City of Washington
Comprehensive Plan

Final

Prepared for:

City of Washington Advisory Plan Commission
Washington Building Department
2113 Memorial Avenue, Washington, Indiana 47501
Phone: (812) 254-8208

City of Washington Plan Commission
200 Harned Avenue, Washington, Indiana 47501
Phone: (812) 897-6190

Prepared by:

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Draft Final Plan published: April 12, 2009
Washington Advisory Plan Commission public hearing and adoption: June 10, 2009
Washington City Council Adoption: June 22, 2009

Acknowledgements

City of Washington Common Council

Larry Haag, Mayor
Steve Dyer, President
Ralph Brummett, Member
Arthur Biddinger, Member
Tom Baumert, Member
James Haag, Member
L. Joe Fleck, Member
Allen Brown, Member
Elaine Wellman, Clerk-Treasurer
Jeff Norris, City Attorney

City of Washington Advisory Plan Commission

Arthur Biddinger, President
Thomas Graham, Jr., Vice President
Steve Ash, Member
Ed Barnett (City Engineer), Member
Steve Dyer, Member
Roger Gillingham, Member
Dan Grannan, Member
David Gray, Member
Dan Gress, Member
Pat Thompson, Member
Bill Summers, Member
Chris Wimmenauer, Advisory Member
Judy Taylor, Non-Voting Secretary
Jeff Norris, Plan Commission Attorney

Washington Building Department

Chris Wimmenauer, Building Commissioner
Judy Taylor, Secretary

Comprehensive Plan Steering Committee

Ed Barnett
Arthur Biddinger
Judy Clements
Steve Dyer
Geoff Stoner
Thomas Graham, Jr.
Larry Haag
Bill Summers
Chris Wimmenauer

Southern Indiana Development Commission

Greg Jones, Executive Director
Matt Sward, Development Specialist

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David Ripple, Project Manager
David Goffinet, Deputy Project Manager
Matt Schriefer, Planner II
Laurie Miller, Planner I
Erin Mattingly, Planner I

The plan was funded in full with State funds through the Interstate 69 Community Planning Grant Program of the Indiana Department of Transportation with the assistance of the Indiana Office of Community and Rural Affairs.

RESOLUTION NO. 5-2009

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF WASHINGTON, INDIANA ADOPTING THE COMPREHENSIVE PLAN OF THE CITY OF WASHINGTON, INDIANA

WHEREAS, the Advisory Plan Commission of WASHINGTON, Indiana, did on June 10, 2009 hold a legally advertised public meeting to consider adoption of the attached Comprehensive Plan (Exhibit A) for the city; and

WHEREAS, the Plan Commission did consider said Comprehensive Plan until all comments and objections were heard, and

WHEREAS, the Plan Commission found that the plan meets the requirements of Indiana Code 36-7-4-500, and that the adoption of this plan is found to be in the best interests of WASHINGTON, Indiana, and

WHEREAS, the Common Council finds that it is in the best interest of the City to adopt said plan.

NOW THEREFORE, BE IT RESOLVED, that the Common Council of WASHINGTON, Indiana, hereby adopts Exhibit A, attached and made a part hereof, as the Comprehensive Plan of the City of WASHINGTON, Indiana.

This resolution shall take effect from and after its passage as provided by law.

DULY ADOPTED BY THE COMMON COUNCIL OF THE CITY OF WASHINGTON, INDIANA, ON THIS THE 22nd DAY OF June, 2009.

Aye	Nay		Abstain	Absent
✓	—	Tom Baumert	—	—
✓	—	Arthur Biddinger	—	—
✓	—	Allen Brown	—	—
—	—	Ralph Brummett	—	✓
—	—	Steve Dyer	—	✓
✓	—	L. Joe Fleck	—	—
✓	—	James Haag	—	—

Larry Haag, Mayor

ATTEST:

Elaine Wellman

Elaine Wellman, Clerk-Treasurer

RESOLUTION NO.____

RESOLUTION OF THE PLAN COMMISSION

ADOPTING THE COMPREHENSIVE PLAN

A RESOLUTION RECOMMENDING THAT THE COMMON COUNCIL OF THE CITY OF WASHINGTON ADOPT THE ATTACHED COMPREHENSIVE PLAN OF THE CITY, CONSISTENT WITH INDIANA STATE LAW REQUIREMENTS, WHICH STATE THAT A COMPREHENSIVE PLAN MUST CONTAIN THE FOLLOWING ELEMENTS:

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.

3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

WHEREAS, the Advisory Plan Commission of Washington, Indiana, did on June 10, 2009, hold a legally advertised public hearing on the proposed Comprehensive Plan of the City of Washington, Indiana until all comments and objections were heard; and

WHEREAS, the Advisory Plan Commission found that said plan is in the best interest of the citizens of Washington, Indiana.

NOW THEREFORE, BE IT RESOLVED, that the Advisory Plan Commission of Washington, Indiana, recommends to the Common Council the adoption of said Comprehensive Plan attached hereto named Comprehensive Plan of Washington, Indiana, dated April 2009.

Arthur J Biddinger — 6-10-09

Arthur Biddinger — Date
President
Washington Advisory Plan Commission

Judy Taylor — 6-10-09

Judy Taylor — Date
Secretary
Washington Advisory Plan Commission

COMPREHENSIVE PLAN
CERTIFICATION

I, Judy Taylor, Secretary of the Washington Advisory Plan Commission do hereby certify to the Washington City Council, that the Comprehensive Plan of the City of Washington, a true copy of which is attached, was considered and approved by the Washington Advisory Plan Commission at their meeting held on June 10, 2009 by a vote of 11 in favor, 0 against, 0 abstaining, and 0 absent and do herewith forward the same to you for your consideration and approval.

Judy Taylor

Judy Taylor
Secretary
Washington Advisory Plan Commission

6-10-09
Date

Publisher's Affidavit

The State of Indiana,
Daviess County **SS:**

Personally appears before the undersigned

Ron Smith, General Manager of

THE WASHINGTON TIMES-HERALD

a public newspaper of general circulation, printed and published in Washington in the county aforesaid, who, being duly sworn upon his oath, said: The notice of which the attached is a true copy was published in said paper on

May 29 2009

and sworn to before me, this 29 day of May 2009

$ 43.46

Mary Ellen Pride, Notary Public

My commission expires March 14 ,2016

LEGAL NOTICE
Washington Comprehensive Plan

The City of Washington will hold a public hearing on June 10, 2009 at 7:00 p.m. at the Washington City Council Chambers (200 Harned Avenue, Washington, IN 47501), to provide citizens an opportunity to express views on the recently completed final draft of the new Washington Comprehensive Plan. The Comprehensive Plan directs the future physical development of the community, and serves as a guide for public and private land use and infrastructure decisions. The Plan was paid for in full using Interstate 69 Community Planning Grant funds from the Indiana Department of Transportation. Representatives from Bernardin-Lochmueller & Associates will be available to answer any questions.

Every effort will be made to allow persons to voice their opinions at the public hearing. Persons with disabilities who wish to attend the public hearing and need assistance should contact the Secretary to Building Commissioner, Judy Taylor, Building Department, (2113 Memorial Avenue, Washington, IN 47501), (812) 254-8208, at least seven days prior to the public hearing. Every effort will be made to provide reasonable accommodations for these persons. For additional information concerning the Comprehensive Plan, please contact David Ripple, Bernardin-Lochmueller & Associates, (6200 Vogel Road, Evansville, IN 47715), 800-423-7411 or dripple@blainc.com.

Written comments will be accepted at the Building Department, (2113 Memorial Avenue, Washington, IN 47501), through June 10, 2009. Copies of the final draft are available for public review at the Building Department, 7:30 a.m. to 4:00 p.m., Monday through Friday, (812-254-8208), and at the Carnegie Public Library, (300 West Main Street, Washington, Indiana 47501), during normal library hours, (812-254-4586).

May 29, 2009

OUTLINE

A. What is it?
B. What does it include?
C. What brought it about?
D. What geographic area does it cover?
E. What did the plan find?
F. How was it developed?
G. What are the plan recommendations
H. What commitments are needed?
I. Why act now?

A. What is it?

1. Update to the 1986 Washington Comprehensive Plan
2. Framework for future physical development of the community
3. Addresses:
   a. Land use to accommodate future activities
   b. Infrastructure (roads and utilities) to sustain development
   c. Provision of community and recreation facilities to meet the needs of residents
   d. Preservation of the historic and natural amenities to protect the community heritage
4. Recommendations outside Washington reflected in the Daviess County Land Use Plan

A. What is it? (continued)

5. Vision Statement – "Washington is a city of progress and pride which strives to be a great place to live, work and visit by fostering economic development opportunities with well paying jobs. High priorities are preserving historic, natural and friendly community features that nurture a unique living environment, increasing quality education, advancing health care services and promoting recreational experiences that increase the quality of life."

B. What does it include?

1. A community profile →
   a. Inventory of historic structures
   b. Depiction of the age of housing
   c. Description of environmental features – steep slopes, prime farmlands, forests, streams, floodplains, wetlands, wildlife habitats, managed lands, and mineral resources
   d. Generation of existing and projected demographic and economic characteristics
   e. Assessment of existing and projected land use and infrastructure
   f. Identification of development issues through the Steering Committee, a communitywide survey and community leader interviews

B. What does it include? (continued)

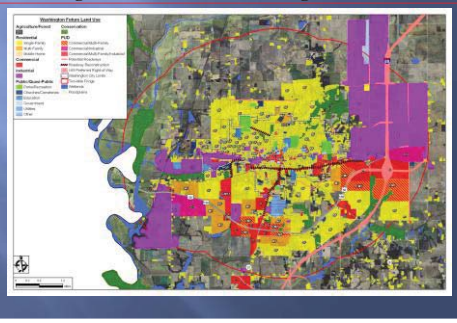
2. A future vision → Development Goals and Guidelines
3. Recommendations →
   a. Land use development
   b. Transportation, utilities, and community facilities and services
   c. Open space and recreation, and environmental protection
   d. Economic Development, housing preservation and comprehensive plan implementation

C. What brought it about?

1. INDOT I-69 Community Planning grants to Washington and Daviess County to address economic development and growth opportunities induced by I-69 and to protect natural resources
2. Collaborative Effort Between Washington and Daviess County→
   a. Plans for each with consistent future land use and infrastructure recommendations for the I-69 corridor

D. What geographic area does it cover?

1. Washington and Two-mile Fringe Area



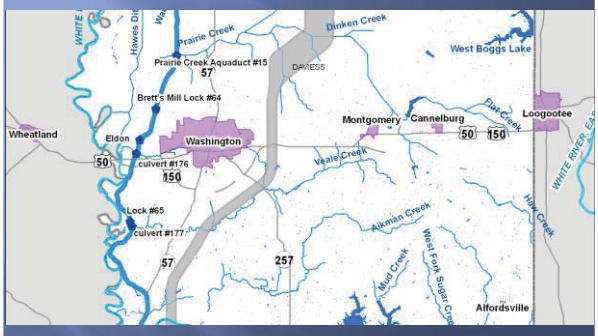
E. What did the plan find?

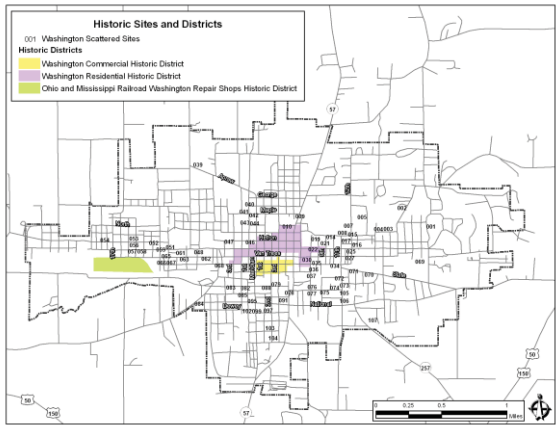
1. **Rich historic heritage** → 485 historic structures, three historic districts (downtown, downtown residential, O&M RR shops), and remnants of the Wabash & Erie Canal
2. **A few steeps slopes** → concentrated along headwaters of Hawkins Creek northeast of Washington
3. **Prime farmlands** → east of City in I-69 corridor, northwest of City toward Prairie Creek, and southwest of City toward Veale Creek
4. **Some forestlands** → along Hawkins Creek northeast and southwest of the City and within the Washington Conservation Club area
5. **Distant floodplains** → White Rive 1.5 miles to the west , Prairie Creek 2.5 miles to the north , and Hurricane Branch and Veale Creek1.5 miles to the southeast

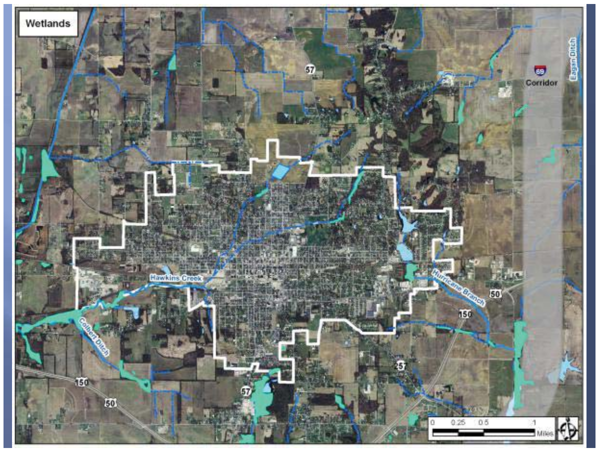
E. What did the plan find? (continued)

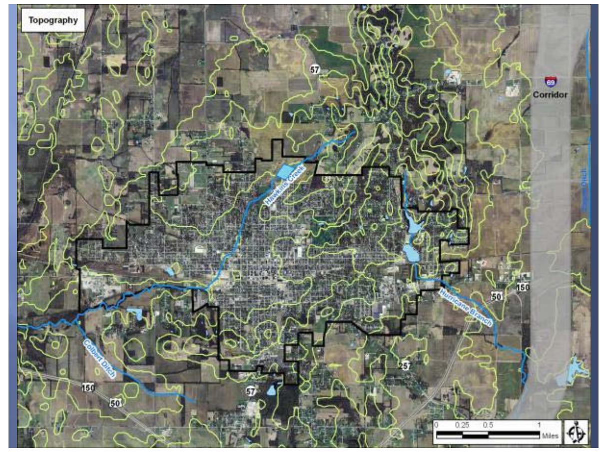
6. **Some wetlands** →Hawkins Creek to southwest, Hurricane Creek south of East Side Park, Hurricane Creek and Veale Creek to the southeast, and inside Washington Conservation Club
7. **Threatened and endangered species** → along Hawkins Creek to southwest
8. **Limited mineral resources** → No active coal mining within two-mile fringe but an oil field south of US 50 Bypass near CR 200W
9. **Conclusion → Few environmental constraints to development except historic structures, along Hawkins Creek northeast and southwest of the City, and along Hurricane Creek and Veale Creek southeast of the City**

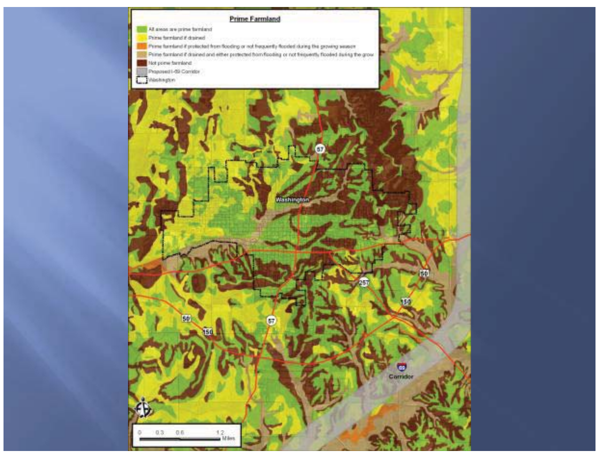
Wabash & Erie Canal

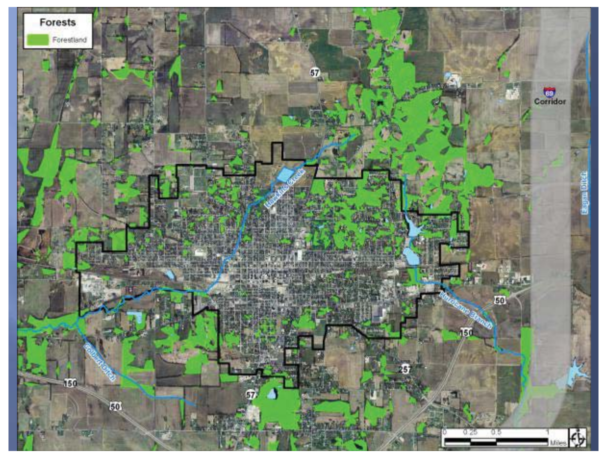


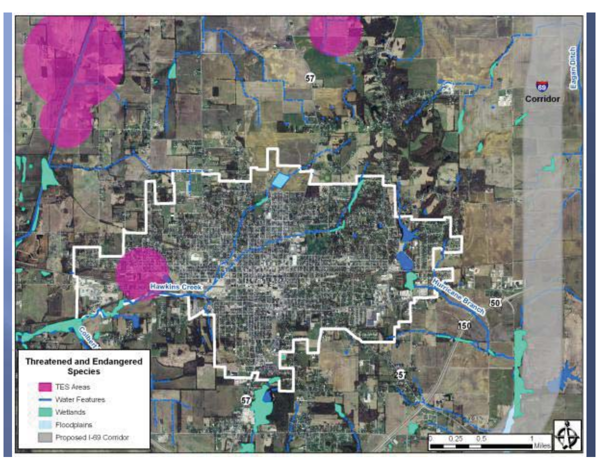


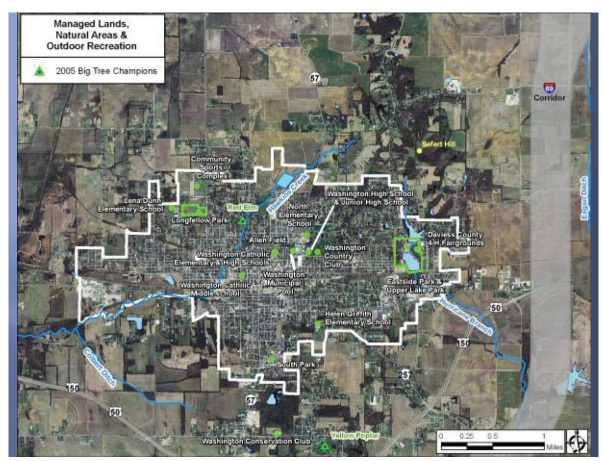

Wetlands
57
Corridor
Eagan Ditch
Hawkins Creek
Hurricane Branch
Colbert Ditch
50
150
57
0 0.25 0.5 1
Miles

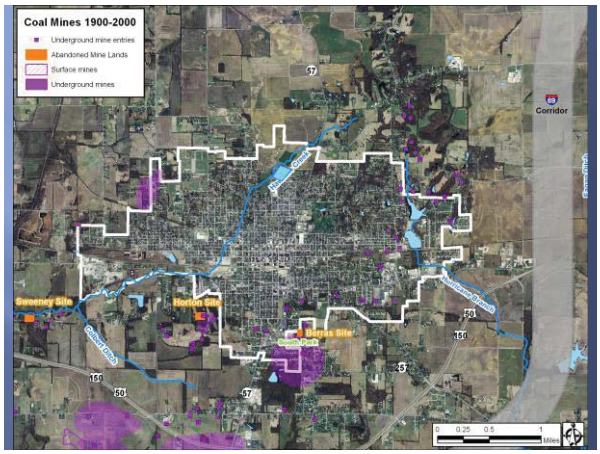

Topography
57
Corridor
Hawkins Creek
Hurricane Branch
Colbert Ditch
50
150
57
0 0.25 0.5 1
Miles


Prime Farmland
All areas are prime farmland
Prime farmland if drained
Prime farmland if protected from flooding or not frequently flooded during the growing season
Prime farmland if drained and either protected from flooding or not frequently flooded during the grow
Not prime farmland
Proposed I-69 Corridor
Washington
57
Washington
50
150
Corridor
Miles


Forests
Forestland
57
Corridor
Eagan Ditch
Hawkins Creek
Hurricane Branch
Colbert Ditch
50
150
57
0 0.25 0.5 1
Miles


57
Corridor
Eagan Ditch
Hawkins Creek
Hurricane Branch
50
150
57
Threatened and Endangered Species
TES Areas
Water Features
Wetlands
Floodplains
Proposed I-69 Corridor
0 0.25 0.5 1
Miles


Managed Lands, Natural Areas & Outdoor Recreation
2005 Big Tree Champions
57
69
Corridor
Sefert Hill
Community Sports Complex
Lena Dunn Elementary School
Longfellow Park
Red Elm
Hawkins Creek
North Elementary School
Washington High School & Junior High School
Allen Field
Washington Catholic Elementary & High Schools
Washington Country Club
Daviess County 4-H Fairgrounds
Washington Municipal Pool
Washington Catholic Middle School
Eastside Park & Upper Lake Park
Eagan Ditch
Hurricane Branch
50
Helen Griffith Elementary School
150
South Park
257
Colbert Ditch
150
57
50
Washington Conservation Club
Yellow Poplar
0 0.25 0.5 1
Miles



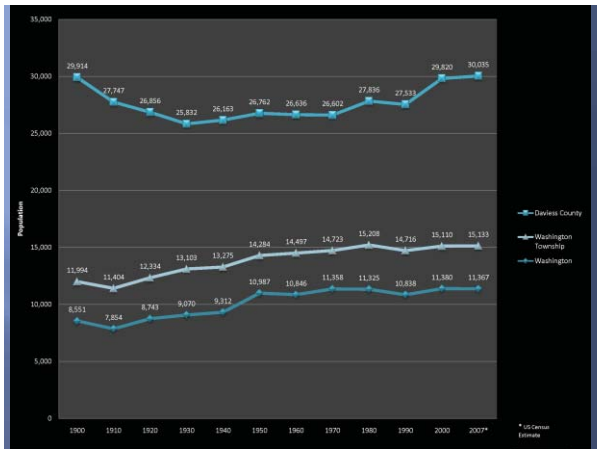
E. What did the plan find? (continued)

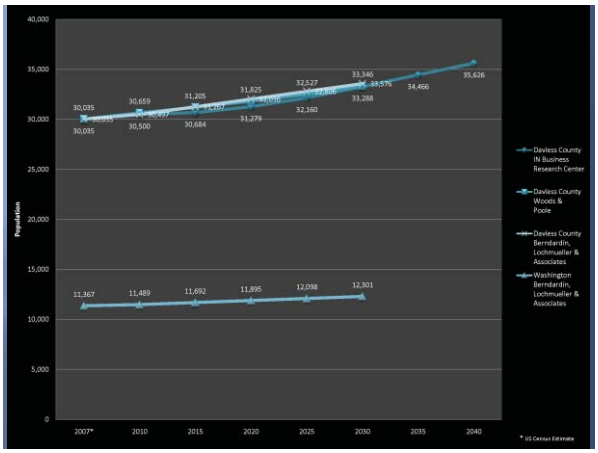
10. Modest forecasted growth with I-69 stimulus

Characteristic	2000-2030 Change Washington	2000-2030 Change Wash. Township	2000-2030 Change Daviess County
Population	921	1902*	3756
Households	487	664*	1196
Housing Units	531	722*	1306
Industrial Jobs	350	953	1276
Non-Industrial Jobs	1007	1642	1888
Total Non-Farm Jobs	1357	2595	3164

* Maintain County Share

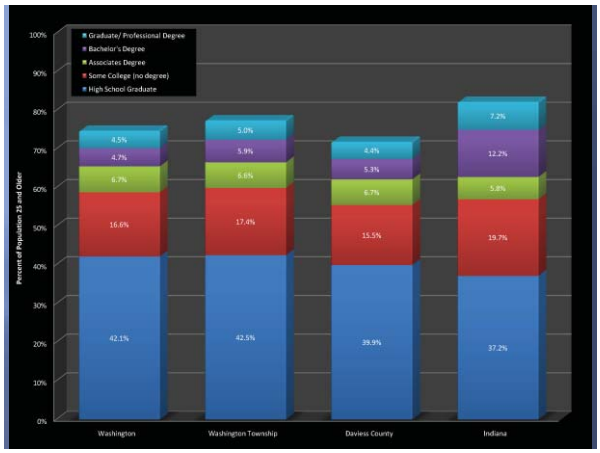
11. WestGate @ Crane → Add 2354 jobs, 1481 persons and 592 households in Daviess County

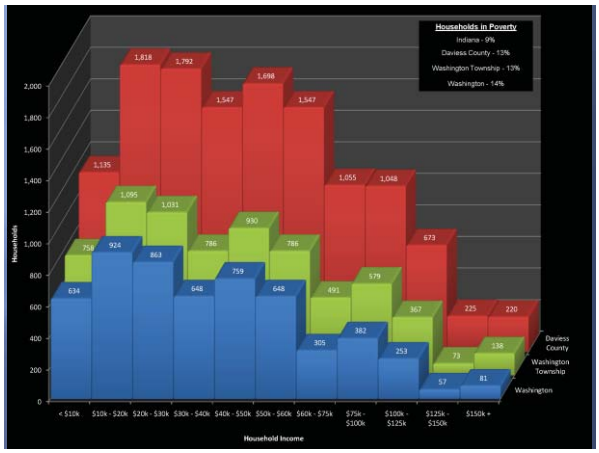


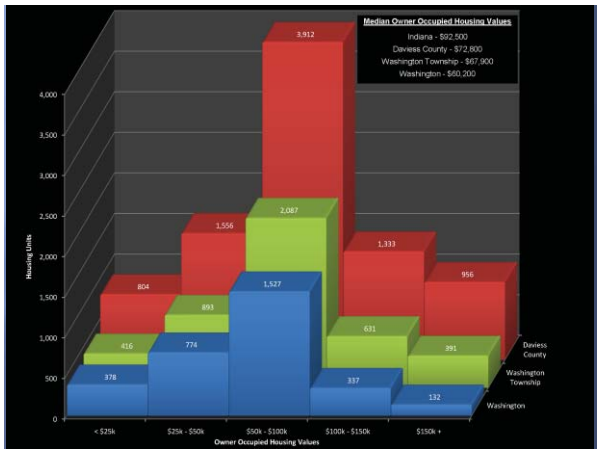


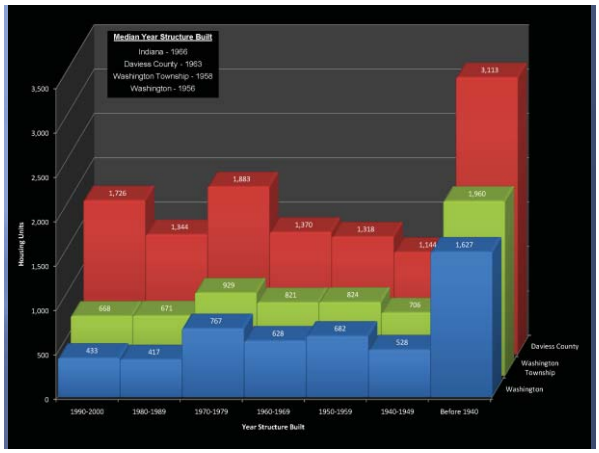
E. What did the plan find? (continued)

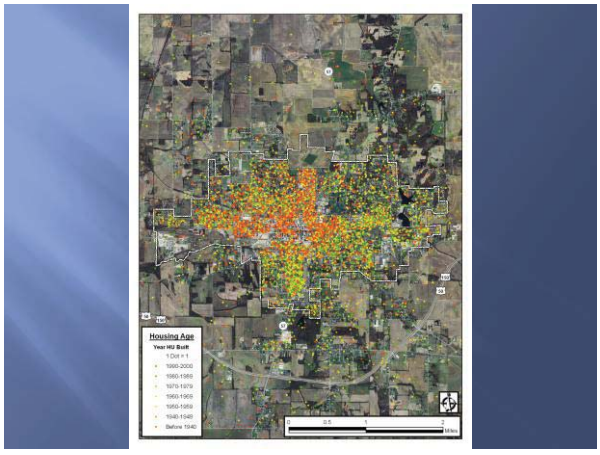
12. Median age of 38 years slightly greater than Indiana at 35 years
13. Fewer college graduates than Indiana
14. Median household income 85% of Daviess County and 70% of Indiana, yet affordable housing
15. Aging housing stock → half over 50 years old = 10 years older than Indiana
16. 616 new housing units from 2008 through 2030 for increase population, smaller households and replacement housing
17. 1357 new jobs in Washington, 1238 jobs in balance of Washington Township and 569 jobs in balance of Daviess County

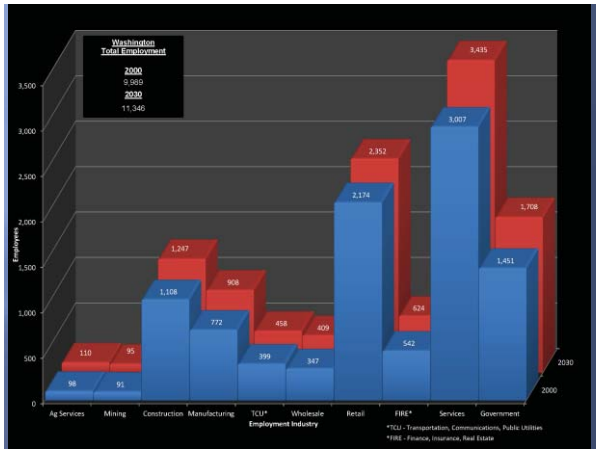

Graduate/ Professional Degree
Bachelor's Degree
Associates Degree
Some College (no degree)
High School Graduate
Percent of Population 25 and Older
Washington
Washington Township
Daviess County
Indiana
42.1%
42.5%
39.9%
37.2%
16.6%
17.4%
15.5%
19.7%
6.7%
6.6%
6.7%
5.8%
4.7%
5.9%
5.3%
12.2%
4.5%
5.0%
4.4%
7.2%


Households in Poverty
Indiana - 9%
Daviess County - 13%
Washington Township - 13%
Washington - 14%
Households
Household Income
Daviess County
Washington Township
Washington
< $10k
$10k - $20k
$20k - $30k
$30k - $40k
$40k - $50k
$50k - $60k
$60k - $75k
$75k - $100k
$100k - $125k
$125k - $150k
$150k +


Median Owner Occupied Housing Values
Indiana - $92,500
Daviess County - $72,800
Washington Township - $67,900
Washington - $60,200
Housing Units
Owner Occupied Housing Values
Daviess County
Washington Township
Washington
< $25k
$25k - $50k
$50k - $100k
$100k - $150k
$150k +


Median Year Structure Built
Indiana - 1966
Daviess County - 1963
Washington Township - 1958
Washington - 1956
Housing Units
Year Structure Built
Daviess County
Washington Township
Washington
1990-2000
1980-1989
1970-1979
1960-1969
1950-1959
1940-1949
Before 1940

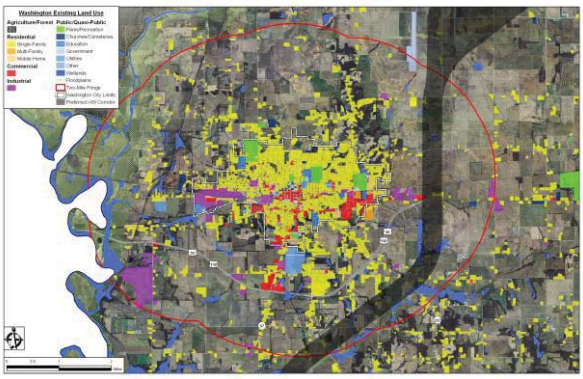

Housing Age
Year HU Built
1 Dot = 1

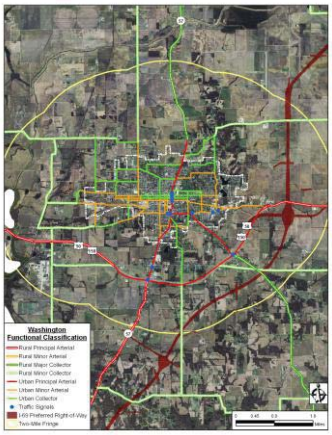

Washington
Total Employment
2000
9,980
2030
11,346
Employees
Employment Industry
2030
2000
Ag Services
Mining
Construction
Manufacturing
TCU*
Wholesale
Retail
FIRE*
Services
Government
*TCU - Transportation, Communications, Public Utilities
*FIRE - Finance, Insurance, Real Estate

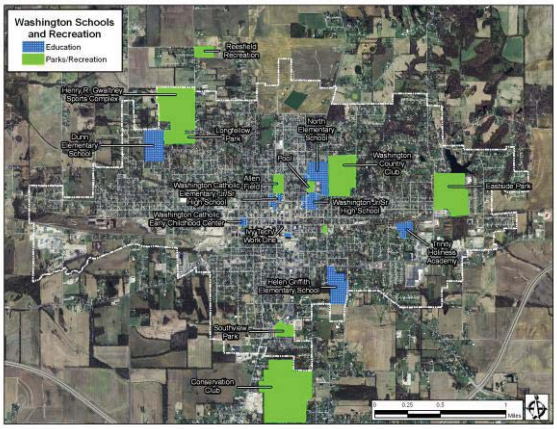
E. What did the plan find? (contined)

18. Projected demand for 572 acres to accommodate growth **that cannot be satisfied inside existing Washington**
19. No programmed major road improvements except resurfacing SR 57, I-69 and sidewalks
20. Recently upgraded water and wastewater treatment plants, but waterlines and sanitary sewers must be extended to accommodate growth
21. Constructed wetland to address combined sewer overflow ← underway
22. Sufficient parkland, but need for neighborhood park in north central Washington

Existing Land Use







F. How was it developed?

1. Four meetings of the Steering Committee
   a. Identify issues, develop communitywide survey and identify leaders to be interviewed (9/03/2008)
   b. Develop future vision (1/08/2009)
   c. Develop future alternatives (2/12/2009)
   d. Develop recommendations (4/20/2009)
2. Steering Committees met jointly to address common issues
3. Two rounds of public information meetings
   a. Review background information and the future vision (1/22/2009)
   b. Review future land use/transportation alternatives (3/04/2009)
4. Steering Committee → Issues identification
5. Communitywide survey
6. Interviews of community leaders

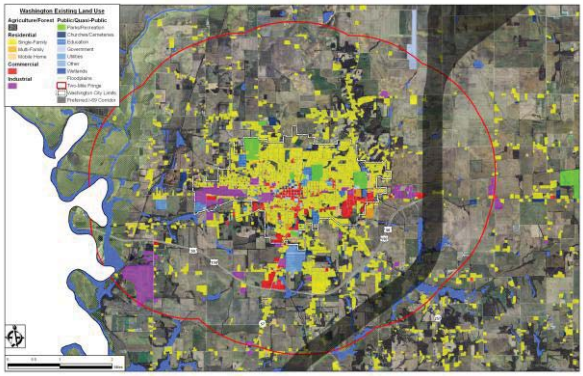
G. What are the plan recommendations?

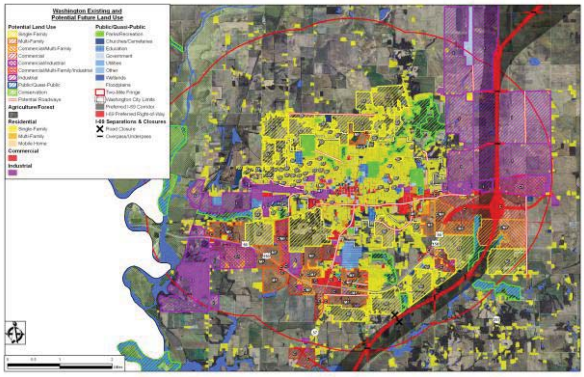
Stated Priorities:

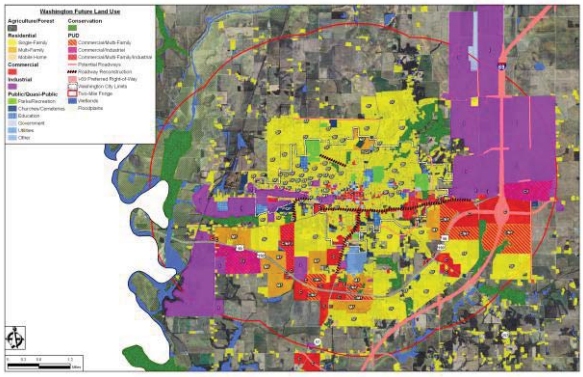
1. Projects assisting in development in the I-69 Corridor and at the I-69/US 50 interchange → extending utilities and upgrading/constructing new roads to the east of the City to create shovel ready industrial and commercial sites.
2. Continue to enhance economic development opportunities and to market Washington as a great location to start a business.
3. Developing new residential subdivisions → fitting in with existing neighborhoods, providing housing options for all incomes, creating infill housing and rehabilitating homes in older neighborhoods.

G. What are the plan recommendations? (continued)

2. Future Land Use:
   a. Locations for future land use opportunities inside, adjacent to the north and south side of the City, and along I-69 corridor
   b. Residential → on north side inside CR 150N from 200W to SR 57, southwest side along Maysville Road, on near southeast side along Highland Avenue extension , and between US 50 and I-69 from SR 57 to CR 75S
   c. Multi-family/commercial → along I-69 corridor from CR 75S to CR 50S
   d. Commercial → I-69/US 50 interchange area
   e. Industrial → I-69 corridor from National Highway to CR 200N and airport
   f. Mixed use → along US 50 Bypass from CR 300W to Troy Road







G. What are the plan recommendations? (continued)

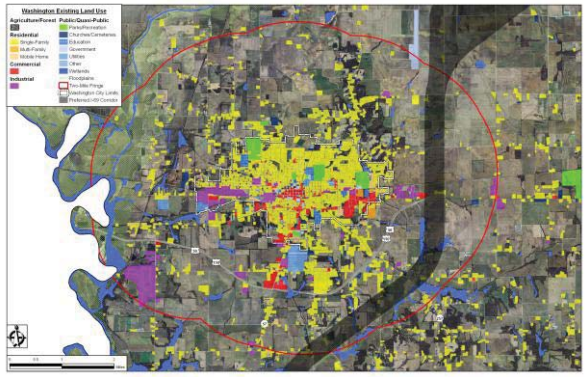
3. Transportation/Thoroughfare Plan
   a. Typical cross sections for ROW preservation and design reducing ROW requirements 10 to 20 feet and adding "urban place" (sub-local) street category
   b. Adopt access management guidelines for local streets
   c. State major road reconstructions → **SR 57** from Donaldson to National Highway, and **National Highway** from US 50 Bypass to Maysville Road
   d. **CR 150N** Relocation from CR 150W to SR 57
   e. Local road reconstructions → **Apraw Road** from Front to Meridian, **Sunnyside Drive** from Maysville to Cosby, and **Cosby Road** from Sunnyside Drive to SW 10th
   f. Road extensions → **Highland Avenue** from SE 11th to National Highway and **Main Street** from W 11th to McCormick

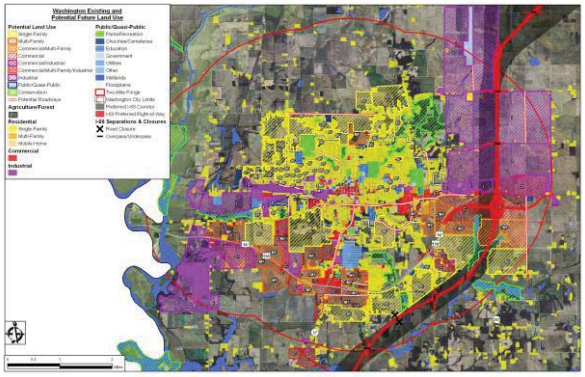
G. What are the plan recommendations? (continued)

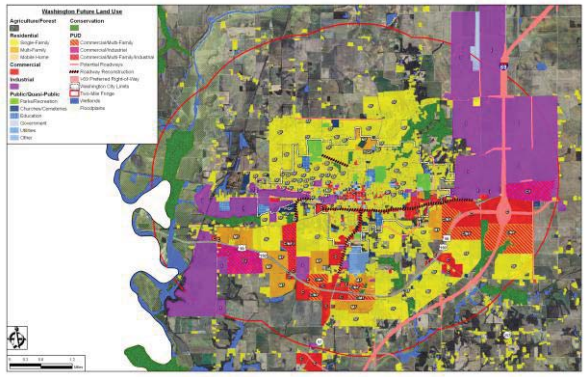
   g. Five awkward angle intersection reconstructions → **SR 57** at Meridian, Troy, Center and Flora-Bedford and **National Highway** at State and Maysville
   h. **Main Street** conversion to 2-way from Meridian to SR 57
   i. Road improvements and extensions to facilitate development → Cumberland Road to Troy, CR 200 S from SR 57 to Troy, CR 200E from CR 200N to CR 250N, CR 300E from CR 150S to US 50, CR 300E from CR 100N to CR 200N
   j. Establish pavement management system
   k. Wabash & Erie Canal Trail
   l. Prepare Washington greenway plan
   m. Reconcile local and federal functional class designations

G. What are the plan recommendations? (continued)

2. Future Land Use:
   a. Locations for future land use opportunities inside, adjacent to the north and south side of the City, and along I-69 corridor
   b. Residential → on north side inside CR 150N from 200W to SR 57, southwest side along Maysville Road, on near southeast side along Highland Avenue extension , and between US 50 and I-69 from SR 57 to CR 75S
   c. Multi-family/commercial → along I-69 corridor from CR 75S to CR 50S
   d. Commercial → I-69/US 50 interchange area
   e. Industrial → I-69 corridor from National Highway to CR 200N and airport
   f. Mixed use → along US 50 Bypass from CR 300W to Troy Road







G. What are the plan recommendations? (continued)

3. Transportation/Thoroughfare Plan
   a. Typical cross sections for ROW preservation and design reducing ROW requirements 10 to 20 feet and adding "urban place" (sub-local) street category
   b. Adopt access management guidelines for local streets
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G. What are the plan recommendations? (continued)

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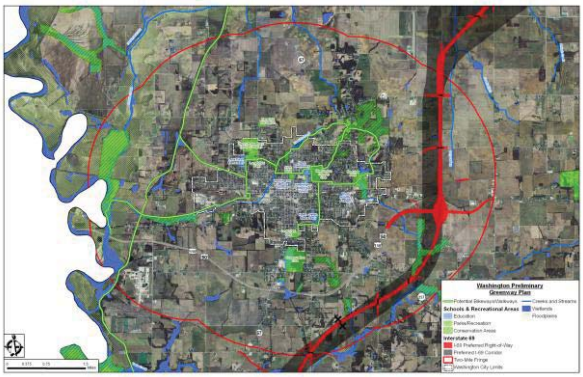


G. What are the plan recommendations? (continued)

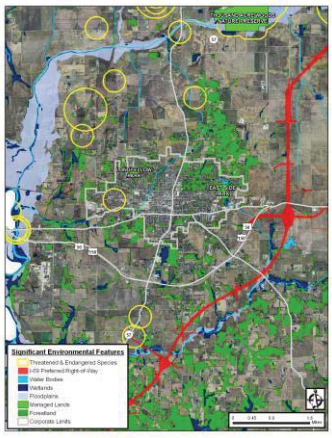
4. Utilities Plan
   a. Develop and maintain long-term capital improvement program for water and wastewater systems
   b. Conduct feasibility studies to extend waterlines and sewers to I-69 corridor
   c. Develop program to replace old, deteriorated and undersized waterlines and sanitary sewers
   d. Implement actions to reduce surface water inflow into sanitary sewer system

G. What are the plan recommendations? (continued)

5. Community Facilities/Services Plan and Open Space/Recreation Plan
   a. Develop capital improvement program for community facilities
   b. Update parks master plan
   c. Develop Washington greenway plan

G. What are the plan recommendations? (continued)

6. Environmental Plan
   a. Educate community about historic preservation
   b. Create local preservation commission
   c. Rehabilitate historic structures
   d. Develop Wabash & Erie Canal trail
   e. Create conservation easements to protect wildlife habitats and wetlands
   f. Create drainage easements to protect floodplains
   g. Create erosion and sedimentation control guidelines



G. What are the plan recommendations?

7. Economic Development Plan
   a. Prepare economic implementation action program for the I-69 corridor
   b. Strengthen inter-governmental coordination efforts
   c. Implement downtown revitalization program
   d. Create Main Street board or downtown redevelopment commission
   e. Undertake downtown streetscape improvements
8. Housing Plan
   a. Implement housing rehabilitation program
   b. Acquire tax delinquent properties, clear and resale
   c. Purchase foreclosed housing

G. What are the plan recommendations? (continued)

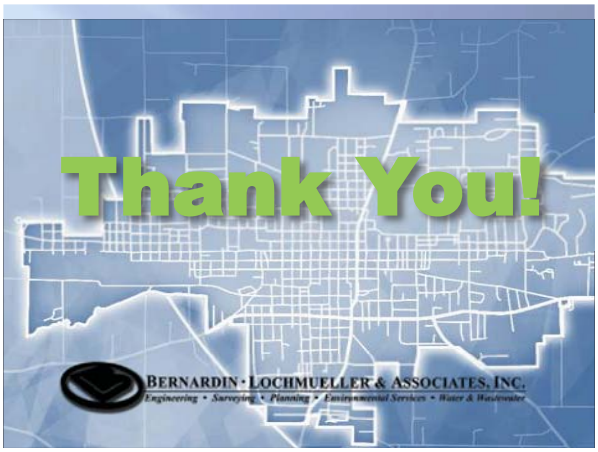
10. Implementation Program
    a. Review and revise urban fringe boundary as needed
    b. Update zoning and subdivision regulations
    c. Adopt new comprehensive plan to address growth associated with I-69 and better compete with other communities for federal and state grants

H. What commitments are needed?

1. Adoption of Plan by Plan Commission after public hearing and recommend adoption to Common Council
2. Adoption of Plan by Common Council

I. Why act now?

1. Guides public and private decisions relative to land use and infrastructure to take advantage of I-69 economic development opportunities → those who plan ahead and cooperate reap the benefits
2. Enables City to better complete with other communities for federal and state grants and loans
3. Establishes the foundation to expand planning authority within two-mile fringe, to update zoning and subdivision ordinances implementing the future land use pattern in the I-69 corridor, to conserve existing development underpinning the community's tax base and to encourage future development



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WHAT IS IT?

This is an update to the 1986 Washington Comprehensive Plan. The Comprehensive Plan for Washington directs the future physical development of the community. It addresses the use of land to accommodate future activities, the improvement of the infrastructure (roads and utilities) to sustain development, the provision of community and recreation facilities to meet the needs of its residents, and the preservation of natural and historic amenities to protect the heritage of the community. Ultimately, the Comprehensive Plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the physical future of Washington.

WHAT DOES IT INCLUDE?

Exceeding the minimum State statutory requirements (IC 36-7-4-500 series), the Comprehensive Plan includes:

1. A community profile containing –
    - an inventory of historic structures, depiction of the age of housing conditions, a description of environmental features (steep slopes, prime farmland, forest land, streams, floodplains, wetlands, wildlife habitats, managed lands, and mineral resources), and generation of existing and projected demographic and economic characteristics;
    - an assessment of existing and projected land use (derived from a parcel-specific land use survey) and an examination of existing and planned transportation, utility and community facility improvements; and
    - an identification of growth and development issues through the Comprehensive Plan Steering Committee, a communitywide survey and interviews of community leaders.
2. A future vision for the community setting forth development policies, goals, objective and guidelines.
3. Recommendations covering land use development, transportation, utilities, community facilities and services, open space and recreation, environmental protection, economic development, housing preservation, and comprehensive plan implementation.

WHAT BROUGHT IT ABOUT?

The impending construction of I-69 will result in dramatic changes in land use and transportation on the front door of Washington. The Indiana Department of Transportation provided an I-69 Community Planning Program grant to Washington to assist the community in responding to the economic development and growth opportunities of I-69 and in protecting natural resources. These grants were made available to all counties and major communities in the I-69 corridor from Evansville to Indianapolis. Washington joined with Daviess County in a collaborative effort to qualify for the maximum grant amount.

WHAT GEOGRAPHIC AREA DOES IT COVER?

The Comprehensive Plan covers the incorporated area of the City of Washington, and the two-mile fringe around the city. The City of Washington presently exercises land use planning control outside the incorporated area boundaries covering the I-69 corridor from CR 300S to CR 250N. The City of Washington will have to gain permission of the Daviess County Board of Commissioners for any expansion of the planning boundary beyond the I-69 corridor.

WHAT DID THE PLAN FIND?

The Comprehensive Plan Community Profile revealed that Washington has:

- A rich historic heritage including 485 historic properties, three historic districts and remnants of the Wabash and Erie Canal along the west side of Washington. Six historic properties and the Washington Commercial Historic District are listed on the National Register of Historic Places. There are numerous other structures eligible for the National Register and the Indiana Register. Only two of the seven historic structures recorded in 1987 remain today in the Ohio & Mississippi Railroad Washington Report Shops Historic District.
- Steep slopes concentrated along the headwaters of Hawkins Creek northeast of Washington and few other areas in and about Washington.
- Prime agricultural land east of Washington along the I-69 Corridor (including the Hurricane Branch of Veale Creek, northwest of the city toward Prairie Creek and southwest of the city toward Veale Creek.
- Forestland concentrations along the Hawkins Creek headwaters northeast of Washington, along Hawkins Creek southwest of Washington and within the Washington Conversation Club area south of Washington.
- No floodplains within the existing city limits although the White River floodplain lies 1.5 miles west of Washington, the Prairie Creek floodplain begins 2.5 miles north of the city, and the Hurricane Branch and Veale Creek floodplains is about 1.5 miles southeast of Washington.
- Wetlands along Hawkins Creek southwest of Washington, along Hurricane Creek south of East Side Park, along Hurricane Creek and Veale Creek southeast of Washington, and within the Washington Conservation Club area.
- Threatened and endangered species sightings only along Hawkins Creek southwest of Washington.
- No active coal mining within the two-mile fringe and a single petroleum field south of the US 50 Bypass near CR 200W.
- Few environmental constraints to development except for historic structures, along Hawkins Creek corridor southwest and northeast of Washington, and Hurricane Branch and Veale Creek floodplain southeast of the city.
- Modest forecasted population growth between the year 2007 (with 11,367 persons) and the year 2030 (with 12,301). This growth reflects economic development stimulus associated with I-69.
- A median age of 38 years in year 2000, somewhat greater than Indiana at 35 years.
- A higher percentage of high school graduates than Indiana, but fewer college graduates than Indiana.
- A median household income that is 85 percent of that of Daviess County and 70 percent of that of Indiana, yet the housing is affordable.
- An aging housing stock with half of its housing units over 50 years old, 10 years older than statewide Indiana.
- A projected construction of 616 new housing units within Washington between 2008 and 2030 to accommodate increased population, declining household size and demolished housing.
- A projected increase of 1,357 jobs in Washington compared to 1,807 jobs in the balance of Daviess County between 2000 and 2030.
- A projected demand for 572 acres of land to accommodate growth within Washington to the year 2030 that cannot be satisfied within the existing incorporated boundaries of Washington.
- No programmed major roadway improvements except the recently completed resurfacing of SR 57 through Washington in 2009, funded I-69 with an interchange at US 50 and deferred interchange to SR 57 at CR 300S, and sidewalk improvements.

- A recently upgraded water treatment plant that is adequate to accommodate growth provided waterlines are extended to growth areas.
- A recently upgraded wastewater treatment plant system that is adequate to accommodate growth provided sewers are extended to growth areas.
- A proposed constructed wetland abutting Hawkins Creek to address the combined sewer overflow concerns.
- Sufficient parkland although convenient access to neighborhood park facilities may be a concern in north central Washington beyond the walking distance of existing parks and schools.

HOW WAS IT DEVELOPED?

The Comprehensive Plan was developed through four meetings of a Steering Committee of local residents, two public open houses on the future vision of the community and future land use/infrastructure alternatives, a communitywide survey and interviews of community leaders. The top issues indentified by the Comprehensive Plan Steering Committee were:

- Need for infrastructure (sanitary sewer, water, utilities), especially in growth areas toward the I-69 corridor between SR 57 and US 50.
- Need for job training and workforce development.
- Need for shovel ready industrial and commercial sites.
- Improved corridors (four-lane) are needed from I-69 into town, such as improvement to old Business US 50.
- Need to identify where future land uses should go and educate the public.
- Need for access roads into town and to I-69, particularly for commercial and industrial parks.
- Achieve real growth rather than shift of growth.
- Need for adequate housing and well-designed residential subdivisions.
- Losing building and trades people.
- Improve education system to improve the graduation rate.

The questions receiving 84% or more agreement for the community surveys returned were:

- Achieve real growth rather than a shift of growth.
- Sidewalk improvements should be made where needed.
- Washington needs to better address the problem of vacant structures.
- Economic development needs to be promoted in Washington.
- Washington should encourage and increase retail businesses and personal services.
- Improve education system to improve the graduation rate.
- Signs on I-69 are needed to inform travelers of the type of amenities and attractions Washington and Daviess County have to offer – tourism, major industries.
- Existing roadways surfaces need to be improved.
- Need for access roads into town and to I-69, particularly for commercial and industrial parks.
- Storm water drainage facilities should be improved in Washington.

WHAT ARE THE PLAN RECOMMENDATIONS?

The stated priorities of the Comprehensive Plan are:

- Projects that assist development opportunities around the future I-69 corridor and interchange at US 50 such as the extension of water, sewer and other utilities and the upgrading and construction of new roads to the east of the city to create shovel ready industrial and commercial sites.
- Continuing to enhance economic development opportunities and market Washington as a great location to start a business.
- Developing new residential subdivisions that fit in with the character of existing neighborhoods and provide housing options for all incomes, creating infill housing, and rehabilitating homes in older neighborhoods.

The Comprehensive Plan makes the following future land use recommendations (see Figure ES-1):

- Locations for future land use opportunities inside, adjacent to north and south side of the city, and along the I-69 Corridor to address future land use demands.
- Residential development on the north side of Washington inside CR 200W and CR 150N and abutting SR 57.
- Residential development Maysville Road on the southwest side of Washington.
- Residential development along an extension of Highland Avenue from SE 11th Street to east of Portersville Road.
- A mixture of multi-family, commercial and industrial opportunities along the US 50 Bypass from Oak Grove Road (CR 300W) to Troy Road.
- Residential development along the south side of the US 50 Bypass and north of I-69 from SR 57 to CR 75S.
- Multi-family and/or commercial development in the I-69 corridor north of CR 75S to about CR 50S.
- Commercial development in the interchange area of I-69/US 50.
- Industrial development along the I-69 corridor from the National Highway to CR 200N and the airport.

The balance of the Comprehensive Plan recommendations is summarized in Table ES-1.

WHAT COMMITMENTS ARE NEEDED?

The following actions are recommended:

1. Washington Advisory Plan Commission to hold a public hearing on the plan and to recommend adoption by the City Council.
2. Adoption of the Comprehensive Plan by resolution of the City Council.

WHY ACT NOW?

Adoption of the Comprehensive Plan:

1. Guides public and private decisions relative to land use development and infrastructure improvements to take advantage of the economic development opportunities associated with I-69. Economic development impact studies have shown that communities that plan ahead and cooperate with other levels of government reap the benefits of the economic opportunities.
2. Enables the city to better compete with other communities for State and Federal program grants and loans. There are immediate and on-going needs for which the city may obtain financial assistance.
3. Establishes the foundation under State statute for expanding the planning authority within the two-mile

fringe and for updating the zoning and subdivision control ordinances to implement the future land use pattern envisioned in the I-69 corridor, to conserve existing development underpinning the community's tax base and to encourage future development.

Plan Element and Action	Implementation Responsibility	Possible Financial Sources	Applicable Project Cost
Land Use Plan			
• Adopt new comprehensive plan	City Building Dept.	City General Fund Revenues	No cost if done in-house
• Review and revise two-mile fringe when needed	City Building Dept.	City General Fund Revenues	No cost if done in-house
• Update zoning and subdivision regulations	City Building Dept.	City General Fund Revenues	No cost if done in-house (about $25,000 if outside technical assistance)
Transportation/Thoroughfare Plan			
• Update subdivision regulation right-of-way and pavement width standards	City Building Dept./ Engineering Dept.	City General Fund Revenues	No cost if done in-house (about $15,000 if part of subdivision regulation update)
• Adopt access management guidelines for local streets	City Public Works Dept.	City General Fund Revenues	No cost if done in-house
• SR 57 reconstruction from Donaldson Road to National Highway	INDOT	Statewide Surface Trans. Program funds	$10.6 million (including 20% match by INDOT in 2008 dollars)
• National Highway reconstruction from US 50 Bypass to Maysville Road	INDOT	Statewide Surface Trans. Program funds	$24.6 million (including 20% match by INDOT in 2008 dollars)
• CR 150N relocation from NW 16th (CR 150W) to SR 57	City/County/ Private	Surface Trans. Program Group III and IV funds, EDIT funds, private	$12.1 million (including 20% match if federal funds in 2008 dollars)
• Apraw Road reconstruction from Front Street to Meridian Street	City	Surface Trans. Program Group III funds	$5.3 million (including 20% match in 2008 dollars)

• Sunnyside Drive (SW 16th Street) reconstruction from Maysville Road to Cosby Road	City	Surface Trans. Program Group III funds	$2.4 million (including 20% match in 2008 dollars)
• Cosby Road reconstruction from Sunnyside Drive to SW 10th Street	City	Surface Trans. Program Group III funds	$1.6 million (including 20% match in 2008 dollars)
• Highland Avenue extension from SE 11th Street to National Highway	City/Private	Surface Trans. Program Group III funds, private	$6.1 to $8.0 million (including 20% match if federal funds in 2008 dollars)
• Main Street extension from W 11th Street to McCormick Street	City	Surface Trans. Program Group III funds	$7.0 million (including 20% match in 2008 dollars)
• Five oblique angle intersection reconstructions (SR 57 at South Meridian, Troy Road, Center Street and Flora Street-Bedford Street; National Highway at State Street and Maysville Road)	INDOT	Statewide Surface Trans. Program or Safety funds	About $500,000 per intersection (including match in 2008 dollars)
• Main Street conversion to two-way flow from Meridian to SR 57	INDOT and City	Statewide Surface Trans. Program funds/ ORCA Community Focus Funds	$100,000 (including match of federal funds in 2008 dollars)
• Cumberland Rd. extension to Troy Rd.	Private	Private	Private $4.8 million in 2008 dollars
• CR 200S from SR 57 to Troy Road	County/Private	EDIT funds, private	$5.6 million
• CR 200E from CR 200N to CR 250N	County or INDOT	TIF, EDIT, Surface Trans. Program Group IV funds, Major Moves	$2.8 million in 2008 dollars

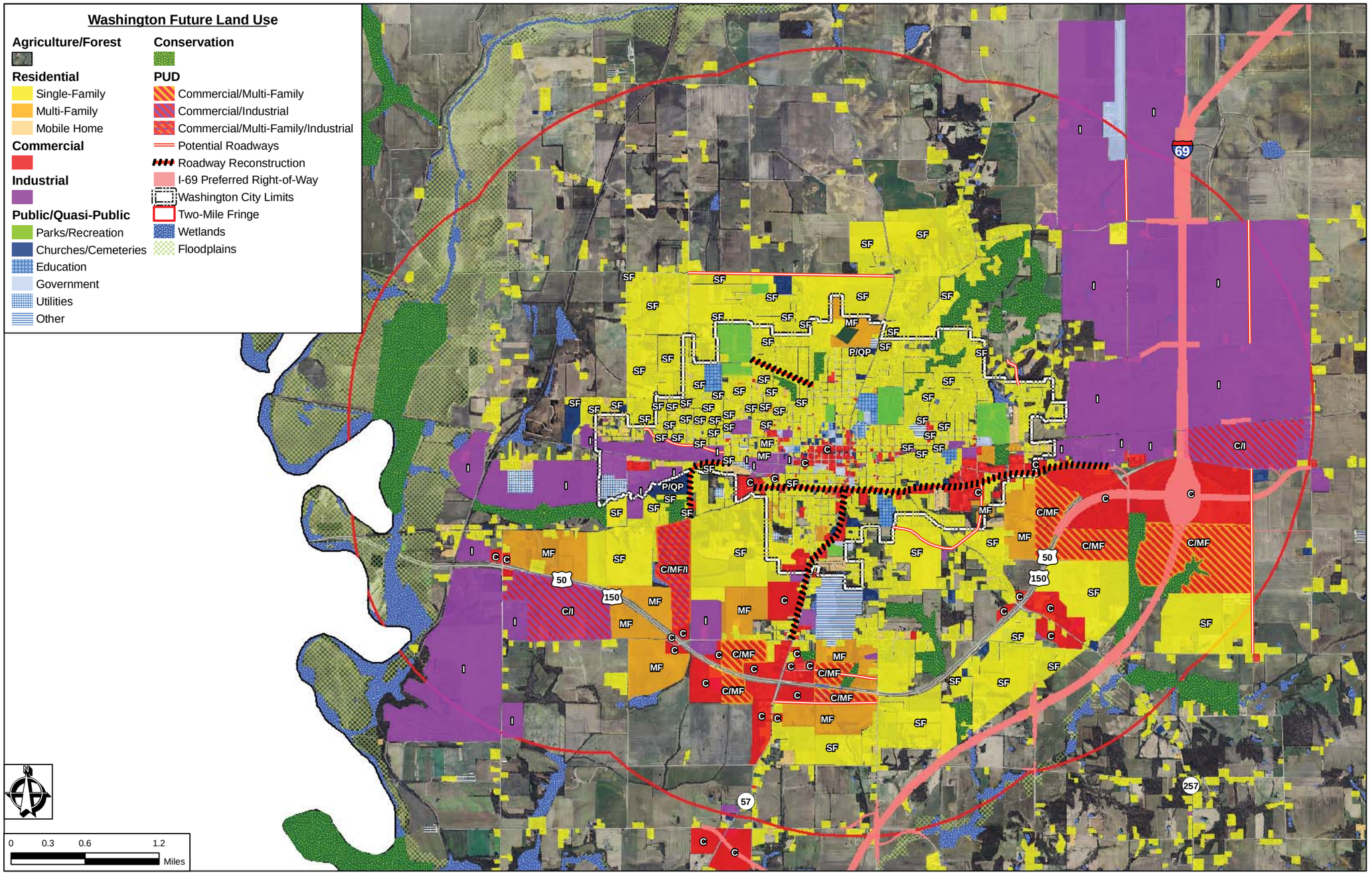
• CR 300E from CR 150S to US 50	County/Private	TIF, EDIT, Surface Trans. Program Group IV funds, private	$8.6 million in 2008 dollars
• CR 300E from CR 100N to CR 200N	County/Private	TIF, EDIT, Surface Trans. Program Group IV funds, private	$5.6 million in 2008 dollars
• City pavement management program	City	Various state-aid transportation funds	$100,000 to $150,000
• Wabash & Erie Canal Trail	INDOT, IDNR	Transportation Enhancement , Recreation Trails	$25.0 million at $1.0 million per mile
• Washington Greenway Plan	City	Transportation Enhancement (TE), Land & Water Conservation Fund (LWCF), Recreation Trails (RT), Safe Routes to School (SRTS)	TE -- $1,000,000 per year LWCF -- $200,000 per year RT -- $150,000 per year SRTS -- $75,000 (planning) and $250,000 (construction) per year
• Reconciliation of Thoroughfare Plan and Federal Functional Class designations	City Building Dept./ Engineering Dept.	City General Revenues	No cost if done in-house
Utilities Plan			
• Develop and maintain a long-term capital improvement program for the sanitary sewer system	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house
• Implement actions to reduce surface water inflow into combined sewer system	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house
• Develop program to replace old and deteriorated sanitary sewers	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house

• Conduct feasibility study of extending sanitary sewers to the I-69 corridor	City Waste Water Department	General fund and user fees, USDA-Rural Development	$50,000
• Develop and maintain a long-term capital improvement program for the water system	City Water Department	User fees, OCRA, USDA	No cost if done in-house
• Develop program to replace old, deteriorated and under-sized water mains	City Water Department	User fees, OCRA, USDA	No cost if done in-house
• Conduct feasibility study of extending water mains to the I-69 corridor	City Water Department	General fund and user fees, USDA-Rural Development	$50,000
• Develop and maintain a long-term capital improvement program for the storm water system	City Storm Water Department	User fees, OCRA	No cost if done in-house OCRA - $50,000 (planning) and $500,000 (construction) USDA-Rural Development, State Revolving Loan funds and Flood Recovery Disaster Relief (construction)
Community Facilities and Services Plan			
• Develop capital improvement program for community facilities	City	General Revenue Fund, ORCA, USDA – Rural Development	
Open Space and Recreation Plan			
• Update parks master plan	City Parks Dept.	OCRA, Land & Water Conservation Fund (LWCF)	OCRA -- $20,000 (planning) and $500,00 (construction) LWCF -- $200,000 (construction)

• Washington Greenway Plan (see Transportation Plan above)			
Environmental Plan			
• Educate community about historic preservation	City	OCRA, Indiana Humanities Council, Historic Landmarks Foundation	
• Create local preservation commission	City	OCRA	$50,000
• Rehabilitation of historic structures	City	OCRA Community Focus Fund, Indiana Housing and Community Development Authority, USDA Rural Development	
• Wabash & Erie Canal Trail	INDOT, IDNR	Transportation Enhancement, Recreation Trails	$25.0 million at $1.0 million per mile
• Creation of conservation easements	Private and City	Private and Land & Water Conservation Fund	
• Creation of drainage easements	City Building Dept./ Storm Water Dept.	City General Fund Revenues	No cost if done in-house
• Creation of erosion and sedimentation control guidelines	Storm Water Dept.	City General Fund Revenues	No cost if done in-house
Economic Development Plan			
• Prepare economic development implementation action program for I-69 Corridor	City/County/Economic Development Corporation/SIDC	ORCA , USDA-Rural Development	$50,000
• Strengthen inter-governmental coordination efforts	City/County/Economic Development	General Revenue Funds	No Cost as in-house

• Implementation of downtown revitalization program	City	OCRA – Indiana Main Street Program and Community Focus Fund, Flood Recovery Disaster Relief	OCRA or Disaster Relief-- $50,000, $20,000 for façade improvements,
• Creation of Main Street Board or Downtown Redevelopment Commission	City	OCRA – Indiana Main Street Program	OCRA technical assistance at no cost
• Downtown streetscape improvements	City	Transportation Enhancement funds (TE), OCRA Community Focus Funds (CFF), Flood Recovery Disaster Relief	TE-$1,000,000 maximum with 20% match CCF - $500,000 maximum with 10% match Disaster - $500,000 maximum with no match
Housing Plan			
• Housing rehabilitation program	City Building Dept.	Indiana Affordable Housing Fund, Indiana Housing and Community Development Authority, USDA – Rural Development	
• Acquisition of tax delinquent properties, clearance and resale	City Building Dept.	General Revenue Funds	
• Purchase of foreclosed housing	City Building Dept.	Federal Neighborhood Stabilization	

Figure ES-1: Washington Future Land use



A. FOUNDATION

1. Interstate 69 Community Planning Program

The Economic Development Plan for the City of Washington is being completed through a grant from the Indiana Department of Transportation (INDOT), and will be adopted as an update to the comprehensive plan for the City of Washington and its two-mile fringe. Accordingly, the document is referred to as the Washington Comprehensive Plan. The I-69 Community Planning Program was created by INDOT to aid the local communities along the proposed I-69 corridor in planning for their future. The Indiana Department of Transportation recognized the need to encourage local communities to protect natural resources, manage growth and promote economic development associated with I-69. The Community Planning Program was established in the I-69 Tier 1 Final Environmental Impact Statement (FEIS). Following the FEIS, the Tier 1 Record of Decision (ROD) established 31 counties, cities and towns along the selected corridor to be eligible for a community planning grant. The City of Washington is one of the eligible places and received grant approval on October 25, 2007 from INDOT to create a Washington Economic Development Plan (subsequently referred to as the Comprehensive Plan) taking the proposed I-69 corridor into account. The City of Washington joined with Daviess County in a collaborative planning effort for their futures. With Daviess County as the lead local entity, the State of Indiana executed the grant agreement with Daviess County for both jurisdictions. On behalf of the City of Washington, the county retained Bernardin, Lochmueller and Associates, Inc. on April 29th, 2008 to prepare the Washington Comprehensive Plan for the incorporated area and its two-mile fringe.

2. Purpose

The Washington Comprehensive Plan directs the future physical development of the community by serving as the key policy guide for public and private decision makers. It addresses the use of land to accommodate future activities, the phasing of infrastructure (roads and utilities) to support development, the provision of community facilities to meet the needs of residents, and the preservation of natural and man-made amenities to protect the heritage of the community. Ultimately, the comprehensive plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the future of Washington.

According to the Indiana Code (IC 36-7-4-501), the purpose of the comprehensive plan is to provide 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.” Finally, it is required for the adoption of a variety of land use controls (zoning, subdivision, planned unit development, site plan review and thoroughfare regulations) for achieving the community’s future vision, and provides a long-range framework for developing capital improvement programs.

The City of Washington is the only community in Daviess County that has a comprehensive plan and land use controls, and issues building permits. The Town of Montgomery also recently adopted a comprehensive plan. The City of Washington Comprehensive Plan was adopted in 1986. It is recommended that a Comprehensive Plan should be reviewed every five years and updated every ten years. The Zoning Ordinance and Subdivision Control Ordinance were also adopted in 1986.

3. Organization

The comprehensive plan update is being prepared by Bernardin, Lochmueller and Associates, Inc. under contract to the Daviess County Board of Commissioners on behalf of the City of Washington through an Indiana Department of Transportation (INDOT) I-69 Community Planning Program grant. The purpose of the INDOT grant is to assist the community in responding to the economic development and growth opportunities of I-69 and in protecting natural resources. It will be reviewed and adopted by the Washington Advisory Plan Commission and the Washington City Council after several public forums and a formal public hearing.

4. Planning Process

This comprehensive plan update will be prepared through an interactive process with community leaders and citizens over an eight-month period. The process involves four major steps:

1) developing a profile of where the community has been and where it may be going if existing trends and development policies continue,
2) preparing a vision of where the community desires to be in the future,
3) evaluating alternative future development patterns and supporting infrastructure to achieve the future vision, and
4) documenting the desired land use pattern and associated infrastructure.

The Washington Comprehensive Plan Steering Committee met every other month to develop this first comprehensive plan. Broader community input will be achieved through interviews with community leaders, a public opinion survey, two public forums at major project milestones and a formal public hearing.

5. Planning Period

The comprehensive plan will use the year 2030 as the horizon year for development of the community. Thus, population and economic forecasts have been prepared for the year 2030 to guide the determination of future land use needs. The desired future land use pattern addresses the preferred location for satisfying these land use needs. Because conditions and development assumptions change over time, forecasts for the immediate future are always more accurate than the distant future. Accordingly, it is desirable to review the underlying assumptions and to make mid-course adjustments as needed to achieve the future as envisioned by the comprehensive plan through a review every five years and an update every ten years.

6. Planning Area

The Washington Comprehensive Plan encompasses the incorporated area of Washington and the extraterritorial (two-mile fringe) area beyond the town's boundary. Figure 3 shows the location of the two-mile fringe around Washington. Under the same I-69 Community Planning Program Grant, Daviess County is working on a land use plan for the unincorporated area at the same time as the city is working on its plan. Accordingly, Daviess County and the City of Washington will collaborate on recommendations for development of the fringe area of Washington (that encompasses the I-69 corridor), and the recommendations will be the same for both plans.

B. USE

The comprehensive plan is a framework and guide for land use regulations, development actions and decisions, and public expenditures on infrastructure to support land use activities. Prior to approval of requests for changes in land use (i.e., rezoning proposals and Future Land Use Map amendments) by the Plan Commission and City Council, the proposed changes are to be considered and evaluated in relation to the comprehensive plan. The comprehensive plan also serves as a guide for subdivision regulations, zoning ordinances and capital improvement programs. Finally, the comprehensive plan provides guidance on a variety of public programs ranging from economic development and housing improvement to environmental protection, historic preservation and downtown revitalization.

1. Review Of Land Use Change Proposals

The comprehensive plan must be considered by the Plan Commission in recommendations on rezonings (amendments to the zoning district map) or Future Land Use Map amendments. In the case of rezoning applications, consideration should be given to the Future Land Use Map as well as applicable development review guidelines of the comprehensive plan. The rezoning proposal should be consistent with the future land use designation on the Future Land Use Map and should comply with applicable development review guidelines.

a. Consistency with Future Land Use Map (Test 1)

If the proposed land use change is of a comparable or lesser intensity land use than the future land use designation, the proposed land use change may be considered consistent with the future land use designation. For example, a land use change to offices or apartments would be generally consistent with the future land use designation for commercial use because offices and apartments are less intensive uses and are generally permitted uses in commercial zoning districts.

If the proposed land use change is of a significantly different intensity than the future land use designation, the proposal may not comply with the future land use designation. In such cases, the applicant may seek an amendment to the future land use designation using the development review guidelines to support the Future Land Use Map amendment.

b. Consistency with Development Review Guidelines (Test 2)

If the proposal is consistent with the future land use designation, but does not comply with all applicable development review guidelines, the rezoning applicant should identify mitigative actions to bring the development proposal into compliance with the development review guidelines. For a zoning district map amendment or Future Land Use Map amendment to be consistent with the comprehensive plan, it should normally be consistent with applicable development review guidelines.

c. Exceptions to General Consistency Tests

Lack of consistency with the future land use designation or violation of any applicable guideline will typically constitute sufficient reason to find the proposed land use change to be inconsistent with the comprehensive plan. However, there may be exceptions to this rule including:

1) If the proposed land use is not consistent with the future land use designation, consistency with all applicable development review guidelines may be sufficient to demonstrate consistency with the comprehensive plan.

2) If the proposed land use is in violation of a guideline, it may be considered consistent with the comprehensive plan when:

    a) The overall intent of the comprehensive plan is followed.
    b) The proposal does not substantially violate the applicable guideline or the adverse impact of the proposal on the community is minimal or nonexistent.
    c) All feasible and practical methods have been exhausted for bringing the proposal into consistency with the applicable guideline.

2. Foundation For Land Use Controls

Adoption of the community's comprehensive plan is a prerequisite to the adoption of land use controls such as the zoning ordinance, planned unit development ordinance, condominium control ordinance, subdivision control ordinance, and thoroughfare ordinance by the local legislative body.

The zoning ordinance identifies permitted land uses and development standards relating to the intensity of the use. Development standards encompass such features as minimum lot size, housing unit density, lot coverage, floor area to lot area ratios, yard requirements, height restrictions, off-street parking space requirements, signing limitations and landscaping requirements. Washington's current Zoning Ordinance was adopted in 1986.

The planned unit development ordinance is usually a special zoning district designation that permits the mixture of uses (which normally fall in multiple zoning district designations) and deviation from usual development

standards. The planned unit development ordinance is usually a special district which is part of a zoning ordinance. The Washington Zoning Ordinance includes a Planned Unit Development District.

The condominium control ordinance may be used to control the development of condominium type projects. It often defines the arrangement of horizontal and vertical property rights in such developments. Washington has never had a condominium control ordinance.

The subdivision control ordinance establishes rules under which property owners may divide tracts of land. Exceptions from the rules are often established for land trades, the division of tracts for agricultural purposes and the division of tracts where public infrastructure improvements are not needed. Subdivision regulations generally cover the design of physical improvements to land such as roads, sanitary sewers, waterlines and drainage facilities. They are intended to protect the property owner from inadequate services essential to the use of the property and to protect the community from excessive maintenance costs associated with improperly constructed facilities. Washington's current Subdivision Control Ordinance was adopted in 1986.

The transportation element of a comprehensive plan may be adopted as a thoroughfare plan. The thoroughfare plan is crucial to the preservation of right-of-way and the designation of consistent design standards for arterials when subdivisions are created or land is developed abutting arterials. Washington did adopt the thoroughfare plan within the Comprehensive Plan.

3. Basis For Capital Improvement Programs

The comprehensive plan may also serve as the framework for local capital improvement programs. The future land use pattern must be associated with infrastructure improvements to sustain development. Thus, the comprehensive plan provides guidance on the long-term location and phasing of roadway, sanitary sewer, waterline and drainage improvements to support development. Annual or short-range capital improvement programs usually draw projects from the long-range capital improvement program defined by the comprehensive plan.

4. Other Uses

The comprehensive plan has numerous other uses governing public and private decisions concerning physical improvements to the community. Of greatest significance, it guides private land owners. If land owners want to use their land in a new way, they need to identify the current zoning district designation (if zoning adopted) of their property and determine if the new use is permitted. If the proposed use is not permitted by the current zoning designation of the property, the comprehensive plan will be considered in determining the appropriateness of the proposed change in zoning to permit the new use.

Finally, the comprehensive plan is a resource and foundation for funding and grants from Federal, State and private resources because the comprehensive plan documents needs relative to community infrastructure, community facilities (including park and recreation facilities), economic development, housing, downtown revitalization, historic preservation and natural environment protection.

A. LOCATION

Washington is located in southwestern Indiana at the intersection of US 50 and SR 57 in Daviess County. The city is located west of Montgomery and south of Plainville as shown in Figure 1. The Vincennes urban area is located approximately 18 miles west, and the Evansville metropolitan area is 58 miles to the south. Washington is the largest of the seven incorporated communities in Daviess County and had a population of 11,367 persons in 2007 according to U.S. Census estimates. Odon and Elnora had substantially less population in 2007 than in Washington (1,386 persons and 725 persons, respectively). The only U.S. Highway in Daviess County is US 50, linking Washington to US 41 in Vincennes to I-57 and I-65 in central Indiana. State Road 57 gives access to the closest interstate, I-64, which is about 30 miles south of Washington. When I-69 is completed from I-64 in Evansville to Indianapolis, Washington will have access within three miles at the proposed US 50 interchange with I-69. Figure 2 shows major points of interest in Washington including parks and recreational areas, schools, churches and cemeteries. (Figure 30 is a larger scale map showing schools and recreational areas with specific names and locations.)

B. HISTORIC

1. History of the Community

Washington, originally named Liverpool, was established in 1817 and named as the county seat of Daviess County. Prior to 1817, Washington was home to the first five forts in the county. The forts were named after some of the first settlers to the area. It is believed that the Hawkins and Ballow families settled in this region around 1806.

Some the first industries to this area were saw mills due to the tremendous amount of forested area that needed to be cleared for agricultural use. Three major mills were located in the area throughout the 1800's, the James C. Veale Saw Mill, the Eli Chapman Saw Mill and the N. William McCormick Saw Mill. Washington was also greatly influenced by the arrival of the Wabash and Erie Canal and the railroads. The Washington leg of the canal's construction took place in 1850-1855. During this time Washington experienced a significant economic boom. Coinciding with the construction of the canal, two major railroads were built through the southern portion of the city. This made major markets like Evansville, Indianapolis, Cincinnati and St. Louis accessible to the local farming community. Around 1885 the Ohio & Mississippi (O & M) Railroad was searching for a home for a major repair facility. Many of the citizens pooled their resources together and donated 70 acres of land and $75,000 to convince O & M to choose Washington over competing cities. In 1889, the largest railroad repair shop in Indiana was built along the western portion of the railroad in Washington. Since its construction, the site has been owned by many railroad companies including the Baltimore and Ohio (B & O) Railroad, U.S. Railway Equipment Company and CSX.

2. Historic Structures

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. This effort identifies historic districts, buildings, structures, sites and objects for inclusion in state-wide historic preservation and documents properties potentially eligible for the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures. Washington is included in the Daviess County Interim Report. The report identifies 485 historic properties and three historical districts for Washington which are considered worthy of historic preservation (See Figure 3).

Of the 485 historic properties and three historical districts considered for historic preservation, six properties and one historical district, the Washington Commercial Historic District, are listed on the National Register of Historic Places list. The six properties listed on the National Register of Historic Places list include the Magnus J. Carnahan House, the Thomas Faith House, the Robert C. Graham House, Jefferson Elementary School, the Prairie Creek Site, and the Dr. John A. Scudder House.

Figure 1: Washington Location Map

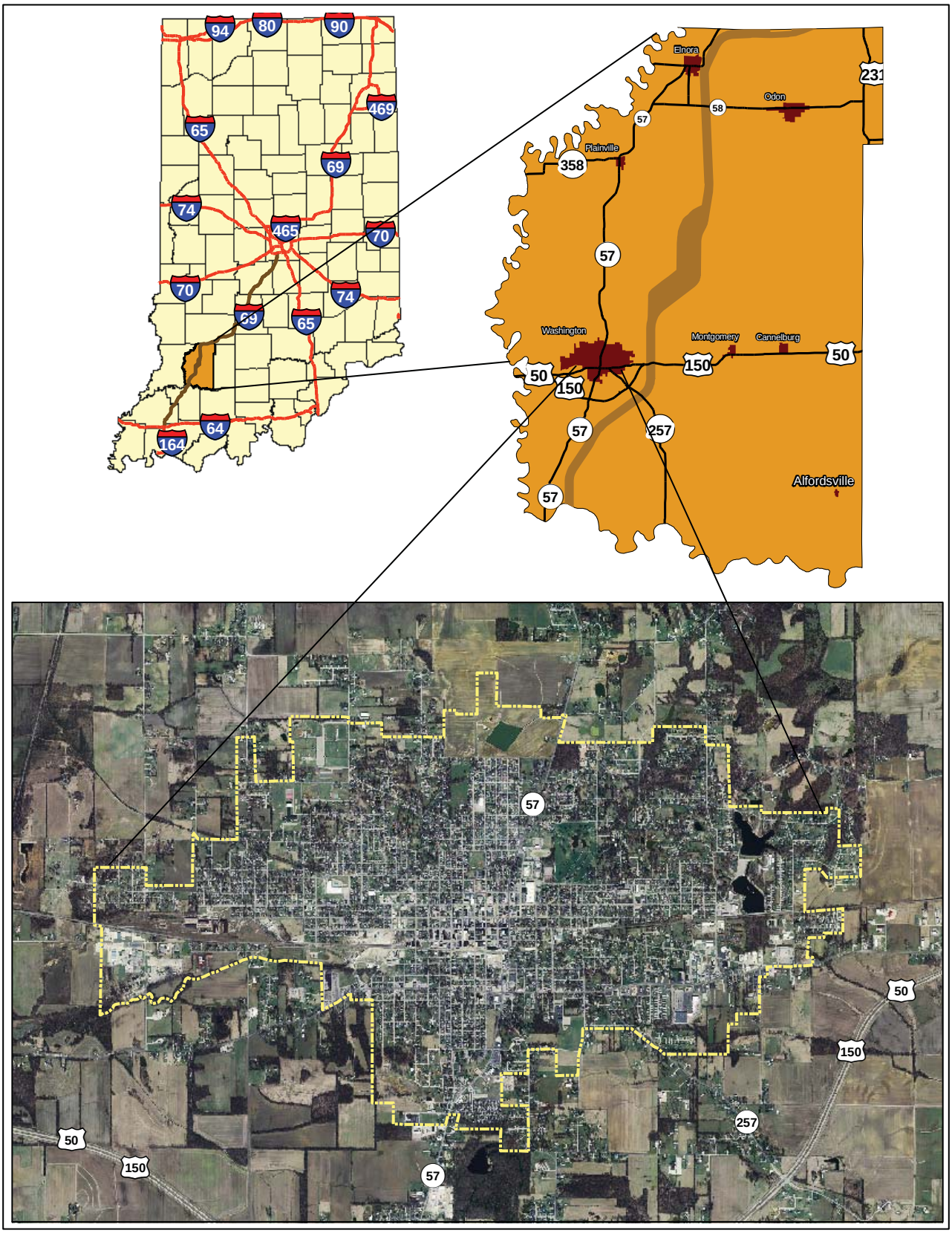


Figure 2: Washington Places of Interest

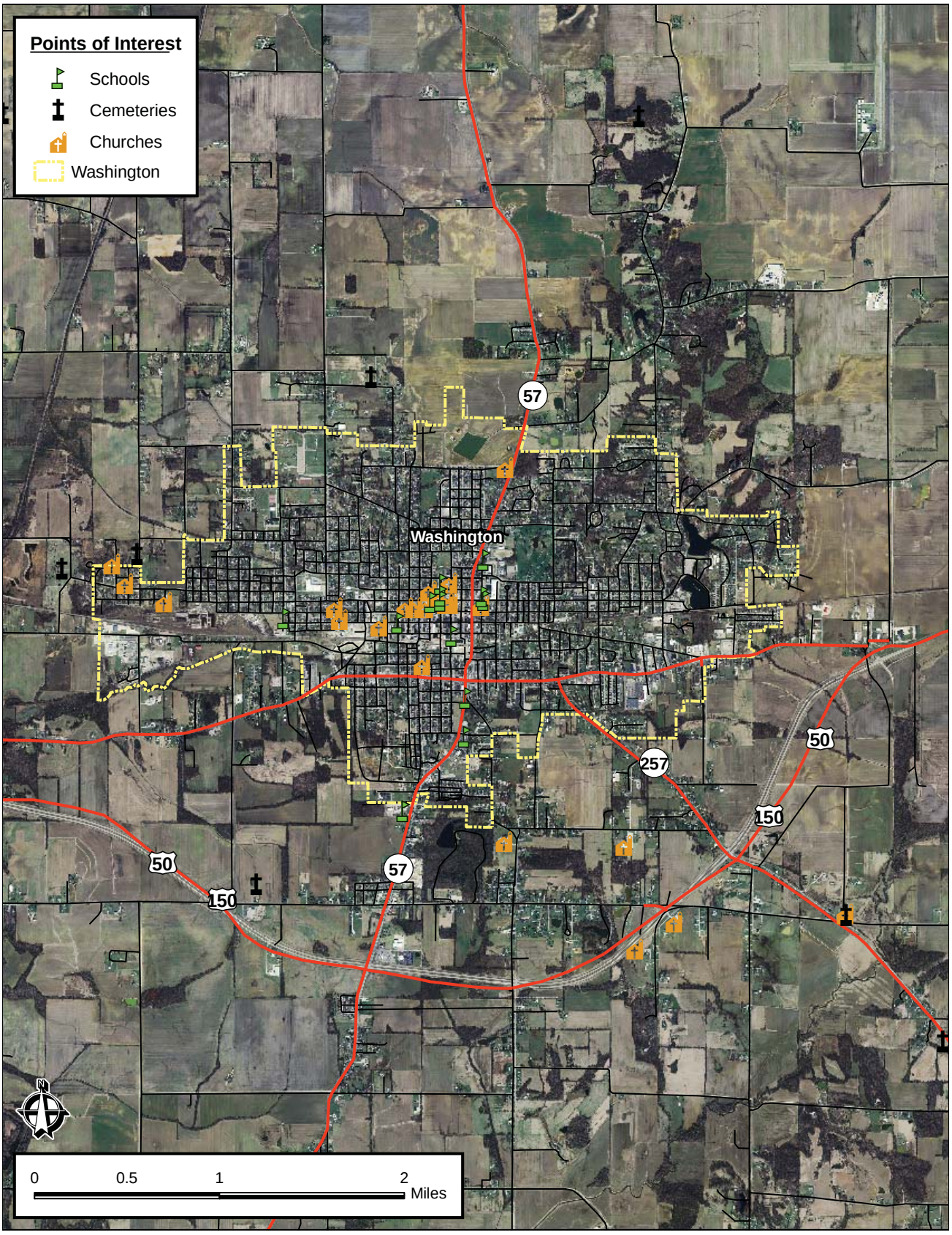
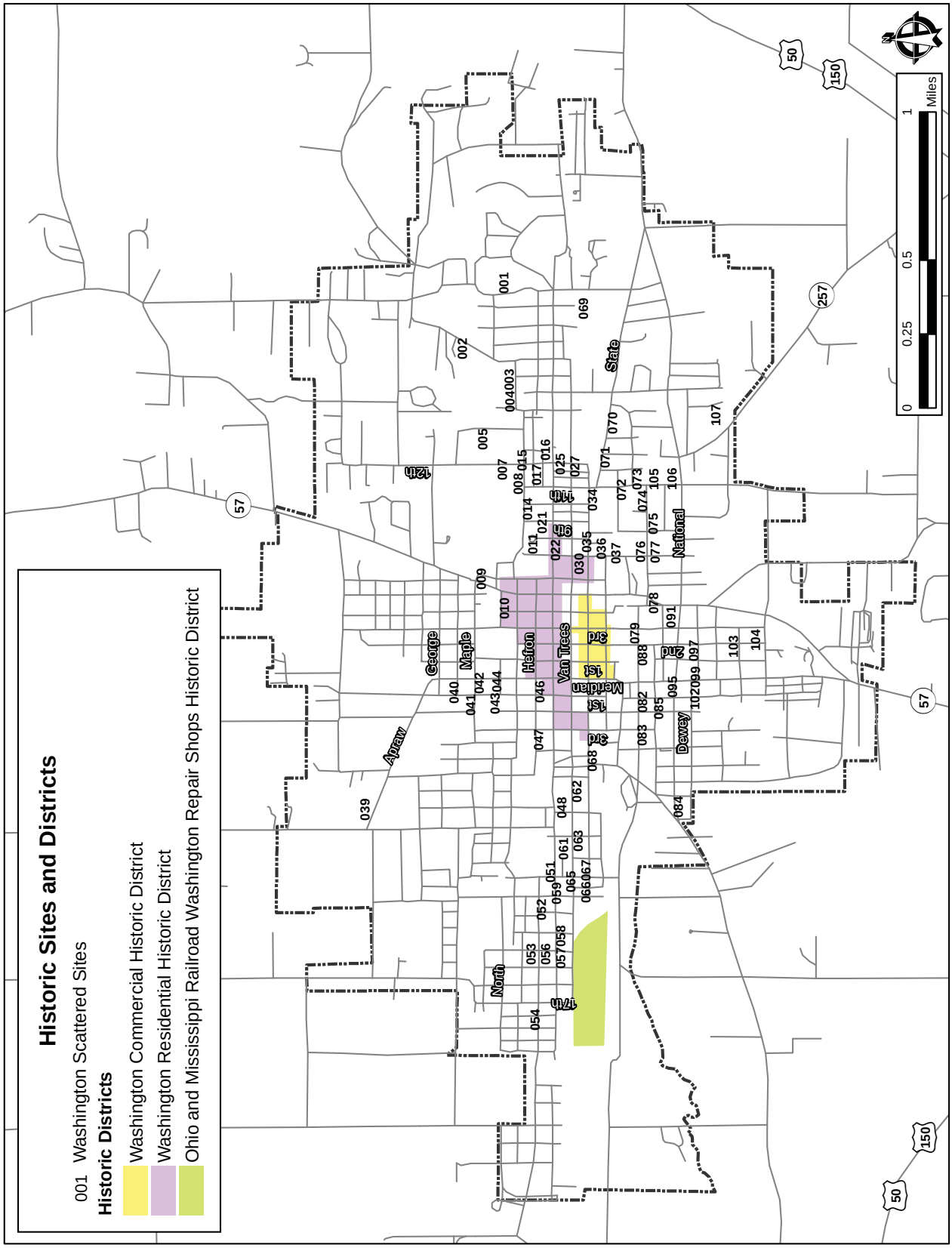


Figure 3: Historic Sites and Districts



The Daviess County Interim Report places properties into five designation categories:

- Outstanding (O) – recommended as a potential nomination for the National Register of Historic Places.
- Notable (N) – recommended as a potential nomination for the Indiana Register of Historic Sites and Structures (lacks national significance).
- Contributing (C) – contributes to the density, continuity and/or uniqueness for the whole county or historic district, but the present condition does not appear to meet National or State designation criteria. These properties may be considered for a county or local historic register program.
- Reference (R) – site in historic districts that are considered later or badly altered pre-1940 structures. These properties do not meet inventory criteria.
- Non-Contributing (NC) – sites in historic districts that create a negative impact.

The identification of properties as historic is primarily for informational purposes and makes these properties available for federal and state programs and tax incentives for historic preservation. Unless these properties are placed on a local, State or National Register of historic properties, there are no restrictions on the use, rehabilitation, reconstruction or demolition of such properties above the zoning and building code requirements applicable to all properties in the jurisdiction. However, the National Environmental Policy Act and the National Historic Preservation Act generally protect these structures from the adverse impacts of improvement projects involving federal funds.

There are three historic districts located in Washington. The Washington Commercial Historic District is primarily located along Main Street and South Street between Meridian Street and East 5th Street. The district includes 135 properties, 81 of which are in the contributing category or higher. There are 11 outstanding sites, 22 notable sites and 48 contributing sites.

The Washington Residential Historic District is primarily located along Walnut Street, Vantrees Street, Flora Street, Hefron Street, and Main Street between Second Street and Ninth Street. The Washington Residential Historic District is the largest of the four historic districts. It includes 198 structures, 120 of which are in the contributing category or higher. The district has 30 outstanding sites, 14 notable sites and 76 contributing sites.

The Ohio and Mississippi Railroad Washington Repair Shops Historic District is the smallest of the four districts and only includes 7 properties. The district is located near the intersection of NW 17th Street and Vantrees Street. This includes five outstanding structures and two notable structures.

The other 145 historic structures are scattered throughout Washington and include 16 outstanding structures, 41 notable structures and 88 contributing structures. Some of these well known outstanding structures listed include the Wabash and Erie Canal Site, The James Tranter House, the Dr. Nelson H. Wilson House, and the Thomas Graham House.

3. Wabash and Erie Canal[1]

In 1827 Congress allotted a land grant to Indiana for the purpose of building a canal to link the Great Lakes with the Ohio River. In Indiana, construction of the Wabash and Erie Canal began in 1832 in Fort Wayne, Indiana. The final section was completed in Indiana in 1853. The canal operated for seven years and in 1860, the Terre Haute to Evansville portion of the canal closed, with the exception of some point-to-point operations between towns. The owners of the canal officially ended operations in 1874. There are some scattered physical remains of the defunct canal system still visible in southwest Indiana. These include abutments for aqueducts, remains of locks, dilapidated sections of canal earthworks, and evidence of water control structures, such as water gates and guard locks. In general, however, little surface evidence remains

1 Technical Memorandum: *Wabash and Erie Canal* by Bernardin, Lochmueller and Associates, Inc.

of the Wabash and Erie Canal. The historic canal route and the location of the original canal structures in Daviess County are shown on Figure 4.

C. NATURAL ENVIRONMENT

1. Relation to Community Growth

The natural setting of a community generally determines constraints to urban development. The natural resources (i.e. mineral resources, topography, forested areas, etc.) of a community are an indicator of economic development opportunities. While some natural resources facilitate economic development, others can hinder development.

2. Topography and Land Features

a. Terrain and Topography

The elevation in Daviess County generally ranges from 480 feet above sea level to 650 feet above sea level. Washington is located in the Wabash Lowland. The terrain and other features can be seen on the topographic map of the area (Figure 5). Slopes over 10 percent are generally found along Hawkins Creek and Hurricane Branch on the edge of the city.

The Wabash Lowland is a broad lowland about 500 feet above sea level. The major drainages, such as the West Fork of the White River, have extensive floodplains with sand dunes along major river valleys. Almost all of this section has been glaciated. Much of the land in this section is in agricultural use. Strip mines for coal are also common.

b. Soils

There are 47 soil map units present within the City of Washington incorporated boundary. The soils comprising the majority of map units (85) that intersect Washington are: Ly, Wa, Sr, Ay, AlB2, HoB2, AlC2, IvA, and PrB2. Descriptions of the soils, obtained from USDA SSURGO Soil Data, are presented below. The locations of soils in the city of Washington are shown in Figure 6.

Lyles loam (Ly) - Slopes are 0 to one percent. This component is on depressions on interdunes, depressions on stream terraces. The parent material consists of coarse-loamy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at two inches during January, February, March, December. Organic matter content in the surface horizon is about three percent. Non-irrigated land capability classification is 2w. This soil meets hydric criteria.

Wellston silt loam (Wa), 12 to 18 percent slopes, eroded - This component is on structural benches. The parent material consists of thin loess and residuum. Depth to a root restrictive layer, bedrock (paralithic), is 40 to 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 4e. This soil does not meet hydric criteria.

Stendal silt loam (Sr), frequently flooded - The Stendal component makes up 97 percent of this map unit. Slopes are 0 to two percent. This component is on flood plains. The parent material consists of acid, fine-silty alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is frequently flooded. It is not ponded. A seasonal

Figure 4: Wabash and Erie Canal

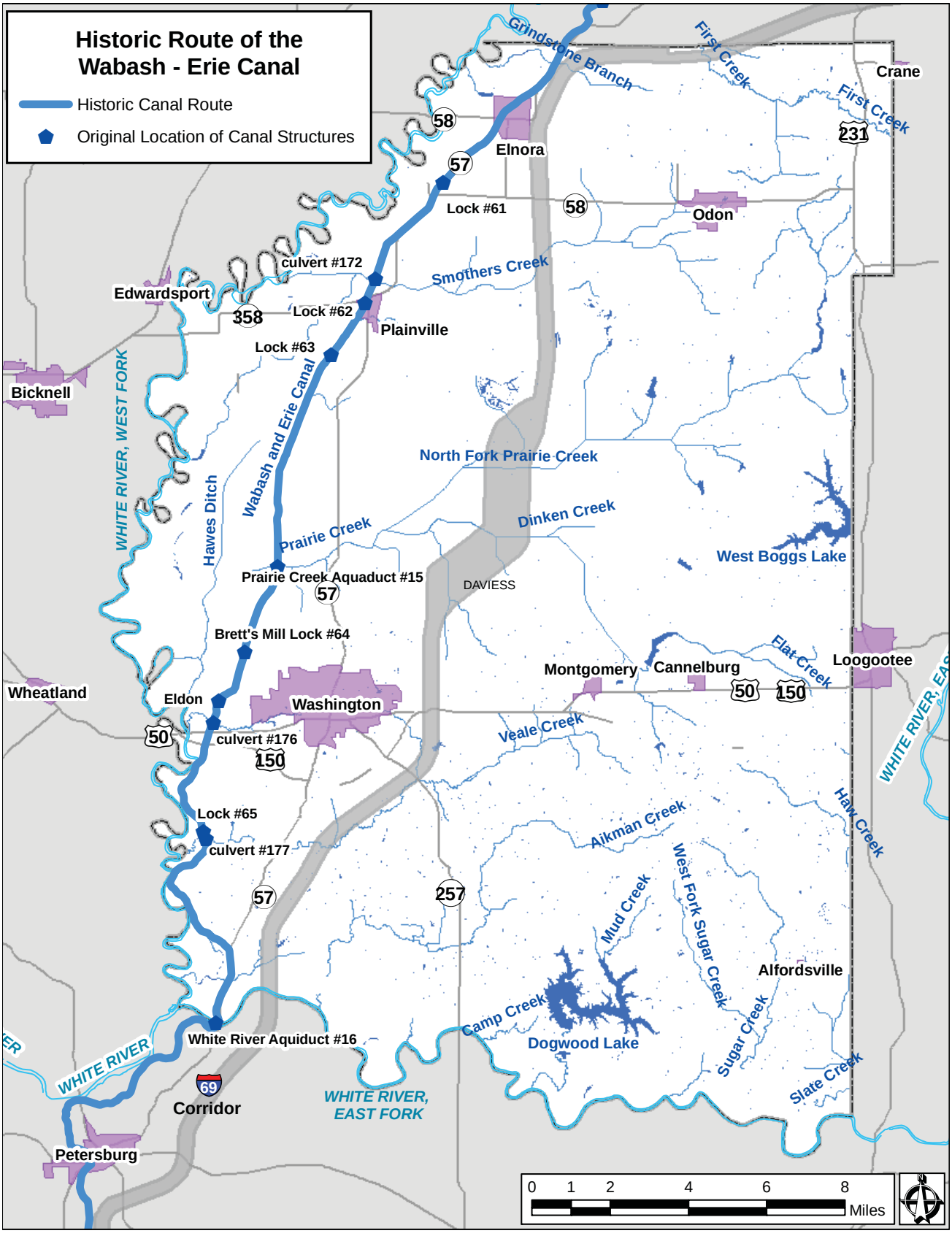


Figure 5: Topographic Map

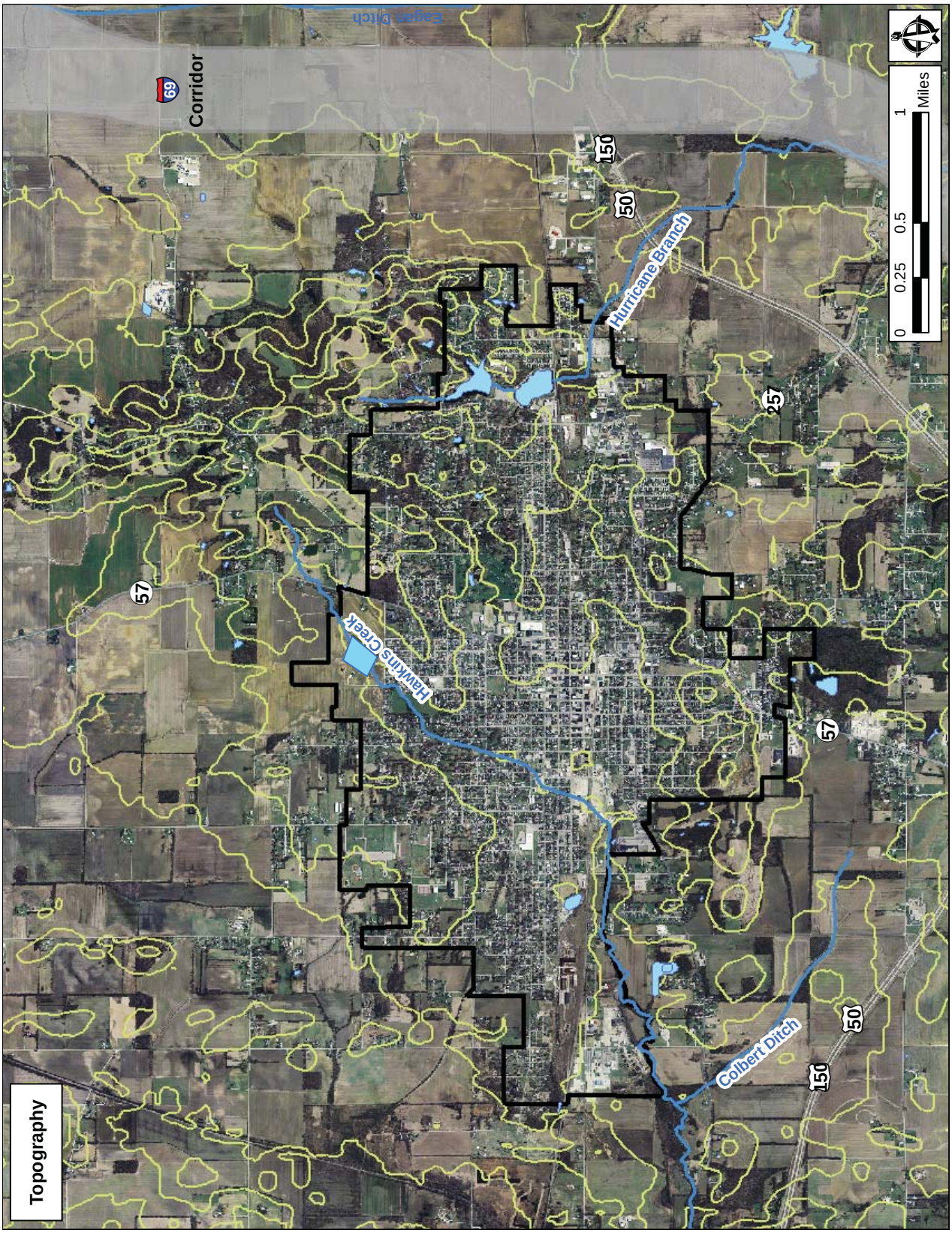
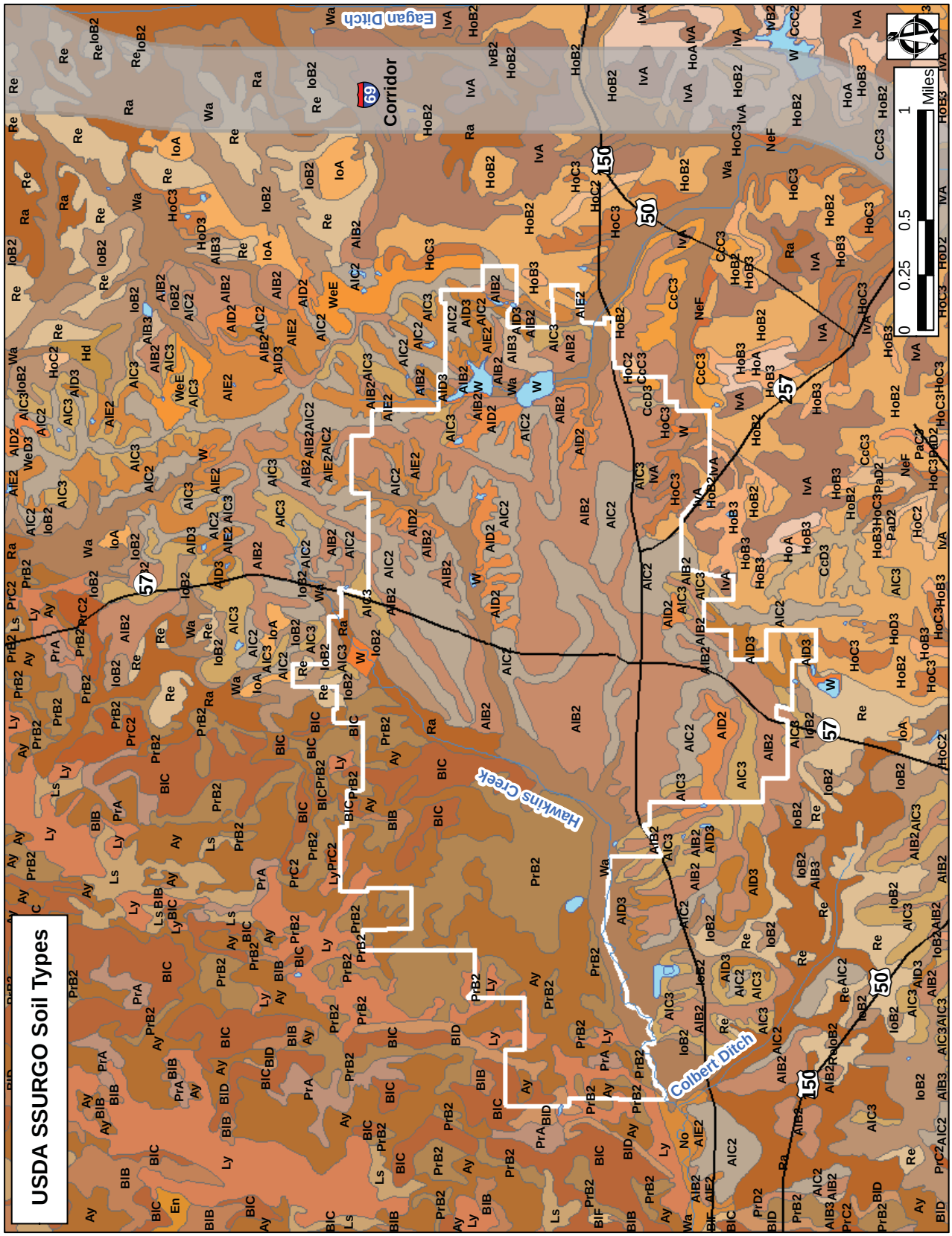


Figure 6: Washington Soils



zone of water saturation is at 12 inches during January, February, March, April, December. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 2w. This soil does not meet hydric criteria.

Ayrshire fine sandy loam (Ay) - The Ayrshire component makes up 97 percent of this map unit. Slopes are 0 to two percent. This component is on interdunes. The parent material consists of eolian sands. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at six inches during January, February, March. Organic matter content in the surface horizon is about one percent. Non-irrigated land capability classification is 2w. This soil does not meet hydric criteria.

Alford silt loam (AIB2), two to six percent slopes, eroded - This component is on loess hills. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 2e. This soil does not meet hydric criteria.

Hosmer silt loam (HoB2), two to six percent slopes, eroded - This component is on loess hills. The parent material consists of loess. Depth to a root restrictive layer, fragipan, is 20 to 36 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 2e. This soil does not meet hydric criteria.

Alford silt loam (AIC2), six to 12 percent slopes, eroded - This component is on loess hills. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 3e. This soil does not meet hydric criteria.

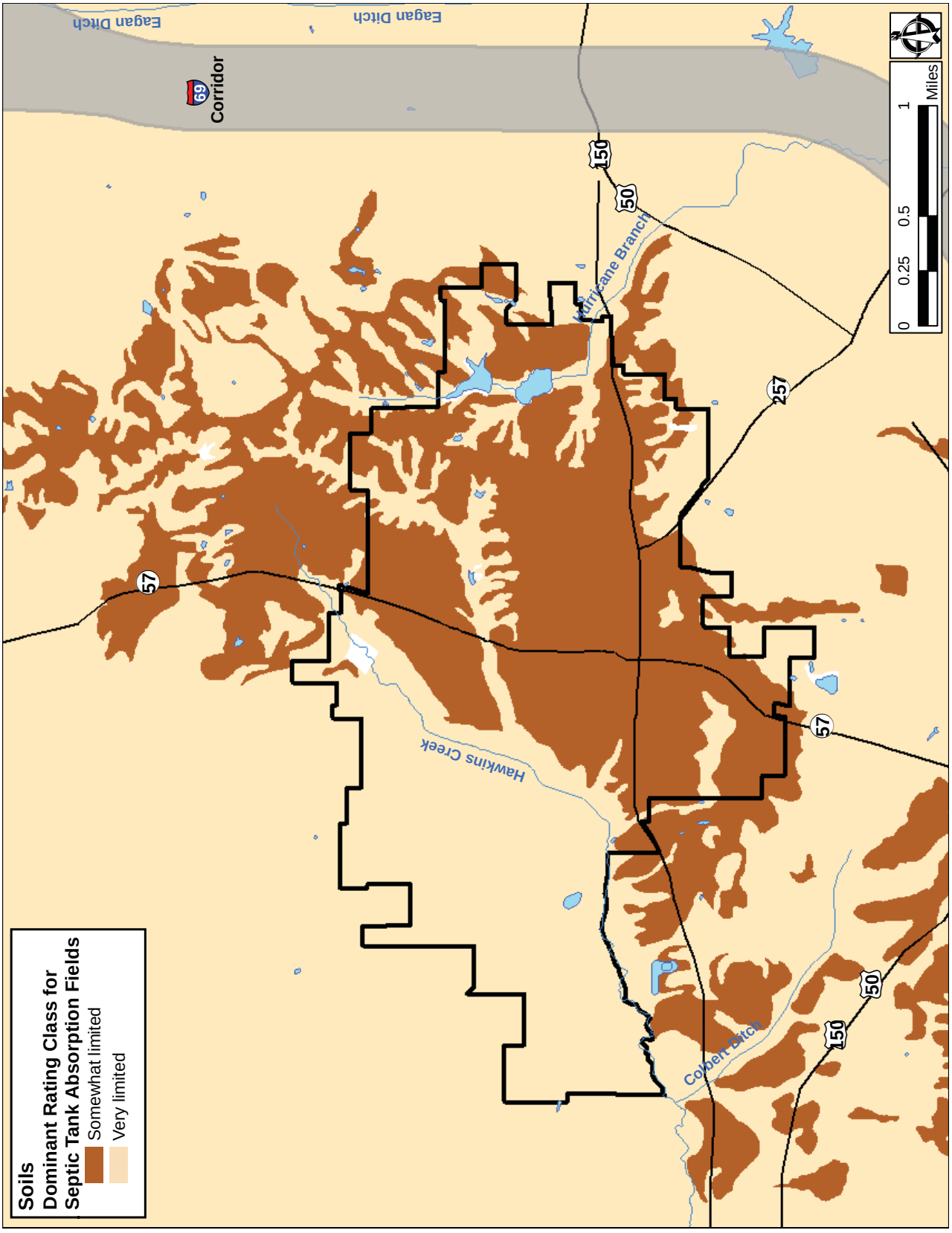
Iva silt loam (IvA), 0 to two percent slopes - The Iva component makes up 97 percent of this map unit. This component is on loess hills. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at six inches during January, February, March. Organic matter content in the surface horizon is about two percent. Non-irrigated land capability classification is 2w. This soil does not meet hydric criteria.

Princeton fine sandy loam (PrB2), two to six percent slopes, eroded - This component is on dunes. The parent material consists of silt and fine sand eolian deposits. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about one percent. Non-irrigated land capability classification is 2e. This soil does not meet hydric criteria.

c. Ratings for Septic Tank Absorption Fields

Review of the engineering ratings for septic tank absorption fields for each soil unit using the digital files for NRCS SSURGO soils, showed ratings of “somewhat limited” on east of Hawkins Creek and “very limited” west of Hawkins Creek. Figure 7 Septic Fields. shows the location of the ratings throughout the city.

Figure 7: Soil Suitability for Septic Tanks



d. Agriculture

The City of Washington is surrounded by cropland growing soybeans, corn, and winter wheat. However, within the incorporated boundary, the land cover is dominantly urban development with some forestland and pasture land (See Figure 8).

e. Forest Lands

Based on the MRLC Land Cover GIS data for the year 2001, the incorporated area of Washington contains 339 acres of deciduous forest and 18 acres of evergreen forest. In this context, forest is defined as an area with delineated tree cover. Forest land is often present on steep topography where the land is less conducive to agriculture and development. Figure 9 shows the location of forested areas.

f. Karst

No karst geology has been identified near Washington or in Daviess County.

3. Water Features

a. Ground Water Resources

i. Hydrogeologic Settings

The concept of hydrogeologic settings represents a basis for classifying and describing the relationships between ground water and the geologic terrains it occurs within. More precisely, hydrogeologic settings provide a conceptual model to help interpret the occurrence, movement, and sensitivity to contamination of ground water in relation to the nature of hydrogeologic heterogeneity in the surface and subsurface environment. Settings can be defined and classified in several ways, most of which revolve around some combination of: the internal and external structure of geologic terrain; physical properties of constituent rocks and sediments; and differences in hydraulic regime[2]. Washington falls almost entirely in the Rolling Loess Hills terrain of the Southwestern Glaciated Region setting. More detailed information regarding the definitions and characteristics of these areas are available from the Atlas of Hydrogeologic Terrains and Settings of Indiana, Indiana Geological Survey, Final Report to the Office of Indiana State Chemist, Open-File Report 95-7. (IGS OFR 95-7).

ii. Bedrock Aquifer

The City of Washington overlays the Pennsylvanian--Carbondale Group Bedrock Aquifer System. Aquifers contained within the Pennsylvanian age bedrock have generally low-yielding capability. The Carbondale Group in Daviess County is considered a minor ground-water source, with most wells producing from thicker sandstones or coal units. Most domestic wells in the Carbondale Group have reported testing rates between 2 and 15 gallons per minute. Dry holes have been reported[3].

The bedrock aquifer systems in Daviess County are not very susceptible to contamination from the land surface because of the typical presence of low-permeability materials above the water-bearing zones. However, in the limited areas of surface and underground coal mining, some localized contamination may have occurred. Natural water quality is expected to get progressively worse (more salty) in wells deeper than 300 or 400 feet as the strata dip beneath younger rocks to the southwest.

The City of Washington overlays two unconsolidated aquifer systems – the Dissected Till and Residuum Aquifer System and the White River and Tributaries Outwash Aquifer System. They are comprised of sediments that

2 Indiana Geological Survey. Excerpts from Atlas of hydrogeologic terrains and settings of Indiana. Accessed 09/14/08. http://igs.indiana.edu/survey/projects/pesticides/pest/pesthtml/fleming.cfm

3 Herring, W. C. 2003. Map: "Daviess County Bedrock Aquifer Systems", Indiana Department of Natural Resources, Division of Water, Resource Assessment Section. Accessed 9/05/08. http://www.in.gov/dnr/water/files/daviess_bedrock.pdf

Figure 8: Prime Farmland

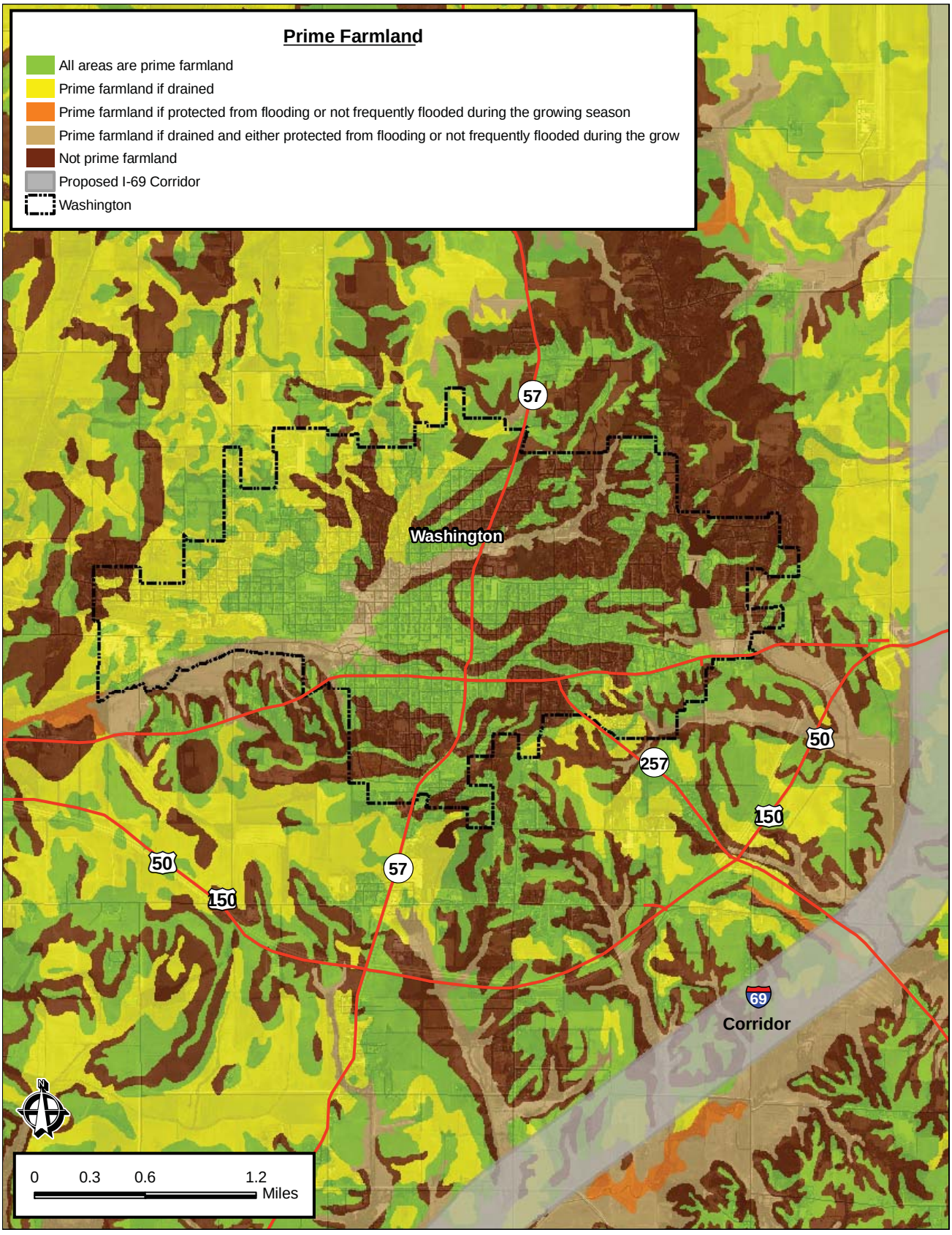
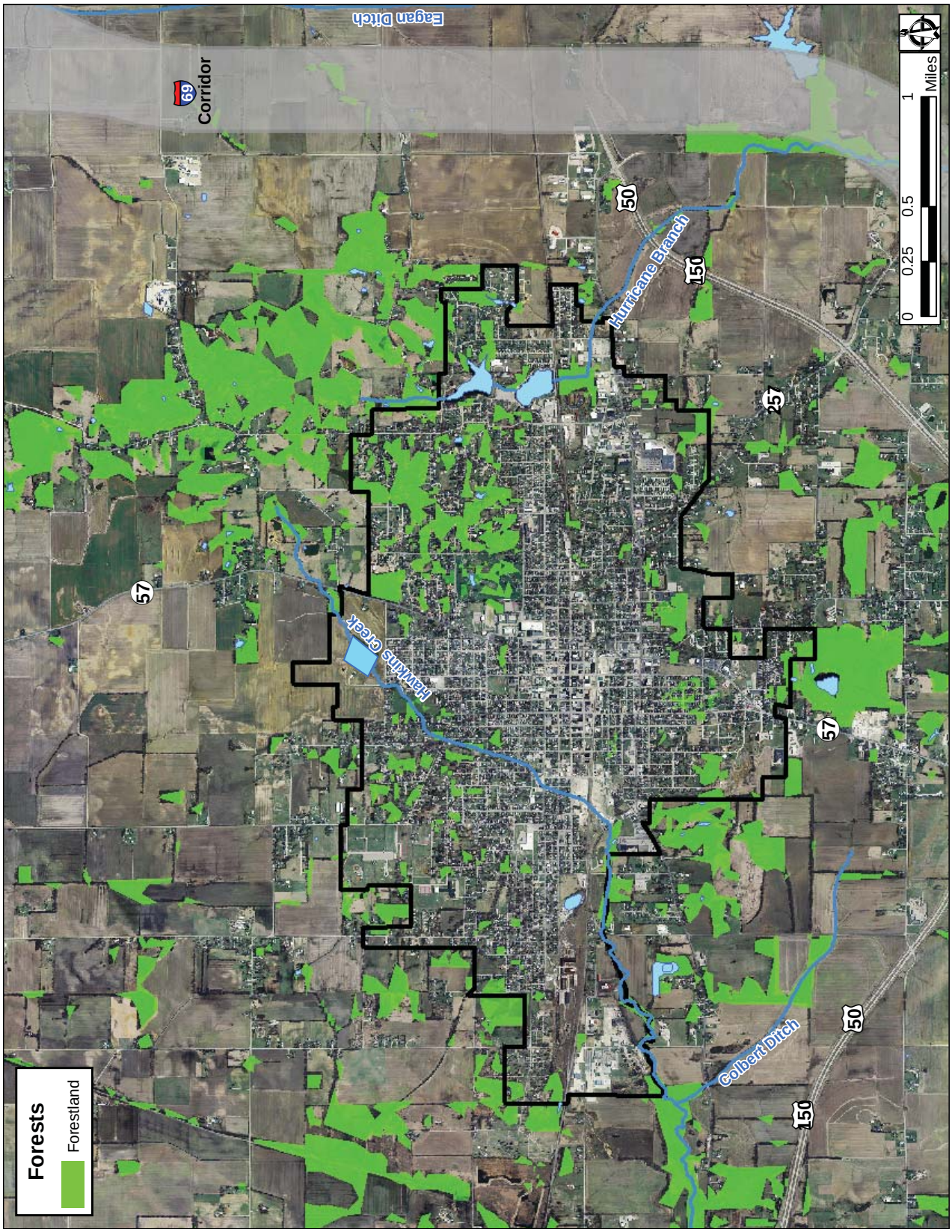


Figure 9: Forest Lands



were deposited primarily by glaciers and their meltwaters, or are thin, eroded residuum (a product of bedrock weathering)[4].

The most productive unconsolidated aquifer system in Daviess County is the White River and Tributaries Outwash Aquifer System with its extensive sand and gravel deposits. Expected yields from this system range from about 300 to 1500 gallons per minute for large-diameter wells. This aquifer system is highly susceptible to contamination in areas that lack overlying clay layers. Areas within the system that are overlain by thick layers of clay or silt are moderately susceptible to surface contamination.

The least productive aquifer system is the Dissected Till and Residuum. The potential for successful wells in this aquifer system is low. Some old dug wells probably still exist, but their yields would also be quite low. Because of the low permeability of the surface materials, this system is not very susceptible to contamination from surface sources.

iii. Wells and Wellhead Protection

Indiana Department of Environmental Management (IDEM) keeps a Drinking Water Facilities Database[5]. A search of that database showed that the City of Washington is served by Washington Water Works (Water System No. IN5214007). The community facility serves an estimated population of 13,900 with 14 ground water wells. Significant ground water withdrawal facilities on the Washington Quadrangle are listed and described in Table 1[6].

Wellhead protection areas are associated with public water supply wells. A wellhead protection area is the surface and subsurface area surrounding a public water supply well, through which contaminants are reasonably likely to move toward and reach the well. Wellhead protection areas are delineated in order to prevent the contamination of ground water used as drinking water. Wellhead protection areas may have a detailed delineation and unique shape or a fixed 3,000-foot radius.

The IDEM Ground Water Section administers the Wellhead Protection Program[7], which is a strategy to protect ground water drinking supplies from pollution. The Safe Drinking Water Act and the Indiana Wellhead Protection Rule (327 IAC 8.4-1) mandates a wellhead program for all Community Public Water Systems. The Wellhead Protection Programs consists of two phases. Phase I involves the delineation of a Wellhead Protection Area (WHPA), identifying potential sources of contamination, and creating management and contingency plans for the WHPA. Phase II involves the implementation of the plan created in Phase I, and communities are required to report to IDEM how they have protected ground water resources.

All community water systems were required to develop a plan, commonly referred to as a Phase I plan, to protect the areas around their wellheads. All Phase I plans were required to contain, at a minimum the following:

- Establishment of a Local Planning Team
- Delineation of the Wellhead Protection Area
- Identification and Inventory of Potential Contaminant Sources
- Development of a Management Plan for Potential Contaminant Sources
- Development of a Contingency Plan

4 Indiana Department of Environmental Management. Drinking Water Branch, SDWIS Ver. 1.1, Drinking Water Facility Database. Accessed 09/07/08. http://www.in.gov/apps/idem/sdwis_state/
5 Indiana Department of Environmental Management. Drinking Water Branch, SDWIS Ver. 1.1, Drinking Water Facility Database. Accessed 09/07/08. http://www.in.gov/apps/idem/sdwis_state/
6 Registered Significant Ground-water Withdrawal Facilities in Daviess County, Indiana. Accessed 09/07/08. http://www.in.gov/dnr/water/files/daviess_highcap_table.pdf
7 Indiana Department of Environmental Management. Wellhead Protection Program. Accessed 09/08/08. http://www.in.gov/idem/4289.htm#proxdet

Registered Significant Ground-water Withdrawal Facilities in Daviess County, Indiana

Regist. No. 14-	Use	Owner	Well No.	Capacity (gpm)	Depth (ft)	Dia. (in)	Aquifer	UTMN	UTME	Well Ref. No.	Disc. Date	Topo Map	T, R, S
01055	PS	WASHINGTON, CITY OF	9	385	115	28	WRTO	4277500	479550	228556		Washington	3n,7w,62
01055	PS	WASHINGTON, CITY OF	13	650	112	12	WRTO	4277650	479275	228650		Washington	3n,7w,62
01055	PS	WASHINGTON, CITY OF	15	565	118	16	WRTO	4277300	479375	228579		Washington	3n,7w,62
01055	PS	WASHINGTON, CITY OF	16	800	106	26	WRTO	4277425	479475	228584		Washington	3n,7w,62
01055	PS	WASHINGTON, CITY OF	17	650	112	12	WRTO	4277825	479250	228590		Washington	3n,7w,62
01055	PS	WASHINGTON, CITY OF	18	680	112	12	WRTO	4281025	478925	228660		Washington	3n,8w,160
01055	PS	WASHINGTON, CITY OF	19	1175	112	20	WRTO	4281025	478800	228589		Washington	3n,8w,160
01055	PS	WASHINGTON, CITY OF	20	900	116	20	WRTO	4281050	478625	283942		Washington	3n,8w,160
01055	PS	WASHINGTON, CITY OF	21	910	93	20	WRTO	4280975	479175	324191		Washington	3n,8w,160
01055	PS	WASHINGTON, CITY OF	22	925	110	20	WRTO	4280950	478950	324192		Washington	3n,8w,160
01590-Disc.	IR	WRIGHT, RODERICK	1	400	50	14	WRTO	4282440	481190	27738	1992	Washington	3n,7w,274
03294	RU	RIVER VIEW FARMS INC	1	40	40	6	WRTO	4283820	482345	170608		Washington	3n,7w,9
03294	RU	RIVER VIEW FARMS INC	2	50	55	8	WRTO	4283685	482300	272665		Washington	3n,7w,9
03877	IR	GRAHAM FARMS, INC	1	750	60	16	WRTO	4286950	481200	228304		Washington	4n,7w,32
03877	IR	GRAHAM FARMS, INC	2	750	60	16	WRTO	4286925	481950	228309		Washington	4n,7w,32
03877	IR	GRAHAM FARMS, INC	3	750	50	16	WRTO	4286180	481220	220188		Washington	3n,7w,5
03877	IR	GRAHAM FARMS, INC	4	750	52	16	WRTO	4286200	482015	75466		Washington	3n,7w,5
03936	IN	HOOSIER MAGNETICS, INC	1	100	80	10	WRTOSS	4278250	482775	27739		Washington	3n,7w,280
04348	IN	GRAIN PROCESSING CORP	1	1500	110	24	WRTO	4275760	478600	286730		Washington	2n,8w,1
04348	IN	GRAIN PROCESSING CORP	2	1500	108	24	WRTO	4276050	478100	321008		Washington	2n,8w,1
04348	IN	GRAIN PROCESSING CORP	3	1500	103	24	WRTO	4275250	478625	321007		Washington	2n,8w,1
04348	IN	GRAIN PROCESSING CORP	4	1500	108	24	WRTO	4275510	478050	321006		Washington	2n,8w,1

Disc. = Discontinued
EP = Energy Production (incl. coal mining)
IN = Industry
IR = Irrigation
PS = Public Supply
RU = Rural Use

T,R,S = Congressional Township, Range, and Section/Donation
WRTO = White River and Tributaries Outwash
WRTOSS = White River and Tributaries Outwash Subsystem
Und. Mine = Abandoned Underground Coal Mine in Pennsylvanian Raccoon Creek Group
PCG = Pennsylvanian Carbondale Group
N/A = Not Available

Table 1: Significant Ground-Water Withdrawl Facilities in Daviess County

IDEM provides a Wellhead Protection Program Tracking Database[8]. This database provides tracking information on the status of Community Public Water Supply Systems' Wellhead Protection Plans. Results from a search of this database for Washington Water Works are shown in Table 2.

Table 2: IDEM Wellhead Protection Program Tracking Database - Washington Water Works Records

PWSID	System Name	Tracking Type	Tracking Action	Action Date
5214007	Washington Water Works	ModelDel	Review	9/21/2000
		ModelDel	Approved	11/27/2000
		ModelDel	Review	2/6/2002
		ModelDel	Review	4/26/2007
		ModelDel	Submit	12/10/1999
		Phase1	Review	11/20/2003
		Phase1	Review	7/31/2001
		Phase1	Returned	8/1/2001
		Phase1	Submit	3/28/2001
		Phase1	Resubmit	11/10/2003
		Phase1	Approved	3/4/2004
		RegLetter	Returned	8/12/2003

b. Streams and Floodplains

Washington is located within the Lower White (05120202) 8-digit watershed. Figure 10 shows the streams and drainage ways in and around the City of Washington. Hawkins Creek and Hurricane Branch are the only stream running within the incorporated boundary. Hawkins Creek is listed on the 2008 Section 303(d) report of Federal Clean Water Act (CWA) as having an impaired biotic community[9]. No floodplains associated with the streams within Washington were identified.

c. Wetlands

All wetlands in or near the City of Washington are forested wetlands (PFO1A[10]). There are 3 forested wetlands associated with Hawkins Creek ranging from 1.5 to 6 acres in the north-central area of the city, and one that is 8.5 acres associated with Hurricane Branch on the east side of the city. Several more wetlands and wetland complexes are located on the southern boundary of the city associated with streams there. The location of these wetlands, as mapped by the National Wetland Inventory (NWI) of the U. S. Fish and Wildlife Service (USFWS) are shown in Figure 11.

8 Indiana Department of Environmental Management. Wellhead Protection Program Tracking Database. Accessed 09/08/08. http://www.in.gov/serv/idem_groundwater.
9 Indiana Department of Environmental Management. Approved 2008 303(d) list. Accessed 09/10/08. http://www.in.gov/idem/4680.htm
10 Cowardin, L. M., V. Carter, F. C. Golet and E. T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. United States Fish and Wildlife Service, Office of Biological Services. Government Printing Office, Washington, D.C. FWS/OBS-79/31. 103 pp.

Figure 10: Streams

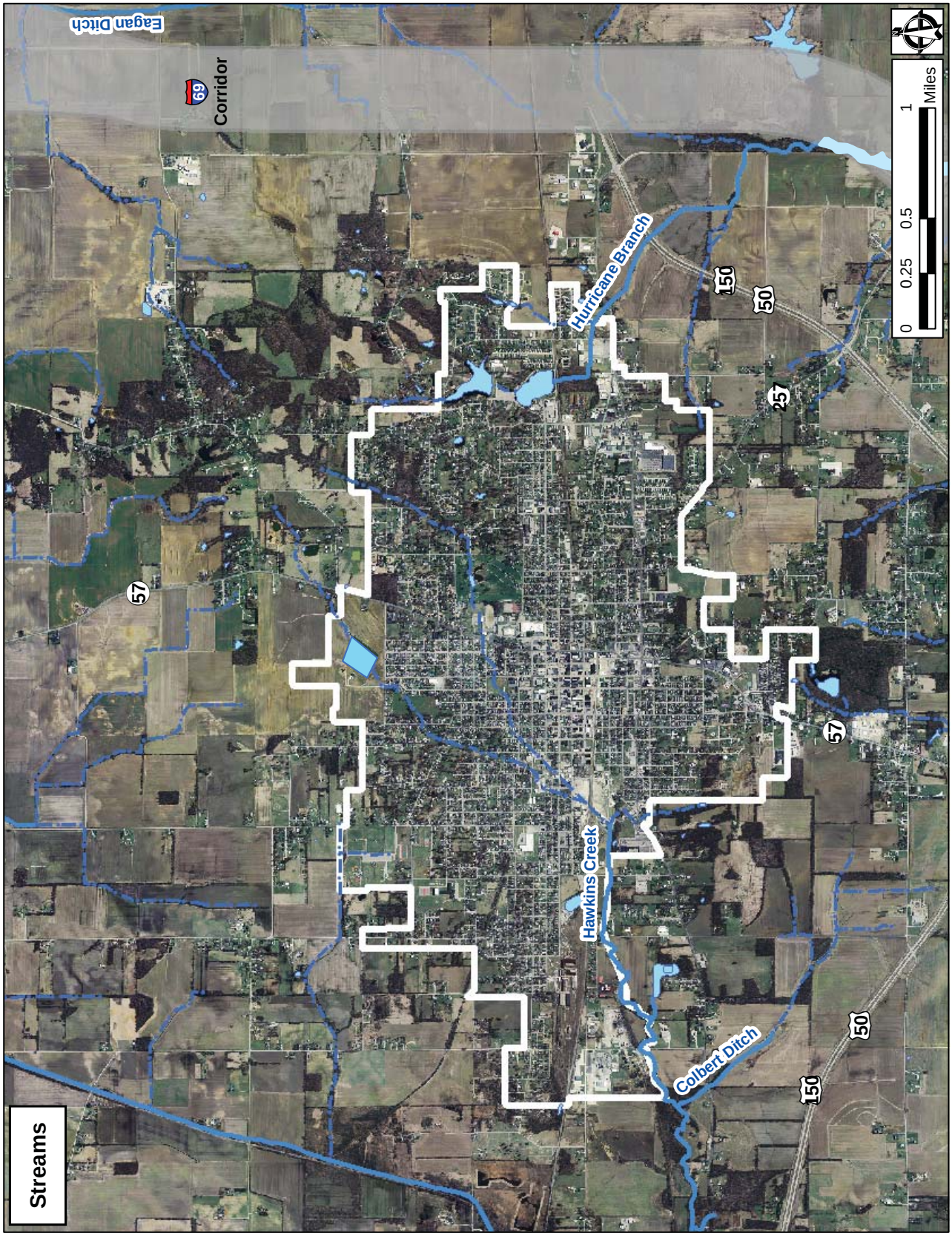
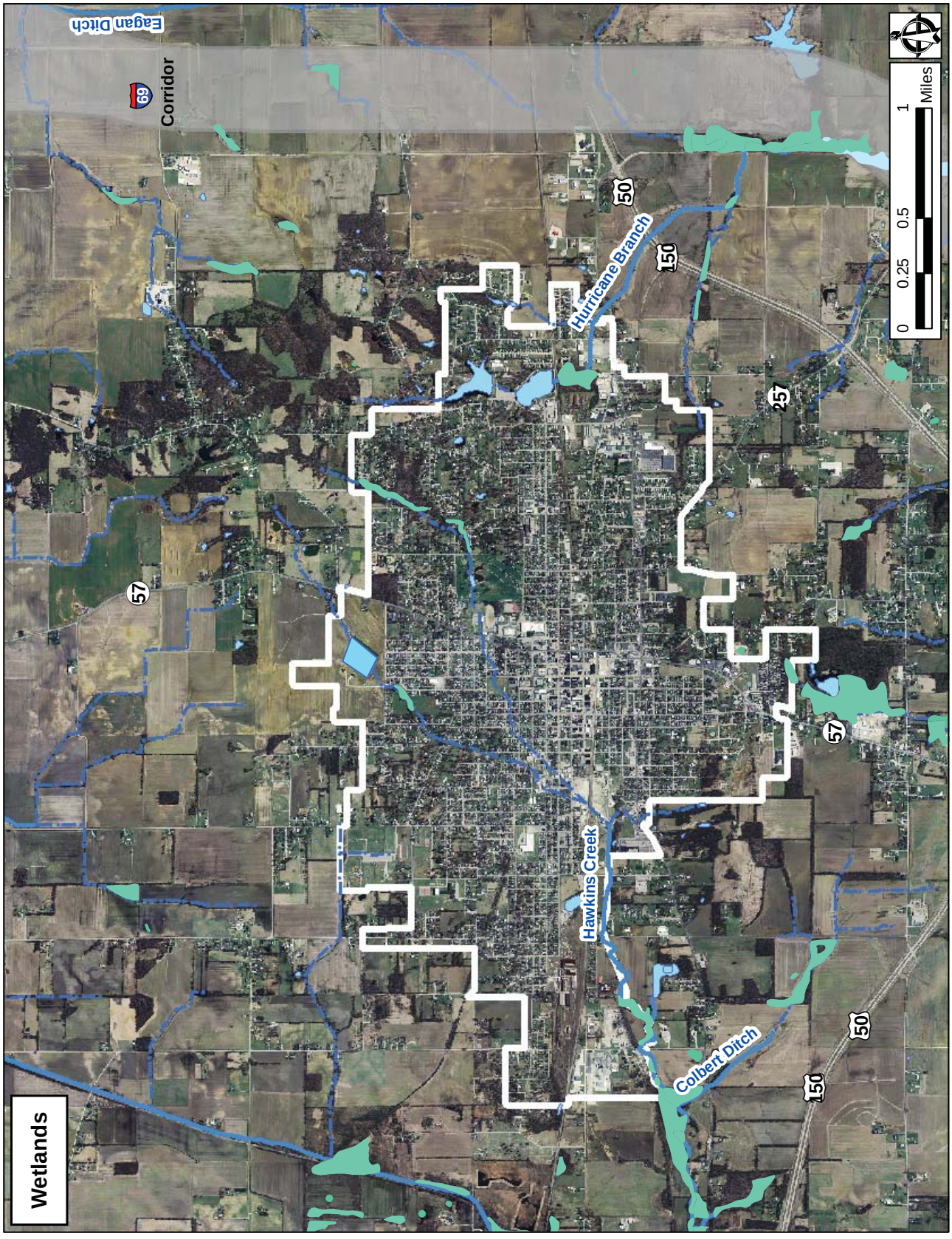


Figure 11: Wetlands



4. Nature

a. Conservancy District[11]

The Indiana Conservancy Act, IC 14-33, provides a vehicle by which landowners can organize a special taxing district to solve problems related to water resources management. Daviess County is served by the Prairie Creek Conservancy District headquartered in Washington. Its stated purpose is drainage, erosion, flood control, and recreation. Problems that can be solved through the Indiana Conservancy District Act are as follows:

1. Flood prevention and control.
2. Improving drainage.
3. Providing for irrigation.
4. Providing water supply, including treatment and distribution, for domestic, industrial, and public use.
5. Providing for collection, treatment, and disposal of sewage and other liquid wastes.
6. Developing forests, wildlife areas, parks, and recreational facilities where feasible in connection with beneficial water management.
7. Preventing loss of topsoil from injurious water erosion.
8. Storage of water for augmentation of stream flow.
9. Operation, maintenance, and improvement of any work of improvement for water based recreational purposes, or other work of improvement that could have been built for any other purpose authorized by the Act[12].

b. Wildlife Habitat and Threatened and Endangered Species

Natural Regions are "a major, generalized unit of the landscape where a distinctive assemblage of natural features is present. It is part of a classification system that integrates several natural features, including climate, soils, glacial history, topography, exposed bedrock, pre-settlement vegetation, species composition, physiography, and plant and animal distribution, to identify a natural region."[13] The City of Washington is located in the Plainville Sand Section of the Southwestern Lowlands Natural Region. The following natural region and section descriptions are from "The Natural Regions of Indiana" by Homoya et al. (1985).

The Southwestern Lowlands Natural Region is known for its low relief and extensive aggraded valleys. Much of the region is nearly level, un-dissected and poorly drained. The northern portion was glaciated by the Illinoian ice sheet. The extant natural communities are mostly forest types.

The Plainville Sand Section is a small area of eolian (wind blown) sand dunes east of the Wabash and White rivers. The sandy, acid soils are mostly in the Princeton, Bloomfield and Ayrshire series. The once prominent barrens community is virtually gone from the landscape. However, in a few degraded remnants, little bluestem (*Andropogon scoparius*), big bluestem (*A. gerardi*), Indian grass (*Sorghastrum nutans*), side-oats grama (*Bouteloua curtipendula*), New Jersey tea (*Ceanothus americanus*) and blackjack oak (*Q. marilandica*). The bull snake (*Pituophis catenifer*), ornate box turtle (*Terrapene ornata*; state endangered) and six-lined racerunner (*Cnemidophorus sexlineatus*) are geographically restricted here.

There are four records for three species of state endangered birds in and near the City of Washington. Only one record is within the incorporated boundary and the others are north of the city. All the birds are associated with prairie and grassland habitats. The southeastern corner of the city overlaps the delineated area for an Indiana Bat maternity colony (federally endangered) associated with Veale Creek. Indiana bats utilize dead trees (snags) and live trees with sloughing bark for summer roosting and often forage in tree canopy and over

11 Indiana Department of Natural Resources, Department of Water. Community Assistance and Information. Conservancy Districts Directory. Accessed 09/10/08. http://www.in.gov/dnr/water/9690.htm#8
12 Indiana Department of Natural Resources, Department of Water. Community Assistance and Information. What is a Conservancy District? Accessed 09/10/08. http://www.in.gov/dnr/water/9690.htm#8
13 Homoya, M. A., B. Abrell, J. R. Aldrich, and T. W. Post. 1985. Natural Regions of Indiana. In Proceedings of the Indiana Academy of Science For 1984, Vol. 94, edited by Donald R. Winslow, pp. 245-268, Indiana Academy of Science, Indianapolis.

water. No records for high quality natural communities were found in the area. Figure 12 shows the possible locations for Threatened and Endangered Species.

c. Managed Lands, Natural Areas and Recreation

There are two 2005 record holding "Big Trees" in Daviess County. Both the record red elm and the record yellow popular are near Washington. The Indiana Big Tree Register (IBTR) was initially based on the American Forestry Association's (now called American Forests) Big Tree Register, which began in 1945. American Forests' definition of a big tree was adopted by Indiana. A big tree is defined by three measurements: 1) circumference in inches at 4 ½ feet above the ground; 2) total height in feet; and 3) ¼ of the average crown spread measured in feet. These three measurements are then added together to give a point index. The tree of each species with the highest point index is considered the champion big tree. The Indiana Register is unique since tree selection is limited to native Indiana species. Trees of Indiana by Charles Deam is the guide used to determine whether a tree is native.

Indiana Department of Natural Resources, Division of Outdoor Recreation, maintains a database of all outdoor recreation facilities in the state that are publicly accessible. This includes access to playgrounds, picnic areas, sports fields, open spaces, and all manner of other outdoor recreation. The parks, schools and other facilities near Washington identified in this database (data currentness: June 2006) are shown in Figure 13. This database may be viewed and downloaded using the Indiana Map interactive viewer (http://129.79.145.7/arcims/statewide_mxd/viewer.htm). Park facilities in Washington are described on the Washington, Indiana website, http://www.washingtonin.us/index.html.

Eastside Park covers over 50 acres and includes two lakes stocked with fish. The beautifully manicured grounds have several sheltered sites for picnics and gatherings. Two enclosed buildings provide perfect settings for reunions and receptions. The screened-in pavilion has picnic tables for approximately 200 people. The community building is completely enclosed with restroom and kitchen facilities, and can accommodate approximately 300 people. Both are available by reservation. Other facilities at Eastside Park include a bandstand, a large playground area, and a war memorial called "The Hill of Heroes". Each July 4th the Parks and Recreation Department hosts a July 4th celebration. Also each Christmas the Parks and Recreation Department hangs about 40,000 Christmas lights among the trees at Eastside Park, creating a winter wonderland that folks drive many miles to visit. Park Amenities include: bandstand, gazebos, basketball courts, shelter houses, screened-in pavilion, community building, stocked lakes, paddle boat rentals, miniature train, homemade ice cream, charcoal grills and picnic tables, horseshoe pits, playground, and sand volleyball court.

South Park is located about 1/2 mile south of the Famous Black Buggy restaurant and market on Highway 57 South. This nine-acre park serves neighborhood residents south of town. The local Latino Soccer League claims the South Park soccer field as their league home. The park also has two baseball fields located in the middle of the park as wells as a shelter house, two basketball courts, and a playground.

Located on the west side of Washington, Longfellow Park is a 12 acres with shelter houses, two small playgrounds, a softball field, basketball goals, and a newly constructed skateboard park.

The Henry R. Gwaltney Sports Complex is a large multi-use sports park located on the Northwest side of town. The complex contains baseball, softball, and soccer fields. Tennis courts are also available. The complex also contains a shaded playground and three shelter houses.

d. Recreation and Tourism[14]

Located in southern Indiana Amish country, Washington has a number of opportunities for dining, auctions, and shopping that emphasize Amish goods and antiques.

14 Village Profile.com. Accessed 09/12/08. http://www.villageprofile.com/indiana/daviesscounty/index.html

Figure 12: Threatened and Endangered Species

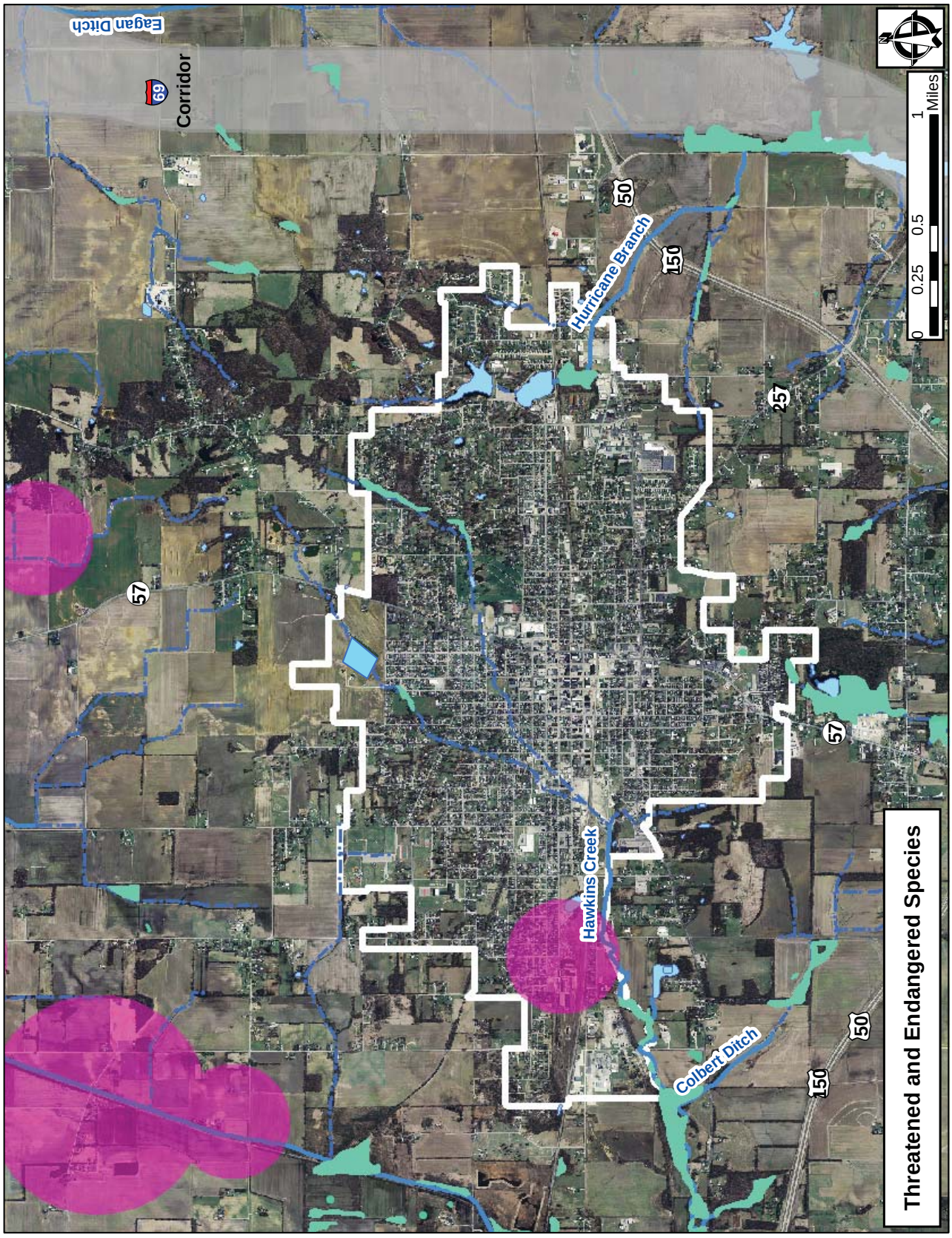
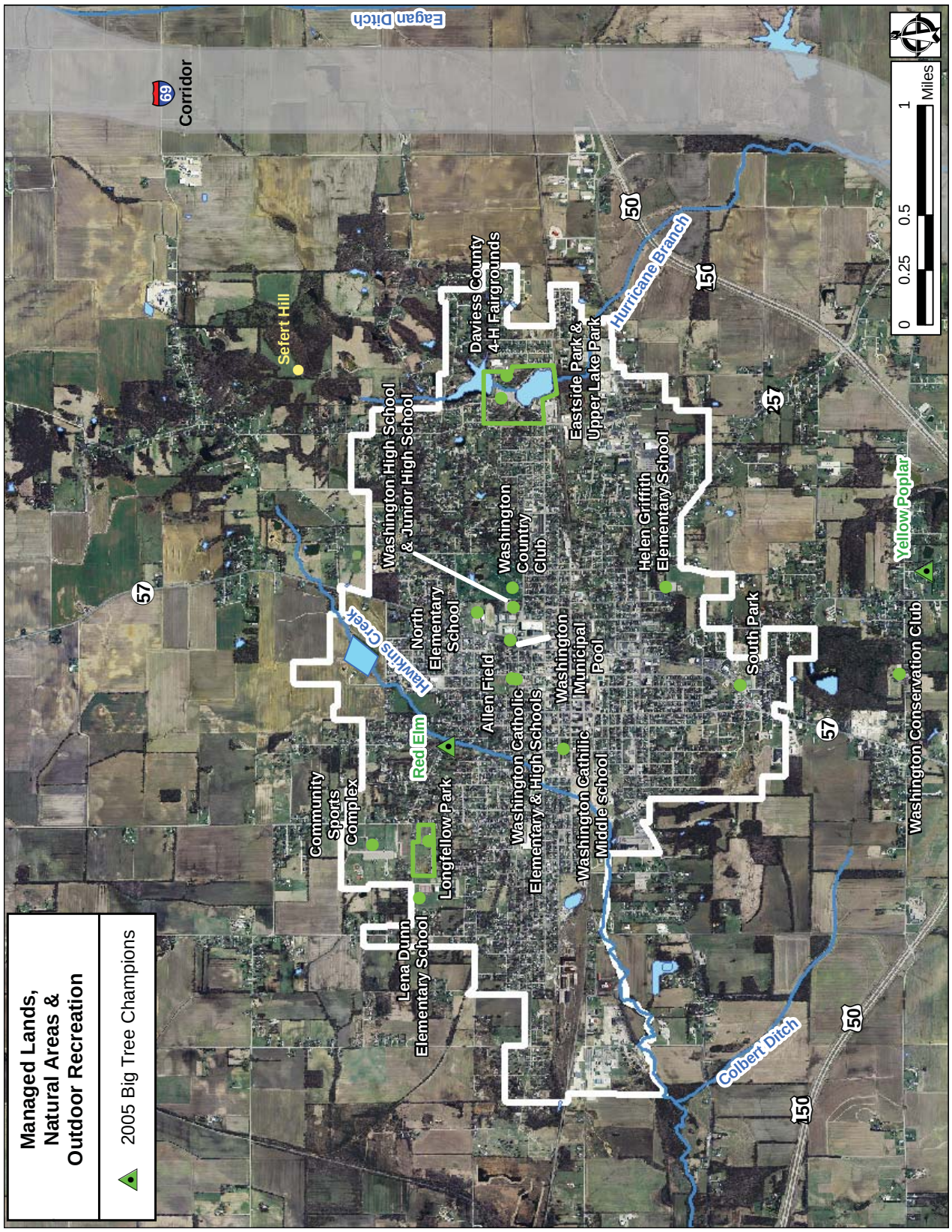


Figure 13: Managed Lands



The Daviess County Historical Museum on Main Street in Washington is a "must see" stop for a glimpse of real U.S. history. The museum is run by volunteers and professionals from the Daviess County Historical Society. Many 18th- and 19th-century Catholic and Protestant churches in Daviess County offer a look into how worship and faith shaped the American Midwest, and are open to the public. The museum's growing collection includes rare artifacts from American military history and the railroad era as well as glimpses of past life in area schools, churches and businesses, some of which date to the 18th century.

e. Coal Mining

Several underground mines are in or near Washington. All closed before 1910. There are three abandoned mine land sites south of Washington. They are the Horton site, the Sweeney site, and the Berras site. The location of these coal mines can be found on Figure 14.

D. SOCIAL CHARACTERISTICS

Population, housing and income characteristics are important considerations in determining the future land use and infrastructure needs of the community. These characteristics help determine the magnitude of future housing demand, the ability of residents to afford housing, and the ability of residents to support commercial activities.

1. Population Characteristics

a. Existing Population

Washington's population has slowly grown over the last century. Washington's most dramatic change in population occurred when the population increased by 1,675 between 1940 and 1950 and about 889 between 1910 and 1920. The population has fluctuated over the last twenty to thirty years. The city's highest population occurred in 2000 with 11,380 people. The population estimate from the U.S. Census for 2007 is lower than the population in 2000, but only by 13 people. Figure 15 shows the population trends for Washington since 1900.

b. Projected Population

Population forecasts for Daviess County and Washington were derived from the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer developed by Bernardin, Lochmueller and Associates that includes induced growth resulting from I-69. Population forecasts from Woods and Poole Economics, the Indiana Business Research Center, and the Regional Economics Model, Incorporated were examined to determine population projections to the year 2030 for counties through which I-69 will travel. Figure 16 and Table A-5 in Appendix A show projections for Daviess County based on the I-69 TAZ layer, the Indiana Business Research Center, and Woods and Poole Economics.

The Indiana Business Research Center forecasts to the year 2040 and is based on a regression analysis of historical population counts; whereas, Woods and Poole forecasts to 2030 and is based on economic forecasts of the U.S. Bureau of Economic Analysis. The I-69 TAZ forecast for Daviess County is slightly higher than projections from the Indiana Business Research Center and Woods and Poole. The TAZ layer has a population of 33,576 and 12,090 households for Daviess County in the year 2030. Woods and Poole shows a gradual increase in population up to 33,346 by 2030. The Indiana Business Research Center forecast also shows a gradual increase in population to 2030 and 2040 with a population of 33,288 in 2030 and 35,626 in 2040.

The population forecasts for Washington were derived using the I-69 TAZ layer. This forecast shows slow increase in population for the city to the year 2030. The city is anticipated to have a 2030 population of 12,301 and 1,235 households. Figure 16 includes the population projections for Washington along with the three sources for Daviess County.

Figure 14: Coal Mines

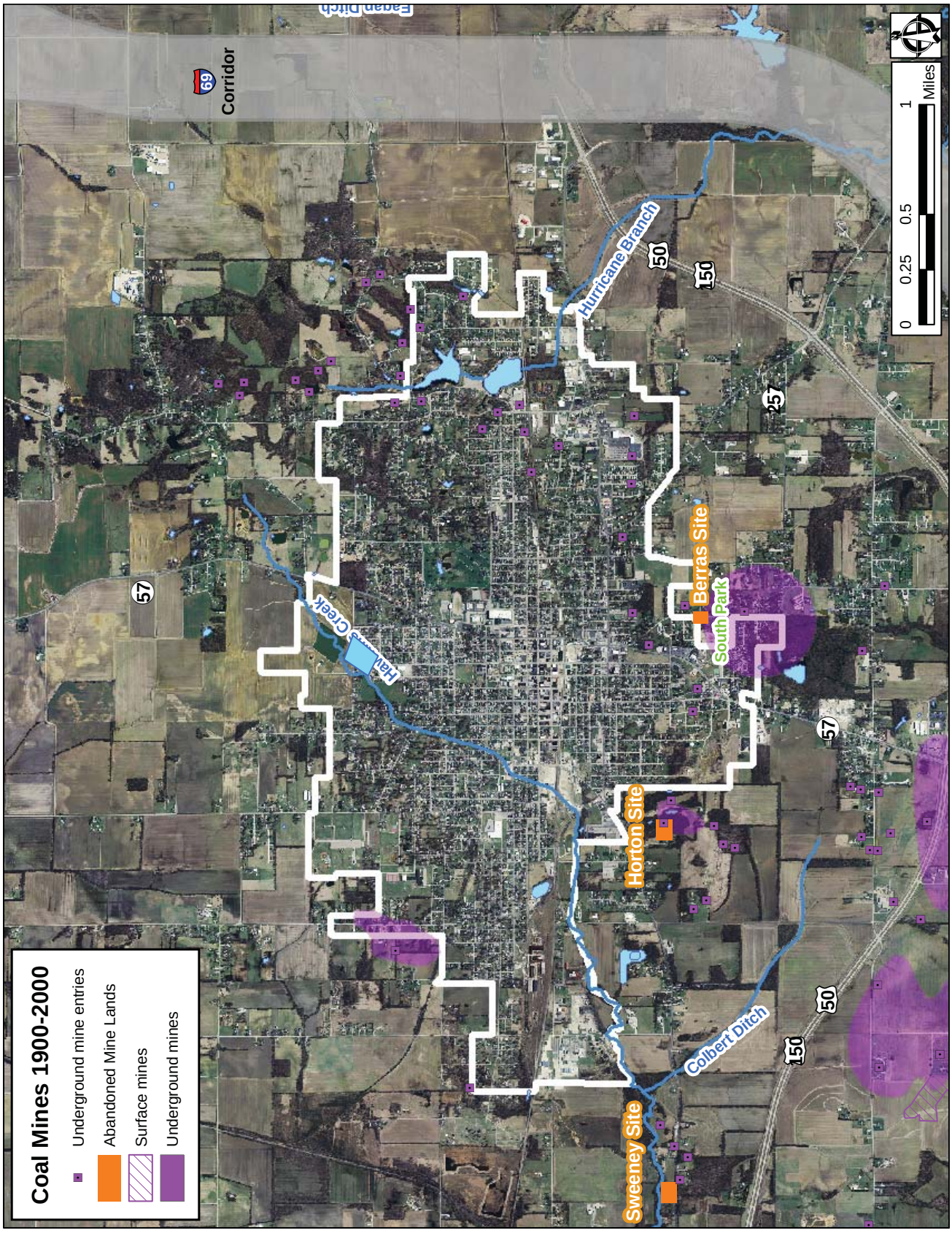


Figure 15: Population Trends

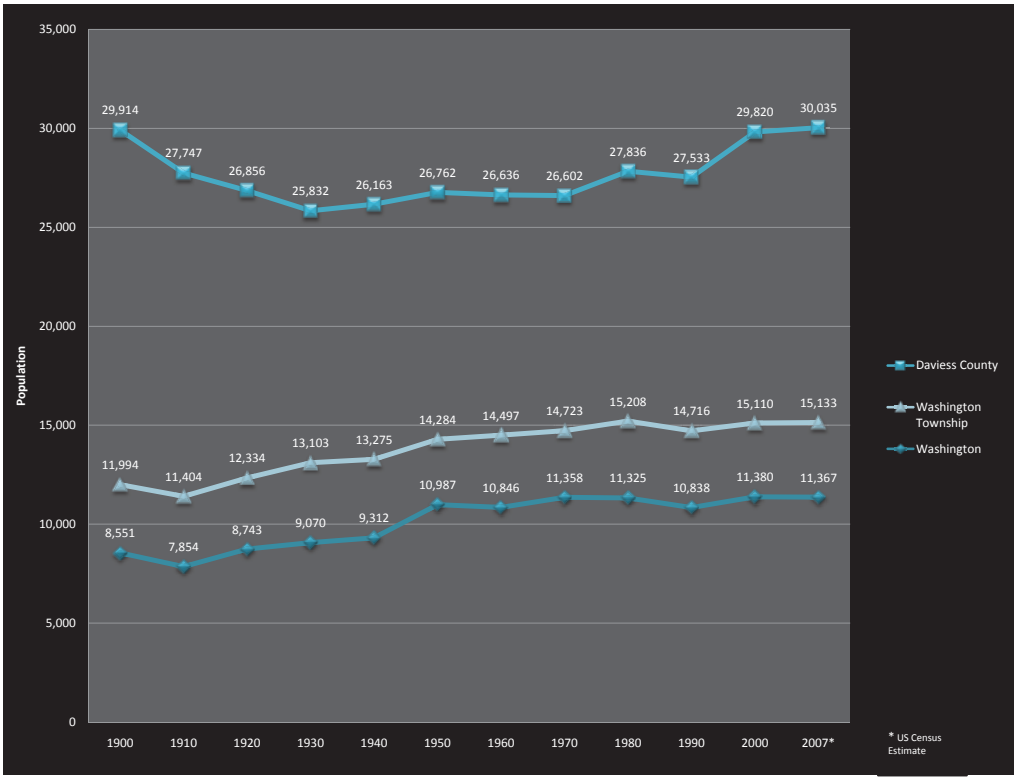
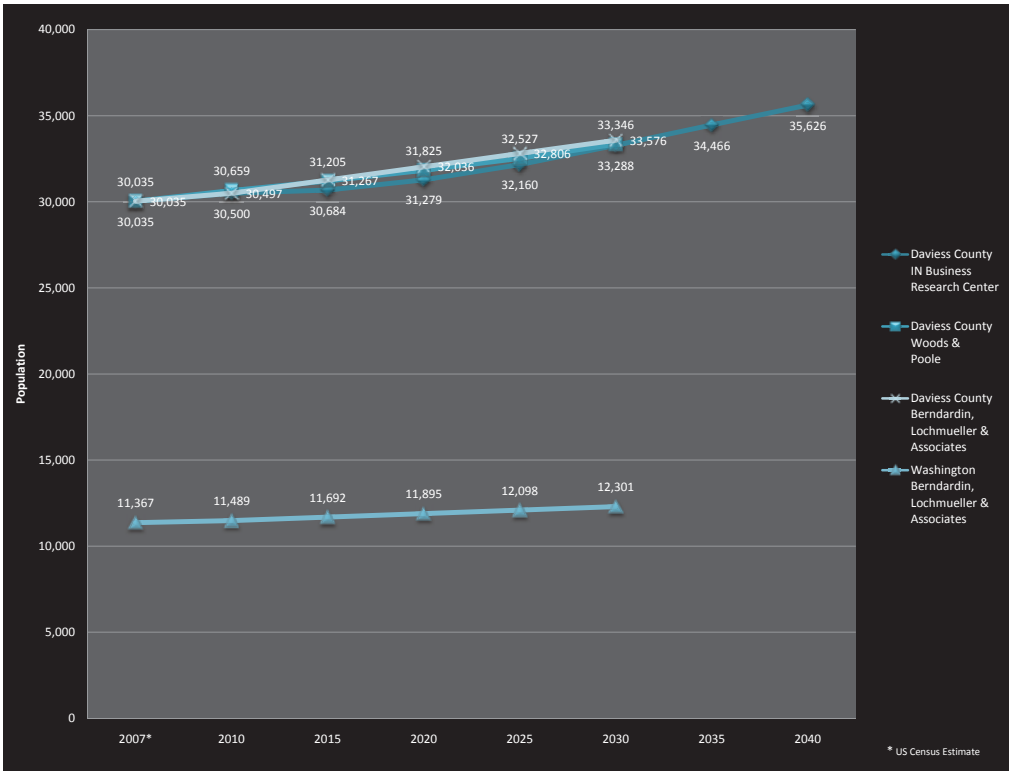


Figure 16: Population Forecasts



2. Demographic Characteristics

General demographic characteristics of the population are an indicator of the need for community facilities such as housing, education, and recreation. Table A-6 in Appendix A shows population, income and educational attainment data for Washington and Washington Township, Daviess County and Indiana for comparison.

a. Male/Female Population

In 2000, the male ratio in Washington was lower than the male ratio for Indiana (see Table A-6 in Appendix A), which was 47.3 percent in Washington and 49.0 percent in the state. The female ratio in Washington was higher than the state ratio; 52.7 percent and 51.0 percent, respectively. Washington Township and Washington all had a higher number of females than males. Daviess County had a male and female population of 49.3 and 50.7 percent, respectively.

b. Age

Washington had a higher median age (37.7 years) in 2000 than Indiana (35.2 years) and Daviess County (35.5 years). Washington Township had a median age of 38 years. Data from the U.S. Census revealed that in 2000, 23 percent of the total population in Washington was 60 years or older. Thirty-seven percent of the total population in Washington was between the ages of 30 and 59 in 2000 (see Figure 17).

Figure 17: Population Pyramid

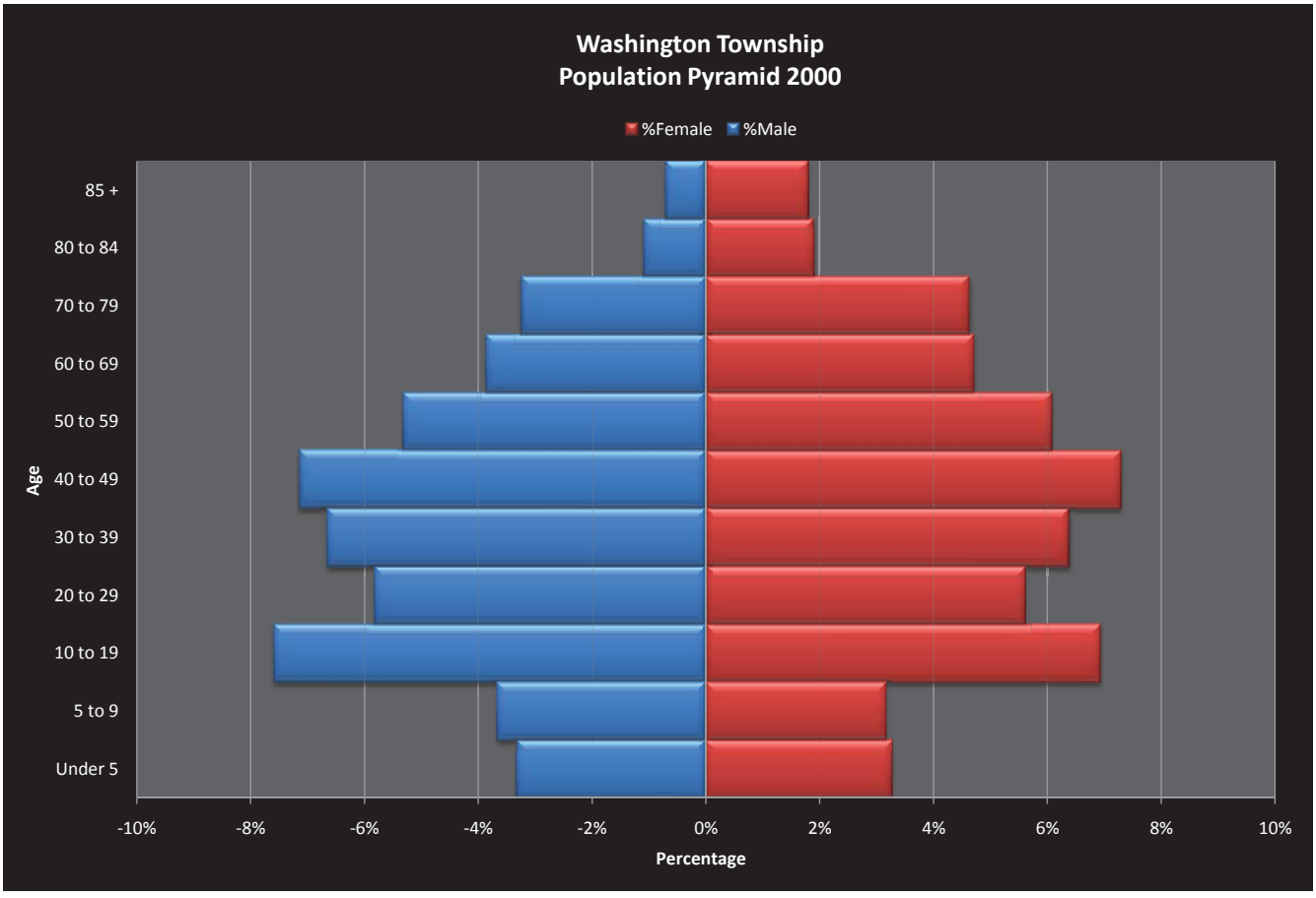
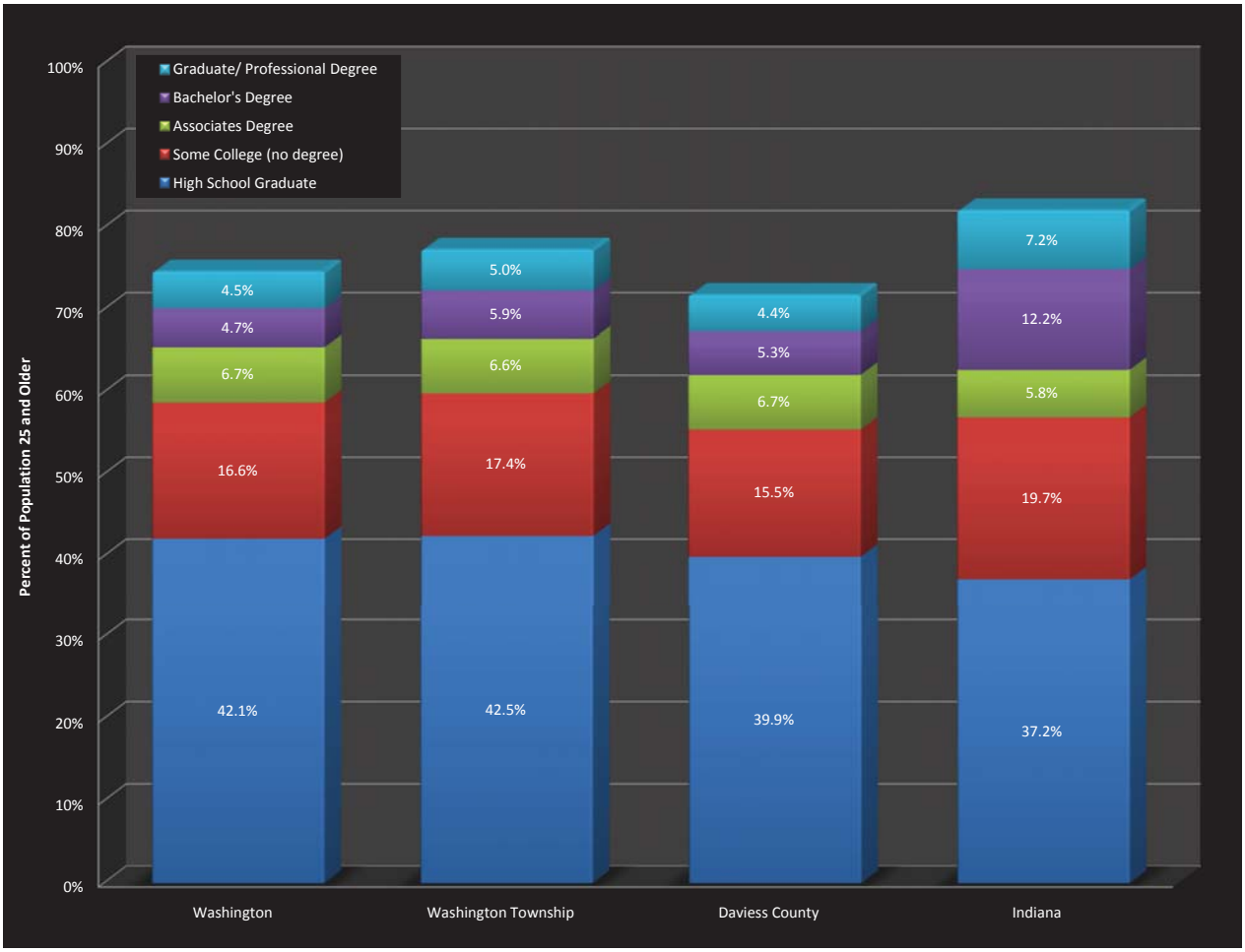


Figure 18: Educational Attainment



c. Education

Educational attainment for individuals in Washington is slightly lower than that of the county and state averages. In Indiana, 82 percent of people 25 years old and older have a high school degree or higher, compared to 72 percent in Daviess County and 75 percent in Washington. There is, however, a fairly low percentage of individuals with an associate degree or higher. Approximately 16 percent of both Washington and Daviess County have an associate degree or higher compared to 25 percent for the state. Figure 18 shows the percent of educational attainment for Washington, Washington Township, Daviess County, and the state of Indiana.

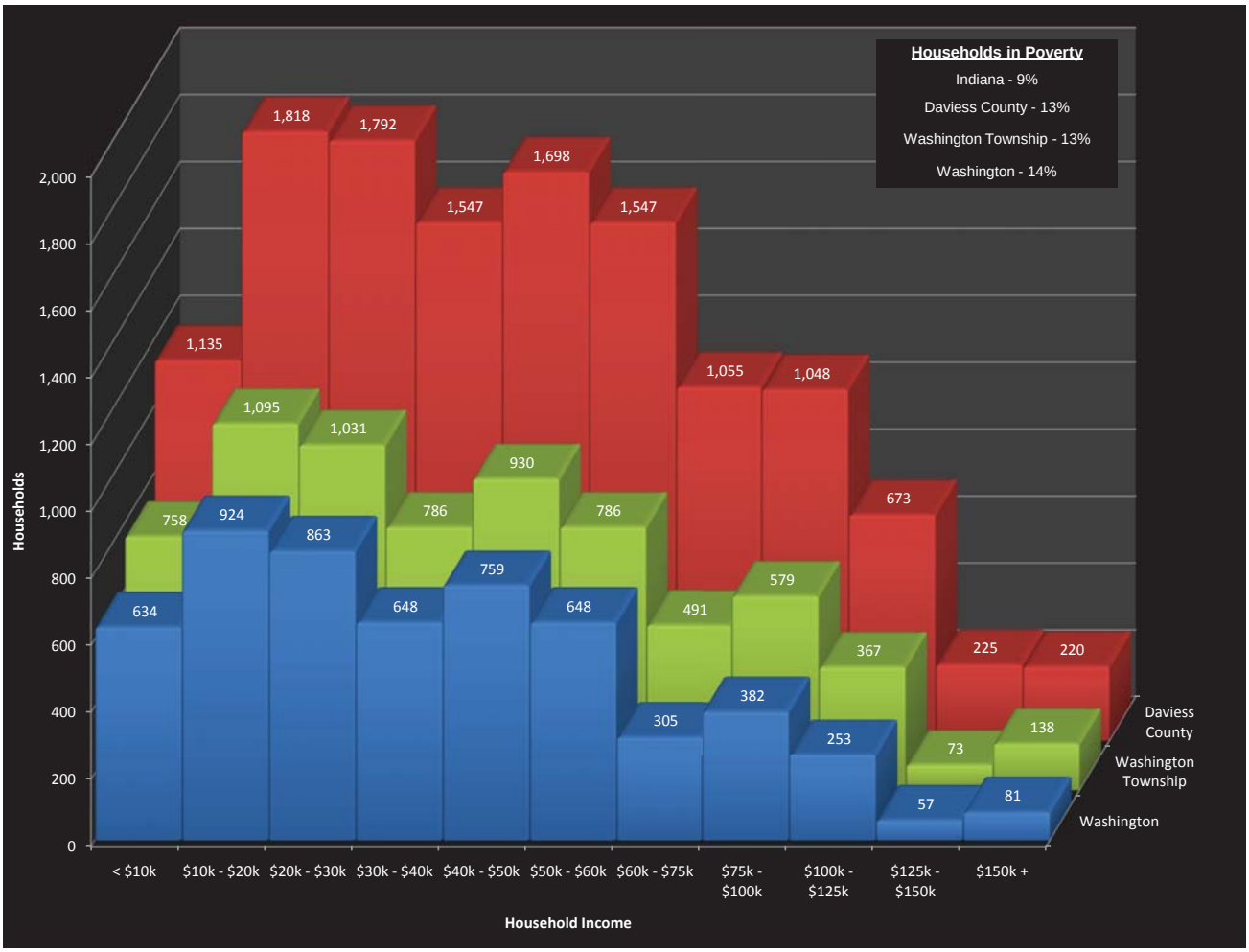
d. Ethnicity

Neither Washington nor Daviess County has a very diverse population. Out of the 11,380 residents in Washington, all but 535 are white according to the U.S. Census. That makes up 95.3 percent of the city's population. One percent of the city's population is black or African American. The remaining almost four percent fall into several other racial categories. Nearly 98 percent of Daviess County is white.

3. Income Characteristics

Household income and family income are two sources of income information. The median household income for Washington was $29,055 according to the 2000 U.S. Census, which was less than Washington Township at $31,326), Daviess County ($34,064) and Indiana ($41,567). The income grouping of $10,000 to $20,000

Figure 19: Household Income



occupies the highest amount of households in Daviess County, Washington Township and Washington. See Figure 19 for more household income data.

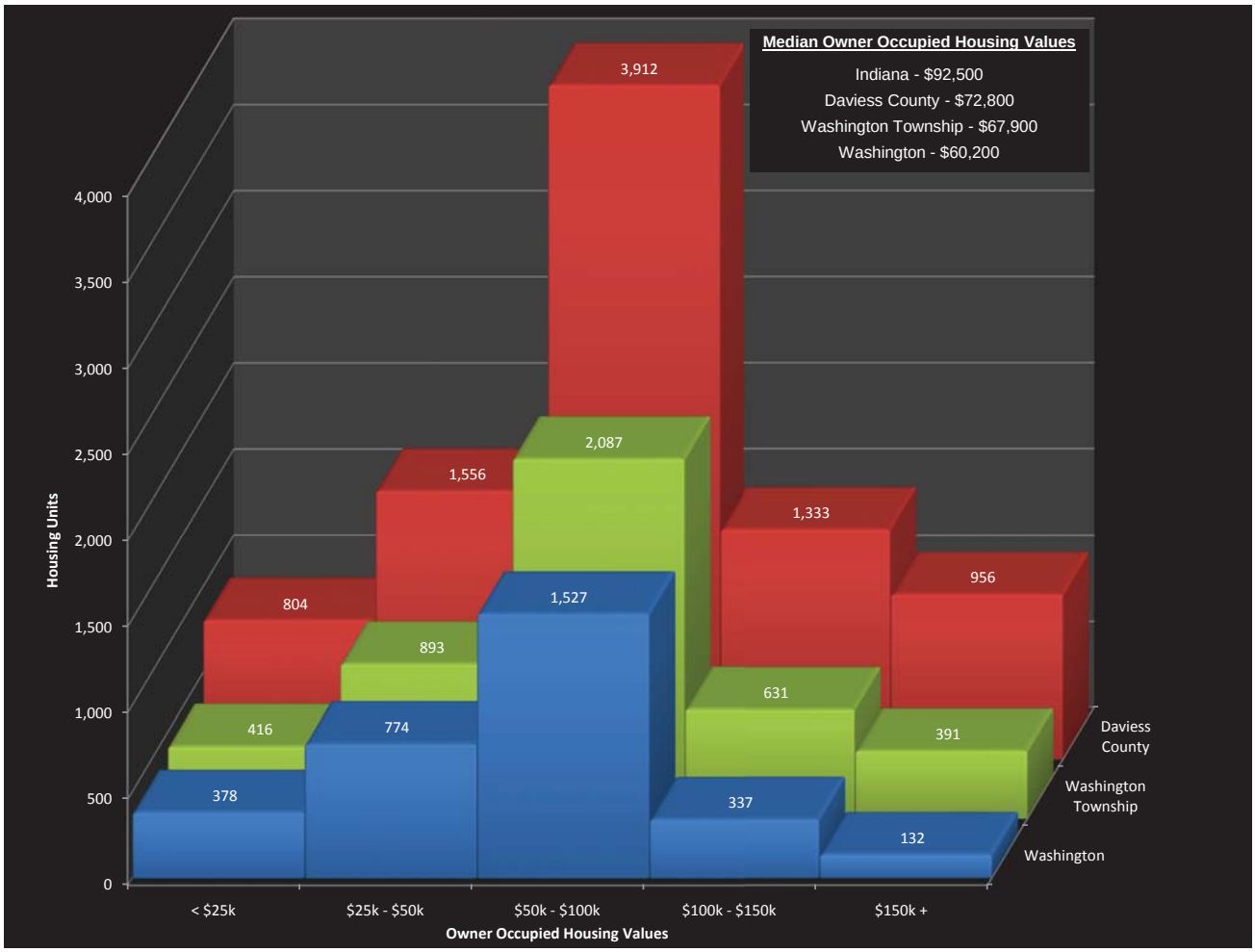
Family income is used to calculate the number of persons in poverty. The U.S. Census calculates the number of families below the poverty-level based on family income and family size. According to the 2000 U.S. Census, 10 percent of the families in Washington were below the poverty-level. This was higher than the number of families in poverty in Indiana (6.7 percent), but par to Daviess County (10 percent). See Table A-7 in Appendix A for more family income data.

4. Housing Characteristics

a. Existing Housing

Between 1990 and 2000, Washington's total housing units, number of households and the total population increased. The increase in the ten-year time span of housing unit was 290 (from 4,787 dwellings in 1990 to 5,077 dwellings in 2000) and the increase in households was 258 (from 4,400 households in 1990 to 4,658 households in 2000). During the decade, Washington experienced an increase in dwelling units, an increase in households, a slight decrease in household size (from 2.37 persons per household in 1990 to 2.36 persons per household). The household size in Washington in 2000 was less than that of Daviess County and Indiana (see Table A-8 in Appendix A).

Figure 20: Housing Value



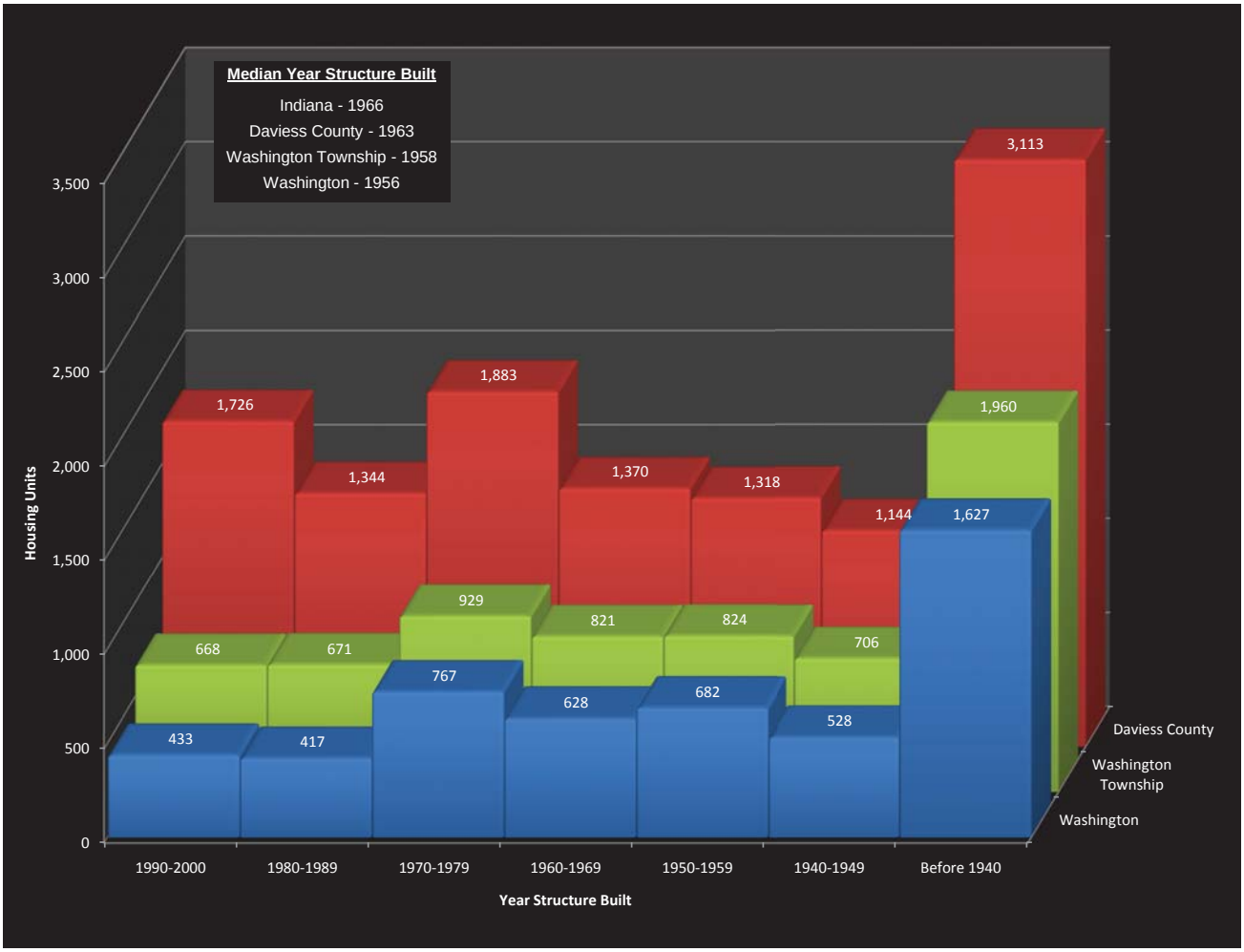
The vacancy rate for housing is a strength indicator of the housing market. The number of vacant housing units increased by 34 units between 1990 and 2000. The percent of vacant units in Washington was 8.3 percent in 2000 compared to the 8.1 percent vacancy rate in 1990. This was lower than the county-wide vacancy rate of 8.4 percent, but higher than the state-wide vacancy rate of 7.7 percent.

The median value of housing in 2000 was $92,500 in Indiana, $72,800 in Daviess County and $60,200 in Washington. Along with Indiana and Daviess County, the median value of housing in Washington increased between 1990 and 2000. Between 1990 and 2000, Indiana's median value of housing increased by almost 73 percent and Daviess County's increased by nearly 81 percent; however, Washington's median value of housing only increased by 66 percent from 1990 to 2000. See Figure 20 for housing value data.

According to the U.S. Census, 25 percent of owner-occupied housing in Washington was valued between $25,000 and $49,999 in 2000. Twelve percent of owner-occupied housing in Washington was valued less than $25,000 or less (compared to Six percent for Indiana) and only 15 percent were valued at $100,000 or more (compared to 44 percent for Indiana).

The median monthly contract rent was $432 in Indiana, $276 in Daviess County and $281 in Washington in 2000. Indiana and Washington both had increasing monthly contract rents between 1990 and 2000 while the rent in Daviess County decreased by one dollar. The rent in Washington raised $6 compared to the $58 raise in rent in the state.

Figure 21: Age of Housing



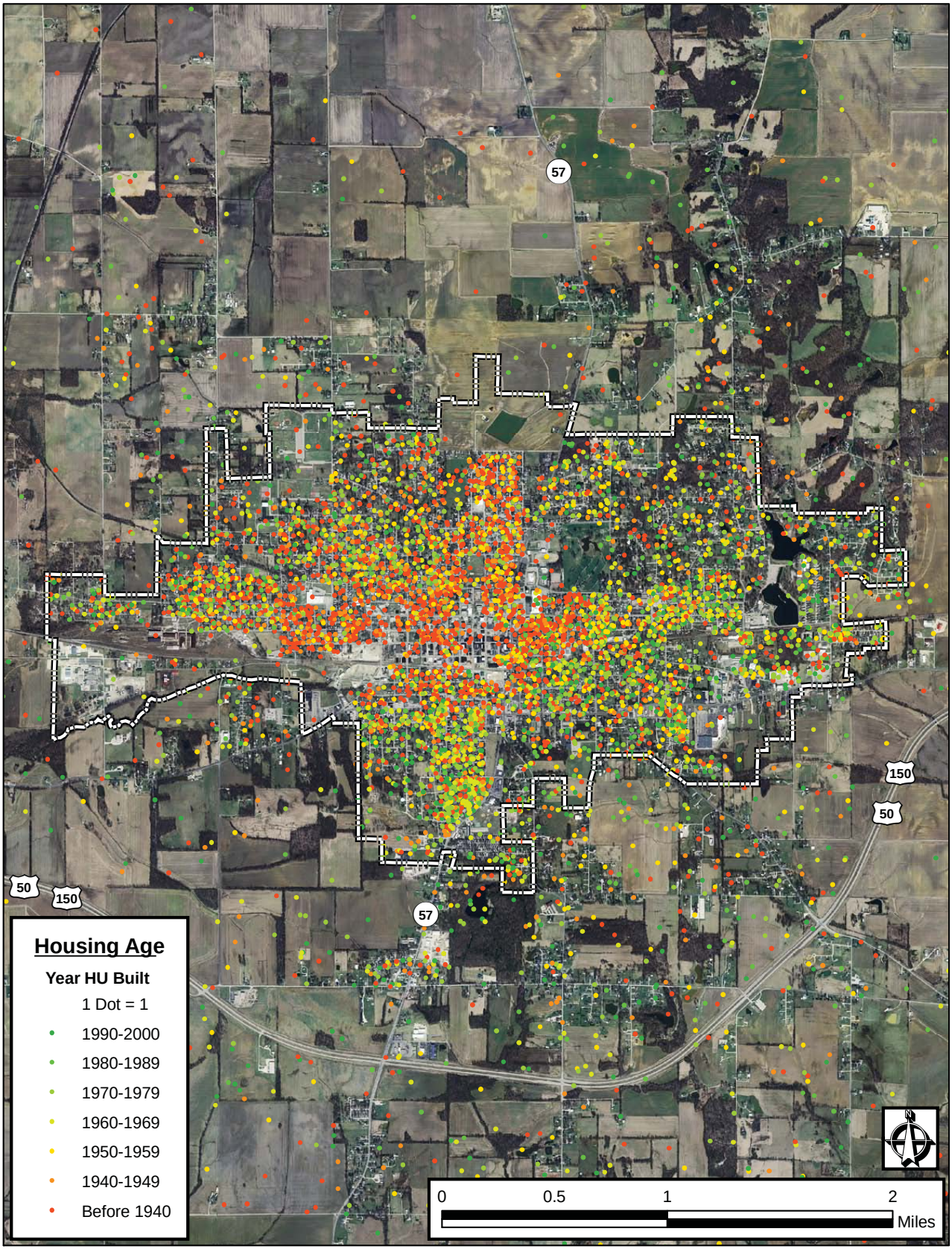
The most significant variable explaining the lower median value of housing and lower median rent in Washington and Daviess County versus other communities is the type of housing (see Table A-8 in Appendix A). Washington and Daviess County both have a higher percentage of mobile homes than the state. While the housing mix in Indiana was 74 percent single-family, 19 percent multi-family and seven percent mobile home, Daviess County's housing mix was 79 percent single-family, nine percent multi-family and 11 percent mobile home. Washington's housing mix was 74 percent single-family, 17 percent for multi-family and eight percent for mobile home units.

The age of housing in the community is a reflection of the rate of growth of the community and is an indicator of the need for housing rehabilitation or housing replacement when rehabilitation is not economical. As shown in Table A-8 in Appendix A, the median year housing was built in Washington was 1956 compared to 1963 in Daviess County. Thirty-two percent of the housing stock in Washington was built prior to 1940 (see Figure 21). Only nine percent of the housing stock in Washington was built between 1990 and March 2000 (see Housing Age Map Figure 22).

b. New Housing Permits

According to the U.S. Census, the City of Washington issued 317 new housing permits from 1990 through 1999 that resulted in a net increase of 290 dwelling units in the past decade. From 1996 through 2007, there were 336 building permits issued in the City of Washington according to the U.S. Census. That translates to 28 over 27 permits each year over the past 12 years. The actual number of permits issued ranged from 14 permits in

Figure 22: Housing Age



2002 to 97 permits in 2006. There were only 15 permits issued in 2007. Washington is the only jurisdiction in Daviess County that issues building permits.

c. Projected Housing Units

The population and household projections from the I-69 TAZ layer, described earlier under projected population, were used to determine projected housing units for Washington. Assuming a constant vacancy rate between 2000 and 2030, projected housing units could be calculated using the vacancy rate and projected number of households from the I-69 TAZ layer. Using these assumptions, a projection of 5,608 housing units is calculated for Washington. This is a net increase of 531 housing units from the year 2000. See Table A-9 in Appendix A for more information on projected housing units. However, new housing permit trends indicate about 616 new housing units will be build between 2008 and 2030; some of these new housing units will replace housing that is demolished.

d. Housing Affordability

One way to look at affordable housing is to compare the median value of housing to the median household income. The median value of a house in Washington ($60,200) is 2.07 times higher than the median household income ($29,055) according to the year 2000 U.S. Census. In Indiana, the median value of housing ($92,500) is 2.23 times higher than the median household income ($41,567). For Daviess County, the median value of housing ($72,800) is 2.14 times higher than the median household income ($34,064). Another important aspect of affordability is home ownership. Sixty-eight percent of the occupied housing units in Washington are owner occupied compared to 79 percent in Daviess County and 71 percent in Indiana.

The median value of housing in Washington is much lower than that of Daviess County or the State of Indiana. However, the median household income is also much lower. Based on a comparison of median household income and median housing value, housing in Washington is more affordable to Washington residents than the overall affordability of housing in Daviess County. There is concern with the number of renter occupied housing units in Washington. Over 32 percent of all occupied housing units in the city are renter occupied. That is higher than the percentage for Daviess County and all other incorporated communities in the county.

E. ECONOMIC CHARACTERISTICS

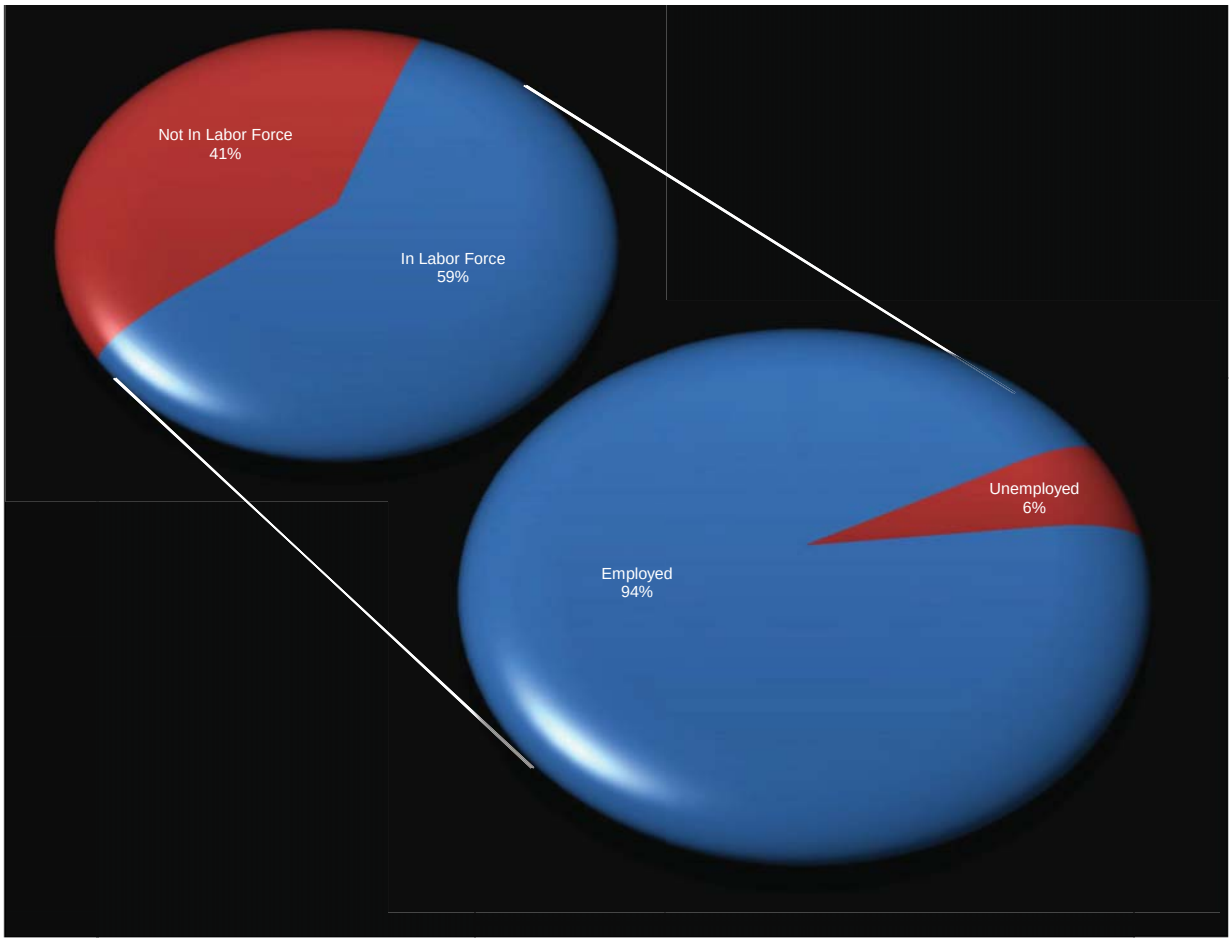
The economic overview of Washington consists of two components including the workforce (labor market) and the employment available (job market). The characteristics of the labor force involve employment characteristics by place of residence that are derived from the U.S. Census. The characteristics of the employment market are reported in employment by place of work from Woods and Poole's Complete Economic and Demographic Data Source (CEDDS), as well as employment studies. Table A-11 in Appendix A highlights the economic characteristics for Washington and Daviess County for the years 2000 and 2030.

1. Workforce Characteristics

a. Existing Workforce

The labor force of a community is the community's population 16 years and older that is working or is seeking employment. In 2000, Washington's labor force was 5,208 or 59 percent of the population 16 years and older (see Figure 23). In 2000, Daviess County's labor force was 63 percent of the population 16 years and older. There were no people in the military component of the labor force in Washington in 2000. There were eight people in the military in Daviess County in 2000, according to the U.S. Census. The unemployment rate in Washington in 2000 was six percent. Daviess County's unemployment rate was four percent and the state's unemployment rate was 4.9 percent in 2000.

Figure 23: Labor Force



b. Projected Workforce

The number of people in the labor force in Washington increased by 9.5 percent between 1990 and 2000, from 4,756 to 5,208. This increase is greater than the increase in population between 1990 and 2000. In 1990, eight percent of the people in Washington were unemployed. In 2000 that number decreased to six percent. The number of people in the labor force in 1990 was 44 percent of the total population and in 2000 it was 46 percent. If 46 percent of the population is in the labor force in 2030, there will be 5,600 people in the labor force.

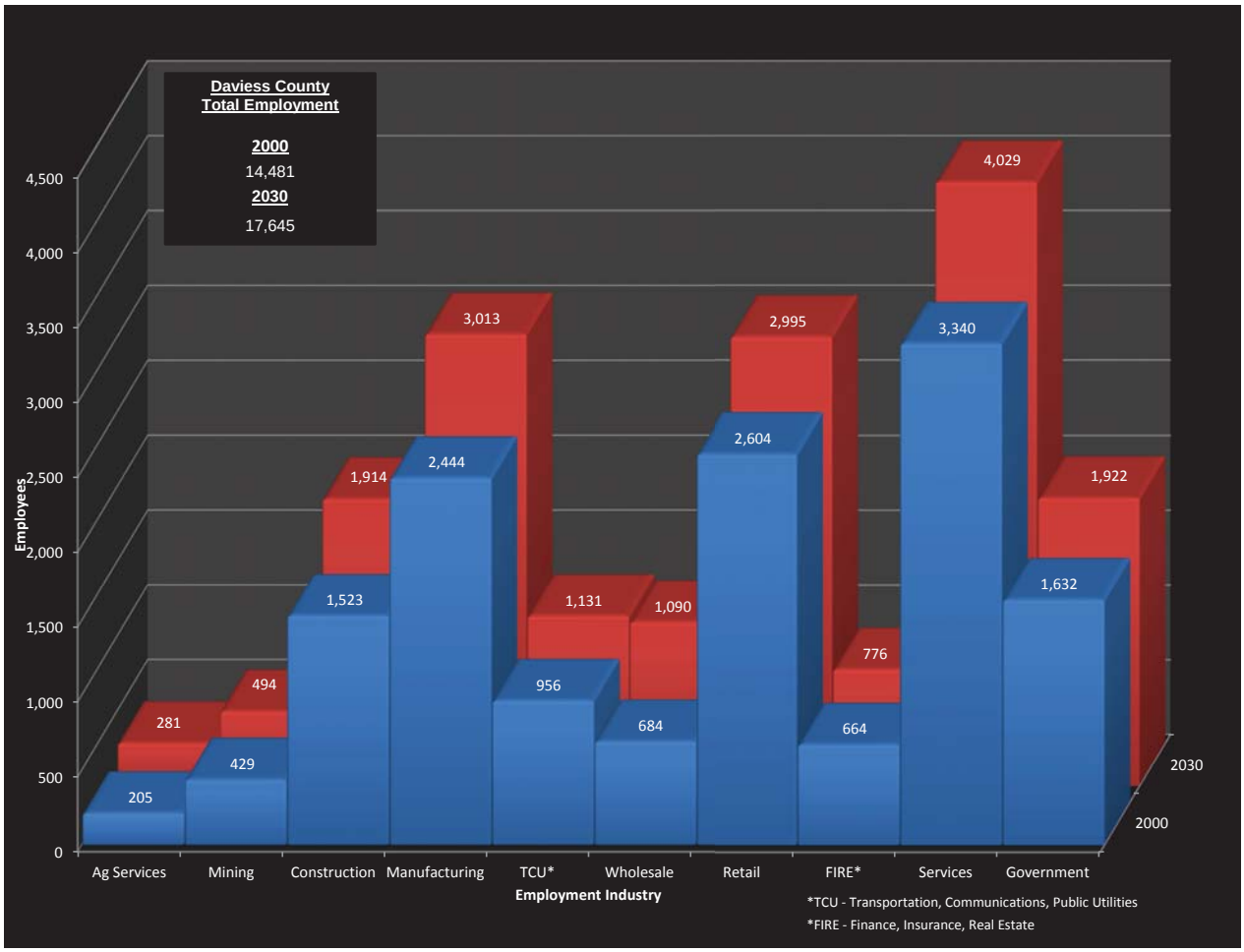
2. Employers/Jobs

a. Existing Jobs

Employment reported by place of work from the I-69 TAZ layer is categorized by major industrial sectors in Table A-11 in Appendix A for Daviess County. The Services sector employs the greatest number of people in Daviess County (23 percent). The Retail Trade and Manufacturing sectors are the next largest sectors in Daviess County, employing between 18 and 17 percent of the workforce in 2000 (see Figure 24).

In Washington, the Service sector is by far the largest employer. There are 3,007 employees in Service which makes up 30 percent of the city's employment. The Retail sector (2,174 employees) and government (1,451 employees) together with Service sector, make up 66 percent of Washington's employment (see Figure 25).

Figure 24: Employment by Major Sector for Daviess County



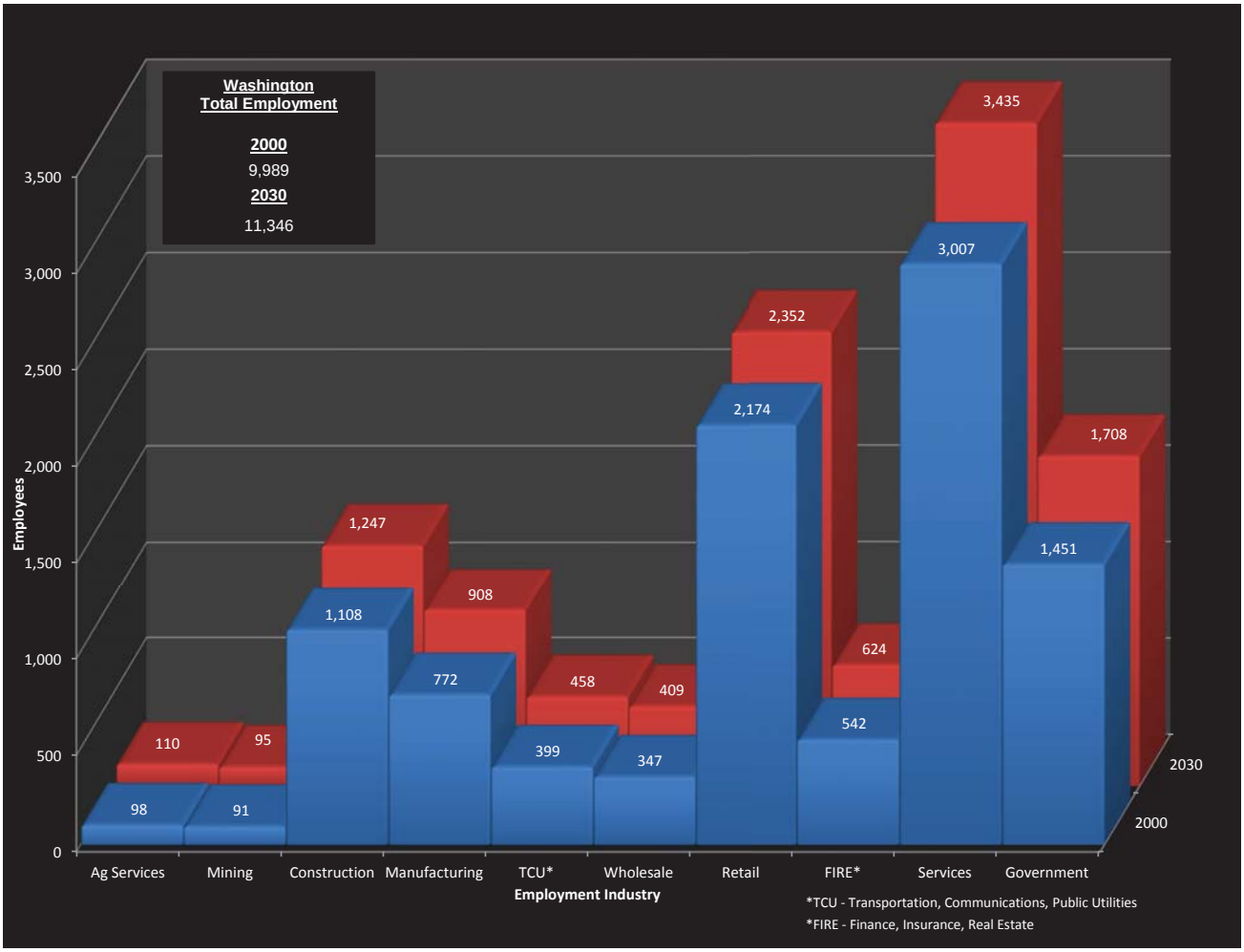
There are several large businesses located throughout Washington. Several businesses are located along SR 57 on the south side of the city, including Wal-Mart, Baymont Inn, the Black Buggy, and several small retail stores. There are also several businesses located on the east side of the city on US 50/150, including a Jay C grocery store, Save-a-Lot grocery store, Holiday Inn, restaurants, and banks. Downtown Washington has several small businesses, banks, and a few restaurants. The majority of businesses in downtown Washington are located along Main Street.

b. Projected Jobs

According to projections made in the I-69 TAZ layer, the Services sector will employ the most people in Daviess County in the year 2030 (23 percent of all jobs). The Manufacturing and Retail Trade sectors will employ the next highest number of people in 2030 with 17 percent each. The Mining and Agricultural Services sectors will employ the least number of persons in 2030 (2.8 percent and 1.6 percent, respectively).

Washington accounted for 69 percent of the non-farm jobs in Daviess County in the year 2000, but is projected to account for only 64 percent of the non-farm jobs in Daviess County based on the existing corporate limits of the city. With the exception of the Finance/ Insurance/ Real Estate, Services and Government sectors, job growth in Daviess County will out pace the City of Washington between 2000 and 2030. Over the 30-year period, Washington is forecasted to have 1,357 new jobs, about 412 jobs associated with industrial uses, 688 jobs associated with commercial uses, and 257 jobs associated with governmental uses. Outside the existing city limits, the balance of Daviess County is forecasted to have 1,807 new jobs, about 1,270 jobs associated

Figure 25: Employment by Major Sector for Washington



with industrial uses, 504 jobs associated with commercial uses, and 33 are jobs associated with governmental uses. Thus, the key issues are the availability of undeveloped land within the current city limits to accommodate job growth forecasted for Washington and the extent to which Daviess County job growth is accommodated in the fringe area of Washington.

3. Commuting and Travel Time

According to the 2000 U.S. Census, 55 percent of Washington residents work in Washington; therefore, 45 percent of Washington residents work outside of the city. Eighteen percent of Washington residents work outside of the city but still in Daviess County. Twenty-seven percent of residents work outside of Daviess County.

Table A-12 in Appendix A shows which counties Daviess County residents commute to and which residents from surrounding counties commute into Daviess County. Figure 26 also shows this pattern.

Table A-13 in Appendix A shows the percentage of commuters by travel time. Sixty percent of Washington workers 16 years and older in the commuter flow have a travel time to work that is less than 15 minutes. 14 percent have a 15 to 29 minute commute to work while 5 percent travel more than one hour to work (see Figure 27).

Figure 26: Commuters to and from Daviess County

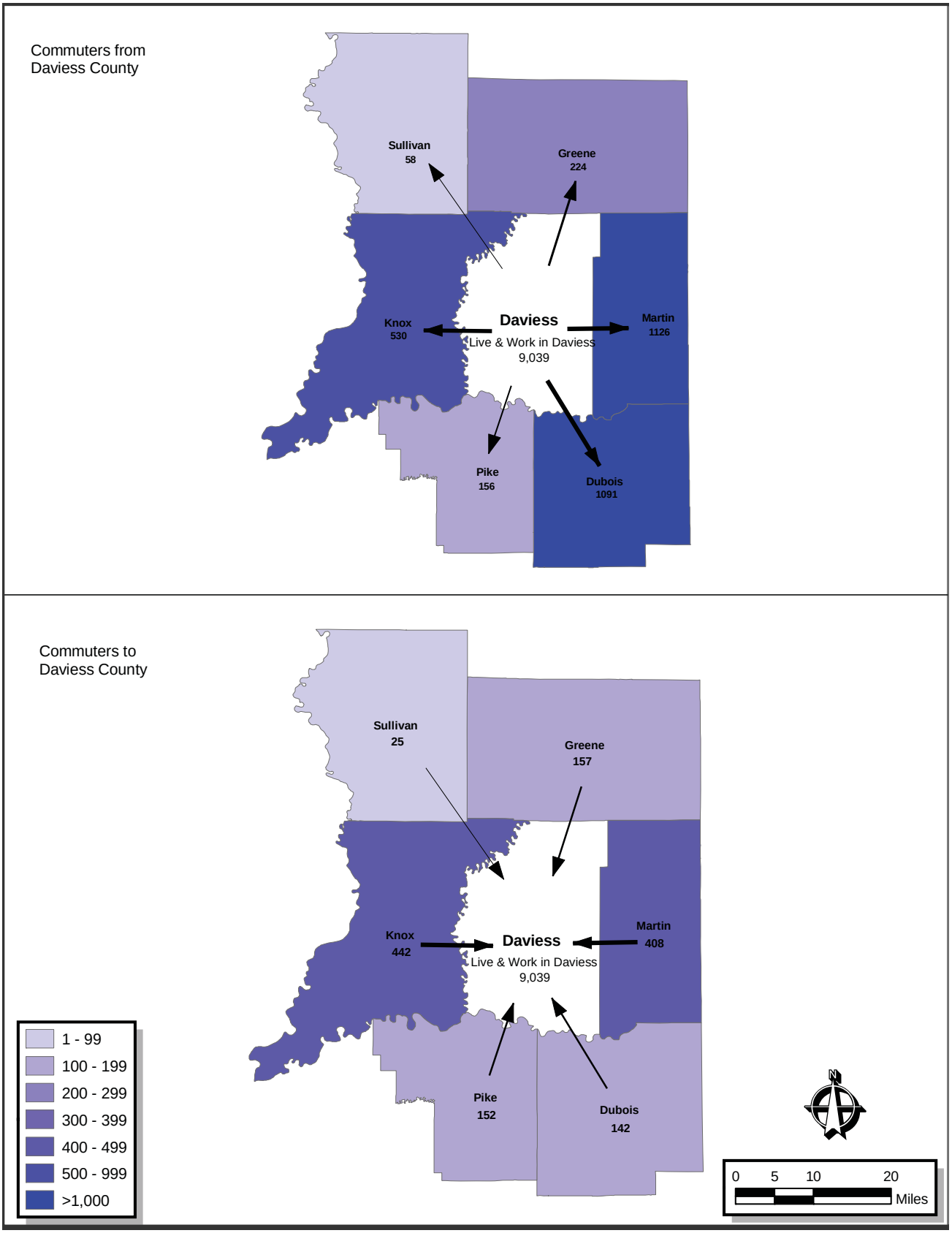
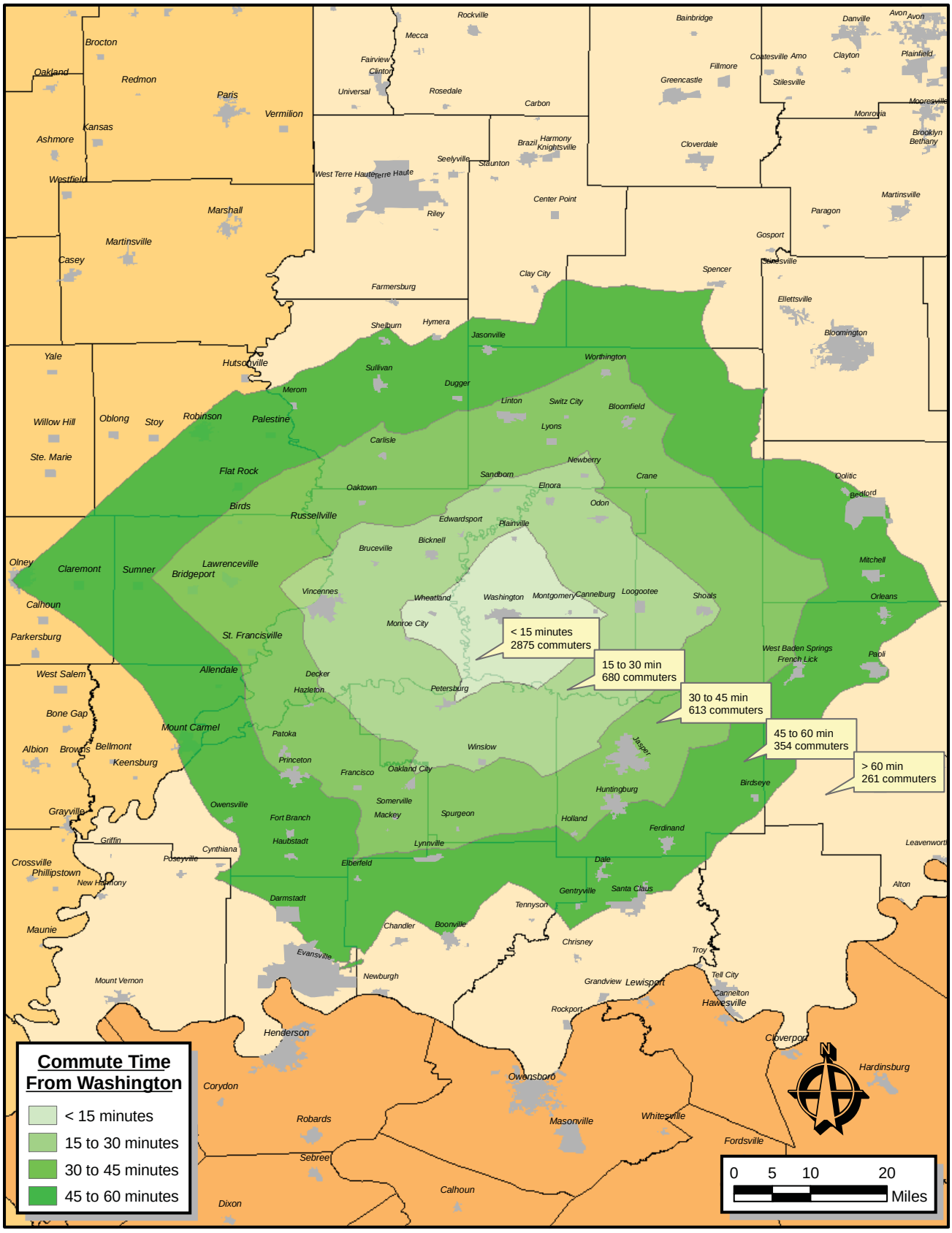


Figure 27: Commuting Time



A. LAND USE

1. Existing Land Use

Using 2005 IndianaMap Natural Color Orthophotography of Daviess County as a base map and a field survey of the Washington area, an inventory of existing land use within and around the corporate limits of Washington was completed. The 2005 IndianaMap Natural Color Orthophotography is a high resolution color aerial photograph used to find detailed data for Washington.

Figure 28 and Figure 29, along with Table 3 show the results of the field survey. Built urban land uses comprise 2,335 acres of the total 2,450 acres within the corporate limits of Washington (excludes roads and right-of-ways). The other 115 acres includes 41 acres of agricultural/forest land and 74 acres of vacant lots.

Table 3: Washington Existing Land Use

2008 Existing Land Use				
Land Use Category	**Acreage**	**Percent of Category**	**Percent of Developed Area**	**Percent of Total Area**
Residential	**1,559.2**		**66.8%**	**63.6%**
Single-Family	1,432.2	91.9%	61.3%	58.4%
Mobile Home	84.4	5.4%	3.6%	3.4%
Multi-Family	42.6	2.7%	1.8%	1.7%
Commercial	**239.6**		**10.3%**	**9.8%**
Retail/Services	166.2	69.4%	7.1%	6.8%
Professional Office	49.5	20.6%	2.1%	2.0%
Vacant	23.9	10.0%	1.0%	1.0%
Industrial	**175.2**		**7.5%**	**7.1%**
Public/Quasi-Public	**361.4**		**15.5%**	**14.7%**
Parks/Recreation	171.5	47.5%	7.3%	7.0%
Churches/Cemeteries	29.6	8.2%	1.3%	1.2%
Education	81.7	22.6%	3.5%	3.3%
Government	35.9	9.9%	1.5%	1.5%
Utilities	29.9	8.3%	1.3%	1.2%
Other	12.7	3.5%	0.5%	0.5%
Developed Subtotal	**2,335.3**		**100.0%**	**95.3%**
Undeveloped Land	**115.0**			**4.7%**
Agricultural/Forest Land	41.0	35.7%		1.7%
Vacant Land	73.9	64.3%		3.0%
Total	**2,450.3**			**100.0%**

source: Bernardin, Lochmueller and Associates, Inc.

** Rounded to the nearest 0.1 acres.*

° Total of unincorporated county area and total of county area excludes roads and right-of-ways.

a. Residential

The residential land use category includes single-family detached dwellings, mobile homes and multiple-family attached dwellings. There are 1,559 acres of developed residential land uses in Washington which makes up 64 percent of the city's area. Of the 1,559 acres of developed residential land, 1,432 acres (92 percent) are

Figure 28: Washington Existing Land Use

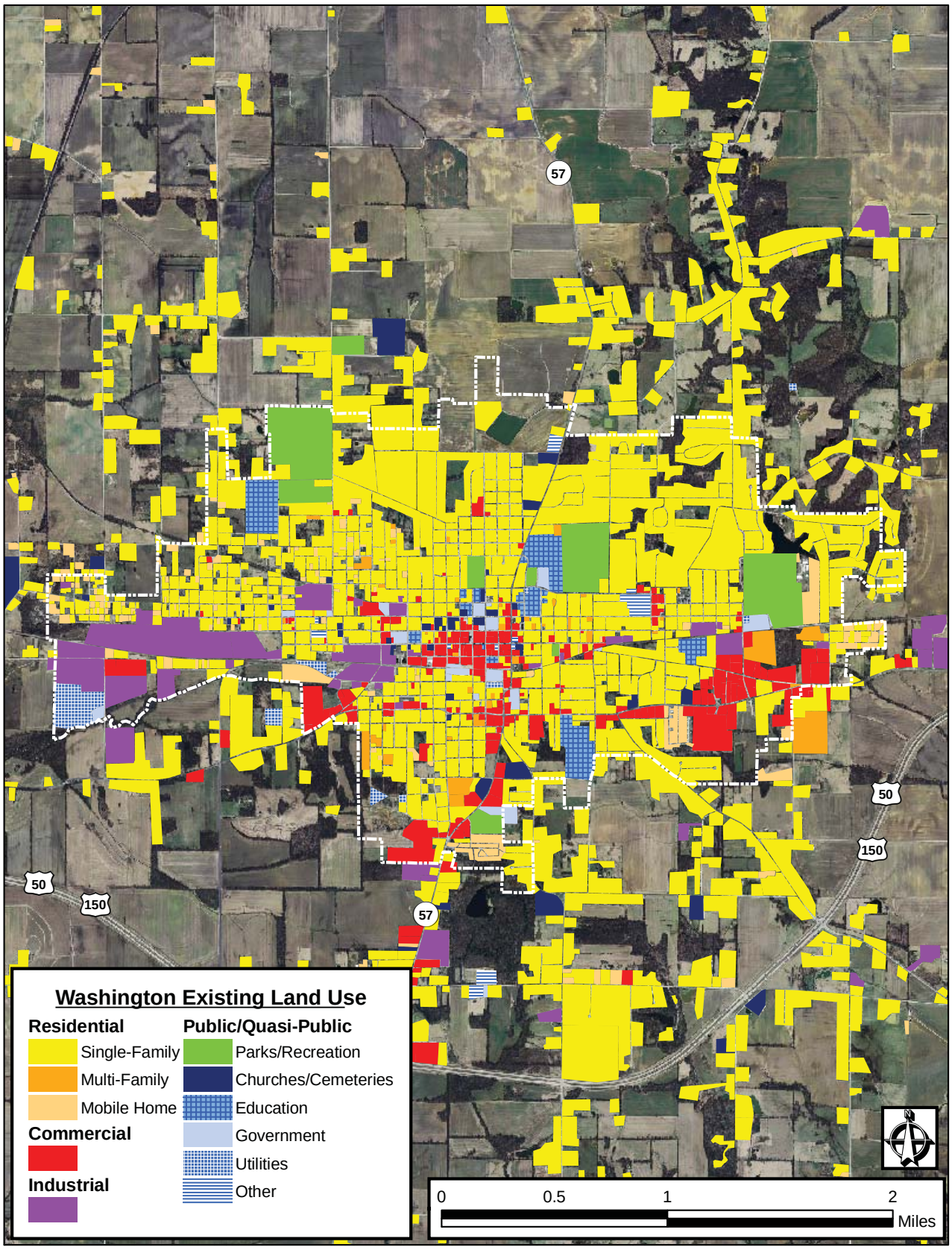
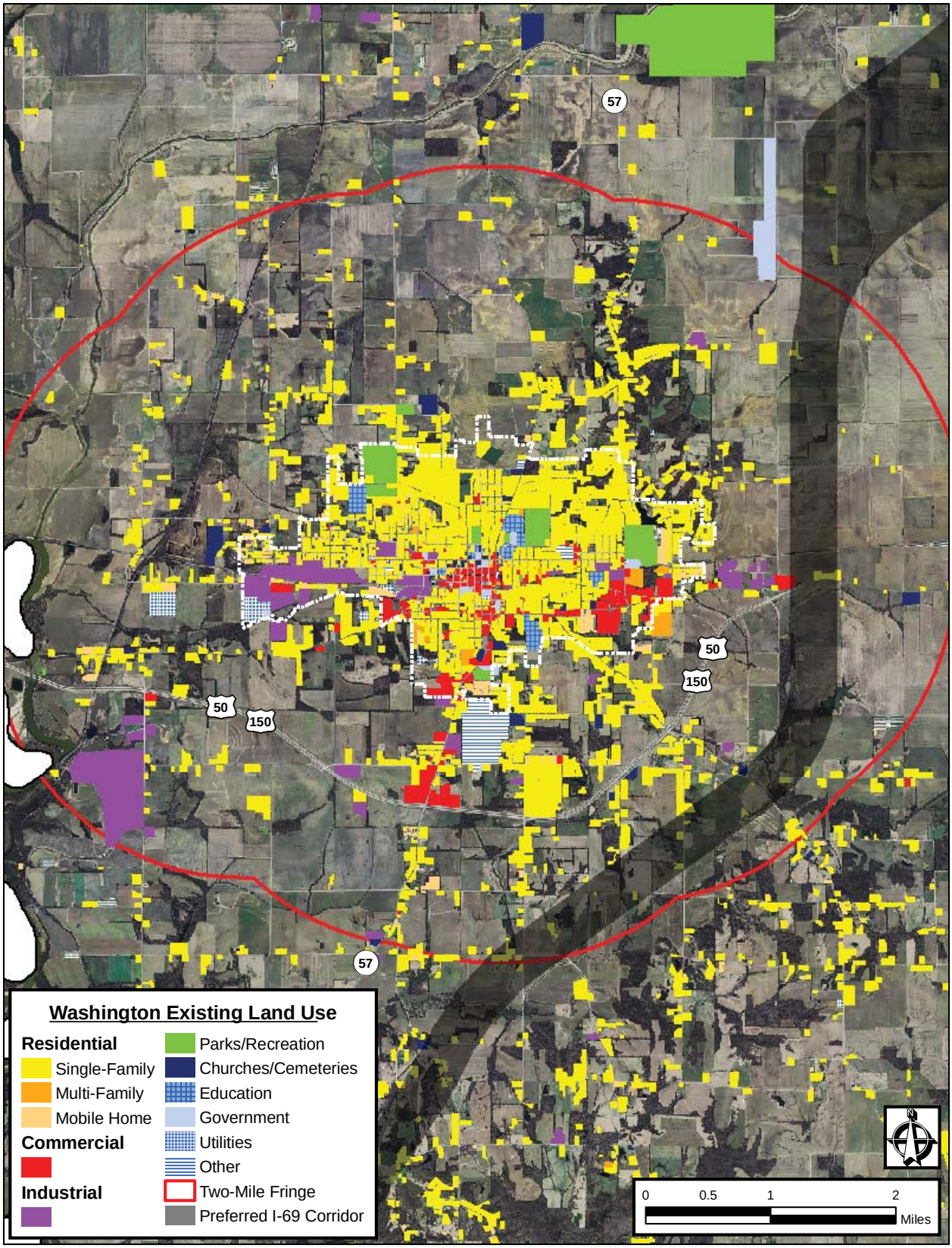


Figure 29: Washington Two-Mile Fringe Existing Land Use



occupied by single-family detached housing units. These include typical site-built homes, modular homes, and manufactured homes on a permanent foundation. Single-family houses are located throughout Washington.

Mobile home lots occupy 84 acres (five percent) of the developed residential land in Washington. According to the Indiana Department of Health, there are three mobile home parks located in the city. The Park East Mobile Court, located east of Eastside Park, includes 62 approved lots and covers approximately 13 acres. The Southview Manufactured Home Community, located on the city's south side along SR 57, includes 117 approved lots and covers approximately 12 acres. The Sundale Mobile Home Community, located on the city's east side along East National Highway, includes 82 approved lots and covers approximately 11 acres. The rest of the mobile homes in Washington are located on individual lots throughout the city.

Multiple-family attached homes occupy approximately 43 acres (three percent) of developed residential land. There are several duplexes and small apartment buildings throughout Washington. The multi-family uses that cover the largest area include the Jamestown Square apartments (11 acres) and the Shepherd Hill Apartments (five acres).

b. Commercial

The commercial land use category includes:

- Professional offices (doctors, dentists, optometrists, insurance agents, tax accountants, banks, real estate agents, engineers, surveyors),
- Retail/Services (retail stores including grocery stores, hardware stores, drug stores, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales; and services including hair and nail salons, barbershops, gyms, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment repair),
- Vacant (existing offices, retail stores, or service businesses which were vacant at the time of the field survey).

There are 240 acres of developed commercial land use in Washington which makes up 10 percent of the city's area. Of the 50 acres of commercial land in Washington, 166 acres (69 percent) include retail stores and service businesses, 50 acres (21 percent) include professional offices, and 24 acres (ten percent) include vacant commercial buildings. Commercial uses are spread out throughout the city. The largest concentrations of commercial uses are located near the downtown area, within one or two blocks of Main Street, at the southern end of the city along SR 57, and on the east side of the city along East National Highway.

Professional office uses are primarily located in the downtown area. Several banks, insurance agents, and doctor's offices are located in or near downtown Washington. There are also several offices located on the east side of town along East National Highway and doctor's offices located around the Daviess Community Hospital (the hospital is categorized under public/quasi-public).

Retail and service businesses are also located around the downtown area and along East National Highway. There are also several retail and service businesses located along SR 57 in the southern part of the city. Wal-Mart, the Baymont Inn, and the BP gas station, located on SR 57 at the US 50/150 intersection, are located south of the city limits of Washington.

There are also 24 acres of vacant commercial structures in Washington. Vacant commercial buildings are located throughout Washington. Most of them are small structures. Most of the vacant commercial buildings are located around downtown Washington. There are two large commercial buildings on the city's east side along East National Highway that were vacant at the time of the field survey. These structures were previously used as a grocery store and department or large hardware store.

c. Industrial

The industrial land use category includes light industrial uses, heavy industrial uses, junk yards landfills, and mines. Uses that involve the manufacturing of products from secondary parts and can be normally contained within a structure are generally considered light industrial uses. Thus, light industrial uses include warehousing, wholesaling and manufacturing from parts supplied to the site.

Heavy industrial uses involve the manufacturing and processing of products from raw materials or the extraction and processing of raw materials. Heavy industrial uses involve the outdoor storage of raw materials and products.

There are 175 acres of existing industrial uses in Washington which makes up seven percent of the city's area. BW Services, on the city's west side, covers the most area with 54 acres. Purdue and Rogers Asphalt, both located just south of BW Services, make up 19 and 13 acres respectively. Most of the industrial uses in Washington are located on the city's west side along the railroad tracks.

d. Public/Quasi-Public

The public/quasi-public land use category includes public and nonprofit community facilities that serve the community including churches, recreational facilities, governmental facilities, schools, utilities, and other institutional facilities. These facilities cover 361 acres and make up 16 percent of the developed land area in Washington.

Parks and recreational facilities account for 172 acres (48 percent) of the public/quasi-public land use in Washington. Eastside Park and Henry R. Gwaltney Sports Complex each cover just over 50 acres. The Washington Country Club covers nearly 40 acres. The rest of the parks and recreational land use is in the Longfellow Park, YMCA, City Pool, and South Park.

Churches and cemeteries make up 30 acres (ten percent) of the public/quasi-public land use within Washington. This includes more than 30 churches covering a wide range of denominations. This category also includes two funeral homes.

The educational facilities cover 82 acres (23 percent) of the public/quasi-public land use, this category includes Helen Griffith Elementary School, Lena Dunn Elementary School, North Elementary School, Veale Elementary School, Washington Junior High School, Washington High School, Washington Catholic Elementary School, Washington Catholic Middle/High School, and the Washington Community School Corporation offices. All together, these schools cover 82 acres of the public/quasi-public land use. The Washington Catholic Elementary School, Middle/High School, playgrounds, and baseball field cover nearly ten acres. The offices of the Washington Community School Corporation and the campuses of the elementary schools, Junior High School, and High School together cover approximately 70 acres. The Ivy Tech/Work One facility and the Trinity Holiness Academy are also located in the city of Washington.

Governmental facilities cover 36 acres (two percent) of the public/quasi-public land use. Washington is the county seat of Daviess County, there are several county government buildings within the city. The County Courthouse and Courthouse Annex are both located in downtown Washington. City Hall and the Daviess County Security Center are also located downtown, next to the County Courthouse. The INDOT garage is located on the south side of the city along SR 57. The City Street Department is located next to Eastside Park. Other governmental facilities include the Indiana National Guard, Washington Post Office, the Public Library, Animal Control, fire stations, and ambulance service.

The utilities category covers 30 acres (eight percent) of the public/quasi-public land use. Included in this category is the Washington Waste Water Treatment Plant, which covers 22 acres. The rest of the utilities category includes substations and other small structures used by utility companies throughout the city.

Other public/quasi-public land uses include those public/quasi-public uses that are not categorized under any of the previous land use. In Washington, these include the Daviess Community Hospital, clubs, organizations, and non-profit agencies. This category covers 13 acres (four percent) of the public/quasi-public land use in Washington. Over half of this land designation belongs to the Daviess Community Hospital, which covers just over seven acres. The rest of the other public/quasi-public category is made up of the Masonic Lodge, Lion's Club, Knights of Columbus, and American Legion.

e. Agricultural/Forest Land

The agricultural/forest land category includes all land used for farming and other agricultural purposes as well as land currently covered by trees. This category covers 41 acres in Washington, which is two percent of the city's total area. There is very little land left within the city limits of Washington that are still used for farming.

f. Vacant Land

During the land use survey, any lots that were empty, were not covered by trees, and appeared to have no limitations to being developed were categorized as vacant land. This may include empty lots in residential areas, commercial areas, or industrial areas. Washington includes 74 acres of vacant land. Vacant lots are scattered throughout the city. Most of them are empty residential lots in the city's neighborhoods. There were also a few vacant lots that would be more logical for commercial development in the future.

2. Existing Land Use Controls

This comprehensive plan will be an update to the Comprehensive Plan for Washington adopted in 1986. Washington also has a zoning ordinance and subdivision control ordinance, which were also completed in 1986.

Daviess County has never had a comprehensive plan, zoning ordinance, or subdivision control ordinance.

3. Projected Land Use

Projected land use needs for the year 2030 for Washington are derived from demographic projections made in the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer. In the development of year 2030 population projections for the I-69 TAZ layer, Bernardin, Lochmueller and Associates, Inc. examined Woods & Poole Economics forecasts (released in April of 2004) and Indiana State Data Center forecasts by county, as well as the Regional Economics Model, Inc. (REMI) forecast for the State of Indiana together with historic growth trends.

a. Residential

Between years 2008 and 2030, there is a projected increase of 616 dwelling units in Washington based on a projected population increase of 675 people, a projected 357 new households, and replacement housing. If there are the same percentage of single-family, multiple-family, and mobile home units in 2030 as there were during the land use survey completed in 2008, 566 additional single-family units, 17 additional multiple-family units, and 33 additional mobile homes will be needed by 2030. Assuming densities of three dwelling units per acre for single-family uses, ten dwelling units per acre for multiple-family uses, and six units per acre for mobile homes, there is a demand for 189 acres of single-family homes, two acres of multiple-family units, and six acres of mobile homes.

b. Commercial

Commercial land is occupied by retail/services and professional office uses. Between 2008 and 2030, the Retail and Services sectors in Washington are forecasted to increase by 606 employees and the Finance/Insurance/Real Estate (FIRE) sector is forecasted to increase by 82 employees. Assuming a 50 percent

increase in commercial property between 2008 and 2030 in Washington, 83 additional acres for retail and service businesses and 25 additional acres for professional offices will be needed by the year 2030. This 50 percent increase allows for the expansion and relocation of existing businesses, as well as the attraction of new businesses into the city. This will more than accommodate the anticipated increase in commercial jobs in Washington over the next 30 years.

c. Industrial

Industrial land is occupied by agricultural services, mining, construction, manufacturing, transportation/ communication/ utility, and wholesale/warehouse uses. There are 412 additional industrial employees calculated for the city between 2008 and 2030. Assuming a 50 percent increase in industrial property between 2008 and 2030 in unincorporated Washington, 88 additional acres of industrial uses will be needed by the year 2030. This 50 percent increase allows for the expansion and relocation of existing industries, as well as any new industrial businesses that may come into the city. This should accommodate the anticipated increase in industrial jobs in Washington over the next 30 years.

d. Public/Quasi-Public

The National Recreation and Park Association suggests that a community should have at least five to eight acres of parkland per 1,000 people. With a projected 2030 population of 12,301 people, Washington would need 62 to 98 acres of parkland. The city currently has 172 acres of parks and recreational space, which is sufficient for the existing and future population. Eastside Park, located on the city's eastside, and Henry R. Gwaltney Sports Complex, on the city's northwest side, are each over 50 acres in size. The Washington Country Club covers nearly 40 acres as well. Longfellow Park, the YMCA, the City Poole, and South Park make up the rest of the existing 172 acres of parkland in the city. These parks provide several facilities, including baseball fields, soccer fields, tennis courts, basketball courts, playground equipment, and even a lake for paddle-boating. Because of the amount of parkland available, existing facilities, and location of the parks, there is no need for additional parks or facilities for the 2030 population. However, the city may want to consider expanding existing parks or adding small neighborhood parks in different areas of the city. Therefore, an additional 86 acres for park and recreational land should be considered for 2030. These parks could include playground equipment, a basketball court, a tennis court, and other facilities that do not cover much area. These parks would provide more citizens with a park within walking distance of their home.

Most of the other public/quasi public uses within Daviess County should be sufficient for the projected 2030 population. Existing schools, governmental facilities, and churches should be sufficient for the projected 2030 population. However, a 50 percent increase in public/quasi-public land would be desirable through year 2030 to accommodate the expansion and relocation of public/quasi-public uses. This would include 41 additional acres for schools, 15 additional acres for churches and cemeteries, 18 acres for additional governmental facilities, 15 acres for utilities, and six acres for other public/quasi-public uses, such as clubs and organizations.

e. Conclusion

A total of 572 acres of additional land will be needed between 2008 and 2030 to accommodate the anticipated population and job growth in Washington. Residential uses have the greatest demand with 196 acres, including 189 acres for single-family, site-built homes. There are also six additional acres expected for mobile homes and two additional acres for multiple-family uses. Commercial uses are anticipated to increase by 108 acres, including 83 acres for retail and services businesses and 25 acres for professional offices. Industrial uses are anticipated to increase by 88 acres, which should be adequate for the expansion of existing and attraction of new industries in the city. A 50 percent increase of land for public/quasi-public uses should be more than adequate for the expansion and relocation of existing parks, schools, churches, cemeteries, governmental facilities, utilities, and other public/quasi-public uses. Therefore, an additional 181 acres is needed for public/ quasi-public uses.

The demand for 572 acres of additional land is more than the 115 acres of undeveloped land in the City of Washington. This undeveloped land includes vacant lots, agricultural land, and forest land, some of which

should be protected from development. Therefore, Washington must give consideration to accommodating future land use needs in the fringe area adjacent to the existing city limits.

B. TRANSPORTATION

1. Introduction

The transportation system physically links the community to the land use activities within the community as well as activities outside of the community such as state and national activities. Only ground transportation is found in Washington. The closest interstate to Daviess County is currently I-64, which is located approximately 40 miles south of the county line via SR 57. However, once completed, I-69 will travel through the center of Daviess County, just to the east of Washington. I-69 will connect to I-64 and I-164 (approximately 40 miles southwest of Washington) and to I-465 (approximately 100 miles northeast of Washington). There is no public bus system or any other type of transit within in Washington. The nearest intercity bus service is Greyhound Bus Lines in Evansville, Indiana. There is no rail passenger service in Daviess County. The nearest AMTRAK stations are located in Effingham, Illinois; Louisville, Kentucky; Mattoon, Illinois; and Indianapolis, Indiana.

There are sixteen public use airports located within a one hour drive (approximately) from within Washington, including: Daviess County Airport (Washington), V.I. Grissom Municipal Airport (Bedford, Lawrence County), Shawnee Field Airport (Bloomfield), Lake Monroe Airport (Bloomington), Monroe County Airport (Bloomington), Brazil Airport (Clay County), Sullivan County Airport, Hulman Regional Airport (Terre Haute), Sky King Airport (Terre Haute), French Lick Municipal Airport, Patoka Reservoir Landing Area (Orange County), Paoli Municipal Airport (Orange County), Orleans Airport (Orange County), Huntingburg Airport (Dubois County), Boonville Airport (Warrick County), and Skylane Airport (Evansville). Evansville Regional Airport is the closest airport which is certified to handle carrier operations. The nearest airport offering a full range of domestic and international flights is the Indianapolis International Airport.

2. Highway Functional Classification

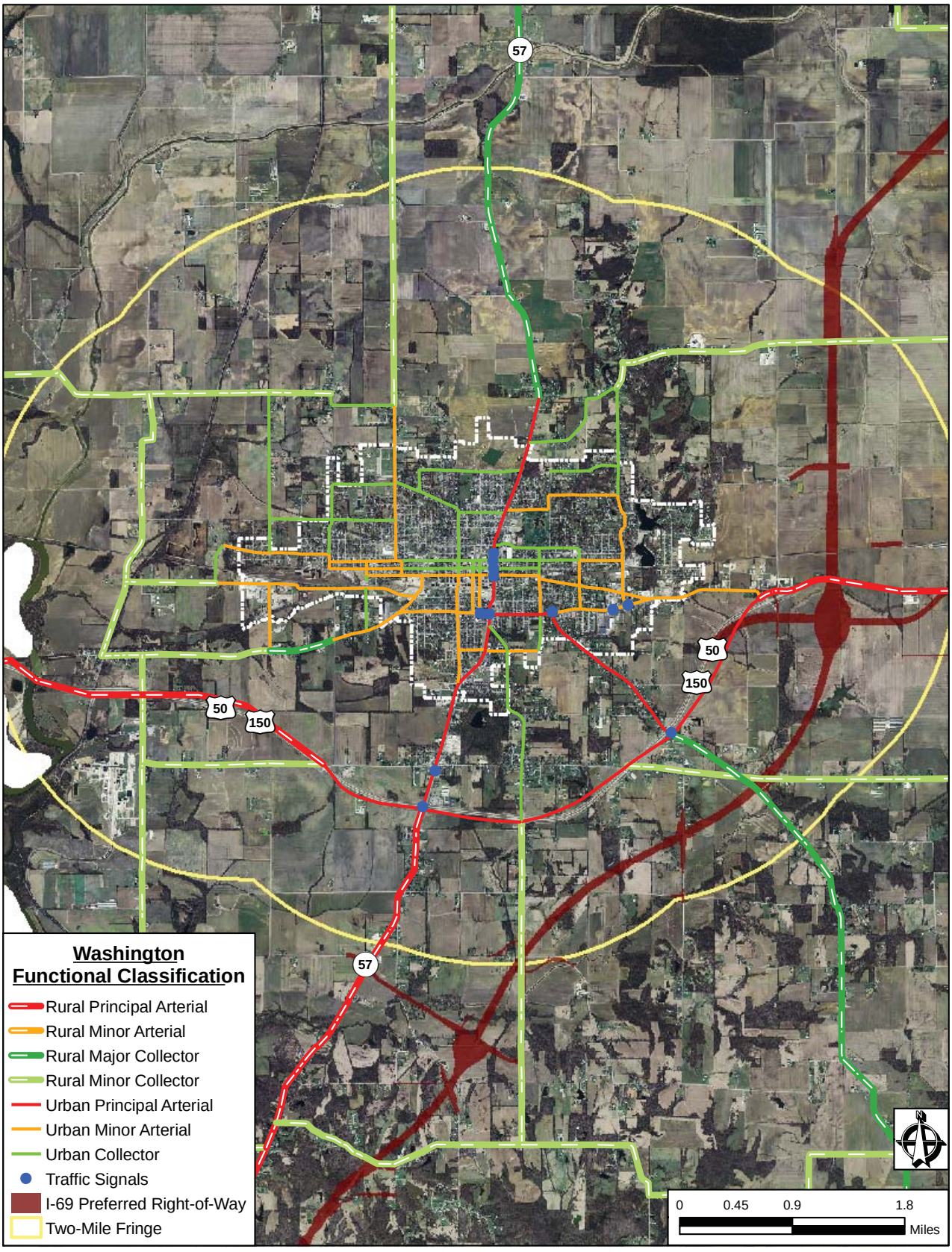
The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry traffic through properties. Streets are functionally classified as “local” if their primary purpose is to provide access to abutting properties. Streets are classified as “arterials” if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control. Figure 30 shows the functional classificaiton for roads in and around the City of Washington.

a. Major Arterials

Major Arterials include the interstates, freeways/expressways and Principal Arterials. The National Highway System of 155,000 miles includes the nation’s most important rural Principal Arterials in addition to interstates.

Interstates/Freeways/Expressways. Freeways and expressways are the highest category of arterial streets and serve the major portion of through-traffic entering and leaving metropolitan areas (i.e., inter-urban traffic). They carry the longest trips at the highest speeds and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlaying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are fully access-controlled facilities that are grade-separated from other roads and railroads, such as Interstate 64. All roadways that are on the nation’s interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully access-controlled facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially access-controlled facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville.

Figure 30: Washington Functional Classification



Principal Arterials. Principal Arterials (sometimes termed Other Principal Arterials under the federal functional classification system) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving metropolitan areas. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although Principal Arterials may lack access control, some level of access control is highly desirable, such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

b. Minor Arterials

Minor Arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than Principal Arterials. This class augments the Major Arterials, distributing traffic to smaller geographic areas, and linking cities and towns to form an integrated network providing interstate highway and inter-county service. Minor Arterials also provide urban connections to rural collectors.

c. Collector Streets

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate-to-low traffic volumes are characteristic of these streets. In rural areas, the Major Collectors provide service to county seats, larger towns (2,500 or more persons) and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor Collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

d. Local Streets

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Through-traffic on local streets is deliberately discouraged. This class of street is not part of any city or county thoroughfare network and is not eligible for federal aid, with the exception of bridges and bikeway/walkway facilities.

3. Thoroughfare Network

a. Daviess County

There are three Major Arterials in Daviess County, including US 50, US 231, and a portion of SR 57. US 50 runs east-west through the center of the county. It connects to Vincennes to the west and to Lawrenceburg to the east. US 231 runs north-south through the northeastern corner of the county. It connects to Kentucky (via a crossing of the Ohio River in Spencer County) to the south, and it connects to Gary, Indiana to the north. SR 57 is classified as a Major Arterial from Washington south to the county line. SR 57 runs north-south through the western portion of the county, and it connects to US 231 in the north and to Evansville to the south.

There are no roadways that are classified as Minor Arterials in Daviess County.

There are several Major Collectors in Daviess County, including SR 58, SR 358, SR 558, SR 645, SR 257, and portions of SR 57, CR 900E, and Old US Highway 50 west of Washington. SR 58 travels east-west through the northern portion of the county, from the Knox County line to US 231. SR 358 travels mainly east-west through the northwest corner of the county, from the Knox County line to SR 58. SR 558 and SR 645 both travel east-west a short distance in the northeast corner of the county, from US 231 to the Martin County line. SR 257 travels north-south in the southern portion of the county, from the Pike County line to Washington. The portion of SR 57 which is a Major Collector travels north-south in the western portion of the county, from Washington to the Greene County line. The portion of CR 900E which is a Major Collector travels north-south in the eastern

portion of the county, from US 50 to the Greene County line. Old US Highway 50 is classified as a Major Collector from Washington west to US 50.

b. Washington

Within the Washington urban boundary, SR 57 from the US 50 bypass to CR 150N, Portersville Road (SR 257) from the US 50 bypass to the National Highway and the National Highway (SR 257) from Portersville Road to SR 57 are classified as Principal Arterials. Several streets are classified as Minor Arterials within the Washington urban boundary, including portions of Oak Grove Road, Clark Road (County Road 200W), Wright Avenue, Cosby Road, McCormick Avenue, NW 16th Street, W Walnut Street, NW 11th Street, W Van Trees Street, County Road 100W/Edwardsport Road/Front Street, NW 7th Street, W Main Street, SW 5th Street, W Oak Street, Maysville Road, S Meridian Street, E Main Street, SE 2nd Street, SE 3rd Street, E Highland Avenue, SE 11th Street, Brett Cabel Road, NE12th Street, National Highway, E 15th Street, Memorial Avenue, State Street, Sugarland Road, and E 21st Street. In addition, there are a number of roads within the Washington urban boundary that are classified as Urban Collectors.

Figure 30 shows the functional classifications of roadways in and near Washington. All of the roadways outside of the Washington urban area boundary are designated rural under the federal classification system. The roadways within the Washington urban boundary are considered urban roads.

Traffic signals are located on:

- SR 57 at US 50 bypass, Wal-Mart, National Highway, East South Street, East Main Street, East Van Trees Street and East Walnut Street; and
- National Highway at SE 3rd Street, SR 57, Portersville Road (SR 257), Williams Brothers Road and SE 21st Street.

c. Maintenance Responsibility

Daviess County maintains 73.71 center-line miles of roadway within the Washington corporate limits. SR 57 and SR 257 are maintained by the Indiana Department of Transportation. Daviess County is responsible for maintaining bridges on non-state roadways in incorporated areas. Washington is responsible for the maintenance of culverts and drainage ditches on non-state roads in the community. Washington received $311,922 from the Motor Vehicle Highway fund, $78,076 from Major Moves funding, $44,308 from the Local Road and Street fund, and $24,946 from special distribution funds in Fiscal Year 2006.

4. Physical Characteristics

a. Roadways

The physical characteristics of a roadway system provide insight regarding the structural adequacy (pavement and bridge loading capacities), geometric adequacy (horizontal and vertical curves and turning radii at intersections), and functional adequacy (ability to handle traffic).

Road widths along SR 57 through Washington range from 22 feet wide on the north side of the city to 42 feet within the city center. South of Washington, and entering the Washington corporate limits, US 231 is 24 feet wide with five-foot shoulders until approximately US 231 reaches Troy Road. Starting at approximately Troy Road, SR 57 is 35 feet wide with curb and guttering (no shoulders) until approximately north of Southside Avenue. From north of Southside Avenue until SR 57 splits from SE 4th Street, SR 57 is 28 feet wide with curb and guttering. Following the SR 57 alignment onto SE 5th Street, SR 57 is 42 feet wide with curb and guttering until south of E Main Street. South of E Main Street until north of E Hefron Street, SR 57 is 36 feet wide with curb and guttering. From north of E Hefron Street until approximately Washington High School, SR 57 is 32 feet wide with curb and guttering. From Washington High School north until approximately E George Street, SR 57 is 24 feet wide with four-foot shoulders. From E George Street north out of the Washington corporate limits, SR 57 is 22 feet wide with three-foot shoulders.

Road widths along SR 257 in Washington range from 24 feet wide to 36 feet wide. South of Washington, and entering the Washington corporate limits, SR 257 is 24 feet wide with four-foot shoulders. The SR 257 designation terminates at National Highway within Washington. The last 3/10 of a mile before National Highway, SR 257 is 36 feet wide with curb and guttering. Approximately 9/10 of a mile before that, SR 257 is 24 feet wide with curb and guttering.

b. Bikeways/Walkways

There are no separate bikeways/walkways in Washington. However, sidewalks exist throughout most of the downtown area and within the older residential areas. With the exceptions of US 50, SR 57, SR 257, and some others, the traffic volumes and speeds on most of the roadways in the city are low enough to permit the coexistence of automobile traffic and bicycles, especially in those areas without sidewalks.

5. Traffic Volumes

Traffic counts in Daviess County were completed by the Indiana Department of Transportation (INDOT) in 1997, 2001, and 2005. These counts covered US 50, SR 57, and SR 257 within Washington. In general, a significant change in traffic volumes has not been observed from 1997 to 2005. Some locations show a slight increase over time, while others show a decrease. The exception is on SR 57 from CR 150S to Walnut Street in Washington. Along this stretch of SR 57 traffic volumes decreased by almost half from 1997 to 2001 and showed a slight increase from 2001 to 2005. Figure 31 shows the traffic counts at these locations.

6. Roadway Improvements

a. Improvement Types

Roadway improvements fall into two major categories: "preservation" projects and "expansion" projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

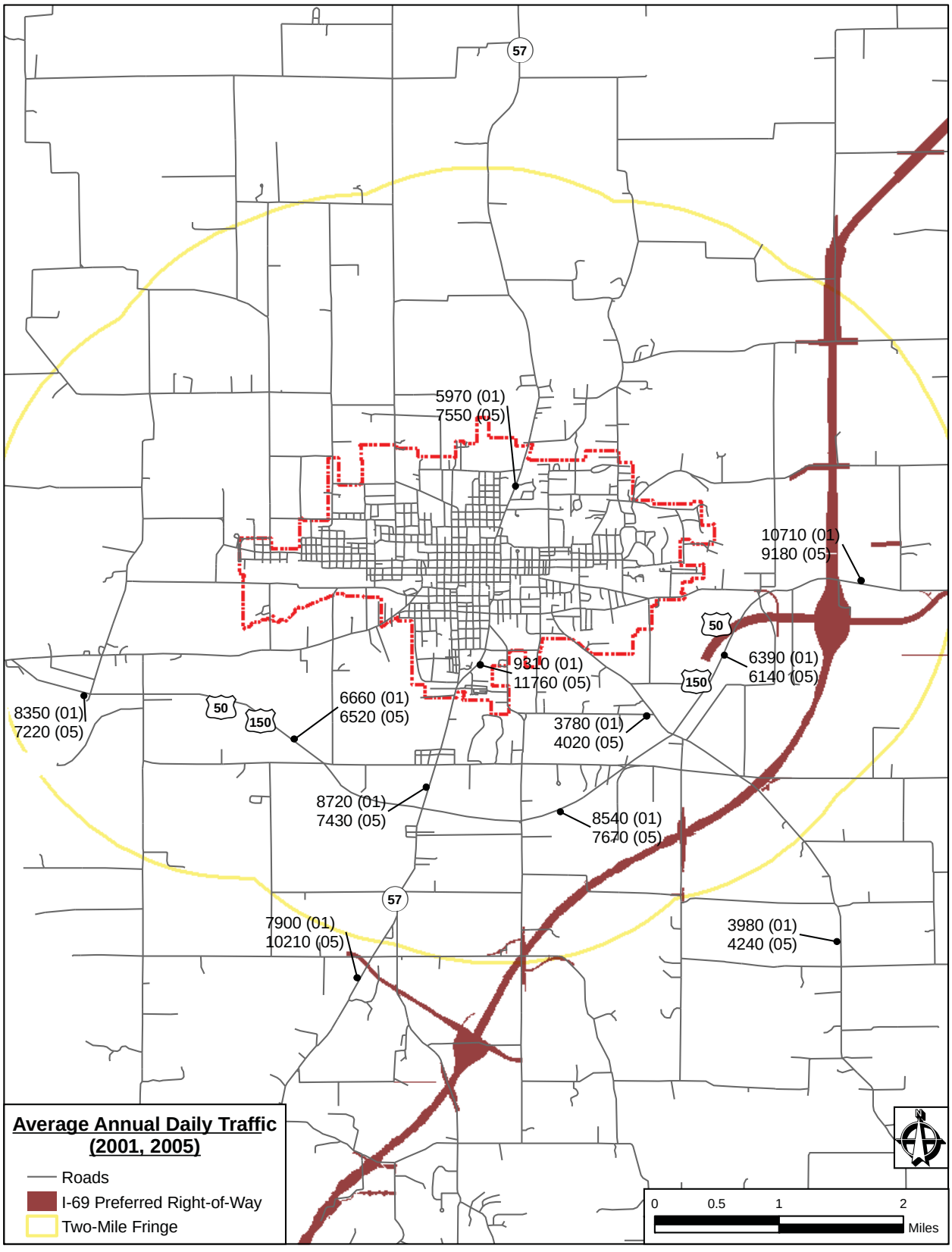
Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

b. Planned Roadway Improvements

Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 and the Major Moves 2006-2015 Construction Plan. The long range transportation plan focuses on expansion projects (i.e., added travel lanes, new road construction, interchange modifications, and new interchange construction). Major Moves includes new construction projects, major preservation projects, and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the long range transportation plan and Major Moves, and identifies individual or groups of preservation projects.

Figure 31: Average Annual Daily Traffic



There is one unfunded project planned for Washington in the 25-Year Long Range Transportation Plan. The unfunded long range plan project is LRP ID Number 333. The project would widen US 50 (from two to four lanes) from east of Washington at CR 200E to the US 231 junction at Loogootee in Martin County.

There are four funded long range plan projects project in Daviess County. The LRP ID numbers for the projects are: 365, 366, 367, and 368. All four projects are for construction of new, four-lane I-69 segments. Project 365 would be from 9.8 miles south of US 50 (the Daviess County line) to US 50. Project 366 would be from US 50 to 8.3 miles north of US 50. Project 367 would be from 8.3 miles north of US 50 to 8.4 miles south of US 231. Project 368 begins inside of Daviess County and ends in Greene County. The section is from 8.4 miles south of US 231 to US 231 near Crane Naval Center. All four projects are a part of the 2011-2015 funding period.

There are no Major Moves projects listed for Washington, however, there is one project within Daviess County. There is a major preservation project scheduled for US 50 from 7.56 miles west of US 231 to 6.66 miles west of US 231 (the start date is listed as 2008).

The INSTIP for 2008 through 2011 includes eight projects for Daviess County that include hot mix asphalt (HMA) pavement rehabilitations, intersection improvements, a small structure replacement, and bridge replacements and new bridge constructions. Bridge replacements are scheduled for: SR 257 at Veale Creek and SR 58 2.3 miles east of SR 358. None of the projects are located in Washington.

c. Safe Routes to School Plan

On October 9, 2008, the INDOT Vincennes District announced the selection of the City of Washington to receive $248,435 in reimbursement funding to develop a comprehensive Safe Routes to School plan. The proposed plan presently calls for about 3,600 feet of new sidewalk to Dunn Elementary School from the surrounding neighborhood, Longfellow Park and Gwaltney Community Sports Center. Construction is anticipated in the spring of 2009.

7. I-69

For Section 1 of I-69 from I-64 to SR 64, construction began on the first segment from I-64 to SR 68 (1.77 miles) on July 16, 2008. The balance Section 1 from SR 68 to SR 64 near Oakland City is currently under design, and funding is programmed for construction by the year 2010 according to the Indiana Department of Transportation (INDOT) 2030 Long Range Transportation Plan.

Section 2 of I-69 from SR 64 to US 50 and Section 3 of I-69 from US 50 to US 231 have been programmed for construction by the year 2015. The Draft Environmental Impacts Statements for these two sections were released on February 9, 2009 for public hearings on March 19th and 26th, respectively. Section 4 of I-69 from US 231 to SR 37 in Bloomington is included in the INDOT 2030 Long Range Transportation Plan as an illustrative project dependent on innovative funding (i.e., the source of funds yet to be identified).

Within Daviess County, interchanges are proposed on I-69 at:

- SR 57 (near Daviess County Road 375S) for south Daviess County access (seven miles north of the Blackburn Road interchange and 5 miles south of the US 50 interchange),
- US 50 (east of Washington roughly on the alignment of CR 250E), and
- SR 58 (in the vicinity of CR 500E).

Northeast of Daviess County, an interchange is also proposed at US 231 just north of the US 231-SR 45/58 intersection in Greene County, near the Crane Naval Surface Warfare Center. On February 9, 2009, INDOT indicated that the south Daviess County interchange may deferred in the initial construction of I-69 to be built at a later date.

When proposed I-69 crosses the East Fork of the White River into Daviess, the proposed crossroad treatments are as follows:

- CR 700S to be grade-separated,
- CR 550S to be grade-separated,
- CR 450S to be grade-separated,
- CR 125W to be relocated (east and west of I-69, but closed at I-69)
- CR 50W to be grade-separated,
- CR 375S to be interchanged with connector from Horrall Road to CR 50W, SR 57 and CR 300S,
- CR 300S to be relocated tying into Troy Road north and south of I-69,
- CR Troy-Horrall Road to be grade-separated,
- CR 250S to be closed,
- CR 125E to be grade-separated,
- SR 257 to be grade-separated,
- CR 150S to be relocated tying into SR 257 east of I-69,
- CR 200E to be relocated to provide connection from relocated US 50 to Old US 50,
- Relocated US 50 to be interchanged,
- CR 100N to be grade-separated,
- CR 200N to be grade-separated,
- CR 250E to be relocated west of I-69 for continuity from CR 200N to CR 350N,
- CR 350N may be grade-separated but considered for closing in FEIS,
- CR 350E to be grade-separated,
- CR 450E to be grade-separated,
- CR 550E to be grade-separated,
- CR 750N may be grade-separated but considered for closing in FEIS,
- CR 800N may be grade-separated but considered for closing in FEIS,
- CR 900N may be grade-separated but considered for closing in FEIS,
- CR 1000N to be grade-separated,
- CR 1100N to be closed,
- CR 1200N to be grade-separated,
- CR 1250N to be closed,
- SR 58 to be interchanged,
- CR 500E to be closed,
- CR 1400N may be grade-separated but considered for closing in FEIS,
- CR 1500N to be grade-separated,
- CR 1550N to be closed,
- CR 1600N to be closed,
- CR 600E to be closed,
- CR 700E to be grade-separated,
- CR 800E to be closed
- CR 900E to be grade-separated, and
- CR 1000E to be closed.

C. UTILITIES

1. Introduction

The utility infrastructure of the community is essential to supporting urban activities in the community and includes the water treatment and distribution system, the liquid waste treatment and collection system, the stormwater collection, and the electric, gas, and communications utilities. The City of Washington Utilities provide water, sewer, and electric service to its residents.

2. Water Treatment and Distribution Systems

a. Water Treatment and Existing Capacity

The City of Washington Water Treatment Plant is located west of the city. The plant is located south of Cosby Road and east of Oak Grove Road. The water treatment plant has a maximum capacity of 10 million gallons per day (MGD). On average, 3.5 MGD to 4.5 MGD of water is used. The water source for the system is a ground water well.

b. Distribution System

The water distribution system in Washington covers the entire city, plus a two-mile fringe area. The following are the monthly charges and minimum monthly charges for water in Washington.

Meter Rates per month per 100 cubic feet or 750 gallons

- For the first 1,000 cubic feet – $3.77
- For the next 9,000 cubic feet – $3.33
- For the next 20,000 cubic feet – $2.40
- For the next 70,000 cubic feet – $1.46
- All over 100,000 cubic feet – $0.94

Meter Size Minimum Cubic Feet Allowed Charge per Month

- 1/2 - 5/8 inch meter – minimum 500 cubic feet allowed – $18.85
- 3/4 inch meter – minimum 966 cubic feet allowed – $36.42
- 1 inch meter – minimum 1,500 cubic feet allowed – $54.35
- 1 1/2 inch meter – minimum 1,850 cubic feet allowed – $66.01
- 2 inch meter – minimum 3,765 cubic feet allowed – $129.77
- 3 inch meter – minimum 8,717 cubic feet allowed – $294.68
- 4 inch meter – minimum 20,540 cubic feet allowed – $590.36
- 6 inch meter – minimum 55,130 cubic feet allowed – $1,184.30

c. Water Storage

The city has three water towers and two clean wells for water storage. Combined, the water towers and wells have a capacity of six million gallons.

d. Water System Improvements

Improvements were recently completed for the water and wastewater treatment plants in Washington. The water treatment plant made a switch from chlorine to UV treatment.

e. Future Water Needs

There is a projected population increase of 675 people in the City of Washington between 2008 and 2030. The additional 675 people would require an additional 43,875 gallons per day of water (at a typical 65 gallons per day per person). Less than half of the water treatment plant's existing capacity of ten MGD is currently being used. Therefore, there is more than adequate water treatment capacity for the population growth anticipated in the city and surrounding fringe area.

3. Liquid Waste Treatment and Collection

a. Sewage Treatment Plant and Capacity

The City of Washington Sewage Treatment Plant is located on the southwest side of the city. The plant is located along Clark Road, just south of Cosby Road. The treatment plant has an existing capacity of six MGD. Current average daily usage of the plant is four MGD.

b. Sewage Collection System

The sewage collection system in Washington covers the entire city, plus a two-mile fringe area. The monthly charge for the sewage collection system is $2.62 per 100 cubic feet of usage. The following are the monthly base charges based on meter size.

Monthly Base Charge, per Meter Size:

- 5/8 – 3/4 inch meter – $8.70
- 1 inch meter– $12.65
- 1 1/2 inch meter – $21.65
- 2 inch meter – $32.35
- 3 inch meter – $66.45
- 4 inch meter – $111.05
- 6 inch meter – $244.85

c. Sanitary System Improvements

Improvements were recently made to the Washington sewage treatment plant and collection system, including an added centrifuge at the plant and an added lift station. The treatment plant and system have had issues with infiltration due to the combined sanitary and storm water system. The city should look at alternatives to decreasing the effects of infiltration into the system.

4. Storm Water Drainage

The City of Washington has a combined sanitary and storm water sewer, which has caused problems with infiltration into the sanitary sewer system. Consideration should be given to minimizing the effects of infiltration.

5. Other Utilities

Vectren supplies natural gas service to residents of Washington. The City of Washington Utilities provides the electric service. There are a two internet and phone providers for the City of Washington, including the Daviess-Martin County RTC and AT&T. Charter Communications provides internet, cable television, and phone service in Washington.

6. Solid Waste Disposal

The City of Washington Street Department provides trash pick-up service for residents of the city. The Daviess County Solid Waste Management District accepts recyclables.

D. COMMUNITY FACILITIES

1. Introduction

Community facilities are the recreation, education, government, medical, institutional and cultural facilities that provide services and amenities to the residents of Washington and the immediate area. These facilities provide essential services as well as other services that affect the quality of life in the community.

2. Recreational Facilities

a. Existing Facilities

There are four city parks located in Washington. Eastside Park, located off of S.E. 21st Street, is a 50 acre park that provides an extensive array of offerings including two stocked lakes, a bandstand, a community building, shelters, paddle boat rentals, a large playground, basketball courts, and a sand volleyball court. South Park is a small nine acre park contains a soccer field, two baseball diamonds, two basketball courts, a playground and a shelter. South Park is located near the US 50 and SR 57 intersection. Longfellow Park, a 12 acre park, is located on the west side of Washington and offers a skate park, two small playgrounds, four basketball courts, a softball field and two shelters. The final city park is the Henry R. Gwaltney Sports Complex, multi-use sports facility located in the northwest corner of the city. The park contains baseball, softball and soccer fields along with six tennis courts, a playground and three shelters.

Other recreational facilities in Washington include the Washington Country Club Golf Course, located on Bedford Road, the Washington City pool, east of the intersection of SR 57 and Bedford Road, the 107 acre Washington Conservation Club (private), the Daviess County Family YMCA facilities located on 3rd Street and the White River Public Access Site which offers a boat ramp. Figure 32 shows the location of parks and recreational areas in and around Washington.

Some parks available to the public are associated with the local schools. A list displaying each school's amenities can be found on table 4.

b. Park Land and Recreation Facilities Standards

Parks are functionally classified according to the population they serve: neighborhood, community or regional.

Neighborhood parks are oriented toward the surrounding neighborhood, and provide a multi-purpose area with playground facilities for young children, court sports (e.g., basketball, tennis, volleyball) for older children and picnic areas within walking distance of where they live. Neighborhood parks focus on active recreation facilities for abutting residential areas, but also address passive recreation activities such as walking, picnicking, sitting and viewing. For neighborhood parks, the service area radius is one-quarter mile (1,320 feet) reflecting an acceptable or convenient walking distance for 85 percent of the people. For access by bicycle, the park service radius may be increased to one-half mile which is also the maximum walking distance. The National Recreation and Park Association suggests that a community should have at least 1.25 to 2.5 acres of neighborhood parkland per 1,000 people.

Community parks provide for the recreational needs of the larger community and include field sports facilities (e.g., baseball, softball, football and soccer fields) in addition to the facilities commonly found at neighborhood parks. Community parks also focus on active recreation facilities for the community, but may also have some

Table 4: School Park Amenities

Dunn Elementary - 15 Acres	
Two Playgrounds	Three Basketball Courts
Three Soccer Fields	Four Tennis Courts (all lighted)
One Track	
Washington Catholic Middle School - 2 Acres	
Two Basketball Courts	
Washington Catholic Elementary and High School -6 Acres	
One Playground	Seven Basketball Courts
Washington High School - Allen Field - 5 Acres	
One Lighted Baseball Field	
Washington High and Junior High - 15 Acres	
One Lighted Football Field	Four Lighted Tennis Courts
One Track	
North Elementary School - 7 Acres	
Four Softball Fields	One Playground
Griffith Elementary School - 29 Acres	
One Playground	Four Basketball Courts

passive recreation facilities. For community parks, the service area radius is one-quarter mile for playground and court sports facilities, and one to two miles for field sports activities. One-half mile is considered the upper limit for walking and is considered a convenient biking distance to recreational facilities. Greater distances involve the automobile as the primary means of access. Community parks may include community centers, indoor gyms, outdoor stages and swimming pools as well as major picnic facilities. The National Recreation and Park Association suggests that a community should have five to eight acres of community parkland per 1,000 people.

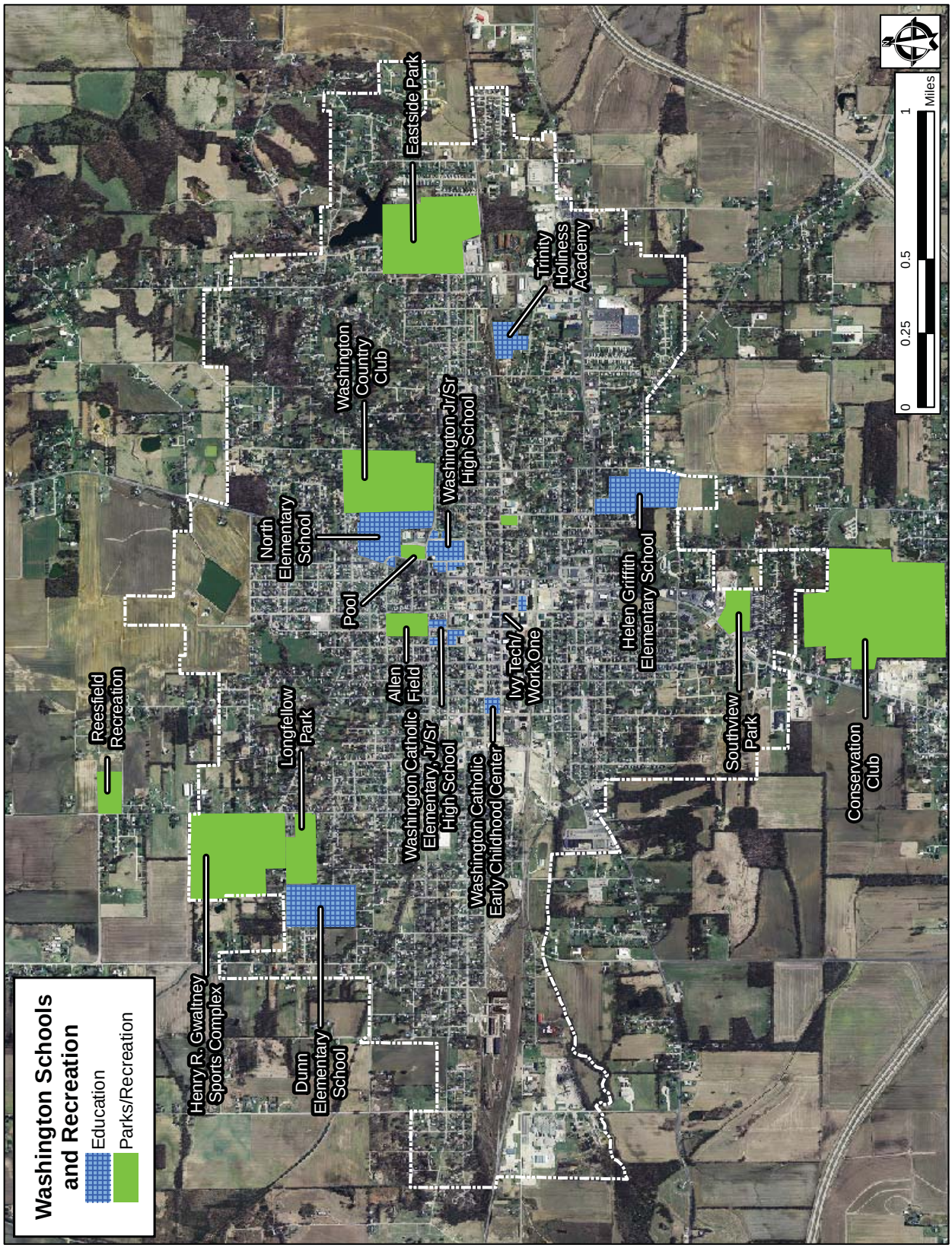
Regional or metropolitan parks address outdoor recreation activities such as picnicking, boating, fishing, swimming, camping and hiking. These parks concentrate on passive recreation facilities and active recreation facilities that are unique to the region. The primary means of access to regional parks is by automobile. Regional parks contain 200 or more acres and are required to have five to ten acres per 1,000 people. The National Recreation and Park Association suggests that a community should have 15 to 20 acres of regional/ metro parkland per 1,000 people.

Because of Washington's size, only neighborhood and community parks are relevant. Regional parks must be provided by larger jurisdictions such as the county or state.

c. Park Land and Recreation Facility Adequacy

The National Recreation and Park Association suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1,000. With a projected 2030 population of 12,301, Washington would need 15.4 to 30.8 acres of neighborhood parkland. Long Fellow Park (15 acres), a portion of Eastside Park (about 15 acres) and Southview park (20 acres) serve neighborhood park functions. North Elementary and Washington High School/Junior High School provide facilities to cover the neighborhood park function in central Washington. However, the southwestern and southeastern portions of Washington lack neighborhood parks within 0.5 miles.

Figure 32: Schools, Parks and Recreation Areas



The National Recreation and Park Association also suggests that a community should have at least five to eight acres of community parkland per 1,000 people. With a projected 2030 population of 12,301 people, Washington would need 61 to 98.4 acres of parkland. Eastside Park and Henry R. Gwaltney Sports Complex alone provide enough parkland for the 2030 population. Each of these two parks covers more than 50 acres. Altogether, there are 172 acres of park and recreational land in Washington.

In addition to park acreage, different recreational facilities are needed for a specific amount of people. Table 6 shows the standards for recreational facility needs. According to the facility standards, Washington's population would require a soccer field, several tennis courts, two baseball fields, and two basketball courts. The Henry R. Gwaltney Sports Complex includes most of these facilities. Eastside Park, Longfellow Park, and Southview Park also have several facilities, including basketball courts, tennis courts, playgrounds, a sand volleyball court, softball fields, and shelter houses.

3. Educational Facilities

The Washington School District is one of three districts in Daviess County. The Washington Community School Corporation is the largest of the three corporations in terms of students. According to the Indiana Department of Education, there were 2,456 students enrolled for the 2008-2009 school year in the Washington Community School District. The corporation includes the Griffith Elementary School (397 students), Lena Dunn Elementary School (369 students), North Elementary School (370 students), Veale Elementary School (164 students), Washington Junior High School (410 students), and Washington High School (746 students). Washington Junior High School and Washington High School are located off of US 57 and East Walnut Avenue. The remaining schools are dispersed throughout the city. Figure 32 shows the location of these schools.

There are several private schools located in Washington. Four out of the five private schools have religious affiliations; Grace Christian School (Baptist), Trinity Holiness Academy (Methodist), Washington Catholic Elementary School (Roman Catholic) and Washington Catholic High/Middle School (Roman Catholic). Twin Rivers Vocational School is not a state accredited school.

Because the population growth expected between now and 2030 is not substantial, existing schools should be sufficient for the future population.

4. Governmental Facilities

Washington is the county seat of Daviess County and therefore includes both county and city governmental facilities. County government offices are primarily located in downtown Washington in the Daviess County Courthouse and the Daviess County Courthouse Annex. Also located downtown are the Washington Carnegie Public Library, Washington City Hall and the Washington Police Department. Washington has two fire department stations. The first is located on Harned Avenue while the other is located on Walnut Street. Because the 2030 is not substantially higher than the current population, and the number of governmental employees is not anticipated to increase, existing governmental facilities should be sufficient for the 2030 population.

5. Medical Facilities

The Daviess Community Hospital in Washington is the only hospital in Daviess County. It is located on the east side of Washington. The hospital is an 86-bed facility that offers a variety of services including emergency care and specialty services.

There are two rehabilitation centers located in the city. Washington Nursing Center is an elderly care and rehabilitation center that offers housing and rehabilitation services for long-term and short-term care patients and residents. Eastgate Manor Nursing and Rehabilitation Center is 82 bed facility that provides post-operative care, renal disease services, digestive disease support, cancer recovery services and full cycle rehabilitation programs.

Martin County and Pike County are the only counties neighboring Daviess County that do not have a hospital. Good Samaritan Hospital is the closest hospital with a trauma center and is located in Vincennes. Good Samaritan Hospital is a 192-bed medical facility that provides acute care treatment. There are also hospitals located in Sullivan, Linton and Jasper.

A. COMPREHENSIVE PLAN COMMITTEE MEETING

On Wednesday, September 3, 2008, urban planners from Bernardin, Lochmueller and Associates, Inc. met with the Washington Comprehensive Plan Committee at the Washington City Hall. This meeting included a review of the comprehensive plan process, the content of the proposed plan, and the schedule for preparation of the plan. Members of the Committee reviewed and revised the proposed community survey which was later sent to citizens of Washington through utility bills. An exercise was also completed during the meeting to determine the growth and development issues of the city. Each committee member was given an opportunity to list the issues they believed were important to Washington. The committee then scored these issues by importance, giving higher scores to those issues they felt were most important. The top ten issues were included in the community survey, and additional issues were added as survey size permitted. The Plan Committee ranked these issues as follows (the score given to each issue is in parentheses):

1. Need for infrastructure (sanitary sewer, water, utilities), especially growth toward I-69 corridor from SR 57 to US 50. (53)
2. Need for job training and workforce development. (32)
3. Need for shovel ready industrial and commercial sites. (28)
4. Improved corridors (four-lane) are needed from I-69 into town, such as improvement to old Business US 50. (24)
5. Need to identify where future land uses should go and educate the public. (23)
6. Need for access roads into town and to I-69, particularly for commercial and industrial parks. (18)
7. Achieve real growth rather than shift of growth. (15)
8. Need for adequate housing and well-designed residential subdivisions. (10)
9. Losing building and trades people. (10)
10. Improve education system to improve the graduation rate. (9)
11. Need to attract developers for newer residential development. (9)
12. Signs on I-69 to know what Washington and Daviess County have to offer — tourism, major industries. (1)
13. Need for family-oriented expansion (schools, recreation, and businesses). (1)
14. Need for expansion of fire and police protection to growth areas. (0)
15. Improve existing housing conditions. (0)
16. Need for more extended health care facilities (assisted living facilities). (0)
17. Need for improved public transportation. (0)

B. COMMUNITY SURVEY

As part of the comprehensive plan process, 7,500 surveys were sent out to residents of Washington by direct mail through utility bills. The surveys were sent to the Washington utilities office on Friday, September 12, 2008 and mailed in the subsequent utility bills. Residents were asked to fill out the survey and mail it back to Bernardin, Lochmueller and Associates, Inc. The completed surveys began arriving on September 25 and were collected through November 26, 2008. The results of the surveys were used to determine community issues that need to be addressed in the comprehensive plan. Over ten percent (782) of the surveys were completed and returned. Table 5 shows a list of issues from the survey, composite scores, and percent agreement with the issues. The survey that was sent can be found in Appendix B.

C. COMMUNITY LEADER INTERVIEW

In addition to the surveys, community leaders were interviewed by phone about current and future growth in and around the City of Washington. Community leaders are those persons representing one of eight interest groups including Business and Industry, Financial, Real Estate, Developers and Builders, Civic Leaders, Education, Religious and Other Interest Groups.

Of the leaders selected to be interviewed, 14 people were available and agreed to discuss current and future growth in Washington. In the various categories, the number of respondents equaled: four (4) from Business and Industry, two (2) from Banking and Financial, one (1) from Real Estate, three (3) from Developers and Builders, two (2) from Civic Leaders, one (1) from Education, zero (0) from Religious, and one (1) from Other Interest Groups.

1. Current Assets to Growth and Development

When respondents were asked what they consider to be assets to growth and development, the most frequent response was a positive attitude toward growth among the community leadership. Respondents also noted the strength of local leadership and a bipartisan commitment to improving Washington. The available workforce, existing infrastructure, natural resources, schools and low cost-of-living were considered assets by more than one respondent. Respondents also felt that existing industry and the area's natural resources are assets. Downtown redevelopment was considered an asset as well as the effort to bring back a community pool and the area parks. The construction of I-69 was also considered an asset. Other assets included: Crane NSWC, the Daviess County Development Corporation, the city's proximity to Vincennes University, and the quality of life.

2. Current Obstacles to Growth and Development

Respondents mentioned far fewer obstacles than assets. The most common obstacle noted among respondents is the lack of infrastructure to support growth or entice new industry. One respondent stressed the importance of being prepared for growth in order to capture it. Respondents also feel the lack of an interstate poses an obstacle and are eager for the construction of I-69. Respondents noted the lack of a trained workforce with post secondary education and lack of a railroad create obstacles to growth and development. Respondents also worry that the attitude among the public is negative and opposed to change or risk-taking.

3. Desires for Future Growth and Development

Interstate 69 is the most common desire among respondents. Respondents would also like to see the necessary improvements to infrastructure in order to prepare for I-69, possibly including an industrial park. Respondents would also like to see diversified industry, more manufacturing, and continued growth. Planning and zoning is also desired by respondents, as well as continued interest in reviving the downtown area. Other desires include: higher-wage jobs, new housing development, lower property taxes, higher graduation rates, and business incentives such as tax breaks for new businesses.

Table 5: Community Survey Results

	Composite Score	% Strongly Agree	% Somewhat Agree	% Somewhat Disagree	% Strongly Disagree	Did not Respond
Strongly Agree (1.0 - 1.5)						
Achieve real growth rather than a shift of growth.	1.4	67.3%	23.1%	2.3%	2.3%	5.0%
Sidewalk improvements should be made where needed.	1.4	66.3%	27.4%	2.9%	0.8%	2.6%
Washington needs to better address the problem of vacant structures.	1.4	65.8%	24.7%	4.5%	1.5%	3.5%
Economic development needs to be promoted in Washington.	1.4	62.6%	26.5%	4.0%	1.8%	5.1%
Washington should encourage and increase retail businesses and personal services.	1.4	61.7%	28.5%	4.0%	2.2%	3.7%
Improve education system to improve the graduation rate.	1.5	61.8%	25.5%	4.9%	3.2%	4.6%
Signs on I-69 are needed to know what Washington and Daviess County have to offer — tourism, major industries.	1.5	55.9%	30.6%	5.5%	3.6%	4.4%
Somewhat Agree (1.6-2.4)						
Existing roadway surfaces need to be improved.	1.6	47.3%	37.9%	9.2%	1.5%	4.0%
Need for access roads into town and to I-69, particularly for commercial and industrial parks.	1.7	50.1%	33.2%	7.1%	4.9%	4.7%
Storm water drainage facilities should be improved in Washington.	1.7	45.8%	37.7%	9.1%	1.9%	5.4%
Washington should improve the raw water supply sources and fresh water distribution system.	1.7	42.1%	42.8%	8.7%	1.0%	5.3%
Need for infrastructure (sanitary sewer, water, utilities), especially for growth toward I-69 corridor from SR 57 to US 50.	1.7	46.5%	36.7%	7.2%	4.1%	5.5%
Need for job training and workforce development.	1.7	48.5%	33.3%	10.3%	3.6%	4.4%
Need for family-oriented expansion (schools, recreation, and businesses).	1.7	44.4%	37.2%	8.6%	3.6%	6.3%
Washington is losing building and trades people.	1.7	46.0%	30.5%	13.3%	3.5%	6.7%
Need to identify where future land uses should go and then educate the public.	1.7	44.0%	36.4%	10.3%	3.8%	5.5%
Washington needs to make gateways to the community more attractive.	1.7	41.2%	40.6%	11.0%	2.6%	4.6%
Improved corridors (four-lane) are needed from I-69 into town, such as an improvement to old Business US 50.	1.8	46.0%	30.6%	12.7%	6.3%	4.4%
Washington needs to increase downtown activities and events.	1.8	39.2%	41.3%	11.5%	4.7%	3.2%
Need for shovel ready industrial and commercial sites.	1.8	37.6%	40.6%	10.1%	5.3%	6.4%
Need for adequate housing and well-designed residential subdivisions.	1.8	39.0%	37.9%	13.1%	5.0%	5.0%
There is a need for additional recreational facilities in Washington.	2.0	34.0%	37.7%	17.8%	7.1%	3.5%
Washington needs to address heavy traffic flow, especially congestion and delays.	2.0	31.9%	38.7%	17.6%	6.4%	5.4%
Washington should create bikeways and walkways throughout the city.	2.0	34.7%	34.2%	17.7%	9.2%	4.1%
Need to attract developers for newer residential development.	2.1	32.3%	34.9%	19.6%	8.7%	4.5%
Washington should pursue growth through annexation.	2.2	26.5%	34.0%	20.0%	12.9%	6.5%

A. INTRODUCTION

1. Future Vision

The future vision for the physical development of Washington for the year 2030 is reflected in the policy and objectives statements (and associated development review guidelines) of the community. These policies, objectives and guidelines serve as the basis for developing and evaluating future land use patterns for the community, and as the basis, in conjunction with the Future Land Use Map, for determining consistency of proposed development and infrastructure investments with the comprehensive plan.

2. Development of the Vision

With the assistance of the Comprehensive Plan Steering Committee, the future vision for Washington was developed through a community survey, interviews of community leaders, a general public meeting, and written public comment. The initial input of the Comprehensive Plan Steering Committee, community survey and community leader interviews helped identify growth and development issues of concern unique to Washington. These are documented in Chapter 4 of the comprehensive plan.

3. Vision Statement

Washington is a city of progress and pride which strives to be a great place to live, work and visit by fostering economic development opportunities with well paying jobs. High priorities are preserving historic, natural and friendly community features that nurture a unique living environment, increasing quality education, advancing health care services and promoting recreational experiences that increase the quality of life.

B. POLICIES AND OBJECTIVE STATEMENTS

Many people think of a comprehensive plan as only a Future Land Use Map. While a Future Land Use Map may be one of the end products of the comprehensive plan, it is not the foundation of the comprehensive plan. Throughout the Midwest (including Indiana and surrounding states), the foundation for the comprehensive plan is the future vision for the community as expressed in goals, objectives, principles, polices or guidelines. The Indiana state enabling legislation for comprehensive planning (I.C. 36-7-4-500) implicitly recognizes that a plan must be more than a map.

A well-designed plan is based on a set of objectives and policies. It is this collection of objectives and policies that is essential to good planning, not the map. Indiana's planning enabling statute recognizes this fact by requiring only three elements in a comprehensive plan. Indiana Code 36-7-4-502 states:

"A comprehensive plan must contain at least the following elements:

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.
3) A statement of policy for the development of public ways, public places, public lands, public structures and public utilities."

Governed by a well-enunciated set of objectives and policies, development decisions will be made in a predictable, orderly manner. While these objectives and policies are the foundation for the Washington Comprehensive Plan, the plan includes several other elements (including a land use development plan or Future Land Use Map, a transportation/thoroughfare plan, a utilities plan, a community facilities plan, an open space and recreation plan, and an environmental plan) to assist in the interpretation and application of the objectives and policies. These additional elements of the comprehensive plan are expressly permitted by Indiana Code 36-7-4-502 and 506.

In determining consistency of a development proposal with the comprehensive plan, the Washington comprehensive plan establishes two tests: Consistency with the Future Land Use Map and consistency with development guidelines. If the first test fails, the second test becomes paramount as the development guidelines are an expression of the development objectives and policies of the community.

The development policies and objectives that follow have been drafted to reflect the input of the community as expressed by the community survey, community leadership interviews, Comprehensive Plan Steering Committee and public comments expressed through workshops and hearings during the process.

1. Land Use Development Policy

In implementing this comprehensive plan, the land use development policy of Washington is to foster orderly growth and development that expands future employment opportunities and meets living needs of all people while maintaining the integrity of Washington as a friendly city and protecting its unique man-made and natural environmental assets. Economic development will be created through the expansion of well-paying jobs in and around Washington, building on the transportation assets of US 231, US 50/US 150, SR 257, airport, rail and I-69. This policy will encourage the establishment and expansion of commercial facilities in an orderly and safe manner that community revitalization efforts while serving the needs of residents and visitors. This policy will promote land use practices designed to continue development of Washington as a desirable place to live and work. Further, it fosters revitalization, rehabilitation, reuse and development of residential, commercial and industrial properties where appropriate, to improve property values, stabilize public revenues and enhance the visual appearance of the community. This policy encourages residential development that provides housing for all ages and incomes. Development will be encouraged to make the most efficient use of expanded infrastructure. The unique historic and natural assets of the community will be preserved and enhanced for the enjoyment of the community.

2. Community Infrastructure Policy

In implementing this comprehensive plan, the community infrastructure policy of Washington is to develop public ways, places, lands, structures and utilities necessary to assure orderly and cost-effective development and to ensure the continued high quality of life for all citizens while protecting Washington's historic heritage. This policy promotes improvements that emphasize maintenance and enhancement of existing facilities, and the expansion of facilities when such an expansion addresses a future need or growth plan (such as the creation of marketable residential, commercial and industrial sites) or expansion improves the overall cost-effectiveness of the particular public infrastructure systems (whether roads, sewers, waterlines, stormwater drainage, recreation facilities, etc.). The development of a greenway system is encouraged to link residential areas to schools, parks and community facilities through a system of trails, bikeways and walkways. Cities and developers should partner to provide adequate infrastructure for all new and expanded development. New development should bear the cost of infrastructure improvements wherever possible. Additionally, the community will strive to ensure infrastructure decisions enhance excellence in education and recreation, and support neighborhood revitalization efforts.

3. Goals and Objectives for Future Development

Goal 1 (Growth Management):

Promote appropriate and orderly development and growth in and around Washington.

Objective 1.1: Encourage real growth by encouraging the establishment of new businesses and by supporting existing businesses.

Objective 1.2: Maintain a high level of public awareness about the location and uses of future developments.

Objective 1.3: Consider annexation that would increase economic development opportunities and population, increase the tax base, and provide needed infrastructure for health, safety and welfare.

Objective 1.4: Encourage commercial and industrial development to locate along US 50 and SR 57, and I-69 interchange.

Objective 1.5: Develop attractive gateways into the city through quality landscaping, signing and façades on the SR 57 and US 50 entryways.

Goal 2 (Economic Development):

Enhance economic development opportunities in areas appropriate for the expansion of commercial and industrial uses.

Objective 2.1: Address vacant, decaying and blighted properties through a combination of incentive opportunities and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.

Objective 2.2: Provide incentives to encourage the reuse of vacant industrial and commercial structures and properties within and around Washington in a manner compatible with surrounding uses.

Objective 2.3: Promote economic development opportunities in and around Washington.

Objective 2.4: Encourage and increase retail businesses and personal services so that residents have shopping opportunities inside the Washington area.

Objective 2.5: Improve job training and workforce development to increase the overall economic vitality of Washington.

Objective 2.6: Encourage the retention of all jobs, especially jobs in the building and trades industries.

Objective 2.7: Create partnerships between utility providers and developers to ensure adequate infrastructure to existing and proposed industrial, commercial, and residential sites to provide suitable areas for immediate development (shovel ready sites).

Objective 2.8: Promote the transportation opportunities associated with I-69 and the railroad to attract new quality industry.

Objective 2.9: Encourage new commercial structures to be constructed on vacant property within Washington.

Objective 2.10: Promote programs that facilitate capital startup for entrepreneurs and small businesses.

Objective 2.11: Encourage the development of hotels, motels, and other housing to make Washington more desirable for tourists and visitors.

Objective 2.12: Provide incentives to encourage new industry and assist existing businesses in Washington.

Objective 2.13: Place an emphasis on community revitalization efforts in the preservation, attraction of businesses, the marketing of structures and commercial activities, the provision of amenities (parking, lighting, signing and streetscape), the provision of incentive opportunities for business and structure investment, and the assistance of business support activities.

Objective 2.14: Place signs on I-69 to direct motorists and visitors to downtown, commercial areas and community attractions.

Goal 3 (Housing):

Encourage residential development that is compatible with existing residential areas, consistent with the city character, preserves property values, provides opportunities for affordable housing and serves all age and income groups.

Objective 3.1: Address vacant, decaying and blighted residential properties through a combination of incentive opportunities (such as low cost housing rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.

Objective 3.2: Concentrate on adequate housing for all ages and incomes in well-designed residential subdivisions when new housing developments are created.

Objective 3.3: Ensure proper design and construction when planning newer residential subdivisions.

Objective 3.4: Encourage new housing structures to be constructed on vacant property within the Washington community.

Objective 3.5: Encourage new development that provides housing opportunities for the aging population, such as assisted and independent-living housing.

Objective 3.6: Encourage the development of additional moderately-priced housing in and around Washington.

Objective 3.7: Encourage new housing development through innovative housing types and designs that encourage infill housing on vacant lots while remaining compatible with surrounding land uses.

Objective 3.8: Locate mobile homes in mobile home parks with appropriate screening and buffering to ensure compatibility with surrounding land uses (particularly traditional single-family detached housing).

Objective 3.9: Allow manufactured homes on lots in traditional single-family detached home areas provided the structures are compatible with surrounding homes by ensuring such homes have a floor area, a permanent foundation, sloped roof with overhangs and other design features that give the appearance of a site-built home.

Goal 4 (Environment):

Protect man-made and natural environmental features in Washington and the surrounding area that contribute to the historic, natural and city character.

Objective 4.1: Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

Objective 4.2: Facilitate the adaptive reuse of blighted/decaying historic structures, through incentive opportunities (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements) while ensuring the reuse is compatible with surrounding land use.

Objective 4.3: Discourage development in areas subject to severe environmental constraints (floodplains, steep slopes, wetlands, significant natural wildlife habitats, etc.) and ensure any development in such areas minimize adverse environmental impacts.

Goal 5 (Transportation):

Preserve and enhance existing transportation corridors in and around Washington while providing new corridors to address congestion, to facilitate goods movement and to stimulate economic growth.

Objective 5.1: Improve existing roadway surfaces to allow for easier commutes.

Objective 5.2: Improve sidewalk conditions and ensure that all future and existing sidewalks are accessible to the handicapped.

Objective 5.3: Consider the addition of access roads into the city and to I-69 to alleviate traffic congestion to and from commercial and industrial areas.

Objective 5.4: Encourage construction of four-lane corridors such as old Business US 50 to allow for easier access to I-69.

Objective 5.5: Consider improving new roads and bypasses to relieve heavy traffic and congestion in Washington.

Objective 5.6: Create bikeways, walkways, trails that connect recreational areas, schools, and government facilities throughout the city.

Objective 5.7: Ensure the consideration of walkways, bikeways and trails in the design of new or reconstructed roadways.

Goal 6 (Utilities):

Promote the availability of an adequate sanitary sewer system, water distribution system, stormwater facilities and other utilities for existing development while taking advantage of new growth opportunities.

Objective 6.1: Ensure that the city has appropriate natural or man-made drainage systems to adequately accommodate stormwater flows in all parts of the city, and make improvements where necessary.

Objective 6.2: Consider improvements to the raw water supply sources and potable water distribution system to ensure the water needs for Washington are met.

Objective 6.3: Foster the proper infrastructure (sanitary sewer, water, utilities) to accommodate growth towards I-69.

Objective 6.4: Upgrade and expand the city's wastewater system to ensure the system is adequate for existing businesses and residents, and provides residual capacity to accommodate future development.

Objective 6.5: Encourage the development of a long-term capital assets replacement program (maintenance program) in Washington to ensure the effective use of financial resources for repairs to the city's infrastructure.

Objective 6.6: Improve the city's water filtration and distribution system to ensure the system is adequate for existing businesses and residents, and provides residual capacity to accommodate future development.

Objective 6.7: Capitalize on new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

Objective 6.8: Examine utility user rates on an regular basis to ensure sufficient revenues to operate and maintain existing capital investments.

Goal 7 (Recreation):

Preserve and enhance the parks and recreational facilities serving the residents of Washington.

Objective 7.1: Consider placing signs along I-69 to promote the recreational opportunities that Washington and Daviess County have to offer.

Objective 7.2: Preserve and enhance parks and recreation facilities to offer more recreation opportunities.

Objective 7.3: Encourage businesses that provide quality recreational activities in and around Washington.

Objective 7.4: Ensure neighborhood parks are appropriately located to serve existing and future major residential areas, and are sufficient size to accommodate the full range of neighborhood park facilities and to be cost-effectively maintained.

Objective 7.5: Encourage development of bicycle, walkway and trail connections between education, recreation and other community facilities.

Objective 7.6: Consider the addition of new facilities and activities at existing parks to meet Indiana Outdoor Recreation Standards.

Objective 7.7: Adequately maintain, rehabilitate, and replace recreation facilities at existing parks.

Goal 8 (Community):

Ensure adequate availability of entertainment, recreation, education and medical services to meet the needs of residents and visitors to Washington.

Objective 8.1: Improve sidewalk conditions and ensure that all future and existing sidewalks are accessible to the handicapped.

Objective 8.2: Consider improvements to the education system to increase graduation rate and potential for a more qualified work force.

Objective 8.3: Place signs along I-69 to allow travelers to know what attraction and recreational opportunities are in Washington and Daviess County.

Objective 8.4: Consider an expansion of community-oriented businesses such as schools, recreation opportunities and businesses to enrich the quality of life.

Objective 8.5: Create attractive gateways into the community which welcome visitors and increase community pride, including SR 57 north and south of the city and US 150 east and west of the city.

Objective 8.6: Increase community activities and events to make Washington more attractive to both residents and visitors.

Objective 8.7: Improve the visual appearance of Washington by requiring individuals to maintain their personal property.

Objective 8.8: Increase the general visual appearance of Washington by the addition of streetscape elements such as street lighting, seating along sidewalks, landscape and planters, signage and restored building façades.

Objective 8.9: Market and celebrate Washington by promoting the city's unique character.

Objective 8.10: Promote and encourage the development of programs and activities that help residents embrace the diversity of the community.

Objective 8.11: Develop a cooperative, continuing and comprehensive economic development program to retain and attract business to Washington and to capitalize on the opportunities of I-69.

Goal 9 (Government):

Maintain greater communication between county and local governments and between the city and its residents.

Objective 9.1: Increase the coordination of community planning efforts in Washington.

Objective 9.2: Enforce building codes to ensure existing and future buildings are safe and appropriate for residents.

Objective 9.3: Consider the revision of zoning and subdivision regulations to better achieve the objectives of the new comprehensive plan.

Objective 9.4: Maintain an adequate tax base to support public expenditures.

C. GUIDELINES

In addition to the Land Use Development Policy Statement, the Public Infrastructure Policy Statement and the Development Objectives, the following guidelines are to be used to determine consistency of the proposed development and infrastructure investment with the comprehensive plan

1. Land Use Development

a. Residential Uses

R-1: Ensure new residential development is compatible with existing, abutting residential or non-residential development in size, height (not to exceed three stories), mass and scale.

R-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new residential development adjoins existing higher density residential uses or existing non-residential uses.

R-3: Encourage the design of new residential development to provide adequate lot sizes and shapes for housing, to preserve natural tree stands to the extent practical, to use natural drainage channels where possible, to discourage speeding and through-traffic on streets, and to provide amenities such as walkways, curbs, trees and vegetation.

R-4: Evaluate residential development on the basis of the following gross densities:

Low: Up to four dwelling units per acre.

Medium: Greater than four and up to ten dwelling units per acre.

High: Greater than ten and up to 22 dwelling units per acre.

R-5: Limit residential development to the "low density" category a) when major access is not from a "collector" or "arterial" street or primary access passes through a "low density" residential area and b) when the site has environmental constraints such as wetlands, floodplains, steep slopes or other severe environmental limitations.

R-6: Limit residential development to the "medium" or "low" density category when a "collector" street is the highest available functional class for primary access to the site.

R-7: Locate "high" density residential development only where the major access point is to an "arterial" street and where the site is not affected by wetlands or within a floodplain, on steep slopes or affected by other severe environmental limitations.

R-8: Discourage dwelling unit densities in excess of 22 dwelling units per acre and structures in excess of three stories.

R-9: Limit "medium" and "high" density residential structure types to no more than twelve dwelling units per structure.

R-10: Prohibit new residential development in the 100-year floodplain.

R-11: Allow manufactured homes on lots created in older areas provided such homes are on permanent foundations and are compatible in size, mass and character of adjoining residential development.

R-12: Permit new mobile homes in mobile home parks with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-13: Encourage innovative residential developments that mix housing types and densities with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-14: Permit innovative housing types and designs that enable infill housing on vacant lots while remaining compatible with adjacent residential uses.

b. Office Uses

O-1: Encourage the location of offices in planned commercial centers and planned office centers, and as transitional uses from residential to retail uses when the office use involves the conversion of a residential structure or any new structure that has the character of the abutting residential use relative to size (not to exceed 10,000 square feet), height (not to exceed two stories), mass, scale, yards and parking to the rear or side.

O-2: Ensure office development is compatible with existing, abutting residential or other non-residential development in size, height (not to exceed two stories outside downtown), mass and scale.

O-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new office development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

O-4: Ensure office building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.

c. Commercial Uses

C-1: Encourage the location of new commercial uses in planned centers, permit the expansion of existing commercial uses as long as the expansion is compatible with abutting uses, and permit the conversion of non-commercial structures to retail uses as long as the converted structure is compatible in character with abutting residential uses.

C-2: Encourage commercial uses serving residential areas (such as nondurable and convenient goods sales and personal services) to be located within or adjacent to residential areas.

C-3: Encourage commercial uses serving the greater community (such as durable goods sales, land-extensive uses, structures over 10,000 square feet and auto-oriented retail uses) to be located on “arterial” streets.

C-4: Ensure retail development is compatible with existing, abutting residential development or residentially zoned areas in size (10,000 square feet), height (not to exceed two stories), mass and scale.

C-5: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded commercial development adjoins existing residential uses or adjoins office uses.

C-6: Ensure commercial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.

C-7: Limit outdoor storage and displays when commercial uses are adjacent to residential, office and other commercial uses.

C-8: Prohibit non-premises signs (i.e., billboards) in commercial areas.

C-9: Locate businesses serving or selling alcoholic beverages away from residential uses and community facilities such as parks, schools, public buildings, medical facilities, churches and other public/quasi-public institutions.

C-10: Confine adult entertainment or the sale of adult materials to industrial areas with adequate separation from residential, public recreation uses (parks and playgrounds), educational uses (schools and daycare centers) and institutional uses (libraries, museums, churches, etc.).

C-11: Provide financial incentive opportunities and regulatory waivers to encourage the reuse and occupancy of structures in Washington.

d. Industrial Uses

I-1: Encourage the location of new industrial uses in planned industrial centers or adjacent to existing industrial areas; and permit the expansion of existing industrial uses as long as the expansion is compatible with abutting uses.

I-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded industrial development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

I-3: Ensure industrial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining non-industrial use.

I-4: Prohibit the outdoor display or storage of materials in areas zoned for light industrial use.

I-5: Confine the commercial sale, repair and storage of trucks, trailers, modular homes, boats and farm equipment to industrial areas.

e. Public/Quasi-Public Uses

P-1: Locate or expand public and quasi-public facilities where there is a demonstrated need.

P-2: Ensure public/quasi-public development is compatible with existing, abutting residential development in size, height (not to exceed two stories), mass and scale.

P-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded public/quasi-public uses adjoin existing residential uses.

P-4: Ensure public/quasi-public building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.

P-5: Give priority to the maintenance and improvement of recreation facilities at existing parks before acquiring additional park land.

P-6: Ensure the improvement of recreation facilities with a demonstrated need that serves the residents of Washington and that does not duplicate other facilities in Washington.

P-7: Improve pedestrian and bicycle access to and within existing parks, historic and nature areas.

P-8: Emphasize the expansion of existing parks over the acquisition of new parks to address the recreation needs of Washington residents.

P-9: Take advantage of opportunities to expand parkland when such parcels become available adjacent to existing parks, provided such parkland meets a demonstrated need and can be adequately developed and maintained.

P-10: Provide neighborhood parks that are accessible (1/4-mile walking radius and 1/2-mile biking radius) to community residents ensuring the parks are of a minimum size (at least two acres) to accommodate typical neighborhood recreational facilities and to facilitate park maintenance.

P-11: Consider the reuse of playgrounds and parks that lack sufficient size to accommodate typical neighborhood recreational facilities and are poorly located relative to the residential areas being served.

2. Development Infrastructure

a. Transportation

T-1: Ensure all development and land use changes are served by adequate streets that have the capacity to accommodate the site-generated traffic.

T-2: Provide for the movement of pedestrians through the provision of walkways and sidewalks for all new development; and enhance pedestrian access to educational and recreational facilities, to neighborhood serving retail and office uses, and to churches and other institutional uses.

T-3: Provide adequate right-of-way to accommodate required and anticipated roadway, walkway and bikeway improvements, utilities and landscaping through dedication; and is consistent with the functional designation and roadway cross section as defined by the thoroughfare plan.

T-4: Provide adequate access to, from and through development for the proper functioning of streets, walkways and bikeways, and for emergency vehicles.

T-5: Avoid the creation of streets or traffic flows for higher intensity uses through low intensity use areas.

T-6: Ensure adequate access control, location and design of driveways along arterial streets to reduce vehicle conflicts and to preserve traffic carrying capacity while providing access to abutting properties.

T-7: Provide adequate off-street parking and loading for the type and intensity of proposed uses and for the mode of access to the development.

T-8: Give preference to the preservation of existing transportation facilities over the construction of new, extended or expanded transportation facilities.

T-9: Give priority to the provision of roadway infrastructure to areas of vacant industrial structures or land when projects that involve new or expanded transportation facilities are evaluated.

T-10: Emphasize low-cost capital improvements to streets to improve safety and facilitate the flow of delivery and service trucks such as minor widenings of thoroughfares and pavement widenings at corners.

T-11: Confine through-trucks to collector and arterial streets.

T-12: Develop a strategy to preserve and construct new roadway corridors to relieve congestion, facilitate goods movement and foster economic growth, and take advantage of any opportunities that will be created by I-69.

T-13: Ensure the appropriate accommodation of trails, bikeways and walkways in the design of new or reconstructed roadways or new utility and drainage corridors.

b. Sewage Treatment and Collection System

S-1: Maintain the existing sewage treatment plant and sewage collection system so that they can adequately accommodate existing development.

S-2: Ensure all development and land use changes are served by an adequate centralized sanitary sewer system that has the capacity to accommodate the magnitude and type of the site-generated liquid waste effluent.

S-3: Take advantage of opportunities to strengthen the economic performance of the sewage treatment and collection system through new development tap-ins and minor trunk line extensions.

S-4: Examine the rate structure of the sanitary sewer system on a regular basis to ensure sufficient revenues to operate and maintain the system.

S-5: Examine the financial policies regarding sanitary sewer tap-ins and lateral line extensions to ensure new development pays its own way.

S-6: Prohibit any new development involving on-site sewage treatment systems (septic tanks with lateral field, holding pits, etc.) with the exception of industrial pretreatment facilities.

S-7: Examine financial assistance programs for any low- and moderate-income households on septic systems to connect to a centralized sewer system.

S-8: Prohibit the connection of stormwater drains to the sanitary sewer system.

c. Potable Water Treatment and Distribution System

W-1: Ensure the water filtration plant and distribution lines are adequately maintained for existing development while taking advantage of new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

W-2: Examine the rate structure of the water treatment and distribution system on a regular basis to ensure sufficient revenues to operate and maintain the system.

W-3: Ensure all development and land use changes are served by adequate potable water facilities that have the capacity to accommodate the domestic and fire needs of the proposed development

d. Stormwater Drainage

D-1: Explore the management structures, capital costs and financing mechanisms associated with the improvement of natural and man-made drainage systems to adequately accommodate storm water flows.

D-2: Ensure adequate stormwater retention/detention facilities in conjunction with any new or expanded development to prevent increased water flows onto abutting property.

D-3: Examine the adequacy of flood protection facilities and define appropriate actions to address deficiencies.

3. Environmental

E-1: Restrict development in the 100-year floodplain by prohibiting new or expanded structures except when no increase in flood elevation and velocity will result and when the area of floodwater storage will not be reduced.

E-2: Prohibit new residential dwellings in the 100-year floodplain unless the first occupied floor is above the 100-year flood elevation, utilities to the house have appropriate flood proof design, and year around access is available to the dwelling above the 100-year flood elevation.

E-3: Avoid alterations or significant modifications to natural stream channels unless flooding is reduced, any increase in erosion or flood velocity will not affect other areas, and only minor impacts will occur to wetlands or endangered species.

E-4: Use best management practices for erosion and sedimentation control during and after site preparation.

E-5: Buffer streams and lakes to prevent water quality degradation.

E-6: Protect, to the extent economically feasible, historic structures that have recognized historic, cultural and architectural value.

E-7: Protect, to the extent possible, areas of endangered species, wetlands, public parks, unique natural areas and other areas with significant natural features.

4. Government

G-1: Develop a comprehensive, coordinated and continuing economic development program for Washington and Daviess County for the retention and attraction of businesses.

G-2: Support the creation of more skilled and high-tech jobs in Washington by targeting basic industries with skilled and high-tech jobs and by providing the infrastructure and trained labor force to support such industries.

G-3: Promote effective communication between city and county governments, chambers of commerce and economic development organizations to market available and potential industrial and commercial sites for business retention and attraction.

G-4: Provide financial incentive opportunities (low interest loans, public infrastructure improvements and tax incentives) to encourage the reuse of vacant industrial, commercial and office commercial structures and properties in and adjacent to Washington.

G-5: Develop appropriate marketing strategies to promote the assets of Washington to encourage economic development and to promote tourism.

G-6: Develop a program to provide adequate infrastructure to existing and proposed industrial and commercial sites to ensure suitable sites for immediate occupancy.

G-7: Work with educational institutions in the region to develop educational programs to train and retrain the labor force to match the workforce needs of emerging businesses.

G-8: Provide incentive opportunities (such as low cost rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to address decaying, blighted, deteriorated or abandoned properties while ensuring sensitivity to the economic capacity of the residential property owner.

G-9: Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

G-10: Provide incentive opportunities (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements, etc.) to encourage adaptive reuse of historic structures.

G-11: Create a downtown revitalization program that encourages the cooperation and interaction between downtown business owners and occupants, provides incentive opportunities for the rehabilitation of structures in downtown, provides improved streetscape and adequate off-street parking, and facilitates the marketing of downtown.

G-12: Develop a streetscape program to improve the visual appearance of Washington focusing on the downtown, then outward to surrounding neighborhoods.

G-13: Provide incentive opportunities (such low cost interest loans and public infrastructure improvements) to improve the maintenance of older building exteriors.

G-14: Continue to implement programs to assist in housing maintenance, rehabilitation and new construction for low- and moderate-income families, the disabled and the aging population.

G-15: Develop a greenways plan to link residential areas to recreation, education and community facilities by a system of trails, bikeways, and walkways and to enhance the visual appearance of gateways into Washington.

G-16: Create attractive gateways into the city through quality landscaping, signing and façades on the entryways of SR 57 north and south of the city and US 50 east and west of the city modifying the US 50 overlay district to geographically encompass the US 50/I-69 interchange area and to apply geographically to areas along SR 57 north and south of the city.

A. LAND USE DEVELOPMENT PLAN

1. Land Use Development Plan

Before land use recommendations could be developed, existing land use had to be determined. An Existing Land Use Map was created to identify all developed land, vacant land, and undeveloped land in the incorporated City of Washington. Potential future land uses for these vacant and undeveloped areas were determined based on projected future land use needs and the goals and objectives of the community. A Future Land Use Alternatives Map was generated from recommendations identified during the potential future land use analysis. In addition to the appropriate future use of vacant properties, the map also considered appropriate changes in the existing land use, such as replacing single-family residential uses located between commercial uses with more commercial uses. On February 12, 2009, the Comprehensive Plan Committee reviewed and edited the Future Land Use Alternatives Map. The Future Land Use Alternatives Map was also presented to the public on March 4, 2009, at an open house at the Eastside Park Community Building to receive additional comments. Figure 33 shows existing land uses and Figure 34 shows potential future land uses for the vacant/undeveloped land in Washington and the surrounding two-mile fringe.

A Future Land Use Map was created based on the Future Land Use Alternatives Map and comments made during the meeting on February 12th and the open house on March 4th. Based on the Committee's knowledge of site conditions, surrounding land uses, available development infrastructure, and the Future Vision for Washington (Chapter 5), the committee reviewed and made edits to the Future Land Use Map during the committee's final meeting on April 20, 2009. While the Committee validated many of the suggestions on future land use potential (as displayed in Figure 34), it sometimes indicated a preference among the future land use potential options. The resulting future land use designations are found in Figure 35. Figures 36 through 40 shows zoomed-in areas of Washington's future land use designations. These future land use designations provide general guidance for appropriate future land uses and are not to be interpreted as exact geographic boundaries for particular uses.

The future land use pattern designates major land uses within Washington and the immediate surrounding area to accommodate the future land use needs of the city consistent with the Future Vision (goals and objectives) for development. The adopted version of the future land use pattern is shown in the Future Land Use Map. This map will be used in conjunction with goals, objectives and development review guidelines to determine consistency of a proposed development or infrastructure improvement with the Comprehensive Plan.

The future land use pattern generally reflects the existing land use pattern of developed properties and designates appropriate future urban uses for properties with existing vacant or agricultural uses. Because the predominant land use pattern is shown for existing land uses, isolated uses may not always be identified, such as small commercial uses surrounded by a single-family housing development. Figure 35 shows the Future Land Use Map for land in and around Washington (as well as Figures 36 through 40).

The future land use pattern consists of 13 future land use designations: one agricultural/forest land category, three residential categories, one commercial category, one industrial category, six public/quasi public categories, and one conservation category. The map also combines some of these designations into three planned unit development (PUD) categories: commercial and multi-family mixed use, commercial and industrial mixed use, and commercial, multi-family and industrial mixed use.

a. Agricultural/Forest Land

The Future Land Use Maps show one agricultural/forest land designation. The agricultural/forest land designation is applied to areas in Washington that are a) currently used for agricultural purposes and are likely to continue as such to the year 2030, b) covered by trees, c) in the 100-year floodplain or d) contain wetlands.

There are very few areas in incorporated Washington that are designated as agricultural/forest land. All of the agricultural/forest land is located along the corporate boundary. This is because of the existing farm land/

forest land located just outside of the boundary. Agricultural areas that have no development constraints would be the most practical areas to convert into single-family residential developments in the event that future growth necessitates such development. Single-family residential would be practicle north of Washington where residential developments have already started to occur, and also south of Washington towards US 50/150. Industrial growth may occur northeast of Washington along the I-69 corridor and southwest of Washington towards US 50/150. Figure 35 shows the future land use of existing agricultural uses in Washington.

b. Residential

The Future Land Use Map shows three residential designations: single-family, multiple-family and mobile home. A mobile home is defined as a dwelling unit on a chassis not more than 16 feet in width, with or without a permanent foundation. A single-family unit is defined as a site built, manufactured or modular home with a width of at least 23 feet on a permanent foundation. If the map designates an area for “single-family” use, mobile homes and apartments are generally not appropriate. On the other hand, if the map designates an area for “multi-family” use, single-family uses and two-family uses may be appropriate.

Single-Family areas permit single-family detached dwelling units. Single-family lots range from medium-density (starting at about 7,200 square feet) in and around Washington. Currently, single-family lots can include site-built homes, mobile homes (if special conditions are met), manufactured homes, and modular homes.

New single-family detached housing units should first fill in vacant lots inside Washington’s boundary before expanding out to create new housing developments in the future. New single-family subdivisions should be located adjacent to existing single-family developments in and around Washington , rather than on agricultural land in isolated areas of the county. The Future Land Use Map identifies areas north of Washington, as well as areas south and southeast towards US 50/150 and I-69. Single-family development around Washington should be located in the state road corridors leading into the city and around existing single-family areas.

Multiple-Family areas permit multiple-family attached dwelling units with a density of up to twenty-two units per acre. These areas may include duplexes, four-plexes, and apartments. There are several existing multi-family areas in Washington, but much larger areas for multi-family dwelling untis have been identified for future use. Multi-family uses are typically located with commercial uses. Most of the future multi-family land uses are south of Washington along US 50/150 located adjacent to future commercial areas, or mixed within the commercial developments. Apartments, lofts, town homes, and condominiums may be located in areas designated for commercial land use in the future. These multi-family land uses can form a buffer between commercial and single-family uses. A large multi-family and commercial mixed-use designation is appropriate near the future I-69 interchange at US 50/150 as commercial development occurs in this area.

Mobile home densities depend on the zoning district in which they fall, but could be up to 22 dwelling units per acre. Currently, there are a few mobile home parks located within Washington’s boundary, along with mobile homes on single lots scattered mostly throughout the west side of town.

No additional mobile home land uses have been identified for the future in Washington. The 1986 zoning ordinance states that any mobile home moved into the city or from one location to another within the city must be approved by the plan commission. New mobile home subdivisions must also get approval before they are placed in the city. Manufactured homes are allowed on individual lots and should be encouraged before any new mobile homes are brought into the city.

c. Commercial

The Future Land Use Map shows one commercial designation which includes professional offices, personal service and retail. In Washington, the major commercial areas are currently located downtown, on the east side of town or along SR 57. Future commercial uses have been designated around the intersection of SR 57 and US 50/150 and at the intersection of SR 50/150 and I-69 due to a higher concentration of people.

Figure 33: Washington Existing Land Use

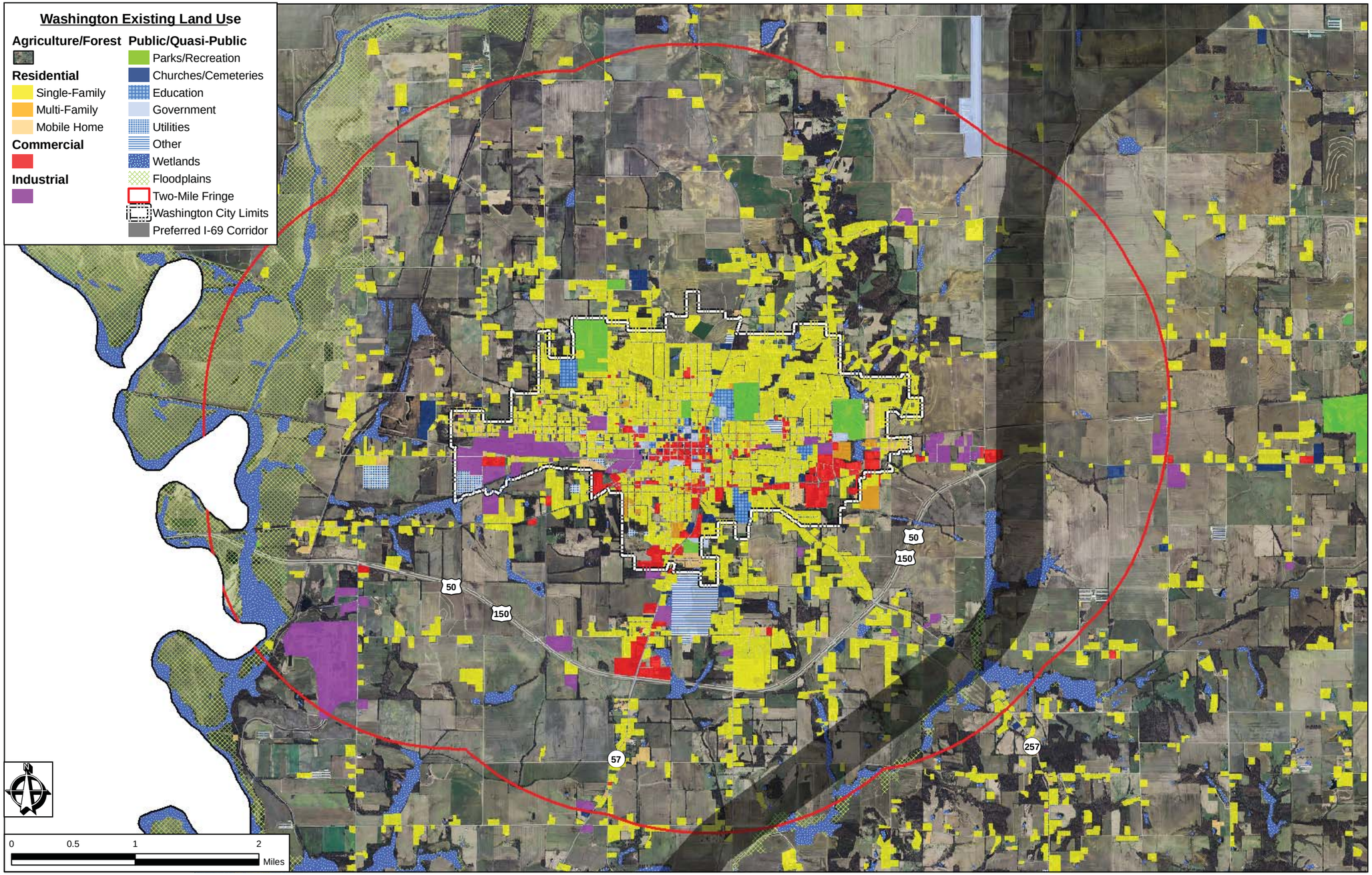


Figure 34: Washington Existing and Potential Land use

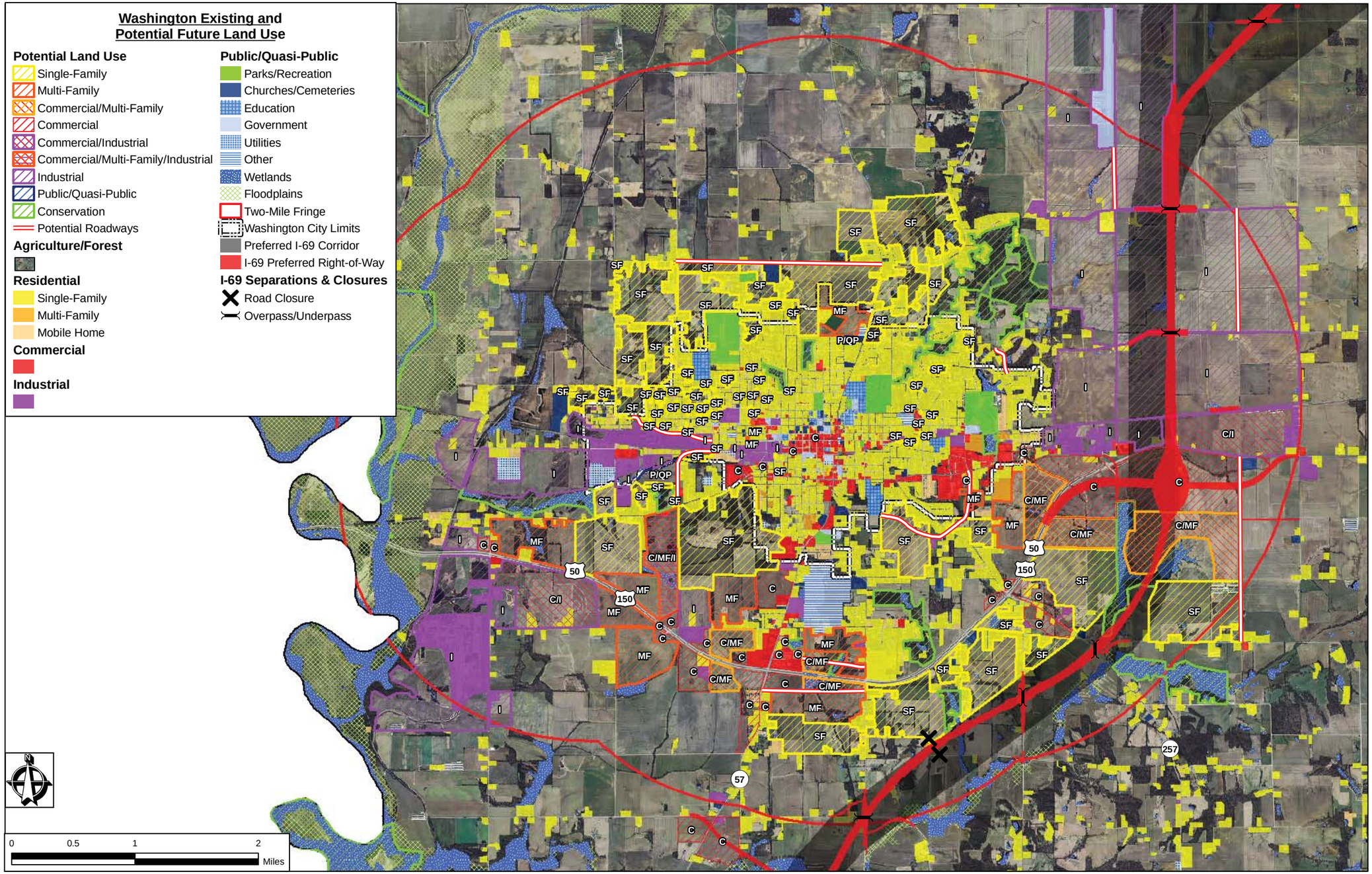


Figure 35: Washington Future Land use

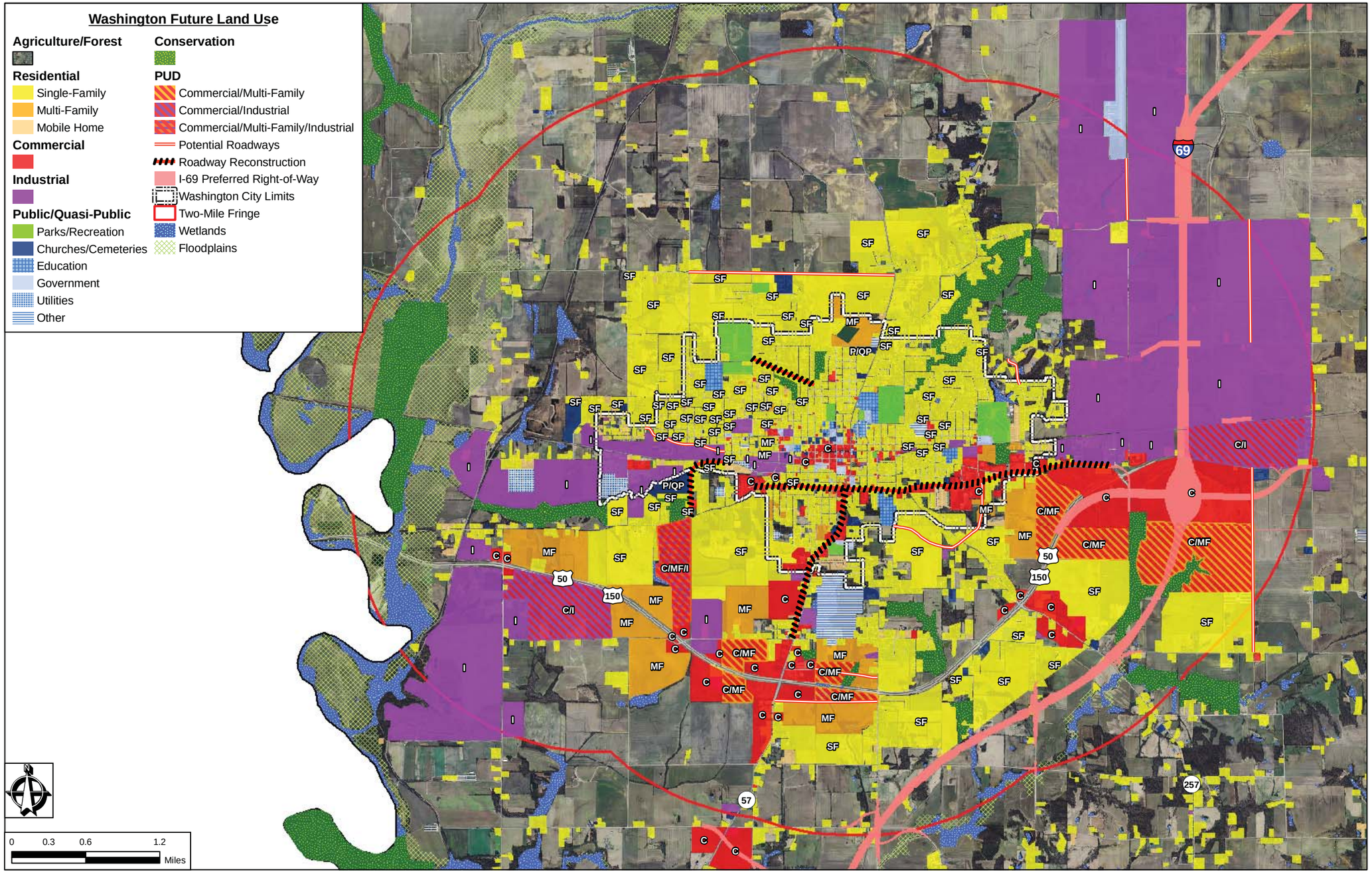


Figure 36: Northeast Washington Future Land use

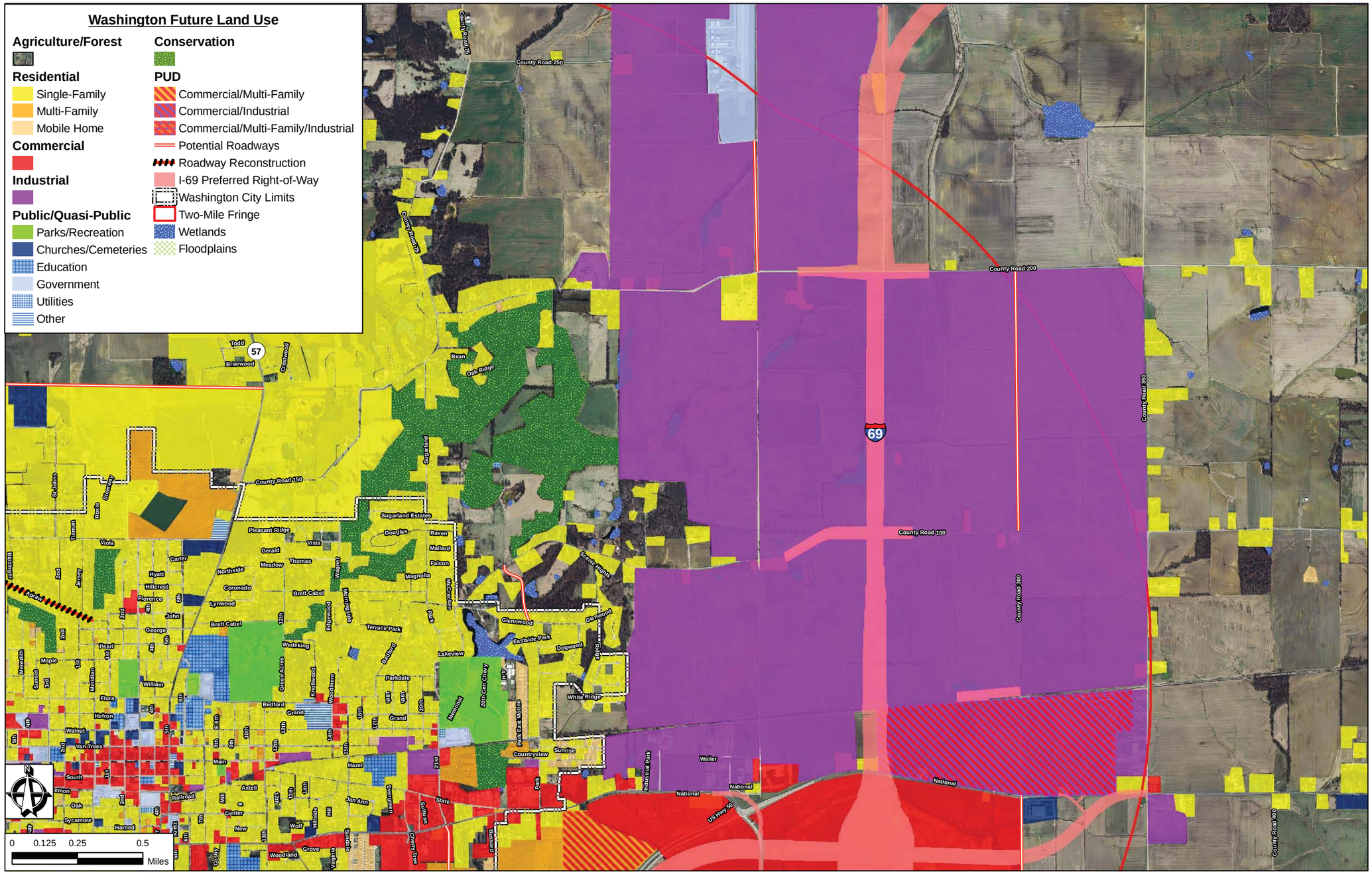


Figure 37: Northwest Washington Future Land use

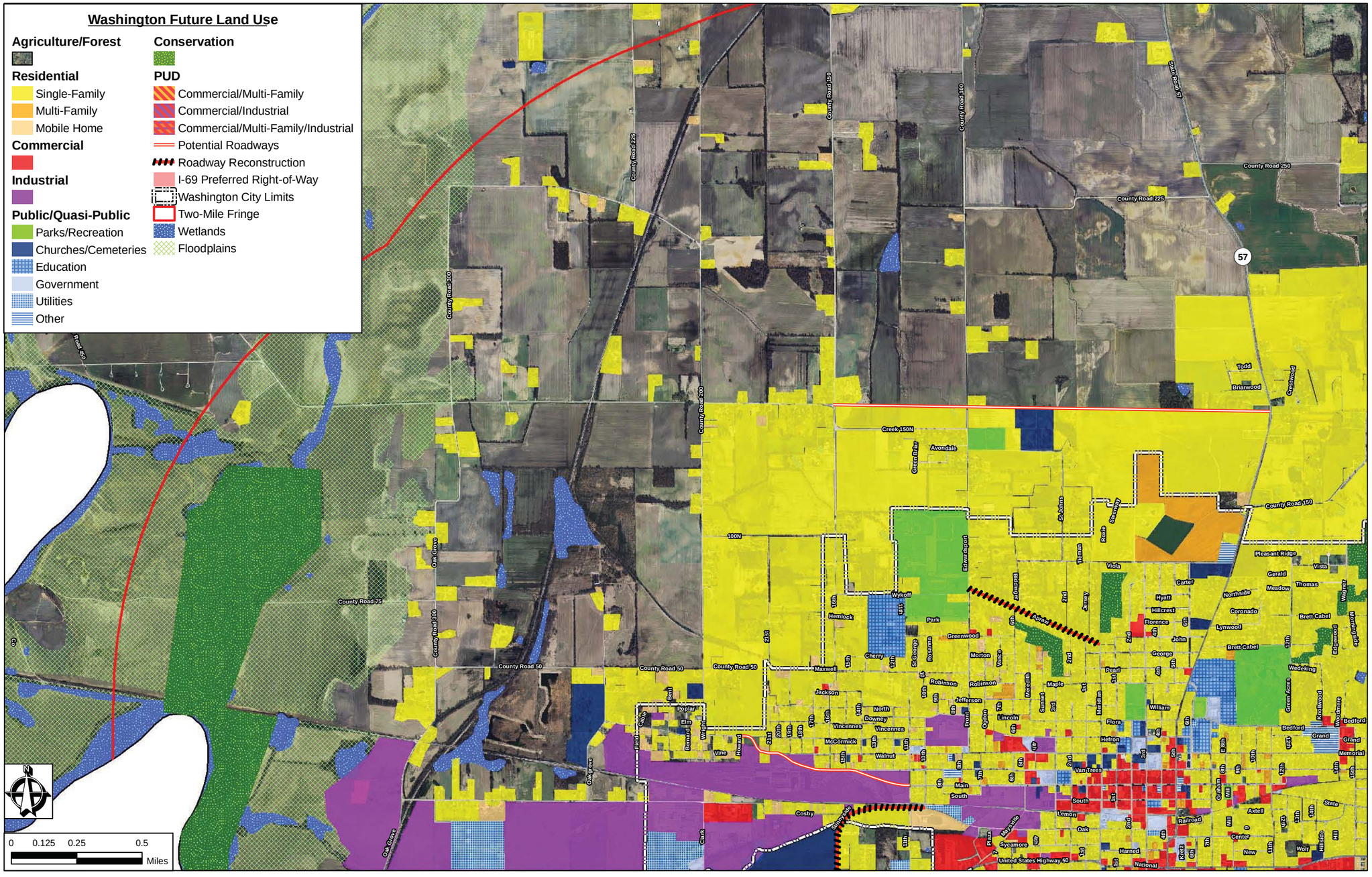


Figure 38: Southeast Washington Future Land use

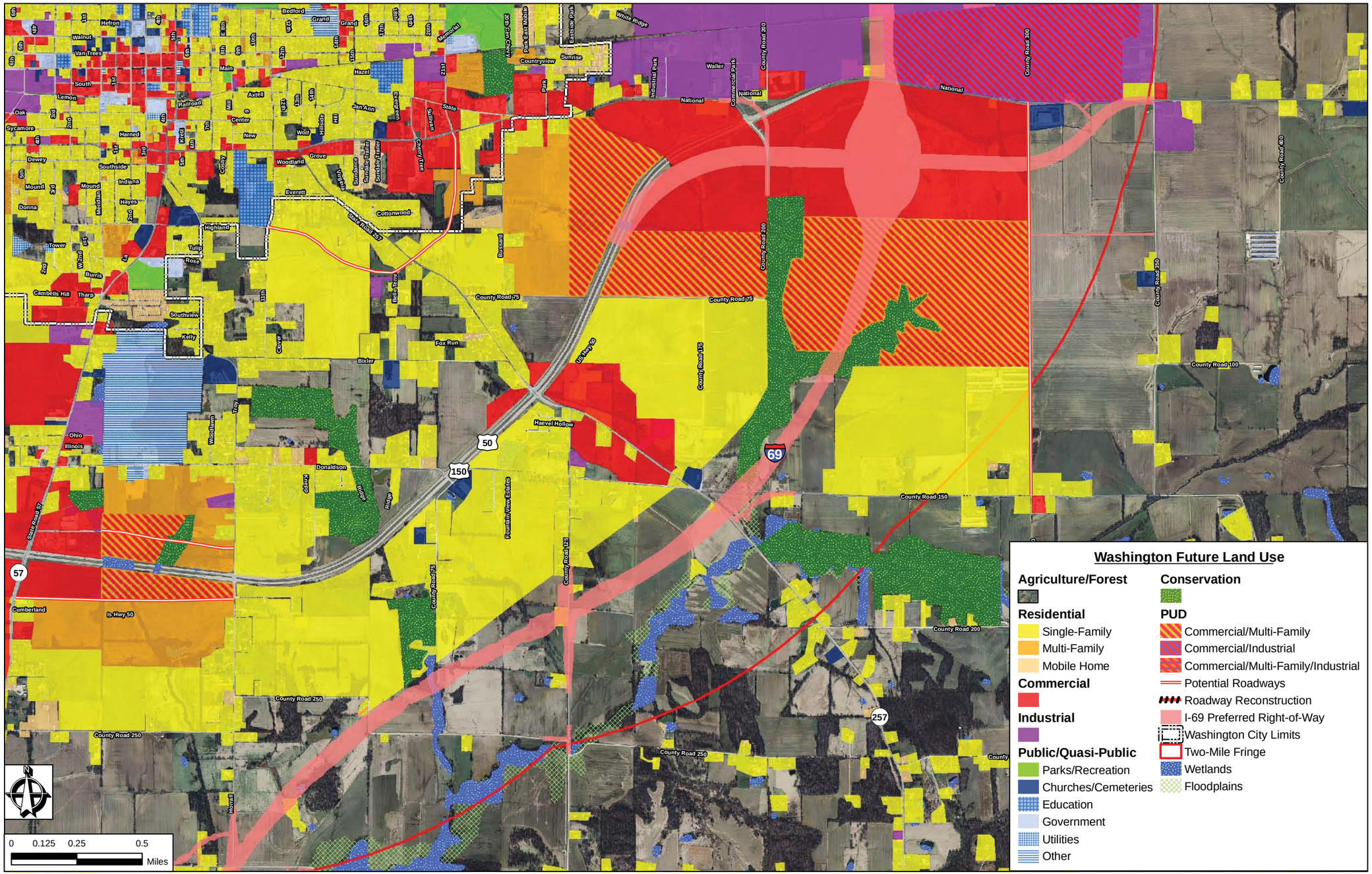


Figure 39: Southwest Washington Future Land use

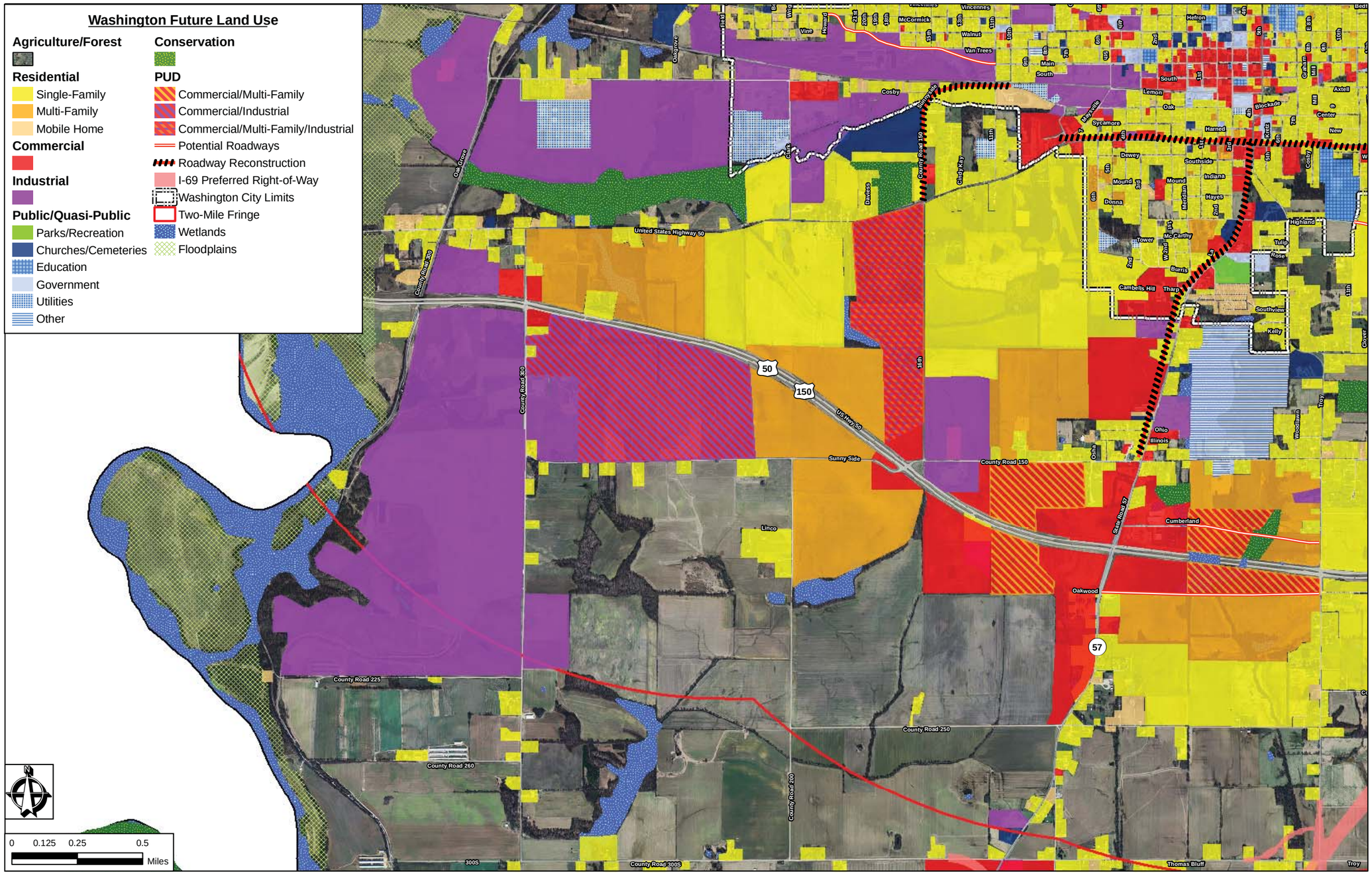
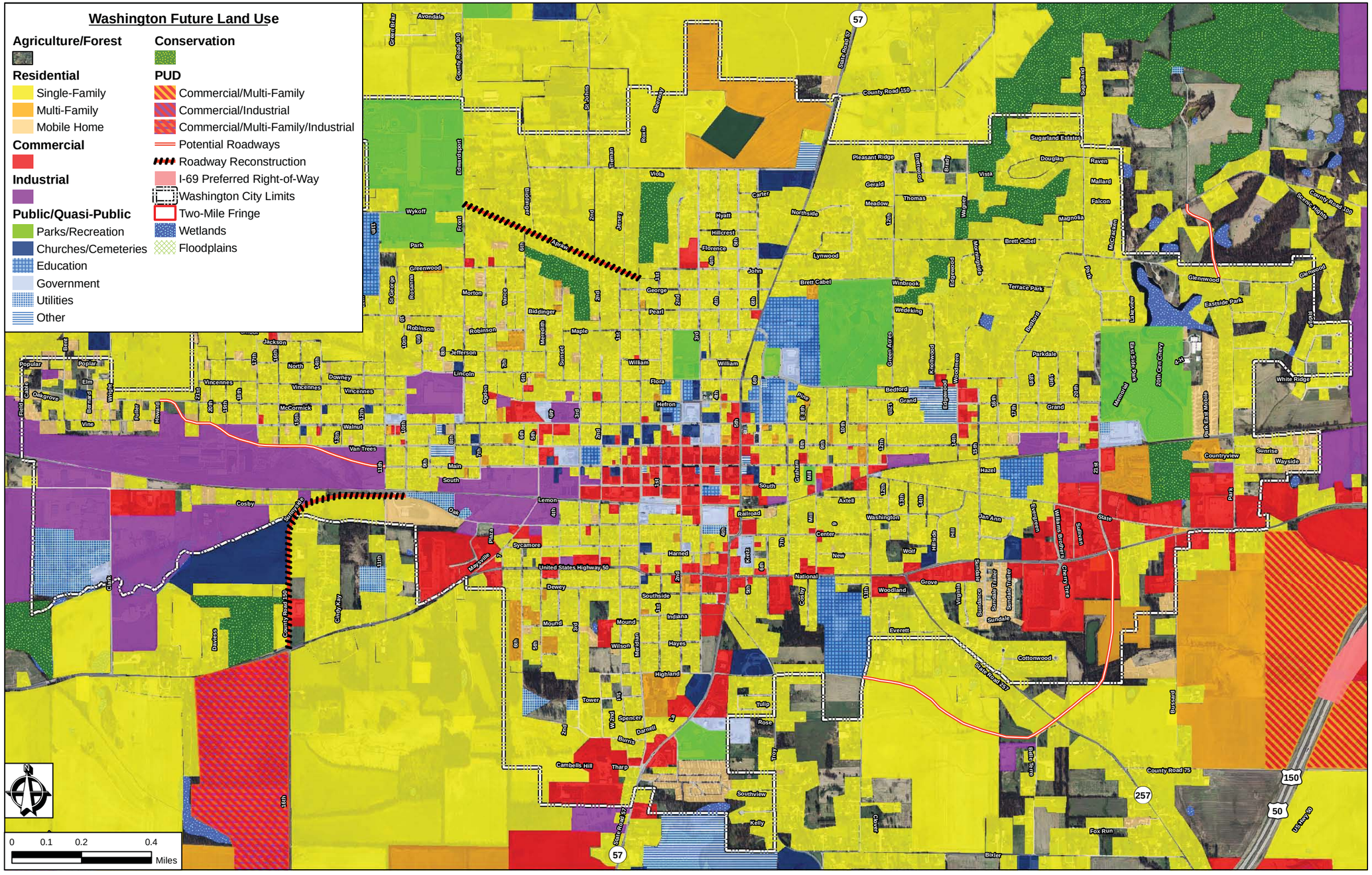


Figure 40: City of Washington Future Land use



The Future Land Use Map also has a mixed use category that includes commercial and industrial uses. These mixed use areas are located southwest of Washington along SR 50/150 next to existing and future industrial uses and on the northeast side of the SR 50/150 and I-69 interchange.

d. Industrial

The Future Land Use Map shows one industrial designation for two categories of industrial use: light and heavy. The appropriateness of light industrial use versus heavy industrial use is dependent upon compliance with industrial development guidelines (see Chapter 5). While very limited commercial uses may be permitted in industrial areas, extensive retail and office uses, public/quasi-public uses and residential uses are inappropriate due to the nuisances typically associated with industrial development.

A light industrial use includes wholesaling; warehousing; truck, mobile home and boat sales, storage and repair; lumber yards; and fabrication activities. Most of these activities are conducted in interior buildings. No general storage is visible from the public way or from non-industrial properties. However, the display of trucks, mobile homes and boats for sale may be visible from the public way and other non-residential properties. In general, this industrial category involves the processing of products from secondary materials rather than raw materials.

A heavy industrial use permits the full range of industrial uses, rail yards and utilities. This category permits manufacturing involving raw materials in outside buildings. However, outdoor processing and materials must be screened from the public way and adjacent non-industrial purposes.

Future industrial uses have been identified mostly along I-69 north of the interchange with SR 50/150. Areas southwest of Washington along SR 50/150 next to existing industrial uses are also appropriate for industrial uses. Smaller areas of land inside Washington's boundary, mostly on the west side of town, have been designated for industrial uses as well.

An industrial and commercial mixed use land use designation has been identified next to these locations because of the amount of people that travel these roads every day.

e. Public/Quasi-Public

The Future Land Use Map places publicly owned uses, as well as institutional uses in the public/quasi-public use designation. The six public/quasi-public designations are parks/recreation, churches/cemeteries, educational uses, governmental uses, utilities, and other institutional uses. In general, these uses are also permitted in areas designated for residential or commercial uses, but are undesirable in areas designated for industrial use.

The public use designation includes governmental uses and educational uses. Governmental uses in Washington include the Daviess County Courthouse, post office, public library and other city facilities.

Educational uses in Washington include North Elementary School, Lena Dunn Elementary School, Helen Griffith Elementary School and Washington Junior and Senior High School. Several smaller schools that are affiliated with churches are also located in Washington.

The quasi-public use designation includes churches/cemeteries, utilities, and other institutional uses. The churches/cemeteries subcategory includes all places of worship, associated offices, cemeteries, and funeral homes/mortuaries. The utilities designation includes both public and private utility uses, such as recycling centers, water and wastewater treatment plants, electrical substations, and cell phone towers. Other institutional uses include all other public/quasi-public uses that are not categorized in any other category, such as clubs and social organizations.

There are only two areas that have been identified on the Future Land Use Map for additional public/quasi-

public land uses for the county and they are both located in Washington. One use is designated public/quasi-public for the expansion of an existing church and its facilities. The other is just outside of the city boundary on the west side and designated for utilities (especially the proposed constructed wetland for combined sewer overflows south of Hawkins Creek to the west of Sunnyside Drive).

Recreational uses can be either public or quasi-public, depending on whether they are publicly or privately owned. In general, recreational uses are permitted in areas designated for residential or commercial uses, but are undesirable in areas designated for industrial use. Existing recreational uses in Washington include the Washington Country Club, East Side Park, Henry R. Gwaltney Sports Complex, the YMCA Recreational Facility, the city pool and several smaller neighborhood parks.

There has not been any land identified on the Future Land Use Map for future recreational uses. However, there is a need in central Washington for additional neighborhood parkland to improve accessibility to neighborhood recreation facilities from surrounding residential areas.

f. Conservation

Several areas have been categorized on the Future Land Use Map as conservation areas, but most of them are located in areas throughout Daviess County. However, conservation areas have been identified along Hawkins Creek in northcentral Washington, from the Washington Country Club along an unnamed creek to the Hawkins Creek headwaters northeast of the city, and on Hurricane Creek south of the Eastside Park. Land identified for conservation around Washington is located on the northeast and west sides of town. Some area by the SR 50/150 and I-69 interchange are also designated as conservation areas. Additional conservation areas are listed under forest lands in the Environmental Plan Implementation section. These are areas that may be eligible to receive technical and financial assistance through the Conservation Reserve Program (CRP). This program helps farmers and ranchers address soil, water and other natural resources subjects. It is administered by the Farm Service Agency, while NRCS provides technical land eligibility determinations, conservation planning and practice implementation.

The Future Land Use Map identifies suggested areas in and around Washington. They are typically along streams, floodplains or wetlands. Land designated as a conservation area will be protected from future development and be kept as agricultural or recreational land. Conservation areas can be created through the private dedication of conservation easements or voluntary purchase by non-profit entities.

2. Land Use Development Plan Implementation

The Future Land Use Map (Figure 35 and Figures 36 though 40) designates major land uses within and adjacent to Washington to accommodate the future land use needs of the city consistent with the future vision (goals and objectives) for development. The Future Land Use Map is incorporated into the recommendations of the Land Use Plan. The Washington Plan Commission should consider the Future Land Use Map and the goals and objectives when making any development reviews. The Plan Commission must consider the Future Land Use Map and goals and objectives when making any decisions on zoning and subdivision regulations.

B. TRANSPORTATION/THOROUGHFARE

1. Transportation/Thoroughfare Plan

a. Definition of Thoroughfare Plan

The transportation element of this comprehensive plan fulfills the requirements of a thoroughfare plan under State legislation (IC 36-7-4-506). The City of Washington adopted an official thoroughfare plan on July 14, 1986 that was last amended on September 27, 2004. The official thoroughfare plan designations correspond to the Federal Function Classification designations as shown in Figure 30. The thoroughfare plan establishes

the general location of new, extended, widened or narrowed public ways. For the Washington Thoroughfare Plan, thoroughfares are those streets functionally classified as arterials and collectors on the Federal Functional Classification System. (The only differences between the two systems are the exclusion of Vista Lane/Douglas Drive as a collector and the addition of SE 11th Street and Bixler Road from Highland Avenue to Troy Road in the Thoroughfare Plan.) In general, the thoroughfare plan defines functional classes, appropriate cross sections and access control requirements, and major street improvements.

b. Purpose of the Thoroughfare Plan

The thoroughfare plan addresses the use and improvement of the street system within and around Daviess County. Overall, the thoroughfare plan serves four purposes:

1. Preservation of right-of-way to accommodate existing and future transportation needs. It establishes right -of-way requirements according to the functional classification of the street, application of urban (i.e., curb and gutter) versus rural (i.e., side ditches or swales) design standards, and location on existing versus new alignment.

2. Continuity of the functional, physical and aesthetic character of each functional class of street. It defines typical cross-sections for thoroughfares (arterials and collectors) by functional class to serve as initial design parameters for new, widened or reconstructed streets.

3. Preservation of thoroughfare capacity through access control. It describes appropriate access management policies by functional class.

4. Identification of transportation improvements to address existing and future transportation needs.

c. Preservation of Right-of-Way

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through traffic. Streets are functionally classified as local if their primary purpose is to provide access to abutting properties. Streets are classified as arterials if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes. The federally designated functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

Only communities of 5,000 or more persons have facilities with an urban designation. The arterial and collector functional classes are further broken down into several categories:

- Major Arterials include interstates, freeways/expressway, and Principal Arterials. The National Highway System of 155,000 miles includes the nation's most important rural Principal Arterials in addition to interstates, and links metropolitan areas (50,000 or more persons) and most urban areas over 25,000 persons. Within urban areas, major arterials link the central business district to suburbs and link major activity centers in the suburbs. Urban Principal Arterials link to Rural Principal Arterials and Rural Minor Arterials.

- Minor Arterials, the lowest category of arterial streets, serve trips of moderate length, offer a lower level of mobility than Principal Arterials, and link larger towns to the arterial system. Within urban areas, these streets supplement the Major Arterials as through traffic carries between major activity centers within the community. Urban Minor Arterials link to Rural Major Collectors.

- Collector streets serve as the link between local streets and the arterial system. They provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these streets. In rural areas, Rural Major Collectors link county seats and larger towns (2,500 or more persons) to the arterial system, and Rural Minor Collectors link the smallest towns (under 2,500 persons) and unincorporated areas to the arterial system. While Rural Major Collectors link Urban Minor Arterials, Rural Minor Collectors link to Urban Collectors. While the federal system does not provide a breakdown of Urban Collectors into the major and minor classes, community thoroughfare often create that distinction to include streets that serve a collector function but are not on the federal system as Urban Collectors due to the federal mileage limitation on collectors.

- Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. More detail on functional classification can be found in the Transportation section of Chapter 3.

Referring to Figure 30 (Federal Functional Class Map), there are three Principal Arterials in Washington: US 50 into and through the Washington Urban Area, SR 57 (East Fifth Street) into the Washington Urban Area from south of US 50 (south edge of urban area) to CR 150N (north edge of urban area) and SR 257 (Portersville Road) within the Washington Urban Area from US 50 (south edge of urban area) to National Highway and National Highway to SR 57 (East Fifth Street). When Interstate 69 opens to traffic from I-64 to US 50 as a Rural Principal Arterial, it is likely that SR 57 south of US 50 will be downgraded from a Rural Principal Arterial to a Rural Major Collector (the current designation of SR 57 north of the Washington Urban Area.

There are several Minor Arterials in the Washington Urban Area from south to north and west to east:

- Highland Avenue from Meridian Street to Main Street
- National Highway from Sunnyside Road to SE 5th Street (SR 57) and Portersville Road (SR 257) to US 50
- Cosby Road from CR 240W to Mayville Road
- State Street from SE 11th Street to National Highway
- Main Street from NW 11th Street to NE 11th Street
- Van Trees Street from NW 16th Street to NW 7th Street
- Walnut Street from NW 16th Street to NW 7th Street and Memorial Street from NE 15th Street to NE 21st Street
- Oak Grove Road/McCormick Street from CR 240W to NW 16th Street
- Brett Cable Road from NE 5th Street (SR 57) to Sugarland Road
- Clark Road from Mayville Road to Cosby Road
- Mayville Road/SW 5th Street from National Highway to Main Street
- NW 16th Street from Van Trees Street to McCormick Street
- NW 11th Street from Main Street to Walnut Street
- Front Street/Edwardsport Road from Walnut Street to CR 150N (Old US 50 Highway)
- NW 7th Street from Main Street to Walnut Street
- Meridian Street from SR 57 to Main Street
- SE 2nd Street from National Highway to Main Street
- SE 3rd Street from National Highway to Main Street
- East 11th Street from National Highway to Main Street
- East 15th Street from National Highway to Memorial Street
- East 21st Street from National Highway to Brett Cable Road

The Urban Collectors in the Washington Urban Area from south to north and west to east are:

- Van Trees Street from NW 7th Street to NE 7th Street
- Walnut Street NW 7th Street to NE15th Street
- Bedford Road from NE 5th Street (SR 57) to NE 15th Street
- Maxwell Avenue from Wright Avenue/McCullagh Road (CR 200W) to Front Street
- Wykoff Lane from NW 1th Street to Edwardsport Road
- Apraw Road from Edwardsport Road to Meridian Street
- Pearl Avenue from Meridian Street to NE 5th Street
- Viola Avenue/Read Avenue from Biddinger Lane to NE 5th Street (SR 57)
- Vista Lane from NE 12th Street to Sugarland Road
- CR 150N (Old US 50 Highway) from NW 16th Street to Edwardsport Road
- CR 150N from NE 5th Street (SR 57) to Sugarland Road
- CR 240W from Cosby Road to Oak Grove Road/McCormick Street
- Wright Avenue/McCullagh Road (CR 200W) from Oak Grove Road/McCormick Street to CR 150N
- NW 16th Street from McCormick Street to Wykoff Lane
- Biddinger Lane from Apraw Road Viola Avenue
- Meridian Street from Main Street to Apraw Road
- NE 2nd Street from Main Street to Walnut Street
- SE 3rd Street from Main Street to Walnut Street
- Troy Road from US 50 to SE 5th Street (SR 57)
- SE 11th Street from Highland Avenue to National Road
- NE 11th Street Main Street to Bedford Road
- NE 15th Street from Memorial Street to Bedford Road
- Sugarland Road from Brett Cable Road to CR 150N

All new streets created in Washington must conform in width and alignment to any adopted comprehensive plan or any official thoroughfare plan. New streets must also have to conform to the requirements the Washington Subdivision Control Ordinance, described below.

Requirements in a subdivision control ordinance would apply to local streets, collectors and arterials to be maintained by Washington and should be consistent with the thoroughfare plan. The Washington Subdivision Control Ordinance also specifies vertical and horizontal design requirements and pavement design standards for all locally maintained roadways. The Indiana Department of Transportation (INDOT) maintained roadways may require more or less right-of-way based on its adopted policies, procedures, and practices.

d. Thoroughfare Typical Cross-Sections

To address existing and future mobility needs, the appropriate cross-section for initial design of thoroughfare improvements should consider the following:

- The physical roadway standards (i.e., right-of-way, lane width, median, curb and gutter) necessary to support anticipated truck and automobile traffic volumes and vehicular maneuvers, to accommodate bicycle and pedestrian movements, and for design speed.
- The capacity standards of different street types in terms of traffic-carrying capacity.
- Continuity of urban design considering the need for bicycle and pedestrian facilities and the appropriateness of an urban (curb and gutter) versus rural (swales) design.

- The accommodation of utilities.
- Right-of-way constraints for widenings versus new alignments.

Daviess County currently has trails internal to West Boggs Lake Park and the Glendale Fish and Wildlife Area; however, there are presently know trails or bikeway facilities. Traffic volumes and speeds are low enough on collector streets in Washington to permit the coexistence of automobile traffic with bicycles. With the exception of SR 57 (East 5th Street), National Highway and Main Street, traffic volumes and speeds are low enough on arterial streets in Washington to permit the coexistence of automobile traffic with bicycles.

If a jurisdiction were to add bike lanes to existing roads or right-of-way, a bike lane sharing the travel-way must be at least six feet wide when the speed limit is over 35 miles per hour and at least four feet when the speed limit is at or below 35 miles per hour. If the two-foot curb and gutter section is continuous and bicycles can pass over storm grates, the bike lane requirements can be reduced by one foot. A separate bikeway facility (either sharing right-of-way with a street or on independent right-of-way) must be at least ten feet wide (paved) with one-foot rock shoulders for two-way bike travel.

Sidewalks are appropriate along arterials and collectors as well as local streets in Washington. Usually, where dwelling unit densities are greater than two dwelling units per acre or the public road frontage of each lot is 100 feet or less with width, sidewalks are appropriate. In residential and commercial areas along major (principal) and minor arterials, sidewalks should be at least five feet in width when the border area (distance between sidewalk and back of curb) is at least four feet provided the posted speed is 35 mph or less. In residential areas along major and minor collectors (with posed speed of 35 mph or less), sidewalks should be at least four feet in width when the border area is at least four feet, and six feet wide when there is no border area. Handicapped ramps are required for sidewalks at all intersections. Border areas of less than four feet are strongly discouraged because they lack inadequate width for vegetation (trees or bushes) and are inefficient for grass maintenance. When the posted speed exceeds 35 mph, the border area may have to be increased. In the absence of curbs, the border area begins at the outside edge of the shoulder and the sidewalk is preferably located on the outside edge of the ditch swale.

Table 6 records the current Washington Subdivision Control Ordinance requirements for pavement and right-of-way.

Existing roadways in the core of Washington have a right-of-way width of 50 to 60 and a pavement width of 26 to 40 feet. Most streets fall in the 33 to 36 foot pavement width range. For the existing Principal Arterials (excluding the US 50 Bypass), the right-of-way and pavement widths are as follows:

- East 5th Street (SR 57) -- 55 feet right-of-way and 36 feet pavement width
- National Highway (SR 257) -- 60 feet of right-of-way and 36 feet pavement width
- Portersville Road (SR 257) – 50 feet of right-of-way and 24 feet pavement width with 2 to 3-foot shoulders

For the existing Minor Arterials, Main Street, Van Trees Street and Walnut Street have 60 feet of right-of-way. Main Street has the widest pavement width in the city at 40 feet. Van Trees Street and Walnut Street have only 36 feet of pavement. State Street has only 40 feet of right-of-way and 26 feet of pavement. On the edge of Washington, minor arterials and collectors may have as little as 30 feet of right-of-way and 20 feet of pavement.

Local streets have 40 to 60 feet of right-of-way and a pavement width of 26 to 36 feet. Some Local streets have as little as 30 feet of right-of-way and 20 feet of pavement.

A comparison of existing right-of-way and pavement widths by functional class compared to the existing subdivision control ordinance shows consistency between the two for the local streets but discrepancy between

the two for collectors and arterials. Thus, consideration may be given to modifying the right-of-way and pavement width requirements to reduce the initial right-of-way and construction costs and long-term maintenance costs because of escalating land, construction and maintenance costs.

Table 6: Existing Washington Minimum Right-Of-Way and Pavement Widths

Class	Right-of-Way Width (feet)	Lane Widths	Pavement Width between Curb Faces (feet)
Principal Arterial	120	4 lanes at 12 feet each	48
Minor Arterial	100	2 lanes at 12 feet each plus 2 parking lanes at 10 feet each OR 4 lanes at 12 feet each	44 to 48
Major Collector	80	2 lanes at 12 feet each plus 2 parking lanes at 8 feet each	40
Minor Collector	70	2 lanes at 11 feet each plus 2 parking lanes at 8 feet each	38
Local Streets	60	2 lanes at 10 feet each plus 1 parking lane at 8 feet	28
Cul-De-Sac Streets	50 plus 50-foot radius turnaround	2 lanes at 10 feet each plus 1 parking lane at 8 feet	28

Suggested typical cross-sections for Washington are illustrated for urban roads in Figure 41 and Figure 42. Figure 41 shows a typical cross-section for an “urban place” for short streets, short cul-de-sacs and short frontage roads with no anticipated on-street parking. This new street class would be appropriate where there are no more than five residences or three small businesses, where severe right-of-way constraints exist due to pre-existing lots, topography or environmental constraints, or where continuity is desirable for pre-existing narrow right-of-way of 40 feet.

The typical cross section for an “urban local street” may use a two-foot integral roll-curb-and-gutter rather than a barrier-curb-and-gutter so that the pavement width to the back of curb is 28 feet. This “urban local street” cross section can be accomplished within a minimum of 50 feet to match existing 50 foot right-of-ways or to reduce development costs for new streets, and can be used for secondary streets in most residential subdivisions. While the pavement width for local streets is the same as the current subdivision control regulations, the right-of-way width has been reduced from 60 feet to 50 feet.

Fitting within the maximum 60 feet of right-of-way found on some streets in Washington and in the 40 to 55- foot range of many streets in Washington, the “urban minor collector” street typical cross section permits parking for primary streets in most residential subdivisions, and can be configured with a left-turn lane or continuous center left-turn lane in lieu of the parking lane to accommodate left-turns at major intersections or frequent driveways into commercial establishments in commercial and industrial areas. This suggested cross section would reduce the pavement width from 38 feet to 35 feet for a barrier curb and reduce the right-of-way width from 70 feet to 60 feet over the current subdivision control regulations.

In high density residential areas where on-street parking is likely on both sides of the street and through travel in both directions must be maintained, the "urban minor arterial/urban major collector" cross-section with two parking lanes may be appropriate as shown in Figure 42. The typical cross section for the "urban minor arterial/urban major collector" in Figure 41 handles moderate traffic volume streets where heavy left-turn movements occur at major cross streets or into frequent commercial and industrial driveways. It also fits within the maximum right-of-way widths of 55 to 60 feet found in Washington. This suggested cross section would reduce the pavement width from 40 feet to 39 feet for a barrier curb and reduce the right-of-way width from 80 feet to 60 feet over the current subdivision control regulations.

Figure 42 shows a typical cross-section for an "urban minor arterial/urban major collector" with parking on both sides. Due to the minimum right-of-way width of 70 feet, this may only be applicable in new suburban areas. This suggested cross section would reduce the pavement width from 48 feet to 47 feet for a barrier curb and reduce the right-of-way width from 100 feet to 70 feet over the current subdivision control regulations.

The undivided "urban principal arterial" is intended for high traffic volume streets with heavy left-turn movements at crossroads and into frequent commercial and industrial driveways and for posted speeds of more than 35 mph. Due to the minimum right-of-way requirement of 65 feet, this typical cross section cannot be applied in Washington where maximum 55 to 60 feet of right-of-way exists for principal arterials without reducing the width of the center turn-lane or the border areas. If the center turn lane is reduced, the typical cross section of the "minor arterial/major collector" at the bottom of Figure 41 results.

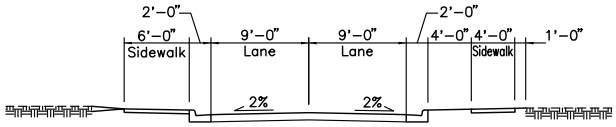
The last typical cross-section is for a divided, "urban principal arterial". Experience has shown that four-lane undivided facilities do not function as well as a two-lane facility with a continuous center left-turn lane. Accordingly, four-lane "minor arterials" and "principal arterials" without a median as shown in the current subdivision control regulations are discouraged.

These urban typical cross-sections may be converted to a rural typical cross-section by replacing the two-foot standard curb-and-gutter by a paved or gravel shoulder, and replacing the sidewalk and border area with a side ditch swale. For a rural "place" or "local street", the shoulder would be two to three feet (paved or compacted aggregate); the front slope to the ditch would be 3:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 2:1. For a rural "minor collector", the eight-foot parking lane would be dropped if on-street parking were prohibited, and the shoulder would be four to six feet (compacted aggregate or bituminous paved or combination thereof); the front slope to the ditch would be 3:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 2:1. Where on-street parking is likely for a "minor collector" through a residential subdivision, an eight-foot parking lane must be added to each side where the residential subdivision exists or is proposed (similar to the "minor arterial of Figure 42). If a bike lane is proposed, the shoulder must be six-foot paved plus one-foot compacted gravel. If a horse-drawn vehicle lane is proposed, the shoulder must be eight-foot paved plus one-foot compacted gravel.

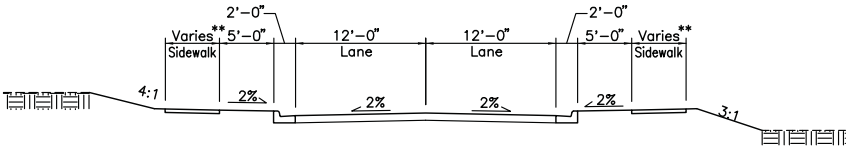
For a rural "minor arterial street" or "rural major collector" in Figure 41 or Figure 42, the shoulder would be eight to ten feet (compacted aggregate or bituminous paved or combination thereof); the front slope to the ditch would be 4:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 3:1. If a bike lane is proposed, the shoulder must be six-foot or eight-foot paved plus two-foot compacted gravel. If a horse-drawn vehicle lane is proposed, the shoulder must be eight-foot paved plus two-foot compacted gravel. In rural areas where left-turning activity is minimal, the center left-turn lane may be dropped in Figure 41 and the on-street parking dropped in Figure 42.

While Figure 41 shows typical cross-sections for an "undivided principal arterial" and a "divided principal arterial", a rural principal arterial is more likely to be a State-maintained facility rather than a locally maintained facility in Daviess County. Figure 43 shows the INDOT design standards of typical cross sections for rural interstates, arterials and collectors.

Figure 41: Suggested Washington Typical Cross Sections



TYPICAL CROSS SECTION
URBAN PLACE
(40' MINIMUM RIGHT–OF–WAY WIDTH)

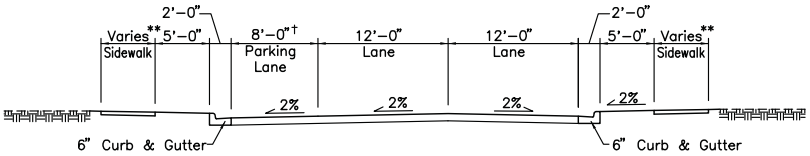


CUT

TYPICAL CROSS SECTION
URBAN LOCAL STREET
(50' MINIMUM RIGHT–OF–WAY WIDTH)

FILL

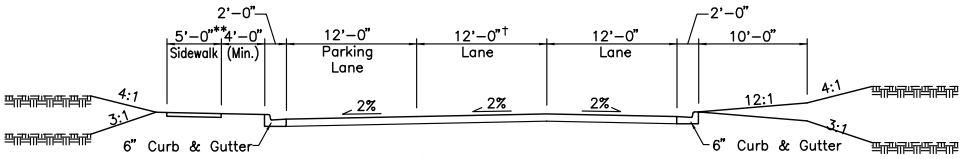
**4'–0" in Residential Area
5'–0" in Commercial Area
6'–0" When Sidewalk adjacent to curb



TYPICAL CROSS SECTION
URBAN MINOR COLLECTOR
(60' MINIMUM RIGHT–OF–WAY WIDTH)

†12'–0" in Commercial and Industrial Areas

**4'–0" in Residential Area
5'–0" in Commercial Area
6'–0" When Sidewalk adjacent to curb



TYPICAL CROSS SECTION
URBAN, MINOR ARTERIAL OR MAJOR COLLECTOR
ONE PARKING LANE OR CENTER LEFT–TURN LANE
(60' MINIMUM RIGHT–OF–WAY WIDTH)

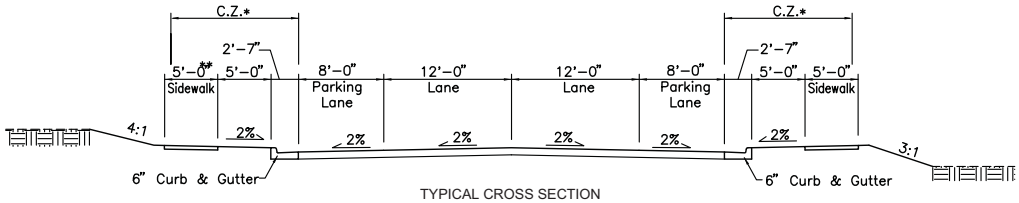
†Width Varies, 12'–0" (Min) to 14'–0"

**6'–0" When Sidewalk adjacent to curb

* Per INDOT Design Manual

C.Z. – Denotes Clear Zone

Figure 42: Suggested Washington Typical Cross Sections

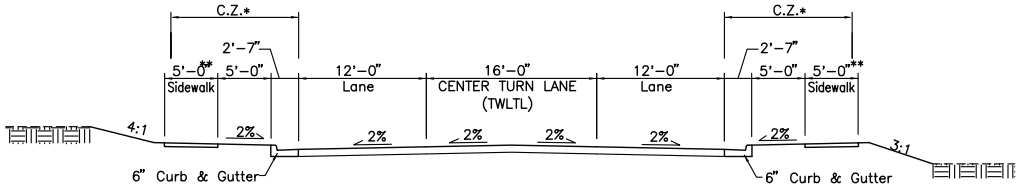


TYPICAL CROSS SECTION
URBAN, MINOR ARTERIAL OR MAJOR COLLECTOR
TWO PARKING LANES
(70' MINIMUM RIGHT-OF-WAY WIDTH)

CUT FILL

†Width Varies, 10'–0" (Min) to 12'–6"

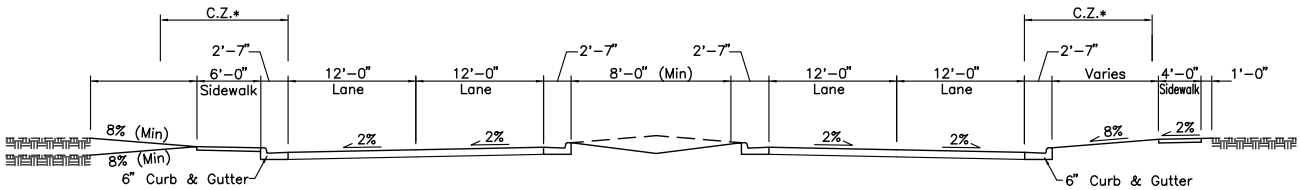
**6'–0" When Sidewalk adjacent to curb



TYPICAL CROSS SECTION
UNDIVIDED, URBAN PRINCIPAL ARTERIAL (PRIMARY STREET OR MAJOR ARTERIAL)
TWO THROUGH LANES
(65' MINIMUM RIGHT-OF-WAY WIDTH)

CUT FILL

**6'–0" When Sidewalk adjacent to curb



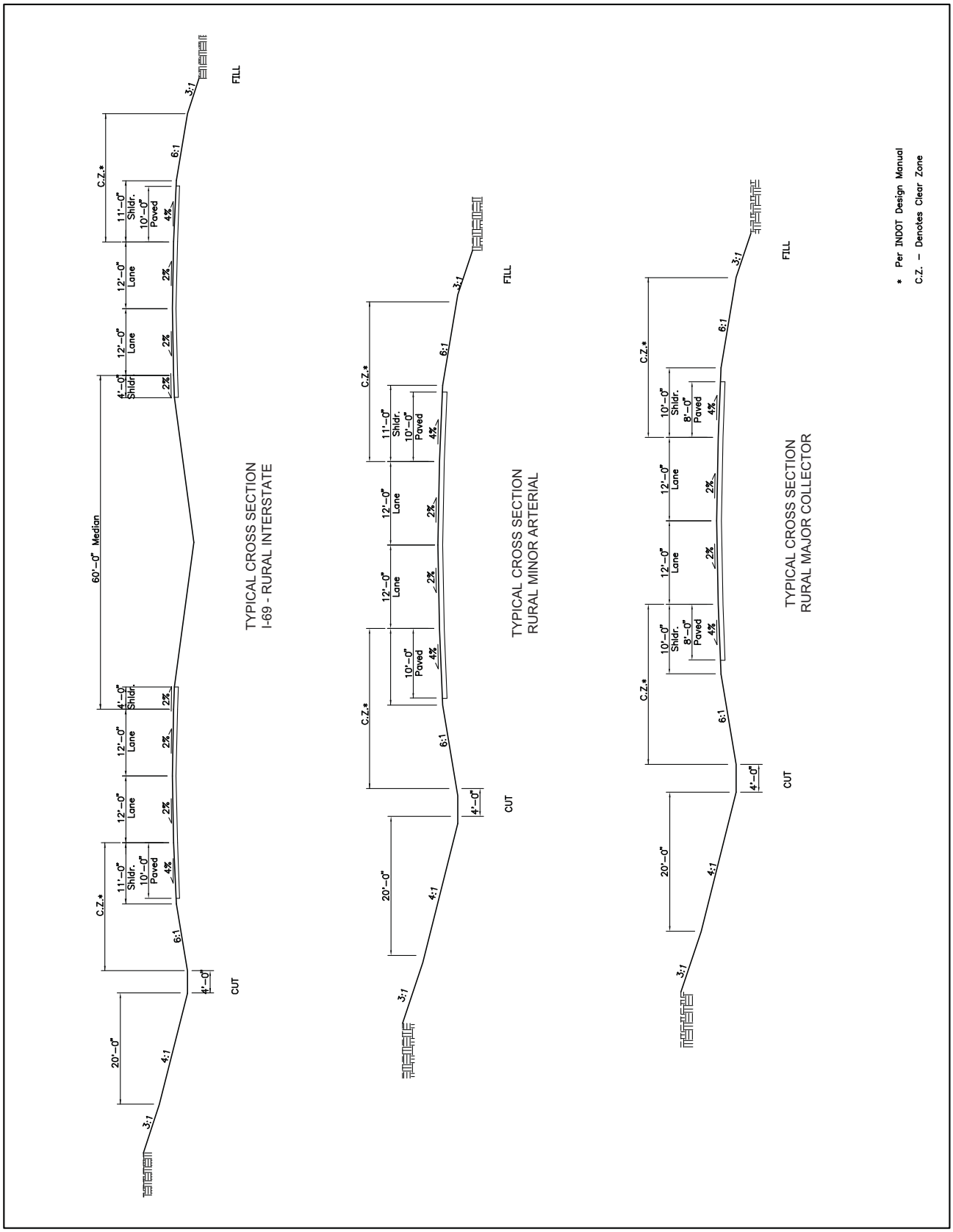
TYPICAL CROSS SECTION
DIVIDED, URBAN PRINCIPAL ARTERIAL (PRIMARY STREET OR MAJOR ARTERIAL)
FOUR THROUGH LANES
(100' MINIMUM RIGHT-OF-WAY WIDTH)

FILL

* Per INDOT Design Manual

C.Z. – Denotes Clear Zone

Figure 43: INDOT Design Standards for Rural Roads



e. Access Management

The purpose of access control management is to preserve the through-traffic carrying capacity of roadways and to ensure safe and properly functioning exits and entrances to property. The higher the functional class, the greater concern for access control management. In the case of freeways, access is permitted only at freeway interchanges with public cross roads. In the case of major arterials, access is considered appropriate only at public cross roads with exceptions for regional commercial and employment centers, and the desirable spacing between intersections is 1,320 feet and not less than 1,000 feet. For minor arterials, access is usually managed through the location, spacing and design of driveways. To the extent possible, design practices to minimize entrances and exits to minor arterials are encouraged including frontage or service roads, joint driveway entrances, access from cross roads, and rear access to properties. In the case of collectors, access is usually managed through the location and design of entrances. Entrances are located where there is adequate sight distance; and are designed so that the driveway is not less than 20 feet nor more than 30 feet for commercial properties, the curb radii do not cross over side property lines, there is a relatively flat (one or two percent slope) vehicle landing area before entering the road when the driveway is sloped, the driveway drains toward the property, and the driveway is paved from the edge of street pavement to the property line. The jurisdiction maintaining the street or road is responsible for access control. Thus, access to all state-maintained facilities is under the authority of INDOT; access to other streets within incorporated areas is subject to control of the incorporated area; and access to other streets in unincorporated Daviess County is controlled by the county. The "Indiana Statewide Access Management Study" was completed in August of 2006, and includes the "INDOT Access Management Guide" that provides guidelines for access management by INDOT and local jurisdictions. (This is available on INDOT's website.)

f. Thoroughfare Improvements

i. Improvement Types

Roadway improvements fall into two major categories: "preservation" projects and "expansion" projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

ii. State Sponsored Roadway Improvements

Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 (2006-2030) and the Major Moves 2006-2015 Construction Plan. The long range transportation plan focuses on expansion projects (i.e. added travel lanes, new road construction, interchange modifications and new interchange construction). Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws

individual expansion projects from the long range transportation plan and Major Moves, and identifies individual or groups of preservation projects.

The 25-Year Long Range Transportation Plan includes four funded long range plan projects and one unfunded long range plan project in Daviess County. The LRP ID numbers for the projects are: 365, 366, 367, and 368. All four projects are for construction of new, four-lane I-69 segments. Project 365 would be from 9.8 miles south of US 50 (the Daviess County line) to US 50. Project 366 would be from US 50 to 8.3 miles north of US 50. Project 367 would be from 8.3 miles north of US 50 to 8.4 miles south of US 231. Project 368 begins inside of Daviess County and ends in Greene County. The section is from 8.4 miles south of US 231 to US 231 near Crane Naval Center. All four projects are a part of the 2011-2015 funding period. More information on I-69 is provided in Chapter 3 on project, proposed interchanges, proposed grade separations and proposed road closures.

The unfunded long range plan project is LRP ID Number 333. The project would widen US 50 (from two to four lanes) from east of Washington at CR 200E to the US 231 junction at Loogootee in Martin County. This project was funded in INDOT Long Range Transportation Plans until the 2007 update placed the project into the unfunded category due to shrinking revenues sources and rapidly escalating construction costs. While the widening project would follow the existing US 50 alignment through most of Daviess County, US 50 would shift to new alignment just west of Daviess-Martin County Line passing south of Loogootee.

Except for proposed I-69 on the southeast edge of Washington, there are no Major Moves projects within Washington although there is one project in Montgomery. This project involves the reconstruction of US 50 through Montgomery providing a continuous center left-turn lane and new curb-and-gutter and sidewalks that is scheduled for completion in 2009.

The INSTIP for 2008 through 2011 includes eight projects for Daviess County that include hot mix asphalt (HMA) pavement rehabilitations, intersection improvements, a small structure replacement, and bridge replacements and new bridge constructions. The only project within Washington involves a resurfacing of SR 57 from National Highway north to SR 58 (in Elnora).

The City of Washington has also identified projects on State-maintained facilities in and around Washington:

- Reconstruction of SR 57 from US 50 Bypass to National Highway (Business US 50/SR 257) to add a continuous center left-turn lane and improved drainage. As a result of the new super Wal-Mart Store, the portion of SR 57 from the US 50 Bypass to Donaldson Road (CR 100S) has been reconstructed as a four-lane divided facility with a new traffic signal at the Wal-Mart/Relocated Cumberland Road intersection. This corridor has been undergoing conversion to commercial uses for almost a decade, and the rate of conversion has accelerated dramatically with the opening of the new Wal-Mart store in the fall of 2008. Reconstruction of the 1.3-mile section from Donaldson Road to National Highway would cost about $10.6 million (in 2008 dollars) using existing right-of-way and an urban section with storm sewers.
- Reconstruction of National Highway (Business US 50) from the US 50 Bypass to Maysville Road including the additional of a continuous center left-turn lane from the US 50 Bypass to East 21st Street. This facility will become the primarily entry way from the I-69/US 50 interchange into the core of Washington. The existing pavement has begun to deteriorate and the segment of National Highway from East 21st Street to the US 50 Bypass is undergoing conversion to commercial and industrial uses. Reconstruction of the 3.0–mile section from the US 50 Bypass to Maysville Road would cost about $24.6 million (in 2008 dollars) using existing right-of-way and an urban section with storm sewers. [0.7 miles from Maysville Road to SR 57 (SE 5th Street), 0.5 miles from SR 57 to SR 257 (Portersville Road) and 1.8 miles from SR 257 to US 50 Bypass].

iii. Locally Sponsored Roadway Improvements

With the proposed construction of I-69, the Washington Comprehensive Plan fringe area (outside present incorporated area) include proposes the extension of CR 200E from CR 200N to CR 250N to provide improved access from the US 50/I-69 interchange along the west side of I-69 to the Daviess County Airport and the extension of CR 300E from CR 150S to US 50 and from CR 100N to CR 200N to facilitate development on the east side of I-69. Because CR 350E presently runs from CR 150S to CR 450N with a grade crossing of the CSX Railroad and a proposed grade separation of I-69, the extensions of CR 300E depend on development timing and lotting pattern. The project cost for a new two-lane collector facility capable of handling trucks is about $5.6 million per mile (in 2008 dollars) for design, right-of-way and construction.

Proposed major roadway improvements in Washington include:

- Relocation of CR 150N from NW 16th Street (CR 150W) to SR 57 (11,400 feet at $12.1 million in 2008 dollars)
- Reconstruction of Apraw Road from Edwardsport Road (Front Street) to Meridian Street (2900 feet at $5.3 million in 2008 dollars including right-of-way, stormsewers and sidewalks, currently about 20 feet of pavement on 30 feet of right-of-way with side ditch drainage)
- Reconstruction of Sunnyside Drive (SW 16th Street or CR 150W) from Maysville Road to Cosby Road (2300 feet at $2.4 million in 2008 dollars, currently about 20 feet of pavement on 30 feet of right-of-way with side ditch drainage)
- Reconstruction of Cosby Road from Sunnyside Drive (CR 150W) to SW 10th Street 1500 feet at $1.6 million in 2008 dollars)
- Extension of Highland Avenue from SE 11th Street to Portersville Road/SR 257 (3100 feet at $3.3 million in 2008 dollars)
- Extension of SE 21st Street from National Highway to Portersville Road (SR 257) at Highland Avenue (2600 feet at $2.8 million without stormsewers to $4.7 million with stormsewers in 2008 dollars)
- Extension of Main Street from West 11th Street to Van Trees Street at NW 14th Street (1050 feet at $1.9 million in 2008 dollars)
- Reconstruction of Van Trees Street from 14th Street to NW 17th Street and extension to Walnut Street at NW 20th Street (1850 feet at $3.4 million in 2008 dollars)
- Reconstruction of Walnut Street from NW 20th Street to NW 21st Street and extension to McCormick Street at Howard Street (950 feet at $1.7 million in 2008 dollars)

(Note: The cost estimates include design, right-of-way and construction based on $5.6 million per mile without stormsewers and $9.6 million per mile with stormsewers based on INDOT historical unit prices. The total project cost may be less depending on right-of-way costs, utility relocation, pavement design, and drainage structures.)

To improve access to development in the US 50 and I-69 corridors, several roadway improvements will be needed in conjunction with the proposed development:

- Cumberland Street extension eastward to Troy Road (0.5. mile at $4.8 million in 2008 dollars)
- CR 200S from SR 57 to Troy Road (1.0 mile at $5.6 million in 2008 dollars)
- CR 200E from CR 200N to CR 250N (0.5 mile at $2.8 million in 2008 dollars)
- CR 300E from CR 150S to US 50 (1.5 miles at $8.6 million in 2008 dollars)
- CR 300E from CR 100N to CR 200N (1.0 mile at $5.6 million in 2008 dollars)

Figure 44: Conversion of One-Way Streets to Two-Way

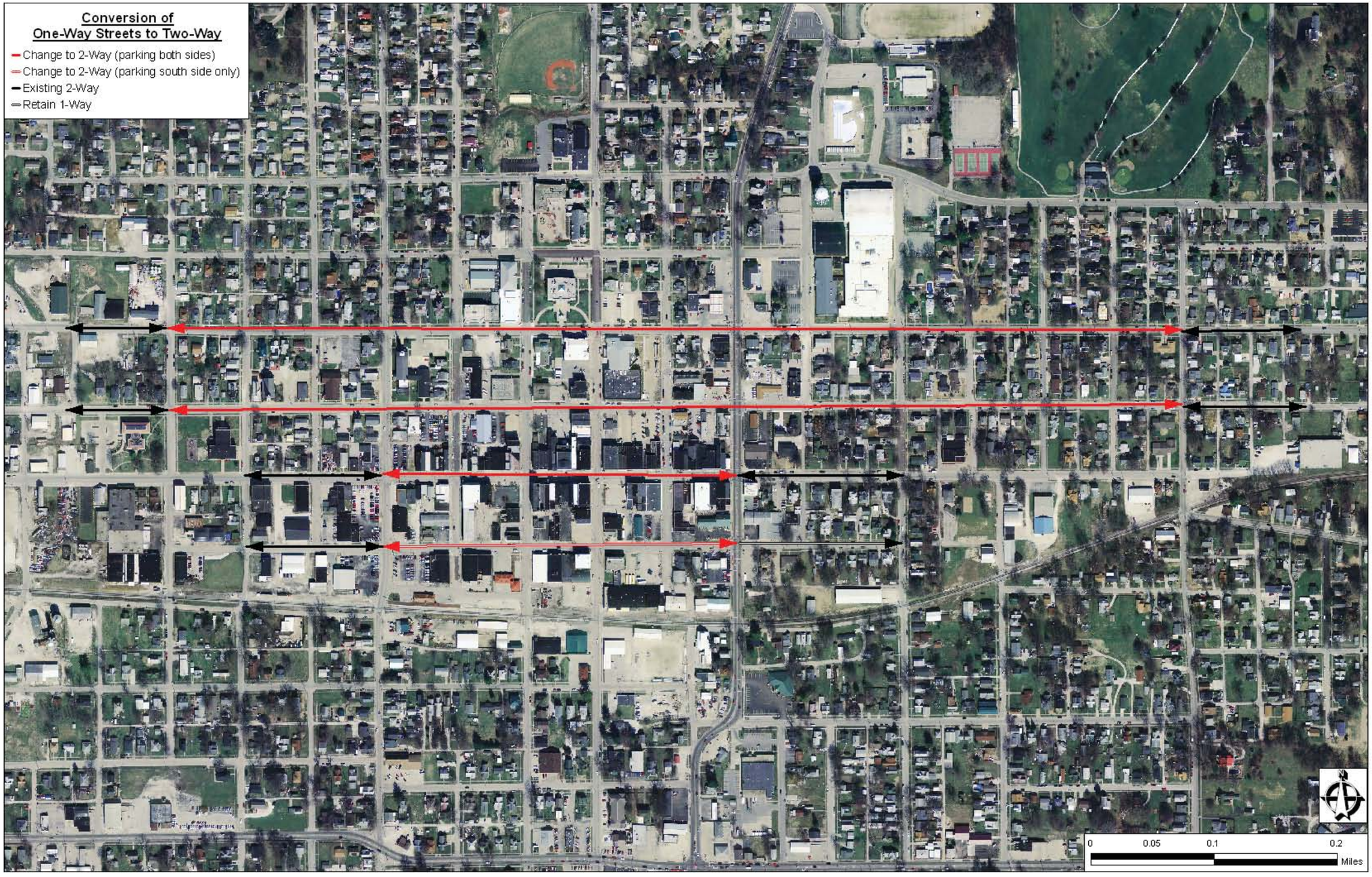
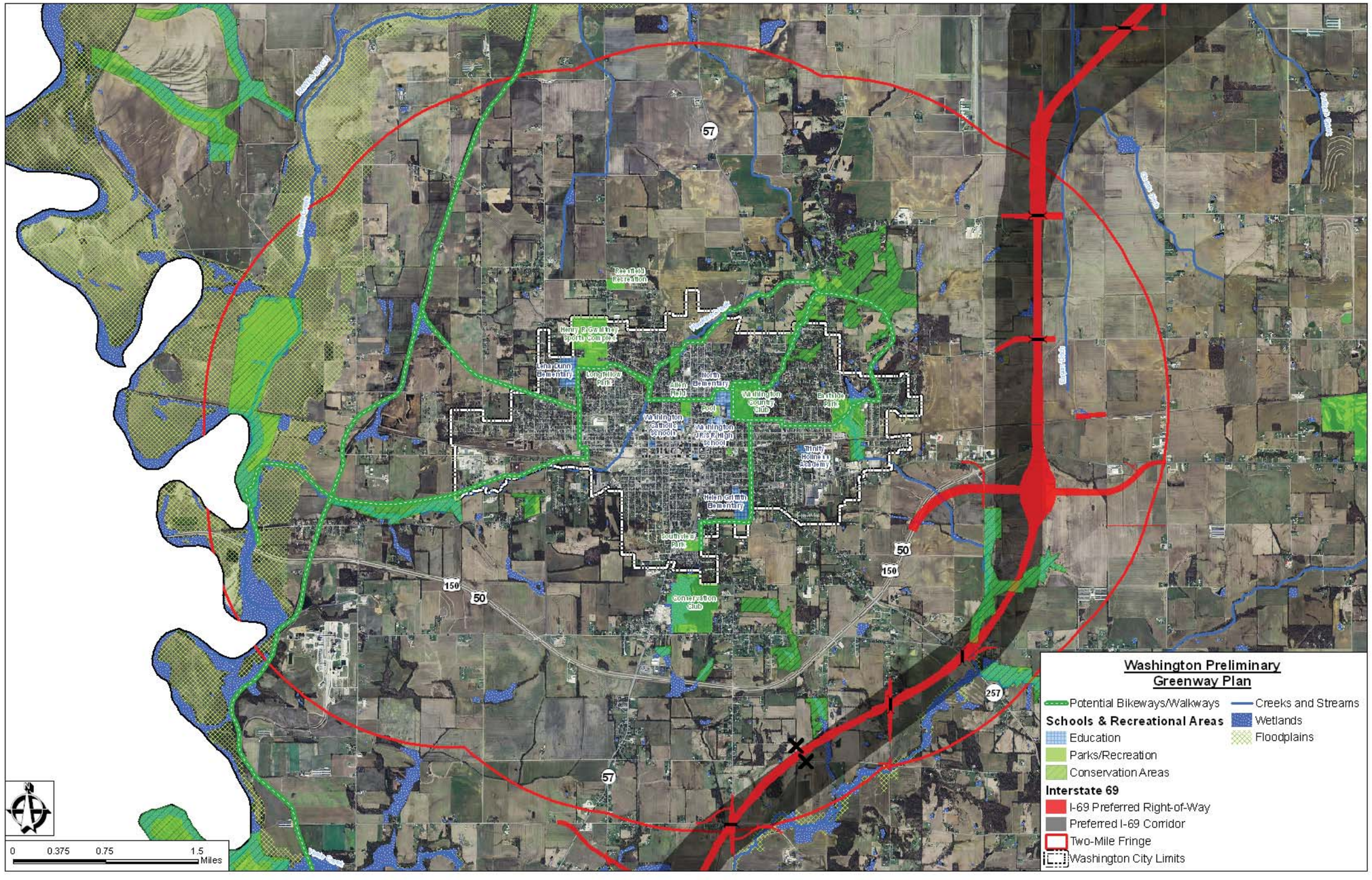


Figure 45: Greenway Plan



Possible intersection improvements to eliminate oblique intersections include (at roughly $500,000 per intersection):

- South Meridian Street at SR 57
- Troy Road at SR 57 (SE 5th Street)
- Center Street at SR 57
- Flora Street-Bedford Street at SR 57
- State Street at National Highway
- Maysville Road at National Highway

Cities and towns are re-examining their one-way streets to improve access to businesses for customers by auto and foot and for deliveries. One-way streets require circuitous travel to find businesses and parking spaces, and pedestrians often find one-way streets more difficult to cross due to higher traffic speeds. The conversion of one-way street to two-way operation often improves access to businesses and parking, reduces circuitous travel and total traffic volumes by about 30 percent, reduces speeds improving business visibility, and improves pedestrian access and safety by reducing auto speeds.

As shown in Figure 44, the conversion of four one-way streets to two-way flow through downtown were examined:

- Walnut Street returned to two-way operation from NW 3rd Street to NE 11th Street with parking retained on one or both sides.
- Van Trees Street returned to two-way operation from NW 3rd Street to NE 11th Street with parking retained on one or both sides.
- Main Street returned to two-way operation from Meridian Street to NE 5th Street with parking retained on both sides.
- South Street returned to two-way operation from Meridian Street to NE 5th Street with parking retained only on the south side.

Some of the concerns associated with converting these streets to two-way flow were that:

- Traffic operations at intersections would be more complicated and intersection capacity would be reduced at signalized intersections along SR 57.
- Streets may be too narrow to accommodate two-way travel and on-street parking.
    - Walnut Street is narrow with only 36 feet of pavement. Based on existing parking activity, parking may have to be removed on the south side west of NE 5th and on the north side east of NE 5th.
    - Van Trees Street is narrow with only 36 feet of pavement. Based on existing parking activity, parking may have to be removed on the south side west of NE 5th and on the north side east of NE 5th.
- People oppose change because they are not sure of the consequences.

Those attending the second Public Open House on March 5, 2009 were asked their reaction to the proposed conversion of the four one-way streets to two-way flow, and responded as follows:

- 50 percent supported the conversion of Walnut Street whether on-street parking was retained on both or only one side.
- 63 percent supported the conversion of Van Trees Street if on-street parking were retained on both sides, but only 48 percent supported the conversion if on-street parking were retained on only one side.

- 94 percent supported the conversion of Main Street.
- 75 percent supported the conversion of South Street.

Based on this response, only the conversion of Main Street to two-flow has strong support. (See Appendix C for more information.) This conversion would cost about $100,000 with nearly $80,000 of the cost going toward improvement of the traffic signal at SR 57 (East 5th Street) intersection. Traffic signs would have to be removed and realigned and one parking meter may have to be relocated on each of the five blocks.

The City of Washington should continue to maintain roads and extend roads where necessary. The Future Land Use Map and development trends should be used to determine the best location for the extension of roads to accommodate new residential and commercial development. Daviess County should work with the City of Washington to ensure that roads within the unincorporated fringe area of Washington are appropriated constructed to meet the Washington Subdivision Control Ordinance road construction standards even though Daviess County may be accepting the roadways for maintenance until the area is annexed into the city.

As of 2005, the City of Washington maintained 73.17 centerline-miles of roadway. The annual maintenance cost for the city is approximately $737,000 (at $5,000 per lane-mile in 2008 dollars). Total resurfacing cost for the city's roadways is approximately $11,793,600 (at $80,000 per lane-mile in 2008 dollars). If resurfacing is completed every 16 years, the average cost would be approximately $737,100 (in 2008 dollars) per year. If resurfacing is completed every 20 years, the average cost would be approximately $589,680 (in 2008 dollars) per year.

The City of Washington received $311,822 from the Motor Vehicle Highway (MVH) fund and $44,308 from the Local Road and Street (LRS) fund for roadway maintenance and resurfacing in fiscal year 2006. In 2006, the City of Washington also received an $78,076 from Major Moves (one-time only), $15,615 from the MVH fund under Accelerated II and $8,331 from the LRS fund under Accelerated I. These sources provided a total of $458,152 in 2006 which is less than that received in prior years if Major Moves money were excluded and less than that needed for typical roadway maintenance. The City of Washington has applied for Federal Stimulus funds for resurfacing in 2009.

In 2005 and 2006, the City of Washington received no Federal Surface Transportation Program Group III funds for roadway improvement, no Federal Safety funds for roadways and no Federal Transportation Enhancement funds for bicycle and pedestrian facilities. While Daviess County had option vehicle taxes such as the Local Option Highway User Tax (Wheel Tax & Excise Surtax) and a non-motorized vehicle tax on horse drawn vehicles, Washington

In 2006, Washington did not report supplemental revenues for highway maintenance and improvement such as the general fund, cumulative capital development fund, tax increment finance (TIF) district, financial institution tax, thoroughfare funds, cigarette tax, commercial vehicle excise tax, auto and aircraft excise tax, innkeeper tax, economic development income tax (EDIT) or county adjusted gross income tax (COGIT).

iv. Other Improvements

The Indiana State Trails, Greenways and Bikeways Plan (also known as Hoosiers on the Move) was completed in July 2006 by the Indiana Department of Natural Resources (DNR) Division of Outdoor Recreation. The plan includes future and visionary trails for the entire state. One of the priority visionary trails mapped in the plan follows the I-69 Corridor from Evansville to Indianapolis. The entire trail is not feasible as part of the I-69 Evansville to Indianapolis Tier 2 studies; however, further coordination with the Indiana DNR is encouraged for the possible development of a trail in Daviess County such as along the historic Wabash & Eric Canal route.

Many counties and communities throughout Indiana are creating trails connecting parks/recreational areas, community buildings, and other public use spaces. A preliminary greenway plan is shown in Figure 45 (page 108) for the City of Washington. This greenway plan links schools, parks, libraries, other public places, stream corridors and abandoned railroad beds into a system of trails, bikeways and pedways with connections to the

historic Wabash and Erie Canal route. The City of Washington has requested $75,000 in Federal Safe Routes to School funds to further develop a greenway plan.

Although not included in the Future Land Use Map, consideration should be made to creating trails connecting protected natural areas such as the Glendale Fish and Wildlife Area, Thousand Acre Woods Nature Preserve and other recreational facilities throughout the county. Trails connecting the incorporated areas with one another would create additional recreational opportunities as well.

The City of Washington received $248,435 in Federal Safe Routes to School funds in 2008 to improve sidewalks to Dunn Elementary School. Other sidewalk improvements are needed to replace deteriorated leading to schools, parks and other public facilities.

2. Transportation/Thoroughfare Plan Implementation

Those projects listed in the Indiana 25-Year Long Range Plan, Major Moves, and INSTIP are all funded by the state. INDOT completes any construction and maintenance of roads listed in these plans. The City of Washington is responsible for the maintenance, resurfacing and reconstruction of all locally maintained roads within its incorporated area. The state maintains all State Roads, United States Highways and Interstates. The county is responsible for maintaining the roads in the unincorporated areas, and all non-State bridges (both inside and outside incorporated areas). When roadway surfaces and curbs deteriorate beyond repair accomplished through maintenance or resurfacing, the road must be reconstructed.

As previously described in the Thoroughfare Improvements section, several roadway improvements are proposed including the reconstruction State-maintained facilities, the extension and reconstruction of streets in Washington, the improvement intersections in Washington, and the construction of roadways to accommodate future development in the US 50 and I-69 corridors.

Roadway reconstruction may also be necessary to accommodate significant commercial and industrial development in the future. Daviess County and all incorporated areas (under 5,000 persons) are eligible for Federal Surface Transportation Program Group IV funds up to $2.5 million each year with a 20 percent match. Washington is the only city over 5,000 persons (but less than 50,000 persons) in Daviess County, and is eligible for Federal Surface Transportation Program Group III funds up to $2.5 million each year with a 20 percent match. In addition to the Federal Surface Transportation Program funds, all local jurisdictions are eligible for Federal Hazard Elimination/Safety funds (10 percent match), Transportation Enhancement funds for historic transportation structures and non-motorized vehicle projects (20 percent match), and Bridge Replacement & Rehabilitation Program (20 percent match). With the exception of Federal Transportation Enhancement and Bridge funds, all projects must be on federal functionally classified facilities (i.e., Collectors and Arterials).

Although funds for roadway maintenance and resurfacing may be low, there is a tool that cities, towns and counties can use to make the most of existing funds. Pavement management systems are being used by many counties to help extend the life of roadways. Pavement management is a tool to help communities determine which roads are most in need of repair and what work is needed on those roads. Using this data, a priority list of maintenance, resurfacing and reconstruction projects can be prepared. Communities use this to determine which roads need to be repaired within the calendar year and which can be delayed to another year. This saves communities from putting money into roadway projects that are not currently necessary. There are several companies that provide pavement management systems to communities.

In addition to roadway improvements, the transportation/thoroughfare plan may also include the locations of new pedestrian/bicycle paths. The Indiana Trails Summit has a goal of a trail within 15 minutes (measured by 7.5 miles) of every Hoosier by 2016. There are currently no major trail systems located in Daviess County. As mentioned previously, the county may want to consider the creation of trails connecting the Glendale Fish and Wildlife, Thousand Acre Woods Nature Preserve and incorporated communities. The creation of a trail along the historic Wabash & Erie Canal Route is another possibility described later. A preliminary greenway plan for Washington is shown in Figure 45, and the City of Washington is pursuing funds to further development of the plan.

One alternative for funding trails, bicycle and pedestrian facilities and other non-motorized vehicle facilities would be to use funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). There are three programs under the Act that aid in the development of trails (including bicycle and pedestrian facilities): the Transportation Enhancement Program, the Safe Routes to School Program, and the Recreational Trails Program. The Transportation Enhancement Program and Safe Routes to School Program are administered by the Indiana Department of Transportation (INDOT). The Indiana Department of Natural Resources' Division of Outdoor Recreation administers the monies available from Indiana's share of funds from the Recreational Trails Program to help government agencies and not-for-profit organizations develop recreational trail facilities for public use. Grant money from these programs can be used to design, acquire land, and build bikeways and trails. The Transportation Enhancement Program and Recreational Trails Program require a local match of twenty percent (20 percent), but have different eligibility requirements and grant limitations. There is no required local or state match for the Safe Routes to School Program. Washington received $248,435 in Federal Safe Routes to School funds on October 8, 2008, to improve access to Dunn Elementary School, and has applied for additional funds to prepare a citywide bicycle and pedestrian improvements program.

Consideration should also be given to reconciling the differences between the Official Thoroughfare Plan designations and the Federal Functional Classification Map maintained by INDOT as the latter determines the eligibility of street and road projects for federal funds. As of January 23, 2009, the Federal Functional Classification Map includes Vista Lane/Douglas Boulevard as an Urban Collector, and excludes SE 11th Street from Highland Avenue to Bixler Road (CR 100S) and Bixler Road from SE 11th Street to Troy Road. While the April 994 Federal Functional Classification Maps shows West 11th Street from South Street over the CSX Railroad to Cosby Road as an Urban Collector, the existing grade crossing of the CSX Railroad is at West 10th Street; unless future relocation of the grade crossing is contemplated, the designation of West 10th Street from Walnut Street to Cosby Road as an Urban Collector1990 may be desirable.

C. UTILITIES

1. Utilities Plan

The water and wastewater treatment plants were recently upgraded and appear adequate to accommodate community. Nevertheless, the utilization of the water and sewer treatment plants should be monitored on a regular basis to determine if the capacities of the plants are adequate for current use and if they would be able to accommodate future growth.

Washington has a combined sewer system for liquid waste and stormwater. A constructed wetland is proposed south of Cosby Road and east of the existing wastewater treatment plant to address the combined sewer overflow problem.

The city must continue to address the need to replace old and deteriorated waterlines and sanitary sewers, and to reduce stormwater flow into the combined sewer system. The city is investigating options reduce surface water inflow into the combined sewer system.

Interstate 69 and the I-69 interchange with SR 50 can be taken advantage of by extending sewer and water lines to allow for growth. New industries and commercial structures will likely be drawn to I-69 interchanges and will be looking for locations with all available utilities. Washington will have to extend sewer and water lines to serve the I-69/US 50 interchange and the I-69 development corridor roughly a mile wide on either side of I-69 from CR 150S to CR 200N plus the Daviess County Airport.

A feasibility study should be undertaken to examine the options for extending sanitary sewers to serve the I-69 corridor, particularly in the vicinity of the proposed US 50 interchange. Because present sanitary sewers must cross a drainage-divide to serve the I-69 corridor, consideration should be given to the possibility of a new wastewater treatment plant versus a force main to serve the I-69 corridor. Likewise, a waterline improvements

study should be undertaken to address the need for a dedicated water main and new water tower to serve development in the I-69 corridor. These studies should also address the financing of improvements, such as the creation of a Tax Increment Finance (TIF) District in the County or the use of County Economic Development Income Tax (EDIT) funds to help finance infrastructure improvements, and developer participation in the cost of the improvements.

If Washington is not able to make sanitary sewer and waterlines extensions to the I-69 corridor prior to the construction of I-69, arrangements should be made to install adequate-size conduits through the interstate right-of-way to accommodate future utility extensions.

2. Utilities Plan Implementation

The Indiana Department of Environmental Management provides a few funding options for water and sewer projects. Most of these grants are for pollution prevention and water quality impairment projects. The State Revolving Fund Wastewater and Drinking Water Loan program provides low interest loans for planning, design, construction, renovation, improvement, or expansion of water and sewer systems. The loans may be used to extend water and sewer lines toward the future I-69 interchange.

The Office of Community and Rural Affairs (OCRA) also provides funding for water, sewer, and storm drainage projects through the Federal Community Development Block Grant Program. The Community Focus Fund can be used towards utility projects that assist in long-term community development. The area served by these projects must have a substantial low- and moderate-income population for a community to be eligible for the grant. The planning grant can be used for water system, sewer system, and storm drainage plans. The United States Department of Agriculture's Rural Affairs Program also provides grants and loans for sanitary sewer, water and drainage systems improvements for low and moderate income areas.

The City of Washington is pursuing 2009 Federal Stimulus funds for the proposed constructed wetlands to address the combined sewer overflow problem and the diversion of surface drainage from the combined sewer system. The City of Washington is also pursuing Federal Disaster Relief funds (Ike Hurricane flooding in 2008) for storm drainage improvements (up to $1.0 million per project).

D. COMMUNITY FACILITIES AND SERVICES

1. Community Facilities and Services Plan

Citywide governmental services and buildings in Washington appear to be adequate for future use. It is vital to ensure that fire and ambulance services are available to all residents. An emergency services facility may be needed to accommodate future service demands. It is also important to make sure that existing fire stations have enough resources to accommodate any new development in the city.

2. Community Facilities and Services Plan Implementation

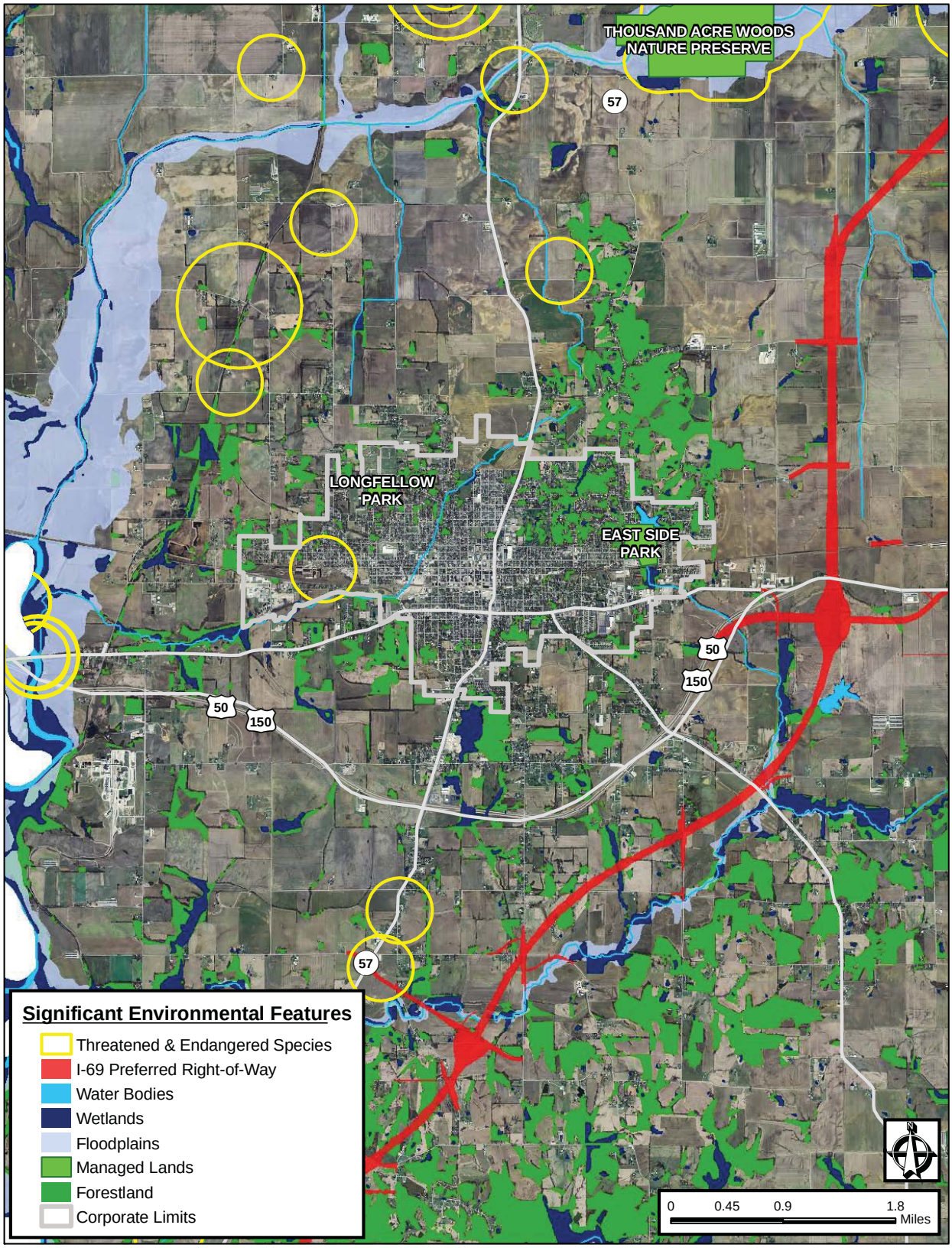
The Community Focus Fund (a $500,000 grant), which is part of the Community Development Block Grant Program, from the Office of Community and Rural Affairs (OCRA) can be used towards community facilities and services projects. The funds can be used for senior centers, daycare centers, community centers, downtown revitalization, libraries, healthcare centers, and fire stations. The area served by the project must have a substantial low- and moderate-income population.

E. OPEN SPACE AND RECREATION

1. Open Space and Recreation Plan

The National Recreation and Park Association suggests that a community should have 1.25 to 2.5 acres of

Figure 46: Significant Environmental Features



neighborhood parkland per 1,000 people. With a projected 2030 population of 12,301, the city would need 15 to 31 acres of regional parkland. The city currently has 172 acres of parkland. Other parkland for community and neighborhood recreation purposes is associated with municipal parks and public schools throughout Washington.

The National Recreation and Park Association also suggests that a community should have at least five to eight acres of community parkland per 1,000 people. With a projected 2030 population of 12,301, Washington would need between 62 and 98 acres of parkland.

Although there is sufficient parkland acreage in Washington, proximity to parkland could be improved in the southwestern, southeastern, and western areas of the city. Recreational opportunities within Washington include the golf course at the Washington Country Club, Henry R. Gwaltney Sports Complex, Longfellow Park, Eastside Park, the city pool and the YMCA facility. However, the city could benefit from additional parks and open space, including baseball fields and basketball courts, in the southern portion of the city.

Several areas with a combination of environment features (such as wetlands, floodplains, woods and wildlife areas) are recommended for conservation through the private dedication of conservation easements or the voluntary acquisition by non-profit entities. Most of these areas are located outside of the City of Washington in the two-mile fringe. However, a few areas that should be considered for protection are in the city limits. One of these areas includes land south of East Side Park, which is currently covered by trees. Other areas include along a stream and surrounding wooded area that runs to the northeast of the Washington Country Club and two areas east of Gwaltney Park that are located along Hawkins Creek. These areas can be seen on the Future Land Use Map.

2. Open Space and Recreation Plan Implementation

As mentioned above, new neighborhood or community parks in the southern and western portions of Washington would benefit residents in these areas. The larger parks in Washington are all located in the northern part of the city. The city's Parks Department should consider creating new parks in areas where residents do not have access within ½ mile if the primary access is by auto or bicycle or ¼ mile if the primary access is by walking. Consideration should also be given to adding new facilities to existing parks. The Future Land Use Map has not identified particular areas for new parks. However, new parks are appropriate anywhere in residential areas in future.

The city should investigate Federal Open Space and Recreation grant programs, the Federal Rural Affairs Program, and other grants for the acquisition of parkland and for the addition of recreation facilities. The Land and Water Conservation Fund is a federal fund that can be used for land acquisition and/or outdoor recreation facility construction or renovation. This fund requires a 50 percent match and is eligible to communities with a park board and five-year park and recreation master plan.

F. ENVIRONMENTAL

1. Environmental Plan

The environmental plan covers the protection of both man-made and natural resources. Man-made resources include historic structures (buildings and bridges), remnants of the Wabash and Erie Canal and archaeological sites. Figure 46 is a composite map of significant natural environmental features.

a. Historic Buildings

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. Daviess County Interim Report of 1987 identifies 700 historic properties and four historic districts throughout the county worthy of preservation. Of these

(Figure 3), the City of Washington contains 485 historic properties and three historic districts (the Washington Commercial Historic District, the Washington Residential Historic District and the Ohio & Mississippi Railroad Washington Repair Shops Historic District). The Washington Commercial Historic District and six properties (Magnus J. Carnahan House, Thomas Faith House, Robert C. Graham House, Jefferson Elementary School, Prairie Creek Site, and Dr. John A. Scudder House) are on the National Register of Historic Places. (The Old Union Church and Cemetery is the only other National Register Site in Daviess County outside Washington.)

The Washington Commercial Historic District contains 135 properties in the area generally along Main Street and South Street from Meridian Street to East 5th Street (SR 57). Eleven properties are "outstanding sites" eligible for the National Register:

- 200-204 East Main Street
- 210-214 East Main Street
- 101 East Main Street
- 103-107 East Main Street
- People's National Bank, 201-203 East Main Street
- 215-217 East Main Street
- Indiana Theater, East Main Street
- Post Office, 301 East South Street
- Baltimore & Ohio Depot, Railroad Street
- City Hall, 101 NE 3rd Street
- 115 NE 3rd Street

Within the Commercial Historic District, twenty-two properties are "notable sites" eligible for the Indiana Register, and 48 properties are "contributing sites" eligible for a local register if one were created.

The Washington Residential Historic District generally surrounds the Commercial Historic District (see Figure 3). The Residential Historic District contains 198 structures. Of these, 30 properties are "outstanding sites" (including St. Simons Church on East Hefron Street; the Gymnasium, Daviess County Courthouse, War Memorial, Elmore House, and First Christ Church on East Walnut Street; St. Mary's Church and Central Christian Church on West Van Trees Street; Cabel Park, Washington Carnegie Library and St. Mary's School on West Main Street; Van Trees House, Hyatt House and Henry Hill House on East Main Street; Washington Catholic High School and Westminster Presbyterian Church on NE 2nd Street; Washington Junior High School Gymnasium on NE 6th Street; and numerous other homes). There are also 14 "notable sites" and 76 "contributing sites"

The Ohio & Mississippi Railroad Washington Repair Shops Historic District is located on the west end of Main Street. There were seven structures considered outstanding and notable. The Signal & Switch Tower, Turntable, Roundhouse, O & M Office and Paint Shop have been demolished since 1987. Only the Machine Shop and Mill Room remain. The Machine Shop appears to be unoccupied and the roof of the southern third of the building has been destroyed by fire. The Mill is presently occupied by an industrial use – BW Services. Headquartered in Texas, BW Services (1723 West Walnut Street) owns most of the historic district area, and specializes in heavy railcar repairs, cleaning and inspections.

There are another 145 historic structures on scattered sites (outside of districts) in Washington. There are 16 "outstanding sites" (including the six sites on the National Register), 41 "notable sites" and 88 "contributing sites."

b. Wabash and Erie Canal

Referring to Figure 4, the Wabash and Erie Canal passed through Daviess County along the eastern edge of the floodplain of the West Fork of the White River. The Indiana Southern Railroad presently occupies the

tow path of the canal bed from the East Fork of the White River (at the Pike-Daviess County Line) to Elnora. The canal left Daviess County just west of SR 57. The historic canal passed through Maysville, Plainville and Elnora, and portions of the canal bed are still visible throughout most of Daviess County. Maysville is due west of Washington on the east bank of the White River and Old US 50 where the existing Indiana Southern Railroad and Oak Grove Road (CR 300W) the followed the canal route. Remnants of canal structures still exist at:

- East Fork White River aquaduct #16
- Culvert #177 at Veale Creek
- Lock #65 at Thomas near CR 300S
- Culvert #176 at Hawkins Creek
- Brett's Mill Lock #64 at Old US Highway 50
- Prairie Creek Aquaduct #15
- Lock #63 at CR 900N and Division Road
- Lock #62 at SR 358 in Plainville (destroyed by development)
- Culvert #172 at Smothers Creek
- Lock #61 between CR 1300N and CR 1400N

c. Archaeological Sites

The Glendale Ridge Archaeological Site and the Prairie Creek Archaeological Site (near SR 57, four miles north of Washington) are listed on the National Register. A total of 76 archaeological sites north of US 50 and four archaeological sites south of US 50 are reported in the I-69 Evansville to Indianapolis Tier II Environmental Studies.

d. Prime Agricultural Lands

About 75% of Daviess County's land area is used for agricultural purposes ranging from crop production to animal production. The prime farmland is displayed in Figure 8. Combining "prime farmland" and "prime farmland if drained" results in concentrations of prime farmland east of Washington along the I-69 corridor (including the Hurricane Branch of Veale Creek), northwest of Washington toward Prairie Creek, and southwest of Washington toward Veale Creek.

e. Forest Lands

Figure 9 shows the forestland around Washington. Forestland concentrations are found along Hawkins Creek southwest of Washington, in the headwaters of Hawkins Creek northeast of Washington, and in the Washington Conservation Club area (north of Donaldson Road to the east of SR 57).

f. Karst Topography

Karst topography is not found in Daviess County.

g. Steep Slopes

Figure 5 shows the isolated steep slopes and hilly terrain in and round Washington. These slopes are generally associated with the escarpments of streams. The headwaters of Hawkins Creek northeast of Washington are the only concentration of steeper slopes near Washington.

h. Streams, Stream Corridors and Floodplains

Figures 10 and 11 show floodplains, watersheds and streams in and around Washington. There are no identified floodplains in Washington. The White River floodplain is west of Oak Grove Road (CR 300W), about 1.5 miles west of Washington. The Prairie Creek floodplain is north of CR 300N, about 2.5 miles north of Washington. The Hurricane Branch and Veale Creek floodplains are located approximately 1.5 miles southeast of Washington.

i. Wetlands

Figure 11 shows wetlands.

j. Ground Water Resources

Public water supply wells serving the Washington Water Works are located on the east bank of the White River at National Highway and on the east bank of the White River at CR 150N.

k. Wildlife Habitats, Preserved Natural Areas and High Quality Natural Communities

Figure 12 displays the location of sighted endangered species near Washington. There are no "high quality natural communities" in or near Washington. The only "high quality natural community" (identified by the I-69 Evansville to Indianapolis Tier 1 Environmental Impact Study) in Daviess County falls within the Thousand-Acre Woods Nature Preserve, and is beyond the two-mile fringe of Washington. Several wildlife sightings have occured northwest of Washington along the Wabash & Erie Canal (Indiana Southern Railroad) corridor between CR 150N and CR 300N. The only wildlife sighting near Washington occurred near the southwest side of Washington in the vicinity of Hawkins Creek and the historic O & M rail yards between Clark Road and Sunnyside Drive (SW 16th Street/CR 150W).

l. Locally-Defined Natural Resources

Figure 13 shows managed lands in and around Washington. A yellow poplar big tree champion is protected by the Washington Conservation Club property on the south side of Washington. Figure 14 shows coal mines around Washington. While Washington has a few long-abandoned underground mines (on the south edge of Washington near SR 57, near the intersection of SR 57 and the US 50 Bypass, south of the US 50 Bypass along CR 200W, and the northwest edge of Washington at the west end of Wykoff Road), there are no active coal mines or abandoned surface coal mines near Washington. There is a petroleum field south of the US 50 Bypass in the vicinity of CR 200W that coincides with an abandoned underground mine.

2. Environmental Plan Implementation

a. Historic Buildings

It is important to maintain the historic structures in Washington to preserve the historic heritage and character of the community. With the exception of structures or districts on the National Register, historic structures are not subject to an identifiable protection mechanism unless a local landmarks commission is created. The City of Washington should not favor any significant changes to historic structures that would destroy their historic integrity, but encourage appropriate maintenance, rehabilitation and reuse. The city should assist in educating citizens and organizations about the potential grants and tax incentives for historic home maintenance and the rehabilitation of historic commercial properties. Further, the city should investigate the creation of a local Preservation Commission to help preserve the community's historic structures.

The housing rehabilitation grant and loan programs for all types of housing are applicable to historic homes as well. The primary sources for funding such programs are the Federal Community Development Block Grant programs for grants and loans through the Indiana Housing and Community Development Authority, as well as several grant and loan programs of the US Department of Agriculture's Rural Development Program. The

Community Focus Fund program of the Indiana Office of Community and Rural Affairs (OCRA) may be used to fund historic preservation projects, and tax incentives are available for the dedication of historic façades in the case of commercial structures.

Unless historic properties are placed on a local, state or national register of historic properties, there are no restrictions on the use, rehabilitation or demolition of such properties above applicable building code requirements and any land use controls that may be imposed in the future. However, the National Environmental Policy Act and National Historic Preservation Act would generally protect these structures from the adverse impact of federally funded improvement projects. Planning grants are available from OCRA to develop an historic preservation program and the administrative capacity for historic preservation such as an inventory of historic places, historic preservation plan or the establishment of a local Preservation Commission. In addition, historic preservation education grants are available through the Indiana Humanities Council, and the Historic Landmarks Foundation of Indiana also has the Indiana Preservation Grants Fund to assist nonprofit preservation entity programs and the Statewide Revolving Loan Fund to assist nonprofit preservation entities to save significant endangered historic structures.

Major retail and medical facilities have concentrated in metropolitan areas and larger urban areas such as Washington and Vincennes. As retail has shifted to suburban shopping centers and big box commercial establishments over the past decades, the role of downtown Washington as the community's retail center has evolved to specialty retail and to the provision of disposable goods retail services to the surrounding residential area and the community. Thus, the importance of financial, governmental and personal services in downtown Washington has gained ground in downtown over the previously preeminent retail services. Yet, downtown Washington coincides with the Washington Commercial Historic District on the National Register, and the preservation of these historic structures is in part dependent on long-term economic viability of downtown. Likewise, the rehabilitation of historic structures in downtown can be a major step toward revitalization of downtown to improve economic viability. In addition to the historic preservation grant and loan programs described above, there are many grant and loan programs applicable downtown revitalization that would also help preserve historic structures:

- The Indiana Main Street Program of OCRA for technical assistance in developing and implementing downtown programs.
- The Federal Community Development Action Grant programs from the Indiana Economic Development Corporation to assist in administration capacity and program development for economic development commissions, redevelopment commissions, community or neighborhood corporations, and similar entities.
- Loans and grants to improve building façades and rehabilitate commercial buildings from OCRA's Downtown Enhancement grants and Community Focus Fund grants and from the Historic Landmarks Foundation of Indiana's Statewide Revolving Loan Fund.
- Hazardous material cleanup form the Indiana Development Authority's Brownfields grants.
- Sidewalk and streetscape improvements from the OCRA Community Focus Fund grants and the Transportation Enhancement Program administered by INDOT under the Federal Surface Transportation program.

Due to Hurricane Ike, Federal Disaster Relief funds are available for economic recovery, and downtown revitalization is one of the eligible project categories. Washington is investigating this route.

b. Wabash and Erie Canal

The historic Wabash and Erie Canal passes the east edge of the floodplain of the West Fork of the White River, through the community of Maysville. Maysville is due west of Washington on the east bank of the White River and Old US 50 where the canal follows the existing Indiana Southern Railroad and Oak Grove Road (CR 300W). Other communities have developed historic canals as a historic and recreational asset. The preservation of the

canal bed is possible through the dedication of conservation easements and development rights to nonprofit preservation entities such as the Canal Society of Indiana, the Indiana Landmarks Foundation of Indiana and the Indiana Department of Natural Resources (IDNR). The preservation of historic canal structures is possible through the use of Transportation Enhancement funds under the Federal Surface Transportation Program administered by INDOT. If land is secured for public ownership along the historic canal, the development of trails and support facilities is possible through the use of Transportation Enhancement funds from INDOT, the Recreation Trails Program and Land and Water Conservation Fund from IDNR, and Federal Open Space and Recreation program.

c. Archaeological Sites

Eighty (80) archaeological sites have been identified in Daviess County in the vicinity of the I-69 Corridor. If federal funds are proposed for any new infrastructure in the vicinity of I-69, an archeological records check should be made to determine if any of the sites may be affected, and appropriate remediation measures should be taken. The Glendale Ridge Archaeological Site and the Prairie Creek Archaeological Site on the National Register are beyond the two-mile fringe area of Washington.

d. Prime Agricultural Lands

Combining “prime farmland” and “prime farmland if drained” results in concentrations of prime farmland east of Washington along the I-69 corridor (including the Hurricane Branch of Veale Creek), northwest of Washington toward Prairie Creek, and southwest of Washington toward Veale Creek. Residential development on the north and west sides of Washington is encouraged adjacent to the currently incorporated boundary inside CR 200W, CR 150N from CR 200W to SR 57 and CR 200N from SR 57 to CR 150E. West of SR 57, infill development is encouraged between the US 50 Bypass corridor on the south side of Washington. East of SR 57 to CR 150S, infill development is encouraged between proposed I-69 and the south side of Washington. Between CR 150S and CR 200N in the I-69 corridor, development is encouraged to concentrate in the area between CR 350E to the east side of Washington. In past decades, Washington has seen on modest growth south and east of the City. By encouraging infill and contiguous growth to the existing incorporated area boundary, the Future Land Use Map seeks to focus future development where agricultural lands have historically undergone conversion to urban uses and, therefore, to minimize the impact on prime agricultural lands of larger farms that are farther removed from Washington. The fact that the proposed US 50/I-69 interchange is located on the east side of Washington on prime farmland makes impacts on prime farmland through induced development unavoidable.

e. Forestlands

Relative to the protection of major forested areas which also correlate to streams, wetlands wildlife habitat areas, the Future Land Use Map has identified several conservation areas where forests and habitat may be protected through the private dedication of conservation easements or the voluntary purchase of land by nonprofit entities. The Washington Conversation Club is a local example having preserved a major forested area and wetlands on the north side of Donaldson Road east of SR 57. Suggested conservation areas include:

- Wetland areas along the floodplains of the West Fork of the White River from Old US 50 at Maysville northward to CR 150N including the confluence area of the West Fork and Prairie Creek.
- Wetland areas along Hawkins Street from Oak Grove Road (CR 300W) to west of Clark Road.
- Wetland areas along the west side of CR 150W from National Highway to Hawkins Creek that includes the proposed constructed wetlands on the south side of Hawkins Creek to address the combined sewer overflow concern.
- Wetland areas on the north side of the US 50 Bypass west of Troy Road.
- Wetland areas along an unnamed stream west of CR 75W from Veale Creek to north of Donaldson Road.
- Wetland areas and the floodplain of Veale Creek between SR 257 and CR 300E.

- Wetland areas long the Hurricane Branch of Veale Creek along the east side of CR 200E from CR 150S to relocated US 50
- Forestlands and steep slopes in the headwaters of Hawkins Creek northeast of Washington.
- Wetland areas along Hawkins Creek in north central Washington.
- Wetland areas along an unnamed stream from the Washington Country Club northeast toward Sugarland Road joining the headwaters area of Hawkins Creek.
- Wetland area on Hurricane Creek south of Eastside Park and the CSX Railroad.

Accordingly, the Future Land Use Map recommends no new urban uses in the vicinity of these areas.

f. Steep slopes

Steep slopes fall on the northeast edge of Washington in the headwaters area of Hawkins Creek. This area is suggested as a conversation area.

In view of the isolated locations of steep slopes in areas likely to be converted to urban uses, it is unlikely that special hillside/steep slopes provisions would be included in the existing zoning ordinance; however, basic requirements for site preparation and construction materials in the event of steep slopes are suggested for any future update to the existing zoning and subdivision control regulations.

g. Streams, Stream Corridors and Floodplains

The Future Land Use Map recommends no growth along the major stream corridors or floodplains in or near Washington. The only exception is along the Hurricane Branch of Veale Creek along the southeast side of Washington in the I-69 Corridor, and conservation easements are proposed for the floodplains and wetland areas along this stream. The Future Land Use Map recommends a number suggested conservation areas that may be created to the private dedication of conservation easements or the voluntary purchase on non-profit entities. These conservation areas are listed above under Forestlands.

The comprehensive plan includes a series of development review guidelines that prohibit new residential development in the floodplain unless the first floor is elevated above the 100-year flood elevation and the site has year around access unencumbered by seasonal flooding, require best management practices for erosion and sedimentation control during site preparation, and require stream buffers.

For the time being, IDEM rules requiring permits for erosion and sedimentation control (Rule 5) when sites of five acres or more are disturbed and for filling in the 100-year floodplain should prevent abuse of the 100-year floodplain. If the existing subdivision control ordinance or a local erosion and sedimentation control ordinance were updated or developed, development sites below five acres may be subject to erosion and sedimentation controls. As the conversion to urban uses occur, it is also possible that the floodplains be dedicated as drainage easements or be given as conservation easements to a non-profit entity with tax credits going to the property owner.

h. Wetlands

The Future Land Use Map does not propose future development in the major wetland concentrations of Washington along Hawkins Creek, Veale Creek, and Hurricane Branch of Veale Creek. In fact, conservation easements are proposed along these rivers and streams to protect the wetlands as listed above under Forestlands. Again, the only exception is along the Hurricane Branch of Veale Creek in southeast Washington where conservation easements are recommended to protect wetlands, and no development in the wetland areas is proposed.

The comprehensive plan includes development review guidelines that encourage the avoidance of wetlands during site construction and require the establishment of appropriate buffers between the construction site and wetlands. Again, IDEM Rule 5 requiring a permit for erosion and sedimentation control for sites of five acres or more is the most effective means of protecting wetlands at this point in time until local subdivision controls or local erosion and sedimentation controls are updated or adopted. It is also possible that the wetlands be dedicated as drainage easements or be given as conservation easements to a non-profit entity with tax credits accruing to the property owner. Finally, the current Washington Zoning Ordinance contains wetland protection standards.

i. Ground Water Resources

No future development is recommended in the vicinity of the ground water wells of the Washington along the West Fork of the White River near the National Highway or CR 150N.

j. Wildlife Habitats, Preserved Natural Areas and High Quality Natural Communities

There are no "high quality natural communities" in Washington. Nevertheless, several suggested conservation areas are listed above under Forestlands, and are found on the Future Land Use Map that will protect wildlife areas as well as streams, wetlands, forestlands and steep slopes. These conservation areas may be created through private donation of conservation easements or voluntary acquisition by nonprofit entities. In particular, the conservation area along the west side of CR 150W from National Highway to Hawkins Creek is being advanced through the purchase of land by the City of Washington for a proposed constructed wetlands on the south side of Hawkins Creek to address the combined sewer overflow concern. This appears to coincide with the general area where a "special or endangered species" sighting occurred.

Further, the comprehensive plan development review guidelines protect unique natural areas, and other areas with significant natural features. The best method of preserving wildlife habitats is through the private dedication of conservation easements with tax advantages accruing to the private property owner, voluntary acquisition of private property through special funding established by state entities such INDOT or Indiana Department of Natural Resources or by federal entities through the Federal Land and Conservation Fund. The US Department of Agriculture (USDA) has also established a Wildlife Habitat Incentives Program to protect wildlife habitats, and wildlife organizations (such as Quail Unlimited and Ducks Unlimited) have used the program to protect wildlife sites.

k. Locally-Defined Natural Resources

Except for a petroleum field along CR 200W south of the US 50 Bypass, no locally identified natural resources were identified. Relative to coal mineral resources and petroleum fields, no unique protection actions are proposed. The yellow poplar "big tree champion" is protected by the Washington Conservation Club conservation area. The red elm "big tree champion" appears to fall with a suggested conservation area along Hawkins Creek in north central Washington. If other locally-defined natural resources are identified, the development review guidelines of the comprehensive plan may be used to protect the resource.

G. ECONOMIC DEVELOPMENT

1. Economic Development Plan

Improving economic development opportunities is one of the top concerns of the citizens of Washington. As part of the Future Vision for Daviess County, the objectives for expanding employment opportunities included:

- Address vacant, decaying and blighted properties through a combination of incentive opportunities and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.

- Provide incentives to encourage the reuse of vacant industrial and commercial structures and properties within and around Washington in a manner compatible with surrounding uses.
- Promote economic development opportunities in and around Washington.
- Encourage and increase retail businesses and personal services so that residents have shopping opportunities inside the Washington area.
- Improve job training and workforce development to increase the overall economic vitality of Washington.
- Encourage the retention of all jobs, especially jobs in the building and trades industries.
- Create partnerships between utility providers and developers to ensure adequate infrastructure to existing and proposed industrial, commercial, and residential sites to provide suitable areas for immediate development (shovel ready sites).
- Promote the transportation opportunities associated with I-69 and the railroad to attract new quality industry.
- Encourage new commercial structures to be constructed on vacant property within Washington.
- Promote programs that facilitate capital startup for entrepreneurs and small businesses.
- Encourage the development of hotels, motels, and other housing to make Washington more desirable for tourists and visitors.
- Provide incentives to encourage new industry and assist existing businesses in Washington.
- Place an emphasis on community revitalization efforts in the preservation, attraction of businesses, the marketing of structures and commercial activities, the provision of amenities (parking, lighting, signing and streetscape), the provision of incentive opportunities for business and structure investment, and the assistance of business support activities.
- Place signs on I-69 to direct motorists and visitors to downtown, commercial areas and community attractions.

An economic development strategy and action program for Washington should translate the previous objectives into an effective implementation program. The essential ingredients of a comprehensive economic development program include:

- Identifying the assets of Washington relative to --
    - Infrastructure such as the residual sanitary sewer and water capacity; an inventory of these along with electricity capacity, storm water drainage and broadband continuity throughout the city would be valuable.
    - Access to multiple forms of transportation including the CSX railroad, US 50, SR 57, and future I-69.
    - A well educated and skilled workforce.
    - Amenities such as small community atmosphere, strong primary and secondary educational system, natural and recreational amenities, affordable housing, etc.
    - Proximity to strong colleges and universities.
- Identifying emerging business sectors --
    - Targeting those businesses for which Washington has a competitive advantage.
- Developing a business retention and attraction program --
    - Annual surveys of existing businesses to determine concerns that government can address to make them more competitive.
    - Examination of emerging businesses to find out their needs and location decision criteria.
- Developing and marketing existing and potential sites --

    - Creating an inventory of shovel-ready sites and immediate move-in structures.
    - Removing environmental constraints to sites such as removal of environmental contamination, provision of adequate storm drainage, elevation of site above 100-year floodplain, etc.
    - Providing roadway access, sanitary sewers, waterlines and other utilities to the perimeter of shovel-ready sites.
- Developing financial and technical assistance programs for small business development -
    - Business incubators.
    - Retired executive's corps.
    - Business venture capital programs.
- Developing financial resources for government assistance and incentives for businesses --
    - Tax increment financing for infrastructure improvements.
    - Revenue bonds and tax abatement programs for businesses.
    - Employee training programs for businesses.
- Building relationships with other economic development entities at the county and state levels for the marketing of available sites and buildings, infrastructure improvement programs, financial and technical assistance programs and technical training programs.
- Maintain a good working relationship with the South Indiana Development Commission so they can stay abreast of potential funding opportunities.

The Daviess County Economic Development Corporation is instrumental in achieving the economic development objectives and strategies described above. It maintains information on the local tax abatement programs of the City of Washington and Daviess County, developed a community wide training and certification program, and provides information on financing incentives (under the Conventional Indiana Economic Development Authority Act, the Industrial Development Act, the Municipal Economic Development Act and the Washington/Daviess County Industrial Revolving Fund).

In 2001, the City of Washington completed a downtown revitalization Plan (Gove Associates) for the Washington Commercial Historic District. This plan addressed the marketing of downtown, special events and festivals, improving building façades and interiors, providing adequate parking and improving the streetscape.

2. Economic Development Plan Implementation

A variety of federal, state, and nonprofit programs are available to assist the City of Washington in developing and implementing an economic development program. The Community Development Block Grant Program from the Indiana Office of Community and Rural Affairs includes funding opportunities for economic development. The Planning Grant provides funding for a community to create a Downtown Revitalization Plan or Economic Development Plan. The program also includes the Community Economic Development Fund which provides funding for a variety of job creation or retention activities.

Washington should continue to work with the Daviess County Economic Development Corporation and the Southern Indiana Development Commission. These groups should not only stay informed of and understand the projects that each are working towards in and around Washington, they should also work together to make the most of funding opportunities and limited staff resources. Further, an economic development implementation action program should be developed for the I-69 corridor.

To implement a comprehensive, coordinated and continuing program for downtown revitalization, it would be desirable to create some entity of city government to oversee the efforts such as a Main Street Board or Downtown Redevelopment Commission. A variety of loan and grant programs are available to assist in the development of agency capacity, planning and infrastructure:

- Indiana Main Street Program of the Indiana Office of Community and Rural Affairs (OCRA) offers technical assistance
- Community Development Action Grant Program of the Indiana Economic Development Corporation to assist in building administrative capacity
- OCRA Planning Grant up to $50,000 (with 10% match) or Flood Recovery Disaster Relief Planning Grant (no match)
- OCRA Downtown Enhancement grants up to $20,000 for façade and signage improvements
- OCRA Community Focus Fund grants up to $500,000 (with 10% match) for streetscape improvements
- Federal Transportation Enhancement funds up to $1,000,000 (with 20% match) for streetscape improvements.
- Federal Surface Transportation Program Group III funds up to $2,500,000 with 20% for street and streetscape improvements
- Indiana Historic Landmarks Foundation's Statewide Revolving Loan Fund for preservation of historic structures
- Indiana Development Authority's Brownfields Grants for hazardous material cleanup.

H. HOUSING

1. Housing Plan

Washington should consider developing a dilapidated housing program that requires individual home owners to repair or remove dilapidated housing. The program would be used to identify housing that is in such poor condition that it causes health and safety concerns. The city can contact homeowners and present a time line for the house to be repaired or removed. If no changes are made or the homeowner does not respond to messages by the city, the city can declare the structure unsafe for habitation, demolish the structure, and place a lien against the property for demolition. If the homeowner fails to pay property taxes, the property may be seized and auctioned off at a sheriff's sale for delinquent taxes and returned to the tax rolls as a revenue source.

Figure 22 in Chapter 2 shows the age of housing units in Washington. Over 40 percent of the homes in Washington were built prior to 1950 and more than 50 percent were built before 1960. Although the age of a house does not determine its condition, homes that are 50 years old are older are more likely to be in poor condition or dilapidated than homes built after 1980.

2. Housing Plan Implementation

There are several sources of funding and support for housing rehabilitation programs including the Indiana Affordable Housing Fund and several programs from the Indiana Housing and Community Development Authority, including Community Development Block Grants for housing rehabilitation, the Home Investment Partnership Program, and the Neighborhood Assistance Program. The US Department of Agriculture's Rural Affairs Program also offers grants and loans to low and moderate income communities for housing rehabilitation programs. Some of these grants are geared toward the assistance of not-for-profit organizations. Grants for economic development use, downtown revitalization, utilities, and community facilities and services can all be used to directly or indirectly improve neighborhoods within a community. The City of Washington is presently pursuing Federal Neighborhood Stabilization (100 percent grant) monies to purchase foreclosed housing, rehabilitate or demolish the structure, and resale the property to qualified buyers.

I. CONCLUSION

1. Implementation Actions Summary

The comprehensive plan includes a number of implementation actions as summarized in Table 7. These individual implementation actions have not been prioritized; however, an overall prioritization is suggested at the end of the plan.

Plan Element and Action	Implementation Responsibility	Possible Financial Sources	Applicable Project Cost
Land Use Plan			
• Adopt new comprehensive plan	City Building Dept.	City General Fund Revenues	No cost if done in-house
• Review and revise two-mile fringe when needed	City Building Dept.	City General Fund Revenues	No cost if done in-house
• Update zoning and subdivision regulations	City Building Dept.	City General Fund Revenues	No cost if done in-house (about $25,000 if outside technical assistance)
Transportation/Thoroughfare Plan			
• Update subdivision regulation right-of-way and pavement width standards	City Building Dept./ Engineering Dept.	City General Fund Revenues	No cost if done in-house (about $15,000 if part of subdivision regulation update)
• Adopt access management guidelines for local streets	City Public Works Dept.	City General Fund Revenues	No cost if done in-house
• SR 57 reconstruction from Donaldson Road to National Highway	INDOT	Statewide Surface Trans. Program funds	$10.6 million (including 20% match by INDOT in 2008 dollars)
• National Highway reconstruction from US 50 Bypass to Maysville Road	INDOT	Statewide Surface Trans. Program funds	$24.6 million (including 20% match by INDOT in 2008 dollars)
• CR 150N relocation from NW 16th (CR 150W) to SR 57	City/County/ Private	Surface Trans. Program Group III and IV funds, EDIT funds, private	$12.1 million (including 20% match if federal funds in 2008 dollars)

• Apraw Road reconstruction from Front Street to Meridian Street	City	Surface Trans. Program Group III funds	$5.3 million (including 20% match in 2008 dollars)
• Sunnyside Drive (SW 16th Street) reconstruction from Maysville Road to Cosby Road	City	Surface Trans. Program Group III funds	$2.4 million (including 20% match in 2008 dollars)
• Cosby Road reconstruction from Sunnyside Drive to SW 10th Street	City	Surface Trans. Program Group III funds	$1.6 million (including 20% match in 2008 dollars)
• Highland Avenue extension from SE 11th Street to National Highway	City/Private	Surface Trans. Program Group III funds, private	$6.1 to $8.0 million (including 20% match if federal funds in 2008 dollars)
• Main Street extension from W 11th Street to McCormick Street	City	Surface Trans. Program Group III funds	$7.0 million (including 20% match in 2008 dollars)
• Five oblique angle intersection reconstructions (SR 57 at South Meridian, Troy Road, Center Street and Flora Street-Bedford Street; National Highway at State Street and Maysville Road)	INDOT	Statewide Surface Trans. Program or Safety funds	About $500,000 per intersection (including match in 2008 dollars)
• Main Street conversion to two-way flow from Meridian to SR 57	INDOT and City	Statewide Surface Trans. Program funds/ ORCA Community Focus Funds	$100,000 (including match of federal funds in 2008 dollars)
• Cumberland Rd. extension to Troy Rd.	Private	Private	Private $4.8 million in 2008 dollars
• CR 200S from SR 57 to Troy Road	County/Private	EDIT funds, private	$5.6 million
• CR 200E from CR 200N to CR 250N	County or INDOT	TIF, EDIT, Surface Trans. Program Group IV funds, Major Moves	$2.8 million in 2008 dollars

• CR 300E from CR 150S to US 50	County/Private	TIF, EDIT, Surface Trans. Program Group IV funds, private	$8.6 million in 2008 dollars
• CR 300E from CR 100N to CR 200N	County/Private	TIF, EDIT, Surface Trans. Program Group IV funds, private	$5.6 million in 2008 dollars
• City pavement management program	City	Various state-aid transportation funds	$100,000 to $150,000
• Wabash & Erie Canal Trail	INDOT, IDNR	Transportation Enhancement , Recreation Trails	$25.0 million at $1.0 million per mile
• Washington Greenway Plan	City	Transportation Enhancement (TE), Land & Water Conservation Fund (LWCF), Recreation Trails (RT), Safe Routes to School (SRTS)	TE -- $1,000,000 per year LWCF -- $200,000 per year RT -- $150,000 per year SRTS -- $75,000 (planning) and $250,000 (construction) per year
• Reconciliation of Thoroughfare Plan and Federal Functional Class designations	City Building Dept./ Engineering Dept.	City General Revenues	No cost if done in-house
Utilities Plan			
• Develop and maintain a long-term capital improvement program for the sanitary sewer system	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house
• Implement actions to reduce surface water inflow into combined sewer system	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house
• Develop program to replace old and deteriorated sanitary sewers	City Waste Water Department	User fees, OCRA, USDA-Rural Development, State Revolving Loan funds	No cost if done in-house
• Conduct feasibility study of extending sanitary sewers to the I-69 corridor	City Waste Water Department	General fund and user fees, USDA-Rural Development	$50,000

• Develop and maintain a long-term capital improvement program for the water system	City Water Department	User fees, OCRA, USDA	No cost if done in-house
• Develop program to replace old, deteriorated and under-sized water mains	City Water Department	User fees, OCRA, USDA	No cost if done in-house
• Conduct feasibility study of extending water mains to the I-69 corridor	City Water Department	General fund and user fees, USDA-Rural Development	$50,000
• Develop and maintain a long-term capital improvement program for the storm water system	City Storm Water Department	User fees, OCRA	No cost if done in-house OCRA - $50,000 (planning) and $500,000 (construction) USDA-Rural Development, State Revolving Loan funds and Flood Recovery Disaster Relief (construction)
Community Facilities and Services Plan			
• Develop capital improvement program for community facilities	City	General Revenue Fund, ORCA, USDA – Rural Development	
Open Space and Recreation Plan			
• Update parks master plan	City Parks Dept.	OCRA, Land & Water Conservation Fund (LWCF)	OCRA -- $20,000 (planning) and $500,00 (construction) LWCF -- $200,000 (construction)
• Washington Greenway Plan (see Transportation Plan above)			

Environmental Plan			
• Educate community about historic preservation	City	OCRA, Indiana Humanities Council, Historic Landmarks Foundation	
• Create local preservation commission	City	OCRA	$50,000
• Rehabilitation of historic structures	City	OCRA Community Focus Fund, Indiana Housing and Community Development Authority, USDA Rural Development	
• Wabash & Erie Canal Trail	INDOT, IDNR	Transportation Enhancement, Recreation Trails	$25.0 million at $1.0 million per mile
• Creation of conservation easements	Private and City	Private and Land & Water Conservation Fund	
• Creation of drainage easements	City Building Dept./ Storm Water Dept.	City General Fund Revenues	No cost if done in-house
• Creation of erosion and sedimentation control guidelines	Storm Water Dept.	City General Fund Revenues	No cost if done in-house
• Economic Development Plan			
• Prepare economic development implementation action program for I-69 Corridor	City/County/Economic Development Corporation/SIDC	ORCA , USDA-Rural Development	$50,000
• Strengthen inter-governmental coordination efforts	City/County/Economic Development	General Revenue Funds	No Cost as in-house
• Implementation of downtown revitalization program	City	OCRA – Indiana Main Street Program and Community Focus Fund, Flood Recovery Disaster Relief	OCRA or Disaster Relief-- $50,000, $20,000 for façade improvements,
• Creation of Main Street Board of Downtown Redevelopment Commission	City	OCRA – Indiana Main Street Program	OCRA technical assistance at no cost

• Downtown streetscape improvements	City	Transportation Enhancement funds (TE), OCRA Community Focus Funds (CFF), Flood Recovery Disaster Relief	TE-$1,000,000 maximum with 20% match CCF - $500,000 maximum with 10% match Disaster - $500,000 maximum with no match
Housing Plan			
• Housing rehabilitation program	City Building Dept.	Indiana Affordable Housing Fund, Indiana Housing and Community Development Authority, USDA – Rural Development	
• Acquisition of tax delinquent properties, clearance and resale	City Building Dept.	General Revenue Funds	
• Purchase of foreclosed housing	City Building Dept.	Federal Neighborhood Stabilization	

2. Land Use Control Revisions

During the preparation of the new comprehensive plan for Washington, the need to examine and update the zoning and subdivision regulations for several topics became evident:

- Prohibition of mobile homes in the residential historic district
- Possible creation of new residential zoning district applicable to Washington Residential Historic District to encourage any new or replacement housing to be compatible with historic structures
- Creation of a mobile home zoning district
- Identification of zoning districts where specific conditional uses are appropriate if the conditions are met and identification of the typical conditions associated with a particular condition use
- Prohibition of use variances
- Examination of the design standards in the subdivision control regulations such as reduction of the right-of-way requirements
- Definition of the construction completion period and time extension process for required subdivision infrastructure improvements
- Consideration of an irrevocable letter of credit to guarantee completion of infrastructure improvements so that the final (secondary) subdivision plat may be approved and recorded so that lots may be sold prior to the completion of all infrastructure improvements

3. Comprehensive Plan Implementation

Specific actions to implement the comprehensive plan include:

- Adoption of the comprehensive plan by the Washington Plan Commission and the Washington City Council, and
- Recording of the comprehensive plan at the Daviess County Recorder's Office.
- Extending the two-mile fringe boundary when appropriate.

In conclusion, the effectiveness of the comprehensive plan depends on the extent to which it is integrated into the development review and infrastructure planning and programming processes. Because the economy and county demographics are always changing, the comprehensive plan is a work in progress. Elements of this comprehensive plan may be out of date a few years after completion. To ensure the continued relevance to the decision-making process, the plan should be reviewed at least every five years and should be updated at least every ten years to reflect changing economic conditions in order to keep the comprehensive plan on course to achieve the desired future vision for the City of Washington.

4. Financial Assistance Programs

To assist in the implementation of the comprehensive plan, there are a variety of technical and financial assistance programs to address a variety of issues in Washington including:

- economic development,
- commercial and residential structure preservation and rehabilitation,
- recreation facility preservation and new construction,
- bicycle, pedestrian and trail facilities,
- landscaping, signing and lighting,
- sanitary sewer, potable water and stormwater drainage programs and facilities, and
- natural resource preservation programs for wetlands and floodplains.

This comprehensive plan will provide the documentation for a wide variety of community needs that will place Washington at a competitive advantage for grants for all kinds of federal, state and private programs. The City of Washington should continue to stay in contact with economic development and regional planning organizations to stay informed of potential funding opportunities for these projects. The Daviess County Economic Development Corporation and the Southern Indiana Development Commission provide economic development and planning assistance for the city. Working through the Southern Indiana Development Commission, the city should also keep in contact with the Southwest District of the Indiana Office of Community and Rural Affairs for funding opportunities. For further information on financial assistance and implementation tools, refer to the Ball State University "Center for Economic and Community Development: Toolbox Guide" (www.bsu.edu/cecd/toolbox) and the INDOT "I-69 Planning Toolbox" (www.in.gov/indot/projects/i69planningtoolbox).

5. Prioritization

Prioritizing the many potential projects that have been listed in this comprehensive plan is essential to ensuring that they are completed efficiently. In and around Washington, the highest priority projects should include any projects that assist development opportunities around the future I-69 Corridor and interchange at US 50.

The highest priority project, that would also increase development opportunities along the I-69 Corridor, is to extend water, sewer and all other utilities to the east of the city. Interchange locations all along the I-69 Corridor will be prime locations for new development. By extending these utilities, shovel ready industrial and commercial sites would become available making Washington more attractive than other locations for new businesses.

In addition to providing utilities to the I-69 Corridor, existing roads should be upgraded and new roads should be created around I-69. Existing roads east of Washington need to be improved if commercial and industrial development is expected near the I-69 Corridor. The majority of these roads are not adequate for the traffic that may occur with commercial and industrial development, especially potential truck traffic. The construction of new roads could also open up additional land for development. New and upgraded roads will also help attract new businesses to this area.

Another high priority project is to continue work on economic growth in and around Washington. The Daviess County Economic Development Corporation (DCEDC) should continue to enhance economic development opportunities and market Washington as a great location to start a business. The DCEDC and City of Washington should work together to ensure that all necessary utilities are made available at potential development sites (shovel ready sites). This should especially be the case in areas around future I-69.

Housing development is another high priority project for the city. New subdivisions need to be developed that fit in with the character of existing neighborhoods and provide housing options for all incomes. Consideration should also be given to creating infill housing and rehabilitating homes in the older neighborhoods of the city.

Socioeconomic Tables

Table A-1: Historic Sites and Districts

	Outstanding	Notable	Contributing	Reference	Non-Contributing
Washington Township					
Washington Twp	5	7	26		
Washington Commercial Historic District	11	22	48	0	54
Washington Residential Historic District	30	14	76	0	78
Ohio and Mississippi Railroad Washington Repair Shops Historic District	5	2	0		
Washington Scattered Sites	11	34	62		

Table A-2: Population Trends

Year	1900	1910	1920	1930	1940	1950
Indiana	2,516,462	2,700,876	2,930,390	3,238,503	3,427,796	3,934,224
Daviess County	29,914	27,747	26,856	25,832	26,163	26,762
Washington Township	11,994	11,404	12,334	13,103	13,275	14,284
Alfordsville	na	na	na	90	106	101
Cannelburg	280	300	224	132	145	128
Elnora	908	961	865	856	799	849
Montgomery	616	511	576	445	510	538
Odon	923	1,064	985	981	958	1,177
Plainville	na	na	na	603	619	568
Washington	8,551	7,854	8,743	9,070	9,312	10,987
Year	**1960**	**1970**	**1980**	**1990**	**2000**	**2007***
Indiana	4,662,498	5,195,392	5,490,224	5,544,159	6,080,485	6,313,520
Daviess County	26,636	26,602	27,836	27,533	29,820	30,035
Washington Township	14,497	14,723	15,208	14,716	15,110	15,133
Alfordsville	121	105	132	74	112	114
Cannelburg	124	149	152	97	140	156
Elnora	824	873	756	679	721	725
Montgomery	446	411	390	351	368	371
Odon	1,192	1,433	1,463	1,475	1,376	1,386
Plainville	545	538	556	444	513	515
Washington	10,846	11,358	11,325	10,838	11,380	11,367

Source: Indiana Business Research Center

**U.S. Census Bureau Estimate*

Table A-3: Population Forecasts

Year	2007*	2010	2015	2020	2025	2030	2035	2040
Indiana Business Research Center (IBRC)								
Daviess County	30,035	30,500	30,684	31,279	32,160	33,288	34,466	35,626
Woods & Poole Economics, Inc.								
Daviess County	30,035	30,659	31,205	31,825	32,527	33,346	**	**
BLA, Inc.								
Daviess County	30,035	30,497	31,267	32,036	32,806	33,576	**	**
Washington	11,367	11,489	11,692	11,895	12,098	12,301	**	**

Source: Indiana Business Research Center; Woods & Poole Economics

**U.S. Census Bureau Estimate*

***data were not available*

Table A-4: Demographic Characteristics

	2000									
	Alfordsville	Cannelburg	Elnora	Montgomery	Odon	Plainville	Washington	Washington Township	Daviess County	Indiana
Total Population	112	140	721	368	1,376	513	11,380	15,110	29,820	6,080,485
Sex										
Male	55	68	355	185	650	249	5,382	7,302	14,705	2,982,474
Female	57	72	366	183	726	264	5,998	7,808	15,115	3,098,011
Age										
Under 5 years	4	9	38	29	71	41	791	995	2,275	423,215
5 to 9 years	8	17	56	24	92	40	779	1,028	2,422	443,273
10 to 19 years	22	24	104	54	167	60	1,624	2,191	4,787	896,898
20 to 29 years	10	15	68	53	138	59	1,379	1,725	3,469	834,766
30 to 39 years	14	26	98	60	164	76	1,470	1,968	3,920	900,297
40 to 49 years	17	17	103	53	178	62	1,556	2,180	4,134	919,618
50 to 59 years	18	13	83	36	189	41	1,216	1,718	3,215	673,912
60 to 69 years	11	9	63	28	120	49	929	1,293	2,307	439,412
70 to 79 years	8	8	72	20	137	53	952	1,189	2,007	351,489
80 to 84 years	0	2	20	5	69	23	368	448	724	106,047
85 years and over	0	0	16	6	51	9	316	375	560	91,558
Income										
Households Reporting	37	43	283	144	614	215	4,662	6,064	10,932	2,337,299
Less than $10,000	5	6	43	18	75	17	634	758	1,135	188,408
$10,000 to $19,999	3	6	69	27	110	36	924	1,095	1,818	298,127
$20,000 to $29,999	4	6	44	14	96	38	863	1,031	1,792	323,872
$30,000 to $39,999	0	6	47	15	74	23	648	786	1,547	306,163
$40,000 to $49,999	2	7	42	15	76	35	759	930	1698	269,532
$50,000 to $59,999	0	6	47	15	74	23	648	786	1,547	235,515
$60,000 to $74,999	11	4	16	9	48	27	305	491	1055	264,202
$75,000 to $99,999	9	5	26	13	58	17	382	579	1,048	237,299
$100,000 to $124,999	2	1	12	12	33	12	253	367	673	104,007
$125,000 to $149,999	2	0	2	0	18	10	57	73	225	43,838
$150,000 or more	1	0	6	0	11	0	81	138	220	66,266
Median HH income	$54,375	$37,917	$27,321	$36,944	$34,667	$37,969	$29,055	$31,326	$34,064	$41,567
Poverty										
Households Reporting	37	43	283	144	614	215	4,662	6,064	10,932	2,337,229
Households in poverty	6	9	51	19	73	22	666	777	1373	221,437
Family Households	32	43	201	103	379	156	2,920	4,064	7,929	1,611,045
Families in poverty	3	9	29	6	33	13	287	358	763	107,789
Education										
Age 25 and older	74	69	511	241	985	361	7,557	10,152	18,655	3,893,278
High School Graduate	37.8%	49.3%	40.9%	47.3%	41.3%	48.5%	42.1%	42.5%	39.9%	37.2%
Some College (no degree)	20.3%	11.6%	13.1%	12.4%	17.2%	18.0%	16.6%	17.4%	15.5%	19.7%
Associate Degree	2.7%	4.3%	8.4%	9.1%	7.2%	5.3%	6.7%	6.6%	6.7%	5.8%
Bachelor's Degree	0.0%	2.9%	3.1%	6.6%	7.6%	9.4%	4.7%	5.9%	5.3%	12.2%
Graduate or Professional Degree	0.0%	0.0%	3.7%	1.2%	3.8%	1.4%	4.5%	5.0%	4.4%	7.2%

Source: U.S. Census Bureau Census 2000
Total Pop, Sex, Age from SF 1
Income, Poverty, Education from SF 3

Table A-5: Family Income

	Alfordsville	Cannelburg	Elnora	Montgomery	Odon	Plainville	Washington	Washington Township	Daviess County	Indiana
Total Families	37	43	283	144	614	215	4,662	6,064	10,932	1611045
Less than $10,000	5	6	43	18	75	17	634	758	1135	70076
$10,000 to $14,999	2	2	35	13	57	18	486	558	968	55878
$15,000 to $19,999	1	4	34	14	53	18	438	537	850	74725
$20,000 to $24,999	2	2	23	5	48	11	444	513	915	90833
$25,000 to $29,999	2	4	21	9	48	27	419	518	877	99153
$30,000 to $34,999	0	3	21	6	28	8	340	412	821	103094
$35,000 to $39,999	0	3	26	9	46	15	308	374	726	103060
$40,000 to $44,999	0	3	6	18	54	13	241	340	619	105287
$45,000 to $49,999	0	6	10	18	37	22	239	338	698	97422
$50,000 to $59,999	11	4	16	9	48	27	305	491	1,055	188847
$60,000 to $74,999	9	5	26	13	58	17	382	579	1,048	223516
$75,000 to $99,999	2	1	12	12	33	12	253	367	673	208347
$100,000 to $124,999	2	0	2	0	18	10	57	73	225	93088
$125,000 to $149,999	0	0	2	0	0	0	35	68	102	39419
$150,000 to $199,999	0	0	4	0	4	0	38	76	134	28225
$200,000 or more	1	0	2	0	7	0	43	62	86	30075
Median Family Income in 1999	$55,000	$37,917	$34,750	$44,205	$42,813	$45,455	$37,713	$41,380	$41,818	50261
Families with income in 1999 below poverty level (%)	9.4%	20.9%	14.4%	5.8%	8.7%	8.3%	9.8%	8.8%	9.6%	6.7%
Individuals with income in 1999 below poverty level (%)	16.2%	20.9%	18.0%	13.2%	11.9%	10.2%	14.3%	12.8%	12.6%	9.5%

Source: U.S. Census Bureau Census 2000, SF3

Table A-6: Housing Characteristics

	2000									
	Alfordsville	Cannelburg	Elnora	Montgomery	Odon	Plainville	Washington	Washington Township	Daviess County	Indiana
Total Population	124	121	721	372	1,399	517	11,278	15,104	29,820	6,080,485
Group Quarters Population	0	0	0	3	45	8	389	432	545	178,321
Household Population	124	121	721	369	1,354	509	10,889	14,672	29,275	5,902,164
Households	45	44	297	148	606	214	4,661	6,052	10,894	2,336,306
Household Size (persons)	2.76	2.75	2.43	2.49	2.23	2.38	2.34	2.42	2.69	2.53
Total Housing Units	45	46	331	168	677	234	5,082	6,579	11,898	2,532,319
Vacant Housing Units	0	2	34	20	71	20	421	527	1,004	196,013
Percent Vacant Units	0.0%	4.3%	10.3%	11.9%	10.5%	8.5%	8.3%	8.0%	8.4%	7.7%
Occupied Housing Units	45	44	297	148	606	214	4,661	6,052	10,894	2,336,306
Percent Occupied Units	100.0%	95.7%	89.7%	88.1%	89.5%	91.5%	91.7%	92.0%	91.6%	92.3%
Owner Occupied	41	39	249	107	435	168	3,148	4,418	8,561	1,669,083
Percent Owner Occupied Units	91.1%	88.6%	83.8%	72.3%	71.8%	78.5%	67.5%	73.0%	78.6%	71.4%
Renter Occupied Housing Units	4	5	48	41	171	46	1,513	1,634	2,333	667,223
Percent Renter Occupied Units	8.9%	11.4%	16.2%	27.7%	28.2%	21.5%	32.5%	27.0%	21.4%	28.6%
Owner Occupied Housing Value										
Total Units Reported	41	39	249	107	435	168	3,148	4,418	8,561	1,669,083
Less than $25,000	7	7	92	13	30	6	378	416	804	93,736
$25,000 to $49,999	20	4	79	27	158	67	774	893	1,556	168,811
$50,000 to $99,999	11	21	74	63	217	87	1,527	2,087	3,912	677,173
$100,000 to $149,999	3	7	2	4	24	5	337	631	1,333	407,895
$150,000 or more	0	0	2	0	6	3	132	391	956	321,468
Median Value	$44,600	$71,000	$33,800	$56,100	$55,600	$55,000	$60,200	$67,900	$72,800	$92,500
Monthly Contract Rent										
Total Units Reported (with cash rent)	2	3	37	31	151	41	1,412	1,512	1,939	618,575
Less than $200	0	0	16	8	54	13	352	362	512	59,829
$200 to $399	2	3	21	20	87	28	845	930	1,166	199,136
$400 to $599	0	0	0	3	9	0	196	196	233	250,142
$600 or more	0	0	0	0	1	0	19	24	28	109,468
Median Rent	$275	$325	$225	$254	$238	$231	$281	$285	$276	$432
Units in Structure										
Total Housing Units	45	46	331	168	677	234	5,082	6,579	11,898	2,532,319
1 Unit, Detached	29	39	278	131	506	199	3,705	5,036	9,305	1,802,259
1 Unit, Attached	0	1	0	0	13	0	73	73	143	74,224
2 to 4 Units, Attached	0	0	17	10	21	21	435	447	563	185,707
5 to 9 Units, Attached	0	0	0	0	30	0	145	150	180	115,303
10 or More Units, Attached	0	0	0	0	53	0	306	306	359	186,316
Mobile Home	16	6	36	27	54	14	418	562	1,317	166,733
Other	0	0	0	0	0	0	0	5	31	1,777
Age of Structure										
Total Housing Units	45	46	331	168	677	234	5,082	6,579	11,898	2,532,319
1990 to March 2000	14	8	7	13	62	14	433	668	1,726	437,347
1980 to 1989	4	9	20	14	78	17	417	671	1,344	286,089
1970 to 1979	4	5	48	33	107	32	767	929	1,883	415,562
1960 to 1969	2	6	30	8	71	17	628	821	1,370	345,252
1950 to 1959	4	4	48	14	84	15	682	824	1,318	330,958
1940 to 1949	4	7	40	2	108	23	528	706	1,144	204,354
Before 1940	13	7	138	84	167	116	1,627	1,960	3,113	512,757
Median Year Built	1968	1968	1947	1940	1958	1940	1956	1958	1963	1966

Source: U.S. Census Bureau Census 2000, SF 3

Table A-7: Housing Forecasts

City/Town	Year	Pop	HH	HHPop	GQPop	Vacancy Rate
Daviess County	2000	29,820	10,894	29,276	544	8.4%
	2005	30,446	11,093	29,902	544	8.4%
	2008	30,822	11,213	30,278	544	8.4%
	2010	31,072	11,293	30,528	544	8.4%
	2015	31,698	11,492	31,154	544	8.4%
	2020	32,324	11,691	31,780	544	8.4%
	2025	32,950	11,891	32,406	544	8.4%
	2030	33,576	12,090	33,032	544	8.4%
Washington	2000	11,380	4,658	11,268	112	8.3%
	2005	11,534	3,882	11,422	112	8.3%
	2008	11,626	3,416	11,514	112	8.3%
	2010	11,687	3,105	11,575	112	8.3%
	2015	11,841	2,329	11,729	112	8.3%
	2020	11,994	1,553	11,882	112	8.3%
	2025	12,148	776	12,036	112	8.3%
	2030	12,301	0	12,189	112	8.3%

Source: Bernardin, Lochmueller & Associates

Table A-8: Labor Force

	2000	
	Daviess	Washington
Population 16 & older	22,111	8,796
Labor Force	13,913	5,208
Civilian Labor Force	13,905	5,208
Unemployed	600	312
Employed Civilians	13,305	4,896

Source: *U.S. Census Bureau Census 2000, SF 3*

Table A-9: Employment by Industry

	2000				2030			
	Washington		Daviess		Washington		Daviess	
Agriculture Services	98	1.0%	205	1.4%	110	1.0%	281	1.6%
Mining	91	0.9%	429	3.0%	95	0.8%	494	2.8%
Construction	1,108	11.1%	1,523	10.5%	1,247	11.0%	1,914	10.8%
Manufacturing	772	7.7%	2,444	16.9%	908	8.0%	3,013	17.1%
Transportation/Communication/Utilities	399	4.0%	956	6.6%	458	4.0%	1,131	6.4%
Wholesale Trade	347	3.5%	684	4.7%	409	3.6%	1,090	6.2%
Retail Trade	2,174	21.8%	2,604	18.0%	2,352	20.7%	2,995	17.0%
Finance/Insurance/Real Estate	542	5.4%	664	4.6%	624	5.5%	776	4.4%
Services	3,007	30.1%	3,340	23.1%	3,435	30.3%	4,029	22.8%
Government	1,451	14.5%	1,632	11.3%	1,708	15.1%	1,922	10.9%
Total	9,989	100.0%	14,481	100.0%	11,346	100.0%	17,645	100.0%

Source: Bernardin, Lochmueller & Associates

Table A-10: Commuters

	From Daviess County to:	Into Daviess County from:
Sullivan Co. IN	58	25
Vanderburgh Co. IN	80	20
Marion Co. IN	93	6
Lawrence Co. IN	101	10
Gibson Co. IN	116	133
Pike Co. IN	156	152
Greene Co. IN	224	157
Knox Co. IN	530	442
Dubois Co. IN	1,091	142
Martin Co. IN	1,126	408
Other Indiana Counties	369	82
Outside of IN	86	129
Total	4,030	1,706
Live & Work in Daviess Co.	9,039	

Source: *U.S. Census Bureau*

Count: *Number of workers 16 years old and over in the commuter flow.*

Table A-11: Travel Time

	Washington		Daviess	
Travel Time	Number of Commuters	% of Commuters	Number of Commuters	% of Commuters
less than 15 minutes	2,875	60%	5,708	46%
15 to 29 minutes	680	14%	2,983	24%
30 to 44 minutes	613	13%	1,887	15%
45 to 59 minutes	354	7%	867	7%
60 or more minutes	261	5%	990	8%

Source: *U.S. Census Bureau Census 2000, SF 3*

Comprehensive Plan Survey

Dear Resident:

The City of Washington is striving to attract new jobs and promote population growth. Thus, a new comprehensive plan is being prepared to guide future growth and development. The Plan is being funded through the Interstate 69 Community Planning Grant Program created by the Indiana Department of Transportation to aid local communities along the proprosed I-69 corridor in planning for their future.

The new Comprehensive Plan is being prepared under the direction of Washinton City Council. As part of the process for developing this Plan, this survey was created to better understand residents' ideas on how growth should occur in Washington. Your participation is greatly appreciated.

Sincerely,

Larry Haag
Mayor

Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
1. Washington should complete and expand the city's water filtration and distribution system.	1	2	3	4
2. Washington needs to upgrade and expand the wastewater system.	1	2	3	4
3. Storm water drainage facilities should be improved in Washington.	1	2	3	4
4. Improvements are needed at the city boat ramp and riverfront area.	1	2	3	4
5. Washington needs to address traffic flow, especially congestion and heavy truck flow.	1	2	3	4
6. A new city government complex with fire, police and street department offices is needed.	1	2	3	4
7. Washington should encourage and increase retail businesses and personal services.	1	2	3	4
8. Additional moderately priced housing growth should be planned for Washington.	1	2	3	4
9. Washington needs to increase downtown activities and events.	1	2	3	4
10. A minor needs medical facility should be developed in Washington.	1	2	3	4
11. Washington should encourage new quality industry (recognizing the port as an asset).	1	2	3	4
12. Economic development needs to be promoted in Washington.	1	2	3	4
13. Washington should pursue growth through annexation.	1	2	3	4
14. Washington needs to better address the problem of vacant buildings.	1	2	3	4
15. Manufactured homes (factory assembled homes constructed after the federal Manufactured Housing Construction and Safety Standards of 1974, with sloped roofs and often set on a permanent foundation) are appropriate on lots in traditional single-family home areas.	1	2	3	4
16. Manufactured homes should only be located in mobile home parks or subdivisions.	1	2	3	4
17. Washington needs to expand elderly living residences such as assisted and independent living.	1	2	3	4
18. Washington needs to make gateways to the community more attractive.	1	2	3	4

Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
19. There is a need for additional recreational facilities in Washington.	1	2	3	4
20. Washington should create bikeways and walkways throughout the city.	1	2	3	4
21. Sidewalk improvements should be made where needed.	1	2	3	4
22. Do you have any comments on the future of Washington? Write your comments here or enclose additional paper if needed. _____ _____ _____				

----------fold here----------

The City Council of Washington thanks you for taking the time to share your ideas for the future growth and development of the city. Please **fold** the survey so the return address shows, use a piece of **tape** (no staples) to secure the top, and **mail** the form back to: Bernardin, Lochmueller & Associates, Inc.

PUBLIC MEETING FOR THE COMPREHENSIVE PLAN

The first public meeting to discuss the Comprehensive Plan for Washington will be held in early January at a time and place to be announced in the local newspaper. The results of this survey and the future of the city will be discussed.

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Conversion of One-Way Streets to Two-Way Operations

CONVERSION OF SOME ONE-WAY STREETS TO TWO-WAY OPERATIONS

Basis: Cities and towns are re-examining their one-way streets to improve access to businesses for customers and deliveries by auto and foot. One-way streets require circuitous travel to find businesses and parking spaces. Pedestrians often find one-way streets more difficult to cross due to higher traffic speeds.

Benefits:

1. Improves access to businesses and parking.
2. Reduces circuitous travel and total traffic volumes by about 30%.
3. Reduces speeds improving business visibility.
4. Improves pedestrian access and safety -- reduced speeds crossing street and passengers all get out on sidewalk.

Concerns:

1. Traffic operations at intersections are more complicated and intersection capacity is reduced at signalized intersections along SR 57.
2. Streets may be too narrow to accommodate two-way travel and on-street parking.
3. People oppose change because they're not sure of the consequences.

Proposal:

1. Walnut Street returned to two-way operation from NW 3rd Street to NE 11th Street.
    a. On-Street Parking retained on both sides.
    b. Street is narrow with only 36 feet of pavement. Based on existing parking activity, parking may have to be removed on the south side west of NE 5th and on the north side east of NE 5th.
2. Van Trees Street returned to two-way operation from NW 3rd Street to NE 11th Street.
    a. On-Street Parking retained on both sides.
    b. Street is narrow with only 36 feet of pavement. Based on existing parking activity, parking may have to be removed on the south side west of NE 5th and on the north side east of NE 5th.
3. Main Street returned to two-way operation from Meridian Street to NE 5th Street.
    a. On-Street Parking retained on both sides.
    b. Street is of adequate width with 40 feet of pavement.
4. South Street returned to two-way operation from Meridian Street to NE 5th Street.
    a. On-Street Parking retained on south side only.
    b. Street is narrow with only 36 feet of pavement. Based on existing parking activity and commercial, parking may have to be removed on the north.
    c. Street is only 26 feet in width east of NE 5th Street so one-way eastbound flow would be retained so that parking can be retained on both sides for South Street for residential.

Response:

Table C-1: Street Flow Conversion Survey

Question	Yes	No
Do favor two-waying Walnut Street if parking retained on both sides	50%	50%
Do favor two-waying Walnut Street if parking must be removed from one side	50%	50%
Do favor two-waying Van Trees Street if parking retained on both sides	62.5%	37.5%
Do favor two-waying Van Trees Street if parking must be removed from one side	46.7%	53.3%
Do favor two-waying Main Street if parking retained on both sides	94%	6%
Do favor two-waying South Street if parking must be removed from one side	75%	25%

Comments:

- The one person who voted no on converting Main Street into a two-way street did so because they thought parking should be restricted to one side only.
- 16 people participated in this survey.

Table C-2: Washington Right-Of-Way and Pavement Width

Washington Functional Class of Roadways -- Right-Of-Way and Pavement Width
(based on 2005 aerial photography interpretation)

Street Name	Termini	Functional Class	Pavement Width (in feet)	Right-Of-Way Width (in feet)	Comment
CR 200N	SR 57 to CR 900E (Cannelburg Rd.)	Rural Minor Collector	20	30	
CR 150N	CR 200W to CR 150W	Rural Minor Collector	20	30	
CR 150N	CR 150W to CR 100W	Urban Collector	20	30	future extension east to SR 57
CR 100N	CR 200W to CR 150W	Urban Collector	20	30	future addition
Biddinger Ln./Viola Ave.	Apraw Rd. to SR 57	Urban Collector	20-30	30-40	
Vista Ln./Douglas Dr.	NE 12th St. to NE 21st St.	Urban Collector	20	30	remove as narrow residential road can't be improved or extended
Wykoff Ln./Apraw Rd.	CR 150W to Meridian St.	Urban Collector	20	30	
George St.	Apraw Rd. to SR 57	Urban Collector	30	60	
Brett Cable Rd.	SR 57 to NE 21st St.	Urban Minor Arterial	20	30	
Maxwell Ave.	CR 200W to CR 100W (Front St.)	Urban Collector	20	30	future extension west to CR 300W
Bedford Rd.	SR 57 to NE 21st St.	Urban Collector	26-30	45	
McCormick St.	CR 240W to 21st St.	Urban Minor Arterial	20	30	
McCormick St.	NW 21st St. to NW 16th St.	Urban Minor Arterial	26	45	Drop if Walnut extended to McCormick at NW 21st
Walnut Street	NW 16th St. to NW 7th St.	Urban Minor Arterial	36	60	Drop to Collector if Van Trees extended to Walnut at NW 16th
Walnut Street	NW 7th St. to NE 15th St.	Urban Collector	36	60	one-way westbound from NE 11th to NW 3rd
Van Trees Street	NW 16th St. to NW 7th St.	Urban Minor Arterial	33	60	Drop to Collector east of NW 12th if Main extended to NW 12th
Van Trees Street	NW 7th St. to NE 11th St.	Urban Collector	33	60	one-way eastbound from NW 3rd to NE 11th
Main Street	NW 11th St. to NE 11th	Urban Minor Arterial	40	60	one-way west bound from SR 57 to Meridian
South Street	Meridian St. to NE 7th St.	Urban Local	36	60	one-way eastbound from Meridian to NE 7th
State Street	SE 11th St. to National Higway	Urban Minor Arterial	26	40	
Oak Street	Maysville Road to SE 2nd St.	Urban Local	20	30	
Oak Street	SE 2nd St. to SR 57	Urban Local	26	50	
Harned Avenue	Meridian St. to SR 57	Urban Local	30	60	10' landscape strip plus 5' sidewalk
National Highway	Maysville Road to SR 57	Urban Minor Arterial	36	60	
National Highway	SR 57 to Portersville Rd.	Urban Principal Arterial	36	60	
National Highway	Portersville Road to US 50 Bypass	Urban Minor Arterial	36	60	
Southside Avenue	Meridian St. to SR 57	Urban Local	33	55	
Indiana Avenue	Meridian St. to SE 3rd St.	Urban Local	26	50	
Hayes Avenue	Meridian St. to SE 3rd St.	Urban Local	26	45	
Highland Avenue	Meridian St. to SE 11th St.	Urban Local	20	30	
Cosby Road	Sunnyside Drive to Mayville Rd.	Urban Minor Arterial	20	30	
Clark Road	Maysville Rd. to Cosby Rd.	Urban Minor Arterial	20	30	
Wright Avenue	McCormick Ave. to Maxwell Ave.	Urban Minor Arterial	20	30	
Sunnyside Road (SW 16th)	Maysville Rd. to Cosby Rd.	Urban Collector	20	30	
West 16th Street	Van Trees St. to McCormick Ave.	Urban Minor Arterial	20	30	
West 16th Street	McCormick Ave. to Wykoff Rd.	Urban Collector	20	30	
West 11th Street	Maysville Road to Cosby Road	Urban Collector	20	30	
West 11th Street	Cosby Road to Main Street	Urban Collector	20	30	Shift designation to West 10th Street as no RR crossing
West 11th Street	Main Street to Walnut Street	Urban Minor Arterial	20	30	Shift designation to West 10th Street
West 10th Street	Cosby Road to Walnut Street	Urban Local	36	50	
Front Street	Van Trees St. to CR 150N	Urban Minor Arterial	26	45	
Maysville Road	Oak Grove Rd. to Clark Rd.	Rural Minor Collector	20	30	
Maysville Road	Clark Rd. to Sunnyside Rd. (SW 16th)	Urban Collector	20	30	
Maysville Road	Sunnyside Drive to Lemon Street	Urban Minor Arterial	20	30	
SW 5th Street	Lemon Street to Main Street	Urban Minor Arterial	20	30	
West 1st Street	South Street to Apraw Road	Urban Local	26	50	
Meridian Street	SR 57 to Main Street	Urban Minor Arterial	36	55	
Meridian Street	Main Street to Apraw Road	Urban Collector	36	55	
East 1st Street	South Street to George Street	Urban Local	33	50	
East 2nd Street	National Highway to Walnut St.	Urban Collector	33	55	one-way southbound
East 3rd Street	National Highway to Walnut St.	Urban Collector	33	55	one-way northbound
East 4th Street	South Street to Flora Street	Urban Local	26 to 36	50	
East 5th Street	US 50 to CR 150N	Urban Principal Arterial	36	55	
East 6th Street	South Street to SR 57	Urban Local	33	55	
East 7th Street	South Street to Bedford Road	Urban Local	33	55	
East 11th Street	Highland Ave. to National Highway	Urban Collector	24	40	Extend designation south to Bixler Road
East 11th Street	National Highway to Main St.	Urban Minor Arterial	24	40	
East 11th Street	Main St. to Bedford Road	Urban Collector	30	55	
Green Acres	Bedford Rd. to Vista Lane	Urban Local	20	30	
Portersville Road	US 50 to National Highway	Urban Principal Arterial	24	50	2 to 3-foot gravel shoulder
East 15th Street	National Highway to Walnut St.	Urban Minor Arterial	30-36	50-55	
East 15th Street	Walnut St. to Bedford Avenue	Urban Collector	30-36	50-55	
East 21st Street	National Higway to Douglas Drive	Urban Minor Arterial	30	60	
Sugarland Road	Douglas Drive to CR 200N	Urban Collector	20	30	

Sign-In Sheets

SIGN-IN SHEET

Washington Steering Committee: Workshop No. 1 on Washington Comprehensive Plan
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
6:30 PM September 3, 2008

	Name
1.	William E Simmons
2.	E Barnett
3.	THOMAS E. GRAHAM.
4.	ART Bickelinger
5.	Larry Haag
6.	STEVE DYER
7.	L. Geoffrey "Geoff" Stoner
8.	Judy Clements
9.	David K[illegible] Bernardin- L 6200 Vogel
10.	David Goffinet
11.	
12.	
13.	
14.	

SIGN-IN SHEET

Washington Steering Committee: Workshop No. 2 on Washington Comprehensive Plan
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
6:30 PM January 8, 2009

	Name
1.	L. Geoffrey Stoner
2.	Larry Haag
3.	ARTHUR J Bidwell
4.	Tom Graham
5.	STEVIE DYER
6.	Ed Barnett
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	

SIGN-IN SHEET

Washington Steering Committee: Workshop No. 4 on Washington Comprehensive Plan
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
6:30 PM April 20, 2009

Name

1.
2. Chris [illegible]
3. Tom Graham, Jr.
4. [illegible]
5. Ed Barnett
6. [illegible]
7. [illegible]
8. Scott Monroe
9. Matt Sward
10. [illegible]
11. [illegible]
12. Bill Summers
13.
14.

SIGN-IN SHEET

Washington Steering Committee: Open House No. 1 on Washington Comprehensive Plan
Eastside Park Community Building, 501 Burkhart Drive, Washington, IN 47501
6:30 PM January 22, 2009

	Name
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	

SIGN-IN SHEET

Washington Steering Committee: Open House No. 1 on Washington Comprehensive Plan
Eastside Park Community Building, 501 Burkhart Drive, Washington, IN 47501
6:30 PM January 22, 2009

	Name
15.	Chris Wimmenauer
16.	Nate Smith
17.	E. Bassler
18.	Ashish Patel
19.	L. Geoffrey Stoner
20.	JOHN DECKER
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	

WASHINGTON SIGN-IN SHEET

Alternative Future Land Use for Washington – Public Open House
Eastside Park Community Building, 501 Burkhart Drive, Washington
Wednesday, March 4, 2009
6:30 – 8:30 PM

Name (Please Print)

1. Chris Wimmenauer
2. Steve Dyer
3. Emmie Evans
4. Dan Neeley
5. Karla McAtee
6. Elaine Wellman
7. Joe Wellman
8. C K Webster
9. Art Biddinger
10. Ed Barnett
11. Jeff McDonald
12. Ed Pfluff
13. Scott Rainey
14. Joe & Angie Howard
15. Charles Seeley

WASHINGTON SIGN-IN SHEET
Alternative Future Land Use for Washington – Public Open House
Eastside Park Community Building, 501 Burkhart Drive, Washington
Wednesday, March 4, 2009
6:30 – 8:30 PM

Name (Please Print)

16. Randal Emmons
17. DAN BENNETT
18. Doug Rapp
19. Tom Baumert
20. [illegible]
21. [illegible]
22. ______
23. ______
24. ______
25. ______
26. ______
27. ______
28. ______
29. ______
30. ______

Public Hearing Minutes and Written Comments

WASHINGTON SIGN-IN SHEET

Washington Comprehensive Plan – Washington Advisory Plan Commission -- Public Hearing
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
Wednesday, June 10, 2009
7:00 PM

Name (Please Print)

1. Art Biddinger
2. Stephen Ash
3. Judy Taylor
4. [signature]
5. [signature]
6. Nora Taylor
7. [signature]
8. [signature]
9. [signature]
10. DAN F. GROSS
11. David K Gray
12. Dan M. Brannan
13. [signature]
14. [signature]
15. [signature]

WASHINGTON SIGN-IN SHEET

Washington Comprehensive Plan – Washington Advisory Plan Commission -- Public Hearing
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
Wednesday, June 10, 2009
7:00 PM

Name (Please Print)

1. Art Goldsinger
2. Stephen Ash
3. Judy Taylor
4.
5.
6. Mary Taylor
7.
8.
9. Ed Burnett
10. DAN F. GROSS
11. David K Gray
12. Dan M. Grannan
13. Mark Smith
14. William Simmons
15. Sue Tellingham

WASHINGTON SIGN-IN SHEET

Washington Comprehensive Plan – Washington Advisory Plan Commission -- Public Hearing
Washington City Council Chambers, 200 Harned Avenue, Washington, Indiana 47501
Wednesday, June 10, 2009
7:00 PM

Name (Please Print)

16. ROGER D. GILLINGHAM
17. PAT Thompson
18. Judy Clermont
19. David Rifle
20. _____
21. _____
22. _____
23. _____
24. _____
25. _____
26. _____
27. _____
28. _____
29. _____
30. _____

Minutes of Meeting
Plan Commission
June 10, 2009

The Plan Commission of the City of Washington met June 10, 2009, at 7:00 p.m. in the City Council Chambers. The following members were present: Art Biddinger, Tom Graham, Jr., Steve Ash, Pat Thompson, Bill Summers, Roger Gillingham, Dan Grannan, Steve Dyer, Ed Barnett, David Gray and Dan Gress. Also present at the meeting were Jeff Norris, Chris Wimmenauer and Judy Taylor.

President Art Biddinger called the meeting to order.

The minutes of the meeting held May 13, 2009, were approved.

The purpose of this meeting was to hold a public hearing to review the updated Comprehensive Plan for the City of Washington. Dr. David Ripple of Bernardin-Lochmueller & Associates, Inc. was present to review the plan. Dr. Ripple gave a PowerPoint presentation showing several aspects of the new plan. Dr. Ripple stated that the Comprehensive Plan had not been updated since 1986. Tom Graham asked if the Comprehensive Plan was adopted and ten years from now something changed, what could be done. Dr. Ripple said the plan should be reviewed every five years and updated every 10 years because things do change. With no further discussion, Tom Graham, Jr. made a motion to recommend the Comprehensive Plan to the City Council for adoption. Ed Barnett seconded the motion. A voice vote was taken with all 11 members voting in favor of the motion. No members voted against the motion or abstained. There were no members absent. Motion carried.

In other business: Building Commissioner Chris Wimmenauer said he would like to review and update the Subdivision Control Ordinance. Ed Barnett added that he thought the Storm Water Control Ordinance should also be reviewed and updated. Art Biddinger suggested that the Building Commissioner and Mr. Barnett meet and discuss this and report back to the Plan Commission

With no other business, the meeting adjourned at 7:45 p.m.

Arthur J. Biddinger
Art Biddinger, President

Judy Taylor
Judy Taylor, Secretary

OUTLINE

A. What is it?
B. What does it include?
C. What brought it about?
D. What geographic area does it cover?
E. What did the plan find?
F. How was it developed?
G. What are the plan recommendations
H. What commitments are needed?
I. Why act now?

A. What is it?

1. Update to the 1986 Washington Comprehensive Plan
2. Framework for future physical development of the community
3. Addresses:
   a. Land use to accommodate future activities
   b. Infrastructure (roads and utilities) to sustain development
   c. Provision of community and recreation facilities to meet the needs of residents
   d. Preservation of the historic and natural amenities to protect the community heritage
4. Recommendations outside Washington reflected in the Daviess County Land Use Plan

A. What is it? (continued)

5. Vision Statement – "Washington is a city of progress and pride which strives to be a great place to live, work and visit by fostering economic development opportunities with well paying jobs. High priorities are preserving historic, natural and friendly community features that nurture a unique living environment, increasing quality education, advancing health care services and promoting recreational experiences that increase the quality of life."

B. What does it include?

1. A community profile →
   a. Inventory of historic structures
   b. Depiction of the age of housing
   c. Description of environmental features – steep slopes, prime farmlands, forests, streams, floodplains, wetlands, wildlife habitats, managed lands, and mineral resources
   d. Generation of existing and projected demographic and economic characteristics
   e. Assessment of existing and projected land use and infrastructure
   f. Identification of development issues through the Steering Committee, a communitywide survey and community leader interviews

B. What does it include? (continued)

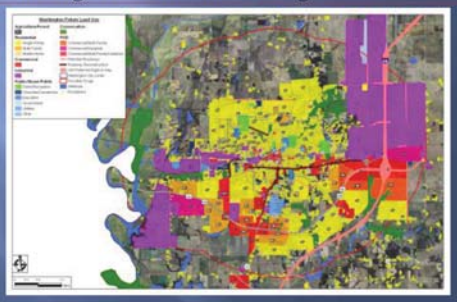
2. A future vision → Development Goals and Guidelines
3. Recommendations →
   a. Land use development
   b. Transportation, utilities, and community facilities and services
   c. Open space and recreation, and environmental protection
   d. Economic Development, housing preservation and comprehensive plan implementation

C. What brought it about?

1. INDOT I-69 Community Planning grants to Washington and Daviess County to address economic development and growth opportunities induced by I-69 and to protect natural resources
2. Collaborative Effort Between Washington and Daviess County→
   a. Plans for each with consistent future land use and infrastructure recommendations for the I-69 corridor

D. What geographic area does it cover?

1. Washington and Two-mile Fringe Area



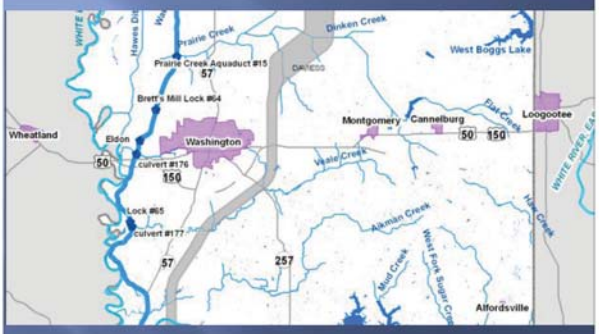
E. What did the plan find?

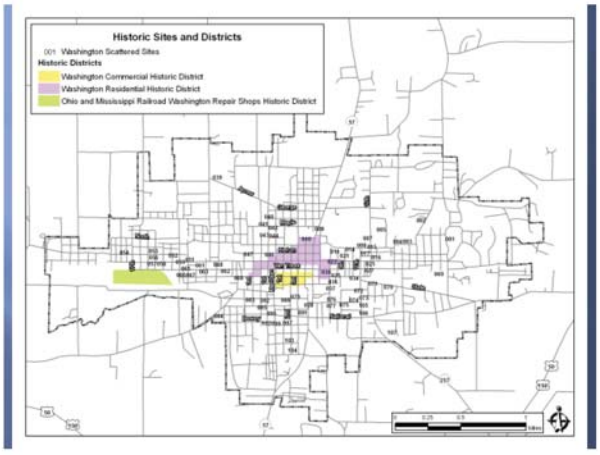
1. **Rich historic heritage** → 485 historic structures, three historic districts (downtown, downtown residential, O&M RR shops), and remnants of the Wabash & Erie Canal
2. **A few steeps slopes** → concentrated along headwaters of Hawkins Creek northeast of Washington
3. **Prime farmlands** → east of City in I-69 corridor, northwest of City toward Prairie Creek, and southwest of City toward Veale Creek
4. **Some forestlands** → along Hawkins Creek northeast and southwest of the City and within the Washington Conservation Club area
5. **Distant floodplains** → White Rive 1.5 miles to the west , Prairie Creek 2.5 miles to the north , and Hurricane Branch and Veale Creek1.5 miles to the southeast

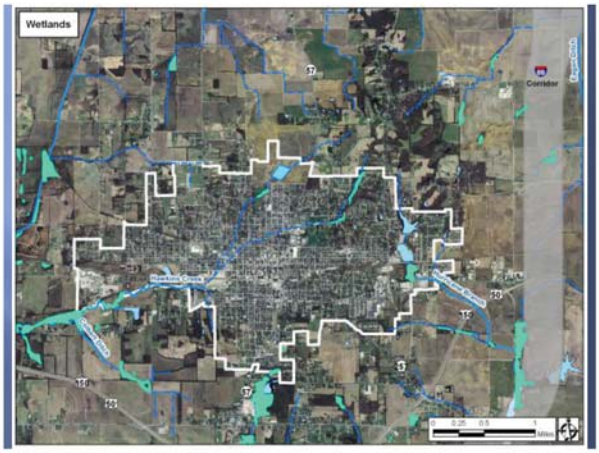
E. What did the plan find? (continued)

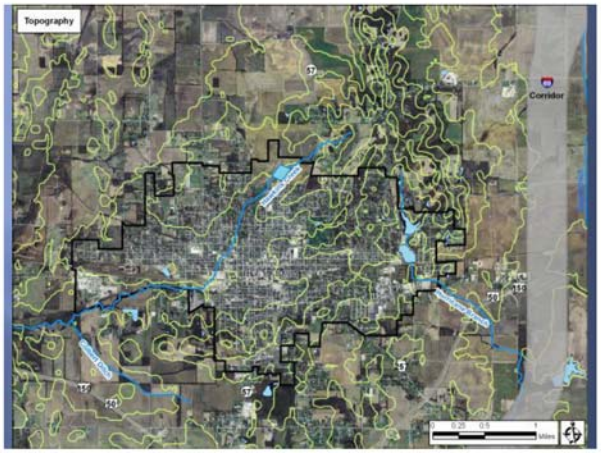
6. **Some wetlands** →Hawkins Creek to southwest, Hurricane Creek south of East Side Park, Hurricane Creek and Veale Creek to the southeast, and inside Washington Conservation Club
7. **Threatened and endangered species** → along Hawkins Creek to southwest
8. **Limited mineral resources** → No active coal mining within two-mile fringe but an oil field south of US 50 Bypass near CR 200W
9. **Conclusion** → **Few environmental constraints to development except historic structures, along Hawkins Creek northeast and southwest of the City, and along Hurricane Creek and Veale Creek southeast of the City**

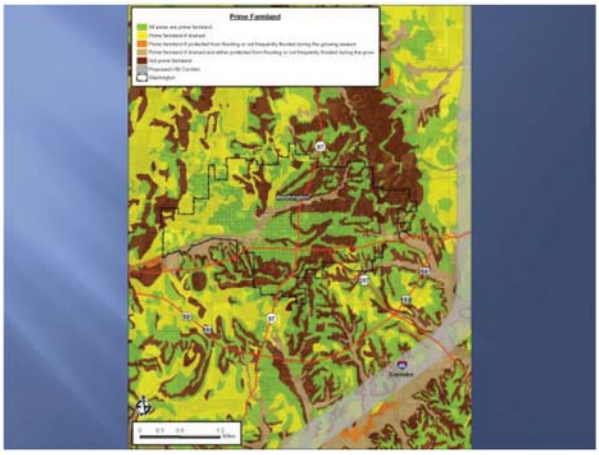
Wabash & Erie Canal

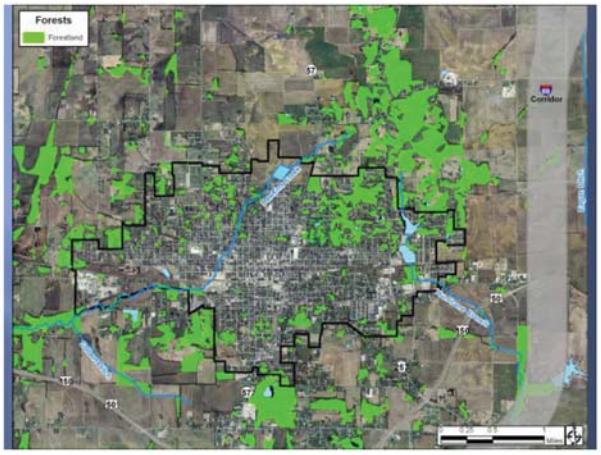


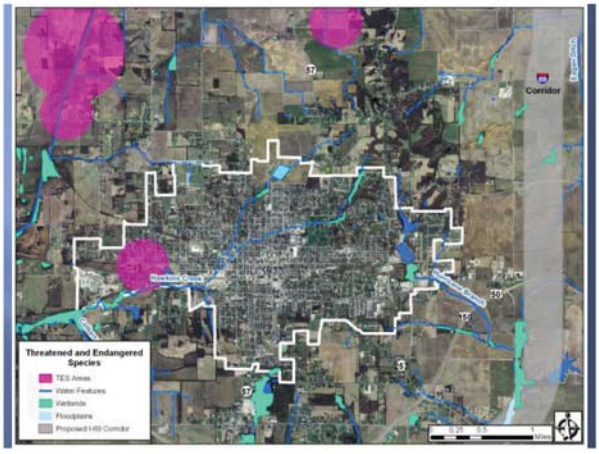



Wetlands
Corridor

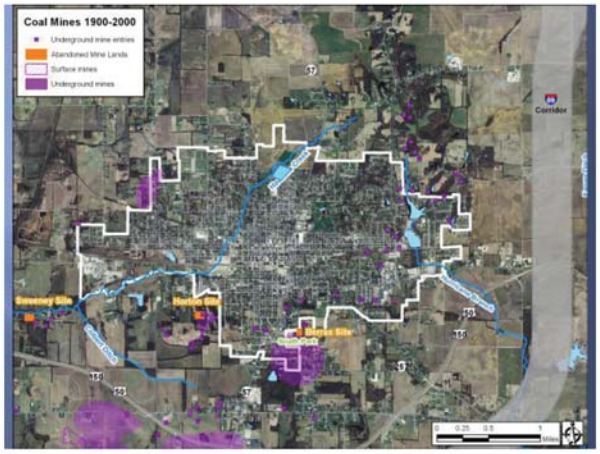

Topography
Corridor


Prime Farmland


Forests
Forestland
Corridor


Threatened and Endangered Species
TES Areas
Water Features
Wetlands
Floodplains
Proposed I-69 Corridor
Corridor


Managed Lands, Natural Areas & Outdoor Recreation
2005 Big Tree Champions
Corridor



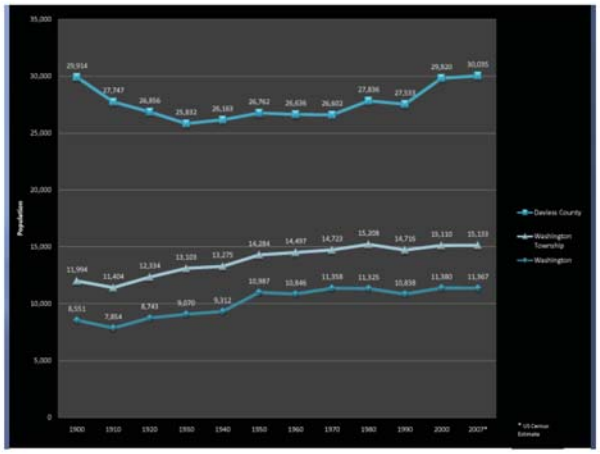
E. What did the plan find? (continued)

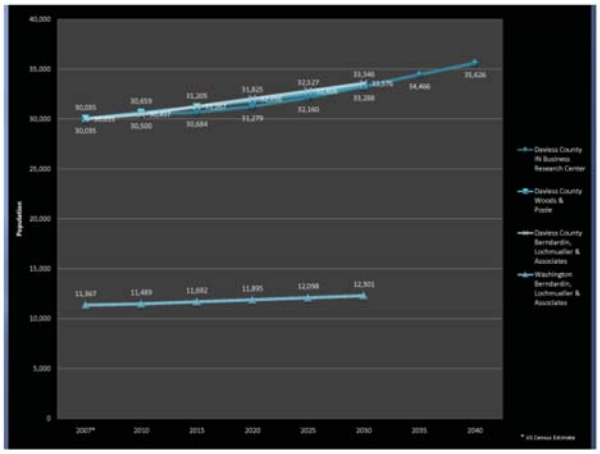
10. Modest forecasted growth with I-69 stimulus

Characteristic	2000-2030 Change Washington	2000-2030 Change Wash. Township	2000-2030 Change Daviess County
Population	921	1902*	3756
Households	487	664*	1196
Housing Units	531	722*	1306
Industrial Jobs	350	953	1276
Non-Industrial Jobs	1007	1642	1888
Total Non-Farm Jobs	1357	2595	3164

* Maintain County Share

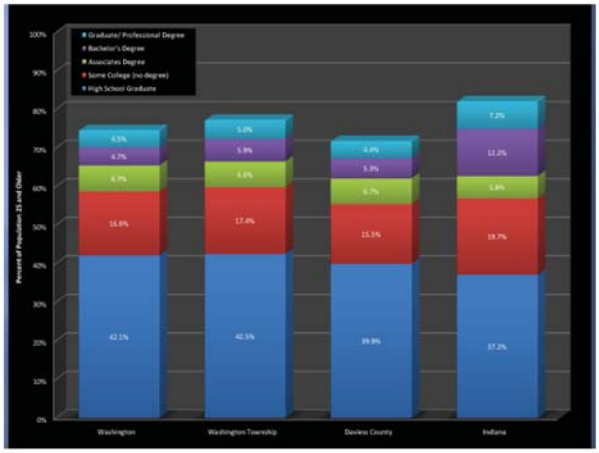
11. WestGate @ Crane → Add 2354 jobs, 1481 persons and 592 households in Daviess County

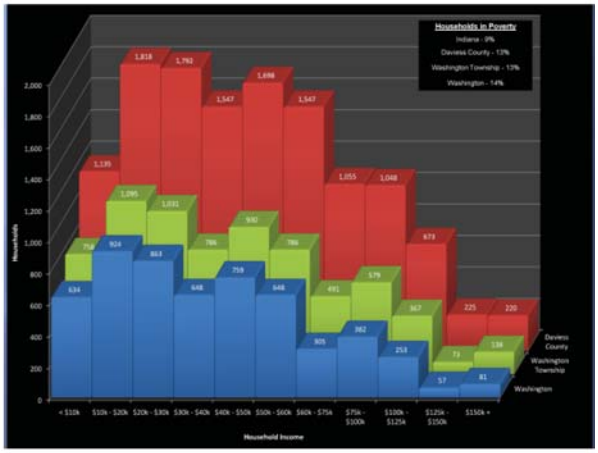


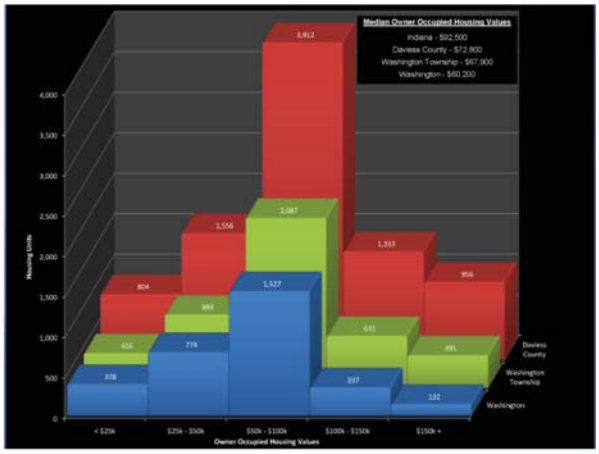


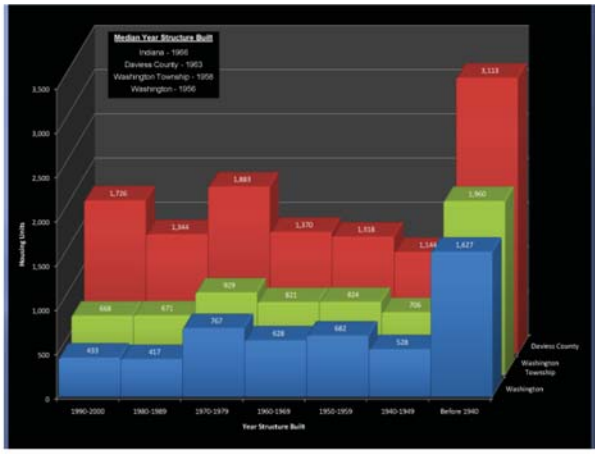
E. What did the plan find? (continued)

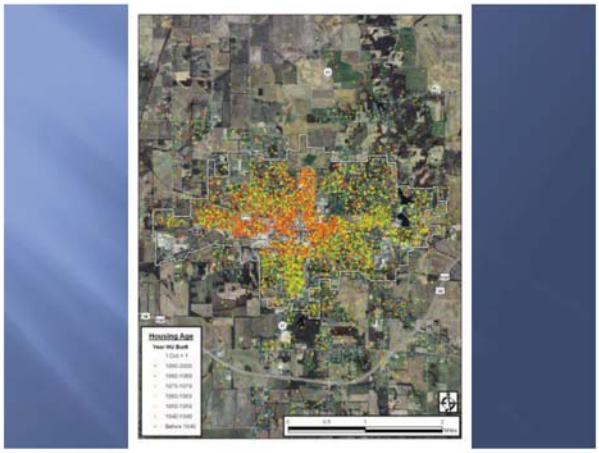
12. Median age of 38 years slightly greater than Indiana at 35 years
13. Fewer college graduates than Indiana
14. Median household income 85% of Daviess County and 70% of Indiana, yet affordable housing
15. Aging housing stock → half over 50 years old = 10 years older than Indiana
16. 616 new housing units from 2008 through 2030 for increase population, smaller households and replacement housing
17. 1357 new jobs in Washington, 1238 jobs in balance of Washington Township and 569 jobs in balance of Daviess County

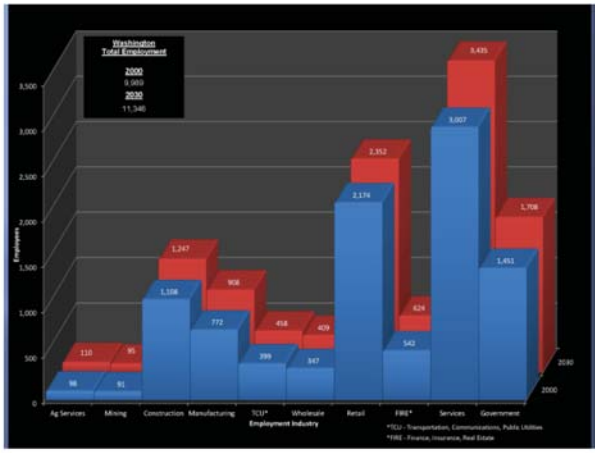

Graduate/ Professional Degree
Bachelor's Degree
Associates Degree
Some College (no degree)
High School Graduate
Percent of Population 25 and Older
Washington
Washington Township
Daviess County
Indiana


Households in Poverty
Indiana - 9%
Daviess County - 13%
Washington Township - 13%
Washington - 14%
Households
Household Income
Daviess County
Washington Township
Washington


Median Owner Occupied Housing Values
Indiana - $92,500
Daviess County - $72,800
Washington Township - $67,900
Washington - $60,200
Housing Units
Owner Occupied Housing Values
Daviess County
Washington Township
Washington


Median Year Structure Built
Indiana - 1966
Daviess County - 1963
Washington Township - 1958
Washington - 1956
Housing Units
Year Structure Built
Daviess County
Washington Township
Washington

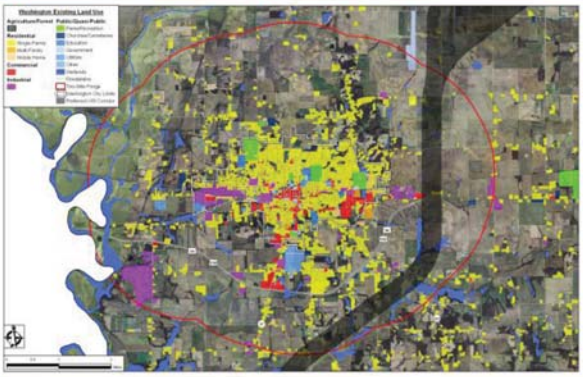

Housing Age

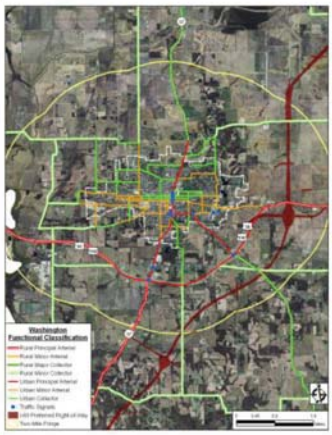

Washington
Total Employment
2000
2030
Employees
Employment Industry
Ag Services
Mining
Construction
Manufacturing
TCU*
Wholesale
Retail
FIRE*
Services
Government
*TCU - Transportation, Communications, Public Utilities
*FIRE - Finance, Insurance, Real Estate

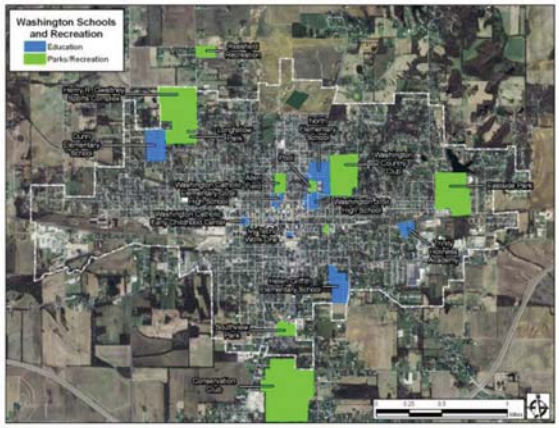
E. What did the plan find? (contined)

18. Projected demand for 572 acres to accommodate growth **that cannot be satisfied inside existing Washington**
19. No programmed major road improvements except resurfacing SR 57, I-69 and sidewalks
20. Recently upgraded water and wastewater treatment plants, but waterlines and sanitary sewers must be extended to accommodate growth
21. Constructed wetland to address combined sewer overflow ← underway
22. Sufficient parkland, but need for neighborhood park in north central Washington

Existing Land Use







F. How was it developed?

1. Four meetings of the Steering Committee
   a. Identify issues, develop communitywide survey and identify leaders to be interviewed (9/03/2008)
   b. Develop future vision (1/08/2009)
   c. Develop future alternatives (2/12/2009)
   d. Develop recommendations (4/20/2009)
2. Steering Committees met jointly to address common issues
3. Two rounds of public information meetings
   a. Review background information and the future vision (1/22/2009)
   b. Review future land use/transportation alternatives (3/04/2009)
4. Steering Committee → Issues identification
5. Communitywide survey
6. Interviews of community leaders

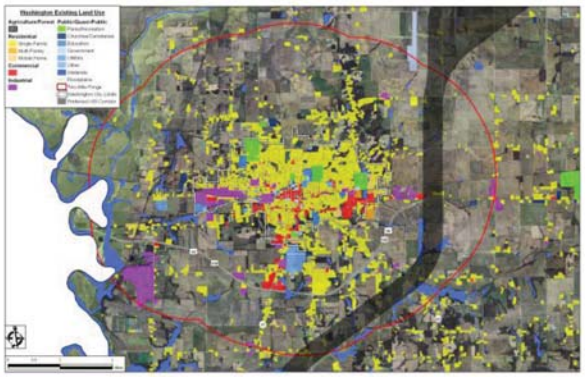
G. What are the plan recommendations?

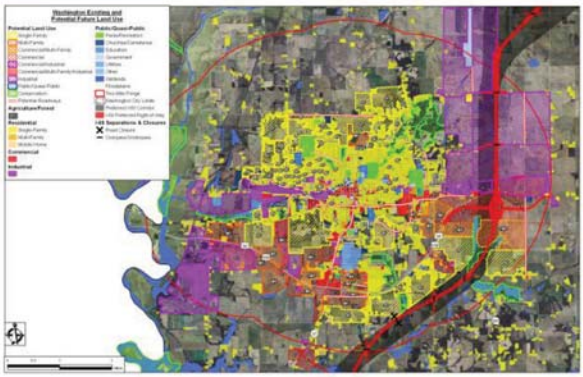
Stated Priorities:

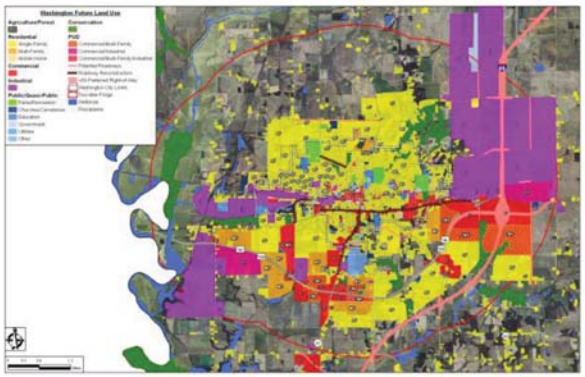
1. Projects assisting in development in the I-69 Corridor and at the I-69/US 50 interchange → extending utilities and upgrading/constructing new roads to the east of the City to create shovel ready industrial and commercial sites.
2. Continue to enhance economic development opportunities and to market Washington as a great location to start a business.
3. Developing new residential subdivisions → fitting in with existing neighborhoods, providing housing options for all incomes, creating infill housing and rehabilitating homes in older neighborhoods.

G. What are the plan recommendations? (continued)

2. Future Land Use:
   a. Locations for future land use opportunities inside, adjacent to the north and south side of the City, and along I-69 corridor
   b. Residential → on north side inside CR 150N from 200W to SR 57, southwest side along Maysville Road, on near southeast side along Highland Avenue extension , and between US 50 and I-69 from SR 57 to CR 75S
   c. Multi-family/commercial → along I-69 corridor from CR 75S to CR 50S
   d. Commercial → I-69/US 50 interchange area
   e. Industrial → I-69 corridor from National Highway to CR 200N and airport
   f. Mixed use → along US 50 Bypass from CR 300W to Troy Road





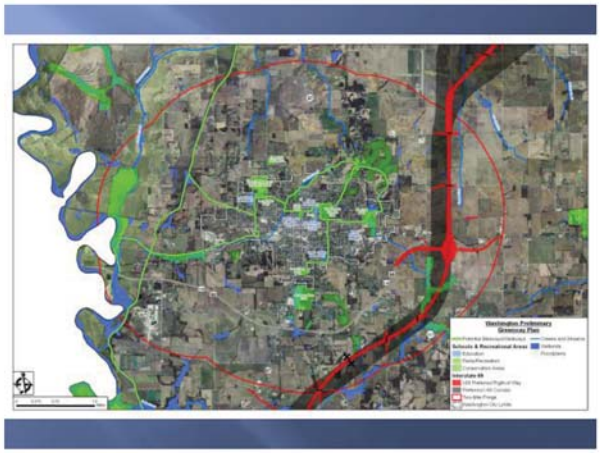


G. What are the plan recommendations? (continued)

3. Transportation/Thoroughfare Plan
   a. Typical cross sections for ROW preservation and design reducing ROW requirements 10 to 20 feet and adding "urban place" (sub-local) street category
   b. Adopt access management guidelines for local streets
   c. State major road reconstructions → **SR 57** from Donaldson to National Highway, and **National Highway** from US 50 Bypass to Maysville Road
   d. **CR 150N** Relocation from CR 150W to SR 57
   e. Local road reconstructions → **Apraw Road** from Front to Meridian, **Sunnyside Drive** from Maysville to Cosby, and **Cosby Road** from Sunnyside Drive to SW 10th
   f. Road extensions → **Highland Avenue** from SE 11th to National Highway and **Main Street** from W 11th to McCormick

G. What are the plan recommendations? (continued)

   g. Five awkward angle intersection reconstructions → **SR 57** at Meridian, Troy, Center and Flora-Bedford and **National Highway** at State and Maysville
   h. **Main Street** conversion to 2-way from Meridian to SR 57
   i. Road improvements and extensions to facilitate development → Cumberland Road to Troy, CR 200 S from SR 57 to Troy, CR 200E from CR 200N to CR 250N, CR 300E from CR 150S to US 50, CR 300E from CR 100N to CR 200N
   j. Establish pavement management system
   k. Wabash & Erie Canal Trail
   l. Prepare Washington greenway plan
   m. Reconcile local and federal functional class designations



G. What are the plan recommendations? (continued)

4. Utilities Plan
   a. Develop and maintain long-term capital improvement program for water and wastewater systems
   b. Conduct feasibility studies to extend waterlines and sewers to I-69 corridor
   c. Develop program to replace old, deteriorated and undersized waterlines and sanitary sewers
   d. Implement actions to reduce surface water inflow into sanitary sewer system

G. What are the plan recommendations? (continued)

5. Community Facilities/Services Plan and Open Space/Recreation Plan
   a. Develop capital improvement program for community facilities
   b. Update parks master plan
   c. Develop Washington greenway plan

G. What are the plan recommendations? (continued)

6. Environmental Plan
   a. Educate community about historic preservation
   b. Create local preservation commission
   c. Rehabilitate historic structures
   d. Develop Wabash & Erie Canal trail
   e. Create conservation easements to protect wildlife habitats and wetlands
   f. Create drainage easements to protect floodplains
   g. Create erosion and sedimentation control guidelines

G. What are the plan recommendations?

7. Economic Development Plan
   a. Prepare economic implementation action program for the I-69 corridor
   b. Strengthen inter-governmental coordination efforts
   c. Implement downtown revitalization program
   d. Create Main Street board or downtown redevelopment commission
   e. Undertake downtown streetscape improvements
8. Housing Plan
   a. Implement housing rehabilitation program
   b. Acquire tax delinquent properties, clear and resale
   c. Purchase foreclosed housing

G. What are the plan recommendations? (continued)

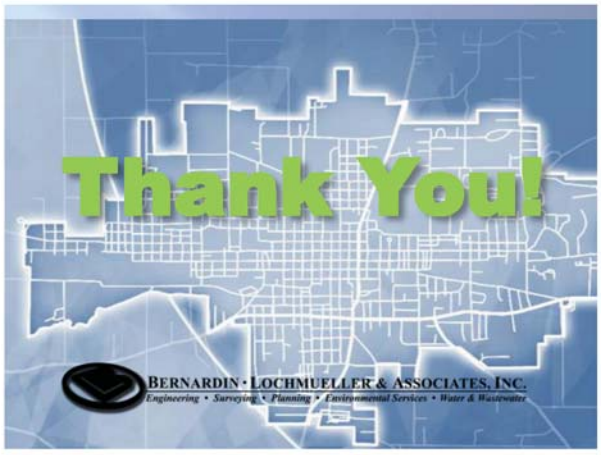
10. Implementation Program
    a. Review and revise urban fringe boundary as needed
    b. Update zoning and subdivision regulations
    c. Adopt new comprehensive plan to address growth associated with I-69 and better compete with other communities for federal and state grants

H. What commitments are needed?

1. Adoption of Plan by Plan Commission after public hearing and recommend adoption to Common Council
2. Adoption of Plan by Common Council

I. Why act now?

1. Guides public and private decisions relative to land use and infrastructure to take advantage of I-69 economic development opportunities → those who plan ahead and cooperate reap the benefits
2. Enables City to better complete with other communities for federal and state grants and loans
3. Establishes the foundation to expand planning authority within two-mile fringe, to update zoning and subdivision ordinances implementing the future land use pattern in the I-69 corridor, to conserve existing development underpinning the community's tax base and to encourage future development



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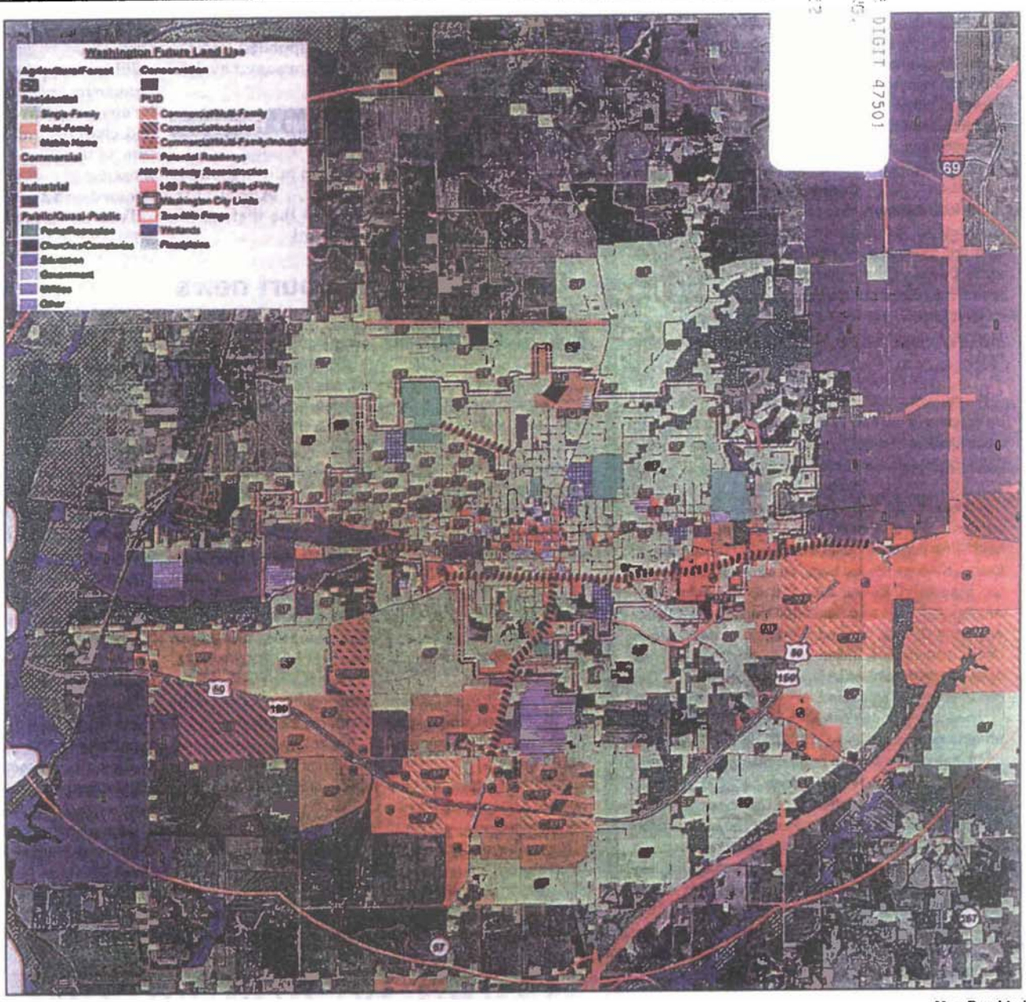
City plans to grow with I-69

By Nate Smith
Staff Writer



Map Provided

A map of the city and future development in the city was provided by Bernardin, Lochmueller and Associates during a presentation to the Washington Plan Commission on Wednesday. It shows future development following south and east towards the planned route of I-69.

The Washington Plan Commission passed an update to the city's Comprehensive Plan on Wednesday.

While the plan, to be passed onto the City Council for approval, is not set in stone, it does give a glimpse into where the city is going in 20 years.

And where the city is going is southeast, towards the planned I-69 interchange.

During a presentation to the commission, David Rueppel with Bernardin, Lochmueller and Associates said the city is looking to grow with a projected increase of 1,357 jobs by 2030.

"(The report found) a projected demand for 572 acres of land to accommodate growth within Washington to the year 2030 that cannot be satisfied within the existing incorporated boundaries of Washington," Rueppel mentioned in the report.

Also projected will be 616 new homes between now and 2030 for "increased population, declining housing size and demolished housing."

That is only if the city acts now to get projects ready for business and industry to move in.

"If you wait until I-69 is there, all the business you wish you would have, Evansville might take them," Rueppel said. "(The plan) enables the city to compete for federal loans and grants and gives the city a basis for its development."

The plan, an update of the city's existing 1986 comprehensive plan, gave several recommendations for future city growth, including in the two-mile region the city has jurisdiction over.

Some of those projects

See PLANS, Page 6A

PLANS:

Continued from Page 1A

include:

- SR 57 reconstruction from Donaldson Road to National Highway.
- National Highway reconstruction from the U.S. 50 Bypass to Maysville Road.
- A relocation of CR 150N from N.W. 16th Street to SR 57.
- Converting Main Street from one-way to two-way traffic.
- Converting five "oblique angle" intersections, like the Troy Road/SR 57 intersection, into regular intersections.
- Extensions to county and city roads including CRs 200E, 200S, 300E, 300S and city streets Apraw Road, Cumberland Road, Main Street and Highland Avenue.

Also in the plan's recommendations were wastewater and utility expansions to the I-69 corridor, where commercial and industrial developments would be located. The plan also asked for new subdivisions near CR 200W, CR 300W, Maysville Road and on Oak Grove Road to Troy Road.

A green way connecting the city's park was also included, with the recommendation to create a local preservation commission for the city's historic homes and districts. The plan also said the city should buy foreclosed housing and create housing for all incomes.

Many of the recommendations were assumed by some on the commission as just as they were, recommendations only.

"The plan itself doesn't change any rules, regulations or zonings whatsoever," Plan Commission President Art Biddinger said. "It's a very well organized plan."

"This plan sets up a checklist by the plan commission and the staff that helps the commission," Rueppel said.

Construction on I-69 will start, according to INDOT earlier this year, will start in 2011 and finish in Washington around 2015.

The plan was paid for by a grant with INDOT. Daviess County also had a land use plan developed in conjunction with the city's comprehensive plan.