - Offered biannually since 2001 to collect large and bulky items.

Computer and Electronic Recycling Day - This event was new in 2002.

At the current rate of disposal, Laubscher Meadows has over 20 years of capacity remaining. Since the permitting and approval for a new landfill is a lengthy process, site selection for a new landfill site should be initiated in about 10 years. This assumes that the future amount of waste disposed at Laubscher Meadows per year remains about the same. Therefore, this schedule will need to be adjusted if drastic changes occur in the rate of disposal.

EVANSVILLE WATER AND SEWER UTILITY ACTION PLAN

Source: Water and Sewer Utility and Area Plan Commission

GOAL

To provide quality water and wastewater service throughout the current and future service area.

OBJECTIVES

To improve treatment plant facilities and processing to meet the needs of the community while simultaneously achieving compliance with Federal and State regulations, particularly Clean Water and Safe Drinking Water Act Amendments.

Keep a 20 percent capacity surplus so that the system can stay ahead of the demand for new water and sewer service.

To increase the system's reliability and maintain minimum residual pressure of 30 pounds per square inch under maximum hour demand conditions.

POLICIES

A financing mechanism should be developed for extending service to those structures in the developed area not currently served by the water and sanitary sewer system, and all unserved structures should be connected into the system.

Revise the Water and Sewer Master Plan to guide the provision of these services.

Require those receiving the service to pay the cost of providing such service.

All costs associated with extending and/or accessing the water and sanitary sewer network for new service to a development is the responsibility of the developer.

The utility shall assume, after inspection, ownership and maintenance of all qualifying water and wastewater facilities installed in the service area.

Facilities previously installed but not meeting adopted standards shall not be maintained or expanded until these standards are met.

Insure that water and sewer system improvements necessary to accommodate new development are in place when needed to mitigate development impacts.

Sanitary sewer improvements, along with the proper zoning, must be in place for extensive commercial or industrial development.

Install a minimum water pipe size of eight inches for fire protection purposes.

OBJECTIVE

Phase out the passage of storm water flow through the sanitary sewer system reducing the clear water flow into the treatment plants.

POLICIES

Replace the existing combined sewer systems with separate storm water and sanitary sewer lines.

STORM WATER DRAINAGE ACTION PLAN

GOAL

Improve the surface collection and capacity of the storm water drainage system.

OBJECTIVE

Reduce the extent and duration of localized flooding.

POLICIES

Encourage the City and County to develop and implement a storm water drainage and erosion control master plan.

Identify those developed areas where frequent localized flooding occurs, prioritize these problems, and develop alternatives for reducing, mitigating, or eliminating the problems through both structural and non-structural means.

Where flooding problems have been identified, increase the capacity of the drainage system in these areas to handle a 10-year storm event and/or implement other alternative solutions.

Develop a City drainage ordinance that will be consistent with the County ordinance that was adopted in 1994.

Ensure that the post development storm water runoff does not exceed pre-construction volumes, thereby reducing the impact of new development on the existing drainage system.

Expand the inclusion of detention and/or retention ponds in new development.

SECTION 20 PLAN IMPLEMENTATION

*“Communities can be shaped by choice, or they can be shaped by chance.
We can keep on accepting the kind of communities we get,
or we can start creating the kind of communities we want.”*
Richard Moe, President, National Trust for Historic Preservation

STRATEGIES TO REALIZE PLAN GOALS

For a comprehensive plan to be effective, it is essential that continuous implementation efforts are a community priority. The Plan is a statement of the community’s goals and values about growth. Diligent consideration of the Plan in making land use decisions is basic for implementation. Land use decisions that reflect the land use plan and the goals, objectives, and policies help to implement the Plan. This section discusses the various actions necessary for successful Plan implementation.

DEVELOPMENT EVALUATION:

Use of the Comprehensive Plan

It is likely that there will be development proposals which do not conform to the Comprehensive Plan. When development or other proposals are submitted for action to the Area Plan Commission, the City Council, or County Commission, they should be thoroughly evaluated for their consistency with the Plan. As a part of this evaluation, a thorough review and interpretation of the Plan is necessary with particular attention given to land use goals, objectives, and policies. The first step in this review involves a determination on whether the Plan provides relevant direction and whether the requested action is in conformance with the Plan. Proposals creating a more extensive impact will require a more detailed analysis and consistency determination. Based on the results of the review, consideration should be given to modification of development proposals that are predominantly inconsistent with the Plan. If modification of an inconsistent proposal is not a desirable option and the project is clearly beneficial to the community, the proposal should be approved. However, a Plan amendment should be considered for major projects when warranted by expected size or impacts.

The following criteria should be used to evaluate proposals:

- The suitability of the property for the uses allowed under the current zoning ordinance;
- The existing zoning and uses of surrounding properties;
- The existing and future character of the adjacent area;

- The type and extent of positive and/or detrimental impacts to adjacent properties or the community at large;
- The impact of the proposal on public services, utilities, and facilities;
- The benefits to the public health, safety and welfare, compared to any hardship imposed;
- The relative conformance of the proposal to the land use plan and the goals, objectives, and policies; and
- Consideration of responsible development and growth, and any other relevant information.

In planning, administrative, or legislative proposals (such as a subarea plan, capital improvement program, or a zoning ordinance amendment), a similar evaluation is required to identify potential conflicts between the proposal and the Comprehensive Plan. The Area Plan Commission's evaluation should include the following:

- Identification of sections in the Plan that would be negatively impacted by the proposal;
- Evaluation of the effects of the proposal on each Comprehensive Plan section, and identification of the specific goals, objectives, and policies of the Plan that the proposal is consistent with and conflicts with; and
- Identification of adjustments to the proposal that would reduce any noted conflicts or negative impacts, and if appropriate, revisions to the Plan that would be necessary to accommodate the proposal.

Use of the Zoning and Subdivision Ordinances

Zoning and Subdivision Ordinances have traditionally played a major part in the implementation of the Plan which is a long term process. The Plan establishes the legal framework for land development regulations, and these ordinances are tools to implement the Plan.

The Zoning Ordinance defines the use districts and establishes site development requirements such as required parking, setbacks, maximum lot coverage, and building height.

Pursuant to Indiana Code I.C. 36-7-4-603 concerning preparation and consideration of proposals under local zoning ordinances states:

*“...the plan commission and legislative body shall pay reasonable regard to:
the comprehensive plan;...responsible development and growth”*,

and other considerations.

The Subdivision Ordinance sets standards for land division and establishes the requirements for the plat recording process. The Subdivision Code for the City (Section 152.02) and County (Section 16.04.020) both state:

“The purpose and intent of these regulations is to serve as a guideline encouraging the proper planning and development of subdivisions in order to: ...Guide future growth and development in accordance with the comprehensive plan;....”

Even the first City Plan in 1925 discussed the need for the subdivision of land to be coordinated with an overall plan. This need was expressed as follows:

“The purpose of this requirement is not to restrict or handicap the man who wants to plat his property, but to bring his work into harmony with that of others by means of a broad city-wide plan.”

This historic plan continues by pointing out that developers’ efforts should be coordinated so that the platting of lots does not cost the community in health and well being, or create streets that are a public liability.”

The most common way that the Comprehensive Plan is implemented is through the administration of the zoning and subdivision process and enforcement of these requirements. To assure conformity between zoning regulations and the Comprehensive Plan and to provide for an orderly and responsible sequence of development, the following principles should be employed:

- Zoning should be used to guide development activities into appropriate locations and to enforce development/redevelopment standards in accordance with the Plan; and
- Zoning districts should be designated and administered in such a way that protection is given to the existing and future use areas from encroachment by uses inconsistent with the Plan.

Rezoning requests and proposed subdivisions should be evaluated thoroughly using the criteria previously listed, especially the Plan’s goals, objectives, and policies. In some instances, certain conditions must be in place before land can be used as indicated in the Plan. For example, commercial, industrial and substantial residential uses should not be located in outlying areas until there is adequate infrastructure to support this development.

To promote a compact and efficient city, it is recommended that the Zoning and Subdivision Ordinances be modified as needed to implement the goals, objectives, and policies in the Comprehensive Plan. Modifications concerning the Zoning and Subdivision Ordinances that could be pursued include:

- Reviewing and as necessary amending to clearly reflect community needs and values;
- Evaluating and, where necessary, revising land development regulations to streamline the regulatory process so that the total project review time does not

- impede sound economic development;
- Managing development along thoroughfares, waterways and environmental corridors, using appropriate techniques (e.g. overlay zoning, right-of-way dedication, setbacks, access management, buffering and landscaping);
- Studying the feasibility of adopting the plan development district requirements and procedures as allowed by Indiana law; and
- Studying the establishment of a coordinated comprehensive land development code which would include all regulations relating to land use and subdivisions.

Use of the Thoroughfare Ordinance and Road Standards

The Thoroughfare Ordinance and official map were adopted by Area Plan Commission, City Council, and County Commissioners in 1984 to establish minimum setback requirements for development along major roads and streets within the Zoning Code. The thoroughfare regulations reflect public safety needs identified through traffic planning and analysis. Compliance with the thoroughfare regulations is addressed in the transportation action plan. Consistent right-of-way standards need to be adopted by the City and County for each type of functional road classification category. Modifications to the Thoroughfare Plan and regulations could then be made to reflect the standards for current and future public safety right-of-way setback needs.

The efficient and safe movement of traffic is largely dependent upon the type and volume of vehicular movement and specific road design features. The Access Management Manual was developed by EUTS to establish guidelines and standards for the review and approval of applications for access to public roads. Compliance with the Access Management Manual serves to implement the Comprehensive Plan and the Transportation Plan. The Manual was updated in 2002. It is recommended that the Manual be formally adopted by the Area Plan Commission; City Council; and County Commissioners.

INVESTMENT IN PUBLIC IMPROVEMENTS

To achieve the Comprehensive Plan goals, objectives, and policies, continual investment in public and private improvements will be necessary. These investments, guided by a strong capital improvements program, should direct development and redevelopment. By supporting redevelopment that upgrades streets, sidewalks, utilities and other public improvements in older areas, the City will benefit from a stronger Urban Core, as well as stimulate additional growth and investments.

Infrastructure investment in growth areas also impacts future development. Growth means additional houses, families, and traffic; expanded streets, water and sewer systems; and increased demand on schools, parks, and police and fire service. Evansville and Vanderburgh County have been successful in obtaining developers' assistance and cooperation in dedicating right-of-way and constructing new roads. These new roads improve access, thereby increasing land values and possibilities for additional development. Developer investments for roads also decrease the financial burden on the City and County.

Where appropriate, the Water and Sewer Utility Department encourages developers to construct water pump and sewer lift stations with extra capacity to serve adjacent developments or vacant areas in lieu of constructing several smaller stations. The Utility Department reimburses the developer for the cost of over-sizing the pump/lift stations. Infrastructure extensions necessary to service an individual development are not the responsibility of the public sector. However, when public infrastructure investment is feasible, properly located improvements can help direct growth into desired areas.

INCENTIVES AND COMPENSATION

Many of the Comprehensive Plan goals require coordinated efforts by both citizens and public agencies. This cooperation may frequently involve some cost or inconvenience. In extreme instances (where the public safety or welfare is concerned), it may be necessary to achieve some goals through the police power of condemnation or eminent domain. However, in most instances, the justification for the use of police power is not warranted, and routine enforcement of the zoning and/or subdivision regulations is adequate to achieve the desired results.

The achievement of the goals in this Plan demands an elaborate and sensitive system of incentives and compensation. This approach must determine the costs and benefits involved in the achievement of public goals and distribute these in a manner that is equitable to all citizens.

A number of techniques have been developed which can be explored and employed, if appropriate, to facilitate the achievement of the goals in an equitable way. Measures which should be investigated are:

- Adjustment of the tax system to encourage the rehabilitation and redevelopment of older areas and discourage the holding of land for speculative purposes;
- Provide and/or subsidize public infrastructure improvements to support or attract commercial/industrial projects;
- Utilize available techniques to create easements (e.g. donation, transfer and purchase development rights, and purchase) or corridors with special regulations (e.g. overlay zoning districts) for environmental protection, recreational uses, and other purposes; and
- Provide compensation in the form of tax relief for agricultural land which is withheld from development through differential tax assessment.

FINANCING

Preceding discussions illustrate that many public goals can only be met through the expenditure of public funds. However, there are limited public funds available. If the Comprehensive Plan objectives are to be achieved, a wide variety of funding sources must be developed and utilized. A strong capital improvements program is of paramount importance

in supporting plan implementation.

FACTORS AFFECTING IMPLEMENTATION:

EDUCATION, PARTICIPATION, AND LEADERSHIP

Broad public support and involvement is required in creating public goals, objectives, and policies. For an effective Comprehensive Plan to be implemented, a vigorous and ongoing program of public discussion, education and participation is necessary. It is also important for people who are in decision making positions to understand the needs and values of the community and provide venues for expressing them. Community leaders must take the initiative and help stimulate the interest and understanding that is imperative for a successful comprehensive planning process.

Efforts should be initiated to increase citizen involvement in the development of the Evansville-Vanderburgh County Comprehensive Plan. Considerable discussion and consensus are required to develop the Plan's goals. This public participation creates an environment of understanding and of support for the implementation process.

REVIEW AND UPDATE OF THE PLAN

The Comprehensive Plan should be reviewed at least every five years. This review identifies any changes in conditions that require revisions to the information in the Plan and involves updating the Plan to reflect these changes.

SUBAREA PLANS

The development of subarea plans, such as corridor plans, and neighborhood plans, can further assist decision makers in the interpretation and the application of the goals, objectives, and policies of the Comprehensive Plan to specific areas and individual development requests. This is due to the localized nature of the document which allows more personal identification with the planning area and issues. Greater certainty for private and public investment can be achieved when plans such as these identify recommended land use at a more specific level, target the available undeveloped land, and address traffic circulation and the infrastructure improvements needed for further development. These subarea plans can also address where appropriate relationships between land uses, potential use conflicts, physical features, and urban design and open space needs.

The following guidelines should be used in determining areas that warrant these plans:

- where data and other information indicate the highest need for neighborhood revitalization and improved community facilities and services;
- where development trends suggest rapid growth is likely to occur in the future, and/or where major land use conflicts are projected; and

- where special regulations are in effect, such as floodplains, redevelopment areas, the airport, and historic district.

The following Growth Management Plans had been approved and incorporated by reference as part of the 2004 Comprehensive Plan:

- I-164
- State Road 62 and Red Bank Road
- North U.S. 41
- Covert Avenue east of Green River Road
- Division Street
- North Green River Road

The following land use analysis and recommendations report was accepted by the Area Plan Commission and City Council in public meeting:

- South Green River Road (Covert Avenue to I-164).

Areas for which future plans may need to be developed are the proposed I-69 corridor and the proposed Eickhoff-Koressel Road corridor. The adoption and revision process for subarea plans should be similar to the process used for the Comprehensive Plan.

COOPERATIVE MANAGEMENT AND JOINT DEVELOPMENT

Many of the objectives of the Comprehensive Plan cannot be achieved unless the efforts of two or more public agencies or private organizations can be coordinated. The trend in reducing government funds creates an even greater need for increased coordination and participation from the private sector. Examples of cooperative management in government are the joint Departments funded by both the City and County including: Area Plan Commission, Building Commission, Department of Metropolitan Development, Emergency Management Agency, and Health Department. Interagency agreements also help cooperative efforts such as the School Corporation and Parks Department agreement allowing public use of school playgrounds after hours. To maximize use of this strategy, every effort should be made to eliminate or reduce constraints to coordinated joint action.

The development of additional cooperative agreements permitting agency funds to be pooled in joint development or joint action projects/programs should be pursued. By consolidating additional City/County departments, more coordinated joint actions would occur. An Interdepartmental Committee composed of agencies involved in planning is also needed to coordinate planning efforts, share materials and avoid duplication of effort.

Another important example that relates directly to land use planning is the cooperative agreement between Vanderburgh, Gibson, and Warrick Counties, and the City of Evansville and Oakland City to maximize the economic and land-use development potential along the I-

69 corridor. INDOT established the I69 Community Planning Program, which includes financial resources, to help communities to manage the future growth which will occur along the corridor. Over the next several years, through this agreement the participating communities will meet the objectives of INDOT's program by applying for planning grants, undertaking a regional development study of the I69 corridor in Southwestern Indiana, and updating or developing comprehensive plans.

To clarify priorities and responsibilities for the coordination necessary to implement the Plan, Table 20-8 lists the policies from all the action plans that are expected to be completed within the first five years of the 20-year planning period. Although many of the policies will require action/cooperation of more than one agency, the Table also lists the lead agency (or agencies) to be responsible for completion of each policy statement. This list does not include the policies that require ongoing actions over time or those that will only be acted on in the long-term.

TABLE 20-8: POLICIES TO BE ACCOMPLISHED WITHIN FIVE YEARS

POLICIES	AGENCY
<p>I-69</p> <p>Coordinate with Warrick and Gibson Counties on establishing a regional strategy for planning and development of the I-69 corridor to prepare for the future and maximize the benefits this highway will provide to the region.</p> <p>Participate with our neighboring Counties/communities in the INDOT I-69 Community Planning Program by seeking grant funding for local planning activities to provide a vision for future development.</p> <p>Undertake a growth management report and, if necessary, sub-area transportation plans for the I69 corridor in Vanderburgh County to address the impacts of anticipated development and provide a plan for the future, local road network.</p>	<p>Co. Comm., Ci. Coun., APC</p> <p>Co. Comm., Ci. Coun., APC</p> <p>Co. Comm., Ci. Coun., APC</p>
<p>HAZARD MITIGATION</p> <p>Develop a City/County Disaster Recovery/Reconstruction Plan.</p>	<p>EMA</p>
<p>COMMUNITY RATING SYSTEM (CRS)</p> <p>Develop, adopt, and implement Floodplain Management Plans in the City/County.</p> <p>Create the capability to inventory structures and other physical features within the 100-year floodplain through the City and County's Geographic Information System (GIS).</p>	<p>EMA, BC, APC</p> <p>BC</p>

<p>FLOODPLAIN Update the City/County's Subdivision Ordinance so that new roads are designed to provide safe passage during a base flood event.</p>	APC
<p>TORNADO/ WIND Investigate options to eliminate gaps in the existing City warning system. Provide for effective emergency weather warning system (e.g. sirens) coverage for residential subdivisions in the County.</p>	EMA, APC EMA, APC
<p>GENERAL LAND USE Amend the Subdivision Ordinance to address off-site improvements warranted to mitigate substantial development impacts on community infrastructure and services.</p>	APC
<p>RESIDENTIAL Study the use of traffic calming devices to minimize through traffic in neighborhoods.</p>	CE, EUTS
<p>COMMERCIAL Develop Zoning Code standards to require landscaped islands within large parking lots.</p>	APC
<p>CENTRAL BUSINESS DISTRICT Convert one-way streets to two-way traffic. Identify a pilot project to rehabilitate structures within a designated block on Main Street.</p>	CE, BPW DMD
<p>CULTURAL Research funding for and establish criteria for the placement of art in public places.</p>	Arts Council of SW IN
<p>ENVIRONMENTAL Evaluate and select recommended techniques to minimize tree loss caused by construction activities and promote replacement planting. Make available a brochure explaining and illustrating the recommended construction techniques at the Area Plan Commission and Building Commission counters.</p>	Urb. Forestry Urban Forestry, APC, BC

<p>RECREATION Construct the Downtown to First Avenue, Sunrise Park to U.S. 41 and Hi-Rail sections of the Pigeon Creek Greenway</p>	Parks Dept.
<p>UTILITIES Revise the Water and Sewer Master Plan to guide the provision of these services.</p>	W&S Dept.
<p>STORMWATER DRAINAGE Adopt a City drainage ordinance that is consistent with the County ordinance.</p>	Ci. Coun., BPW, CE
<p>IMPLEMENTATION Every five years, conduct a review of the Comprehensive Plan, suggest revisions, and after appropriate evaluation, the Area Plan Commission and the elected executive bodies should take action to amend the Plan.</p> <p>Update the zoning, subdivision, and other regulations used to guide evaluation of development in accordance with the Comprehensive Plan.</p> <p>Develop capital improvements programs based on the Comprehensive Plan.</p> <p>Meet with local media representatives to encourage improved coverage of the comprehensive planning process.</p> <p>During the review of the Comprehensive Plan, measure community attitudes and evaluate and update the goals, objectives, and policies, according to community desires.</p> <p>Ensure that the Comprehensive Plan is available for review in various locations.</p>	<p>APC</p> <p>APC</p> <p>City/County</p> <p>APC</p> <p>APC</p> <p>APC</p>

CONCLUSION

The goals, objectives, and policies, in the Comprehensive Plan address the concerns of our community about the issues of orderly and responsible growth, equity, and quality of life. Substantial on-going debate and work with sustained public and private cooperation will be required to achieve them. The desired end result is to create and maintain an appealing living and working environment and quality of life in the community by faithful adherence to implementation of these goals, objectives, and policies. In closing, the following quote from the first City Plan developed in 1925 epitomizes the importance of implementation:

“Plans are of no value... if they are not carried out. A city plan, to be worth what it costs, must be followed. Its promises of benefit and advantages should be made so obvious and clear that demands will be heard for its execution.”

IMPLEMENTATION ACTION PLAN

GOAL

Ensure effective and equitable implementation of the Comprehensive Plan, and administration of the Zoning and Subdivision Ordinances.

OBJECTIVE

Maintain a strong Comprehensive Plan as an effective and clear guide for the future development of Evansville and Vanderburgh County to be used by government, private agencies and the general public.

POLICIES

Continue the direct involvement in the Comprehensive Plan review process of various jurisdictions and agencies that have planning responsibilities.

All entities that have jurisdiction over land use related issues should be encouraged to coordinate their programs and projects with the Plan.

Expand existing Area Plan Commission functions, develop new monitoring capabilities for development, improve data management capabilities through use of Geographical Information System (GIS) software, and provide special studies complementing the Comprehensive Plan and its implementation.

Every five years, conduct a review of the Comprehensive Plan, suggest revisions, and after appropriate evaluation, the Area Plan Commission and the elected executive bodies should adopt an updated Plan.

Update the zoning, subdivision, and other development regulations in accordance with the Comprehensive Plan.

Develop capital improvements programs based on the Comprehensive Plan.

OBJECTIVE

Develop and promote a community educational program on the need and value of comprehensive planning to increase public understanding and responsiveness in the planning process.

POLICIES

Meet with local media representatives to encourage improved coverage of the comprehensive planning process.

Encourage the School Corporation to include information in student curriculum about the need for and the public's role in comprehensive planning.

Meet with citizen and neighborhood groups to explain the planning process.

OBJECTIVE

The Comprehensive Plan should guide development and coordinate improvements constructed by the public and private sectors.

POLICIES

Support the continued participation of the Area Plan Commission in all future annexations and new incorporations.

OBJECTIVE

Community improvements should be funded through reasonable and equitable taxing and financing methods.

POLICIES

Evaluate current methods to increase the number of improvements financed through assessment and/or revenue bonds, while decreasing the number of improvements financed through operating funds.

Investigate alternative means of financing capital improvements.

OBJECTIVE

Increase community involvement in the comprehensive planning process and ensure that the Plan reflects community needs and values in growth and development.

POLICIES

During the review of the Comprehensive Plan, measure community attitudes and evaluate and update the goals, objectives, and policies, according to community desires.

Expand communications with neighborhood associations and other community groups to ensure increased citizen participation in the planning process.

Ensure that the Comprehensive Plan is available for review at locations throughout the City and on the internet.

APPENDIX A: REFERENCES

Area Plan Commission of Evansville and Vanderburgh County, 1996. The Comprehensive Plan 1996 - 2015. Evansville, Indiana.

Black and Veatch, 1989. Report on Waterworks Facilities of Evansville, Indiana, Project No. 15058. Prepared for Evansville Water and Sewer Utility, Evansville, Indiana.

California Department of Conservation, Division of Mines and Geology, 1997. DMG Note 32. web site (consvr.ca.gov).

City of Berkeley, California, 1977. Master Plan. web site (ci.berkeley.ca.us).

City of Palo Alto, California. 1998. Comprehensive Plan, web site (city.palo-alto.ca.us).

City of Pasadena, California, 1976. General Plan. web site (ci.pasadena.ca.us).

Department of Metropolitan Development, City of Evansville, 1993. Comprehensive Housing Affordability Strategy 1994-1998. Evansville, Indiana.

Division of Historic Preservation and Archaeology, 2003. Historic Indiana, A Guide to Indiana Properties Listed in the National Register of Historic Places. Indiana Department of Natural Resources, Indianapolis, Indiana.

Environmental Protection Agency (EPA), Region 5's Ecologically Rich Areas web site (epa.gov)

Evansville Urban Transportation Study, 2003. Year 2030 Recommended Transportation Plan. Evansville, Indiana.

Evansville Urban Transportation Study, 2004. Transportation Improvement Program 2005-2007. Evansville, Indiana.

Federal Emergency Management Agency, 1981. Flood Insurance Rate Map Panels, City of Evansville. Washington, D.C.

Federal Emergency Management Agency, 1982 and 1991. Flood Insurance Rate Map Panels, Vanderburgh County, Unincorporated Areas. Washington, D.C.

Federal Emergency Management Agency, 1997. Multi-Hazard Identification and Risk Assessment: A Cornerstone of the National Mitigation Strategy. Washington, D.C.

Harland Bartholomew and Associates, 1927, The City's Appearance, issued by the City of Evansville Plan Commission, St. Louis, Missouri.

Harper, Denver, 1982. Mine Subsidence in Indiana, Special Report 27. Geological Survey, Indiana Department of Natural Resources, Bloomington, Indiana.

Hayes, Paul G., "Mild Quake Gives Many A Thrill: No damage, few injuries reported in Midwest." The Milwaukee Journal, June, 11, 1987, Page 1A.

Hester, Norman C., Director of Central United States Earthquake Consortium State Geologists (CUSEC). Comments received August 16, 2000.

Hill, John R., Geologist and Assistant Director, Indiana Geological Survey. Correspondence dated March 6 and 20, 2000 and comments received August 3, 2000.

Howard, Needles, Tammen & Bergendoff, 1992. Evansville Regional Airport Master Plan Update. Prepared for Evansville-Vanderburgh County Airport Authority, Evansville, Indiana.

Institute for Business and Home Safety. 1998. Insights, No. 8: Land Use Planning and Natural Hazard Mitigation. Boston, Massachusetts. web site (ibhs.org).

Kinzelman Kline Grossman, 2001, Downtown Evansville Master Plan. Prepared for the City of Evansville, Cincinnati, Ohio.

Mileti, Dennis S., 1999. Disasters by Design: A Reassessment of Natural Hazards in the United States. Washington, D.C., National Academy of Science, Joseph Henry Press.

Schwab, Jim, Kenneth C. Topping, Charles C. Eadie, Robert E. Deyle and Richard A. Smith, 1998. Planning for Post-Disaster Recovery and Reconstruction. Planning Advisory Service Report No.483/484. Chicago, Ill, American Planning Association.

Soil Conservation Service, 1976. Soil Survey of Vanderburgh County, Indiana. U.S. Department of Agriculture, Washington, D.C.

Spokane County, Washington. 1980. Comprehensive Plan. web site (spokanecounty.org).

State of Indiana, Department of Natural Resources, Division of Water, Floodplain Management Section. Fax dated July 27, 2000.

Storrow Kinsella Associates, Inc., 2003, 2003-2007 Parks, Recreation, & Open Space Master Plan. Prepared for the City Of Evansville Parks and Recreation Department, Indianapolis, Indiana.

Stover, Carl W. and Jerry L. Coffman, 1993. Abridged from Seismicity of the United States, 1558-1989 (revised). U.S. Geological Survey Professional Paper 1527. Washington, D.C., United States Government Printing Office.

Straw, W.T. Gray, Henry and Powell, Richard, 1977. Environmental Geology of the Evansville

Area, Southwestern Indiana, Special Report 12. Geological Survey, Indiana Department of Natural Resources, Bloomington, Indiana.

Sutter, John F., Project Manager, Center for Earth Science Information Research, United States Department of Interior, U.S. Geological Survey. Comments received August 16, 2000.

The Annie E. Casey Foundation, 1994. Kids Count Data Book. Baltimore, Maryland.

U.S. Bureau of the Census, 1950, 1960, 1970, 1980, 1990, 2000. Census of the Population. U.S. Department of Commerce, Washington, D.C.

United States Environmental Protection Agency and U.S. Department of Commerce, Bureau of the Census, 1995. Land View II CD-ROM. Washington, D.C.

Vanderburgh County Solid Waste Management District, 1992. Vanderburgh County Solid Waste Management Plan. Evansville, Indiana.

Watson, L., V. Lee, P. Pogue, J. Almeida, P. Mowrey, F. Rendine, R. Leitao, and J. Condon, 1998. Strategy for Reducing Risks from Natural Hazards in Pawtucket, Rhode Island: A Multi-Hazard Mitigation Strategy. Narragansett, Rhode Island, University of Rhode Island, Sea Grant.

Weber, Licia, A. and Paul Irwin, 1987 and 1988. Map Showing Features Related to Subsidence in Evansville (various quadrangles). Indiana Geological Survey, Department of Natural Resources, Bloomington, Indiana.

Websites -

Arts Council of Southwestern Indiana (artswin.evansville.net)

City of Evansville (vanderburghgov.org)

Deaconess Hospital (deaconess.com)

Evansville Regional Airport –EVV (evvairport.com)

Evansville-Vanderburgh School Corporation (evsc.k12.in.us)

Federal Emergency Management Agency (FEMA) web site (fema.gov).

Ivy Tech State College – Southwest (ivytech.edu)

Metropolitan Evansville Chamber of Commerce (evansvillechamber.com)

National Oceanic and Atmospheric Administration, National Weather Service, (noaa.gov).

National Oceanic and Atmospheric Administration (NOAA), National Weather Service, Paducah, Kentucky web site (crh.noaa.gov/pah).

St. Mary's Hospital (stmarys.org)

The Tornado Project web site (tornadoproject.com).

United States Geological Survey (USGS), National Earthquake Information Center web site (neic.usgs.gov).

University of Evansville (evansville.edu)

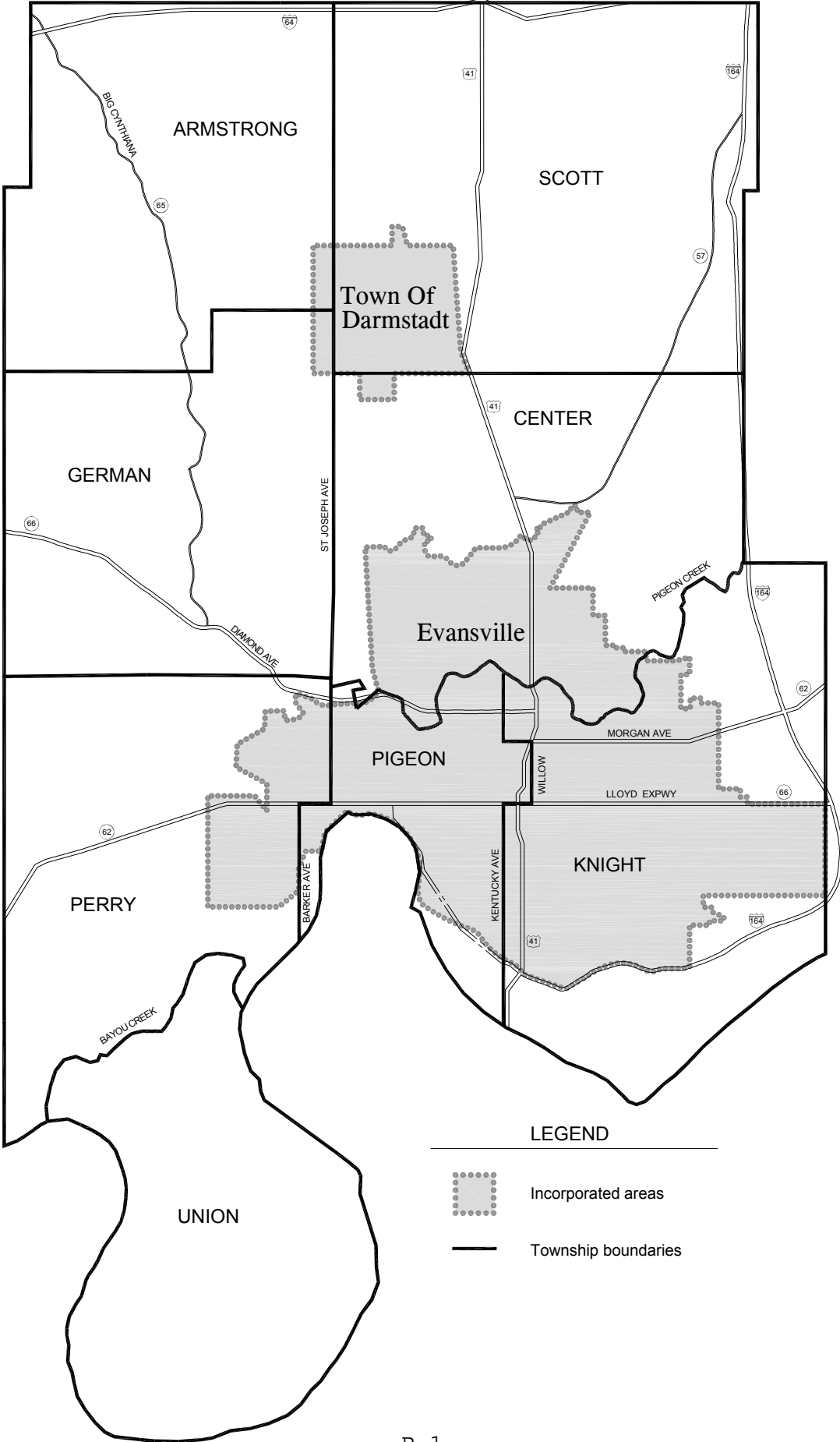
University of Southern Indiana (usi.edu)

Vision-e (vision2000.org)

APPENDIX B: DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS

TOWNSHIP MAP	B-1
INDIVIDUAL DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-2
HOUSEHOLD DEMOGRAPHIC HIGHLIGHTS OF TOWNSHIPS	B-3

Townships



Individual Demographic Highlights of Townships

	POPULATION	POPULATION DENSITY PER SQ.MI.	% AGE GROUPS			% MINORITY	% >25 YR. OLDS WITH BACHELOR'S DEGREE	% >5 YR. OLDS LIVED IN SAME HOUSE SINCE 1995
			<18	18-64	>65			
Evansville	121,582	2,987.0	22.7	61.1	16.2	13.8	16.7	52.7
Darmstadt	1,313	278.1	25.5	59.0	15.5	.8	28.2	77.9
Unincorporated	49,027	259.2	24.1	62.9	13.0	3.4	25.7	57.7
Vanderburgh	171,922	732.9	23.1	61.6	15.3	10.7	19.3	54.3
Armstrong TWP*	1,651	55.9	25.1	60.2	14.7	.4	19.0	78.7
Center TWP								
City	13,913	1,398.8	21.0	56.7	22.3	4.1	15.4	57.4
Unincorporated*	18,307	762.5	26.8	61.2	12.0	3.4	28.4	n/a
TWP Total	32,220	948.8	24.3	59.3	16.4	3.7	22.6	56.1
German TWP*	7,354	256.2	26.6	60.0	13.4	1.5	21.7	74.7
Knight TWP								
City	63,069	3,623.2	22.4	62.1	15.5	12.2	21.9	51.7
Unincorporated	4,422	257.9	22.7	60.4	16.9	9.6	18.5	48.5
TWP Total	67,491	1,953.2	22.4	62.0	15.6	12.0	21.6	51.5
Perry TWP								
City	10,920	2,525.6	21.9	62.3	15.8	2.4	14.7	59.4
Unincorporated	12,767	541.8	18.7	68.8	12.5	3.4	26.2	50.0
TWP Total	23,687	849.4	20.2	65.8	14.0	2.9	20.3	54.3
Pigeon TWP	33,680	3,081.9	24.3	60.5	15.2	24.3	8.6	50.6
Scott TWP								
Darmstadt	1,209	281.1	25.7	58.3	16.0	.7	29.6	77.1
Unincorporated	4,236	113.3	25.3	61.3	13.4	1.6	31.7	64.6
TWP Total	5,445	130.6	25.4	60.6	14.0	1.4	31.2	67.5
Union TWP	392	14.3	22.2	63.8	14.0	4.8	3.2	52.7

Data Source: 2000 Census

Note: (*) includes portions of the Town of Darmstadt n/a: not/available

Household Demographic Highlights of Townships

	HOUSEHOLDS	AVERAGE HOUSEHOLD SIZE	% OWNER OCCUPIED	MEDIAN HOUSEHOLD INCOME	% FAMILY HOUSEHOLDS W/CHILDREN <18 YRS
Evansville	52,273	2.24	60.0	31,963	26.6
Darmstadt	490	2.68	92.7	68,359	34.3
Unincorporated	17,860	2.61	86.2	n/a	34.5
Vanderburgh	70,623	2.33	66.8	36,823	28.7
Armstrong TWP*	610	2.70	93.6	59,750	35.9
Center TWP					
City	6,015	2.24	70.0	36,626	26.2
Unincorporated*	6,811	2.66	92.6	n/a	34.4
TWP Total	12,826	2.47	82.0	47,285	32.7
German TWP*	2,657	2.74	94.0	59,314	36.5
Knight TWP					
City	27,389	2.21	60.5	35,173	27.3
Unincorporated	1,931	2.26	73.8	43,413	26.5
TWP Total	29,320	2.21	61.4	35,700	27.3
Perry TWP					
City	4,784	2.26	70.0	34,234	26.7
Unincorporated	4,175	2.56	73.2	51,290	30.3
TWP Total	8,959	2.40	71.5	40,469	28.4
Pigeon TWP	14,086	2.27	51.1	23,688	25.4
Scott TWP					
Darmstadt	454	2.66	92.7	69,141	34.1
Unincorporated	1,543	2.74	92.6	60,111	35.0
TWP Total	1,997	2.73	92.6	61,611	34.8
Union TWP	168	2.33	82.1	39,063	23.2

Data Source: 2000 Census

Note: (*) includes portions of the Town of Darmstadt n/a: not/available

APPENDIX C: LIST OF OFFICIAL SUBAREA PLANS

The following list recognizes those documents which had been approved as official subarea or growth management plans. These subarea plans were officially approved by the Area Plan Commission, County Commission, and City Council. The intent of these documents was to add detail to and complement the Comprehensive Plan, and thus, they provided additional guidance for public and private programs and actions in specific geographic areas.

1. I-164 - approved by Area Plan Commission 1-3-90, City Council 1-22-90, and County Commissioners 1-16-90.
2. State Road 62 and Red Bank Road - approved by Area Plan Commission 5-3-89, City Council 5-22-89, and County Commissioners 5-22-89.
3. North U.S. 41 - approved by Area Plan Commission 8-5-87, City Council 8-17-87, and County Commissioners 8-24-87.
4. Covert Avenue east of Green River Road - approved by Area Plan Commission 3-4-87, City Council 3-23-87, and County Commissioners 3-23-87.
5. Division Street - approved by Area Plan Commission 1-7-87, City Council 1-12-87, and County Commissioners 1-12-87.
6. North Green River Road - approved by Area Plan Commission 10-1-86, City Council 10-6-86, and County Commissioners 10-6-86.

The following land use analysis and recommendations report was submitted at public meetings:

South Green River Road (Covert Avenue to I-164) - accepted by Area Plan Commission on 8-5-92 and by City Council on 7-13-92.

Additional subarea plans may be requested by the Area Plan Commission and executive bodies following the adoption of the 2004 Comprehensive Plan. The adoption of any additional subarea plan by the Area Plan Commission and executive bodies would constitute an amendment to the Comprehensive Plan.

APPENDIX D: COURIER & PRESS NEWSPAPER COVERAGE

<i>Panel aims at 'vision' of future</i>	Article;	Saturday, January 4, 2003
<i>Collective Vision</i>	Editorial;	Sunday, October 5, 2003
<i>Planners take look at future of county (included a colored land use map)</i>	Article;	Saturday, April 17, 2004
<i>Green Space</i>	Editorial;	Sunday, May 2, 2004
<i>Work to begin on growth guide plan</i>	Article;	Tuesday, May 11, 2004
<i>Public takes look at plan for future</i>	Article;	Thursday, May 13, 2004
<i>Land-Use Planning</i>	Editorial;	Friday, May 14, 2004
<i>Region pulling for I-69 development</i>	Article;	Saturday, May 15, 2004
<i>Regional Planning</i>	Editorial;	Monday, May 17, 2004
<i>Hearings slated on county blueprint</i>	Article;	Saturday, August 28, 2004

Saturday, January 4, 2003

Panel aims at 'vision' of future

Public participation goal
of city-county committee

By **HERB MARYNELL**

Courier & Press staff writer

464-7434 or hmarynel@evansville.net

City and county officials are forming a "Vision Committee" to help update the county's comprehensive plan for future development.

Issues such as combating urban sprawl, finding ways to encourage reuse of large buildings that are vacant and instituting zoning changes to aid in future Downtown development may be at the top of the agenda.

The county commissioners and Mayor Russ Lloyd Jr. are working together in setting up the core committee group that eventually may be expanded to 15 to 17 members.

County Commissioner Catherine Fanello said the aim is to get public participation in what changes in the comprehensive plan are needed.

The county needs development, she said, but the question is "what can we do to do this wisely."

Several public meetings will be held to get suggestions from residents, she said.

Fanello said she has talked to Brad Mills, who took over as Area Plan Commission director last year, about proposals Mills might offer.

The current county comprehensive plan was adopted in 1996 and information on hazard mitigation was added in 2000.

County officials said the plan serves as a guideline on development changes that may occur in the city and county over 20 years.

Several public meetings will be held to get suggestions from residents.

See VISION on Page B5

VISION

Continued from Page B1

The plan deals with land use regulations and zoning and subdivision codes.

"This is our chance to look at the 'big picture' and develop strategies to help shape our community for the next 20 years," Fanello said in a letter to people being asked to serve on the Vision Committee.

Fanello said she is concerned about development continuing to occur on farmland and areas around the city while large buildings in the city and county are being abandoned and left vacant.

Lloyd said there's a need to look at the transportation network and developing a

plan for growth. Lloyd's administration also is pushing several Downtown development ideas, including housing and other projects that would require changes in the existing zoning regulations.

Ideas that need to be considered are allowing mixed use development, such as commercial and housing together, and relaxation of density rules and setback requirements to allow more buildings on properties, officials have said.

A comprehensive plan update must be approved by the Area Plan Commission, county commissioners and the City Council.

Collective Vision

SUNDAY
OCT 5 2003

The Issue: Despite a less than positive self-image, city has considerable assets.

Our View: Undercurrent for change gives hope to the community.

Looking at what Evansville has to offer, it should not be an impossible task — on paper at least — to begin to solve this identity crisis that contributes to the city's declining population.

Start by making a list. Start with what is probably the most beautiful riverfront in Indiana, one that will soon include not only two new corporate headquarters buildings but also a segment of the Pigeon Creek Greenway.

And now add to our list a museum, the Casino Aztar entertainment district, a beautiful neighborhood of historic houses and soon a major new playground for children — and we haven't even left the riverfront yet.

If we are looking for a community identity, something that distinguishes it from other cities, this riverfront district might not be a bad place to begin.

Regardless, go on with the list: the fastest-growing state university in Indiana; a fine, well-established private university; a state technical school that just raised \$7.9 million in a capital fund drive; two general hospitals; a philharmonic orchestra; a modern new library and the historic old Willard Library; a new soccer complex; entertaining high school and college sports; the Otters; a new ice arena; several entertainment venues; Mesker Park Zoo & Botanic Garden; Wesselman Woods Nature Preserve; an abundance of modern communications services; Bristol-Myers Squibb and Whirlpool Corp., and in nearby counties, Toy-

ota and AK Steel; a modern airport; an east-west interstate highway, and a promised north-south interstate.

There's more, but you get the idea.

Of course, Evansville has its negatives — factors inventoried on this page a number of times — that contribute to a population decline which saw the city lose an estimated 2,500 people, just between 2000 and 2002.

Not the least of these negatives is attitude — that we don't much like change, that we have a "comfortable complacency," as University of Evansville department chair Gale Blalock says.

But what we learned this past week, and the point of this commentary, is that there is a significant, if previously silent, group of citizens looking for positive, significant change. This past week, the Courier & Press published "Why some cities grow and some don't," a five-part series by staff writer Ryan Reynolds. In it, Reynolds examined such issues as why educated young people are leaving Evansville.

In response to the series, we received a significant number of phone calls and e-mails to the newspaper, expressing support for the idea that Evansville must change if it is to survive.

From Reynolds' first installment comes this comment from Evansville businessman Pat O'Connor:

"We have to work on a clearer vision for what we want this city to

be. There are hundreds of people who are committed to making this city a better place for everyone. We just have to figure out how we want it to be better."

Given that this undercurrent for change actually exists, how might it be cultivated?

Ken Robinson, director of Evansville's Vision 2000, suggests in Reynolds' report that the city needs to create a "collective vision."

Robinson says that developing this collective vision requires strong leadership and a willingness among people to put aside their differences to work for a common goal.

That, he says correctly, can be a difficult concept for the people of Evansville.

And Morton Marcus, the Indiana University economist, says a part of the process of change would be for the city to make itself an attractive place known for distinctive qualities. Such as, we might add, a beautiful and developing riverfront.

If you missed Reynolds' series, we suggest you go back and give it a read. It does an excellent job of describing where Evansville stands today, and its prospects, good and bad, for the future.

Of course, Evansville is engaged in a city election, so nothing much of substance is likely to develop before Nov. 4. But once that election is over and leadership is established for the next four years, it would serve the city well to go to work on developing a collective vision of what the people want Evansville to be.

Planners take look at future of county

Growth expected north and west

By TOM RAITHEL

Courier & Press staff writer
464-7595 or raithe@evansville.net

When Vanderburgh County planners gaze into their crystal ball, they foresee continued commercial, industrial and residential expansion over the next 20 years — much of it in areas that were once predominantly farmland.

Planners say most of the future housing development likely will be in northern and western sections of the county, both of which already are seeing significant growth.

"It's going to have to happen somewhere, and that's where it seems to be most suited," said Brad Mills, executive director of the Area Plan Commission.

"Of course, we always want to try to protect the family farm and farmland," he added. "That's why we try to plan for growth in areas contiguous to where it's already occurring."

Mills and his staffers at the Area Plan Commission have been working to develop a new comprehensive plan that will guide development in the county to 2025.

Mills said the plan is designed both to anticipate where growth is most likely to occur and to guide that growth into the most suitable areas.

The plan will be used by city and county officials when they make growth and zoning decisions in years ahead, he said.

Bill Pedtke, executive director of the local Homebuilders Association, said the availability of sewers and city water along U.S. 41 make the northern section of the county a prime area for future development.

"Growth follows infrastructure, it's as simple as that," said Pedtke.

"When they ran sewer lines up U.S. 41 ... that pretty much said that's where developers are going to go," he said.

See GROWTH on Page A12

GROWTH

Continued from Page A1

Pedtke said one limiting factor in some areas may be flood plains. To develop low-lying land, home builders need to dig retention ponds and bring in enough fill dirt to lift the land above the flood plain, he said. Those steps might make it prohibitive to develop certain areas, he said.

Randy Kron, a farmer in northern Vanderburgh County and vice president of Indiana Farm Bureau, said he thinks most farmers realize development is inevitable.

"It just needs to be planned out with some thought," he said. "Just use a little common sense. One thing you can do is keep your prime farmland in agriculture and use some of the marginal farmland for development."

He added that it is important to keep housing development away from livestock farms, so odors don't become a problem for residents.

A draft of the county's new comprehensive plan is available for public inspection at the Area Plan Commission office, the commission's Web site at www.evansvilleapc.com and at various public and college libraries in the area.

Here are some of the other highlights in the draft:

■ An additional 7.4 square miles of residentially zoned land, and from 4,833 to 8,718 new housing units are expected in the county by 2025.

■ Additional commercial development will occur, primarily on the East Side area bounded by Morgan Avenue, Interstate 164, the Lloyd Expressway and Burkhardt Road.

■ Expanded commercial areas will arise along Interstate 164 at Boonville-New Harmony Road and Green River Road interchanges in anticipation of Interstate 69.

■ An expanded industrial corridor will develop between Interstate 64 and Baseline Road.

■ An expanded industrial corridor also will develop between Indiana 57 and Interstate 164, extending south from

Baseline Road to nearly Boonville-New Harmony Road.

■ A new "mixed use" zoning category is planned. It includes residential, commercial and industrial properties within the same zone. The proposed Downtown Digital Enterprise Zone, which would be a Certified Technology Park and encourage high-tech development, would be one of the mixed-use zones.

Others, according to the draft, are Jacobs Village near Indiana 66 in western Vanderburgh County; the far East Side area along Interstate 164 between Indiana 62 and Indiana 66; and areas of mixed zoning along Fulton and First avenues.

■ The draft also includes a discussion of improving night sky quality by limiting light pollution.

"Since requiring the replacement of existing lighting may be financially burdensome, dark-sky requirements could be incorporated into the Zoning Code and applied immediately to new and replacement lighting, but be phased in over time for existing light fixtures," the draft states.

Public meetings on the draft are scheduled for 6 p.m. May 12 in Room 301 of the Civic Center; at 6 p.m. May 19 at the Red Bank public library branch, 120 S. Red Bank Road; and at 6:30 p.m. May 27 at the new Red Cross Building, 29 S. Stockwell Road, Evansville.

After the hearings, the Area Plan Commission will review comments, make changes and prepare a final copy for adoption by the Area Plan Commission, the City Council, the County Commissioners and the Darmstadt Town Board.

The Area Plan Commission developed the draft with the assistance of various city and county departments.

Libraries where the draft will be available for examination include Central, McCollough, Oaklyn and Red Bank branches and the libraries of the University of Southern Indiana, the University of Evansville and Ivy Tech State College.

Developing Vanderburgh County

Vanderburgh County planners have developed a new draft plan for where they think residential, commercial and industrial development should occur in the next two decades. Public hearings will be held on the plan next month.



Opinion

Wesley Weaver
Publisher and president
Paul McAuliffe
Editor

J. Bruce Baumann
Managing editor

Chuck Leach
Editorial page editor

Sunday, May 2, 2004

EDITORIALS

Green Space

The Issue: County is severely lacking in park areas.

Our View: Parks must be a part of growth and development of residential neighborhoods.

The large and developing portion of Vanderburgh County outside the city limits is severely lacking in park facilities, says a draft of the Area Plan Commission's new comprehensive land-use plan.

That comes as no surprise, considering that Burdette Park is the only county park facility outside of Evansville. But it serves to remind us once again that if the county is to experience smart growth, the kind that appeals to homebuyers looking for a better quality of life, we must give priority to our need for more park and recreational green space.

Two years ago, the Evansville Parks Board received its own five-year master plan for parks. It recommended that a new city park be developed somewhere outside the city limits on the fast-growing North Side. The city could do that because it has bonding and taxing authority countywide for parks.

Two weeks ago, the Evansville Courier & Press published a news story about the Plan Commission's new land-use draft, with much of the focus on the expected commer-

cial, industrial and residential expansion over the next 20 years, and on how this will take place in areas that were once predominantly farmland.

The story was accompanied by a graphic showing various land uses in different colors. What we noticed was the small amount of green. There wasn't much there.

In fact, using a standard established by the National Recreation and Parks Association (NRPA), the draft report estimates that by 2025, Vanderburgh County will be short 308 acres needed for a good balance between people and space.

Think of it as elbow room. As rural Vanderburgh County becomes more residential and urbanized, there will be less room for each of us. Open space is disappearing.

Sitting as we do, here in the rural Midwest, you would think we could do better.

One thing that would help is a staple of city life, the neighborhood park. That's what the draft report says the county needs — several smaller, strategically located neighborhood parks to provide public recreation areas and open

space, within a reasonable walking distance of residential neighborhoods.

The report says the continued development of the Pigeon Creek Greenway and any park acreage to be purchased should increase the amount of park land over the next 20 years, but not enough to meet the national standard.

Forget the standards and measurements for a moment. Instead, think of it this way:

Young families that keep a city or county vital want to live where parks and recreation are readily available. Parks give children a place to play and adults a place to relax. Parks promote health and fitness by encouraging people to be active. And parks have a way of drawing neighborhoods together.

For all those reasons, it is important that government, planners and developers factor green space into the expected spread of residential neighborhoods throughout the county suburbs.

If we aspire to create an inviting quality of life in Vanderburgh County, then we must not ignore the need for green space.

Business

Looking ahead to **TOMORROW**

■ **GLORY BE!** Could prayer and sports really join forces? See Morton Marcus' column here Wednesday.

Press

Tuesday, May 11, 2004

Work to begin on growth guide plan

By **TOM RATHIEL**
Courier & Press staff writer
464-7585 or rathiel@evansville.net

Planning for the Interstate 69 corridor — and how to involve Warrick and Gibson counties — may be one of the topics raised during public hearings on the new comprehensive plan for Evansville and Vanderburgh County.

"We need to begin to prepare for the impact of the I-69 corridor ... on the realities of what an interstate corridor will do," said Ken Robinson, executive director of Vision 2000, Evansville's economic development agency.

That planning should be coordinated throughout the region, because it likely will affect

communities outside of Vanderburgh County, Robinson said.

Robinson likely will speak to the Area Plan Commission at upcoming public meetings in Evansville on the plan. The first meeting will be at 6 p.m. Wednesday in Room 301 of the Civic Center.

Other meetings are scheduled for 6 p.m. May 19 at the Red Bank public library branch, 120 S. Red Bank Road, and at 6:30 p.m. May 27 at the new Red Cross building at 20 S. Stockwell Road.

The comprehensive plan is a guide used by city and county officials to make growth and zoning decisions. This draft of

Interstate 69 corridor issues expected to be discussed

the plan would be used through 2025.

The last plan was drafted in 1996, and the public meetings on it were well attended, said Blaine Oliver, assistant director for the Area Plan Commission. "We just hope to get a good input from the public," Oliver said.

The first hearing will be before the Area Plan Commission, which must approve the plan. The second and third hearings will be more informal, Oliver said.

After the hearings, the plan commission will take written comments until June 12, Oliver said. Then the commission will,

if necessary, revise the plan and hold another round of meetings to hear comments on it.

Susan Harp, president of the Oak Hill Neighborhood Association and zoning chairwoman of United Neighborhoods of Evansville, said the comprehensive plan interests neighborhood groups.

"I have a big interest that the character of neighborhoods be maintained," Harp said. That does not mean the neighborhood groups are opposed to growth, she said. "We want to see responsible growth in Evansville."

Among the highlights of the proposed plan are:

■ An additional 7.4 square miles of residentially zoned land with an additional 3,885 residential units.

■ Additional commercial development, primarily on the East Side area bounded by Morgan Avenue, Interstate 164, the Lloyd Expressway and Burkhardt Road.

■ Expanded commercial areas along Interstate 164 at Boonville-New Harmony Road and Green River Road interchanges.

■ An expanded industrial corridor between Interstate 64 and Baseline Road and one between Indiana 57 and I-164 extending south from Baseline Road nearly to Boonville-New Harmony Road.

Local Regional News

A5 Evansville Courier & Press • www.courierpress.com

Looking ahead to
TOMORROW
■ **THE CAMPAIGN TRAIL:**
Mitch Daniels and his choice as
running mate, Becky Skillman,
will be in Evansville today.

Thursday, May 13, 2004

Public takes look at plan for future

By TOM RAITHEL
Courier & Press staff writer
464-7555 or raithe@evansville.net

Interstate 69, rural roads, "urban sprawl" and economic development were among the topics that arose Wednesday at a public hearing of a proposed 2004-2025 Comprehensive Plan for Vanderburgh County.

The purpose of the hearing was to get public comments on a proposal that would guide city and county leaders in making planning and zoning

Mayor says it lacks attention to Interstate 69

decisions for the next 20 years.

Blaine Oliver, assistant director of the Area Plan Commission, which drafted the plan, told the commission that decision-makers do not have to rigidly follow the plan, but under state law they have to consider it in making decisions.

The plan is available for inspection at the Area Plan Commission office in the Civic Center, at the commission's Web site at www.evansvilleapc.com

and at several public and college libraries in the area.

Written comments on the plan will be received through June 11. Two other public meetings on the plan are scheduled for 6 p.m. May 19 at the Red Bank public library branch, 120 S. Red Bank Road, and at 6:30 p.m. May 27 at the new Red Cross building, 29 S. Stockwell Road.

Evansville Mayor Jonathan Weinzapfel said

"one of the things lacking in this plan is attention to I-69 and the route it's taking in Vanderburgh County."

Calling the highway a "once-in-a-lifetime opportunity," Weinzapfel said, Evansville officials should work with officials of Vanderburgh, Warrick and Gibson counties to make the most of it and the resultant commercial development.

Ken Robinson, executive director of Vision 2000, said that extending industrial development along

See PLAN on Page A8

PLAN

Continued from Page A5
U.S. 41 between Interstate 64 and Baseline Road was a good idea, but it should go north farther to Gibson County. He also encouraged plans for development along Baseline Road between Warrick and Gibson counties.

Plan Commission member Bill Jeffers criticized the plan's use of the term "urban sprawl," saying it lacked definition.

Suburbs were growing, he said, and people were moving out of the city into outlying areas.

"Do we really want to establish guidelines and policies that buck the market trend?" he asked.

Jim Morley of Morley and Associates agreed.

"I'd like to see us change from saying 'Our job is to pre-

vent urban sprawl' to 'Our job is to create good growth.'"

He said the plan needed to make more room for commercial, industrial and high-density residential development.

Commission members Stacy Stevens and Curt Wortman said the plan needed to look carefully at rural roads.

"To me, that's the most important thing around," Wortman said.

Commission member Bill Peditke said the plan should not be too rigidly followed.

In questions of development, "We need to make sure that the market plays a major role in this."

Commission member Michael Lockard said that, although the plan was only a guide, if it's a good guide, "I think we should stick to what the guidelines are."

Opinion

Vince Vawter
Publisher and president

Paul McAuliffe
Editor

J. Bruce Baumann
Managing editor

Chuck Leach
Editorial page editor

Friday, May 14, 2004

EDITORIALS

Land-Use Planning

The Issue: How strict should zoning guidelines be?

Our View: People have an expectation that designations will not change.

Vanderburgh County planners have launched a series of public hearings aimed at gathering comment on a new, comprehensive land-use guide for growth and development.

As officials have said, the document is designed both to anticipate where growth is most likely to occur and to guide that growth into the most suitable areas. It will be used by city and county officials in making zoning decisions over the next 20 years.

But judging from comments by officials at the first meeting, held Wednesday, what will be needed first — before this guide is ever put into service — is consensus. Without a clear agreement on the significance and the role of the planning document, it will have little meaning or impact.

For example — and cutting right to the bottom line — Plan Commis-

sion member Bill Pedtke said Wednesday the plan should not be too rigidly followed. He said that in questions of development, “we need to make sure that the market plays a major role in this.”

Others agreed. Commission member Bill Jeffers, referring to people moving out of the city into outlying areas of the county, asked: “Do we really want to establish guidelines and policies that buck the market trend?”

Jeffers had taken issue with using the term “urban sprawl” in the report. Jim Morley of Morley and Associates said, “I’d like to see us change from saying ‘Our job is to prevent urban sprawl’ to ‘Our job is to create good growth.’”

But does not “good growth” require good planning? That’s what at lot of residents on the far West Side would say.

They learned in 1998 that the

comprehensive plan now being updated was, to their surprise, a guide and not a hard-and-fast rule-book for land use. That year, the County Commissioners voted to allow commercial development on land that residents thought was restricted from such development. Indeed, the county crossed an imaginary line that residents thought would protect them from sprawl.

So when planning officials kick around the idea of a guide versus mandatory use, they need to keep in mind that people who buy homes have some expectation that they will be protected by a well-thought-out land-use plan. Otherwise, what’s the point?

Commission member Michael Lockard may have it right. He said that the plan should first be a good guide, and then second, officials should stick by the recommendations of that good guide.

Local Regional News

A7 Evansville Courier & Press • www.courierpress.com

Looking ahead to
TOMORROW

■ **BRIDGING THE GAP:**
Columnist Garret Matthews
reflects on trying to improve his
relationship with his father.

Saturday, May 15, 2004

Region pulling for I-69 development

By TOM RAITHEL
Courier & Press staff writer
464-7360 or raithe@evansville.net

Officials from Vanderburgh, Warrick and Gibson counties, as well as Evansville, have taken first steps toward working together to draw up a regional plan for development around Interstate 69.

Vanderburgh County Commissioner Suzanne Crouch, speaking at a hearing on Vanderburgh County's proposed new Comprehensive Plan this week, said the county should join with neighboring coun-

ties and Evansville to make sure it gets the most public good from this project.

Crouch said later that industrial, commercial and apartment development already is occurring along the corridor, which is now along Interstate 164. Without proper planning, the area could become a hodgepodge of developments.

Grant money from Indiana was available for communities that wanted to plan around the I-69 corridor, and local communities should begin now to position themselves for those grants, Crouch said.

"It appears to me that we need to

Development already is occurring along the corridor, which is now along Interstate 164.

have an orderly development around the corridor," Crouch said.

First steps toward inter-county cooperation have begun. Crouch has met with Warrick County Commissioner Carl Conner and Gibson County Commissioner Sherrell Marginet to discuss regional planning. Evansville Mayor

Jonathan Weinzapfel, calling I-69 a "once-in-a-lifetime" development, said this week he would work with Crouch and other county officials.

I-69 will connect Evansville to Indianapolis. The road will run north and south through Gibson County and connect with what is now Interstate 164, south of Interstate 64.

Interstate 164 is near the boundary of Vanderburgh and Warrick counties. The interstate will then turn south near Weirbeach Avenue and cross the Ohio River.

The Indiana Department of Trans-

portation is planning for the project. It expects to be finished in 12 to 18 months. The project then will go into Phase 2, in which \$2 million of money will be available in grants of \$50,000 each to communities that want to do local planning for the project.

Crouch said this week local communities should start now to prepare for that phase of planning. "Everyone is starting to perceive we need to plan now."

See I-69 on Page A10

I-69

Continued from Page A7

Conner agreed. "We just feel like we need to have that kind of planning in place — a 15- to 20-year plan" for development along the corridor, he said.

Warrick County now has a Comprehensive Capital Improvement Plan, which it updates every year, which could be incorporated into a regional plan, Conner said.

Marginet also said working together was important. "It's going to have to be cooperation up and down the corridor so we can get what we need."

Although Gibson County did not have zoning, which is used to setting aside areas for different kinds of development, the county still could work with others to come up with a regional plan, Marginet said.

Opinion

Vince Vawter
Publisher and president
Paul McAuliffe
Editor

J. Bruce Baumann
Managing editor
Chuck Leech
Editorial page editor

Monday, May 17, 2004

Regional Planning

The Issue: Mayor proposes collaborative approach to I-69 development.

Our View: It makes sense for city and counties to cooperate.

Evansville Mayor Jonathan Weinzapfel last week advanced an idea both clear and logical in its concept. He proposed that Evansville work with officials in Vanderburgh, Warrick and Gibson counties to make the most of the planned Interstate 69 and the expected commercial development along the route.

He said the highway is a once-in-a-lifetime opportunity for the region, an opportunity that the city and these counties need to make the most of in the coming years.

At the same time, he said that one of the things lacking in the draft of a long-range land-use plan

is attention to I-69 and the route it will take in Vanderburgh County. In fact, the draft document covers planning to 2025, while state transportation officials predict I-69 will take 14 years to complete, falling well within the study period.

Weinzapfel was speaking at a meeting of the Area Plan Commission, called to discuss the new planning document.

The city and the three counties are sometimes seen more as competitors for economic development, yet, as the Toyota experience in Gibson County has demonstrated, economic success in one county can bring prosperity to the others.

A new I-69 route through the three-county region offers tremendous opportunity to each of the counties.

We have learned that business and industry are not so interested in city and county lines as they are in what an overall region has to offer. Thus, it makes sense that the governments of the region collaborate in planning and development.

In his role as mayor of the central city in this region, Weinzapfel has the base from which to build alliances with the area counties. We would encourage Weinzapfel to continue moving forward on this sensible idea.

ON THE NET

For more international and national business news and stock quotes, visit www.courierpress.com/ecp/business

Business

Looking ahead to **TOMORROW**
■ **TIMESHARING:** An economical way of vacationing is growing in popularity. See the story in the Money section.

C8 Evansville Courier & Press

Saturday, August 28, 2004

Hearings slated on county blueprint

By **TOM RATHNEL**
Courier & Press staff writer
464-7595 or rathnel@evansville.net

The Vanderburgh County Comprehensive Plan is scheduled to go through what could be its final approvals in coming weeks, with nine pages of changes that have been recommended by the public.

The plan, which gives a blueprint for development in Vanderburgh County through the year 2025, will go before the Area Plan Commission for its approval at 6 p.m. Wednesday in Room 301 of the Civic Center.

The plan also will go before Vanderburgh County Commissioners on Sept.

13, the Town Board of Darmstadt on Sept. 14 and the Evansville City Council on Sept. 20.

Blaine Oliver, assistant executive director of the Area Plan Commission, said if additional changes are recommended, the plan can be changed further before returning to those governing bodies for final approval.

The comprehensive plan is a blueprint that local officials use to guide them in making zoning or development decisions. Local boards don't need to follow the plan rigidly, but by state law they must consider it when making those decisions.

The changes were recommended by the public after three public hearings.

"The main comment that we got from the public was that the plan didn't focus enough on what effect I-69 is going to have on us," Oliver said. The proposed interstate extension would run along the Vanderburgh and Warrick county lines, where Interstate 164 is. It would extend north through Gibson County and beyond to Indianapolis.

One of the changes recommends greater coordination between Warrick and Gibson county officials in developing planning for the area, Oliver said.

Officials from Vanderburgh, Warrick and Gibson counties have taken steps toward cooperating in drawing up a regional plan for Interstate 69.

As a result of this planning, the re-

vised Comprehensive Plan will extend a projected industrial corridor that stretches north of Boonville-New Harmony Road, all the way northeast to the Gibson and Warrick county lines. The extreme northeast end of the county now is zoned for agricultural use.

The changes also involve three interchanges along the I-69 path, Oliver said. The Indiana 57 intersection would be improved from a butterfly interchange to a cloverleaf, bringing access to Warrick County roads. Also, an interchange would be added at Millersburg Road.

The plan also calls for commercial development around those intersections and the South Green River Road interchange, Oliver said.

APPENDIX E: ADOPTION RESOLUTIONS

Area Plan Commission	September 1, 2004
Board of County Commissioners of Vanderburgh County	September 13, 2004
Town Board of Darmstadt	September 14, 2004
Common Council of the City of Evansville	September 21, 2004

AREA PLAN COMMISSION OF
EVANSVILLE AND VANDERBURGH COUNTY, INDIANA

2004-2025 COMPREHENSIVE PLAN ADOPTION RESOLUTION

RESOLUTION ADOPTING THE 2004-2025 COMPREHENSIVE PLAN FOR
EVANSVILLE AND VANDERBURGH COUNTY ON SEPTEMBER 1, 2004.

BE IT RESOLVED by the Area Plan Commission of Evansville and Vanderburgh County, Indiana ("Area Plan Commission") as follows:

WHEREAS, the Area Plan Commission was established on the tenth day of April, Nineteen Hundred and Sixty-eight, by action of the Common Council of the City of Evansville, through Ordinance 6-68-9 and by action of the Board of Commissioners of Vanderburgh County through Ordinance #1152, under the authority of the State of Indiana Code 36-7-4-202; and

WHEREAS, Indiana Code 36-7-4-501 states "For the protection of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development, the Area Plan Commission shall prepare a Comprehensive Plan"; and

WHEREAS, the Area Plan Commission has, from time to time, reviewed, updated and adopted sections of the Comprehensive Plan as part of a continuous planning process; and

WHEREAS, the Area Plan Commission works as a coordinating agency within the city and county governmental structure in comprehensive plan development; and

WHEREAS, public notice has been given by the Area Plan Commission and public hearings on the Comprehensive Plan have been held to allow public comment and input; and

WHEREAS, the Comprehensive Plan contains policies which should serve as a guide and must be given due consideration as the general policy for the pattern of physical development in the City of Evansville, Town of Darmstadt, and Vanderburgh County; and

WHEREAS, the Area Plan Commission finds that the Comprehensive Plan constitutes a suitable, logical, reasonably balanced, and timely plan for the physical development of the City of Evansville, Town of Darmstadt, and Vanderburgh County over the foreseeable future.

NOW, THEREFORE, Be it resolved that the document consisting of text, maps, and tables entitled "The 2004-2025 Comprehensive Plan for Evansville and Vanderburgh County" is hereby adopted as the Comprehensive Plan of the City of Evansville, the Town of Darmstadt, and Vanderburgh County.

BE IT FURTHER RESOLVED, that the Comprehensive Plan is intended to meet the current and future needs of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Comprehensive Plan shall reflect the vision of the Mayor, City Council, County Commissioners, Darmstadt Town Board, Area Plan Commission, and the desires of citizens they represent on the future development of our community. The Comprehensive Plan shall also represent the best thinking of boards, commissions, and departments of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Area Plan Commission shall review the Comprehensive Plan at least every five (5) years and recommend to the City Council, Town Board, and County Commissioners changes or additions to the Comprehensive Plan which the Area Plan Commission considers necessary in order to fulfill this resolution.

RESOLVED, FURTHER, that the Comprehensive Plan shall be the policy guide for decision making that affects the physical development of the City of Evansville, the Town of Darmstadt, and Vanderburgh County.

RESOLVED, FURTHER, that all matters affecting physical development of the City of Evansville and Vanderburgh County submitted to the Area Plan Commission shall be reviewed and a report shall be prepared to the City Council, Darmstadt Town Board, and/or County Commissioners as to a proposal's consistency with the Comprehensive Plan.

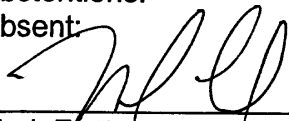
Adopted by the Area Plan Commission of Evansville and Vanderburgh County, Indiana by the following vote:

Ayes:

Nays:

Abstentions:

Absent:



Mark Foster

President of the Area Plan Commission

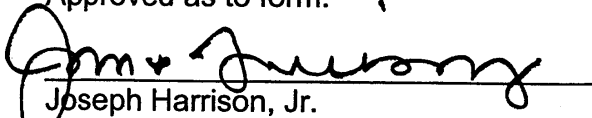
Attest:



Bradley G. Mills

Executive Secretary/Executive Director

Approved as to form:



Joseph Harrison, Jr.

Area Plan Commission Attorney

CO.R- 09 - 04 - 014

SEP 10 2004

Bill Hutz
AUDITOR

**A RESOLUTION OF THE
BOARD OF COMMISSIONERS OF
VANDERBURGH COUNTY, INDIANA
ADOPTING THE 2004-2025 COMPREHENSIVE PLAN FOR
EVANSVILLE AND VANDERBURGH COUNTY**

BE IT RESOLVED by the Board of Commissioners of Vanderburgh County, Indiana (Board of Commissioners) as follows:

WHEREAS, the Area Plan Commission was established on the tenth day of April, Nineteen Hundred and Sixty-eight, by action of the Common Council of the City of Evansville, through Ordinance 6-68-9 and by action of the Board of Commissioners of Vanderburgh County through Ordinance #1152, under the authority of the State of Indiana Code 36-7-4-202; and

WHEREAS, Indiana Code 36-7-4-501 states "For the protection of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development, the Area Plan Commission shall prepare a Comprehensive Plan"; and

WHEREAS, the Board of Commissioners has, from time to time, reviewed, updated and adopted sections of the Comprehensive Plan as part of a continuous planning process; and

WHEREAS, the Area Plan Commission works as a coordinating agency within the city and county governmental structure in comprehensive plan development; and

WHEREAS, public notice has been given by the Area Plan Commission and public hearings on the Comprehensive Plan have been held to allow public comment and input; and

WHEREAS, the Comprehensive Plan contains policies which should serve as a guide and must be given due consideration as the general policy for the pattern of physical development in the City of Evansville, Town of Darmstadt, and Vanderburgh County; and

WHEREAS, the Board of Commissioners finds that the Comprehensive Plan constitutes a suitable, logical, reasonably balanced, and timely plan for the physical development of Vanderburgh County over the foreseeable future.

NOW, THEREFORE, Be it resolved that the document consisting of text, maps, and tables entitled "The 2004-2025 Comprehensive Plan for Evansville and Vanderburgh County" is hereby adopted as the Comprehensive Plan of Vanderburgh County.

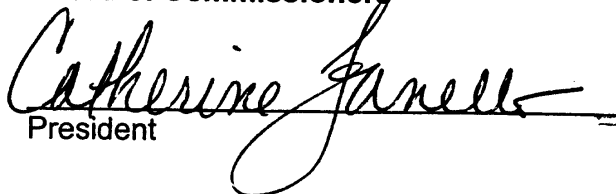
BE IT FURTHER RESOLVED, that the Comprehensive Plan is intended to meet the current and future needs of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Comprehensive Plan reflects the vision and desires of the citizens, the Area Plan Commission, and elected officials on the future development of our community. The Comprehensive Plan also represents input from boards, commissions, and departments of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Area Plan Commission shall review the Comprehensive Plan at least every five (5) years and recommend to the City Council, Town Board, and County Commissioners changes or additions to the Comprehensive Plan which the Area Plan Commission considers necessary in order to fulfill this resolution.

RESOLVED, FURTHER, that the Comprehensive Plan shall be the policy guide for decision making that affects the physical development of Vanderburgh County.

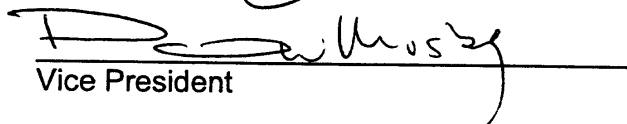
RESOLVED, FURTHER, that all matters affecting physical development of Vanderburgh County submitted to the Area Plan Commission shall be reviewed and a report shall be prepared to the County Commissioners as to each proposal's consistency with the Comprehensive Plan.

ADOPTED this 13TH day of September, 2004

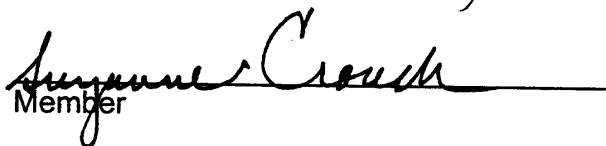
**Vanderburgh County
Board of Commissioners**



President



Vice President



Member

ATTEST:



Bill Fluty, Auditor
Vanderburgh County

APPROVED AS TO FORM:



Kevin Winternheimer
Vanderburgh County Attorney

Resolution 2004-4

TOWN BOARD OF DARMSTADT, INDIANA

2004-2025 COMPREHENSIVE PLAN ADOPTION RESOLUTION

RESOLUTION ADOPTING THE CITY OF EVANSVILLE AND VANDERBURGH COUNTY 2004-2025 COMPREHENSIVE PLAN ON September 14, 2004.

BE IT RESOLVED by the Town Board of Darmstadt, Indiana as follows:

WHEREAS, the Area Plan Commission was established on the tenth day of April, Nineteen Hundred and Sixty-eight, by action of the Common Council of the City of Evansville, through Ordinance 6-68-9 and by action of the Board of Commissioners of Vanderburgh County through Ordinance #1152, under the authority of the State of Indiana Code 36-7-4-202; and

WHEREAS, Indiana Code 36-7-4-501 states "For the protection of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development, the Area Plan Commission shall prepare a Comprehensive Plan"; and

WHEREAS, the Town Board of Darmstadt has, from time to time, reviewed, updated and adopted sections of the Comprehensive Plan as part of a continuous planning process; and

WHEREAS, the Area Plan Commission works as a coordinating agency within the city and county governmental structure in comprehensive plan development; and

WHEREAS, public notice has been given by the Area Plan Commission and public hearings on the Comprehensive Plan have been held to allow public comment and input; and

WHEREAS, the Comprehensive Plan contains policies which should serve as a guide and must be given due consideration as the general policy for the pattern of physical development in the City of Evansville, Town of Darmstadt, and Vanderburgh County; and

WHEREAS, the Town Board of Darmstadt finds that the Comprehensive Plan constitutes a suitable, logical, reasonably balanced, and timely plan for the physical development of the Town of Darmstadt over the foreseeable future.

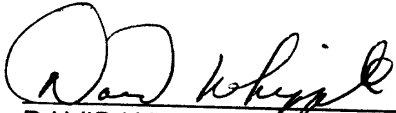
NOW, THEREFORE, Be it resolved that the document consisting of text, maps, and tables entitled "The 2004-2025 Comprehensive Plan for Evansville and Vanderburgh County" is hereby adopted as the Comprehensive Plan of the Town of Darmstadt.

BE IT FURTHER RESOLVED, that the Comprehensive Plan is intended to meet the current- and future needs of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Comprehensive Plan reflects the vision and the desires of the citizens, the Area Plan Commission, and elected officials on the future development of our community. The Comprehensive Plan also represents input from boards, commissions, and departments of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Area Plan Commission shall review the Comprehensive Plan at least every five (5) years and recommend to the City Council, Town Board, and County Commissioners changes or additions to the Comprehensive Plan which the Area Plan Commission considers necessary in order to fulfill this resolution.

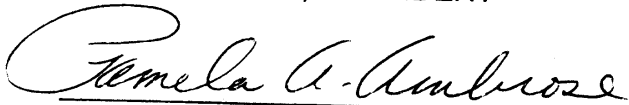
RESOLVED, FURTHER, that the Comprehensive Plan shall be the policy guide for decision making that affects the physical development of the Town of Darmstadt.

RESOLVED, FURTHER, that all matters affecting physical development of the Town of Darmstadt submitted to the Area Plan Commission shall be reviewed and a report shall be prepared to the Town Board of Darmstadt as to each proposal's consistency with the Comprehensive Plan.

ADOPTED by the Town Board of Darmstadt, Indiana this 14th day of September, 2004.



DAVID WHIPPLE, PRESIDENT

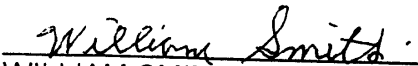


PAM AMBROSE, CLERK-TREASURER

KENNETH TEMME, COUNCILMAN



BRAD KORFF, COUNCILMAN



WILLIAM SMITH, COUNCILMAN

RESOLUTION NO. C-2004-29

SPONSOR: ROBINSON
COMMITTEE: ASD

FILED

SEP 01 2004

Alberta Matlocks
CITY CLERK

**A RESOLUTION OF THE COMMON COUNCIL
OF THE CITY OF EVANSVILLE, INDIANA
ADOPTING THE
2004-2025 COMPREHENSIVE PLAN FOR
EVANSVILLE AND VANDERBURGH COUNTY**

BE IT RESOLVED by the Common Council of the City of Evansville, Indiana (City Council) as follows:

WHEREAS, the Area Plan Commission was established on the tenth day of April, Nineteen Hundred and Sixty-eight, by action of the Common Council of the City of Evansville, through Ordinance 6-68-9 and by action of the Board of Commissioners of Vanderburgh County through Ordinance #1152, under the authority of the State of Indiana Code 36-7-4-202; and

WHEREAS, Indiana Code 36-7-4-501 states "For the protection of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development, the Area Plan Commission shall prepare a Comprehensive Plan"; and

WHEREAS, the City Council has, from time to time, reviewed, updated and adopted sections of the Comprehensive Plan as part of a continuous planning process; and

WHEREAS, the Area Plan Commission works as a coordinating agency within the city and county governmental structure in comprehensive plan development; and

WHEREAS, public notice has been given by the Area Plan Commission and public hearings on the Comprehensive Plan have been held to allow public comment and input; and

WHEREAS, the Comprehensive Plan contains policies which should serve as a guide and must be given due consideration as the general policy for the pattern of physical development in the City of Evansville, Town of Darmstadt, and Vanderburgh County; and

WHEREAS, the City Council finds that the Comprehensive Plan constitutes a suitable, logical, reasonably balanced, and timely plan for the physical development of the City of Evansville over the foreseeable future.

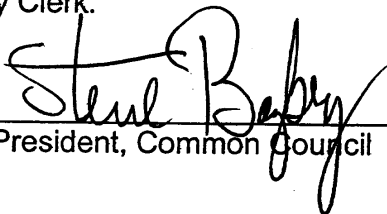
NOW, THEREFORE, Be it resolved that the document consisting of text, maps, and tables entitled "The 2004-2025 Comprehensive Plan for Evansville and Vanderburgh County" is hereby adopted as the Comprehensive Plan of the City of Evansville.

BE IT FURTHER RESOLVED, that the Comprehensive Plan is intended to meet the current and future needs of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Comprehensive Plan reflects the vision and the desires of citizens, the Area Plan Commission, and elected officials on the future development of our community. The Comprehensive Plan also represents input from boards, commissions, and departments of the City of Evansville, the Town of Darmstadt, and Vanderburgh County. The Area Plan Commission shall review the Comprehensive Plan at least every five (5) years and recommend to the City Council, Town Board, and County Commissioners changes or additions to the Comprehensive Plan which the Area Plan Commission considers necessary in order to fulfill this resolution.

RESOLVED, FURTHER, that the Comprehensive Plan shall be the policy guide for decision making that affects the physical development of the City of Evansville.

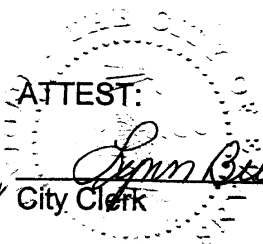

RESOLVED, FURTHER, that all matters affecting physical development of the City of Evansville submitted to the Area Plan Commission shall be reviewed and a report shall be prepared to the City Council as to a proposal's consistency with the Comprehensive Plan.

PASSED BY THE COMMON COUNCIL of the City of Evansville, Indiana on this 20 day of September, 2004, and on said day signed by the President of the Common Council and attested by the City Clerk.



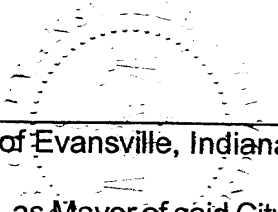
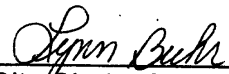
President, Common Council

ATTEST:

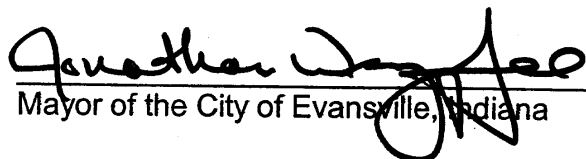
DEPUTY City Clerk

PRESENTED by me, the undersigned City Clerk of the City of Evansville, Indiana, to the Mayor of said City, this 21 day of September, 2004, at 9:00 o'clock A. M., for his consideration and action thereon.

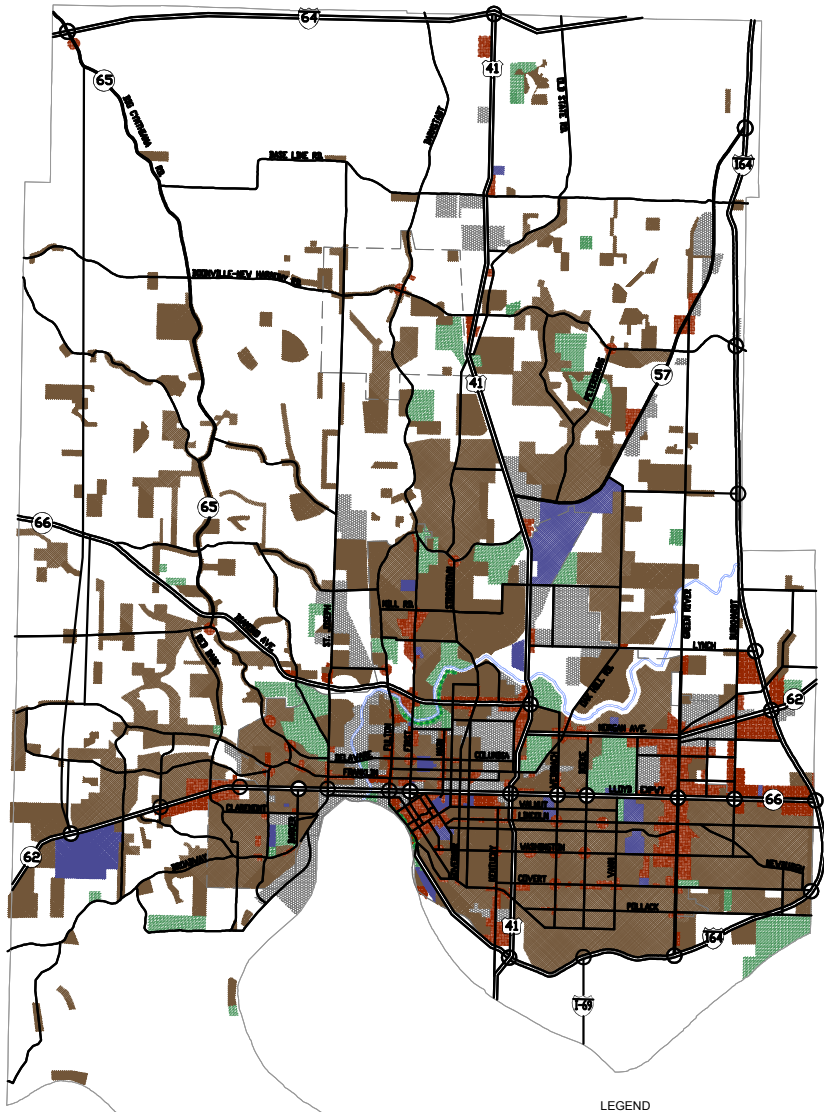
DEPUTY City Clerk of the City of Evansville, Indiana

HAVING EXAMINED the foregoing Resolution, I do now, as Mayor of said City of Evansville, Indiana approve said Resolution and return same to the City Clerk, this 21 day of September, 2004, at 4:00 o'clock P.M.



Mayor of the City of Evansville, Indiana

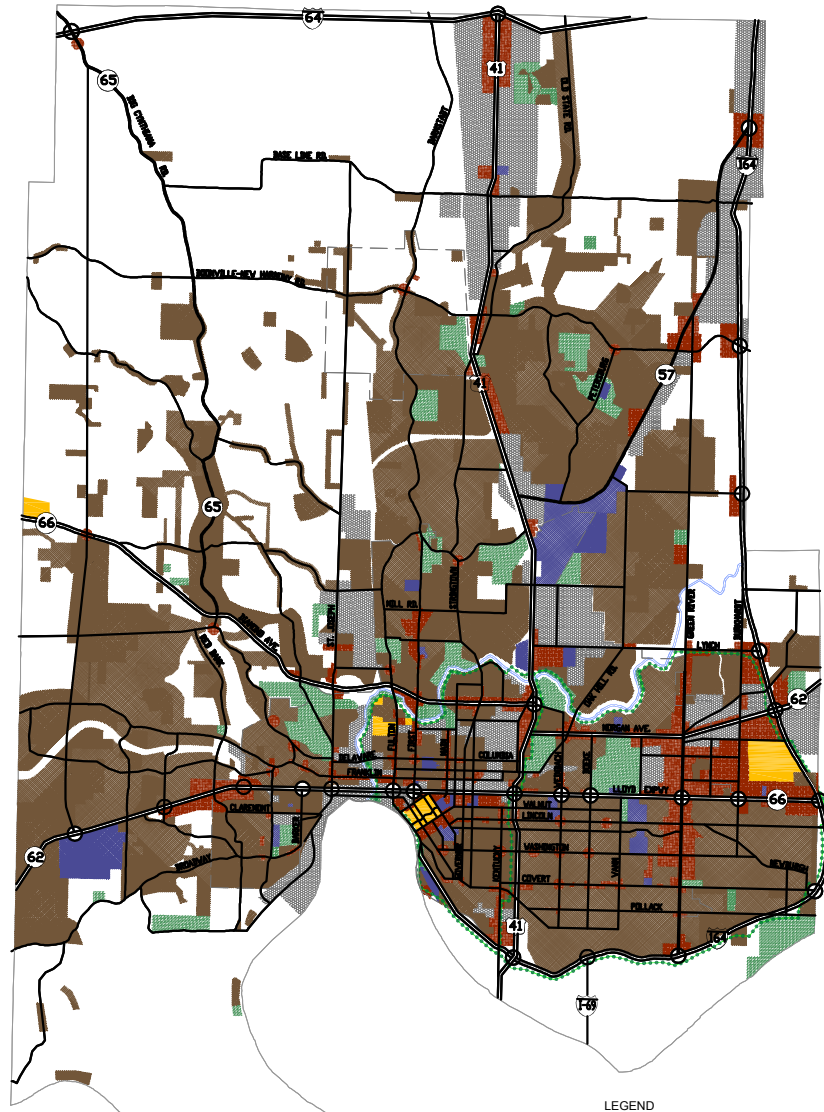
Existing Land Use - 2004



LEGEND

- | | |
|---|----------------------------|
| Agricultural & Undeveloped
(Includes Scattered Residences) | Industrial |
| Residential | Government & Institutional |
| Parks & Cemeteries | Commercial |
| Pigeon Creek Greenway | Commercial Node |
| | Interchange |

Future Land Use - 2025



LEGEND

- | | |
|---|----------------------------|
| Agricultural & Undeveloped
(Includes Scattered Residences) | Industrial |
| Residential | Government & Institutional |
| Parks & Cemeteries | Commercial |
| Mixed Use
(Includes residences, commercial & industrial) | Commercial Node |
| Pigeon Creek Greenway | Interchange |

As adopted: September, 2004