

**COMPREHENSIVE PLAN  
FOR THE DEVELOPMENT OF THE  
TOWN OF MOORES HILL, INDIANA**

**Adopted March 3, 2003**

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**1. ADMINISTRATIVE PROVISIONS**

1.1. Authority. This Comprehensive Plan is adopted pursuant to IC 36-7-4-205 and IC 36-7-4-500 et seq.

1.2. Purpose. This Comprehensive Plan reviews past development trends in the Town of Moores Hill, assesses the Town's present condition and its assets and limitations, and provides:

- 1.2.1. Objectives for the future development of the Town;
- 1.2.2. Policies for the land use development of the Town;
- 1.2.3. Policies for the development of public ways, public places, public lands, public structures, and public utilities; and
- 1.2.4. General and specific recommendations for future development and future land use in and near the Town,

in order to protect public health, safety and welfare; to promote cost-effective and uniform delivery of public utilities and public services; and to stabilize and improve property values.

The guidance provided by this Plan should be used in combination with other information and resources in order to facilitate the most appropriate future development of the Town.

1.3. Effective Term of the Plan. There are no statutory limits on the effective life of comprehensive plans. However, the rate at which change occurs has a negative effect on the data and information upon which a plan is based. It is anticipated that this Plan will be valid through 2008 and possibly through 2013. It is recommended that the Plan Commission review this Plan after one year, then establish a regular review schedule at intervals not to exceed five years, and that they amend the Plan as necessary to ensure that its guidance is timely and appropriate.

1.4. Jurisdiction of the Comprehensive Plan. The jurisdiction of this Comprehensive Plan is the geographic area within the corporate limits of the Town of Moores Hill, as those corporate limits may be revised from time to time.



- 1.5. Extra-Jurisdictional Area. Certain lands located outside the jurisdiction of this Comprehensive Plan are discussed in order to provide guidance on the use and development of those lands in the event of future annexation. Until these extra-jurisdictional areas are included in the jurisdiction of this Plan they are not subject to and are in no manner bound by the terms of this Plan.

## 2. HISTORY, DEVELOPMENT TRENDS AND CURRENT CONDITIONS

- 2.1. Location and Population. The Town of Moores Hill presently occupies approximately 280 acres (.44 square miles) of land in Section 10, Township 6 North, Range 3 West, Sparta Township, in Dearborn County. It is the fourth largest of the seven incorporated communities in the County. According to the 2000 Census the population of Moores Hill is 635, or about 1.4% of the County's population.
- 2.2. Community History. The naming of the Town appears to have been partially accidental. The Rev. Adam Moore, owner of a local grist mill, filed a petition in Washington, D.C., to establish a post office at his mill; however, the Postmaster General, having apparently misread the name on the application, approved the application for a post office at Moore's "Hill" rather than at Moore's "Mill."

The first recorded land sales in the area were in 1817, and the date of the first plat of lots in Section 10 was March 10, 1838, "...in the vicinity of what is commonly called Moore's Hill." In March 1839 lots were surveyed in the west half of Section 10 on land owned by Adam Moore and Andrew Stevens, and this appears to have been the first official plat of the then Village of Moore's Hill.

Early growth of the community appears to have been fairly aggressive – there were three additions to the Town between 1844 and 1847. The largest business in the early years was a cooperage owned by the Rev. John C. Moore, a son of Rev. Adam Moore. The cooperage was in operation from about 1839 to 1859. In addition to the Moores' grist mill and cooperage, other early industries included a saw mill, tin and glass manufacturers, a tanyard, several general stores, and a lumber yard.

The most notable enterprise in the Town's history was Moore's Hill College, which was associated with the Methodist Episcopal Church. The College was founded by the Rev. John C. Moore in 1854 and it operated for sixty years until a major fire in 1915. It was not rebuilt, but was instead relocated to Evansville, Indiana, in 1919 where it was subsequently renamed twice and is now the University of Evansville (the history of the University of Evansville states that the first name of the College was Moores Hill Male and Female Collegiate Institute).

Carnegie Hall (formerly named Moore Hall), one of the original structures at Moores Hill College, is located on West Main Street between Second Street and Broadway. It is an historically designated building.

The bond between and the Church and the Town was apparently very strong when the College was in operation, and was an important factor in the pattern of development of the Town for many years after the College was relocated. The 1895 history of Dearborn County contains high praise for the morals and industry of the people of the Town, and for the beauty of the Town.

Maps of the Town in 1876 and 2002 are attached. During that 126 year period the Town's limits have been expanded north, east and south. A platted area named "Collegeville" is shown on the 1876 map just north of the railroad. It was apparently intended to develop in conjunction with the new rail service, but failed for unknown reasons. The plan for the Town in 1876 was



considerably more optimistic about development of the area west of Town than is the map of 2002.

- 2.3. Transportation. With the exception of relocated State Road 350, the roads that connect the Town with other communities are the same as in 1876. State Road 350 originally ran through the center of the community as was the corridor along which the business district developed. It was and still is the primary route for access to areas outside the Town.

The Ohio & Mississippi Railroad was constructed in 1857 to connect Cincinnati with St. Louis. It runs through the southernmost part of the Town, and a station was established there. The railroad is still in operation but passenger and freight services are no longer available.

- 2.4. Topography. The topography of the Town is characterized by relatively flat land in the north, mildly rolling land in the middle, and moderate to steep slopes in the south forming a watershed to Whitaker Creek. The combination of the creek and railroad are barriers to utility and transportation extensions to the area just south of the original southern part of the Town.

2.5. Government Services.

2.5.1. The Town of Moores Hill provides:

- 2.5.1.1. Police protection.
- 2.5.1.2. Street maintenance (all streets except State Road 350).
- 2.5.1.3. Sanitary sewer service.
- 2.5.1.4. Stormwater system maintenance.
- 2.5.1.5. Land use planning.
- 2.5.1.6. Administrative services.

2.5.2. The State of Indiana Department of Transportation maintains State Road 350.

2.5.3. The Moores Hill-Sparta Township Volunteer Fire Department and Emergency Medical Service provides fire and emergency medical services.

2.5.4. The U.S. Postal Service operates the post office.

2.6. Government Organization. The managerial and administrative structure of the Town's government includes:

- 2.6.1. A three-member town council.
- 2.6.2. A clerk-treasurer.
- 2.6.3. A seven member advisory plan commission.
- 2.6.4. A five member advisory board of zoning appeals.
- 2.6.5. A town secretary.
- 2.6.6. A street superintendent.
- 2.6.7. A sanitary sewer superintendent.
- 2.6.8. A town marshal.

2.7. Existing Land Uses. The following notes are only about existing land uses in the Town, not in the surrounding area. They are also shown on the attached map entitled "Current Land Uses," which depicts existing land uses in six categories to provide a quick overview.

- 2.7.1. Approximately 95% of all dwellings in the Town are single-family. There are a few apartment buildings with not more than ten units per building, no condominiums, and no extended-care residential facilities such as nursing homes.



- 2.7.2. Existing institutional, educational, religious, and social uses include an elementary school, churches, a veterans organization, a senior citizens center, and the agencies in Carnegie Hall.
- 2.7.3. Existing commercial uses are all low-intensity uses, meaning that they have few employees and require little infrastructure support. They include a bank., a funeral home, a hardware, one or more auto repair centers, private clubs, a liquor store, a laundromat, a gas station/convenience store, and small retail businesses.
- 2.7.4. Existing industrial uses are also small-scale operations with few employees that demand little infrastructure support. The industrial uses include one or more salvage operations, an auto body repair business, the Town's wastewater treatment facility, the water tower, the emergency services center, and a couple of small manufacturing and processing businesses.
- 2.8. Patterns of Land Use and Development. There are three areas in the Town that exhibit slightly different patterns of land use. They are:
  - 2.8.1. North: Developing Commercial and Residential Area. This is the area south of State Road 350 running from the east to the west corporate limits, including areas near the intersections of Manchester and Main Streets. This part of Town is dominated by mobile home parks, a few industrial and commercial uses, and some site-built homes. This area is still developing and there is vacant land on both sides of State Road 350.
  - 2.8.2. Center: The Original Town. Bounded by the Town limits on the east and west and by High and College Streets on the north and south, this is the old core area of the original Town. Every type of land use is represented, the most notable being the older site-built homes. The older homes are mixed with newer mobile homes throughout the area, and commercial and light industrial businesses are mixed with homes, the school and churches along Main and Broadway. Main Street east of Rummel Road has the most uniform use of land in the area, being predominantly older homes. This was the commercial center when State Road 350 ran through the middle of Town. Much of this area is now ready for redevelopment. What is unusual for an older core area, however, is that there is also a lot of vacant land that was never developed.
  - 2.8.3. South – Volz Road Area. On Volz Road south of the railroad and Whitaker Creek is a new residential subdivision in which a couple of new homes have been constructed. This area is separated from the original Town by the low lands, creek and railroad, making the extension of utility services expensive. However, water, electric and sanitary sewer services have now been extended, so the key elements for continued development are in place.
- 2.9. Existing Utility Services. Electric, water and sanitary sewers are available in all parts of the Town. Natural gas is available, but the service area varies. All of these utilities are adequate for existing demand, but improvements may be required in some services depending on location for anything greater than a moderate increase in demand. A careful examination of the capacity and reliability of each service will be necessary before committing time and other resources to the attraction of large scale developments.
- 2.10. Streets. The Town maintains all streets except private streets and State Road 350. Most local public streets are lightly constructed with a paved width of about twenty feet, and most will not support large volumes of heavy loads. The "connector streets," including Main, Manchester, Rummel and Chesterville, will accommodate heavier loads but do not have the width that is required for safe passage of large vehicles. Public streets in the Town are in generally good condition. The condition of private streets varies significantly.



2.11. U.S. Census Statistics. The figures provided by the U.S. Bureau of the Census show that during the period between 1850 and 2000 the demographics of the Town have changed only moderately. However, the following is a summary of notable statistics:

2.11.1. Population. The population was 206 in 1850, increasing to 625 in 1890, which was the population peak in the Town for a full century. Between 1890 and 1900 the population inexplicably decreased to 338 (-46%), increased to 424 in 1910 (+87%), then decreased to 285 in 1920 (-33%), reflecting the loss of the College. After 1920 the population grew steadily to 476 in 1960 (+67% in 40 years) then increased to 616 between 1960 and 1970 (+29%). Between 1970 and 1980 the population increased 8%, increased 14% between 1980 and 1990, then decreased 2.2% to 635 between 1990 and 2000. Except for the loss of Moores Hill College in 1915, the reasons for the large shifts in population are unknown.

Comparing population statistics for the Town with others in the County, the following significant points were noted:

2.11.1.1. Between 1900 and 2000 the Town's population increased 88% while that of the State of Indiana increased 142%. Again, this is attributable at least in part to the loss of the College in 1915.

2.11.1.2. Between 1990 and 2000 the population of Dearborn County increased by 18.7%, nearly double the state average of 9.7%. However, most of the County's growth was in its unincorporated areas; none of the incorporated communities in Dearborn County grew at or near the County rate. Four of the six incorporated communities in the County had population decreases between 1990 and 2000, of which Moores Hill's 2.2% decrease was the smallest. Only two communities grew faster than the State rate.

2.11.2. Housing. The following is a summary of notable statistics on housing in the Town:

2.11.2.1. Although 36 new site-built and mobile homes were added between 1990 and 2000, the total number of homes decreased from 237 in 1990 to 234 in 2000.

2.11.2.2. Most people live in single-family dwellings. Multi-family dwelling units account for 4.4% of all dwelling units, whereas the County average is 14.5%.

2.11.2.3. Owner-occupied dwellings account for 67% of all dwellings, compared to 79% for Dearborn County and 71% for the State average.

2.11.2.4. The Census count in 2000 listed 65 mobile homes, which is 28% of all dwellings. However the number counted locally the same year was 88. Assuming that the 23 mobile homes that were missed in the Census count were also not included in the overall count of dwellings, then 34% of all dwellings are mobile homes (88 of 257). The highest Census rate among the other incorporated communities in the County is 19%, and the average for all incorporated communities in the County is 6%.

2.11.2.5. The median value for owner-occupied homes in the Town is \$75,500. The County median is \$120,600 (60% higher) and the State average is \$94,300 (25% higher).

2.12. Taxes. The Town's net tax rate on real property is in the lower 1/3 of rates for the incorporated communities in Dearborn County (4 of 6).

### 3. COMMUNITY SURVEY

- 3.1. Citizen Survey. A survey of the citizens of the Town was conducted in the summer of 2002 to collect information about the adequacy of existing municipal services, to find out what additional services citizens wanted the Town to provide, and to obtain opinions about future development policies that the Town should pursue. Respondents were not required to identify themselves.

The Town Council delivered surveys to 270 residences, one per residence, by U.S. Mail. Of the 270 surveys only eight were returned, representing 2.9% of the residences in the Town. Although the low response rate is not encouraging, the respondents did provide thoughtful and well-reasoned guidance for community policy makers. The following is a summary of the survey results:

- 3.1.1. Existing Town Services. The respondents felt that the Town should try to improve existing services in the following order with a lower number indicating the need for more improvement:
- 3.1.1.1. Stormwater drainage (2.13).
  - 3.1.1.2. Police services (2.57).
  - 3.1.1.3. Street maintenance (2.63).
  - 3.1.1.4. Sanitary sewer service (3.00).
  - 3.1.1.5. Town administration and management (4.43).

- 3.1.2. Additional Town Services. More than one respondent wanted the following additional services provided by the Town:

- 3.1.2.1. Sidewalk improvements.
- 3.1.2.2. Recycling.
- 3.1.2.3. Improvements in the appearance of property.

Other service improvements or new services that were mentioned by not more than one respondent included leaf pick-up, trash collection by the Town rather than by private vendor, leash laws for dogs, and restrictions on semi-truck parking.

- 3.1.3. Environment and Recreation. Three questions were asked about recreation and the environment.

- 3.1.3.1. 88% wanted the Town to provide parks and/or recreation services.
- 3.1.3.2. 63% wanted Town involvement in historic preservation.
- 3.1.3.3. 50% supported Town involvement in preservation of the natural environment.

Two suggestions were made about the Town providing youth-oriented activities and a youth center. Another wanted a walking trail.

- 3.1.4. Future Development of the Town. In response to questions about types of future development that the Town's administration should support, the respondents overwhelmingly favored redevelopment of business in the downtown area. The following is a list of the priorities in which respondents wanted the Town to promote development, a lower number indicating higher priority:

- 3.1.4.1. New businesses downtown (1.50);
- 3.1.4.2. New industries (2.13);



- 3.1.4.3. New businesses other than downtown (2.75);
- 3.1.4.4. New single and two-family homes (4.00);
- 3.1.4.5. New apartments (5.29); and
- 3.1.4.6. Do not promote development (5.33).

The respondents want the Town to promote development with a focus on attracting business and industry before housing. Note the large gap between the ratings for business-industry and the ratings for housing and for no involvement in promoting development. Also note that the respondents want housing initiatives to focus on single-family or two-family (duplex) housing, not apartments.

In the comments section respondents suggested that the Town promote more housing for senior citizens, support reconstruction or replacement of deteriorating housing, and clean up existing housing.

#### 4. DEVELOPMENT ASSETS AND LIMITATIONS

- 4.1. Development Assets. Development assets include large reserves of developable land in and around the Town, the residential character of development in the Town to date.

- 4.1.1. Developable Land. There is a lot of vacant developable land in the Town and the area around it. Furthermore, much of the developable land in the Town fronts on public streets where utility services are already available, so development costs would be low. Development costs for the land along State Road 350 would be reasonable.

- 4.1.2. Residential Character. The Town has already developed as a residential community and additional residential development should be encouraged everywhere except along the State Road 350 corridor and along Main Street in the old business district. The most important issue to resolve is how to promote construction of homes that will increase the median value of homes in the Town.

- 4.2. Limitations on Development. The primary limitations on development are the Town's location, availability of infrastructure, existing property values, and the lack of development standards and policies. The following is a detailed discussion of these limitations:

- 4.2.1. Location. Moores Hill is not located near any larger community to which it could be economically tied. This lowers the potential for commercial or industrial development and provides residents of the Town with few options for other locations in which to work.

- 4.2.2. Transportation. Access to the Interstate highway system is also not favorable for industrial or heavy commercial developments. Most local streets cannot support any significant volume of heavy truck traffic, limiting potential development sites for industry to the State Road 350 corridor. The availability of rail service is a potential asset for a manufacturer that needs rail service, but the topography where the line is located does not permit rail service to be extended to those areas of the Town where industries are likely to locate.

- 4.2.3. Utilities. One or more of the utility distribution systems will not be capable of supporting developments that need significant levels of service unless expensive improvements are made. This is probably the biggest limitation on industrial and heavy commercial development. The Town should focus on light or moderate-demand developments.

- 4.2.4. Existing Property Values. As shown by the U.S. Census data, the median value of homes in the Town is well below the average for the surrounding area and well below



the State average. Low median property value is both an indicator of problems and a limitation on future development. It is a limitation because property values are in large part determined by the value of surrounding properties. Residential developments in particular are sensitive to the value of adjacent property, which is used in the calculation of return on investment, and it is unlikely that a substantial investment will be made in a development without the safety of stable and increasing property values on adjacent land. A program to promote increases in the median value of property is mandatory if the Town is to be attractive to potential new development, and such a program should be a very high priority. Improvement in the value of property will require the adoption and enforcement of regulations on property maintenance, and will also require some form of incentives for high-value homes.

- 4.2.5. Development Standards. There are essentially no standards for the development of property. High-value development will only occur where the value of the investment is secured by the fact that low-value development cannot take place in the same vicinity. Minimum standards for development must be established and enforced before high-value development will occur.

## 5. RECOMMENDED FUTURE DEVELOPMENT PRACTICES

- 5.1. Objectives for the Future Development of the Jurisdiction. Based on analysis of the historic and current conditions and trends of development of the Town, and analysis of the Towns assets and limitations, the following objectives are recommended for future development of the Town. They are not in any particular order.

Objective #1: Adopt Minimum Development Standards. Minimum standards for development of property must be prepared and adopted jointly by the Plan Commission and the Town Council. This will require revisions to the zoning regulations and adoption of subdivision control regulations. The uniform administration and enforcement of new standards will be necessary.

Objective #2: Adopt Minimum Property Maintenance Regulations. The Town Council should adopt regulations to address trash, debris, inoperable vehicles, deteriorated structures and junk on private property. Uniform administration and enforcement will be necessary.

Objective #3: Improve Stormwater Drainage, Streets and Sidewalks. These three were the top recommendations by survey respondents from the lists of infrastructure improvements, with enhancement of the stormwater system leading by a substantial margin. These improvements will enhance pedestrian and vehicle safety, property values, and the appearance of the community. The Town should explore funding through grant programs such as the State's TEA-21 improvement program, among others.

Objective #4: Actively Promote Development. The limitations on development are such that the adoption of development standards alone is likely to cause the cessation of development. In addition to the development standards, the Town Council should adopt a program of incentives to promote the specific types of development that the Town desires. Incentives should be specifically tailored to type, quantity and quality of a proposed structure or development. Incentives may include direct financial assistance, fee waivers, tax abatement, and tax increment financing, all of which can be offered by the Town Council under State statutes.

Objective #5: Promote Redevelopment of the Downtown District. Respondents to the survey recommended that the redevelopment of the downtown district be a higher priority than promotion of industrial and commercial development. Because of the small



population and the small scale of the downtown area, and because of infrastructure limitations, redevelopment should focus on and encourage small non-intensive businesses mixed with residential uses if necessary. The Town should also consider creating off-street parking facilities downtown. Financial assistance, such as tax abatements, could be offered to developments that meet specific minimum requirements, and those minimum requirements could be such that they increase the assessed value and improve the appearance of the community.

Objective #6: Promote New Housing. Although development of housing was secondary in importance to commercial and industrial development among the survey respondents, they stated clearly that they preferred single-family or two-family housing over multi-family housing (apartments). Their advice is sound: property values and the Town's tax base will increase more with high-quality single and two-family construction than with other types of residential construction. It is important to encourage housing with market values greater than the current median value in order to increase the median value of homes in the Town. Incentives will probably be necessary. For example, the Town could designate an area as a Residentially Distressed Area under IC 6-1.1-12.1-4.1, wherein taxes could be abated on the first \$36,000 of assessed value of a new home for a period of up to five years. An abatement program can be made available only to new homes that have a specific minimum assessed value.

Objective #7: Develop Recreation Facilities and Services. This was a priority among survey respondents. Their recommendation for youth activities and a youth center should be investigated together with a search for possible locations for a park. A trail or walkway may be incorporated into a Town-wide sidewalk improvement program. Grant funds may be available to offset some costs of development.

- 5.2. Policy for the Land Use Development of the Jurisdiction. All development of land must be completed in accordance with the policies and standards adopted by the Town. The goals of this policy are the attraction of high-quality development that increased the median value of homes in the Town.
- 5.3. Policy for the Development of Public Ways, Public Places, Public Lands, Public Structures, and Public Utilities. All streets, property, structures and utilities that are constructed for use by the public, whether or not they will be dedicated to the public, must be designed and constructed in accordance with applicable local, state and federal regulations.

## **6. RECOMMENDED FUTURE LAND USE PRACTICES**

- 6.1. Land Use Maps. Two maps are attached that show land use. The first map is entitled "Current Land Uses" and shows land uses in the Town, but not the surrounding area, as of 2002, broken out in six general categories. The map entitled "Recommended Land Uses" shows recommended locations for future developments in the Town and in the immediately surrounding area, broken out into the same six general categories of land use. The six categories cover different types and/or intensities of land use as follows:

- 6.1.1. One and two-family (duplex) residential.
- 6.1.2. Multi-family residential (apartments).
- 6.1.3. Educational-social-religious uses.
- 6.1.4. Light commercial.
- 6.1.5. Heavy commercial.
- 6.1.6. Industrial.

On the Current Land Uses map, land that is either vacant, in agricultural use, or outside the corporate limits, is shown as the background color of the map.



On the Recommended Land Uses map land that is shown as the background color of the map is not covered by this Plan.

- 6.2. Recommended Uses of Land. The recommendations for future land uses are based on the analysis of development trends, assets and limitations discussed in the preceding chapters. The recommended locations for future land uses, together with the factors used in determining the recommendations, are as follows:

- 6.2.1. Residential. All residential uses except large multi-family apartment complexes can be accommodated anywhere in the Town and surrounding area. Do not permit any residential uses on or near the State Road 350 corridor. It is a major inter-city route and is the only potential location for industrial uses and other uses that generate or serve heavy vehicle traffic. Reserve the State Road 350 corridor for industrial and heavy commercial uses.

Although apartments were not favored by respondents to the surveys, small apartment buildings with adequate off-street parking can provide low-cost alternative housing for people who are hoping to be homeowners in the future. Apartment buildings of four or fewer dwelling units with adequate off-street parking should be located on the streets that serve as collectors, including Rummel and Chesterfield Road, and west Old Road 350.

- 6.2.2. Industrial and Heavy Commercial. Heavy commercial uses are those where the primary focus of the business is retail or wholesale sales. That may include minor final assembly or other processes that are necessary to prepare products for sale, but will not include manufacturing activities. They tend to generate a lot of traffic and/or have many employees. Heavy commercial uses include grocery and convenience stores, liquor stores, auto-truck sales, gas stations, bars and restaurants, strip malls, wholesale suppliers, department and home improvement stores and similar uses.

Industrial uses are those where retail or wholesale sales is secondary to the need to assemble, process or manufacture items before the sale. Industrial uses include salvage operations, auto and truck body and repair shops, foundries, mills, heavy equipment or other storage yards, treatment plants and similar operations.

The only street in or near the Town that can support large volumes of heavy vehicle traffic is State Road 350. It is also the only major inter-city corridor in the Town. The north end of the Town may also be the only area where adequate water and natural gas services are available for intense users of those services.

It is recommended that industrial and heavy commercial uses, and generators of large volumes or heavy vehicle traffic be restricted to the State Road 350 corridor and to Palmer Road north of State Road 350 if the Palmer Road area is made available for inclusion in the jurisdiction of this Plan.

Heavy commercial uses but not industrial uses should be placed near where State Road 350 intersects with Manchester Street and east Main Street.

Industrial uses that require significant utility support may be limited to locating near but not at the State Road 350-Manchester Street intersection.

Uses other than industrial and heavy commercial uses should be discouraged from locating in the areas just described.



- 6.2.3. Educational-Social-Religious. Land uses in this category include churches, schools and private social organizations and clubs. They tend to generate a lot of vehicle traffic for short periods of time, usually a few times per week. The uses in this category are between heavy and light commercial uses in intensity. They can be located on any of the "collector" streets, but the north end of Manchester Street and East State Road 350 would be most appropriate. They should not be located near the State Road 350 intersections with Manchester Street and east Main Street – reserve those areas for traffic serving commercial uses.

These uses should not be permitted on local streets for two reasons: (1) they generate a lot of traffic and often at hours that are at odds with residential uses, so they tend to be disruptive to residential neighborhoods; and (2) a building that houses such a use is usually a purpose-built structure that has few potential reuses when it is vacated. Large former schools, churches and similar client-specific buildings often stand for years before finding a new use, or deteriorate, after they are vacated. If they are located where they can be converted to commercial or multi-family uses they may have additional productive lives; however, those new uses will also not be compatible with homes.

- 6.2.4. Light Commercial. Light commercial uses include business and government offices, banks, service oriented businesses such as barber shops and salons, small repair shops, small retail establishments, and other small-scale businesses that may include light assembly work in support of retail operations, but do not include manufacturing, processing or salvage work, and do not generate heavy vehicle traffic.

Light commercial uses should be included in the redevelopment of the downtown district. They should be located on Main Street between Adams and East Streets, on Broadway between Wood and College Streets, and at the Main Street-Rummel Road intersection. For the reasons discussed above in the section on Industrial and Heavy Commercial uses, light commercial uses should not be located on State Road 350.

- 6.2.5. Agricultural Uses. The recommendation is that no new agricultural uses be permitted anywhere in the jurisdictional area of this Comprehensive Plan. Legislative changes to the State statutes that govern local zoning regulations were adopted in 1999 that make it legal to convert bonafide agricultural uses to abusive uses that are by statute defined as agricultural uses.

## **7. AMENDMENTS TO THE COMPREHENSIVE PLAN**

- 7.1. Authority. Amendments to the comprehensive plan must be prepared and approved according to the procedures set forth at IC 36-7-4-205 and IC 36-7-4-500 et seq.
- 7.2. Changes to the Jurisdictional Area of the Plan. Pursuant to IC 36-7-4-205(c), whenever the Plan Commission revises the boundary of the area covered by this Comprehensive Plan, the Plan Commission must file with the Recorder of Dearborn County a description or map defining the revised boundary. If the area within the Plan Commission's jurisdiction is increased by a boundary revision, the Plan Commission may not exercise any of its rights, powers or duties in the additional area until it has filed the revised description or map with the Recorder.



