

CLINTON COUNTY COMPREHENSIVE PLAN



2012

Acknowledgements

Thank you to all the residents of Clinton County that vested themselves in this plan by offering feedback, reading documents, attending meetings, engaging in discourse, and participating in the process. Appreciation is also given to the following people who put in many extra hours to make sure this document accurately reflected the input received.

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CHAPTER 1: INTRODUCTION

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Clinton County, Indiana - Comprehensive Plan

Purpose Of The Plan →

The purpose of this document is to update the 1993 Clinton County Comprehensive Plan. This document has served as the foundation for zoning, land use and development practices in Clinton County for almost twenty years. Comprehensive plans generally should be reviewed every five years and updated accordingly.

The stated time frame of the 1993 Comprehensive Plan was for ten years. During the following years, the plan was extensively used, though was never comprehensively updated. The reason for this is that the document as prepared successfully provided the framework needed for growth and development strategies in intervening years. In fact, while population increased about 10% between 1990 and the mid 2000's, harvested cropland actually increased slightly in Clinton County during the same period speaking well of the agricultural land preservation emphasis of the 1993 Plan.

However, while the underlying principles still appeared to be standing fast, several major land use issues needed to be included within the document. These events included the completion of an updated Comprehensive Plan by the City of Frankfort in 2007, the establishment of a regional landfill at the site of the former local landfill, possible wind farm development and enhanced development controls along the State Road 28 corridor between Frankfort and the I-65 interchange. The extension of sewers in this corridor is also closer to being a reality, having been completed to Jefferson in 2010. The county also adopted what is called the agricultural land "point system" in 2006 to evaluate new residences in the A-1 district, which is a modified Land Evaluation and Site Analysis (LESA) system.

Planning Process →

The Clinton County Area Plan Commission established a Steering Committee in late 2009 with the task to review the Comprehensive Plan over the next two years. This Committee followed this process to complete their work:

Public Forums

Seven public forums were held during the first quarter of 2010, one in each of the county's five towns and two in Frankfort. Written invitations were extended to 260 people who represented identified interest groups within the county. Each forum was well attended with 144 people signing the registers. Numerous steering committee members and staff attended each forum in addition to signed participants.

At the forums facilitated by Planning with Power personnel from Purdue University, a “SWOT” analysis was completed. This is an acronym for “Strengths, Weaknesses, Opportunities and Threats” facing Clinton County. Meaningful input was obtained through this effort. The participants were also asked to identify on a map where various kinds of development should occur in Clinton County through color-coded dots. This also provided good background information for the planning process. The initial conclusion from the forums was that major policy changes from the 1993 Plan would not be necessary. The information obtained at the public forums is included in the Appendix of this plan.

Focus Groups

Following completion of the Forums, six Focus Groups were established. These were:

- Community Heritage/Quality of Life
- Natural Resources/ Environment
- Land Use/Growth Management
- Transportation Access
- Infrastructure and Services
- Economic and Community Development

Seventy five people at the Forums signed up for one or more of the focus groups. There were also focus groups established for each of the four towns that participate in the Area Plan Commission - Rossville, Mulberry, Kirklin and Colfax. One major purpose of the focus groups was to obtain as much diverse community input as possible in the preparation of county-wide goals.

The focus groups were charged with preparing the initial Goals, Objectives and Action Steps which are contained in their final format in Part 2 of the Comprehensive Plan. Throughout much of 2010 the focus groups met. There were a total of 34 focus group meetings during this time period. Two groups, land use and infrastructure, met six times and all other topical groups met at least four times. There were a total of six town focus group meetings.

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Clinton County, Indiana - Comprehensive Plan

Steering Committee Preparation of Plan

Following the completion of the focus group meetings, the Steering Committee met throughout late 2010 and into mid-2011 reviewing and refining the draft Goals, Objectives and Action Steps. The Steering Committee also reviewed the Land Use Plan, Transportation Plan and individual town plans contained in Part 3, 4 and 5 of the Plan. These specialized plans were based upon the Goals, Objectives and Action Steps.

Final Public Review and Adoption

Two public meetings were held on February 21, 2012 in accordance with Indiana planning law. A recommendation from the Area Plan Commission and final adoption by the County Commissioners and participating towns will follow.

Guiding Principle Of The Plan →

The Clinton County Comprehensive Plan 2012 Update maintains the Guiding Principle which was first established by the 1993 plan. This Principle is:

TO ACHIEVE SOUND PHYSICAL AND ECONOMIC DEVELOPMENT OF CLINTON COUNTY SO AS TO ENSURE THE PROVISION OF ADEQUATE COMMUNITY FACILITIES AND SERVICES, A HIGH QUALITY OF LIFE AND THE MAINTENANCE OF A HEALTHY, SAFE, ORDERLY AND HARMONIOUS ENVIRONMENT.

Authority For The Plan →

Section 36-7-4-501 of the Indiana Code states that a Plan Commission shall prepare a Comprehensive Plan:

“...For the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development”

The Clinton County Comprehensive Plan update was prepared under this authority.

Time Period Of The Plan

The time period of the 1993 Comprehensive Plan was for ten years through the year 2000. The time framework of this document will be through the year 2020. As a general rule, comprehensive plans should be reviewed every five years. However, a yearly evaluation should be conducted to ensure that no major unanticipated changes have occurred that should be addressed by the Plan.

Population Growth Trend Assumptions

Since 1890, Clinton County's population has been within approximately 10% of 30,000 people, which held true in the 2010 Census as shown on Figure 1-1. The Comprehensive Plan Update assumes that population will be stable in number through 2040 as the latest population estimates indicate as shown on Figure 1-2. These projections were prepared by the Indiana Business Research Center at Indiana University before the 2010 Census count, and consequently 2010 numbers differ slightly though, the basic trend of stable population should remain true.

However, with Clinton County adjoining three free-standing Metropolitan Statistical Areas (MSA's), development pressures may increase during the planning period requiring re-evaluation of the plan at that time.

The background information including the county's history, natural resources and demographic information contained in the 1993 plan is adopted by reference by this plan update. The demographic information should be updated in a statistical appendix when the 2010 U.S. Census information is completely available in the near future.

Appendix

An appendix containing census data, summaries of focus group input, historical data, and additional informational maps can be found in a separate document.

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Clinton County, Indiana - Comprehensive Plan

Figure 1-1

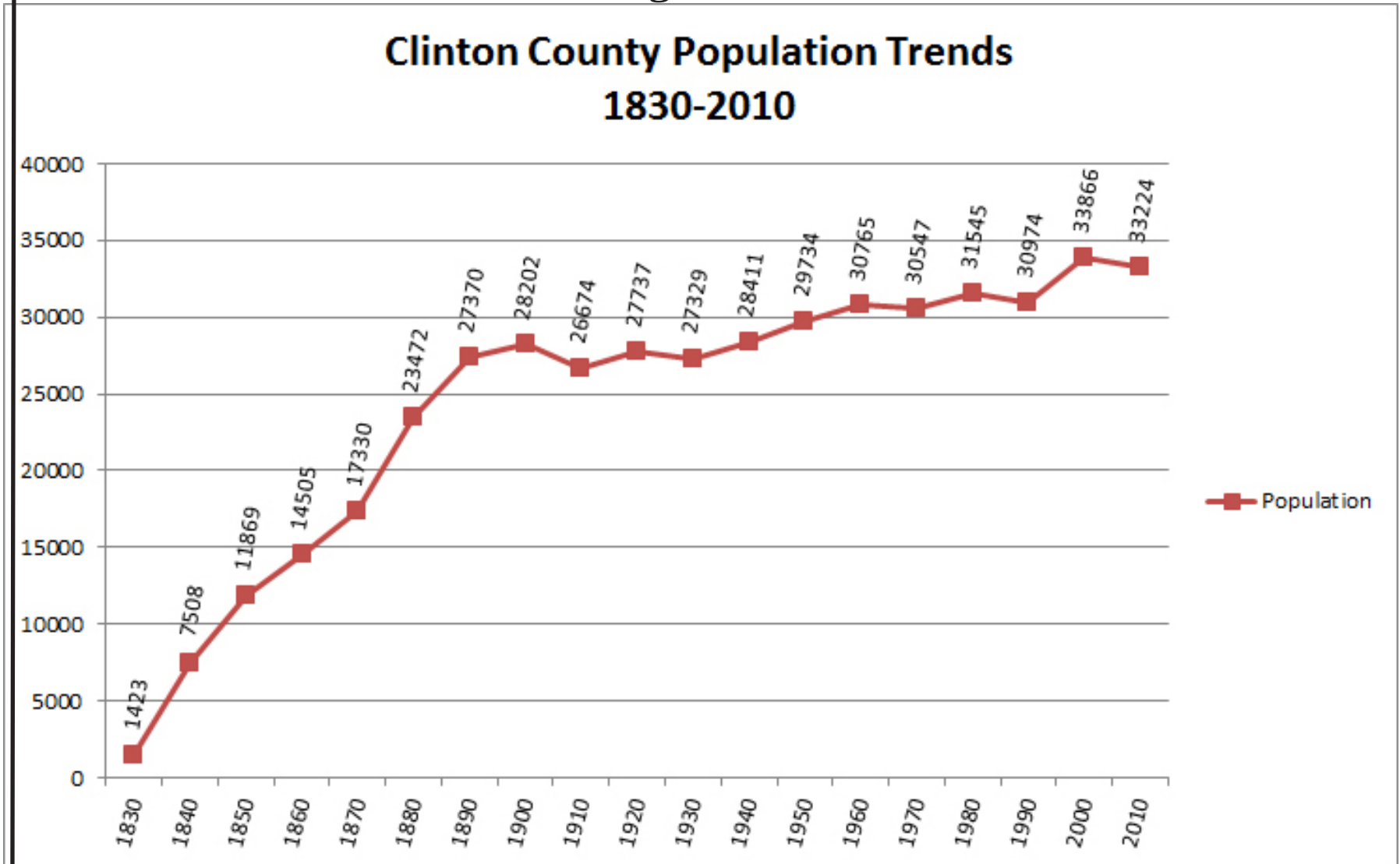
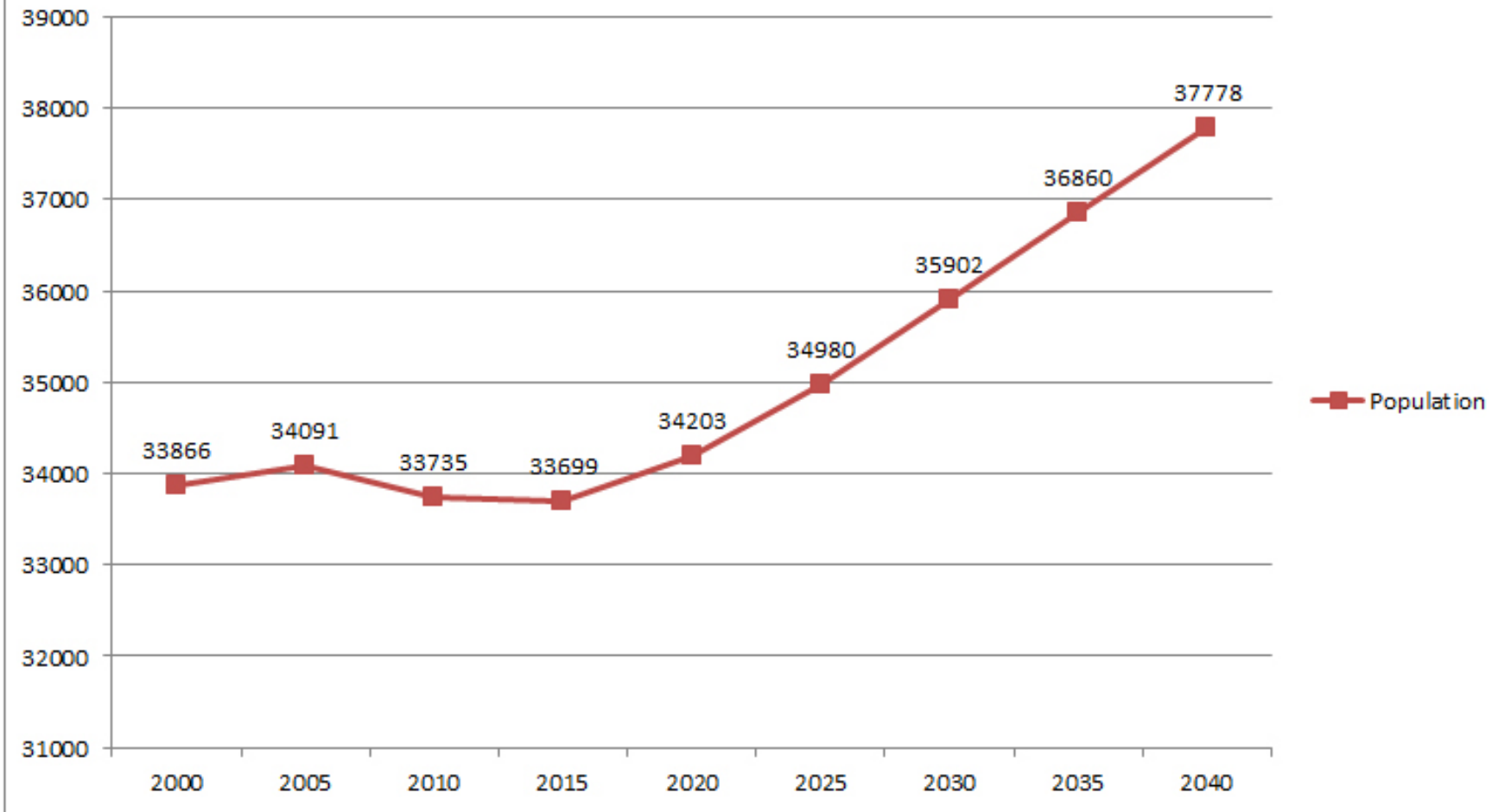


Figure 1-2

Clinton County Projected Population Trends 2000-2040



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CHAPTER 2: GOALS & OBJECTIVES

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Clinton County, Indiana - Comprehensive Plan

Introduction →

The Goals, Objectives and Action Steps set forth guidelines upon which all subsequent planning activities are based. The Future Land Use (Part 3), the Transportation Plan (Part 4) and the Small Area Plans for each of the towns (Part 5), are based upon this Goal section of the Plan.

The Goals, Objective and Action Steps may be viewed as the cornerstone of the planning process and provides the framework for future public and private day to day decision making in Clinton County. Goals, Objectives and Action Steps are defined as follows:

Goal: A goal is a desired future state which the county is trying to attain.

Objective: An objective is a statement of a way in which a goal is to be reached; it refers to some specific, attainable accomplishment.

Action Step: An action step sets forth a definite course of action to accomplish the objective; there may be more than one action step for each objective.

The Goals, Objectives and Action Steps were formulated by the Focus Groups that were created following the public input meetings held in 2010. The six Focus Groups were established for each of the six topical areas of interest: Community Heritage and Quality of Life, Natural Resources, Land Use, Transportation, Infrastructure and Economic Development. Focus groups were also established for each of the four towns that are members of the Clinton County Area Plan Commission. Their conclusions are reflected to some extent in this section of the Plan, and discussed in detail their respective communities in the town plans contained in Part 5.

The groups collectively met 34 times during 2010 and provided the core ideas presented in the Goals, Objectives and Action Steps. Many topics were of interest to one or more focus group and consequently are discussed in more than one focus group area, though quite often from different perspectives. In many instances, however, the topic was placed in the primary area of importance.

Goals, Objectives, and Action Steps - Quality Of Life

Community Heritage and Quality of Life →

Mission Statement

To recognize Clinton County's outstanding community heritage and to improve quality of life for all of the county's residents and visitors.

Goal 1: Promote the beautification of the community

Objective 1: Enhance the appearance of the major corridors that serve as gateways to Clinton County communities.

Action Step 1: Encourage the creation of attractive and unique streetscapes.

Action Step 2: Install welcome signs at entryways to all communities.

Action Step 3: Continue implementation of the State Road 28 Overlay Design standards.

Action Step 4: Create special areas around major roads entering Clinton County and all communities in the form of overlay districts and other tools with higher standards of landscaping and appearance.

Objective 2: Encourage landscaping and the creation of places for community enjoyment.

Action Step 1: Encourage the creation of community gardens throughout Clinton County.

Action Step 2: Encourage the planting of appropriate trees along road corridors, in community gathering places, and on business, industrial, and residential properties.

Objective 3: Maintain and promote a visually pleasing and high quality of life in the county and towns.

Action Step 1: Promote weed control, litter pick-up, and disabled vehicle removal through the zoning ordinance or a comprehensive nuisance control ordinance.

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Clinton County, Indiana - Comprehensive Plan

Action Step 2: Adopt and/or maintain good health ordinances such as minimum housing standards and refuse disposal.

Action Step 3: Encourage that signs not be of excessive size or quantity or in non-commercial areas.

Action Step 4: Encourage the reuse of abandoned railroad right-of-ways throughout the county and communities as natural areas and/or recreational trails.

Action Step 5: Encourage the establishment of adequate open space and recreational facilities in new development.

Goal 2: Preserve historical landmarks and identities

Objective 1: Protect and preserve the historical structures and infrastructure in Clinton County.

Action Step 1: Promote the restoration of the Roundhouse structure as a public space and testament to Clinton County's railroad heritage.

Action Step 2: Encourage the preservation, restoration, and reuse of the original downtown buildings and houses in the cities and towns of Clinton County.

Action Step 3: Encourage the enhancement of the Michigan Road Corridor to commemorate its role as the first state highway including establishing a partnership with the statewide Michigan Road Association.

Action Step 4: Encourage additional designations of historic districts and structures to the National Register of Historical Places.

Objective 2: Commemorate and preserve the strong agricultural heritage of Clinton County.

Action Step 1: Promote the stabilization, preservation, and reuse of old historic barns.

Action Step 2: Encourage the establishment of a farming museum to document the history and significance of agriculture in Clinton County and Indiana.

Action Step 3: Commemorate the truck farming and tomato growing history of Clinton County.

Goals, Objectives, and Action Steps - Quality Of Life

Objective 3: Preserve the identity of Clinton County through the creation and growth of community events and places.

Action Step 1: Encourage the growth and preservation of festivals in Clinton County.

Action Step 2: Encourage factories to offer tours of local commercial and industrial uses that are a part of Clinton County's identity.

Goal 3: Expand amenities that make Clinton County a more desirable community

Objective 1: Enhance services for senior citizens and people with disabilities within Clinton County.

Action Step 1: Promote the availability of adequate quality affordable housing designed to meet the needs of seniors.

Action Step 2: Encourage safe, easy to access transportation options for senior citizens to utilize.

Action Step 3: Support and enhance the role of Ability Services Incorporated in providing services to people with disabilities.

Objective 2: Provide a variety of options to allow for convenience in health and exercise.

Action Step 1: Encourage the growth and expansion of affordable fitness services through the Clinton County YMCA or other health and fitness clubs.

Action Step 2: Support the Healthy Communities of Clinton County Community Action Plan.

Action Step 2: Continue to develop and utilize TPA Park and other city and town parks and recreational facilities.

Action Step 3: Encourage the development and operation of Farmers Markets throughout Clinton County

Action Step 4: Encourage the development and enhancement of trails in Clinton County.

Objective 3: Develop a variety of shopping and affordable entertainment options in Clinton County.

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Clinton County, Indiana - Comprehensive Plan

Action Step 1: Encourage a healthy network of retail options.

Action Step 2: Continue to develop and preserve entertainment options such as events at the library system in Clinton County and the Red Barn Theatre.

Objective 4: Create networks of volunteers to harness the power and passion of the people in assisting the community and common good.

Action Step 1: Encourage volunteerism through service clubs, churches and similar organizations.

Goal 4: Foster and develop a positive sense of community in Clinton County

Objective 1: Promote openness, inclusiveness, acceptance, and cooperation

Action Step 1: Promote civility in all government business and communications

Action Step 2: Expand the use of community focus groups to address issues of concern to residents.

Action Step 3: Increase opportunities for groups and individuals from different social, cultural, and economic backgrounds to interact.

Objective 2: Improve cooperation among and between different agencies and organizations.

Action Step 1: Encourage the consolidation of services between county, city, and towns where appropriate.

Action Step 2: Encourage collaboration between non-governmental organizations (NGO's) including, but not limited to; faith-based organizations, not-for-profits, and service groups and organizations.

Objective 3: Develop additional opportunities to enhance a sense of community and pride of place among Clinton County residents.

Action Step 1: Continue to encourage the development of local neighborhood groups and associations.

Action Step 2: Expand opportunities for residents to learn more about their community through activities such as neighborhood walks, sidewalk fairs, and festivals, fairs, etc.

Goals, Objectives, and Action Steps - Quality Of Life

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Action Step 3: Expand museums, exhibits, and activities celebrating Clinton County through the Clinton County Historical Society and other community heritage groups.

Objective 4: Provide expanded opportunities for young people to learn about Clinton County, its history, and its heritage.

Action Step 1: Support Learning to Lead and other youth organizations which teach young people about Clinton County.

Action Step 2: Encourage the development of curricula and materials about the history of Clinton County which will be appropriate for use in schools.

Action Step 3: Promote participation in youth organizations such as Boy and Girl Scouts, 4-H, FFA, Key Club, DECCA, FCCLA, and other similar groups.

Goal 5: Expand tourism in Clinton County

Objective 1: Encourage a wide variety of agriculturally based tourism and farm based business opportunities.

Action Step 1: Encourage opportunities for people to experience harvest and crop production for themselves through tourism opportunities such as corn mazes, pumpkin patches, U-Pick fruits & vegetables, and Community Sponsored Agriculture (CSA) Farms.

Action Step 2: Encourage the establishment and preservation of small meat and specialty processors and local food opportunities.

Action Step 3: Promote the development of educational tourism activities such as “farm/ranch hand for a day,” farm open houses, or farm animal petting zoos to allow people to learn about the importance and unique challenges of agriculture.

Objective 2: Develop a network of lodging and informational opportunities for those visiting Clinton County.

Action Step 1: Locate a visitor’s center near the I-65/SR 28 interchange to provide a central location for visitors to get information about Clinton County such as maps, events, local activities, and attractions.

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Clinton County, Indiana - Comprehensive Plan

Action Step 2: Encourage the development and construction of a variety of high quality bed and breakfasts to allow unique, local hospitality alternatives for visitors.

Objective 3: Preserve and market existing tourism opportunities in Clinton County.

Action Step 1: Allow, through zoning, the development of destination businesses such as the Harley Davidson Dealership, Skiles Orchard, and other enterprises that offer a wide variety of activities and events that bring visitors to Clinton County.

Action Step 2: Preserve and encourage opportunities to showcase the arts.

Action Step 3: Continue to offer and further develop a variety of outdoor sports complexes including, but not limited to, the Frankfort Golf Course, Deer Track Golf Course, Angel Hill Golf Course, swimming pools, tennis and basketball courts.

Action Step 4: Encourage the development and continuation of sports events and leagues.

Action Step 5: Encourage the establishment of a county tourism website and social networking sites to promote Clinton County.

Objective 4: Protect and expand Camp Collum as an important educational and recreational destination in Clinton County.

Action Step 1: Promote the preservation of the night skies to allow the Prairie Grass Observatory to continue to be a premier astronomy location.

Action Step 2: Encourage continuing development of varied activities within Camp Collum such as disk golf, hiking, educational activities, and camping.

Objective 5: Develop additional opportunities for tourism in Clinton County's future.

Action Step 1: Allow for the opportunity to draw tourists to future wind farms in Clinton County to learn about and observe wind power in action.

Goals, Objectives, and Action Steps - Quality Of Life

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Action Step 2: Encourage the development of public access points on the South Fork of the Wildcat Creek.

Action Step 3: Pursue the addition of the South Fork of the Wildcat Creek in Clinton County to the Indiana Natural Scenic and Recreational Rivers System, as described in IC 14-29-6.

Action Step 4: Amend the Clinton County Unified Zoning Ordinance to include a Natural River Corridor Zoning District and applicable zoning standards.

Goal 6: Promote Educational Opportunities

Objective 1: Expand educational opportunities to prepare students for school.

Action Step 1: Encourage day-care options that include Kindergarten Readiness.

Objective 2: Enhance existing educational opportunities for high school students.

Action Step 1: Encourage schools to offer college credit in more advanced classes for high school seniors.

Action Step 2: Encourage the development of alternative schools in the county and towns to offer more educational options to students.

Action Step 3: Encourage experimental learning activities such as partnering students with local businesses.

Objective 3: Expand continuing education opportunities for high school graduates and adults.

Action Step 1: Promote increased adult access to higher education including courses of study which lead to degree attainment.

Action Step 2: Promote increased local opportunities for technical skills education

Action Step 3: Promote increased opportunities for Spanish-speaking residents to develop English language skills.

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Clinton County, Indiana - Comprehensive Plan

Action Step 4: Encourage the establishment of a higher education institution in Clinton County.

Natural Resources

Mission Statement

Preserve the natural resources and environmentally sensitive areas throughout the county.

Goal 1: Preserve and protect natural soils

Objective 1: Limit development on prime agricultural soils

Action Step 1: Require that residential development which occurs in predominantly agricultural areas be developed on lot sizes and at a density which does not threaten or disturb farming operations on prime agricultural soils.

Objective 2: To provide better drainage within the county.

Action Step 1: Discourage development in areas with severe drainage problems until overall drainage solutions are implemented.

Action Step 2: Encourage city, town and county officials and private landowners, as appropriate, to jointly seek solutions to existing drainage problems throughout the county.

Action Step 3: Continue strict enforcement of the Clinton County Drainage Ordinance to protect soils.

Action Step 4: Develop a county drainage plan.

Action Step 5: Re-evaluate structure of Drainage Board.

Objective 3: To prevent erosion of Clinton County soils.

Action Step 1: Encourage the establishment of soil conservation plans.

Action Step 2: Utilize best practices for erosion control.

2

Goals, Objectives, and Action Steps - Natural Resources

Action Step 3: Encourage the establishment of minimum setbacks from regulated drains for farming activity.

Objective 4: Discourage development in areas of identified critical environmental importance.

Action Step 1: Advocate a land use arrangement which does not overburden the natural capabilities of the land

Objective 5: Encourage land use practices that protect our soils

Action Step 1: Encourage the use of ecologically sound farming practices that maintain soil quality by practices such as no-till, swales and constructed wetlands.

Action Step 2: Encourage the use of field borders and filter strips.

Action Step 3: Analyze the impact of development on soils in regard to drainage, erosion and/or sewage disposal plans and enforce existing ordinances.

Action Step 4: Maintain the integrity of the natural site characteristics when possible in land development.

Action Step 5: Encourage strict enforcement of illegal dumping laws.

Action Step 6: Encourage implementation of the Greater Wabash River Resource Conservation Council Area Plan 2010-2015.

Action Step 7: Encourage home owners to routinely inspect and maintain septic systems.

Goal 2: Preserve and protect water resources

Objective 1: Protect good aquifers

Action Step 1: Gather data on aquifers in Clinton County.

Action Step 2: Form committee to study future water supply and needs.

Action Step 3: Utilize the Indiana Department of Natural Resources (DNR) well database to assist in making land use decisions.

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Clinton County, Indiana - Comprehensive Plan

Action Step 4: Develop plan for abandoned wells, utilizing DNR's database for wells abandoned during the last 30 years.

Action Step 5: Establish a county database of DNR's Division of Water well records for Clinton County.

Action Step 6: Promote water conservation through education.

Action Step 7: Inform public that the Federal Clean Water Act should be adhered to in Clinton County.

Objective 2: To protect the county's remaining wetland.

Action Step 1: Discourage drainage or filling of wetlands through compliance with state and Federal laws.

Action Step 2: Restrict development in wetlands through zoning and subdivision control regulations, using the Wetland Inventory information from the Soil and Water Conservation District.

Action Step 3: Continue to require all development to obtain necessary local, state and Federal permits.

Objective 3: To improve drainage within the county.

Action Step 1: Deny development in areas with severe drainage problems until overall drainage solutions are implemented.

Action Step 2: Encourage city, town and county officials and private landowners, as appropriate, to jointly seek solutions to existing drainage problems throughout the county.

Action Step 3: Require all developers to provide adequate storm water drainage improvements and easement for their properties and that the design of the improvements be of appropriate size to serve the potential development both on-site and off-site, to the outfall.

Action Step 4: Continue strict enforcement of the Clinton County Drainage Ordinance to protect water resources.

Action Step 5: Establish county wide drainage districts and regulated drains.

Goals, Objectives, and Action Steps - Natural Resources

Objective 4: To protect river and water areas.

Action Step 1: Future development along county drainageways should only be in established areas or in areas designated on the Future Land Use Plan.

Action Step 2: Review and regulate development along major drainage ways.

Action Step 3: Utilize natural streams as open space greenways or trails, in particular Prairie Creek in Frankfort.

Action Step 4: Adopt zoning standards for the floodplain management program as established by the Federal Emergency Management Agency.

Action Step 5: Encourage the use of no-till farming practices, swales, field borders, filterstrips, and constructed wetlands.

Action Step 6: Discourage removal of fence lines.

Action Step 7: Encourage compliance with the Indiana Department of Environmental Management CAFO regulations.

Action Step 8: Encourage strict enforcement of illegal dumping laws.

Action Step 9: Encourage creation and implementation of watershed management plans.

Action Step 10: Encourage implementation of the Greater Wabash River Resource Conservation and Development Council Area Plan 2010-2015.

Action Step 11: Encourage home owners to routinely inspect and maintain septic systems.

Goal 3: Preserve and protect plant life

Objective 1: To preserve existing woodlands and encourage new tree planting

Action Step 1: Encourage participation in the State Classified Forest Program of the Indiana Department of Natural Resources which provides tax incentive for the protection of woodlands.

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Clinton County, Indiana - Comprehensive Plan

Action Step 2: Encourage the planting of trees and other ornamentals in setting where appropriate such as along town streets.

Action Step 3: Encourage that existing trees be kept and that new trees be planted whenever possible in new development through the zoning and subdivision control ordinances.

Objective 2: To protect the county's remaining wetlands.

Action Step 1: Discourage the drainage or filling of wetlands through compliance with state and Federal laws.

Action Step 2: Restrict development in wetlands through zoning and subdivision control regulations, using the Wetland Inventory information from the Soil and Water Conservation District.

Action Step 3: Continue to require all development to obtain necessary local, state and Federal permits.

Objective 3: Protect endangered plant species

Action Step 1: Promote the establishment of easements and/or nature preserves.

Action Step 2: Encourage the establishment of natural habitats for endangered plant species.

Objective 4: Promote the control of invasive species.

Action Step 1: Encourage education and participation in cooperative weed management programs.

Goal 4: Preserve and protect wildlife

Objective 1: To protect the county's remaining wetlands.

Action Step 1: Limit drainage or filling of wetlands

Action Step 2: Continue to require all development to obtain necessary local, state and Federal permits.

Objective 2: Protect endangered wildlife species

Goals, Objectives, and Action Steps - Natural Resources

Action Step 1: Promote the establishment of easements and/or nature preserves.

Action Step 2: Promote the establishment of natural habitats for endangered wildlife species.

Goal 5: Encourage conservation and recycling

Objective 1: Implement the “3 R’s”- reduce, reuse, recycle

Action Step 1: Encourage the use of existing recycling facilities in the County.

Action Step 2: Encourage recycling through public education.

Action Step 3: Encourage Indiana and Clinton County to adopt a deposit system for recyclable items

Action Step 4: Encourage the reuse of items through innovative products.

Action Step 5: Encourage the use of landfill fees for recycling and cleanup of deteriorated properties.

Goal 6: Promote Air Quality

Objective 1: Limit open burning

Action Step 1: Inform the public that the Federal Clean Air Act should be adhered to in Clinton County.

Action Step 2: Encourage the establishment of affordable waste removal opportunities to provide an alternative to burning.

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Clinton County, Indiana - Comprehensive Plan

Land Use →

Mission Statement:

Promote balanced, quality development in a planned manner that is designed to retain Clinton County's rural and agricultural character.

Goal 1: Preserve and protect agricultural land and uses.

Objective 1: Minimize development on agricultural land.

Action Step 1: Limit where specific development can occur through zoning.

Action Step 2: Tighten and enforce setback regulations from agricultural uses when necessary

Action Step 3: Discourage non-agricultural spot development and construction on or near agricultural land or uses.

Action Step 4: Continue to utilize and update the "point system" to evaluate the suitability for rural non-farm residential development on agricultural land.

Action Step 5: Utilize soil types to determine the suitability of land for rezoning to non-agricultural uses.

Objective 2: Encourage agribusiness, agri-tourism, farm-based businesses, and agricultural support industries in agricultural areas.

Action Step 1: Maintain up-to-date zoning standards for agricultural related businesses including good buffering between uses.

Action Step 2: Allow small home occupations and cottage industries subject to zoning standards.

Objective 3: Prevent incompatible land uses from locating in agricultural areas, which may encroach upon confined feeding and farming operations.

Action Step 1: Maintain up-to-date regulations in the zoning ordinance which adequately separate confined

Goals, Objectives, and Action Steps - Land Use **2**

feeding operations and non-farming uses of land from each other.

Objective 4: Encourage quality wind development that minimizes impact on county services, agriculture, and other uses.

Action Step 1: Maintain up-to-date zoning standards for wind development.

Goal 2: Promote the development of residential areas with high quality housing in a variety of types, styles, and densities.

Objective 1: Direct housing development to locations where there is residential infrastructure available.

Action Step 1: Work with towns to access utilities for development in and around existing communities.

Action Step 2: Encourage residential growth in Urban Growth Areas.

Action Step 3: Prevent incompatible agricultural related uses from locating near residences or businesses through zoning.

Objective 2: Provide thorough review and enforcement of ordinances

Action Step 1: Provide adequate staff and resources for ensuring compliance, review, and enforcement of building codes, health codes and zoning ordinances.

Objective 3: Encourage cluster development in appropriate areas.

Action Step 1: Adopt and/or revise conservation subdivision and planned unit development standards in the zoning ordinance.

Goal 3: Designate cohesive attractive commercial areas that meet the needs of the city, town, and county residents.

Objective 1: Ensure building types and configurations that are attractive and compatible with their surroundings.

Action Step 1: Develop and enforce clearly stated minimum design standards.

2

Clinton County, Indiana - Comprehensive Plan

Goal 4: Promote quality industrial development that complements the community.

Objective 1: Locate industrial development along major highways, railroads, and other forms of infrastructure.

Action Step 1: Design all industrial development to be compatible with adjacent development in terms of lot size, buffering and screening.

Objective 2: Prohibit industrial development within residential areas.

Action Step 1: Use zoning standards to separate industrial and residential areas.

Objective 3: Encourage clean industrial development that complies with all federal, state, and local environmental standards.

Action Step 1: Establish processes, through zoning, to ensure compliance with all regulations.

Objective 4: Encourage infill industrial development

Action Step 1: Encourage industrial development adjacent to existing industries and infrastructure.

Action Step 2: Provide industrial sites near services.

Objective 5: Encourage businesses that are compatible with agriculturally zoned land.

Action Step 1: Establish zoning standards that allow siting of agriculturally compatible business uses in rural areas.

Goal 5: Rehabilitate blighted areas in the county.

Objective 1: Rehabilitate blighted residential areas.

Action Step 1: Revise County Unsafe Building Ordinance and seek adequate resources to ensure renovation and/or removal of unsafe and/or abandoned structures.

Action Step 2: Strictly enforce zoning standards for disabled vehicles, junk, and debris.

Goals, Objectives, and Action Steps - Land Use

Action Step 3: Maintain inventory of sites needing rehabilitation.

Objective 2: Rehabilitate blighted commercial and industrial areas.

Action Step 1: Revise the County Unsafe Building Ordinance and seek adequate resources to ensure renovation and/or removal of unsafe and/or abandoned structures.

Action Step 2: Strictly enforce county zoning standards for disabled vehicles, junk, and debris.

Action Step 3: Encourage the continuation of the Urban Enterprise Zone in Frankfort beyond 2013 and establish new ones in eligible areas.

Action Step 4: Utilize the County Redevelopment Commission and encourage the establishment of redevelopment commissions for all county municipalities to address blighted areas.

Action Step 5: Maintain inventory of sites needing rehabilitation.

Action Step 6: Seek funding to remove blighted structures.

Action Step 7: Encourage communities and neighborhoods to improve blighted areas.

Goal 6: Clinton County will have a Regional Landfill located in Union Township.

Objective 1: Establish a Landfill Zoning District for landfills.

Action Step 1: Through zoning, establish a buffer area and/or setbacks around the landfill to separate the landfill from adjacent land uses.

Action Step 2: Through zoning, encourage secondary support businesses within or adjacent to the landfill district.

Action Step 3: Locate solid waste facilities on arterial highways away from residences to minimize landfill traffic in Clinton County communities.

2

Clinton County, Indiana - Comprehensive Plan

Transportation →

Mission Statement:

Provide a multi-modal transportation system capable of moving people and goods safely and comfortably.

Goal 1: Maintain a highway system capable of moving people and goods safely, comfortably and efficiently.

Objective 1: To provide a road network that will facilitate the safe and efficient movement of traffic among commercial, educational, residential and recreational facilities.

Action Step 1: Identify needed arterial and collector streets and highways on a revised Thoroughfare/Transportation Plan Map which also designates the “functional classification” system of county roads.

Action Step 2: Encourage the removal of sharp curves on state and county arterials and collector highways.

Action Step 3: Continue resurfacing program of county roads.

Action Step 4: Continue county bridge replacement program.

Action Step 5: Seek funding for reconstruction and/or construction of curbs, gutters and sidewalks in county communities particularly where pedestrian traffic is likely.

Action Step 6: Require any new street to be designed and built according to standards of a subdivision control ordinance.

Action Step 7: Monitor traffic control needs and timing throughout the county.

Goal 2: Provide quality air transportation services.

Objective 1: To provide an airport that meets community needs for the 21st Century.

Action Step 1: Support the implementation of the 2011 Airport Layout Plan adopted by the Frankfort Airport Authority.

Goals, Objectives, and Action Steps - Transportation

2

Action Step 2: Enforce the Airport Overlay District in zoning ordinances.

Action Step 3: Continue to support development of an airport that will accommodate air taxi service.

Action Step 4: Encourage the full implementation of the City/County Airport Authority authorized in 2011 by Frankfort and Clinton County.

Goal 3: Provide quality rail transportation service.

Objective 1: To ensure adequate rail transportation for county business and industrial needs.

Action Step 1: Maintain routine contact with Norfolk Southern and CSX about rail concerns in the county.

Action Step 2: Promote the construction of additional rail spurs as needed for economic development.

Action Step 3: Encourage the maintenance and improvement of rail crossings.

Action Step 4: Support construction of a Bridge Overpass in the Frankfort area.

Action Step 5: Promote a transportation plan to expedite traffic flow and minimize railroad interruption.

Action Step 6: Support the return of rail passenger service.

Goal 4: Ensure adequate alternative transportation options in the county.

Objective 1: To provide alternative types of transportation in the community.

Action Step 1: Work with the Paul Phillippe Center to expand the existing community/rural transit system.

Action Step 2: Encourage car and vanpooling to jobs in other communities including designated areas for parking.

Action Step 3: Encourage a fixed route transportation system with designated stops in the community.

2

Clinton County, Indiana - Comprehensive Plan

Goal 5: Increase the availability of recreational transportation systems in the county.

Objective 1: To provide a recreational transportation system in the community.

Action Step 1: Designate a bike/walking trail system throughout the county, building upon the system developed in the Frankfort Comprehensive Plan.

Action Step 2: Encourage coordination between all recreational trail groups to implement plans.

Action Step 3: Promote the completion of the Farm Heritage Trail through Colfax by forming partnerships with Boone County trail groups and Tippecanoe County.

Action Step 4: Identify scenic and historical routes in Clinton County.

Action Step 5: Encourage the installation of sidewalks along major roads and to major traffic generators.

Infrastructure and Services →

Mission Statement:

Ensure that Clinton County has adequate infrastructure, social, governmental, and safety services to provide for the needs of Clinton County, its residents, and to promote growth and development.

Goal 1: Encourage the development and maintenance of governmental systems and infrastructure to improve service to the public.

Objective 1: To maintain responsible governmental and administrative services that are sensitive to the needs and concerns of all residents.

Action Step 1: Establish a county annex building to house additional county offices by 2020.

Action Step 2: Encourage non-participating municipalities to participate in the Clinton County Area Plan Commission.

Goals, Objectives, and Action Steps - Infrastructure and Services

Action Step 3: Encourage increased resident participation in community affairs.

Objective 2: Utilize modern technologies that increase efficiency and productivity.

Action Step 1: Implement a schedule to ensure that all county computers and systems are updated regularly to enable them to utilize the most current software.

Action Step 2: Establish a Clinton County Information Technology committee to investigate the use and implementation of new technologies in county government.

Action Step 3: Establish a Clinton County Government website and make public record documents available on it by 2012.

Action Step 4: Continue to expand the use of GIS based systems to enhance the performance and effectiveness of county government.

Goal 2: Provide infrastructure such that all residents, businesses, and industries can achieve their full potential.

Objective 1: To maintain efficient street and highway departments.

Action Step 1: Continue to provide adequate new and/or replacement street and highway equipment.

Action Step 2: Seek funding for additional facilities as needed so that all equipment may be stored properly.

Objective 2: To provide for and expand the adequate and safe supply and distribution of public water to higher density areas.

Action Step 1: Work with designated utility jurisdictions to upgrade/replace water lines and treatment facilities.

Action Step 2: Encourage municipalities to provide public water within Urban Growth Area Boundaries as demand warrants.

2

Clinton County, Indiana - Comprehensive Plan

Objective 3: To assure adequate sewage disposal throughout the county.

Action Step 1: Encourage centralized waste management as an alternative to individual septic systems in rural subdivisions

Action Step 2: Strictly enforce state and county septic regulations

Action Step 3: Encourage municipalities to extend municipal wastewater utilities within Urban Growth Area Boundaries as demand warrants.

Action Step 4: Prevent inflow/infiltration of storm water into sanitary sewers to the maximum extent possible.

Action Step 5: Seek state and federal assistance to upgrade and construct new wastewater collection and treatment facilities.

Action Step 6: In areas not served by a sewer system, require a minimum of a one-acre lot with sufficient perimeter drainage as approved by the Clinton County Health Department and Drainage Board to construct an individual on site wastewater treatment system and to accommodate a replacement system within the lot.

Action Step 7: Encourage municipalities to expand wastewater treatment capacity to account for new growth.

Action Step 8: Encourage municipalities to adequately maintain, repair, and upgrade their wastewater utilities.

Action Step 9: Improve wastewater treatment facilities in areas with high rates of septic system failures and/or inadequacies.

Action Step 10: Encourage the formation of a countywide sewer utility service district.

Objective 4: To provide a system of storm water drainage that adequately manages storm water, improves the quality of surface water, and allows for efficient system maintenance.

Action Step 1: Enforce the Clinton County Drainage Ordinance.

Goals, Objectives, and Action Steps - Infrastructure and Services

Action Step 2: Require storm water drainage improvements to be constructed in all new subdivisions through the subdivision control ordinance.

Action Step 3: Require all development to be designed such that storm water runoff shall not negatively impact neighboring properties, landowners, or the environment.

Action Step 4: Utilize science based standards to achieve water quality improvement.

Action Step 5: Identify existing and potential future flooding problems and encourage the implementation of solutions.

Action Step 6: Encourage the implementation of “low impact development” standards and techniques designed to effectively manage storm water runoff.

Action Step 7: Develop a long range plan for maintenance and system upgrades to county drainage infrastructure.

Action Step 8: Establish a countywide watershed management program.

Objective 5: To maintain adequate public utilities for existing and future growth.

Action Step 1: Work with public electric, telephone and natural gas utilities to ensure that demand is adequately met.

Action Step 2: Work with public utility officials to ensure that utilities are available for future economic development.

Objective 6: To provide solid waste collection and disposal.

Action Step 1: Work with the local solid waste district to update as needed and implement the required district solid waste management plan for Clinton County.

Action Step 2: Encourage countywide recycling programs.

2

Clinton County, Indiana - Comprehensive Plan

Action Step 3: Work with the local solid waste district to provide a permanent household and small business hazardous product collection site.

Action Step 4: Educate Clinton County residents on the proper disposal of toxic, corrosive, or flammable items to protect public health and water resources.

Action Step 5: Promote existing commercial disposal options for tires, items containing Freon, oils, and other special waste.

Objective 7: Expand Technologies in Clinton County.

Action Step 1: Expand the availability of affordable high speed internet access to all areas of Clinton County.

Action Step 2: Identify all existing fiber optic lines in Clinton County.

Action Step 3: Maximize access to fiber optic to all Clinton County municipalities and the State Road 28 West corridor.

Action Step 4: Encourage the expansion of cell phone coverage and wi-fi areas.

Goal 3: Provide adequate provisions for the health and safety of Clinton County residents, businesses, and interests.

Objective 1: To maintain adequate law enforcement for present and future needs.

Action Step 1: Continue to maintain an enhanced 911 system.

Action Step 2: Continue to monitor and update rural house numbering so that E-911 will operate more efficiently.

Action Step 3: Continue vehicle replacement program in all county law enforcement departments.

Action Step 4: Continue to improve GIS based information for use with the 911 response system to enhance emergency response.

Goals, Objectives, and Action Steps - Infrastructure and Services

Objective 2: To maintain adequate fire protection for present and future needs.

Action Step 1: Enhance the training and equipment of fire departments to address response issues associated with commercial wind development.

Action Step 2: Establish a regional training facility for fire personnel.

Action Step 3: Seek public financial support as needed for volunteer fire departments for new buildings and equipment.

Action Step 4: Seek funding for full time employee(s) to be shared by all township volunteer departments during day time hours.

Action Step 5: Encourage the construction of dry sumps in rural areas of the county.

Action Step 6: Encourage the identification of key areas of concern and place equipment in these areas to improve response.

Action Step 7: Maintain GIS and Central Dispatch based information for use within 911-response system to enhance emergency response.

Objective 3: To maintain adequate Emergency Medical Service.

Action Step 1: Expand the placement of automatic external defibrillators.

Action Step 2: Continue routine vehicle replacement and maintain an adequate, well trained volunteer system.

Action Step 3: Encourage all volunteer fire departments to become basic life support certified.

Action Step 4: Promote funding for an on call ambulance in Mulberry.

Objective 4: To maintain an adequate Emergency Management Agency.

Action Step 1: Keep all emergency management plans updated and in effect.

2

Clinton County, Indiana - Comprehensive Plan

Action Step 2: Maintain all equipment in good condition.

Goal 4: Encourage the development and use of facilities and services to enhance the quality of life for Clinton County residents.

Objective 1: To provide health care services sufficient to meet the needs of Clinton County and its residents.

Action Step 1: Ensure the existence of state of the art emergency and residential care medical facilities.

Action Step 2: Support the Community Counseling Center mental health facility.

Action Step 3: Encourage the construction and maintenance of facilities to provide adequate care of the elderly.

Action Step 4: Maintain a well staffed county health department and adopt adequate ordinances for public health, including comprehensive property maintenance and/or nuisance control ordinances.

Action Step 5: Encourage the formation and expansion of an auxiliary volunteer cadre of individuals capable of augmenting existing medical care in the case of a large scale medical emergency and/or disaster.

Objective 2: To provide adequate recreational facilities for all residents.

Action Step 1: Establish a county or city/county park and recreation board.

Action Step 2: Prepare park master plan that will enable a park board to be eligible for park grant assistance.

Action Step 3: Identify and develop public access points on Clinton County waterways.

Action Step 4: Seek to acquire additional recreational facilities which complement existing recreational facilities.

Action Step 5: Encourage the development of multi-purpose rural trails and bicycle routes.

Action Step 6: Protect the viability of Prairie Grass Observatory and Camp Cullom.

Goals, Objectives, and Action Steps - Infrastructure and Services

Objective 3: Provide library services for all county residents.

Action Step 1: Continue to maintain existing libraries and provide library services.

Action Step 2: Promote easy access and availability to all county libraries.

Objective 4: To provide quality education for all county residents.

Action Step 1: Support individual school board efforts to improve the quality of education.

Action Step 2: Encourage county residents to continue their education.

Action Step 3: Seek institutions of higher and continuing education, such as Ivy Tech and the Learning Network, to offer as many courses as possible in Clinton County to provide county residents with continuing education opportunities.

Objective 5: To provide social and health services for all of the county's residents.

Action Step 1: Work with county and community religious and charitable organizations and social agencies to ensure that social and health needs are identified and met.

Action Step 2: Encourage the use of volunteers to accomplish social service tasks.

Action Step 3: Encourage the availability of services directed toward; social and personal self-sufficiency; rehabilitation; prevention and/or reduction of dependency and; substance abuse and the strengthening of family life.

Action Step 4: Encourage the provisions of necessary child care services in the county, including adequate zoning regulations for day care facilities.

Action Step 5: Encourage that all public facilities be handicapped accessible.

Action Step 6: Encourage the development of facilities and programs to provide preventative medical and dental care to low income individuals

2

Clinton County, Indiana - Comprehensive Plan

Economic Development

Mission Statement:

Improve the economy of Clinton County

Goal 1: Attract new business and industry to Clinton County.

Objective 1: Maintain excellent community partnerships in economic development

Action Step 1: Continue coordinated efforts by the Clinton County Chamber of Commerce, Clinton County Economic Advancement Foundation (CCEAF), Partners in Progress (PIP), the Community Foundation, Clinton County Government and the City of Frankfort and all towns.

Objective 2: Establish Certified Technology Park(s) in the State Road 28 corridor as proposed by the State 28 Overlay Plan and in other areas as appropriate.

Action Step 1: Provide adequate utilities and infrastructure for development of the park(s).

Action Step 2: Adopt appropriate zoning standards for technology park(s).

Objective 3: Plan for incubator type facilities.

Action Step 1: Reserve space for incubator facilities in one quadrant of the State Road 28/I-65 intersection.

Action Step 2: Locate financing to build incubator facilities as an investment.

Action Step 3: Develop a plan for businesses relocations when they outgrow the incubator.

Objective 4: Promote home based businesses to “grow our own” new businesses in Clinton County.

Action Step 1: Maintain good standards within the zoning ordinance regarding size, parking, screening and other appropriate criteria that provide for a variety of home based businesses.

Goals, Objectives, and Action Steps - Economic Development

Goal 2: Develop Technology Infrastructure.

Objective 1: Make fiber optic available throughout county.

Action Step 1: Encourage the utilization of existing fiber optics.

Action Step 2: Encourage the expansion of fiber availability to more of the county.

Action Step 3: With existing jurisdictions, develop a business plan to complete fiber optics in Clinton County.

Goal 3: Identify specific areas in Clinton County for industrial, commercial, office park and similar types of development.

Objective 1: Develop State Road 28 between Interstate 65 and Frankfort as the primary economic corridor in Clinton County.

Action Step 1: Through zoning, designate land at the I-65 and state Road 28 interchange and State Road 28 corridor for specific types of development as shown on the future land use plan.

Action Step 2: Plan for access frontage roads at I-65 and State Road 28 interchange and corridor to service uses and increase usable and desirable depth.

Action Step 3: Encourage the grouping of like uses with common access points and common signage.

Action Step 4: Continue to enforce and update the State Road 28 Corridor Overlay Plan to provide design standards for appearance of structures, signage, access points, landscaping and other special design features of the corridor.

Action Step 5: Encourage additional industrial sites with railroad access.

Action Step 6: Establish utility easements along State Road 28 prior to development.

Action Step 7: Encourage the expansion of utilities through the implementation of the City of Frankfort's Capitol Improvement Plan.

2

Clinton County, Indiana - Comprehensive Plan

Objective 2: Establish industrial and/or office/technology parks in each Clinton County town as designated on the future land use plans.

Action Step 1: Encourage the acquisition of land options and market the property in cooperation with the Clinton County Chamber of Commerce and others.

Action Step 2: Encourage the towns to plan for utility expansions to accommodate proposed industrial development in each community.

Objective 3: Maintain the downtowns of Clinton County communities as viable retail centers.

Action Step 1: Promote the establishment of mainstreet organizations in each community to foster joint marketing and property enhancements .

Action Step 2: Partner with communities to adopt special downtown design standards for each community.

Action Step 3: Promote the use of entire structures in downtowns.

Objective 4: Establish agri-business and agriculturally related commercial uses in appropriate locations.

Action Step 1: Encourage agribusiness, agri-tourism, farm-based businesses, and agricultural support industries in agricultural areas.

Action Step 2: Maintain up-to-date zoning standards for agricultural related businesses including good buffering between uses.

Action Step 3: Allow small home occupations and cottage industries subject to zoning standards.

Goal 4: Encourage Economic Redevelopment

Objective 1: Identify areas for redevelopment such as brownfields and blighted structures.

Action Step 1: Identify funding sources for the demolition of blighted structures and the rehabilitation of brownfield areas.

Goals, Objectives, and Action Steps - Economic Development

Action Step 2: Encourage the utilization of the Clinton County Redevelopment Commission.

Objective 2: Protect and preserve the historical structures and infrastructure in Clinton County.

Action Step 1: Encourage designations of additional districts and structures to the National Register of Historical Places.

Objective 3: Encourage adaptive reuse of existing structures.

Action Step 1: Maintain list of structures for adaptive reuse

Goal 5: Promote, enhance, and create amenities to enhance economic development.

Objective 1: Enhance and expand recreational opportunities.

Action Step 1: Preserve the integrity of the Prairie Grass Observatory by adopting existing zoning standards which restrict light pollution and preserve the night sky.

Action Step 2: Promote Camp Cullom as a social and recreational resource in a natural setting.

Action Step 3: Encourage the utilization of natural resources of Clinton County as recreational sites such as providing public access points on waterways and the development of existing opportunities such as the Frankfort Lagoons.

Action Step 4: Encourage the expansion of healthy outdoor recreational opportunities such as parks, multipurpose trails, and walkways.

Action Step 5: Promote the establishment of community sports leagues and athletic facilities.

Action Step 6: Promote the development of health and fitness opportunities.

Action Step 7: Through zoning, provide opportunities for temporary festivals and events such that they do not significantly disrupt residential and other uses.

2

Clinton County, Indiana - Comprehensive Plan

Objective 2: Maintain and develop the character of Clinton County communities.

Action Step 1: Utilize zoning to preserve the existing appearance and ambience of communities.

Action Step 2: Encourage communities to establish overlay districts to enhance the quality of their downtown areas and to encourage development based on the goals of the respective communities.

Action Step 3: Encourage the formation of neighborhood associations to enhance the appearance of communities.

Action Step 4: Adopt zoning standards which encourage the establishment of open and green spaces.

Objective 3: Enhance and develop opportunities for creative, innovative retail outlets.

Action Step 1: Encourage the development of outdoor markets, bazaars, and street and sidewalk sales.

Action Step 2: Improve the walkability of community streets by encouraging the establishment of downtown retail outlets, shops, café's, etc. which are open during evening hours.

Action Step 3: Encourage the development of a flexible public transit system to improve access to specialty and community based retail and recreational facilities and events.

Action Step 4: Encourage the establishment of trails, blueways, and greenways to provide access to recreational and retail facilities and events by means other than motorized vehicles.

2

Goals, Objectives, and Action Steps - Economic Development

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CHAPTER 3: LAND USE PLAN

3

Clinton County, Indiana - Comprehensive Plan

Future land use is a major component of the Comprehensive Plan. The steering committee met and evaluated county future land use needs based upon the public input sessions conducted in 2010, existing and future utilities, transportation facilities, existing land use trends and the following land use principals for Clinton County.

Land Use Principles

The land use plan is based upon several land use principles, or assumptions, several of which were also identified in the 1993 Plan.

1 Protection of Agricultural Resources and Rural Character

Like the 1993 Plan, this plan recognizes the agricultural nature of the county and that non-farm residential development should be discouraged in agricultural areas. Non-farm residential development should be reviewed on a case by case basis using the recently adopted “point” system, which is a modified LESA (Land Evaluation and Site Analysis) system.

Point System

The point system was adopted in late 2006 in Clinton County, and is believed unique in Indiana. The point system is a modified LESA (Land Evaluation and Site Assessment) System which was discussed in detail in the 1993 Comprehensive Plan. Performance standards are used to determine if rural land is appropriate for residential use.

While LESA systems are used extensively in other states with a complicated formula, Clinton County’s system was kept very simple with only “ten points” needed for a non-farm residence to be approved. Prior to establishment of the program, all non-farm homes in the A-1 District required Board of Zoning Appeals approval. Approval criteria include past use of the new home site, surrounding land usage, type of road, soils and type of road access. It is considered to be effective in Clinton County, properly balancing agricultural needs with a limited number of non-farm residences in appropriate locations.

Land Use Plan - Introduction

2 Urban Growth Area Concept

The Urban Growth Area concept is continued in this plan from the 1993 Plan. These areas are located around Frankfort and each incorporated town and are the areas where public utilities are likely in the future. Most of the Urban Growth Area boundaries have been modified from the previous plan, particularly for the City of Frankfort, where the city’s Urban Growth Area will extend westward to the I-65/ State Road 28 interchange to match the boundary established in Frankfort’s 2007 Comprehensive Plan.

3 Slow To No Growth Projected

Many comprehensive plans establish several proposed growth scenarios based upon differing growth assumptions, but because of the relatively slow to little population increase projected for Clinton County, this exercise is not needed. The most recent county projections for 2040 indicate an approximate increase of around 12% from 2010. Population has remained within 10% or so of 30,000 in Clinton County since 1890. However, with little to no growth anticipated, some additional new housing units may still be needed because there are fewer people in most housing units. Consequently, the emphasis will be on fostering most non-farm residential development to occur within the urban growth areas.

Urban Growth Area

Urban Growth Areas were first established by the 1993 Comprehensive Plan for each municipality in Clinton County. It is also a somewhat unique planning tool in Indiana, though it has widespread use elsewhere in America. These are areas which have existing public utilities such as sewer and water systems OR are likely to provided such service during the planning period. Until utility services are available, the land should be zoned for agricultural use in order to prevent “scattered” or “spot” development on septic systems. It is also a valuable planning concept for counties organized with area plan commissions, because municipalities cannot have extra-territorial, or “fringe” areas. In effect, the county implements the municipality’s planning goals for the area immediately surrounding their communities prior to annexation. It has generally worked quite successfully in the past in Clinton County and will be continued in this plan update.

3

Clinton County, Indiana - Comprehensive Plan

4 *Sustainability/Smart Growth Emphasis*

This is a new planning emphasis that is being encouraged in most communities. Sustainability balances land use with the environmental capacities of the land and natural environment to sustain the development.

Land Use Categories

The county's land use is divided into various land use categories as follows, many of which are a continuation of the 1993 Comprehensive Plan's districts.

Agriculture

Agriculture will remain the predominant use in the county. The principal land use is farming. Related uses such as farmsteads, woodland, ponds and confined feeding should also be permitted uses. Density should not exceed one dwelling unit per twenty acres and public utilities will not be provided in agricultural areas. Non-farm residential uses should be subject to the "point system" which is a modified LESA system and which was called for in the 1993 Comprehensive Plan. Conservation subdivisions are an appropriate type of development in agricultural when the site preserves natural areas such as farmland, streams, and wetland. Farm based businesses are also appropriate land uses in the agricultural areas.

Conservation Subdivisions

Conservation subdivision are developments with flexible standards for density and lot sizes in order to preserve agricultural land, open space and other natural resource amenities. The agricultural land and natural resource areas are generally placed in an easement or fee simple ownership by a property owner's association. Conservation subdivisions allow development to "cluster" on part of the original parcel to allow preservation of the agricultural or other natural areas on the remaining portion of the original parcel.

Land Use Plan - Zoning Districts

Low Density Residential - Rural

This land use category is comprised primarily of existing residential areas in the county outside of Urban Growth Areas which are not of sufficient density or location to allow connection to public utilities. Density should not exceed one dwelling unit per acre in these areas. Designated low density rural residential areas primarily consist of the small unincorporated communities throughout the county such as Forest, Antioch and Hillisburg as well as larger rural subdivisions such as Little Lakes and Brick Ridge.

Low Density Residential - Urban

This land use category includes those areas within the Urban Growth Areas of Frankfort and incorporated towns which are proposed primarily for low density single family use. However, these areas should be zoned agricultural or low density residential-rural unless public utilities are available. Density should not exceed two dwelling units per acre.

Medium Density Residential

This land use category designates areas of primarily single family dwellings in incorporated towns which have historically developed at higher density. Development should be on public utilities. Density should not exceed four dwelling units per acre.

High Density Residential

This land use category designates areas for a wide range of dwelling unit types including multi-family dwellings and mobile home parks. Development should be on public utilities. Density should not exceed six dwelling units per acres. High density areas are designated primarily in incorporated towns and rural mobile home parks.



3

Clinton County, Indiana - Comprehensive Plan

Neighborhood Business

This land use category identifies locations for convenience businesses and service uses in neighborhood areas. They should not generate extensive vehicular traffic at any one time.

Central Business

This land use category provides for the special needs of the downtown business areas in incorporated towns in the county and rural town centers in unincorporated communities. They are characterized by older, quite often, historic buildings and which have traditionally served as the commercial center of the community. Parking should generally be on the street or in shared parking lots.

Roadside Business

This land use category designates areas for commercial uses where primary access is by vehicular traffic. These areas are along major arterial streets and roads and quite often include planned shopping centers and clusters of

buildings which share things such as parking and access.

General Business

This land use category includes areas for general business uses to meet the needs of a regional market. They should generally be located along major transportation routes with buffer yard areas or otherwise separated from residential areas.

Agribusiness

This land use category designates land for business and manufacturing support uses for the agricultural community, primarily in existing locations. Such uses include grain



Land Use Plan - Land Use Districts

elevators, agricultural chemical businesses and farm implement dealers.

Office/Business Park

This land use category would promote development of offices, research and possibly high tech businesses constructed in an integrated concept with public utilities necessary.

Planned Development

Planned Developments are generally considered a contemporary planning model to integrate multiple types of development into one unified project. Planned Developments could foster mixed use development primarily along the State Road 28 Corridor. However, public utilities must be available prior to development. Development would generally occur as larger parcels are developed through an integrated concept and avoid a “piece-meal” approach. This mixed use land use category strives to integrate a mix of land uses to keep residential and non-residential land uses balanced where homes could potentially be close to where residents could work. Until public utilities are available, much of this area should be zoned agriculture.

Light Industrial

This land use category is the primary industrial area and designates areas for the development and expansion of manufacturing and wholesale business establishments which are clean, quiet and free of hazardous or objectionable elements which operate primarily within enclosed buildings.

Heavy Industrial

This land use category provides for the development and expansion of major industrial operations which use both open and enclosed space. Future general industrial areas should be buffered from all other land use areas.

Landfill District

This land use category includes the existing landfill in Union Township. A landfill buffer area is also designated on the land use plan surrounding the landfill.

3

Clinton County, Indiana - Comprehensive Plan

There are also several overlay land use categories:

Stream Protection

This land use category delineates areas along the major streams and waterways in the county in recognition of the recreational and environmental benefits of maintaining these natural resources. These areas generally extend for 100 feet on each side of the stream. Stream protection areas also are primarily floodplain, which should be protected from development. They also provide for scenic corridors throughout the county.

State Road 28

Overlay District/Other Community Entryways Design Standards This designates land along the State Road 28 Corridor between the City of Frankfort and the I-65/State Road 28 Interchange as adopted in 2004, as well as future design standards along other corridors and entryways in the county and towns.

State Road 28 Overlay District

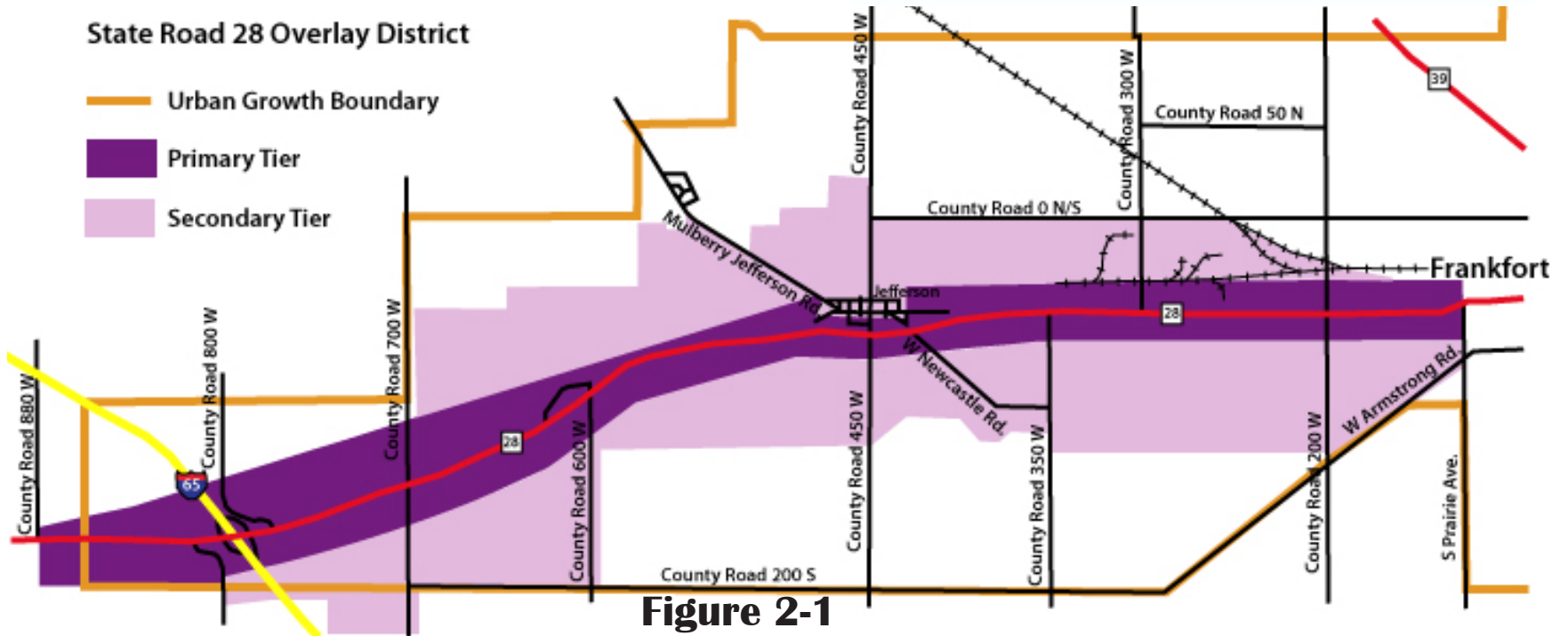


Figure 2-1

Land Use Plan - Overlay Districts

Michigan Road Heritage Corridor

This designates the historic Michigan Road corridor as it passes through Clinton County along U.S. 421 and State Road 29.

Airport Protection

This designates special protective criteria for the Frankfort Airport, including approach height limitations, noise threshold standards and wildlife attractant limitations based upon the 2011 Frankfort Airport Layout Plan. This map is located in the Transportation Plan (Chapter 4) of this document on page 85.

Wind Development

This designates land identified in Clinton County which is appropriate for wind development away from residential areas subject to setback, noise and other standards in the zoning ordinance. Wind Overlay areas are shown on Figure 2-2 on the following page.

Business Technology Park

The 2004 State Road 28 Master Plan proposes a Certified Technology Park on the west side of Frankfort. This technology park is also designated on the Future Land Use Plan.

Wind Energy

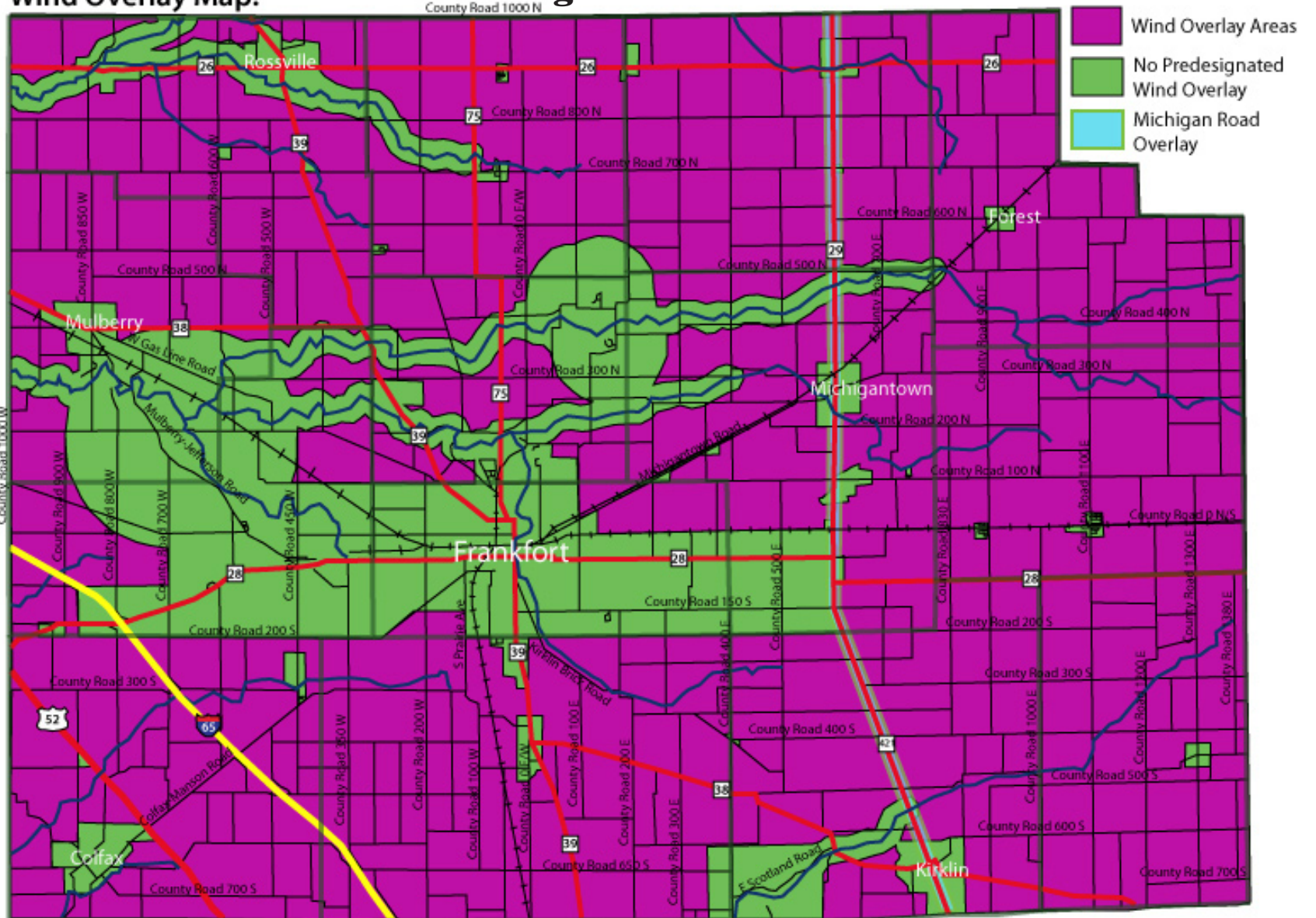
Clinton County has been identified by numerous wind power companies as being adequate for wind power generation in what is commonly known as “wind farms”. The County has already established detailed standards in the Unified Zoning Ordinance for development of several categories of wind power facilities. For the larger wind farms, the county currently requires the establishment of wind overlay districts through the rezoning process. This plan proposes the pre-designation of wind overlay district throughout the county without a separate rezoning process. These pre-designated areas are shown on the Wind Overlay Map contained in this plan. These areas were determined by applying the setback, noise and other standards of the current ordinance.

Certified Business Technology Park

Certified Technology Parks were authorized by the Indiana General Assembly in 2002. They have the stated intention of encouraging the location of high-technology businesses by local redevelopment commissions. Targeted businesses include data communications, advanced materials, biotechnology, electronic device technology, engineering or laboratory test related to development of a product, technology that assists in the assessment or prevention of threats or damage to human health or the environment, medical device technology, product research and development, or advanced vehicles technology. The 2004 State Road 28 Overlay Plan called for the establishment of a Certified Technology Park on the west side of Frankfort. This park has yet to be developed, but is still an integral part of the development of the State Road 28 corridor.

Wind Overlay Map:

Figure 2-2



Land Use Plan - Future Use Plans

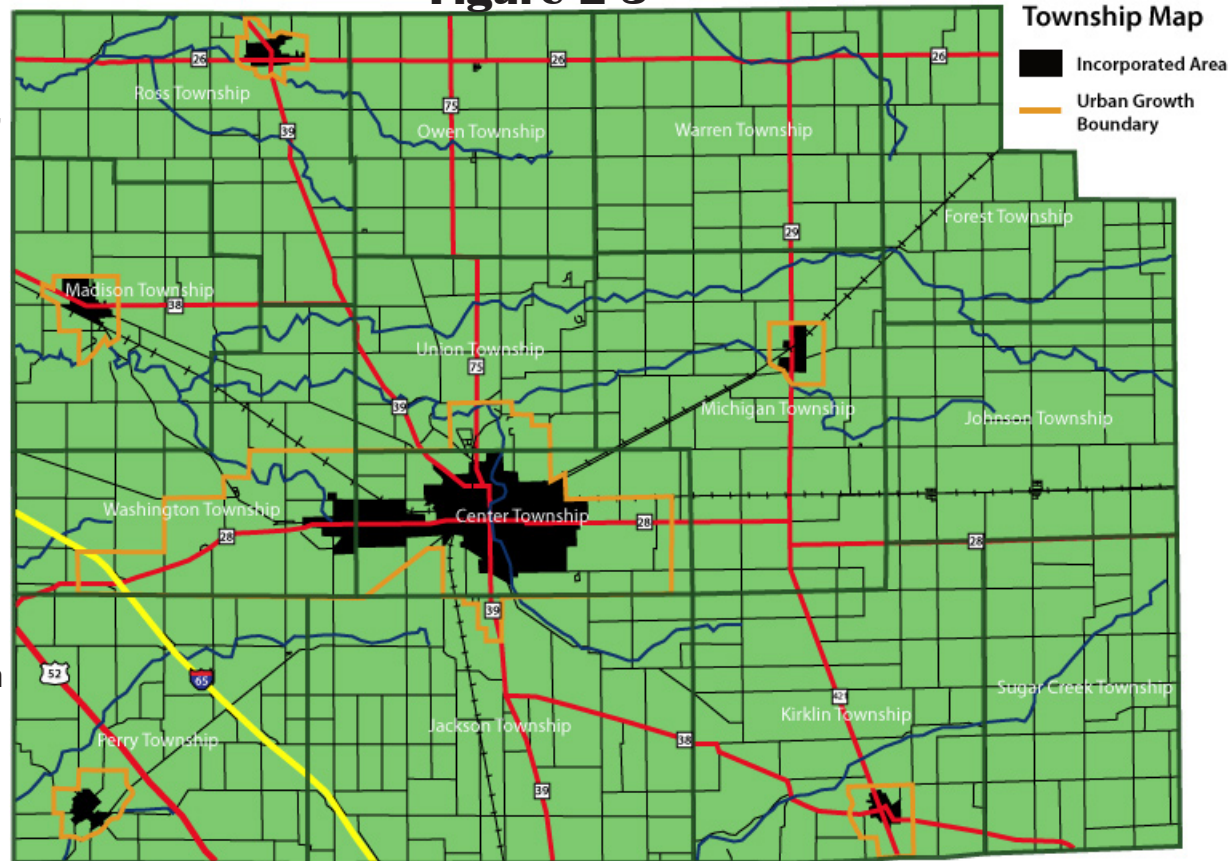
Township Future Land Use Plans

The Clinton County Future Land Use Plan is a composite of fourteen township land use plans, as well as plans for each of the participating towns in the Clinton County Area Plan Commission. The land use plans are based upon the land use and other guidelines established by the Goals, Objectives and Action Plan section of the Comprehensive Plan. Each plan will first discuss existing land uses, followed by a discussion of significant factors for future growth and will be concluded by the future land use discussion.

Figure 2-3

While the future land use somewhat follows the existing land use arrangement in the county, **the future land use designations show how the land should be arranged, and not how land is currently used.** Any existing commercial, industrial or other uses which do not “fit” the plan would be allowed to continue under zoning as a non-conforming use, though new, improperly located uses would not be allowed.

On the township future land use maps, the land use lines generally follow road right-of-ways, waterways or section or sub-section lines. These lines are intended to be general in nature while the zoning maps are parcel specific.



3

Clinton County, Indiana - Comprehensive Plan

Center Township

The City of Frankfort comprises much of Center Township. The city completed an updated Comprehensive Plan in 2007 which designates an expanded Urban Growth Area around the city from the county's 1993 plan, much of it in Center Township. Consequently, the Center Township Land Use Plan adheres to Frankfort's new Urban Growth Area boundaries.

Within the Urban Growth Area west of Frankfort, the Center Township plan conforms with the 2004 State Road 28 Master Plan in regard to preferred land usage. These designations differ from the 2007 Frankfort Comprehensive Plan. A certified industrial park is shown south of State Road 28 while along State Road 28 industrial uses are proposed. Northwest of Frankfort, Planned Development-Mixed is designated. Low density residential use is proposed in other directions around Frankfort. Planned Development-Residential is proposed in the far eastern Urban Growth Area between County Road 250E and County Road 350E.

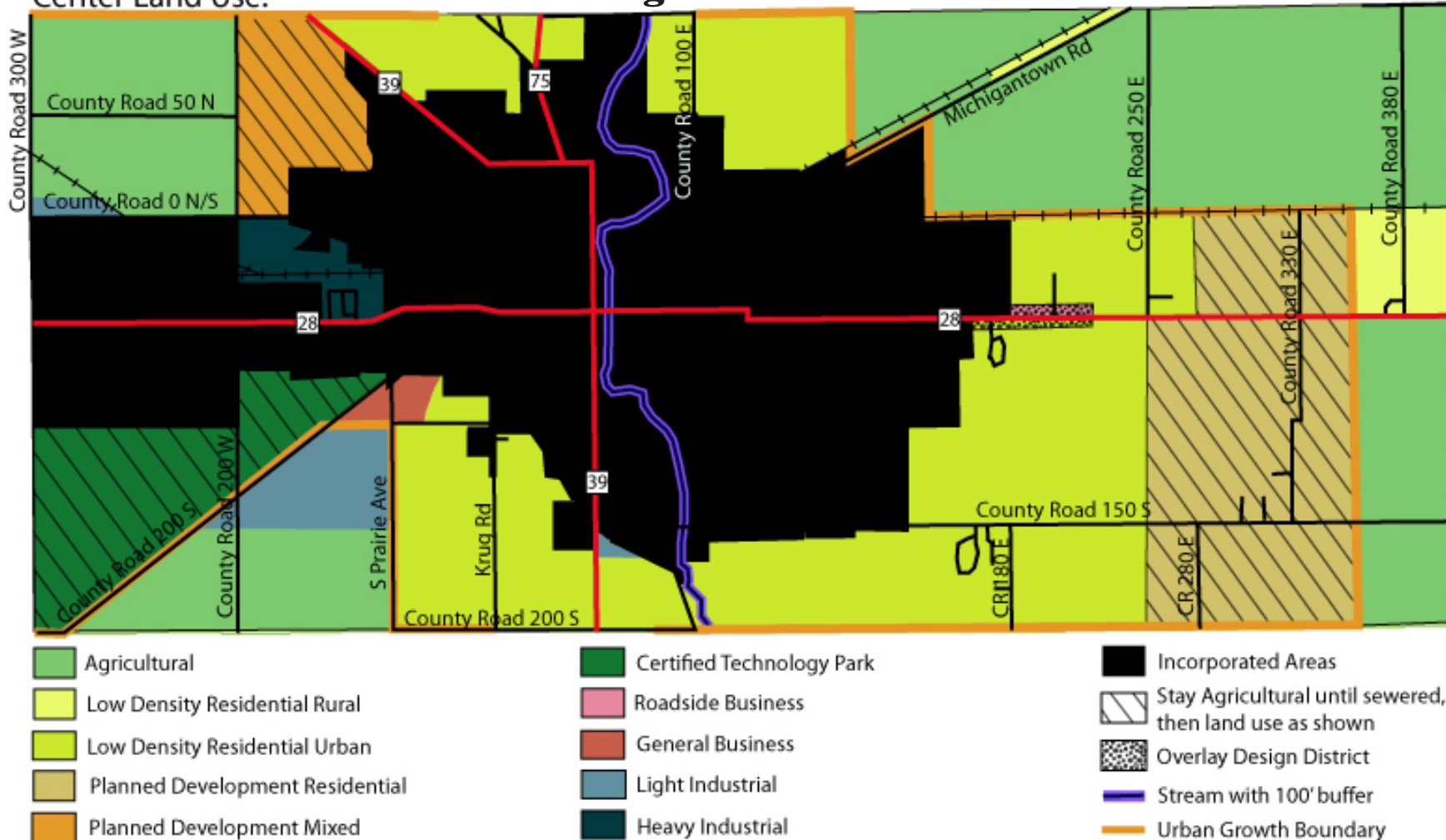
Outside of the Urban Growth Area most of Center Township is designated for agricultural uses. However, the Plan specifies that unless city utilities and drainage infrastructure is in place, all land should be zoned as agriculture inside or outside of the Urban Growth Area.

The Plan also designates the West State Road 28 corridor for special design standards as specified in the 2004 State Road 28 Master Plan. Similar standards are also proposed for east State Road 28. Stream Protection is proposed for Prairie Creek. The Frankfort Airport is located partially in western Center Township and is designated for airport protection as shown on the Airport Overlay map.

Land Use Plan - Center Township

Center Land Use:

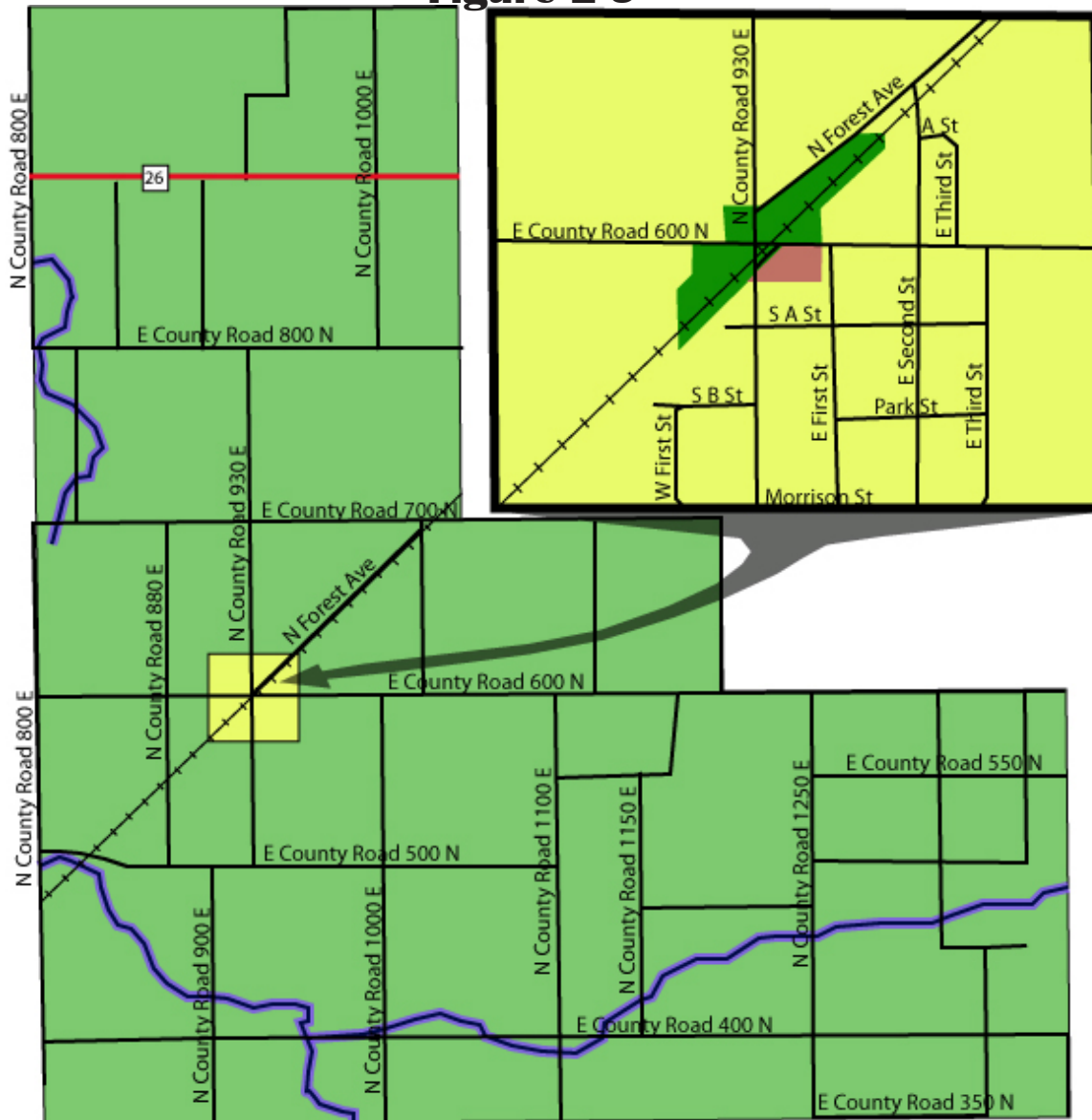
Figure 2-4



3

Clinton County, Indiana - Comprehensive Plan

Figure 2-5



Forest Land Use:

- Agricultural
- Low Density Residential Rural
- Agribusiness
- Neighborhood Business
- Stream with 100' buffer

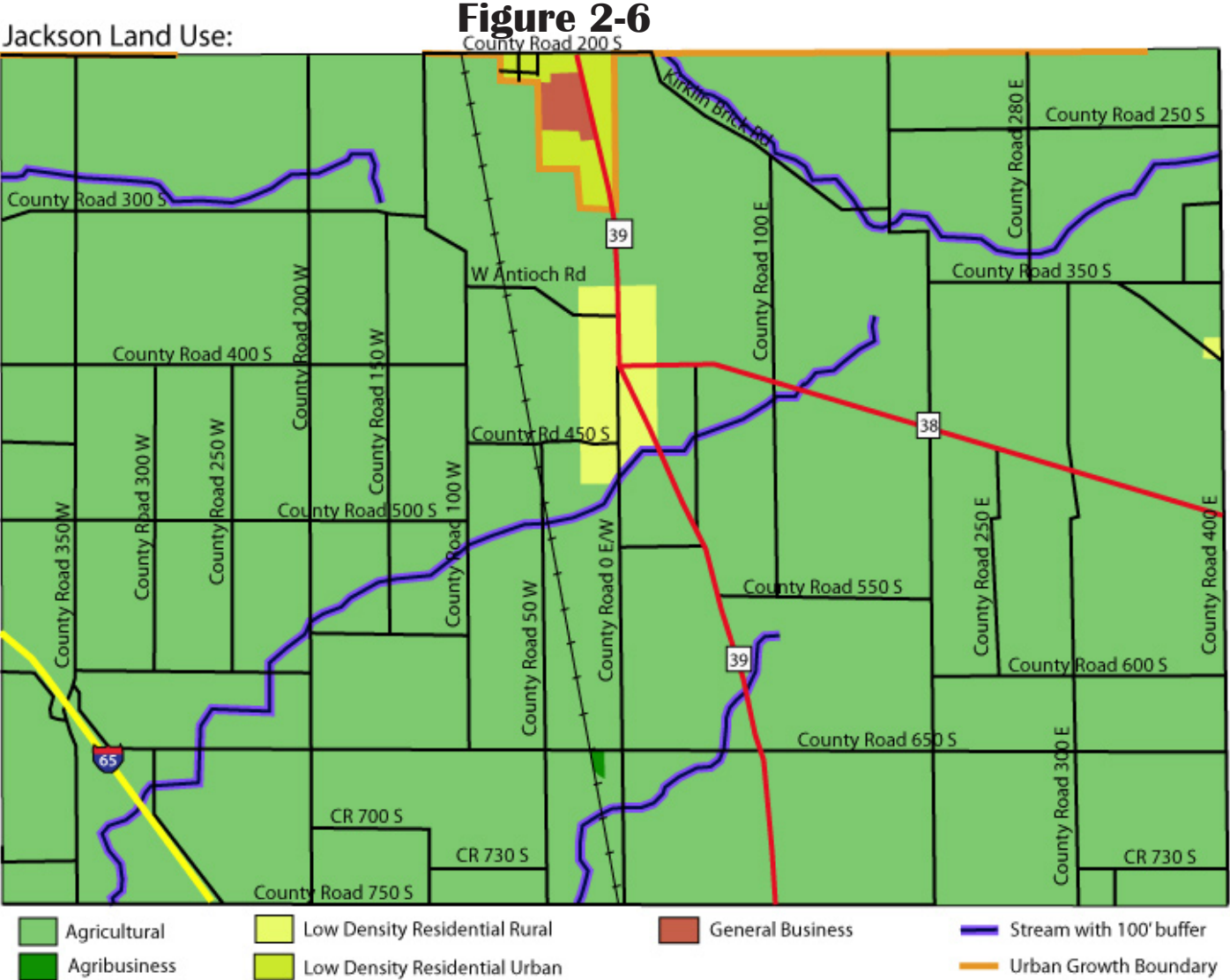
Forest Township

With the exception of the town of Forest, most of Forest Township is designated for agricultural use. The Town of Forest is designated for rural residential use, with agribusiness use along the railroad. If sewers should become available in the future in the town of Forest, low to medium density residential use would be acceptable for the community. Kilmore Creek is shown for Stream Protection. Portions of Forest Township are ideal for wind farm development by establishment of a WECS zoning district overlay.

Land Use Plan - Forest and Jackson Township

Jackson Township

Most of the township is designated as agriculture, except for the Antioch area, which is designated as rural residential and the north central part of the township which is part of the Frankfort Urban Growth Area. Land within the Urban Growth Area is designated both for roadside business and low density residential use. Development within the Urban Growth Area should be connected to central sewers. Prairie Creek in northeast Jackson Township is shown for Stream Protection, as well as Little Potato Creek and Brush Creek elsewhere in the township. Jackson Township may also be advantageous for wind farms in the future. The Frankfort Airport Protection area is located in north Jackson Township as shown on the Airport Overlay map. This map is located in the Transportation Plan (Chapter 4) of this document on page 85.



3

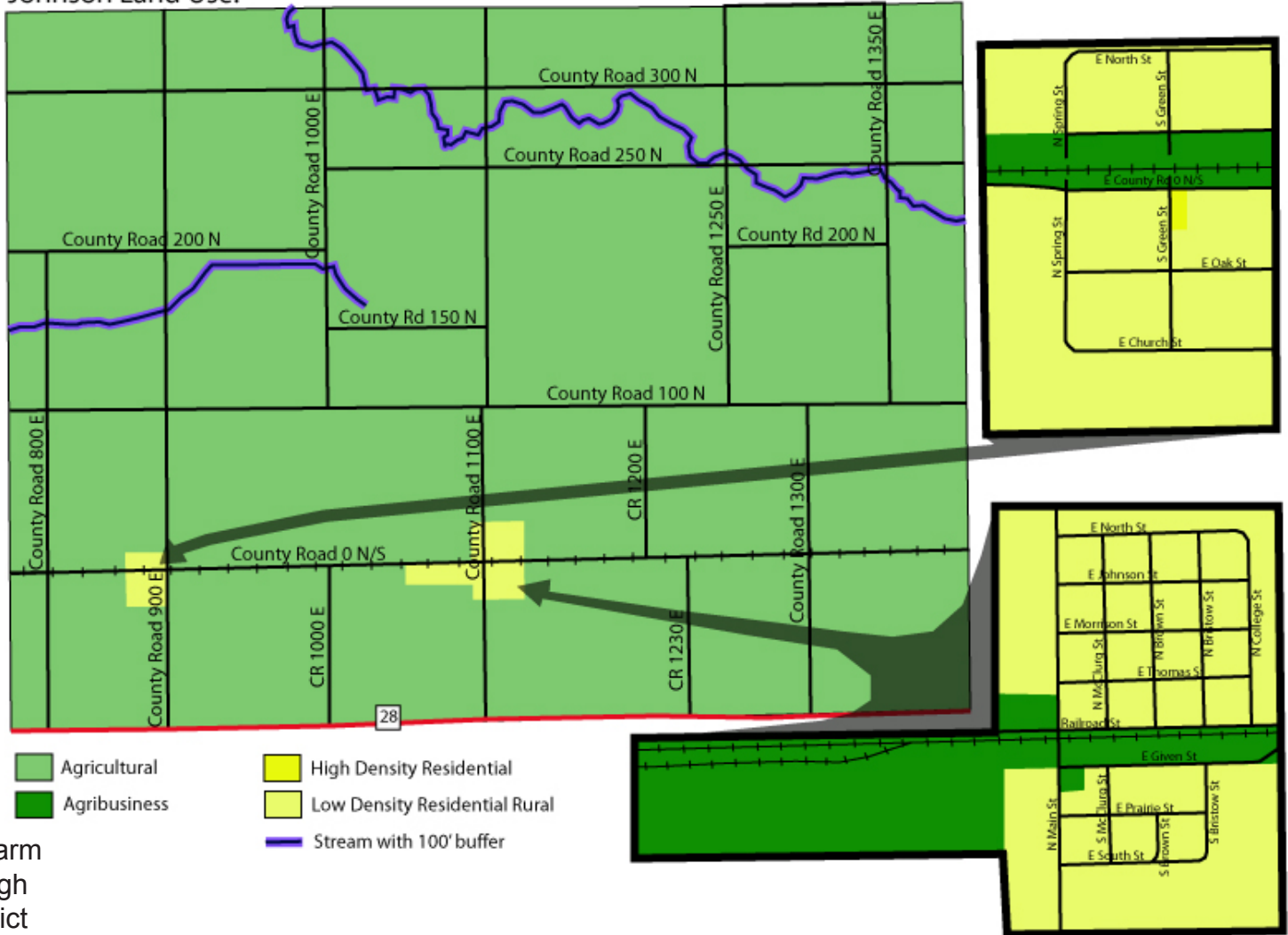
Clinton County, Indiana - Comprehensive Plan

Johnson Township

Figure 2-7

Johnson Land Use:

All of Johnson Township is designated for agricultural use, except for the communities of Scircleville and Hillisburg which are designated for rural residential use. Agribusiness use is shown adjacent to the railroad in both Scircleville and Hillisburg. Swamp Creek and the South Fork of the Wildcat are shown for Stream Protection. Portions of Johnson Township are ideal for wind farm development through WECS zoning district overlay designation.



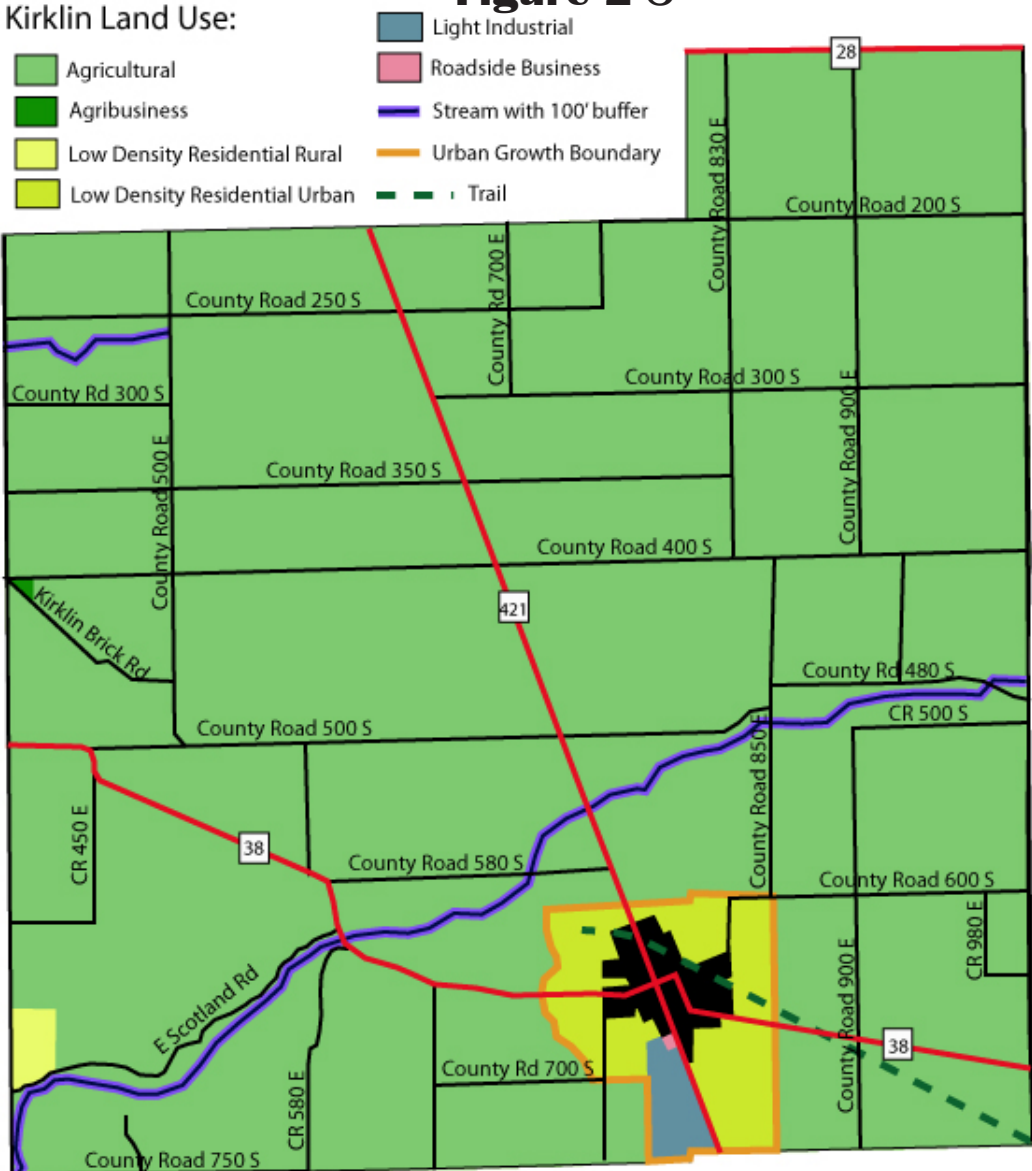
- Agricultural
- Agribusiness
- High Density Residential
- Low Density Residential Rural
- Stream with 100' buffer

Land Use Plan - Johnson and Kirklin Township

Kirklin Township

Kirklin Township will remain primarily agricultural outside of the Town of Kirklin and the Urban Growth Area boundary. Rural residential use is shown in the Scotland Church area in the southwest part of the township. Sugar Creek is designated for stream protection. The Michigan Road Heritage Corridor follows U.S. 421 across the township. Portions of Kirklin Township are ideal for wind farm development. Land uses for the Town of Kirklin and Urban Growth Area are discussed in the Town of Kirklin chapter of this Plan. Kirklin Township may see increasing development pressure due to the township's location about 20 minutes from the north side of Indianapolis and the Town of Kirklin Plan will provide more expanded development options than the previous plan. A small part of the Frankfort Airport Protection area is located in north Kirklin Township as shown on the Airport Overlay map.

Figure 2-8



3

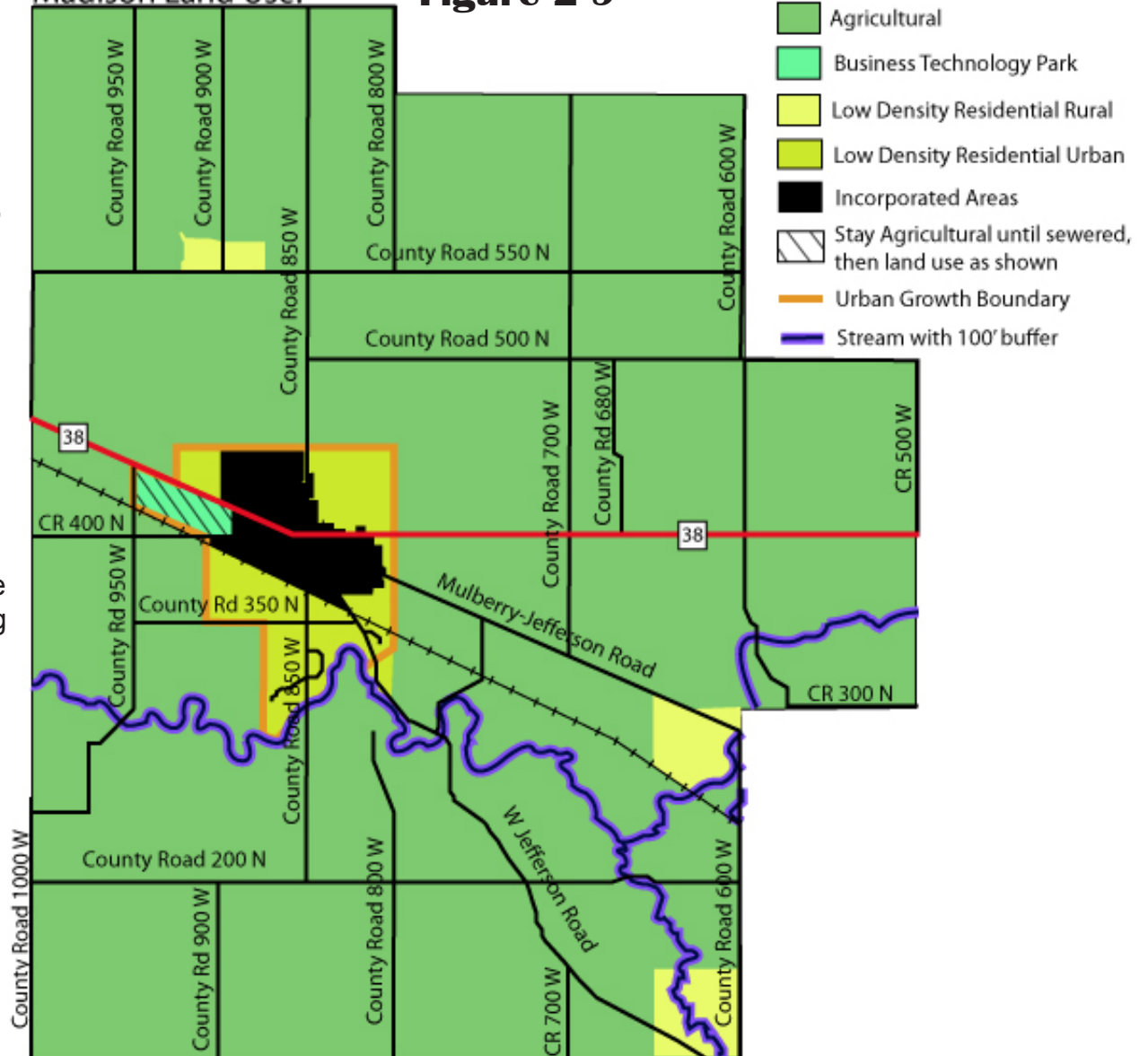
Clinton County, Indiana - Comprehensive Plan

Madison Township

Madison Township has a more varied topography than most Clinton County township and has several areas designated for rural residential development, particularly in the southeast part of the township and within the Mulberry Urban Growth Area. The South Fork of the Wildcat and Kilmore Creek are designated for stream protection. Most development in the township is proposed for the Town of Mulberry and the town's Urban Growth Area. An office/business park is proposed on the west side of Mulberry. Remaining portions of the township are proposed for agricultural use. Continued use of the "point system" for residential uses in the township should be a valid tool to maintain agricultural use. The township's close proximity to Tippecanoe County may result in increased development pressure in coming years.

Madison Land Use:

Figure 2-9

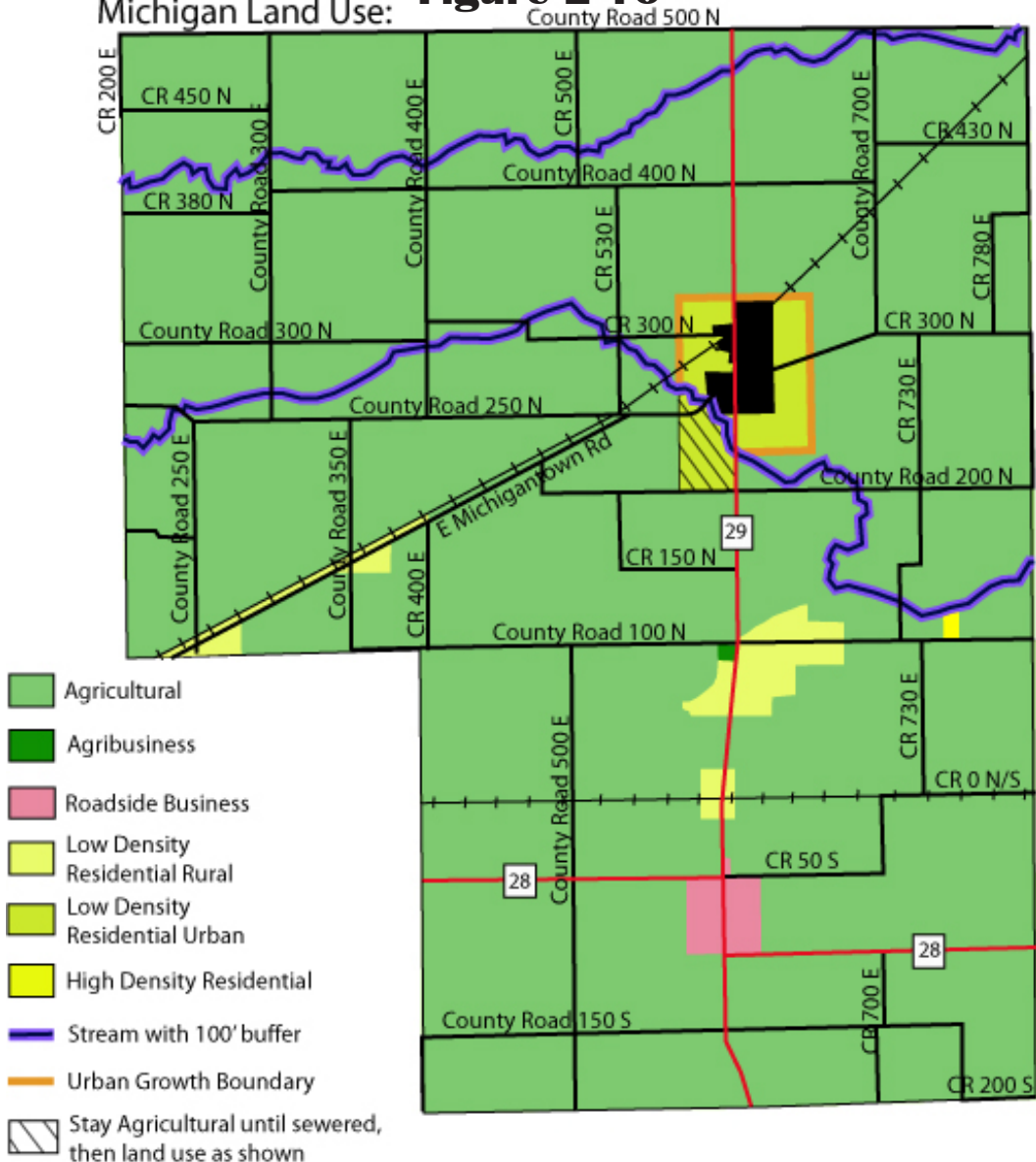


Land Use Plan - Madison and Michigan Township

Michigan Township

Development in Michigan Township is proposed primarily to be located along the State Road 29 corridor. Rural residential use is proposed south of Michigantown, in Boyleston, around Clinton Central Schools and in the existing residential area along Michigantown Road in western Michigan Township. Development adjacent to Michigantown should only occur if town sewers are available. Roadside business is proposed for the intersection of State Road 28 and State Road 29. Stream protection is proposed for Kilmore Creek and the South Fork of the Wildcat Creek. The Michigan Road Heritage Corridor follows State Road 29 and U.S. 421 through the township. Wind farm development may occur in the northwest and eastern parts of the township. Part of the Frankfort Airport Protection area is located in south Michigan Township as shown on the Airport Overlay map.

Michigan Land Use: **Figure 2-10**



3

Clinton County, Indiana - Comprehensive Plan

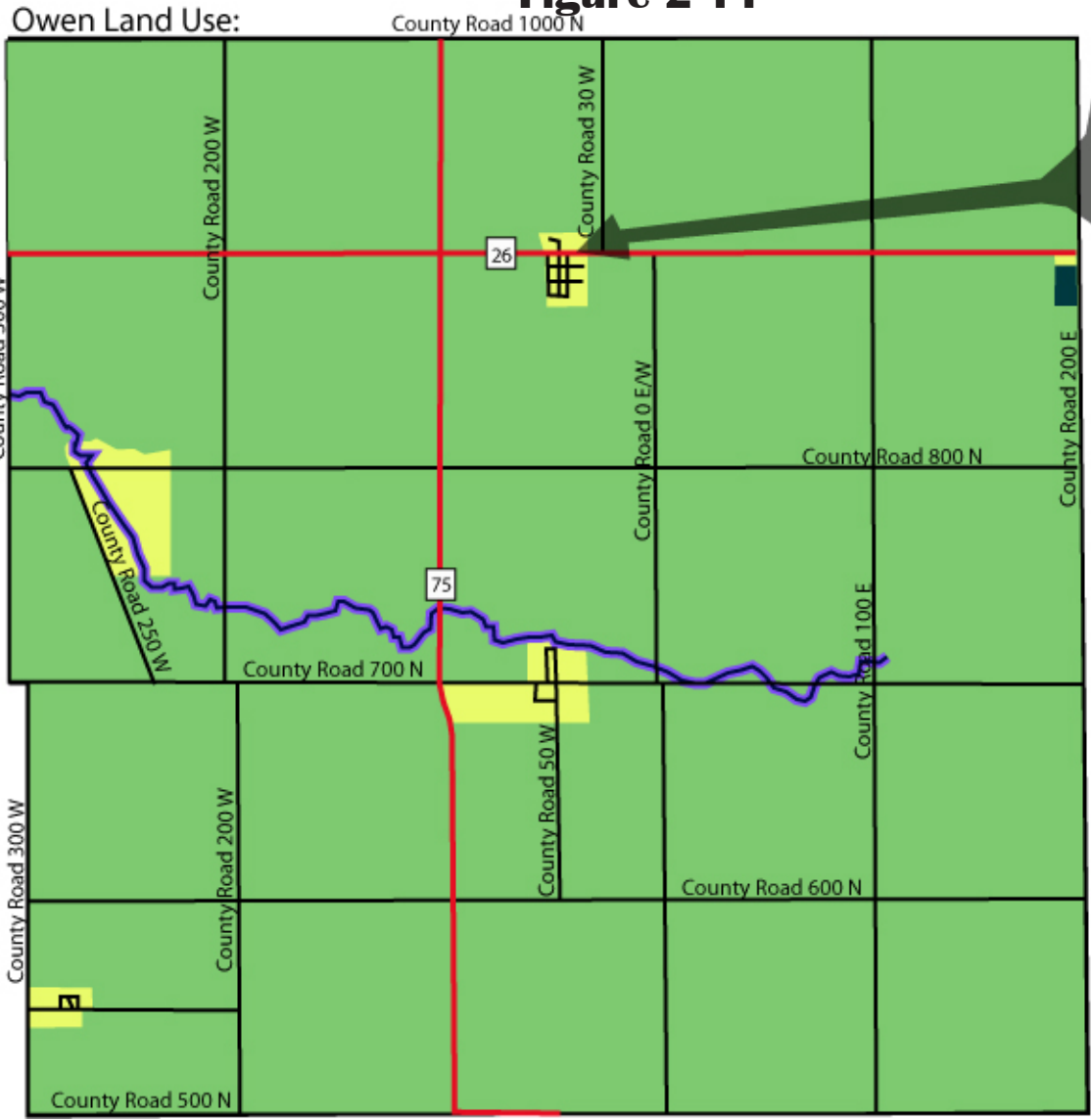
Figure 2-11

Owen Township

Owen Township is primarily agricultural. Rural residential development is shown for Sedalia, Moran, Cambria and a newer area of development in the vicinity of County Road 800N and County Road 250W. Stream protection is designated for Campbell's Run.

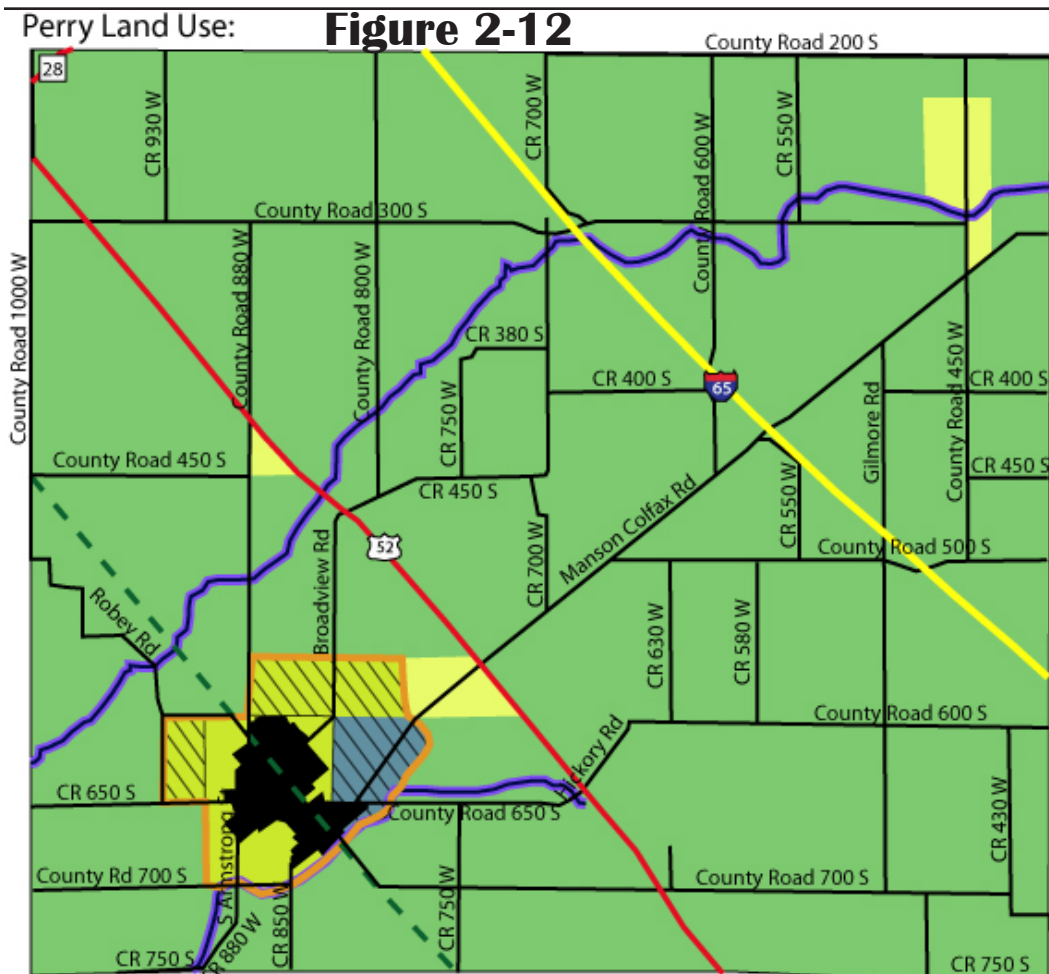
Perry Township

Most development in Perry Township will be within an expanded Colfax Urban Growth Area. Land uses for this area are discussed in the Town of Colfax



- Agricultural
- Agribusiness
- Low Density Residential Rural
- Neighborhood Business
- Heavy Industrial
- Stream with 100' buffer

Land Use Plan - Owen and Perry Township



- Agricultural
- Low Density Residential Rural
- Low Density Residential Urban
- Light Industrial
- Incorporated Areas
- Stay Agricultural until sewered, then land use as shown
- Stream with 100' buffer
- Urban Growth Boundary
- Trail

chapter of this Plan. The Town's new boundary will provide for additional residential development as well as an area designated for industrial development. Rural residential land use is proposed on the intersection of U.S.

52 and Manson-Colfax Road and in the vicinity of Clinton Prairie Schools. Previously the intersection of U.S. 52 and Manson-Colfax Road has been designated and zoned for commercial or industrial development, but the area has developed primarily for residential use and previous commercial uses have either been removed or remain vacant. Most the remaining part of the township should be agriculture. With the township's location in the U.S. 52/I-65 corridor that extends between Indianapolis and Lafayette, which presently is

one of the fastest growing areas in the State of Indiana, development pressure may increase as time goes on. There is the possibility that wind farm development may occur in northern and eastern parts of the township. Clinton County's first rail-trail, the Farm Heritage Trail, extends through southwest Colfax Township and the Town of Colfax. This trail will eventually link Lafayette and Indianapolis with recreational opportunities. Stream protection is proposed for Little Potato Creek and Withe Creek. Part of the Airport Protection area is located in northeast Perry Township as shown on the Airport Overlay map.

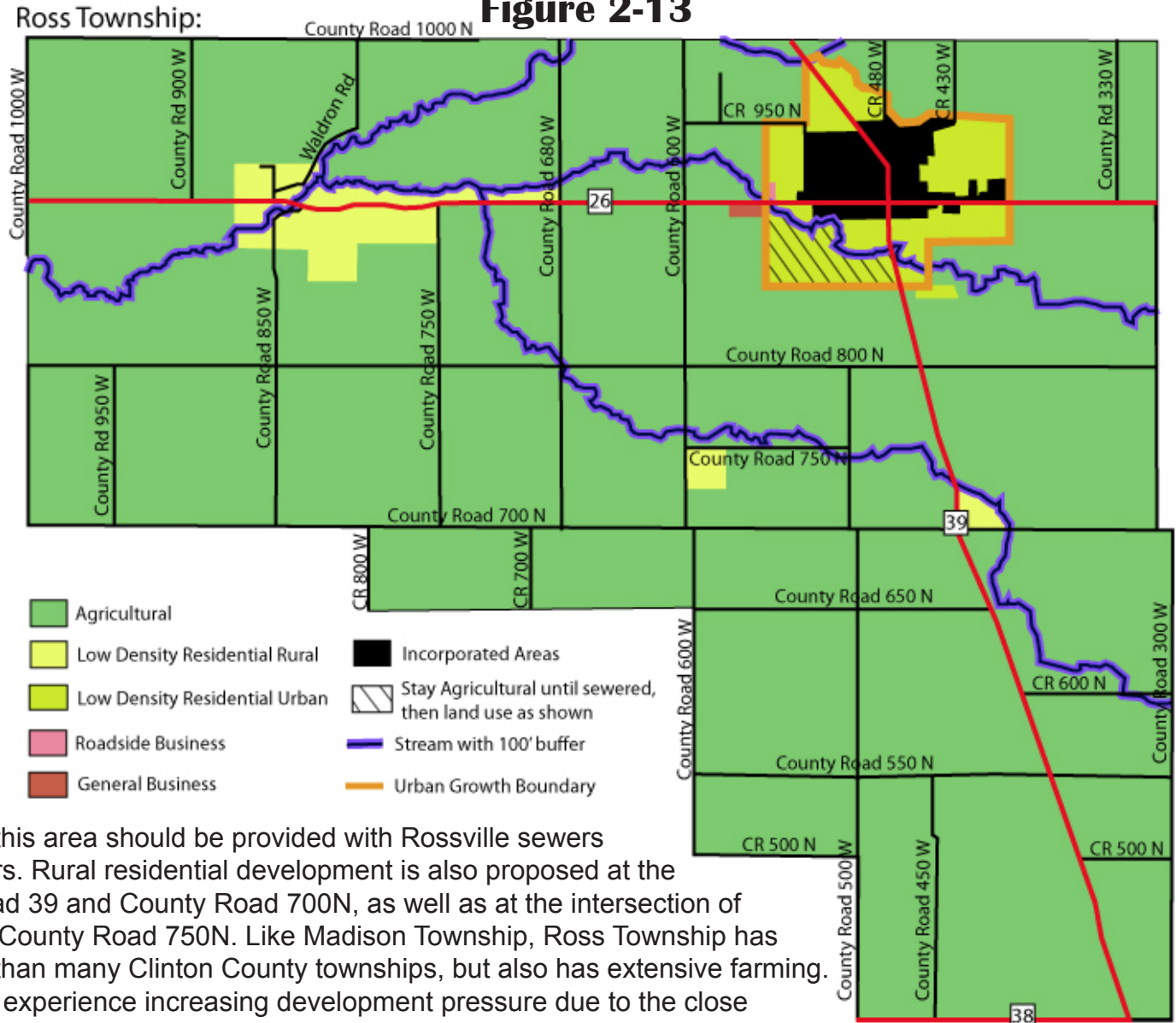
3

Clinton County, Indiana - Comprehensive Plan

Ross Township

Ross Township has a variety of land uses. Most of the development should occur within the Town of Rossville's Urban Growth Area and along the State Road 26 Corridor. Rural residential development is designated for Edna Mills and eastward along State Road 26. There is extensive floodplain in this area, so careful study will be needed as development proceeds to ensure that development does not flood or cause flooding. Low density Residential development is also proposed south of Rossville outside of the Urban Growth Area, but this area should be provided with Rossville sewers when development occurs. Rural residential development is also proposed at the intersection of State Road 39 and County Road 700N, as well as at the intersection of County Road 600W and County Road 750N. Like Madison Township, Ross Township has more rolling topography than many Clinton County townships, but also has extensive farming. Ross Township will likely experience increasing development pressure due to the close

Figure 2-13



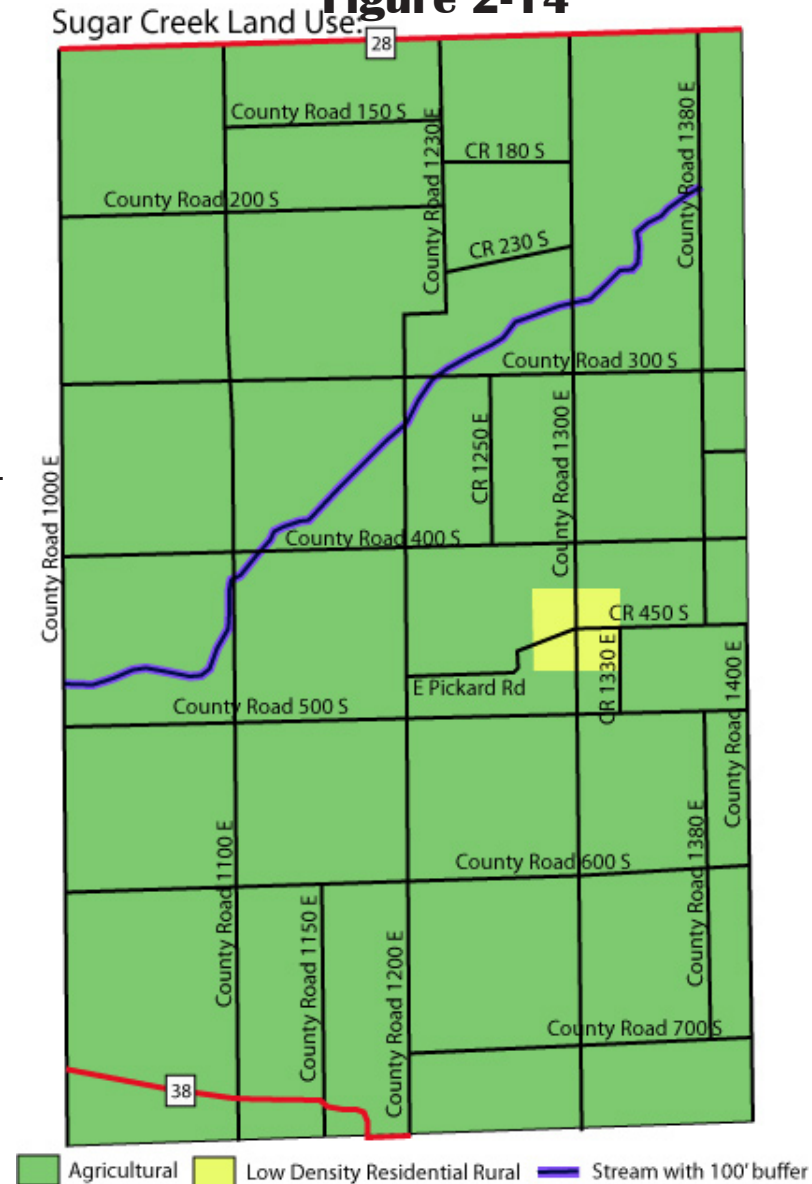
Land Use Plan - Ross and Sugar Creek Township

proximity of Lafayette and State Road 26 extending across the township which connects Lafayette with Kokomo and points east. Most of the township should remain agricultural, through the use of the “Point System” individual sites within the agricultural area that are appropriate for residences may be identified on a case-by case basis and conflict with the agricultural base can be minimized. Stream protection is proposed for the Middle Fork of the Wildcat and Campbell’s Run and Cripe Run.

Sugar Creek Township

Sugar Creek Township should remain primarily agricultural. Rural residential development is designated for the Pickard area. Stream protection is proposed for Sugar Creek. Sugar Creek Township adjoins Hamilton County, the fastest growing county in Indiana, so there may be some development pressure as time goes on for this rural Clinton County township. Portions of Sugar Creek Township are ideal for wind farm development through WECS zoning district overlay designation.

Figure 2-14

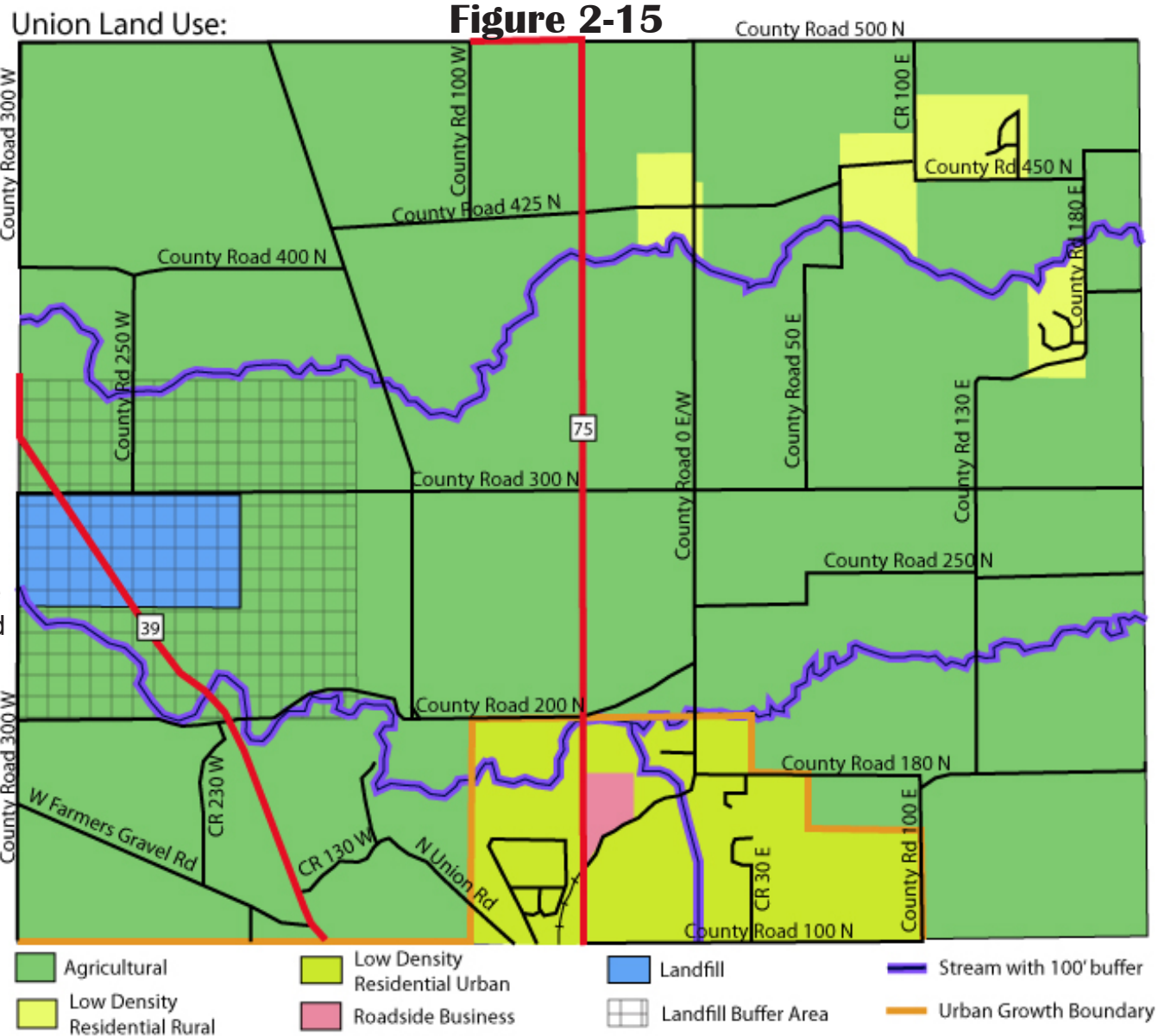


3

Clinton County, Indiana - Comprehensive Plan

Union Township

Union Township, though the smallest township in the county, has one of the most varied land usage. The south central portion of the township is within the Frankfort Urban Growth Area and is designated primarily low density residential, with general business at the northeast corner of State Road 75 and County Road 00EW. The Town of Kilmore, and Little Lakes and Lake Ridge Subdivisions are designated as rural residential. The west central portion of the township is designated for the landfill, along with the landfill buffer area surrounding the facility. Stream protection is shown for Kilmore Creek and the South Fork of the Wildcat. The township has a more varied topography than most Clinton County

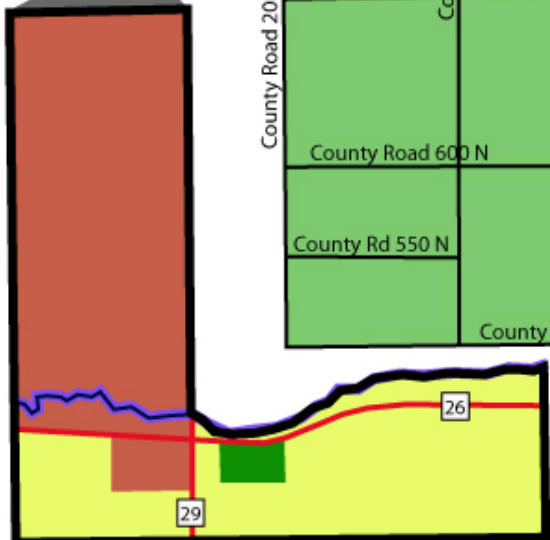
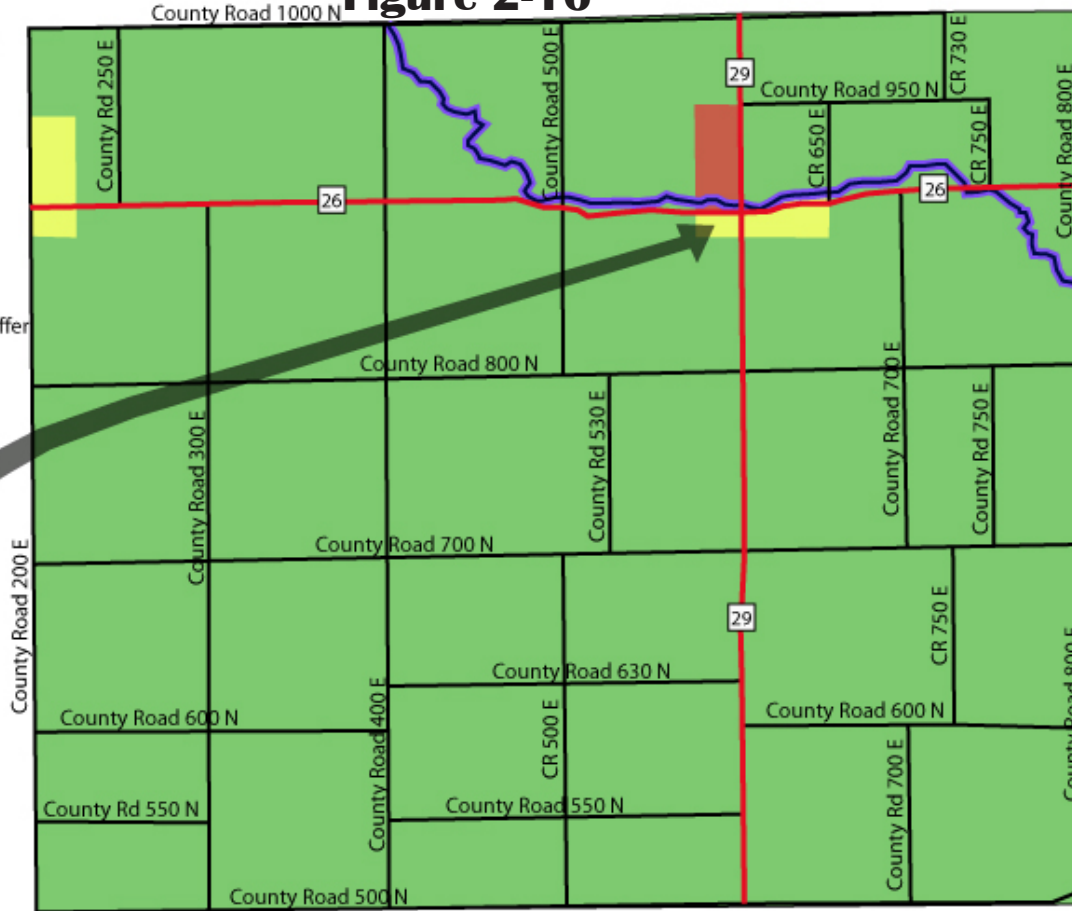


Land Use Plan - Union and Warren Township

Figure 2-16

Warren Land Use:

- Agricultural
- Agribusiness
- Low Density Residential Rural
- General Business
- Stream with 100' buffer



townships and with its close proximity to Frankfort, some of the agricultural area may have attractive sites away from the landfill for single family residential use reviewed individually through the “point system”. Part of the Frankfort Airport Protection area is located in southwest Union Township as shown on the Airport Overlay map.

Warren Township

Warren Township is primarily agriculture. Rural residential is

designated for Geetingsville and Middlefork areas. General Business is shown for the northwest and southwest corners of the State Road 29 and State Road 26 intersection and agribusiness is designated for the southeast corner of the same intersection. Both of these state road connect major cities in the state and over time may become an increasingly important “crossroad” in the region.

Warren Township may also be ideal for future wind farm development. The Middle Fork of the Wildcat is designated for stream protection. State Road 29 is the location of the Michigan Road Heritage Corridor.

3

Clinton County, Indiana - Comprehensive Plan

Washington Township

Washington Township has great diversity in land uses. Much of the south and eastern portions of the township are in an enlarged Frankfort Urban Growth Area which is based upon the boundary established by the 2007 City of Frankfort Comprehensive Plan. However, Future Land Use is based upon the 2004 State Road 28 Master Plan proposed uses. Commercial and office use is proposed at the I-65 and State Road 28 interchange and at the southeast corner of County Road 450W and State Road 28. Light Industrial and Agribusiness use is proposed along State Road 28 between the interchange area to County Road 600W. Light industrial use is proposed elsewhere along the State Road 28 corridor from southwest of Jefferson to the township line. A Certified Technology Park is located in southeast Washington Township. The town of Jefferson is designated for low density residential development. The community of Fickle and some of the more rolling areas of north Washington Township are designated for rural residential development. However, until sewers and other infrastructure is available, all land within and out of the Urban Growth Area should be primarily zoned for agricultural use. Part of the landfill buffer area extends in northeast Washington Township. Stream Protection is designated along Kilmore Creek, the South Fork of the Wildcat, Spring Creek and Lauramie Creek. The State Road 28 overlay design standards as set forth in the 2004 State Road 28 Overlay Plan are identified along the 28 Corridor from I-65 to the east township line. The Frankfort Airport is also extensively in Washington Township and designated for protection as shown on the airport overlay map.

Land Use Plan - Washington Township

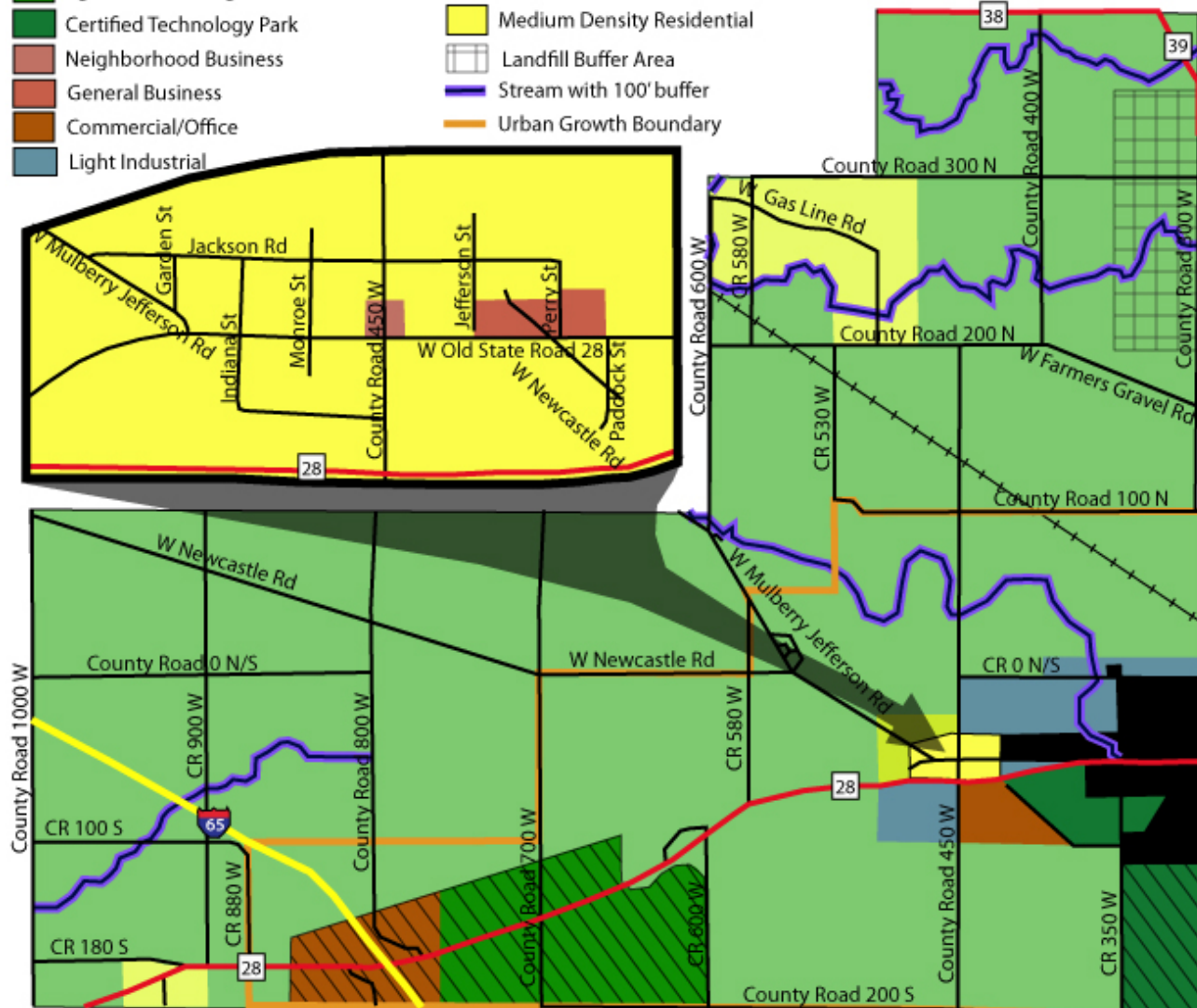
Washington Land Use:

- Agricultural
- Agribusiness or Light Industrial
- Certified Technology Park
- Neighborhood Business
- General Business
- Commercial/Office
- Light Industrial

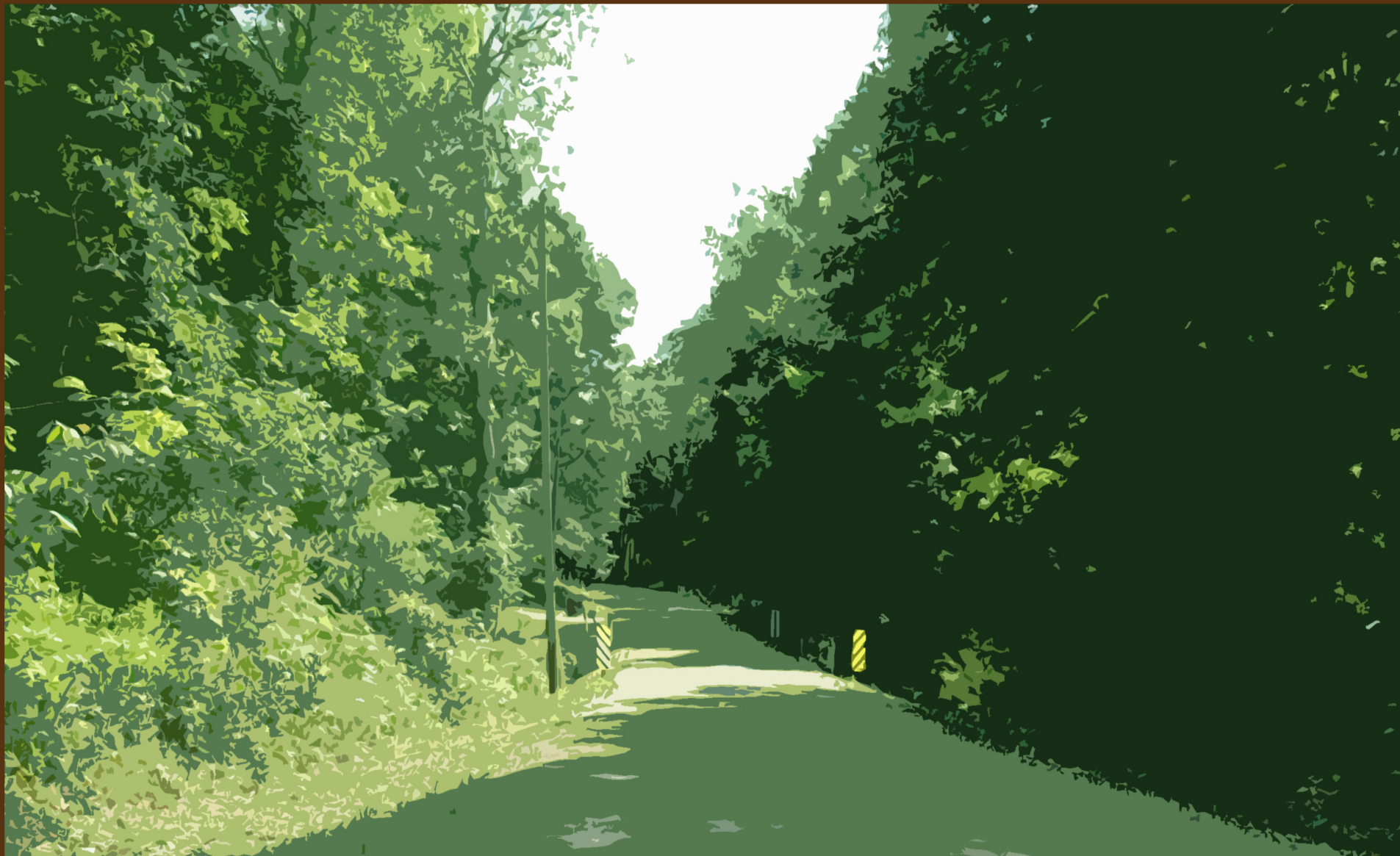
Figure 2-17

- Low Density Residential Rural
- Low Density Residential Urban
- Medium Density Residential
- Landfill Buffer Area
- Stream with 100' buffer
- Urban Growth Boundary

- Incorporated Areas
- Stay Agricultural until sewered, then land use as shown



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CHAPTER 4: TRANSPORTATION PLAN

4

Clinton County Indiana - Comprehensive Plan

Transportation Plan Foundational Principles

The Transportation Plan is based upon several underlying foundational principles, several of which were contained in the 1993 Comprehensive Plan.

1 Transportation and Land Use Connection

There is a direct connection between land use and transportation facilities. The transportation system provides the links that connect the various land uses throughout the county and elsewhere in an orderly, efficient and convenient way. Transportation facilities provide various levels of connectivity between places within the county, places within the region and with places nationally and globally.

2 Stable Population

As with the land use plan, the transportation plan is based upon little population increase anticipated during the planning period. However, the composition of the population, in particular, an older population, may require more public transit opportunities which this plan recognizes.

3 Continued Reliance on Highways

Because of the rural nature of Clinton County and generally low population density, continued reliance on the county's street and road network will be necessary for the planning timeframe.



Transportation Plan - Foundational Principles

However, some roads are more critical for the safe movement of traffic than others. The Thoroughfare Plan will prioritize these road needs.

4 Increased Emphasis On Multi-Modal Approach

The Transportation Plan proposes a multi-modal approach to movement of people and goods in the future. While highways will remain the primary transportation mode, rail, air and public transit options should be an ever increasing part of a multi-modal transportation network in coming years.

5 Decreasing Transportation Funding

It is anticipated that local, state and Federal funding for transportation needs will be stable at best, and quite possibly declining, during the planning period. This leads to even greater planning and prioritizing of transportation needs. Consequently very few new roads are designated on the Thoroughfare Plan, with those being primarily in the Frankfort area.

6 Energy Efficiency And Sustainability

During the planning period, energy efficiency will become an increasingly important planning related issue. As energy costs quite likely rise, or at least fluctuate significantly, it is important that residences and places of employment will be within Urban Growth Areas when possible. This will provide for more sustainable land use and transportation patterns within the county.

7 Transportation Quality Of Life Enhancements

This plan recognizes that there are numerous alternative transportation related quality of life enhancements available in the county. These include the Michigan Road Heritage Corridor, county scenic and historical roads, numerous trails and walkways for recreational purposes in the county as well as the need for sidewalks where pedestrian traffic is anticipated.

4

Clinton County Indiana - Comprehensive Plan

Thoroughfare Plan

The 1993 Comprehensive Plan established a Thoroughfare Plan which was followed by a more detailed Transportation Plan in 1996 which identified specific projects for the 1996-2006 time period. Within both documents, a highway classification system was identified showing roads by functional purpose. This Highway Functional Classification System follows state and Federal model categories. For the purpose of this plan, a similar classification is used, though, there is some variation of designated routes within some categories. Any future formal re-classification by State and Federal agencies should consider the designations contained in the Thoroughfare Plan.

The functional classification categories of roads in this plan are as follows:

1 Major Arterial (Including Interstates):

Arterial roads are at the top of the county road hierarchy and are designed to carry high volumes of traffic, primarily statewide or interstate travel. In Clinton County, Interstate 65 and State Road 26 are Major Arterial highways. They have the widest widths and speeds. US 52 and SR 28 West, while not classified as major arterials, have all the attributes of a major arterial.



2 Minor Arterial:

These roads link cities and larger towns and form an integrated network providing inter-county service. These roads are intended to move large volumes of traffic between communities within Clinton County, as well as to surrounding counties. State Routes 39, 28, 29 and U.S. 421 are Rural Minor Arterial highways. They have comparable design criteria to major arterials, except with lesser width and design speeds.

Transportation Plan - Thoroughfare Plan

3 Major Collector:

Major collectors are primarily county roads that play significant roles in moving intra-county traffic from local roads to arterial roads. Collectors are medium capacity roadways with moderately high rates of speed. These roads are primarily for intra-county travel and serve all population centers and other traffic generators of intra-county importance, such as schools and employment centers. Major collectors in Clinton County include State Routes 38 and 75 and U.S. 52 and higher traffic volume county roads. It is important to distinguish between rural and urban collectors. Collectors which pass through urbanized areas should have curbs, sidewalks, street trees and lighting.

4 Minor Collector:

These roads are also primarily for intra-county service and are spaced at intervals consistent with population density to collect traffic from local roads and to provide all development reasonable access to higher category road. They provide service to small communities and other locally important traffic generators.

There are numerous minor collectors throughout Clinton County. Minor collectors serve much the same purpose as major collectors, only these roads have lower volumes of traffic and less regional significance in the overall transportation road network. They should have the same characteristics as major collectors, except they may have a lesser right-of-way and lower speed limits.

5 Local Roads:

These roads include the remaining roads in the county including subdivision streets. They provide access to adjacent property and are traveled on for only short distance and primarily used to access collector routes.



4

Clinton County Indiana - Comprehensive Plan

While all other categories of roads will be paved, some local roads may remain or be converted to gravel during the planning period, except for those in subdivisions or those within residentially zoned areas.

The thoroughfare plan designates the functional highway classification for Clinton County. There are very few new county roads designated. Among them are:

- 1 County Road 100N Corridor on the north side of Frankfort.
- 2 County Road 200W Corridor on the west side of Frankfort.
- 3 County Road 200S Corridor on the south side of Frankfort.
- 4 Maish Road Corridor on the east side of Frankfort.

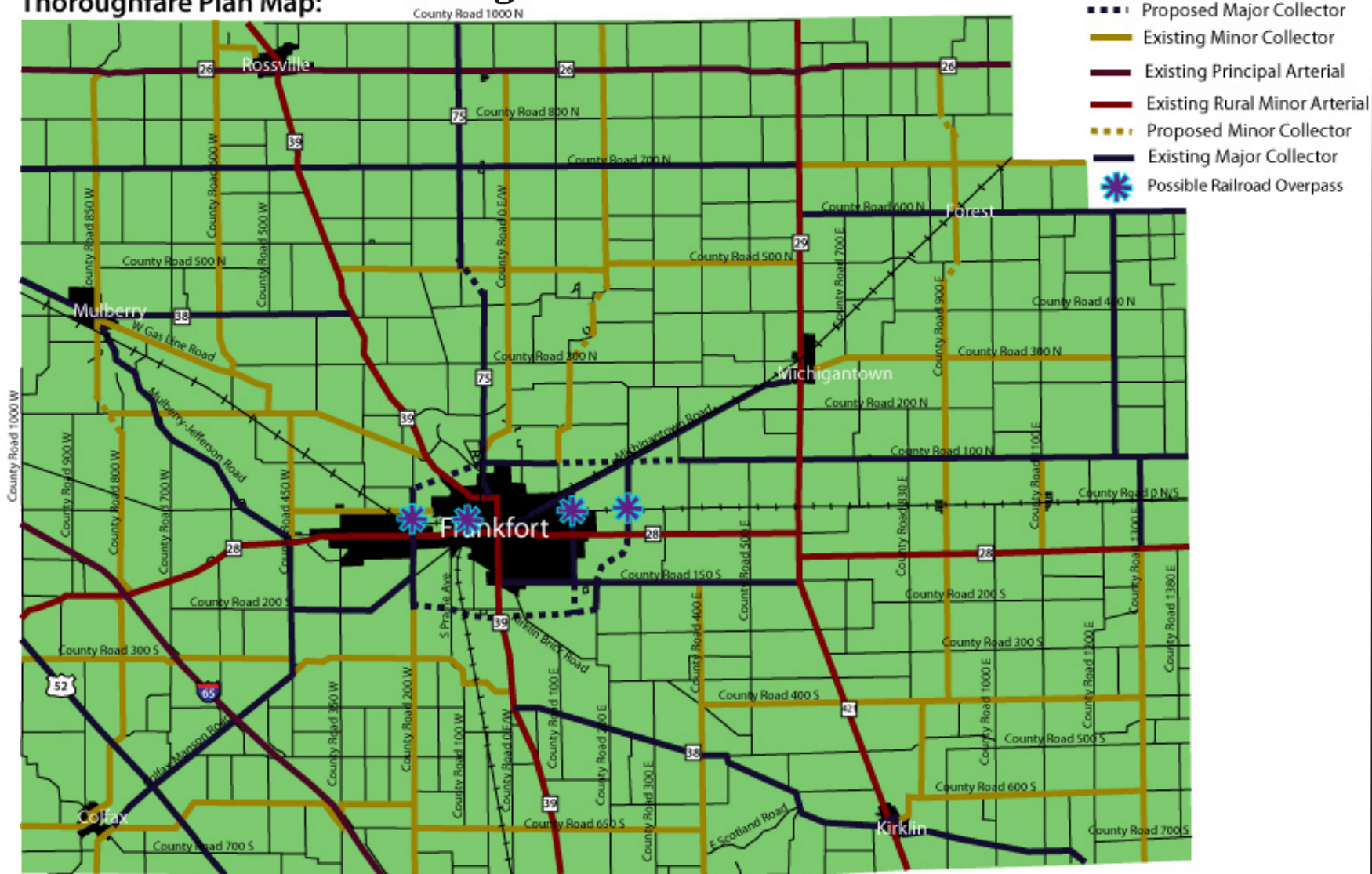
Together these routes will provide a circular route around Frankfort and provides more efficient travel in the Frankfort area. Removal of sharp turns in a few other locations are shown on the map. In addition, the Indiana Department of Transportation has plans to widen State Road 26 across Clinton County to provide an improved arterial between Lafayette and Kokomo and places in eastern Indiana. The County should continually strive to expand right-of-way width on collector roads. Sidewalks should be required in new development and along corridors where pedestrian traffic is likely. In accordance with the Goals and Objectives of this Plan, several possible locations of a railroad bridge overpass in the Frankfort vicinity are designated on the Thoroughfare Plan.

Transportation Plan - Thoroughfare Plan



Thoroughfare Plan Map:

Figure 4-1



4

Clinton County Indiana - Comprehensive Plan

Airport

The Frankfort Airport, located along State Road 28 West in the industrial corridor, will remain an integral part of a comprehensive transportation network for Clinton County's future. The Frankfort - Clinton County Airport Authority prepared and completed an updated Airport Layout Plan in 2011. This plan is adopted by reference by the Comprehensive Plan. The airport zoning overlay district establishes standards in the ordinance which protects the airport from height intrusion, establishes noise threshold areas and limits development of wildlife attractants. These standards have already been included in the county zoning ordinance. For further details on this overlay please reference the Clinton County Unified Zoning Ordinance, Airport Overlay standards.

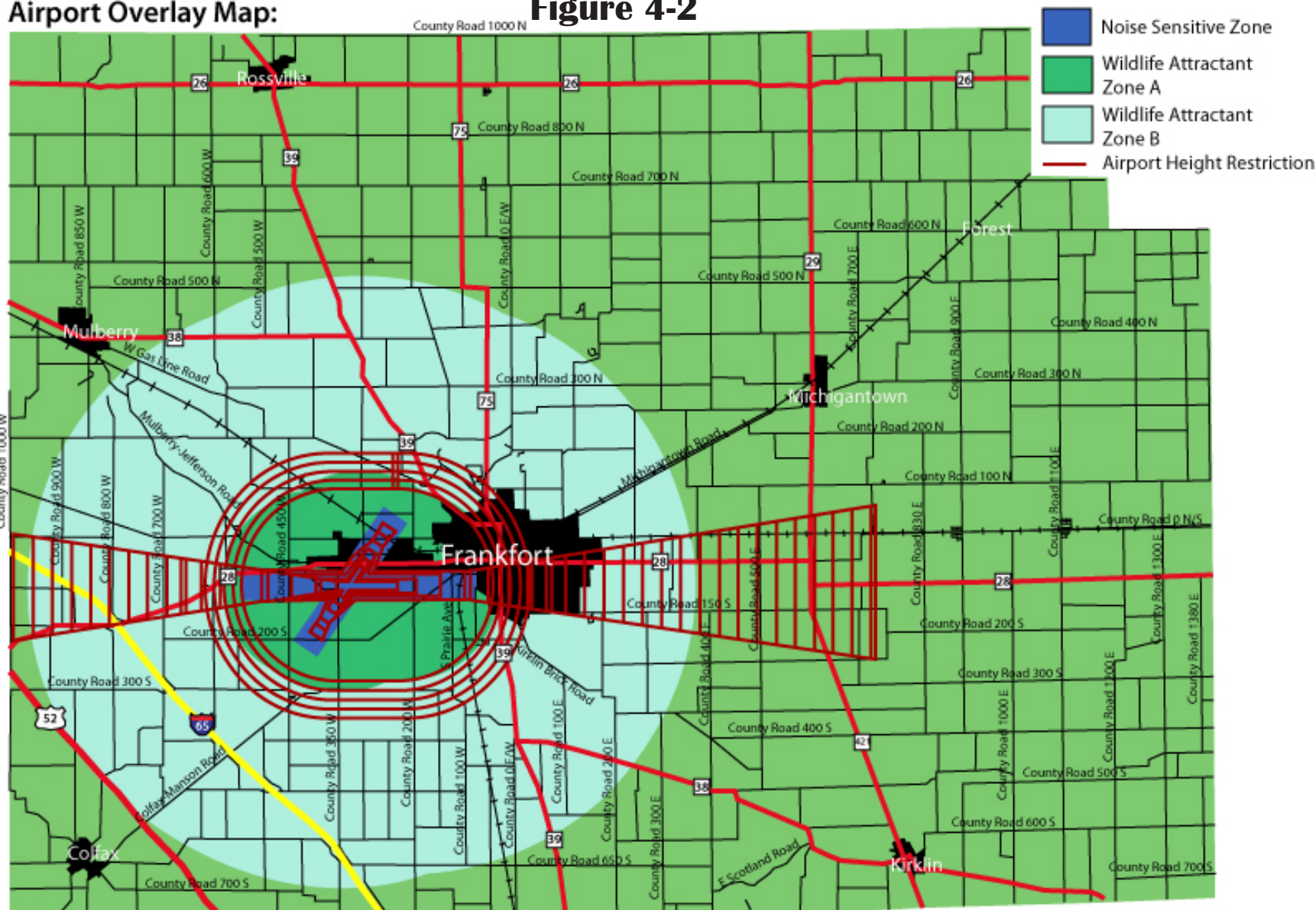
Rail

Railroads will remain an important part of the Clinton County's transportation infrastructure and is a needed amenity for local industry. Both Norfolk Southern and CSX provide rail service to the county. Norfolk Southern maintains a major rail yard in Frankfort. While the Comprehensive Plan does not provide a specific rail plan because of the private ownership of the railroads, there are several goals and objectives regarding railroads, elsewhere in this Plan. There is also a national high-speed rail network under consideration with one of the spokes running from Chicago to Indianapolis. Most likely this corridor will go through Lafayette, but possibly could go near or through Clinton County.

Transportation Plan - Airport Overlay

Airport Overlay Map:

Figure 4-2



4

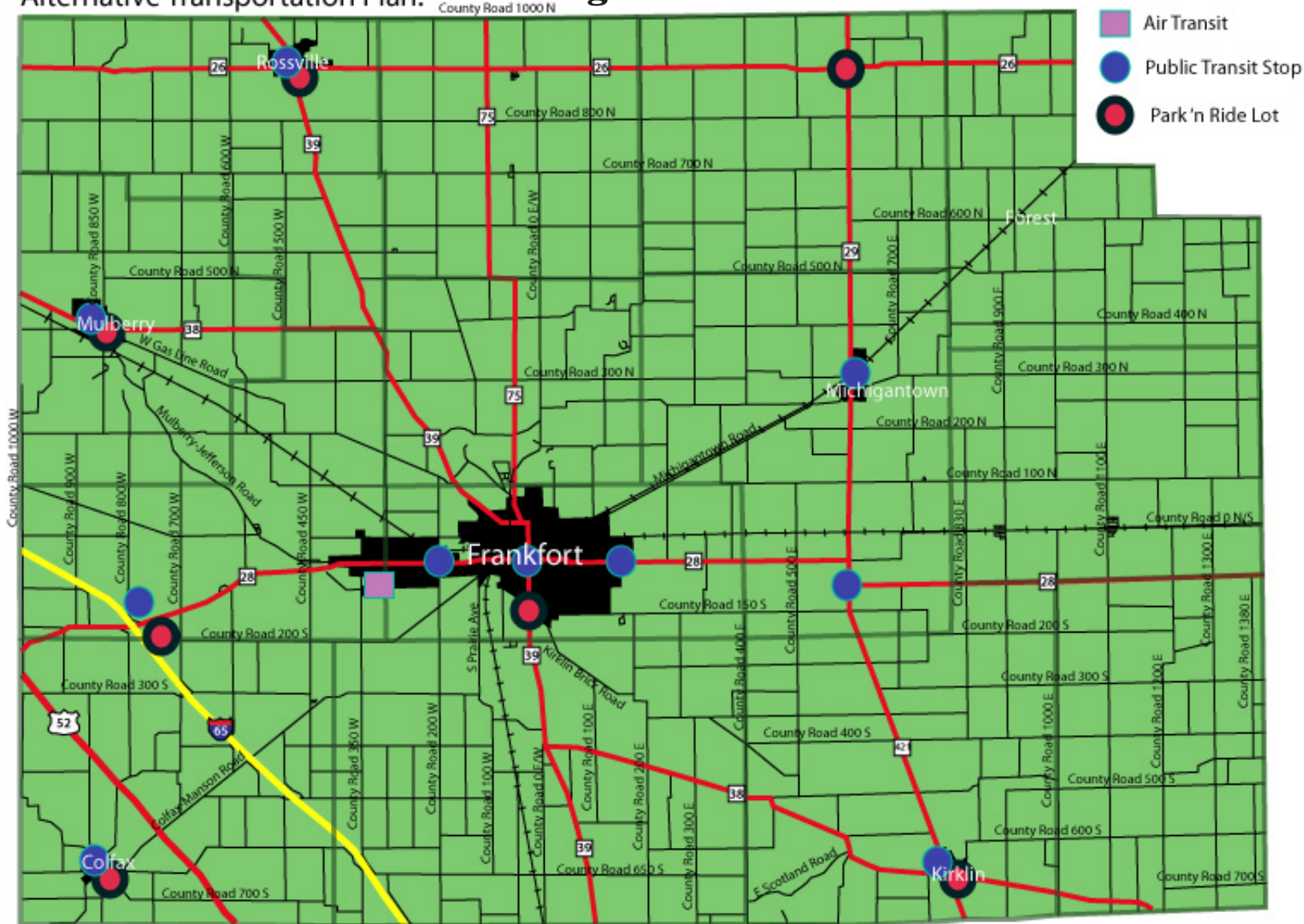
Clinton County Indiana - Comprehensive Plan

Public Transit Alternatives →

As the 21st Century proceeds, it is quite likely that the cost of energy will continue to rise and rural communities that depend upon the automobile for primary travel will be significantly impacted. Public transit opportunities are identified in the Alternative Transportation Plan so that Clinton County residents and employees have transportation alternatives to maintain lifestyles. The Paul Phillippe Resource Center maintains a fleet of ten mini-buses which presently provide a demand-response system to county residents. This provides at-door service to residents who need transportation to individual destinations. During a six month period in 2010 there were nearly 23,000 trips and this has been a valuable service in the county. The Center would like to establish a fixed-route system which provides regularly scheduled service between Frankfort and the towns. Service could also be provided to nearby city's transit systems such as Lafayette and Indianapolis. As energy prices continue to rise, this fixed route system should be considered. It is also possible that intra-state and interstate bus service may return to Clinton County in future if energy prices continue to go up. Also designated on the plan are several "park and ride" locations which could be established where people could park their vehicles in an accessible location allowing for car-pooling and possibly even be transit stops for the fixed route system. Air charter and transit services will also remain an alternative transportation option, particularly for corporate use.

Transportation Plan - Alternative Transportation

Alternative Transportation Plan: **Figure 4-3**



4

Clinton County Indiana - Comprehensive Plan

Transportation Quality Of Life Enhancement →

There are several transportation related quality of life possibilities in Clinton County. The historic Michigan Road extends north-south across eastern Clinton County through the towns of Kirklin and Michigantown. The Michigan Road was one of the first state roads and extended from Madison on the Ohio River to Michigan City on Lake Michigan. It reached Clinton County in 1830 and was a major transportation corridor during that time period. Today, the road follows State Road 29 and U.S. 421 across Clinton County. A statewide coalition has been organized seeking state recognition of the cultural heritage of this road. This route provides a tremendous opportunity for Clinton County to promote cultural tourism.

The 1996 Transportation Plan identified other historical and/or scenic roads in Clinton County which could further promote tourism and recreational activities in the county. These roads include the New Castle Road, Scotland Road and Mulberry-Jefferson Road.

There are also numerous recreational trail and bicycling opportunities in Clinton County. Foremost of these is the Farm Heritage Trail which extends across southwest Clinton County through Colfax. This corridor will eventually provide hiking, biking and horseback riding opportunities from Indianapolis to Lafayette. The route follows the former right-of-way of the Lafayette and Indianapolis Railroad, Clinton County's first railroad. The Monon Trail also remains a long-term goal in the Indiana State Trail Plan which would connect Frankfort with the completed portion of this trail in Indianapolis.

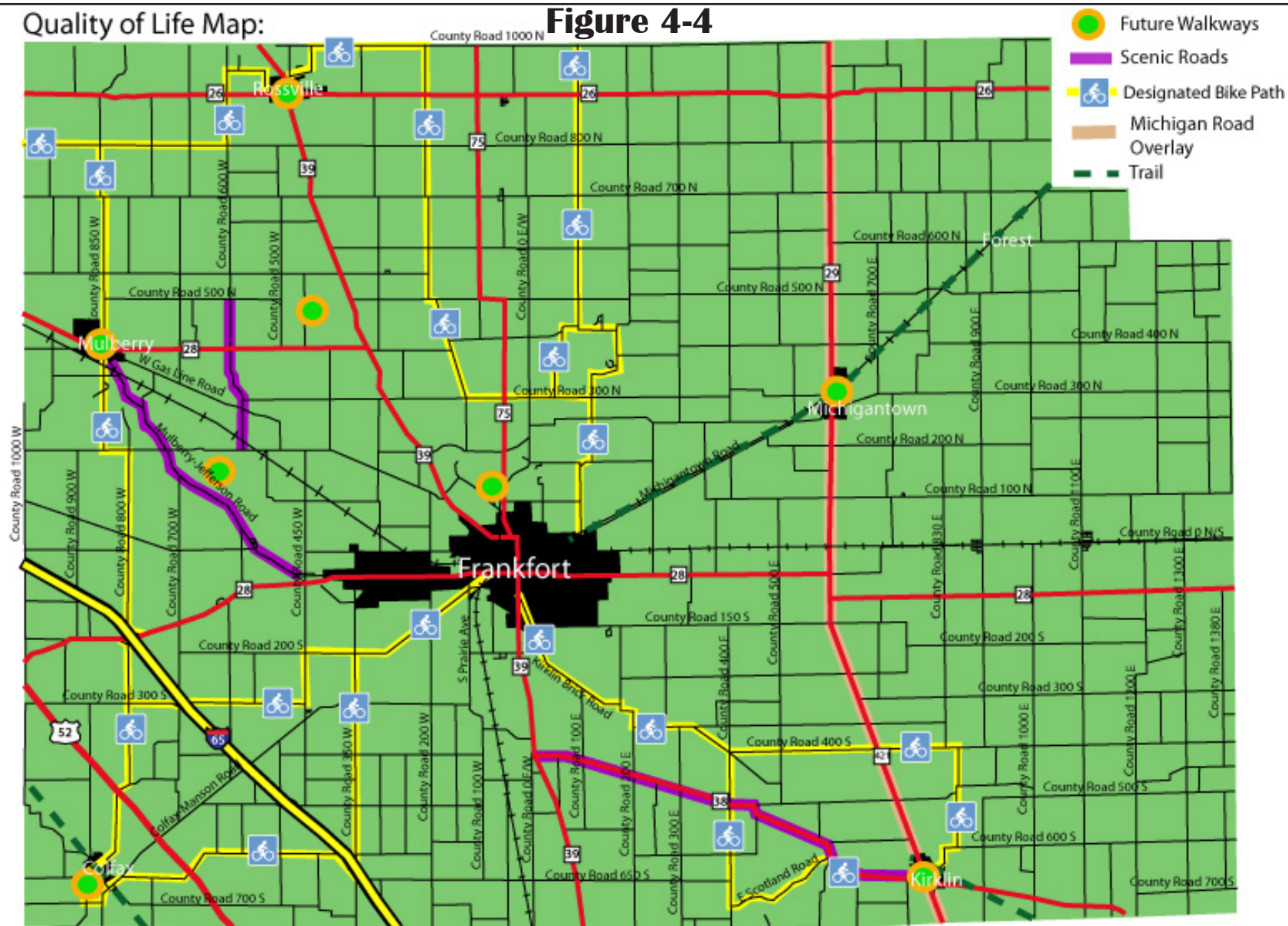
The Healthy Communities Coalition of Clinton County is also identifying and promoting numerous walkways throughout the county. As of 2011, 11 walkways have been identified in the City of Frankfort with additional ones to follow throughout the county in coming years.

There is also possibility of developing designated biking routes on county roads. This system would link up with the already established Carroll County system and Tippecanoe County routes.

Transportation Plan - Quality Of Life

Quality of Life Map:

Figure 4-4



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CHAPTER 5: TOWN SUBAREA PLANS

5

Clinton County, Indiana - Comprehensive Plan

Introduction

Four of Clinton County's five towns are members of the Area Plan Commission and have their own distinct identities within the county context. In order to foster these unique identities, separate plans have been prepared for these towns within the county. They will provide more detail than the overall countywide plan.

The boundaries coincide with the Urban Growth Area boundaries of Kirklin, Colfax, Mulberry and Rossville. It is anticipated that some of the towns may prepare even more detailed Master Plans in the future where more specific planning projects are identified, particularly for state and other grant funding possibilities.

Kirklin Urban Growth Area Plan

The Town of Kirklin was first settled around 1830 and was originally called Kirk's Crossroads and is located where the Michigan Road and New Castle-Lafayette Road intersected. These were two of the first roads in Indiana with the Michigan Road arriving in Clinton County in 1830. This major transportation route carried many of the early pioneer settlers to the area. The town was named after Nathan Kirk who built a tavern at this junction and a sawmill on nearby Sugar Creek the following year. The town was incorporated in 1878, with the Monon Railroad arriving in 1883.

Kirklin's population has been increasing in recent years, even though Clinton County as a whole decreased in population slightly between 2000 and 2010. Kirklin's population was 788 people in 2010, up from 766 in 2000, 707 in 1990 and 679 in 1980.

Land Use

Kirklin's future growth will continue to be dependent upon its location along transportation corridors and close proximity to Indianapolis. The town is located less than half an hour from the north side of Indianapolis via the Michigan Road (U.S. 421). The town is near two of the current fastest growing counties in Indiana - Hamilton County and Boone County (located two miles to the south). Location and access were identified as the town's greatest strengths during the 2010 Public Input Meeting in Kirklin and the population growth supports this conclusion. Other strengths of note included a low cost of living and low taxes.

The Kirklin Focus Group discussed future growth possibilities and expressed a desired population of approximately double the present population during the planning period (2030) which would be about 1,600 people during the

Town SubArea Plans - Town Of Kirklín

next twenty years. For this purpose, the Kirklín Urban Growth Area on the Future Land Use Map was expanded in most directions to provide for future residential growth. Some development could also infill existing vacant lots within the present town. The town had 321 housing units in 2010, the same number as counted in 2000. In 1990 there were 283 housing units.

The Focus Group also proposed industrial development along U.S. 421 south of Kirklín which is designated on the Future Land Use Map. Industrial use remains designated on the east side of Kirklín. Wind farm development, which is a type of specialized industrial land use, is designated elsewhere in the plan in Kirklín Township. The Town of Kirklín could serve as a future entryway to Clinton County wind farm development.



Downtown Kirklín is designated as the primary commercial center for southeast Clinton County. Extensive redevelopment of downtown buildings has been ongoing. Special downtown design standards may be appropriate as new development and restoration of existing buildings continue. The Michigan Road (Main Street) may be redesigned as a landscaped boulevard through Kirklín. The Michigan Road has a wide right-of-way which should allow for this enhancement and still allow for safe movement of traffic and downtown renovation.

Infrastructure

Public sewer and water is available throughout the town. The wastewater treatment plant has a 143,000 gallon per day capacity, but only treats on average about 64,000 gallons per day. The plant is located north of Kirklín with an outlet to McClamroch Ditch to the west. Most of the town is served by 8 inch sewer lines. In 2010 the town spent \$900,000 relining and repairing many of these lines eliminating much of the infiltration of storm water from the system. Wastewater treatment needs include additional replacement of older lines and treatment plant expansion, especially as industrial development occurs.

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Clinton County, Indiana - Comprehensive Plan

The water plant can treat up to 172, 000 gallons a day. Average daily water usage is 63,000 gallons. Water is obtained from two wells. The water tower, which was constructed in 2005, has a 150,000 gallon capacity. Water lines consist primarily of six and eight inch lines, though four inch lines are used in the west and north part of Kirklin. One basic water system need is to update the treatment facility including more filters.

There is a storm drainage system throughout much of Kirklin. The northeast part of town and the park area especially need storm drainage facilities. The storm drainage system outlet is into an open drain north of town. Storm water needs include provision of a collection system throughout the town. A detailed study should be conducted as a priority project to determine future storm water improvements. The entire town, as well as land to the north, south and west of Kirklin are part of the C. McClamroch Legal Drain.

Transportation

An effective transportation network for a community includes more than streets and highways. U.S. 421 is a minor arterial road and State Road 38 is a major collector road in the state and Clinton County thoroughfare classification. East Jefferson Street which becomes County Road 600S is classified as a minor collector road. Other streets in Kirklin are classified as local streets. There are no new roads proposed in Kirklin, except for future subdivision streets that may be needed as development proceeds. However, the Indiana Department of Transportation has been improving U.S. 421 from a two-lane route into four lanes north of Indianapolis. Presently, U.S. 421 has been improved as far north as Zionsville and long range state plans call for four lanes north to State Road 32. It is quite possible that during the planning period, U.S. 421 will be improved to Kirklin or points further north. As discussed above, improvement of U.S. 421 through Kirklin should include a landscaped boulevard. Curb and gutter and sidewalks should also be installed along all streets as development proceeds.

There is no longer rail service in Kirklin. For air transportation needs, the Frankfort Airport or Executive Airport at the Boone County-Hamilton County line are the closest options for Kirklin. However, as described in the Transportation Plan, it is anticipated that a fixed route transit service may be available to Kirklin during the planning period. This system, possibly operated by the Paul Phillippe Resource Center in Frankfort could connect Kirklin with Frankfort and possibly the north side of Indianapolis with its regional public transit system. A designated area for commuter parking may also be desirable during the planning period.

Town SubArea Plans - Town Of Kirklin



Natural Resources

The preservation and protection of natural resources is important for all communities and all development should occur in recognition of the sustainability of natural resources. McClamrock Ditch west of Kirklin is the only officially designated floodplain in the Kirklin area. Sugar Creek north of Kirklin also has a substantial floodplain. There is a small area of potential wetland at the end of East Clay Street. The storm water drainage improvements discussed above should improve drainage within the town which should also decrease inflow of storm water into the sanitary sewage system and help protect clean water. County Drainage Board approval of projects should also be strictly enforced to improve drainage and watershed management. The town should also encourage landscaping and planting of trees throughout the community.

Community Heritage and Quality of Life

The community heritage of Kirklin includes recognition of historical and cultural resources of the town. Kirklin has an interesting history as a Michigan Road community which should be promoted as part of the Michigan Road Heritage Corridor across Indiana. Entryway enhancements such as landscaping and clean-up of deteriorating properties should be undertaken. During the Focus Group meetings a tree-lined boulevard along U.S. 421 (Michigan Road) was suggested. Extensive restoration of downtown Kirklin has occurred and establishment of a special Main Street downtown district with design standards may be advantageous to maintain the commercial core of the community.

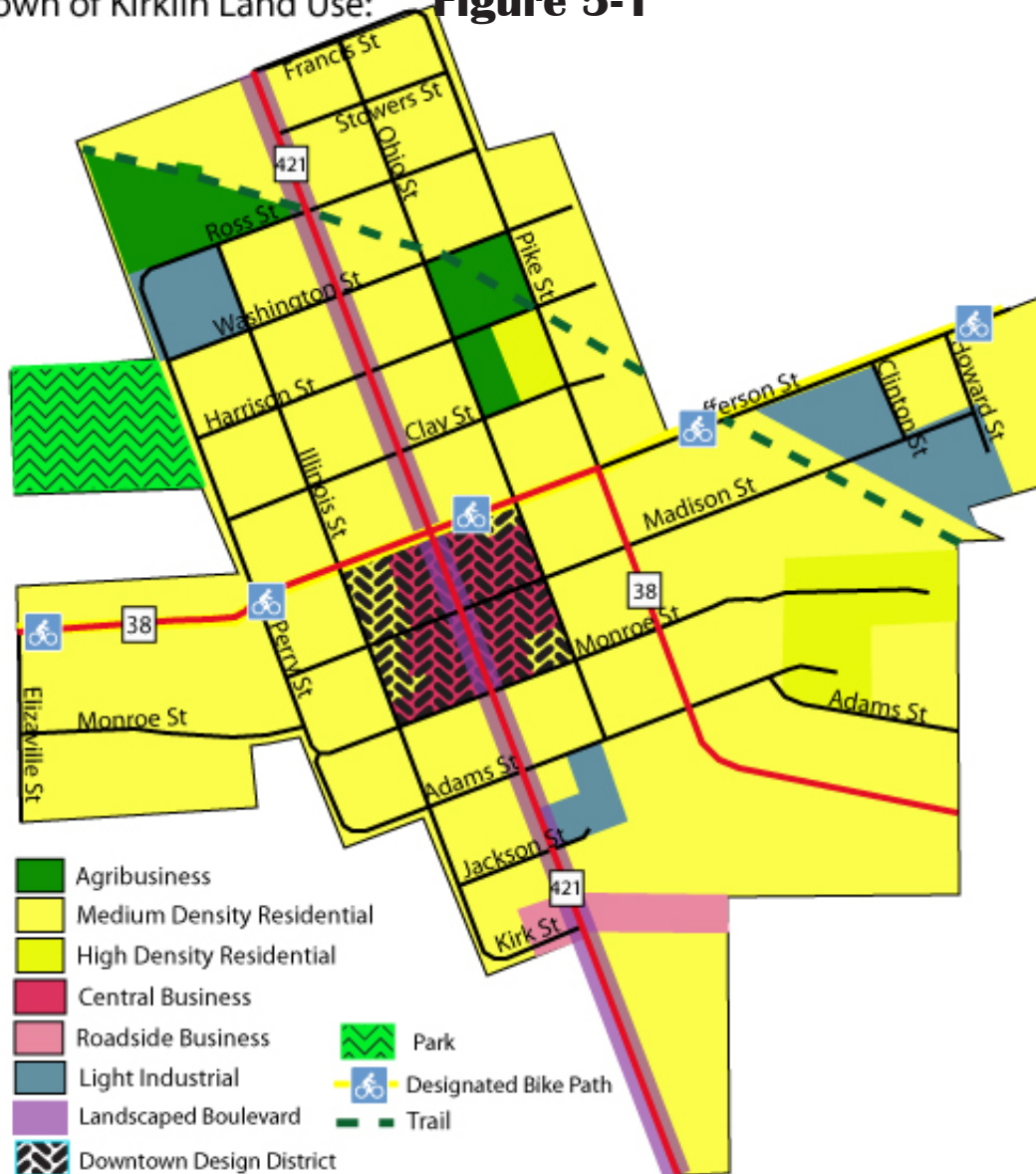


Continued maintenance and possible expansion of the town park would also improve recreational activities in the community. One of the countywide proposed bicycle routes extends east-west through town. Construction of the Monon Corridor may also be possible, particularly eastward to Sheridan. The Monon Trail is expected to be extended from Indianapolis to Sheridan soon, and the Boone County Comprehensive Plan recognizes this rail-trail corridor as a goal. Enforcement of a property maintenance ordinance throughout the town in order to provide attractive neighborhoods should be an on-going priority. All of the above projects will enhance quality of life in Kirklin which is necessary for the town to remain a desirable destination for living and visiting during the planning period.

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Clinton County, Indiana - Comprehensive Plan

Town of Kirklin Land Use: **Figure 5-1**



Economic Development

The Kirklin Focus Group identified the need for an industrial park in the community. Land along U.S. 421 south of town has been designated for this use. Partnership with the Frankfort-Clinton County Chamber of Commerce should be pursued for development of the property. Kirklin has some utility capacity for economic development, though expansion of sanitary sewers may be necessary depending upon the size and number of future industrial prospects.

Downtown Kirklin should remain as the commercial center for not only the Town of Kirklin, but also for southeast Clinton County and nearby residents in Boone County as well. The establishment of a downtown Main Street and possible design standards would be desirable. With increased tourism possibilities from the Michigan Road Heritage Corridor viability of downtown Kirklin should be improved. Other commercial uses that are not appropriate in the downtown should locate in designated commercial and industrial areas along U.S. 421 and east of town as shown on the Land Use Plan.

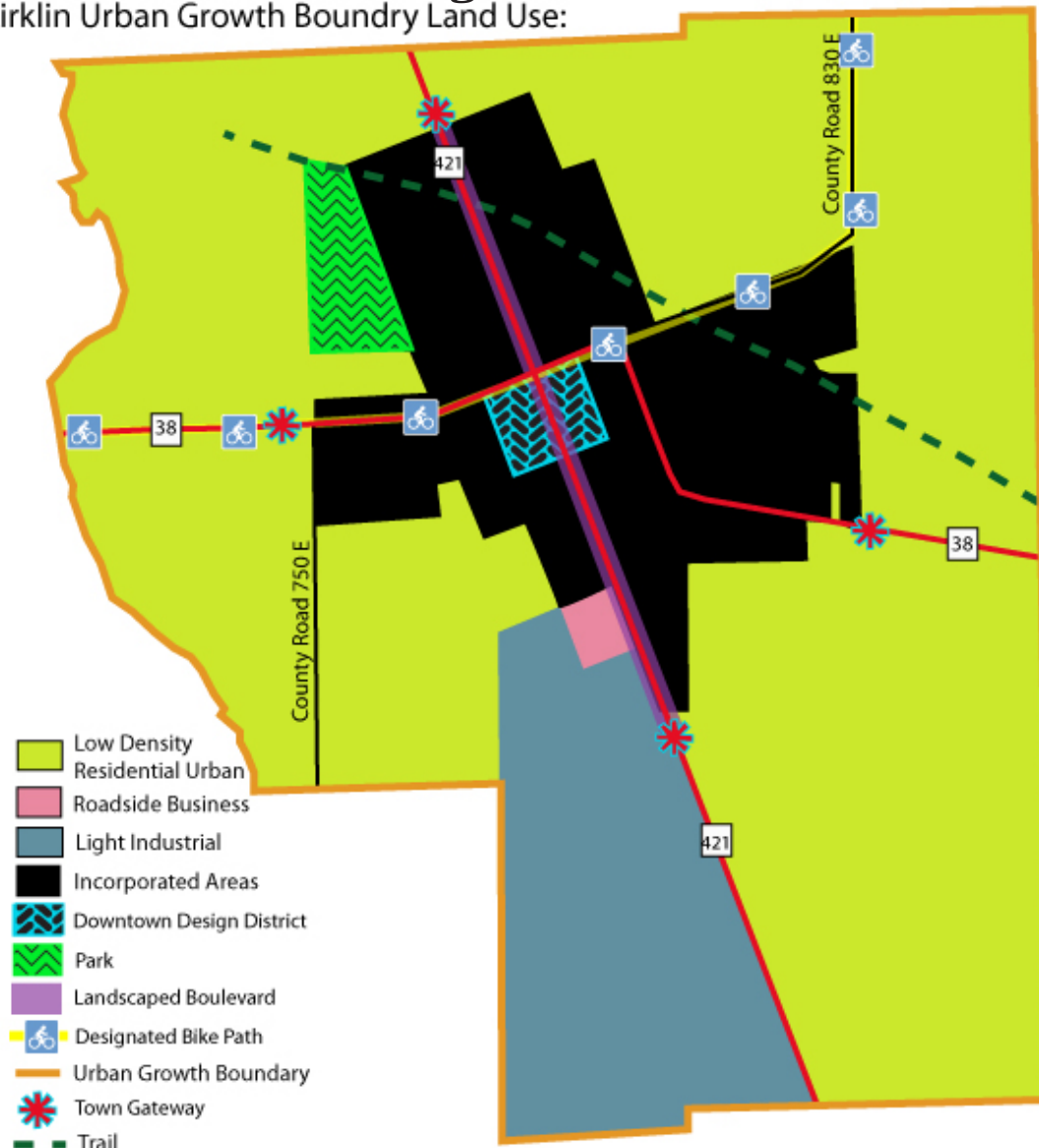
Town SubArea Plans - Town Of Kirklin

Figure 5-2

Kirklin Urban Growth Boundry Land Use:

Kirklin Urban Growth Area

The new, expanded Urban Growth Area for Kirklin is shown to the right. On the inner edge of the growth area each of the major routes into Kirklin will showcase entryway enhancements such as landscaping, berms, and lighting to welcome visitors and assist in creating a sense of place. The enhancements will continue along SR 421 through town. The proposed bike route, potential Monon Trail, new downtown design district area, and existing town park are also shown.



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Clinton County, Indiana - Comprehensive Plan**Colfax Urban Growth Area Plan** →

Perry Township was first settled in 1827 with the Town of Colfax platted in 1849 and incorporated in 1869. The town was originally named Midway, but was later named Colfax after Schuyler Colfax, Vice President of the United States. The Town was located at the junction of two railroads; the Lafayette and Indianapolis Railroad, which was Clinton County's first railroad and opened in 1852 and the Terre Haute and Logansport Railroad, which was the second railroad in the county and arrived in Colfax in 1870. U. S. 52, which at one time was the major Indianapolis to Chicago corridor, is located about a mile northeast of Town. U.S. 52 was replaced by I-65 during the 1970's as the major transportation route.

The town of Colfax is primarily residential, though there are several businesses and agribusinesses in the downtown area. Colfax's population decreased to 691 people in 2010 from 768 people in 2000. The population increased during the previous decade from 727 in 1990. This population pattern followed Clinton County as a whole, which increased during the 1990's and decreased slightly during the first decade of the present Century.

Land Use

The Town of Colfax land use reflects its railroad heritage. The town's layout remains oriented to the railroads, which no longer go through the town, with both railroads abandoned during the 1970's and 1980's. Very few streets are oriented in the traditional north-south, east-west grid pattern, quite common in the Midwest. While the railroads were prosperous, the town grew. Since the demise of the railroads and the replacement of U.S. 52 by I-65 as the major transportation route, the town's access was limited and population has generally declined. There were 268 housing units in 2010, down from 305 in 2000. There were numerous transportation-related businesses along both the railroads and U.S. 52 which have closed.

Colfax has good possibilities for future growth because of the town's location. Though not directly on a major transportation route, it is still centrally located in the Indianapolis to Lafayette and Chicago corridor. This area is one of the more economically thriving regions in the Midwest and hopefully can be tapped for renewed growth in Colfax. Proximity to large cities and location were identified as some of the town's greatest strengths during the 2010 Public Input Meeting in Colfax. There is great potential for commercial wind farms in rural areas surrounding Colfax. Other strengths of note include the agricultural land and open space in the area and small town values. The Farm Heritage Trail will also be an important catalyst for future development for Colfax. The Farm Heritage Trail is a multi-purpose recreational trail that is being constructed from Indianapolis to Lafayette on the former Indianapolis to Chicago/Big Four/New York Central Railroad right-of-way. The Farm Heritage Trail is part of a

Town SubArea Plans - Town Of Colfax

regional system of trails as shown by the 2006 Farm Heritage Trail Plan. The Farm Heritage Trail Plan also proposes landscaping and other community improvements on land adjacent to the trail as it proceeds through Colfax. The Thorntown to Lebanon section of the trail is already completed, with the trail anticipated to be extended north to Colfax and south to Zionsville between 2011 and the following few years. Furthermore, the 2006 Indiana State Trail Plan encourages the development of the trail to Lafayette in coming years. The City of Lafayette has already developed the part of the trail in their city and designates the trail southeast to Colfax in the recently completed Lafayette Trail Plan. Several of the countywide proposed bicycle route system are located in Colfax. One of the purposes of these bicycle routes is to link up the Farm Heritage Trail with other places in the county, particularly Frankfort. The Colfax Focus Group discussed future growth possibilities and suggested a preferred population of approximately twice the size of the current population. This will require an expanded Urban Growth Area to accommodate the desired population and additional housing. The Urban Growth Area boundary

was expanded accordingly. Most of the residential development should remain for single family medium density residential use because of the availability of town utilities. Retail, restaurant and entertainment establishments and service uses should be encouraged in downtown Colfax, along with agribusinesses

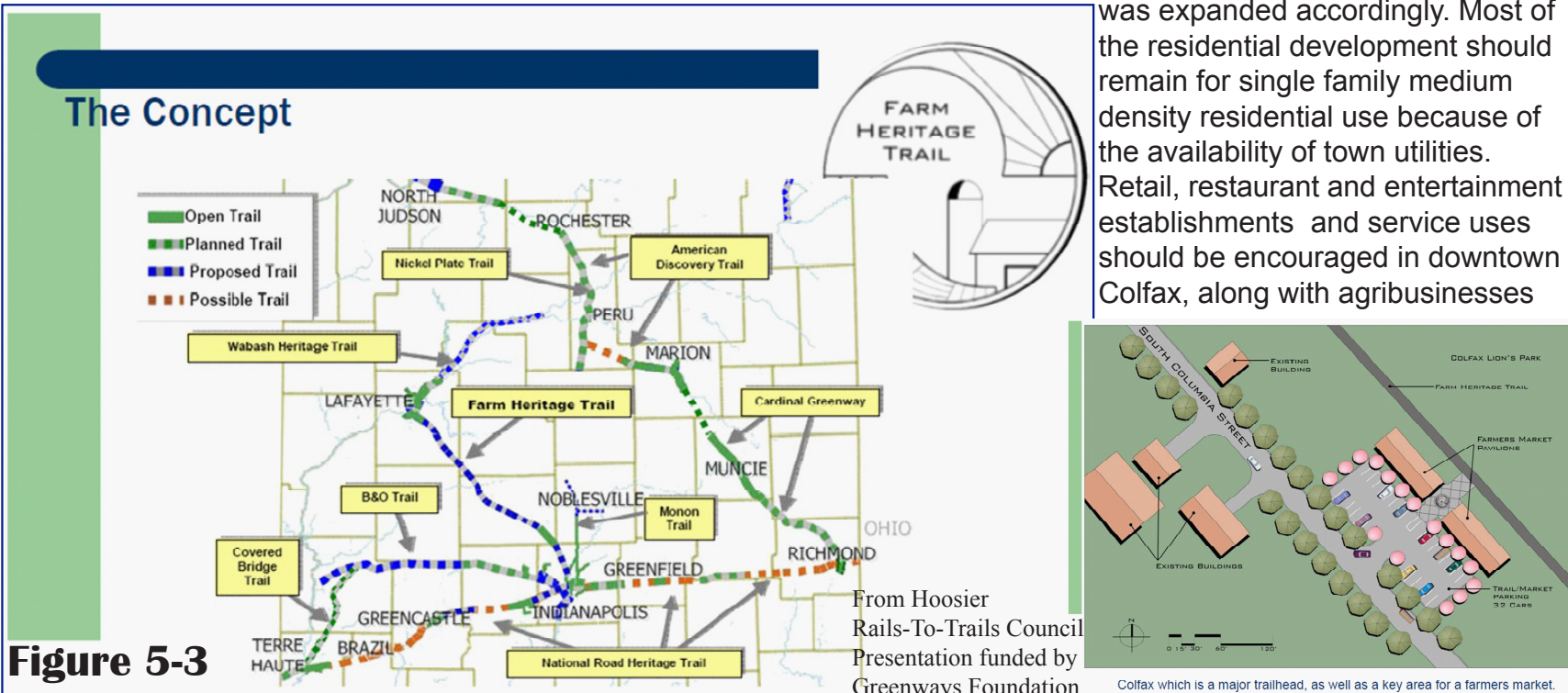


Figure 5-3

Clinton County, Indiana - Comprehensive Plan

along the former railroad. The Farm Heritage Trail should help foster commercial development along the trail corridor and especially businesses that serve the trail users.

The Focus Group proposed industrial development between Colfax and U.S. 52. The land use plan designates land east of the town park for industrial uses, including office or technology businesses. The town park will serve as a great buffer area between the industrial park and the existing town as well as a good amenity for the industrial park. The existing brick streets provide an attractive enhancement in downtown Colfax. Additional downtown enhancements and perhaps design standards could be adopted as redevelopment proceeds during the planning period. Entryway approaches are to be landscaped and attractive welcoming features for the town.

Infrastructure

Public sewer is available throughout Colfax. Most of the town is served by eight or ten inch sewer lines with the main lines being 12 inches in size. The wastewater treatment plant has a 110,000 gallon per day capacity, though during 2010 operated at 115% of the permitted capacity. The excess wastewater is stored in a 250,000 gallon holding tank, though occasionally there is not enough storage. The plant is located southeast of Colfax with an outlet to the M. Young Open Drain. Wastewater needs include the additional replacement of older lines and treatment plant expansion, particularly to provide for desired industrial and residential development in the future.

The town has a water plant and two water wells. The wells can pump up to 600 gallons per minute but only pump about 250 gallons per minute in 2011 for about five to six hours daily. Average daily water usage is 80,000 gallons. The water tower, which was constructed in 1996, has a 150,000 gallon capacity. Water lines consist primarily of eight, six and four inch lines. The town has plans to upgrade water hydrants and other system improvements including looping to prevent water loss. There appears to be surplus capacity for future development needs.

There is a storm drainage system throughout much of Colfax. Most of Colfax is within the Arthur Gill Legal Watershed, while the Martin Young Watershed is located east of town, the J.J. Holt Watershed is located west of town and the Finch-Davis Watershed is located north of town. A detailed study should be conducted to determine future storm water improvements.

Town SubArea Plans - Town Of Colfax

Transportation

As part of the county transportation network, Colfax-Manson Road is classified as a major collector road. The following town streets and county roads are classified as minor collectors: Park Street/ County Road 650S corridor, Midway Street/ County Road 850W corridor, Columbia Street, Jefferson Street/Linden Street/ County Road 650S corridor and Ohio Street/Broadview Road corridor. There are no new roads proposed in Colfax, except for future subdivision streets that may be needed as development proceeds. As discussed earlier, Colfax does not have a state highway directly providing access to town. However, U.S. 52, a divided four-lane facility, is located about a mile to the east is classified as a major collector. Curb and gutter and sidewalks should also be installed along all streets as development proceeds.

As discussed earlier, there is no longer rail service in Colfax and it is not anticipated in the future. For air transportation needs, the Frankfort Airport is the closest option for Colfax. However, as described in the Transportation Plan, it is anticipated that a fixed route transit service may be available to the town during the planning period. This system, possibly operated by the Paul Phillippe Resource Center in Frankfort could connect Colfax with Frankfort and possibly with Lafayette with its regional public transit system. A designated area for commuter parking may also be desirable during the planning period.

Natural Resources

Natural resources protection and preservation are essential in communities and development should occur in recognition of the sustainability of natural resources. There are no officially designated floodplains in the Colfax vicinity. However, there are several potential wetland areas in the Colfax area including northwest of town, in the vicinity of the town park and southwest of town. As described above, there are four county legal drainage systems in the Colfax area. County Drainage Board approval of projects should also be strictly enforced to improve drainage and watershed management. The town should also encourage landscaping and planting of trees throughout the community.

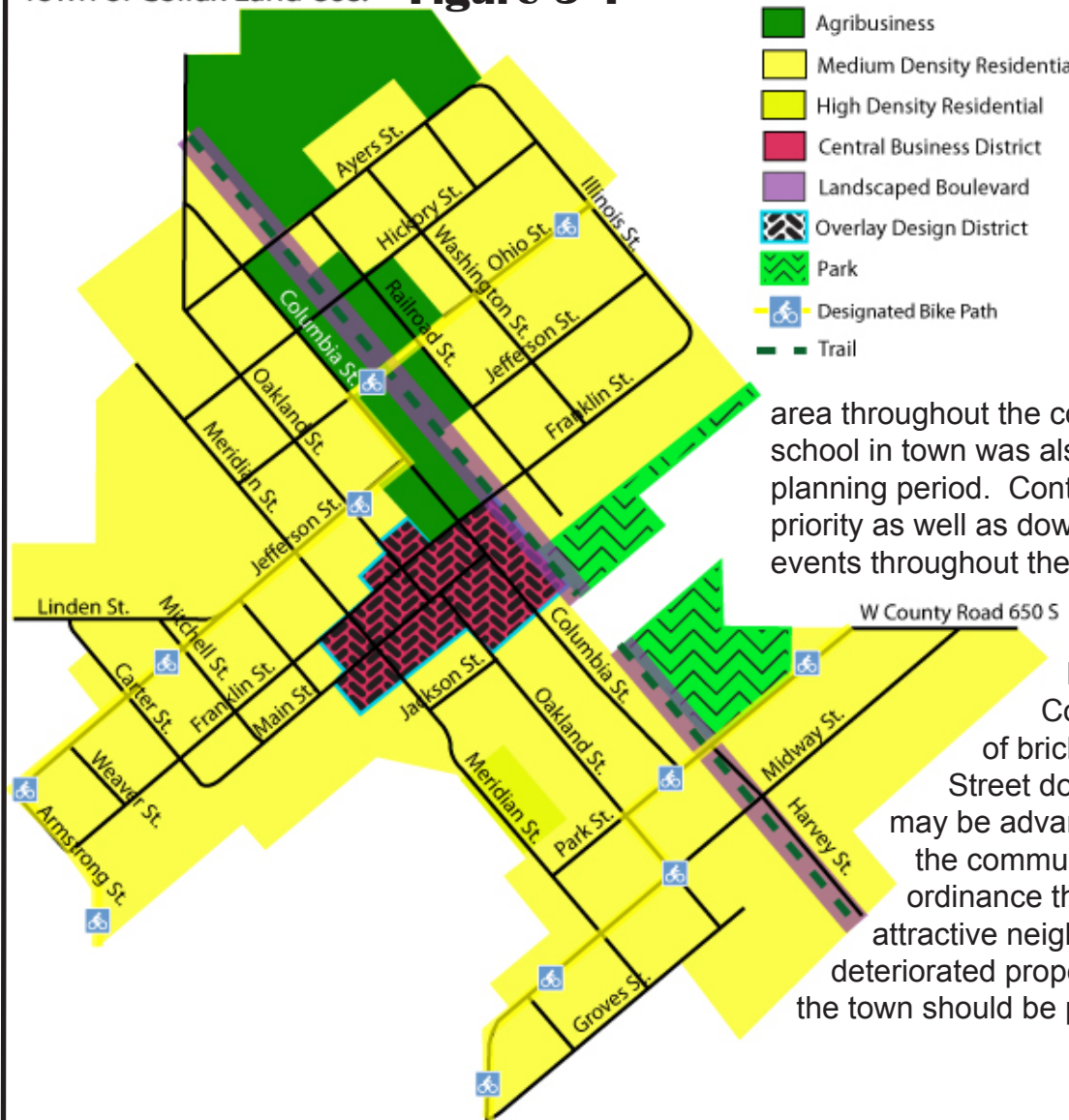
Community Heritage and Quality of Life

Numerous community heritage and quality of life enhancements were proposed by the Town of Colfax Focus Group. Quality of life amenities are vital for a community to grow and prosper. The Lions Club Park has two new softball fields and one baseball diamond and hosts numerous events every year. The community should

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Clinton County, Indiana - Comprehensive Plan

Town of Colfax Land Use: **Figure 5-4**



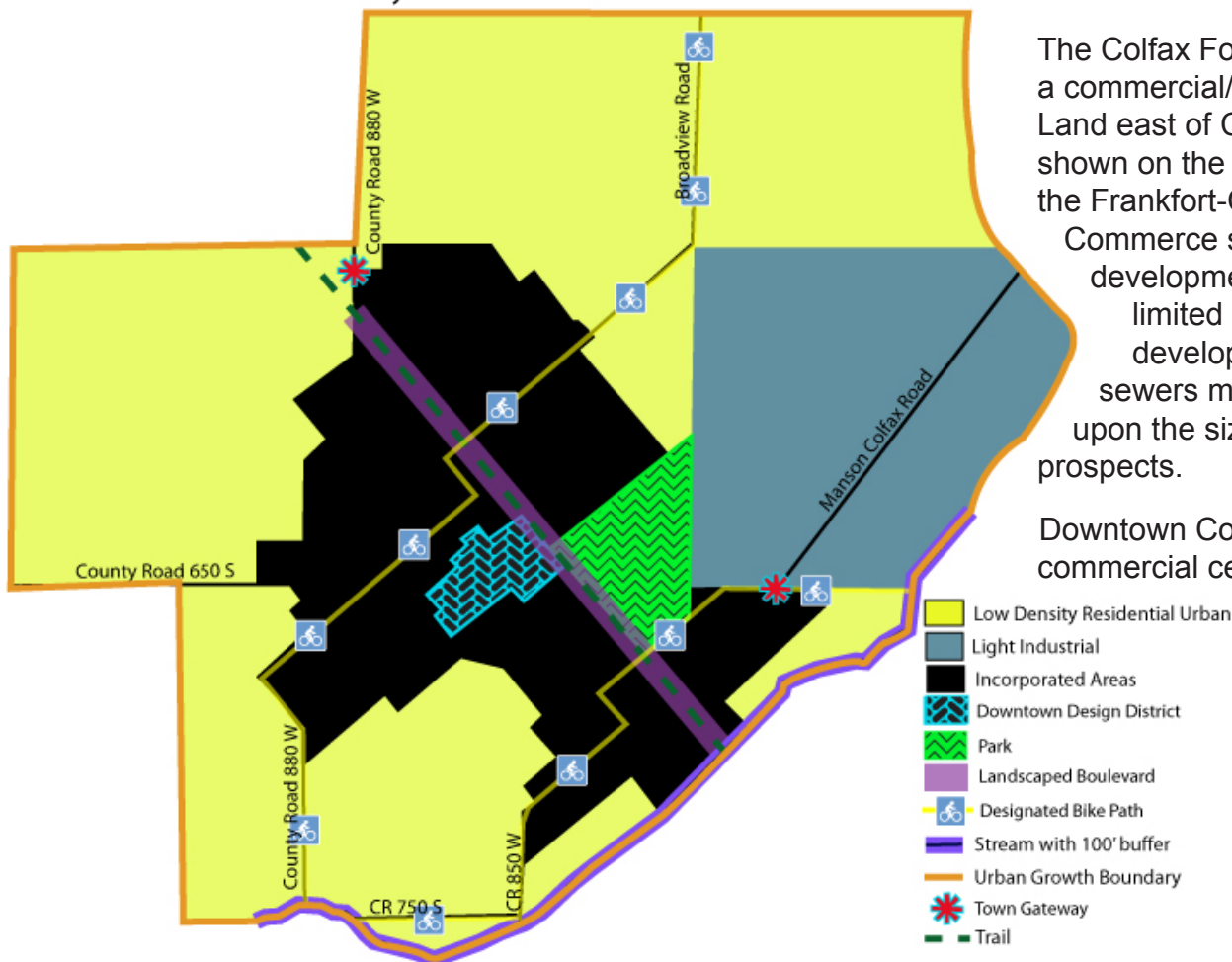
expand softball and baseball recreational events, both for local residents, but also as a means to bring other people to Colfax. The park is located immediately adjacent to the Farm Heritage Trail which nicely complement each other for future recreational opportunities and improved quality of life in Colfax.

Other activities identified by the Focus Group include establishing Colfax as a Wi-Fi area throughout the community. The establishment of a charter school in town was also discussed as a desired amenity during the planning period. Continuation of the Old Hickory Days festival is a priority as well as downtown events such as free movies and music events throughout the summer should be fostered.

enhancements such as landscaping and clean-up of deteriorating properties should be undertaken. Restoration of downtown Colfax has already started with the installation of brick streets and establishment of a special Main Street downtown district with design standards may be advantageous to maintain the commercial core of the community. Enforcement of a property maintenance ordinance throughout the town in order to provide attractive neighborhoods should be pursued. Clean-up of deteriorated properties along U.S. 52 and other entryways into the town should be priority.

Town SubArea Plans - Town Of Colfax

Colfax Urban Growth Boundary Land Use: **Figure 5-5**



Economic Development

The Colfax Focus Group identified the need for a commercial/industrial park in the community. Land east of Colfax was suggested and is shown on the land use plan. Partnership with the Frankfort-Clinton County Chamber of Commerce should be pursued for development of the property. Colfax has limited utility capacity for economic development, and expansion of sanitary sewers may be necessary depending upon the size and number of future industrial prospects.

Downtown Colfax should remain as the commercial center for not only the Town, but also for southwest Clinton County and nearby residents in adjacent counties as well. The establishment of a downtown Main Street and possible design standards would be desirable as discussed above in the Quality of Life section. The re-establishment of a restaurant with a regional

market should also be pursued. With increased tourism possibilities from the Farm Heritage Trail, the viability of downtown Colfax should be improved. Other commercial uses that are not appropriate in the downtown should locate in designated commercial and industrial areas as shown on the Land Use Plan.

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Clinton County, Indiana - Comprehensive Plan

Mulberry Urban Growth Area Plan

The Town of Mulberry was first settled around 1832 and the original town plat was laid out in 1858. The town grew as a market town for surrounding farmland. The Lake Erie and Western Railroad arrived in 1858 which contributed to the town's early growth. Mulberry was a college town during the early 1900's. Mulberry was the home of Colburn Academy which moved to town in 1905 and then became Weidener Institute. The last graduating class was in 1917 and it closed in 1927. The Mulberry Lutheran Home located on the site of the Weidner campus in 1930 using the former woman's dormitory. The Lutheran Home was substantially expanded in the 1970's and 1990's. This facility is now known as the Mulberry Health and Retirement Community after an ownership change in 2002 and remains an important part of the town.

Mulberry's population increased through 2000, though it experienced a decrease according to the 2010 U.S. Census. The town's population was 1,225 in 1980, 1,262 in 1990, 1,387 in 2000 and 1,254 in 2010. The quality of life was identified as one of the primary strengths at the Mulberry Public Input meeting in 2010. Other opportunities and strengths noted were the agricultural base of the Mulberry area as well as recreational opportunities such as the Mulberry Fest , nearby Camp Cullom and the South Fork of the Wildcat Creek, just south of town.

Land Use

Mulberry's future land use and growth will be dependent upon both its location and infrastructure improvements. The town is located about ten minutes from I-65 and the east side of Lafayette and is part of the Indianapolis to Lafayette corridor that has positive long term growth possibilities. A "Small Town Atmosphere Near Cities" was one of the top opportunities identified at the 2010 Mulberry Input Meeting. There were 516 housing units in Mulberry in 2010, up slightly from 508 in 2000 and 425 in 1990. The increase during the 1990's is likely attributable to expansion at the Mulberry Health and Retirement Center.

The Mulberry Focus Group suggested that the town's population will likely stay at present levels, primarily due to lack of adequate infrastructure to accommodate growth; particularly lack of storm sewer facilities and the cost of extending sanitary sewer lines to unserved areas. For these reasons, the Urban Growth Area has remained identical in size in this Comprehensive Plan Update. The area south of the railroad, which has numerous subdivisions and homes on septic systems, will remain residentially zoned. Infill development on vacant lots within the town and immediately adjacent to the town will allow for limited new residential development. Most of the

Town SubArea Plans - Town Of Mulberry

community is designated for medium density residential use on the Future Land Use Plan, with areas outside of the existing corporation limits, though inside the Urban Growth Area designated for low density residential development. The Mulberry Health and Retirement Community will remain a viable community institution with a variety of housing opportunities, and is designated for as a planned development residential use. The Focus Group also wants to encourage home ownership in town.

The Focus Group proposed a business center/technology park west of town in the area previously designated for agribusiness use on the Future Land Use Plan. There has been little interest in this area for agribusiness uses. Expansion of utilities may be necessary prior to development of this area depending upon the type of commercial or office park development.

Downtown Mulberry is designated as the primary commercial center for the town. Special downtown design standards may be appropriate as new development and restoration of existing buildings continue. The Mulberry Focus Group suggested that the first floor of existing downtown commercial buildings should not be used for residential use.

Infrastructure

The lack of a storm water system is a major deterrent to future growth in Mulberry. There is limited storm water infrastructure in town and the community experiences street and lot flooding after major rain events. In 2002 the town completed an extensive Storm Drainage Improvements Study which addresses the storm water deficiencies in the town and sets forth a plan of action to correct the situation. This study is adopted by reference as a part of this Comprehensive Plan. The Town should establish a storm water utility user fee to help pay for future storm water system.

Public sewer and water is available throughout Mulberry. The wastewater treatment plant has a 165,000 gallon per day capacity, but treats on average about 100,000 gallons per day. The town has already spent a significant amount of money to improve stormwater drainage including the re-lining and sealing its sanitary sewer collection system to reduce or eliminate infiltration and inflow problems. Wastewater treatment needs include additional replacement of older lines and treatment plant expansion, especially to accommodate future development of the business center/technology park.

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Clinton County, Indiana - Comprehensive Plan

Mulberry has two water plants, one located in the park and the other on North Glick Street. Average daily water usage is 110,000 gallons. Water is obtained from three wells. The wells can pump far in excess of water usage and storage capacity. Mulberry also has two water towers, one built downtown in 1949 with 75,000 gallon capacity and one in the park built in 2001 with 150,000 gallon capacity.

Transportation

As discussed earlier, one of Mulberry’s main strengths identified at the Public Input meeting was the community’s transportation network and close proximity to I-65. State Road 38 and Mulberry-Jefferson Road are major collector roads in the state and Clinton County thoroughfare classification system. Main Street, which becomes County Road 850W, both north and south of town, is classified as a minor collector road. Other streets in Mulberry are classified as local streets. There are no new roads proposed in Mulberry, except for future subdivision streets that may be needed as development proceeds. Curb and gutter and sidewalks should also be installed along all streets as development proceeds.

Mulberry is located about ten minutes from the State Road 38 and I-65 interchange between Dayton and Lafayette. State Road 38 is being upgraded by INDOT into a “Super Two” road, in Tippecanoe County, with a wider right-of-way and paved shoulders. That upgrade should be extended to Mulberry as time proceeds.

Mulberry is located on a main line of the Norfolk Southern Railroad, though it does not offer passenger service. Passenger service is available through Amtrak in Lafayette, however. For air transportation needs, the Frankfort Airport is available. As described in the Transportation Plan, it is anticipated that a



Town SubArea Plans - Town Of Mulberry

fixed route bus transit service may be available to Mulberry during the planning period. This system, possibly operated by the Paul Phillippe Resource Center in Frankfort could connect Mulberry with Frankfort and Lafayette. A designated area for commuter parking may also be desirable during the planning period.

Natural Resources

The South Fork of the Wildcat Creek south of Mulberry is the only officially designated floodplain in the vicinity of Mulberry. There are a few scattered potential wetland areas, including southwest and northeast of town as well as a small part of the town park. Northwest Mulberry is within the William Gery Legal Drain watershed. Implementation of the Drainage Plan discussed above should improve drainage within the town which should also decrease inflow of storm water into the sanitary sewage system and help protect clean water. County Drainage Board approval of projects should also be strictly enforced to improve drainage and watershed management. Mulberry should also encourage landscaping and planting of trees throughout the community.

Community Heritage and Quality of Life

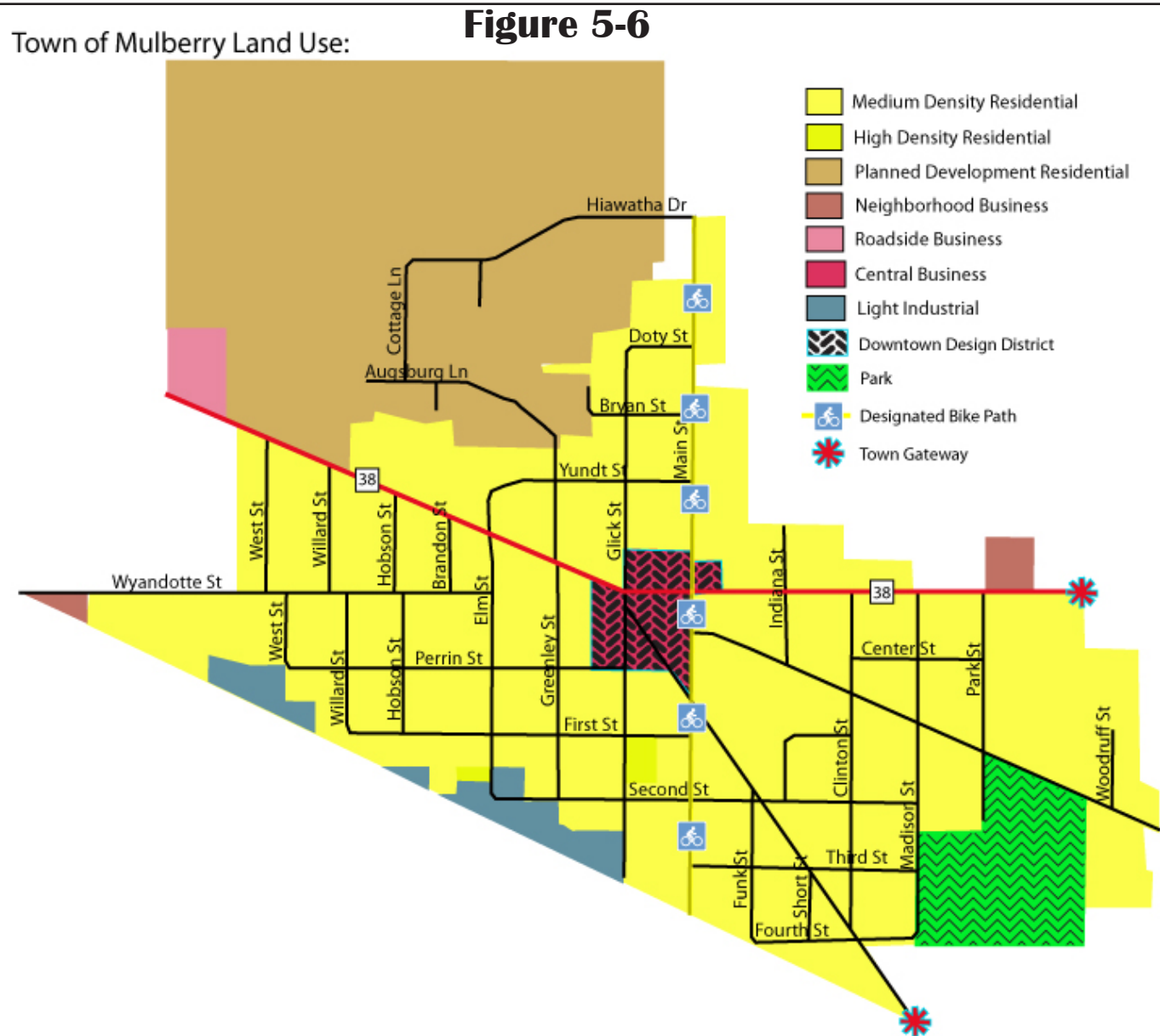
The good quality of life in Mulberry was listed as one of the primary strengths identified at the Mulberry Public Input meeting in 2010. The Town Park in southeast Mulberry provides an excellent recreational facility for the community. The 15 acre park has two baseball fields, as well as playground equipment and other recreational amenities. The yearly Mulberry Fest is an important quality of life amenity for the community. One of the designated countywide bicycle routes runs north-south through town on County Road 850W.

Continued enforcement of a property maintenance ordinance throughout the town in order to provide attractive neighborhoods should be pursued. Establishment of a special Main Street downtown district with design standards and landscaping may be advantageous to maintain the commercial core of Mulberry. Entryway enhancements to the community also would contribute to the aesthetics of Mulberry.

The Mulberry Public Meeting identified numerous recreational related amenities in the area as being important opportunities, including Camp Cullom and the festival. These will be helpful for the town to remain a desirable destination for living and visiting during the planning period.

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Clinton County, Indiana - Comprehensive Plan



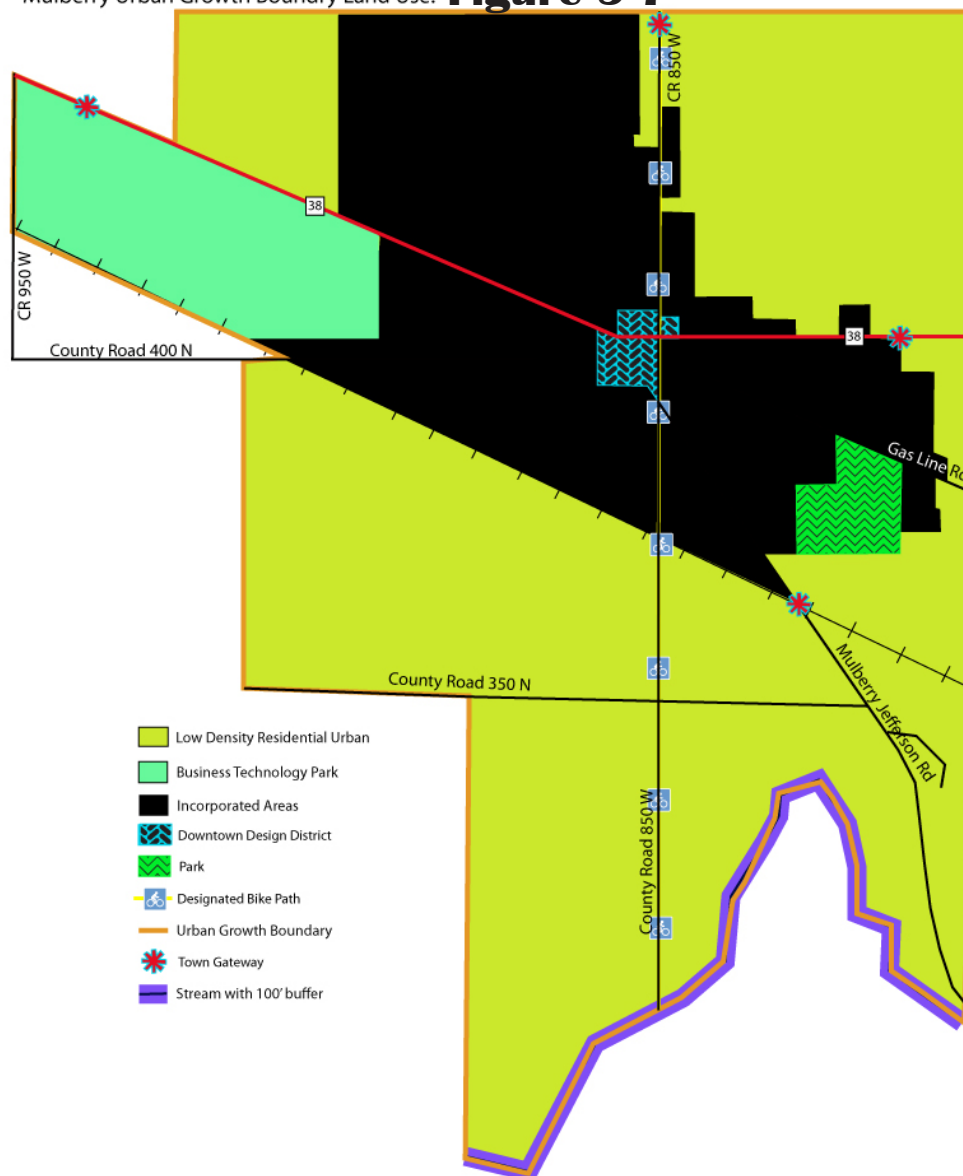
Town SubArea Plans - Town Of Mulberry

Economic Development

The Mulberry Focus Group identified the need for a business center on the west side of Mulberry. This center would be located on the currently zoned agribusiness land between State Road 38 and the Norfolk Southern Railroad. Partnership with the Frankfort-Clinton County Chamber of Commerce should be pursued for development of the property. A limitation for economic development, however, is the lack of infrastructure and funding for infrastructure and other needs was overwhelmingly identified as a major threat to Mulberry’s future. Grant opportunities should be pursued whenever possible to address the infrastructure limitation to economic development and future growth of the community.

Downtown Mulberry should remain as the commercial center for the community. As discussed in the Quality of Life discussion above, the establishment of a downtown Main Street program and possible design standards would be desirable for economic development purposes as well. With nearby Camp Cullom and its increasingly popular observatory, tourism opportunities may increase in Mulberry.

Mulberry Urban Growth Boundry Land Use: **Figure 5-7**



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Clinton County, Indiana - Comprehensive Plan

Rossville Urban Growth Area Plan →

The Town of Rossville was first settled around 1832. The town was laid out in 1834 and incorporated in 1870. The Indianapolis, Delphi and Air Line Railroad, that eventually became the Monon Railroad, arrived in 1870. This railroad connected Indianapolis with Chicago.

Rossville's population has been increasing in recent years, even though Clinton County as a whole decreased in population slightly between 2000 and 2010. Rossville's population was 1,653 people in 2010, up from 1,513 in 2000, 1,175 in 1990 and 1,148 in 1980.

Land Use

The Town of Rossville is located on State Road 26, a major east-west route connecting Lafayette with Kokomo and other communities to the east. Rossville's future growth will continue to be dependent upon its location along transportation corridors and close proximity to Lafayette and Interstate 65. The town is located about 15 minutes from the east side of Lafayette. Rossville and all of Clinton County are within the greater Indianapolis-Lafayette corridor, which is a major economic growth area in Indiana.

The Rossville Focus Group discussed future growth possibilities and expressed desire to approximately double the present population during the planning period (2030) which would be about 2,500 to 3,000 people during the next twenty years. Campbell's Run is located immediately to the west and south of town, and the Middle Fork of the Wildcat and its Silverthorne Ditch tributary is located to the north of town, which has made utility extension difficult in those directions.

Nonetheless, to accommodate the desired future growth, the Urban Growth Area Boundary has been expanded to the south across Campbell's Run. Before this area can be developed for extensive residential development, however, a sewer line will have to be extended south across Campbell's Run. Some development could also occur on vacant land northwest and east of town. Development could also infill existing vacant lots within the present town and increased density in areas where there are existing multi-family housing could be considered. The town had 652 housing units in 2010, up from 586 counted in 2000, 448 counted in 1990 and 426 counted in 1980.

Town SubArea Plans - Town Of Rossville

The Focus Group also suggested land east of the town park as a possible business or tech park. Direct access to State Road 26 would be preferred for this proposal and will have to be determined at the time of development. Attractive landscaping should be installed throughout the development and bufferyards should be installed adjacent to residential areas.

Downtown Rossville is designated as the primary commercial center for Ross Township. Special downtown design standards may be appropriate as new development and restoration of existing buildings continue. Land is also designated for general commercial use along State Road 26 in western Rossville.

Infrastructure

Public sewer and water is available throughout the town. The wastewater treatment plant is rated for 300,000 gallon per day capacity with a peak flow of 650,000 gallons per day. The town has two holding tanks designed for the peak flow usage. On normal days, the plant treats about 130,000 gallons per day. The plant is located north of Rossville with an outlet to Silverthorne Ditch adjacent to the plant. Most of the sanitary sewer lines and storm lines are separate, with the town upgrading facilities along State Road 39. It is estimated that there is capacity for an additional 200 homes. In order to accommodate the desired population goal, expansion of the plant will be necessary. Another major wastewater need is to extend sewers across Campbell's Run on the south side of Rossville. There is already one small subdivision located within this area and with this area designated for residential development in the expanded Urban Growth Area boundary, sewers are needed for development to proceed.

The water plant, which is located in the town park, can treat up to 432,000 gallons a day. Average daily water usage is 130,000 gallons. Water is obtained from three wells. The town has two water towers, one built in the park with 50,000 gallon capacity and one constructed in 1984 on Ramey Street with a storage capacity of 150,000 gallons. The water system has good capacity for growth, though one basic water system need is to improve water line pressure on the town's east side.

There is some storm water drainage infrastructure in Rossville. However, most stormwater collection lines are combined with sanitary sewer lines. Storm water improvements include a separate collection system throughout the town. In 2009 stormwater collection improvements were made along State Road 39. With Campbell's Creek to the south and the Middle Fork of the Wildcat to the north, there should be good outlet for a comprehensive storm

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drainage system. There are no county legal drainage systems in the immediate Rossville vicinity. A detailed study should be conducted to determine future storm water improvements.

Transportation

State Road 26 is designated as a principle collector road by the state and Clinton County thoroughfare classification system. State Road 39 is designated as a major collector by that classification system. Other streets in Rossville are classified as local streets. There are no new roads proposed in Rossville, except for future subdivision streets that may be needed as development proceeds. There was no support for a State Road 26 bypass around the town as this corridor is improved across the state. Curb and gutter and sidewalks should also be installed along all streets as development proceeds. The lack of sidewalks was identified by the Rossville Public Input Meeting as one of the major problems in the community.

Rossville is located about fifteen minutes from the State Road 26 and I-65 interchange on the east side of Lafayette. State Road 26 has been proposed to be improved to become a “Super-Two” road from Lafayette to Kokomo and other points east, with a wider right-of-way and paved shoulders. Some of this improvement has already been completed in this corridor, particularly in the Rossville area. It can be anticipated that traffic volume will increase in the future as this major state improvement of State Road 26 is completed.

There is no longer any rail service available in Rossville. Passenger rail service is available in Lafayette however. For air transportation needs, the Frankfort Airport is available.

As described in the Transportation Plan, it is anticipated that a fixed route bus transit service may be available to Rossville during the planning period. This system, possibly operated by the Paul Phillippe Resource Center in Frankfort could connect Rossville with Frankfort and Lafayette. Connection with the Lafayette Public Transit system could then be possible and provide access to major destinations there. A designated area for commuter parking may also be desirable during the planning period.

Natural Resources

In 2011, land adjacent to Campbell’s Run became an officially designated floodplain. This will significantly impact future development in south and west Rossville. Land adjacent to the Middle Fork of the Wildcat and its

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Silverthorne Ditch tributary are also designated as floodplain. There are also scattered potential wetland areas in the Rossville vicinity, including much of the floodplain areas. The Soil and Water Conservation District potential wetland maps should be consulted prior to development. There are no county legal drainage watersheds in the immediate Rossville area.

Storm water drainage improvements should improve drainage within the town which should also decrease inflow of storm water into the sanitary sewage system and help protect clean water. County Drainage Board approval of projects should also be strictly enforced to improve drainage and watershed management. The town should also encourage landscaping and planting of trees throughout the community.

Community Heritage and Quality of Life

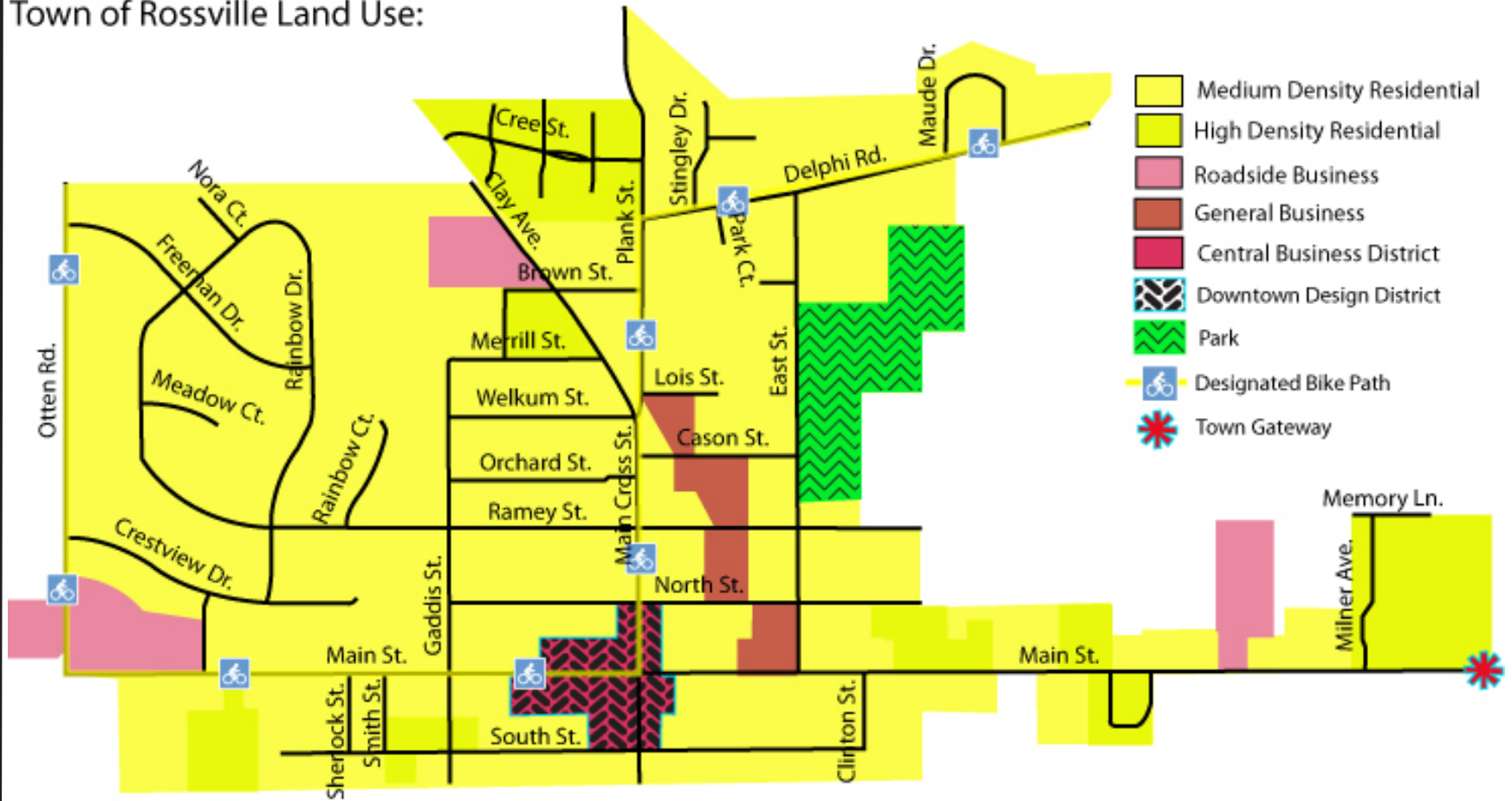
Quality of life issues were some of Rossville's primary strengths identified by the Public Input Meeting in 2010. The excellent schools were the primary strength identified at that meeting. Other strengths include being a close knit friendly community, the Summer's End Festival and good police and emergency services. Rossville's small town atmosphere was identified as important. However, the need for better telephone and other telecommunication service was identified as major need in the community.

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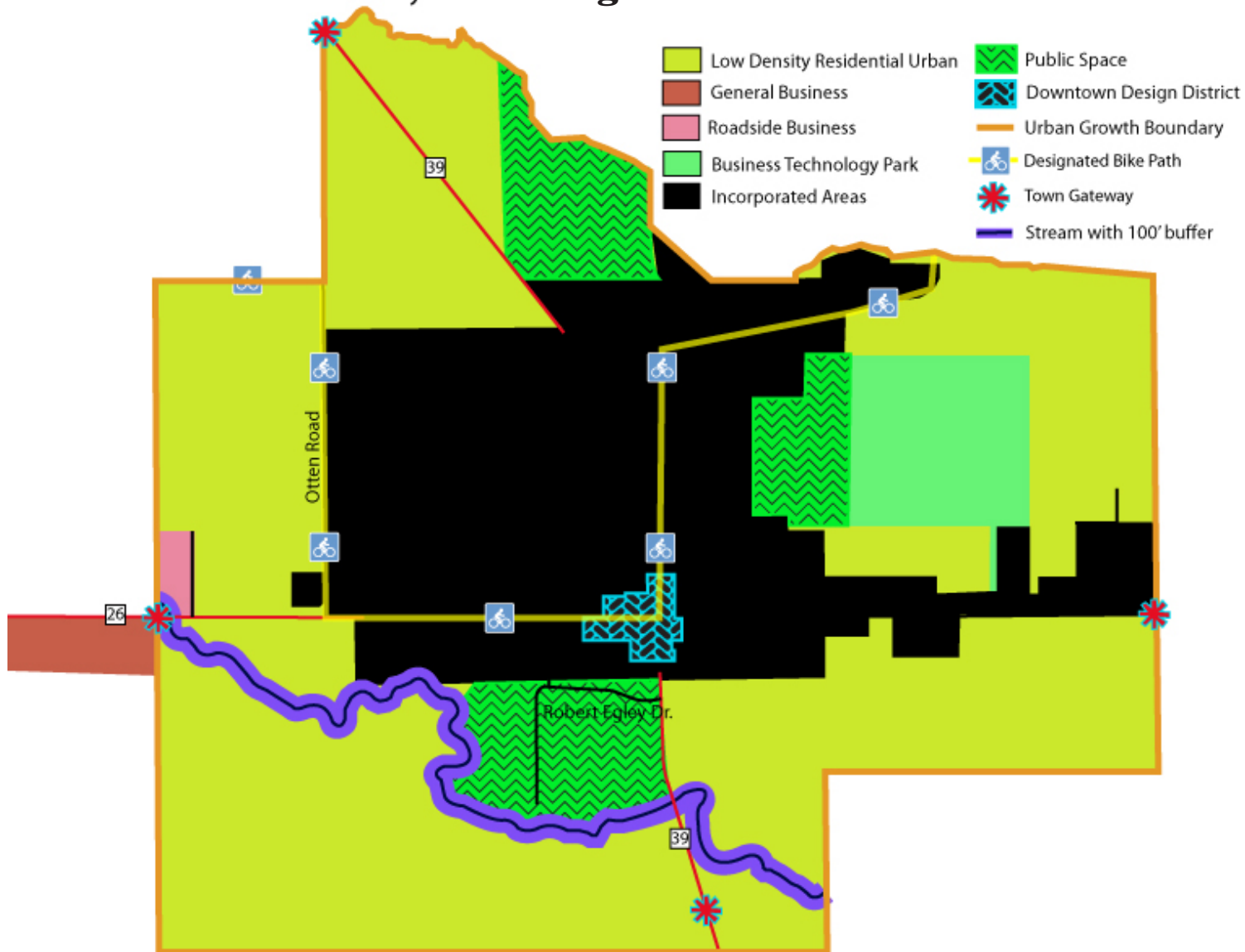
Figure 5-8

Town of Rossville Land Use:



Town SubArea Plans - Town Of Rossville

Rossville Urban Growth Boundary Land Use: **Figure 5-9**



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Favorable Recommendation from the Area Plan Commission March 5, 2012

Final Adoption by the Clinton County Commissioners March 19, 2012

Final Adoption by the Town Board of Colfax April 17, 2012

Final Adoption by the Town Board of Kirklin April 9, 2012

Final Adoption by the Town Board of Mulberry May 15, 2012

Final Adoption by the Town Board of Rossville May 9, 2012

DATES OF ADOPTION