

COMPREHENSIVE PLAN

OF

Grant County, Indiana

Amended 1997

Grant County
Town of Fairmount
City of Jonesboro
City of Marion
Town of Matthews
Town of Sweetser
Town of Upland
Town of Van Buren

NO. _____

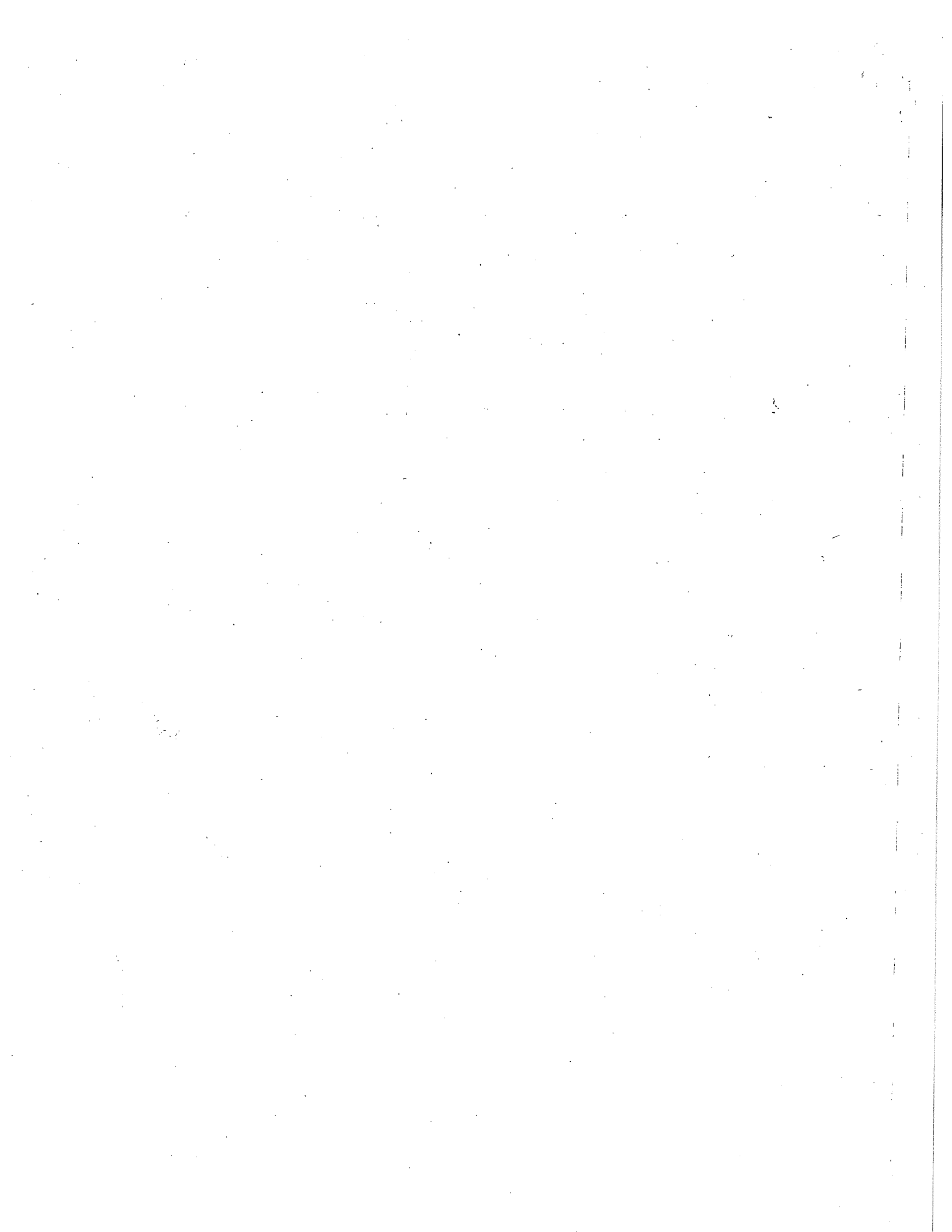


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INTRODUCTION

The planning surveys and discussions which have culminated in this comprehensive master plan report are the synopsis of much historical and primary research covering areas of land use, population, economic data, physical resources, transportation, community facilities, and generally accepted planning objectives.

Several essential points are necessarily outlined as a basis for this document.

1. This master plan represents an ongoing update effort of Grant County's planning efforts, building upon former master and functional plans. Planning is essentially a long term commitment to an organized improvement of community development.
2. The plan will encompass general standards for development which do change over time. This update takes into account contemporary development types and patterns.
3. This master plan is the basis for further updated land use regulations. Master planning is the basis for the decisions which define zoning maps and text, as well as subdivision and other regulations.
4. This master plan update is system-oriented. Many master plans have undertaken to carefully define specific projects within its recommendations. This master plan will however define the parameters for development and will be followed by specific functional planning efforts and documents to implement the recommendations contained herein.
5. Implementation and follow up is essential to effective planning efforts. Therefore this plan will build within itself implementation mechanisms and follow up updates every five years to ensure continued relevancy of the plan for Grant County.

MASTER PLAN GOALS

Goals and objectives represent the framework of public policies upon which the recommendations and programs of the county's comprehensive plan are built. Such goals are broad statements of community values which the plan is designed to address. Objectives outlined in this plan define specified measurable actions which can be undertaken to achieve the planning goals.

General Goals The general goals of this plan shall be to attain:

Environmental Goals

- * Conditions of public health and safety throughout the county
- * A desirable physical environment throughout the county
- * The optimal use of the county's natural and cultural resources

- * An optimal relationship among the various land uses throughout the county
- * Protection of existing land use patterns from encroachment of incompatible uses

Social Goals

- * An optimal range of opportunities for all residents of the county
- * A growing and more diversified economy
- * An optimal level of employment for the residents of the county
- * An adequate tax base supporting an adequate level of public services
- * An optimal interdependent cooperative relationship among all local, state, and federal governments
- * Planning based upon realistic population growth

Specific Goals More specific goals addressing critical aspects of development shall be to attain:

Agricultural Land

- * The appropriate balance of prime agricultural lands for farm use and production
- * An optimal range of agricultural activities in the county
- * An optimal range of community services for rural residents

Residential Land

- * The elimination of all substandard structures, coupled with physical rehabilitation of all deteriorating structures
- * The protection of the existing housing stock from premature structural or environmental decay
- * An adequate quantity of new housing and housing types to accommodate the anticipated population's needs and changes in lifestyles
- * The provision of new and creative neighborhood development and design, through emphasis on planned neighborhood development, and provision of high quality public streets and facilities

- * Balanced neighborhoods containing compatible mixtures of land use, housing styles, and lot sizes
- * The transition of existing residential developments into functional neighborhood units through rehabilitation, housing construction, provision of storm and sanitary sewer and other services and facilities, and land redevelopment, and neighborhood associations
- * The broadest range of housing and residential environments to accommodate different income groups, age groups, household sizes and types, and locational and style preferences

Commercial Land

- * The optimal development of the county's commercial potential through development of commercial locations for new or relocated commercial development
- * A distribution of commercial areas of scales and functions related to the overall development pattern of the county
- * The transition of existing commercial areas into more functional and competitive concentrations through structural rehabilitation, more efficient operation, increased energy efficiency, land redesign, and provision of more adequate service facilities
- * Clustered forms of unified commercial development, characterized by modern architectural design, adequate space requirements, functional service arrangements, and adaptable marketing formats

Industrial Land

- * The optimal development of the county's industrial potential through designation of sufficient industrial land of suitable quality, at desirable locations, and supplied with adequate public facilities, services, and transportation facilities
- * An optimal amount of new industrial development in appropriate concentrations, unified by land design, structural compatibility, protection from adjacent land use encroachments, and performance standard criteria
- * The preservation and enhancement of desirable existing industrial areas through provision of better access and more adequate service facilities, and improvement of their physical relationships to other adjacent land uses, and improved transportation connections

Community Facilities

- * An optimal and efficient locational arrangement with other public and semi-public facilities in terms of their service functions, and the achievement of compatible relationships with the surrounding development in terms of their characteristics

- * An optimal level of utility service and systems of utility installations, including improved drainage and sanitary sewer facilities, scaled to the intensity and demand characteristics of the development pattern of the county
- * An optimal range and physical location pattern of recreational facilities throughout the county via an effective county recreation agency
- * Provide effective solid waste management facilities, including recycling, reuse, recovery, and disposal

Transportation Facilities

- * The optimal accessibility among the county's recreational assets, its markets, sources of supplies, and labor force
- * The optimal functional integration among the transportation facilities and the various forms of traffic generated throughout the county
- * An optimal relationship between the transportation facilities and the county's development pattern
- * The optimal range of transportation modes of choice for residents of the county

Economic Growth Strategies

Enhancement of County economic competitiveness should be achieved as outlined in the Governor's Initiative on Economic Development:

- * Competitive people: a work force that is well educated and that has access to retraining
- * Competitive business: companies both large and small that are productive and profitable through improved employee skills, technology, and marketing
- * Competitive communities: communities that provide basic infrastructure, public services, and amenities
- * Competitive government: a state and federal government that uses public resources in the most effective and efficient ways.

POPULATION

Study Purpose and Methodology

Population size, character, and distribution represents the key focus of the Master Plan process. The recommendations of the Master Plan are developed to serve the citizens of Grant County in a most effective manner. Population change estimates serve partially as a basis for determination of future spatial needs and land use patterns.

Primary data for population change and characteristics is provided through various sources from the U.S. Bureau of the Census. Interim reports and specialized publications provide a review framework for judging accuracy of projects between decennial censuses.

Projections can be developed based upon several models, including economic, demographic, and other formats. The projections used for this Plan element are based upon demographic models, using birth, death, migration, and other factors. Projections used in this chapter are tied to State of Indiana projections.

Past Planning Projections

The immediate past Master Plan planning horizon was based upon population projections published in 1969. These projections varied too greatly from actual populations during the planning period to serve as a basis for updated projections from 1990-2020, as indicated in the accompanying Table 1.

Past Population Trends

Historical population trends in Grant County represent periods of decline and growth. The County grew rapidly prior to 1900, with a period of stable decline from 1900 to 1930. This trend from 1900 to 1930 contrasts sharply with national population booms in the 1920's. From 1930 to 1960, population increased, followed by population decreases since 1960. This trend does compare with adjacent counties and national trends.

Within the county, it is significant to note that, like the County, few municipalities have demonstrated significant population growth in the last twenty years. A review of the components of the estimated population change from 1980 to 1987 demonstrates that the key element impacting this trend is net outmigration. This condition impacts most adjacent counties in northeast central Indiana as well.

Grant County's population demonstrates several characteristics of note. The proportion of the total county population living outside municipal corporations has decreased overall. However this trend is minimized by large residential developments around but outside Marion's corporate limits. Grant County's age structure is getting older, along with those of similar counties in Indiana. This impacts the need for educational and other similar support facilities.

Net Outmigration

Migration represents the key element of population change which negatively impacts Grant County's population growth. Factors generating this net outmigration need to be addressed. Public policy objectives may address this problem within the population structure. Table 5 outlines current expected outmigration.

Planning Projections

For planning purposes, this Master Plan will assume population growth as an overall development goal. Based upon a ten percent growth over the planning period 1990-2020, and using an allocation model, the Master Plan population projections are contained in Table 6. This model also assumes stabilizing populations in the smaller communities, annexations and development growth in the larger communities, and a resulting declining percentage of unincorporated households.

State Projections

Tables 3 and 4 represent state population projections as currently available for Grant County and adjacent counties.

TABLE 1. 1990 Populations
COUNTY AND MUNICIPALITIES

	<u>1970</u>	<u>1980</u>	<u>1990</u>
Grant Co	83,955	80,934	74,169
Fairmount	3,427	3,286	3,130
Fowlerton	337	300	306
Gas City	5,742	6,370	6,296
Jonesboro	2,466	2,279	2,057
Marion	39,607	35,874	32,618
Matthews	728	745	571
Swayzee	1,073	1,127	1,059
Sweetser	1,076	944	924
Upland	3,202	3,335	3,295
Van Buren	1,057	935	934

Source: US Bureau of the Census

TABLE 2. COMPARATIVE POPULATION CHANGE 1980-1990

<u>County</u>	<u>1980</u>	<u>1990</u>	<u>%Change</u>
Blackford	15,570	14,067	-9.6
Delaware	128,587	119,659	-7.1
GRANT	80,934	74,169	-8.3
Howard	86,896	80,827	-6.9
Huntington	35,596	35,427	-0.4
Madison	139,336	130,669	-6.2
Miami	39,820	36,897	-7.3
Tipton	16,819	16,119	-4.2
Wabash	36,640	35,069	-4.2
Wells	25,401	25,948	+2.2

Source: U.S. Bureau of the Census - Population Characteristics

POPULATION AGE CHANGES

	<u>1980</u>	<u>1990</u>	<u>2020</u>		<u>1980</u>	<u>1990</u>	<u>2020</u>
0-4	7.2%	6.8%	6.1%	50-54	5.3	6.1	6.3
5-9	7.8	6.8	6.1	55-59	5.5	4.8	6.0
10-14	8.5	6.8	6.4	60-64	4.3	4.2	5.7
15-19	10.1	9.3	7.8	65-69	3.6	3.5	4.9
20-24	9.2	7.5	7.0	70-74	2.1	2.7	2.7
25-29	6.9	6.9	6.3	75-79	2.1	1.7	1.8
30-34	5.7	6.8	6.9	80-84	1.3	1.7	1.8
35-39	5.7	6.8	6.9	85+	1.1	1.8	2.3
40-44	5.5	6.8	6.7				
45-49	5.4	6.5	6.7	Total	100.0%	100.0%	100.0%

TABLE 3. COMPARATIVE POPULATION PROJECTIONS - GRANT REGION

<u>County</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>
Blackford	15560	15110	14850	14310	14060
Delaware	128610	120970	120790	124070	126500
GRANT	80970	76670	75150	75160	74550
Howard	86900	85770	85600	85330	84160
Huntington	35630	36020	36380	36650	36730
Madison	139350	132160	129260	126970	124440
Miami	39820	38160	38750	39320	39260
Tipton	16840	16040	15460	14850	14430
Wabash	36650	35720	37010	38220	39180
Wells	25400	24230	24300	24630	24570

Source: Indiana County Populations Projections 1985-2020 Indiana Business Research Center, Indiana University, Indianapolis, Indiana 1988 (Demographic Model)

TABLE 4. COMPONENTS OF CHANGE IN POPULATION 1980-2020 SELECTED
COUNTIES (000's)

<u>County</u>	<u>Births</u>	<u>Deaths</u>	<u>NatIncr</u>	<u>NetMigr</u>	<u>Change</u>
Blackford	7.5	6.7	0.8	-2.3	-1.5
Delaware	67.5	42.6	24.9	-27.0	-2.1
GRANT	43.0	31.0	12.0	-18.4	-6.4
Howard	44.7	34.1	10.7	-13.4	-2.7
Huntington	19.0	15.1	3.9	-2.8	1.1
Madison	66.4	56.6	9.8	-24.7	-14.9
Miami	21.6	13.8	7.8	-8.3	-0.5
Tipton	7.6	7.0	0.6	-3.0	-2.4
Wabash	22.4	14.5	7.9	-5.4	2.5
Wells	12.5	9.6	2.9	-3.7	-0.8
Indiana	2982.6	2281.6	10.0	-3.1	6.9

Source: Indiana Population Projections 1985-2020
 IU Business Research Center for State Board of Health
 March 14, 1988

TABLE 5. PROJECTED NET MIGRATION BY COUNTY 1980-2000

<u>County</u>	<u>80-85</u>	<u>85-90</u>	<u>90-20</u>	<u>80-20</u>
Blackford	-700	-400	-1,200	-2,300
Delaware	-10,000	-6,000	-11,000	-27,000
GRANT	-6,200	-3,500	-8,700	-18,400
Howard	-4,500	-3,000	-5,900	-13,400
Huntington	-900	-600	-1,300	-2,800
Madison	-10,000	-5,000	-9,700	-24,700
Miami	-3,500	-1,400	-3,400	-8,300
Tipton	-900	-600	-1,500	-3,000
Wabash	-2,500	-1,000	-1,900	-5,400
Wells	-2,000	-700	-1,000	-3,700
Indiana	-169,800	-90,200	-208,600	-468,600

Source: Supplemental Tables for the Indiana Population Projections 1985-2020 (1988 Series)
 Indiana University Business Research Center Bloomington/Indianapolis March 14, 1988

TABLE 6. PLANNING PROJECTIONS - COUNTY AND MUNICIPALITIES

	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>
Converse	1279	1215	1299	1384	1480
Fairmount	3286	3117	3332	3557	3803
Fowlerton	350	280	290	298	309
Gas City	6370	7594	8143	9602	11230
Jonesboro	2279	2166	2315	2471	2641
Marion	35874	35004	37173	40636	44404
Matthews	745	709	741	789	843
Swayzee	1127	1070	1143	1218	1302
Sweetser	944	901	1143	1218	1302
Upland	3335	3224	3528	3855	4215
Van Buren	935	886	938	990	1049
Rural	25739	20504	22095	21790	21288
Grant County	80970	76670	81960	87665	93660

GRANT COUNTY, INDIANA PHYSICAL RESOURCES

Grant County, situated in north east central Indiana, has a total area of 265,511 acres, or 415 square miles. Marion, the county seat and largest city, is in the central part of the county, serving as the hub of urban development of the county.

Glacial History

Glaciation has played a major role in the formation of the topography of Grant County. Ice flowed across Indiana from the northeast, acting as an erosional agent altering the landscape. Erosional debris incorporated within the flowing ice sheet was deposited along the outer edge of the glacier. As the ice retreated it left behind a relatively flat plain, or ground moraine. During periods when the front remained stationary, sediment accumulated, forming an irregular ridge, called an end moraine. Thus, the glacier produced a new landscape consisting of a series of long, concentric ridges separated by nearly level plains, both of which are underlain by unstratified sediment, called till.

The glacial material in Grant County was deposited over sedimentary rocks of Silurian and Ordovician age. Bedrock of Silurian age is exposed in areas along the Mississinewa River north of Marion and in stone quarries in the western part of the county. Silstone interbedded with limestone underlies the terraces in areas along the Mississinewa River north of Marion.

The Teays River Valley, which developed prior to glaciation, is still evident in Grant County, but it is completely filled with glacial drift. The Teays River headed in the Piedmont in North Carolina and flowed northwestward across West Virginia and Ohio, then westward across Indiana. It entered Grant County from the east, in an area near Arcana, and flowed northwestward across the county. It continued in a winding pattern westward across Indiana and southwestward across Illinois to the Mississippi River Valley.

The average elevation in Grant County is about 845 feet above sea level. The highest elevation near Upland is approximately 950 feet mean sea level. The lowest is 740 feet, in the area where the Mississinewa River leaves the county, north of Jalapa.

The county's six major areas of different physiography are:

- (1) Tipton Till Plain, a nearly level area in the southwest corner of the county;
- (2) Union City End Moraine, a gently sloping area extending across the southwest corner;
- (3) Nearly level area extending from the Union City End Moraine to the Mississinewa River;
- (4) Union City Ground Moraine, which consists of predominantly well drained, nearly level to moderately sloping soils on terraces and bottom land along the Mississinewa River;
- (5) Area along the Mississinewa End Moraine, where the topography varies greatly; and

- (6) Mississinewa Ground Moraine, a gently sloping area north and east of the more rugged land along the Mississinewa River.

Soils Map

The major soils groups in Grant County are delineated on the Generalized Soils Group map. Detailed soils information is available from Soil Survey of Grant County, Indiana, available from the Soil Conservation Service.

The principal soil types in Unit 1 are Pewamo silty Lay loam and Blount silt clay. Land of their unit have been used for agricultural production, and with the help of an intricate system of artificial drainage, good agricultural production has been achieved.

In Unit 2, Brookstone silt clay loam and Crosly silt loam are the principal soil types. Lands of their unit offer good agricultural production.

The predominant soil type of unit number 3 is the Morley silt loam. With artificial damage, this soil type yields very good corn and other agricultural production.

The most common soil types found in unit number 4 consists of Fox and Ockley silt loams. The Fox loam is good for non-agricultural purposes because of its good drainage characteristics. The Ockley type is best for agricultural use.

Unit number 5 soil, Eel silt loam, is part of the flood plain. It should be restricted to conservation and agricultural use. It is not suitable for residential, commercial, or industrial development.

Mineral Resources

One of the most dramatic episodes in the history of Grant County was the discovery and extravagant consumption of gas and oil from 1890 to nearly 1910. New industrial expansion occurred almost overnight when free fuel, free land, and free water was offered to induce companies to locate in Marion, Gas City, and other places in Grant County. When the gas and oil were exhausted, the boom ended.

The only major mineral resource being recovered currently is rock and stone, being quarried in isolated places in both the northwest and southeast portions of the county.

Surface Waters and Drainage

Water resources represent both a key resource and key problem in the county. The Drainage Map provides an overall perspective of all the drainage areas for Grant County. The impervious soil causes drainage problems especially during times of heavy rain fall. Both water and sediment are carried by streams, creeks and other drainage channels. The sediment represents a loss of soil. It also reduces the volume of lakes, ponds, and other reservoirs which hold or store water. Farming practices which reduce sediment loss are needed and should be practiced.

The Mississinewa River enters the county near the southeast corner and flows northwest past Matthews, Gas City, Jonesboro, and Marion before leaving the county. Its tributaries are Jennie,

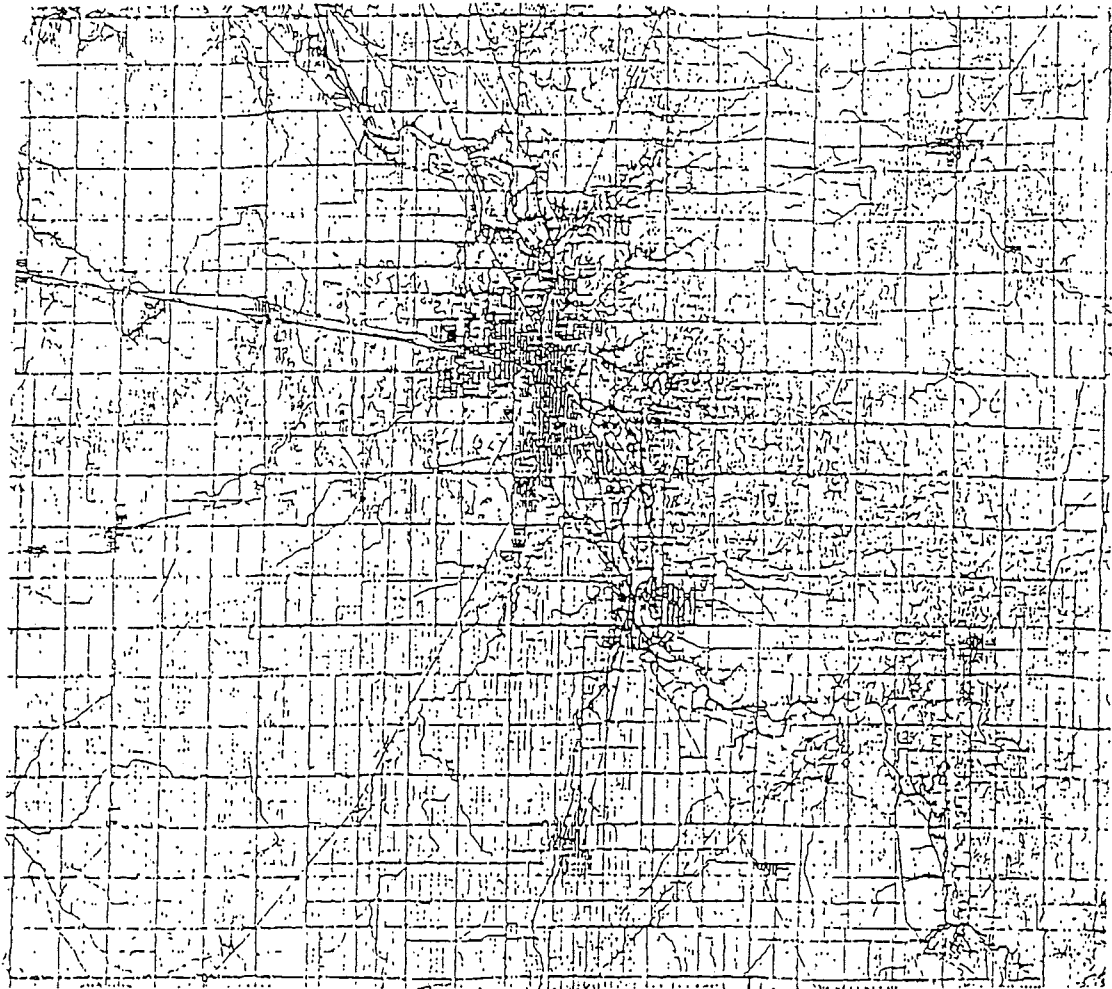
Car, Boats, Deet, Back, Barren, Walnut, Lugar, Massey, Hummel, and Metocinah Creeks. The first five of these creeks drain most of the areas west of the Mississinewa River, and the rest drain the central and eastern parts of the county. Black Creek, a tributary of the Salamonie River, drains the northeastern part. Pipe Creek, a tributary of the Wabash River, drains the west-central part. Prairie Run, Grassy Fork, and Middle Fork drain the southwestern part of the county. They are tributaries of Wildcat Creek, which is a tributary of the Wabash River.

Identification of key developing basins is undertaken on the Developing Drainage Basin Map. These developing basins represent a major drainage management challenge for Grant County.

Drainage problems include subsurface problems as well, including problems caused sewerage effluent from individual home septic systems. Through the Grant County Health Department, personnel, a prospective home owner can get advice on the location, design, and construction recommendations that will minimize the chances of failure. When building a new home today, soils information on the proposed home site is required before the local Board of Health will issue a permit for soil absorption approval. A well designed and located private home waste disposal system, properly constructed and maintained, should provide years of trouble free service.

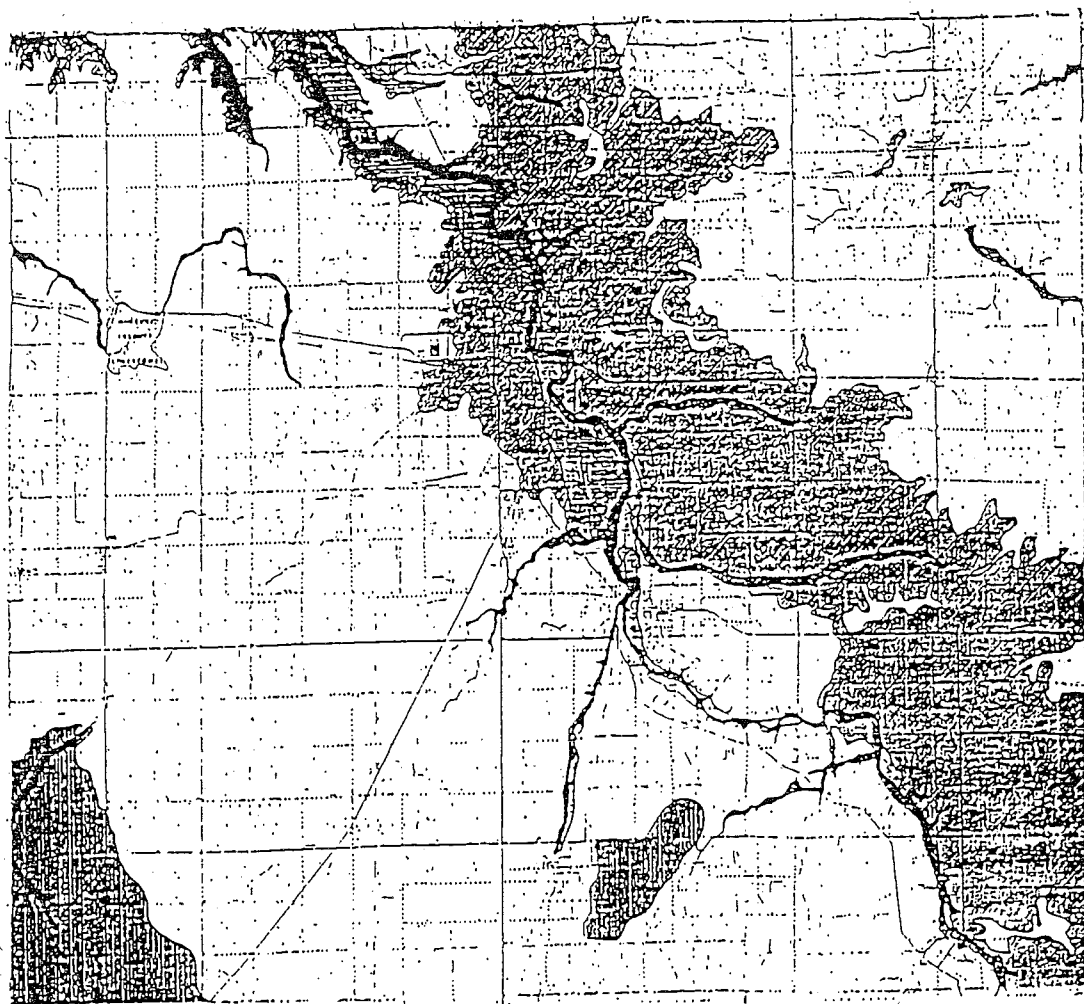
Flood Plains

A river flows ordinarily through the stream channel that has been formed over centuries of time. The channel carries the normal flow of the stream, but during periods of high runoff, the excess water spreads out across the valley floor until it can slowly drain back into the channel. Streams in Grant County that are subject to regular overflow include among others the Mississinewa River, Boots Creek, Logan Creek, Deer Creek, and Hummel Creek. Smaller streams also flood briefly during heavy storms, but the total area of flood plain involved is small along them.



GRANT COUNTY, INDIANA

TOPOGRAPHIC MAP



GRANT COUNTY, INDIANA

GENERALIZED SOILS MAP

- LEGEND
- UNIT 1
 - UNIT 2
 - UNIT 3
 - UNIT 4
 - UNIT 5

Flood Insurance Rate maps have been prepared by the Federal Emergency Management Agency. These maps show the base flood elevations established for Grant County and communities within the county. For purposes of the National Flood Insurance Program, the concept of a floodway is used as a tool to assist local communities in flood plain management. This concept divides the area of the 100-year flood plain into a floodway and a floodway fringe. The floodway is the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100-year flood may be carried without substantial increases in flood heights. The fringe is the remainder of the flood plain that may be developed without significant additional damage to the capacity of the floodway.

Climate

Grant County is cold in winter but quite hot in summer. Winter precipitation, frequently snow, results in a good accumulation of soil moisture by spring and minimizes drought during summer on most soils. The total annual precipitation is 36.38 inches. Of this, 22.7 inches, or about 62 percent, usually falls from April through September. The growing season for most crops falls within this period.

The average seasonal snowfall is about 25 inches. The greatest snow depth at any one time during the period of 1951 to 1974 was 11 inches. On the average, 17 days of the year have at least 1 inch of snow on the ground. The number of such days varies greatly from year to year.

The average relative humidity in afternoon is about 60 percent. Humidity is higher at night, and the average at dawn is about 80 percent. The sun shines 70 percent of the time possible in summer and 40 percent in winter. The prevailing wind is from the southwest. Average wind speed is highest, 12 miles per hour, in spring.

HISTORIC ARCHITECTURAL RESOURCES

Historic and architectural resources represent a major new opportunity for development and conservation in counties throughout the nation. However, Grant County has never undertaken a complete modern architectural inventory.

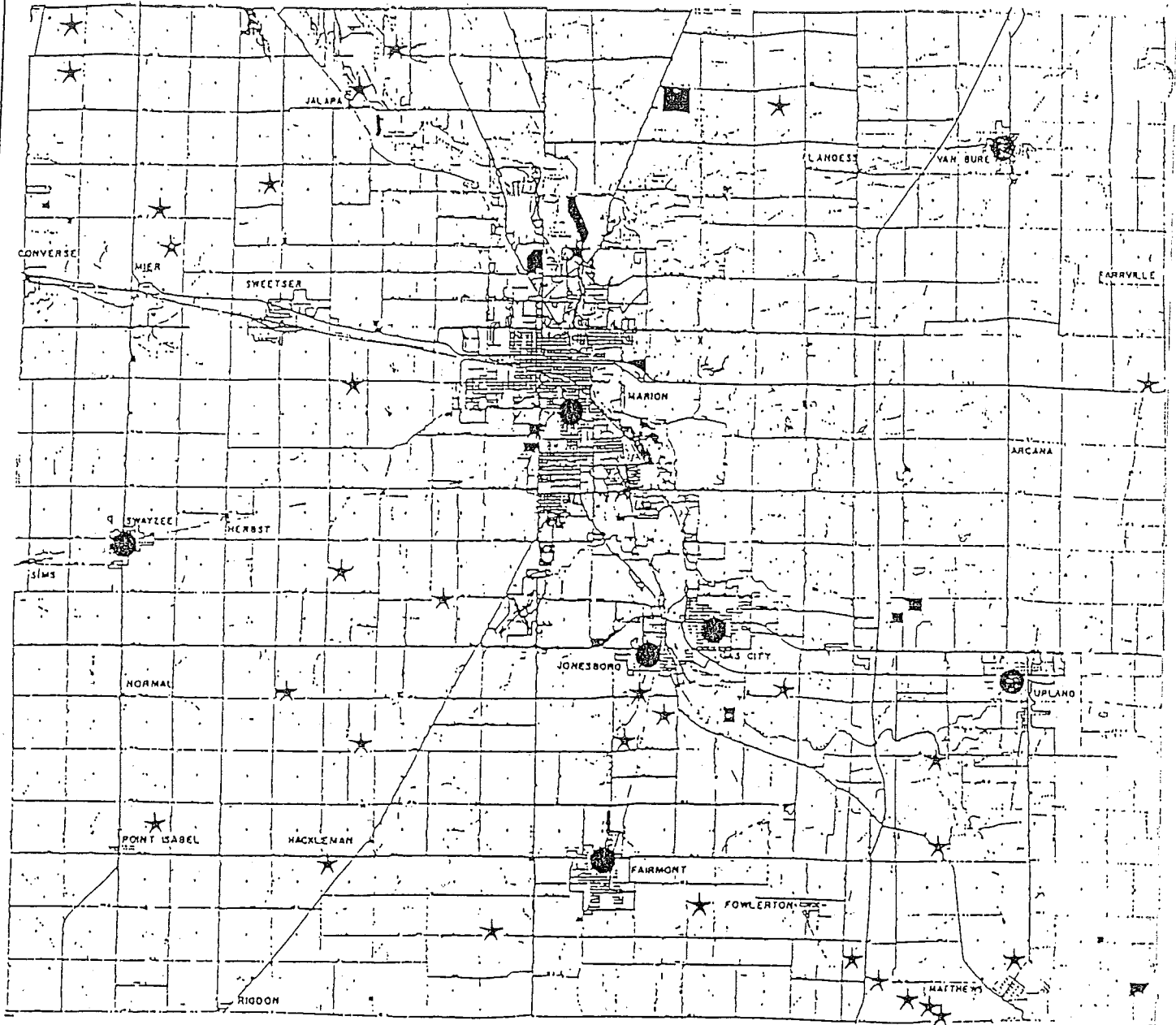
As a first step in this process, a "windshield" survey of Grant County has been completed, in order to assess the historic resources available which might be used as a focus for historically-related development programs. A summary of the resources identified are shown in the following table:

TABLE 7 ARCHITECTURAL RESOURCES BY AREA

	<u>Residence</u>	<u>Agriculture</u>	<u>Com/Ind</u>	<u>Other</u>
Northwest	2	2	---	2
Northeast	4	2	1	1
Marion Urban Area	104	---	9	4
Gas City/Jonesboro	11	---	2	3
Southwest	5	7	2	---
Fairmount	38	---	4	3
Southeast	11	1	1	2
TOTALS	175	12	19	15

A quick analysis of these resources can lead to the following conclusions which will impact comprehensive planning relative to these resources:

1) Only six sites/buildings are currently listed on the National Register of Historic Places. This represents a very small number relative to the number of properties within Grant County. Unfortunately, survey evaluations indicate that many potentially listable properties do not retain sufficient integrity, as required by the National Register, to be listed independently. Prior to widespread nominations, **Grant County needs to complete a total inventory and evaluation**



GRANT COUNTY, INDIANA

ARCHITECTURAL RESOURCES

- ★ SITE / BUILDING
- MULTIPLE SITES

of historic resources with emphasis on potential National Register sites. Such listing is critical to potential efforts to generate quality rehabilitation and use of federal income tax credits.

2) The numbers and integrity of available historic and architectural resources is insufficient as a basis for development of a tourism industry based thereon. Few comprehensive ethnic settlement patterns are immediately evident in the landscape. However, several related tourism themes have potential and are outlined below.

3) Rehabilitation can be a tool in downtown revitalization as part of the Main Street program, particularly in the Adams and Washington Streets corridor south of downtown Marion.

4) Several specific individual resources have development potential:

a) Matthews Covered Bridge (the county has few bridge-related resources)

b) the Veterans Administration Hospital includes a number of important buildings which could be identified and developed as a related support mechanism for the hospital. (The US armed services are currently identifying all historic structures on military bases.)

c) Mississinewa Battlefield area (a potentially strong tourism draw)

5) Several themes for architectural development are available which represent potential opportunities for historic development. Several are common Indiana themes and could be closely tied with regional or state promotions:

a) Several industrial buildings exist in Marion which represent a major heritage for the area. Marion has historically been an industrial community, and redevelopment of these buildings, e.g. along Lincoln Avenue, could lead to development of new uses in these buildings.

b) Fairmount and the James Dean heritage represents the most concentrated architectural resource in the county. Potential exists for development in Fairmount of historic resources and tourism outside of the Dean theme.

c) Rural preservation is a developing theme in the Midwest and Indiana. Barns are a major rural resource in Grant County. Most however are subject to declining use and lack of maintenance. The county can work with Historic Landmarks Foundation of Indiana to provide support for these structures, which represent a heritage of Grant County during its livestock history. Barns in the county are of all types, including round barns, bank barns, gambrel barns, and variations of other standard types.

d) Historic district potential exists for a residential historic district west of downtown Marion, in an area bounded by Jeffras, Pennsylvania, Western Avenue, and the C&O Railroad. As many as 84 buildings might contribute to this historic district.

6) A local historic register may be useful as a tool to identify local resources, while focusing public interest on these resources. State statute provides adequate legislation to allow the county to pursue this option, as a part of its development efforts.

TRANSPORTATION AND CIRCULATION INVENTORY AND PLAN

Introduction

Although all modes of public and private transportation provide key links to development, highway vehicle movements have assumed the preeminent role in our nation's and county's transportation networks. This infrastructure consequently has a significant impact on the development pattern of the county and its municipalities. Other modes function as specialized transportation facilities in the county.

This HIGHWAY AND TRANSPORTATION PLAN is designed to improve traffic movement through the County, to provide adequate access and circulation to all developed areas, to assure efficient school bus routing and adequate farm-to-market roads; and to ensure that future development is undertaken in a manner which will allow highway improvements with the minimum disruption to adjacent properties. Therefore this plan denotes adequate rights-of-way and not construction standards. "Proposed" streets and highways represent new or expanded alignments. This plan should be considered as a "system plan" rather than a detailed project plan.

GENERAL FUNCTIONS AND INVENTORY - Classifications of Streets and Highways

All streets and highways are classified as to their primary function as part of the total highway system. The Functional Classification Map shows the highway classification system used for highway planning in this document. The existing and future functional classifications are based upon existing and future transport and development needs.

Interstate - highways which provide high speed connections between major cities, with access limited to highways serving traffic desiring long-range travel.

Expressways - provide movement for large volumes of through traffic between major areas and facilities, and are not intended to provide access to abutting lands.

Arterials - provide through traffic between major areas and facilities, but do provide access to abutting properties, subject to necessary control of entrances, exits, and curb use. Arterials are classified "major" or "minor" depending on the traffic volume of the corridor served.

Collectors - provide streets which channel traffic from local streets to arterials. They "gather" traffic into the larger volumes. Direct access is provided to local properties. Collectors are classified "major" or "minor" depending corridor traffic volumes.

Local - streets provide direct access to abutting properties, as well as local traffic movement.

Typical cross-sections of each of these types of streets and highways are shown in the accompanying Typical Cross-Section - Rural and Typical Cross-Sections - Urban illustrations.

Many federal and state highways serve Grant County. Interstate 69 and US 35 traverse the county. State Highways 4, 5, 9, 13, 15, 18, 22, 26, and 37 serve the various communities. The County designates county highways which serve the functional needs of the system. Local roads however make up the bulk of highway mileage in the County (821.64 miles of unincorporated local roads in 1987). The accompanying Grant County Functional Classification Map demonstrates all these types of highways. Within the City of Marion, a similar classification system provides a basis for system planning, which can be strategically tied into the County system. The Marion Functional Classification Map demonstrates the city's highway classifications.

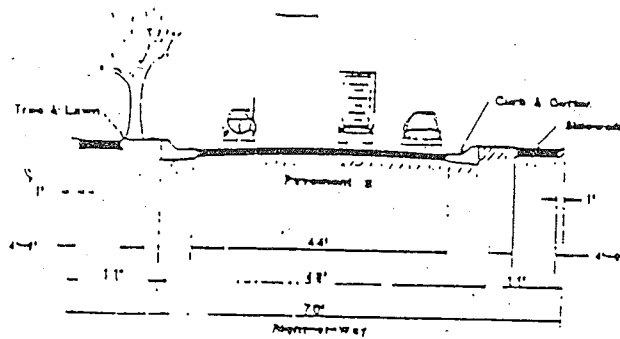
FAP System

County and local highway planning and construction requires careful long range anticipation of traffic needs. This planning is institutionalized for federal funding through the Federal Aid project system. The Grant County FAP System Map defines these designations.

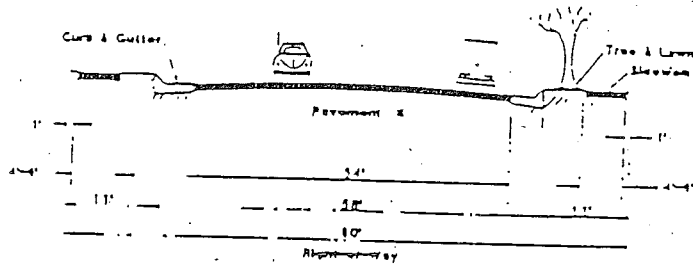
Average Daily Traffic

As mentioned in this chapter, average daily traffic is a key indicator of the need for enhancement of a highway facility. Table 8 is a summary of recent ADT counts for some key county highway segments:

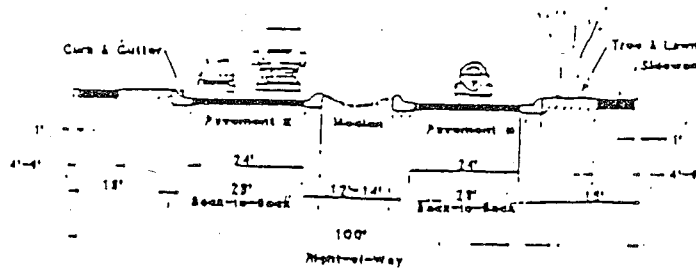
Collector



Arterial

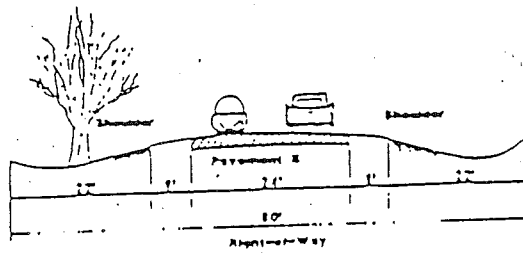


Divided Arterial

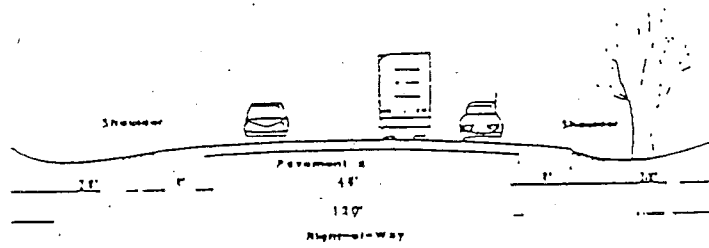


Typical Urban Cross-Sections

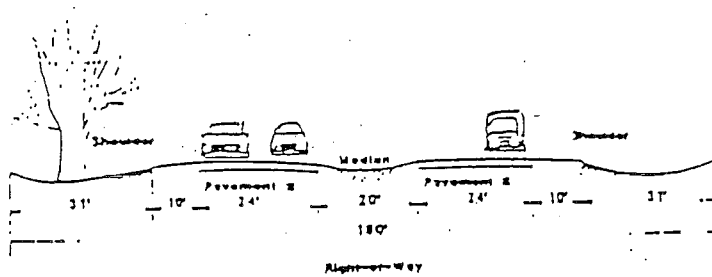
Collector



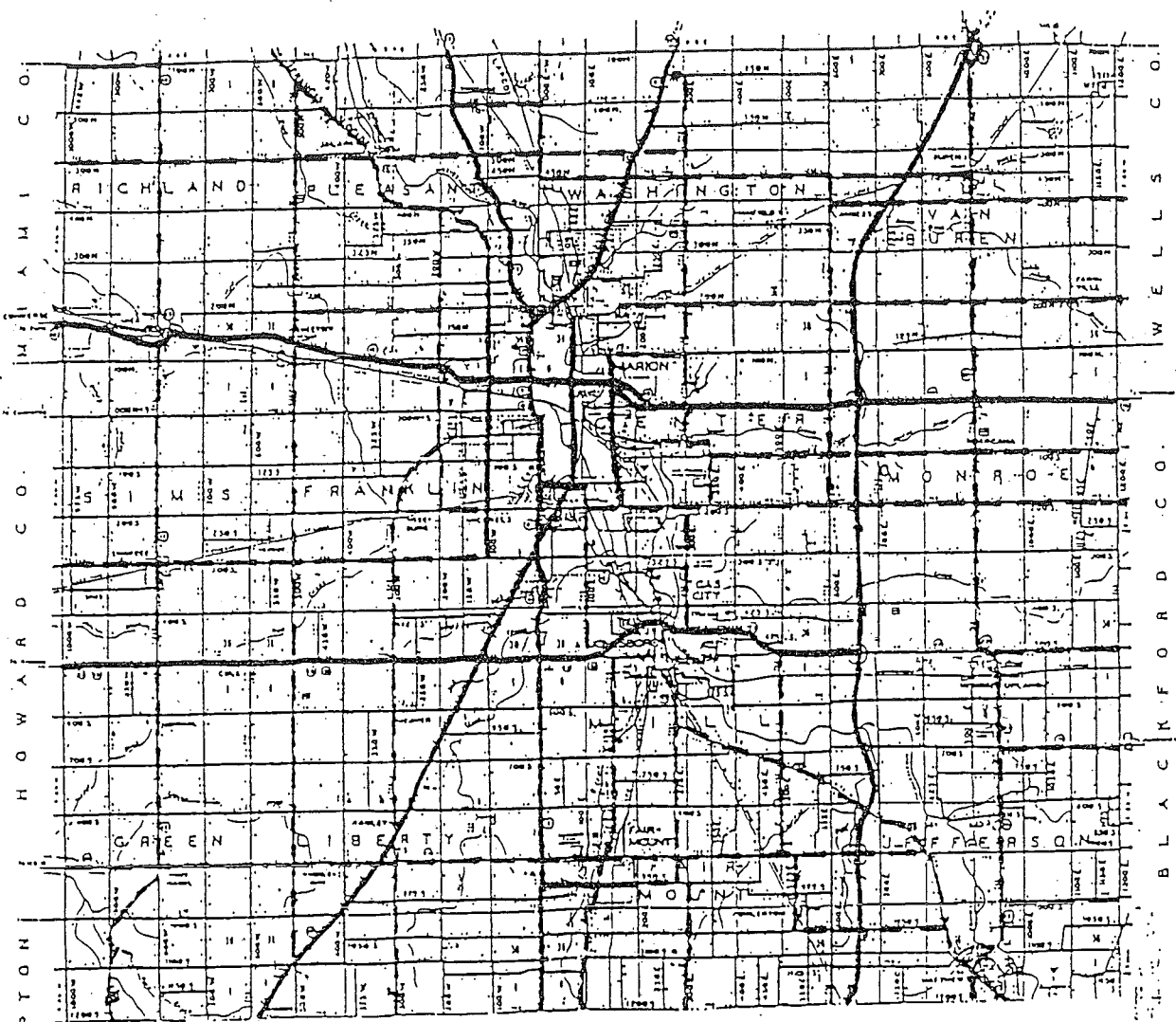
Arterial



Divided Arterial

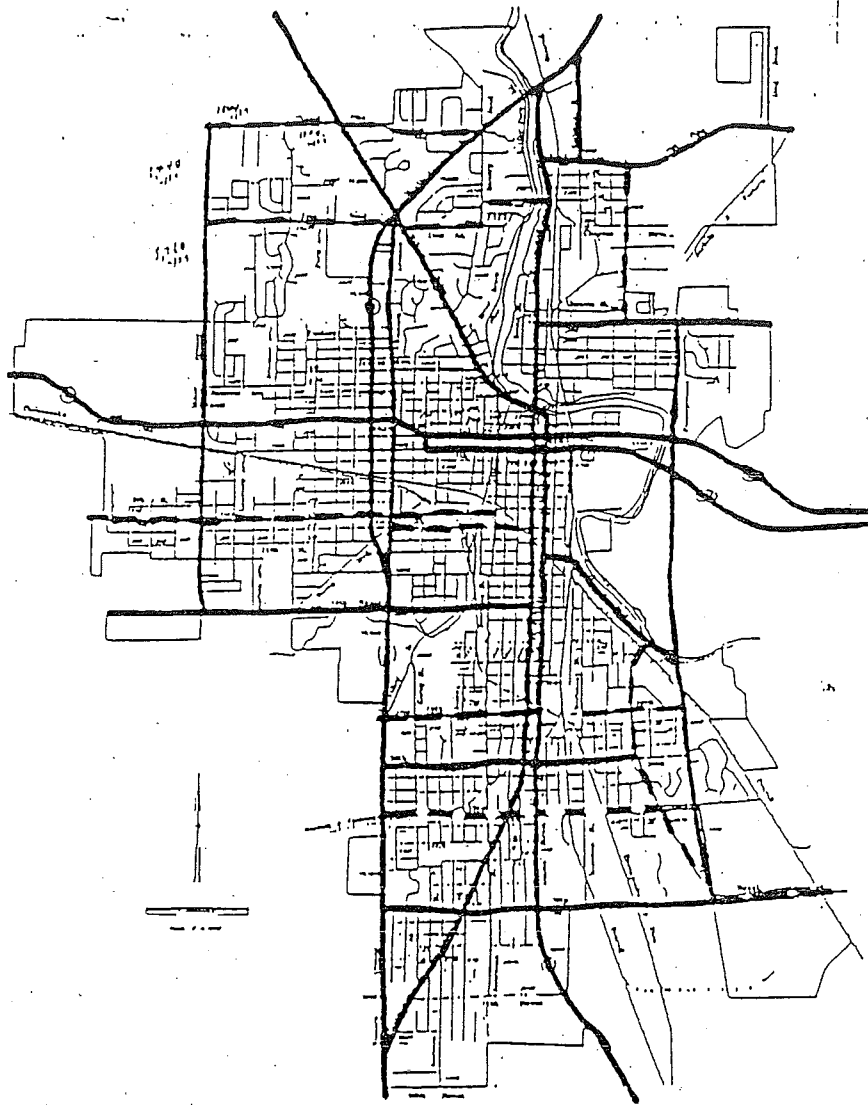


Typical-Rural-Cross-Sections



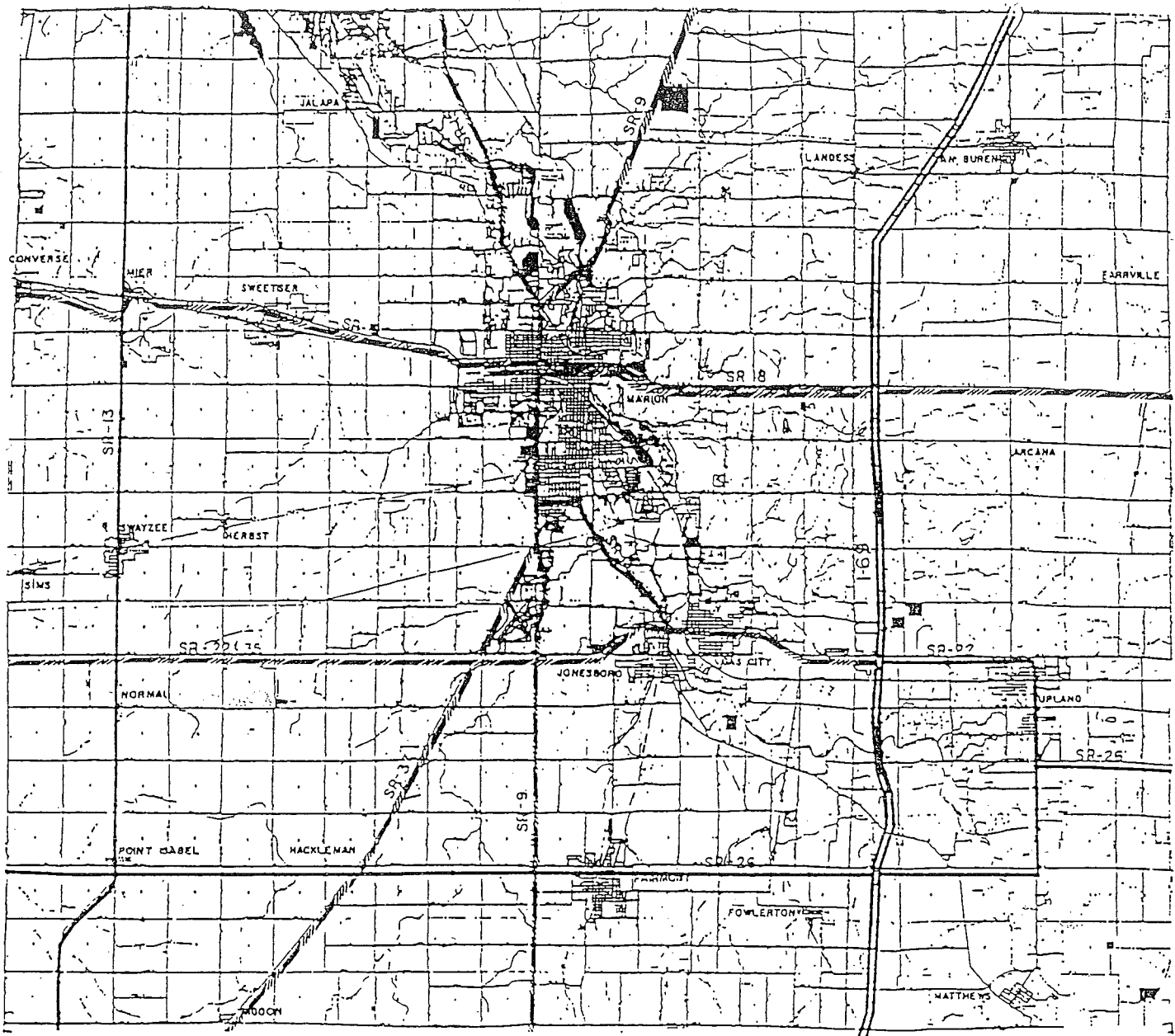
————— ARTERIALS
 - - - - - COLLECTORS

COUNTY HIGHWAY CLASSIFICATION SYSTEM



- ARTERIALS
- - - COLLECTORS

CITY STREET
CLASSIFICATION SYSTEM



GRANT COUNTY, INDIANA

FEDERAL AID HIGHWAYS

- == INTERSTATE
- FEDERAL AID PRIMARY
- SECONDARY SYSTEM

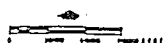


TABLE 8 Grant Co Highway Mileage summary & 88-89 ADT

Group A:			
E 38th - Marion to Garthwaite Rd	6,100	Pennsylvania - Marion to SR18 West	5,500
Garthwaite - Gas City to E 38th	3,400	Miller - 26th to Marion	3,200
Meridian - 53rd to 50th	3,100	CR500S - SR22 to Jonesboro	2,500
Sand Pike - SR26 to Fairmount Ave	2,300	Central Ave - E 38th to Marion	2,100
Group B:			
W 50th - CR500W to Marion	1,900	Kem Rd - Troy to Marion	1,800
Wheeling Pike - CR275E to Jonesboro	1,800	CR400E - Gas City to SR18	1,700
Miller - 38th to 26th	1,700	38th - Garthwaite to CR600E	1,700
Meridian - 50th to 33rd	1,700	CR950S - Matthews to SR26	1,700
Lincoln Blvd - Jonesboro to Marion	1,600	9th (N00S) - 500W to Marion	1,500
38th - Miller to SR9	1,500	10th (Jonesboro) - Jonesboro to Rogers	1,500
50th/300S - Marion to Meridian	1,500	Monroe Pike - Pennsylvania to Stone Rd	1,400
Sand Pike - Fairmount Ave to 500S 1,400		26th - Miller to SR9	1,300
Washington - Marion to SR9	1,300	Harreld Rd - Fr. Slocum to SR15	1,200
CR950S - SR9 to Fairmount	1,200	Wheeling Pike - Delaware Co to SR26	1,200

Corridor Policies

Specific highway development corridors have been identified as early as 1974, with the following policies. These policies are intended to serve as bases for decisions regarding highway improvements, abutting land use development, and utility development and visual standards.

Highway 18 / 22-35

1. All developments within the defined corridor will be reviewed in terms of a generalized land use plan. This plan should be considered a guide rather than a definitive statement that will assist the staff and commission in making responsible decisions relative to encouraging orderly development of the Corridor.
2. The "Highway 18" corridor is defined as that area located between the eastern Marion City limits and County Road 700E, east of the I-69 Highway 18 interchange, one mile on each side of

Highway 18. The "Highway 22-35" corridor is defined as that area located between the eastern Gas City limits and County Road 700E, east of the I-69 Highway 22-35 interchange, one mile on each side of Highway 22-35.

3. All development within the corridor will be served by local sewer and water systems. Package treatment plans, septic fields and wells will be reviewed and permitted on an interim step until public utilities are available. Interim facilities will only be considered after the feasibility of extending existing utilities have been reviewed and rejected.
4. As an "entrance" to the City of Marion or the City of Gas City, respectively, a high standard of visual quality will be sustained along the corridor. The staff should review and comment on the impact that each project has on the visual quality of the corridor. Consideration should be given to color coordination, landscaping, signage, building height, and building location.

5. Outdoor storage areas for equipment and materials will not be permitted except for specifically designed and approved display areas.
6. Access to the highways will be limited to existing access points, however adequate circulation through out the corridor is a major concern in the development of this area. Congestion of secondary road leading from the corridor to the adjacent cities as well as congestion of the highways themselves should be minimized. In an effort to minimize strip development and reduce traffic conflict points, private access to designated collector roads should be limited to one (1) access point per 660 feet on each side.
7. Natural features, including drainage ways, woodlands, and interesting topography will be preserved and protected to the extent possible.
8. A variety of land uses are encouraged. The uses should be developed in a manner that they do not conflict with adjacent uses and the desired character of the corridor.
9. A detailed master site plan of all projects will be submitted to the staff. The staff will review submitted data and present specific recommendations relative to circulation, drainage, uses, density, building types, and location and landscaping.
10. Planned unit developments should be encouraged as a means of developing a quality environment in the Corridor.

Similar corridor policies need to be developed for all major arterial corridors, e.g. State Routes 5, 13, and 26.

Deficiencies

The following highway corridors, segments, and supporting characteristics represent the deficiencies in Grant County's current highway system:

1. Bridges in need of expansion or replacement, as identified by the Indiana state inventory.
2. Insufficient volume arterial for development connection to Indianapolis, i.e., State Route 37.
3. Van Buren area has no direct I-69 interchange, for development purposes, Weaver Popcorn connection (2600 trucks in 1988), and emergency access for safety purposes.
4. Insufficient four-lane cross state connections are available for effective regional development options. Existing potential alignments include State Routes 18, 22, and 26.
5. No collector highway crosses the northern urbanizing area of Marion. Herral Road provides an option but only at west end, but this road does not connect to SR9.

6. Completion of four-lane facility through total Western-Baldwin corridor is a necessity.
7. No arterial highway from CR300S to Herald Rd exists to provide western through access.
8. Traffic control improvements may be needed as indicated by traffic accident records, at the following intersections which experienced the most accidents in 1989:

1. Kem & bypass	2. 2nd and bypass
3. 4th and bypass	4. 3rd & Washington
5. Spencer and bypass	6. Wabash and bypass
7. 4th & Nebraska	8. 3rd & Nebraska
9. 2nd & Miller	10. Kem & Park Ave
9. The east side of Marion also experiences difficult connections. A connection along the Pennsylvania corridor from State Route 18 to State Route 9 has been removed from Federal Aid programs by the city but would still address such needs. Likewise, no direct connection exists from Gas City north to State Route 18.

Planning Considerations

1. The Areawide Zoning Ordinance requires setbacks for highway corridors which will experience improvements. Careful choices as to these corridors is necessary to reflect needs and appropriate development. Adequate typical cross sections of the various functional types can set the parameters for highway development.
2. Construction plans by the Indiana Division of Highways must be closely coordinated with local Master Plans. The only current construction program slated for Grant County includes the three segments of the Western-Baldwin corridor in Marion.
3. Two major highway choices impact planning issues from the following considerations:
 - a) Does the county wish to provide an alternative bypass loop around Marion to take congestion off urban arterials?
 - b) What transportation connections do regional economic development marketing and strategies demand?
4. What local arterials and connections are needed to facilitate development in compliance with Master Plan goals and objectives?
5. Related traffic service and control issues can be addressed by functional and service area planning in support of this Master Plan. Issues that can be so addressed include parking, entrance controls, truck routes, and auto traveler service facilities.
6. Maintenance of the current system is an essential consideration, although such decisions do not directly affect the overall Master Plan.

7. Specific development purposes should be identified for all arterial corridors and all state highways corridors.

Railroads

Although rail service has in the past been an essential service for development, little if any new services will be added in the near future. With proposed abandonments, including that of CSX from Marion to Richmond, the county needs to retain through various possible approaches as much available service as possible. Strategies for railroad planning are basic retention of existing service, so that new business and industrial development have rail options.

Intercity Freight and Bus Service

Several companies offer intercity freight service to Marion and Grant County. The key issue relating to such freight service is ease of access to industrial and economic service neighborhoods. Adequate arterials and collectors are essential. Designated truck routes can be established by municipalities to control truck access. Intercity bus service is provided by Greyhound. Both services depend on an effective highway system. Good system planning is the key to continued use of these alternatives.

Airport

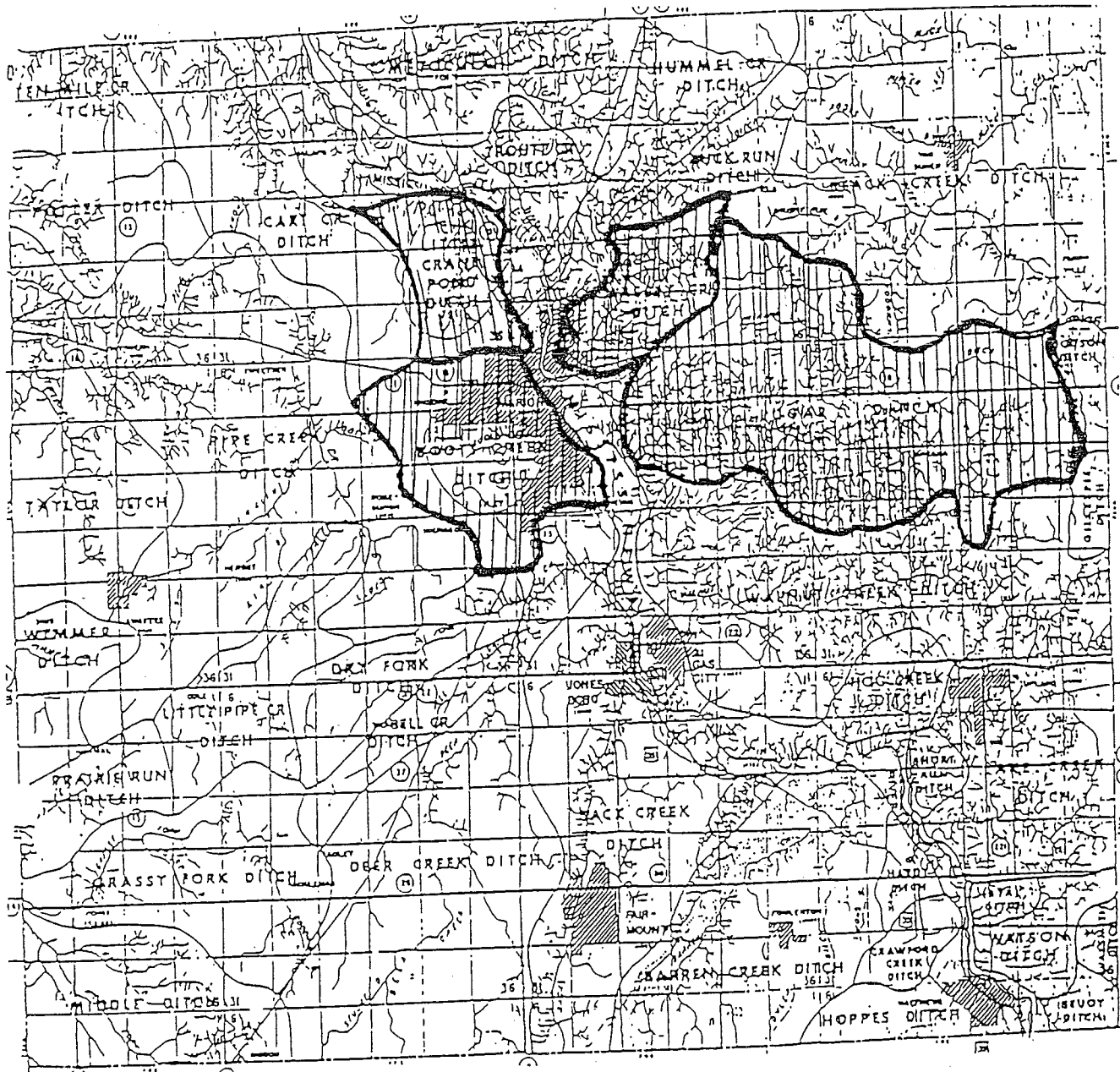
Marion Municipal Airport represents the major public air service in Grant County. The airport offers two development options. First, availability of aircraft service, through either some commuter service or local housing for corporate aircraft is important. Second, the airport offers a focus of business development along the Marion-Indianapolis corridor. Careful planning of business development in support of the airport can offer a development option for local economic growth. The Indiana State Airport Plan classifies Marion Airport as a general transportation airport.

SUMMARY AND RECOMMENDATIONS

Upon analysis of the highway and transportation capabilities of the county, several important recommendations can be readily identified for incorporation into the Street and Highway Plan:

1. Highway development should be undertaken in conformity with the Transportation Plan incorporated in this Master Plan. Priority should be given to improvements to pavement, intersection radii, and other design details of designated arterial and collector streets and highways.
2. Monitoring of rail service and abandonment procedures should be assigned to an appropriate agency.
3. Effective and varied airport development plan should be developed and tied to local master plan goals, as well as state airport development objectives.

4. The county and cities should prepare and adopt definitive highway entrance controls and truck routes for arterial segments.
5. An alternative bypass is necessary around Marion. The preferred option is along the Troy Avenue alignment. Strict access controls would be appropriate to preserve its through traffic character and minimizes river encroachment. This arterial should connect into State Route 15 at County Road 450 North. County Road 450 North should be finished between State Routes 15 and 9, to connect to County Road 450 North to Van Buren.
6. Completion of the four-lane commercial arterial in the Baldwin-Western corridor is essential.
7. Major four lane arterials should be developed along the State Route 26 corridor and State Route 37 corridor, as well as entrances into Marion and Gas City.
8. Other collector highways which will facilitate intracounty traffic movement to be further developed include:
 - a) Pennsylvania Avenue from Bradford Pike to State Route 9;
 - b) Improvements to the collector corridor from Jonesboro to Fairmount;
 - c) Completion of the Nebraska collector from Old Kokomo Road to 45th Street; and
 - d) Development of the Bethlehem Road / Garthwaite Road corridor from 38th Street Road to State Route 18.
9. Maintain all collector rights-of-way with master plan setbacks.
10. Develop and adopt corridor policies and appropriate land use plans for significant corridors.
11. Designated Highway Corridor regulations should be developed to enhance visual and land use development in key corridors. The initial corridor should be the SR18 corridor from Marion to I-69. Another candidate for such status would be State Route 37 from State Route 22 to 50th Street.
12. Coordinated transportation planning is necessary to achieve these objectives. It is recommended that Grant County seek the designation of the Area Plan Commission as the county transportation planning agency, similar to such designations in metropolitan counties.



DEVELOPING BASIN / DRAINAGE MAP

DRAINAGE

Both subsurface and surface drainage have become key elements impacting development in Grant County, and particularly in and around Marion. Active drainage management has focused upon the direct maintenance of "public drains" by the County Drainage Board. This management has included improvements and maintenance of the creeks, streams, and drainageways themselves. This work has not traditionally included comprehensive management of the surface drainage systems which feed into the public drains. Drainage management improvements, such as detention and retention ponds, have been completed on a project by project basis rather than being based upon the needs of management drainage anticipated by full development of any basin. Zoning and land use planning define by this planning process those uses which should develop in each drainage basin. Comprehensive basin management programs are now essential to provide for development of basins which already experience surface drainage problems.

The primary basins for immediate planning include those immediately adjacent to Marion which drain into the Mississinewa River. These include the Little Crane Pond, Boots, Lugar, and Massey Creek basins. These basin management plans should coordinate with state and federal plans for management of the Mississinewa River basin area.

The key elements of each basin plan should include anticipated volumes of water to be drained upon full basin development (based upon planned land use), appropriate primary drain improvements, and on site improvements (detention or retention ponds, swales, etc.) which will be necessary to implement the basin management plans, with recommended five-year project schedules. These plans can then be tied directly to subdivision and zoning regulations. Subdivision and permit approvals can be conditioned upon completion of planned management improvements.

Recommendations

1. Basin management plans shall be completed by the Drainage Board by 1995 for the Little Crane Pond, Boots, Massey, and Lugar Creek basins.
2. Before 2000, other drainage basin plans should be complete for areas serving Marion and the Gas City-Jonesboro areas.
3. Marion should pursue an aggressive program for separation of sanitary and storm water facilities. Separations are soon to be required by federal regulations, will increase dramatically the overall sanitary capacity of the existing system, and allow effective storm water management without the need to put the large volumes of storm water through the City's sanitary treatment systems.

UTILITIES AND COMMUNITY FACILITIES

Community Facilities are those facilities and that infrastructure which both directly serve the public and which effectively enable public officials to conduct their functions. These facilities not otherwise considered separately for purposes of this Master Plan, are herein disaggregated into the following types for consideration:

- Solid Waste Facilities
- Emergency Services
- Public Utilities
- Public Buildings and Facilities

Solid Waste Plan

Grant County is a portion of the East Central Indiana Solid Waste District, including Grant, Madison, and Delaware Counties, created in 1991 pursuant to HEA 1240, enacted in 1990. The governing board is responsible for adopting a solid waste plan by July, 1992.

Emergency Services

Emergency services in Marion and Grant County are coordinated and operated through the Grant County Emergency Services and Disaster Agency, coupled with state and local agencies. Grant County ESDA has an ongoing and regularly updated plan which addresses emergency services. Following is a summary of the key components of that plan:

"Civil Defense is basically the voluntary efforts of people, individually and in groups, together with local, state and national governmental departments and agencies, to protect themselves, their families, homes as well as commercial and industrial establishments and other community facilities such as schools, recreational and social agencies against the effects of warfare and natural disasters.

"Emergency Management is an all-hazards mitigation, preparedness, and recovery activity, whose functions are to:

1. develop and maintain EOP's for disaster implementation,
2. provide training for organizations and citizens needed for successful implementation of the plan,
3. control all activities through an advisory council, whose members are appointed by each jurisdiction and municipality within the county and civil air patrol,
4. assist local agencies, when needed, (examples: accidents, fires, HAZMAT incidents, traffic control, security, basic first aid, evacuation, rescue, etc.),
5. develop and maintain SOP's and resource manuals for disaster implementation, and
6. assist in developing and maintaining a hazardous materials plan for the county in accordance with PL99-499.

The agency's current inventory of equipment includes 4x4's, 9 patrol cars, 3/4 ton trucks, one air compressor truck with flood lights, a mobile command post, generators, radios, shovels, and 20,000 sandbags. In addition, 512 fallout shelters exist, including 356 in Marion and 57 with radiological kits.

Public Utilities

Public utilities are further divided into those provided by governmental units (water, sewer, drainage, police, and fire services) and those provided by private corporations (electricity, gas, telecommunications, cable television). Those available to citizens of Grant County are summarized in the following table.

Public Buildings and Facilities

Each governing jurisdiction, municipality, and special district provides buildings and facilities which are necessary to provide the services of the jurisdiction. For purposes of this Master Plan, all are not listed herein. However, major public buildings and facilities which constitute primary land uses which directly impact adjoining lands are herein enumerated.

The 4-H Fairgrounds located on State Route 18 East immediately east of the City of Marion provide 41 acres of land for the fair and numerous community events. No expansion plans are anticipated for this facility.

Other than university and school facilities and public libraries, few cultural facilities serve Marion and Grant County. No county community center is available. Only the **Memorial Coliseum** in Marion is available as a significant independent building for cultural performances and events.

Marion General Hospital is the only major health oriented land use in the County. The facility currently experiences land use problems resulting from complete use of existing lands. At grade parking is used near the facility. A large Professional Business zone is available east of the hospital but includes a mix of medical offices and residences.

Grant County offices include several major facilities. The Courthouse and County Complex are major downtown land uses. The County Highway Department on South Meridian represents a compatible land use in that industrial neighborhood.

The City of Marion is the other primary local user of land in Marion and Grant County. City facilities include the **Marion Municipal Building** in downtown Marion, as well as numerous garages, treatment and utility plants, and fire stations.

Federal facilities include the Veterans Administration Hospital in Marion, constituting acres and a complex of buildings, and lands associated with the Mississinewa Reservoir. The VA complex has minimal impact on surrounding land uses, while reservoir lands provide a desirable focus for suburban residential development.

Minor United States facilities include USDA offices, armed services recruiting offices, Department of Labor and Social Security offices, an FAA Sector Office, and post office facilities throughout the county.

Facilities of the State of Indiana include a National Guard Armory and service offices for a number of state departments.

TABLE 9 PUBLIC UTILITIES

<u>JURIS</u>	<u>WATER</u>	<u>SEWERS</u>	<u>STORM</u>	<u>FIRE</u>
CONVERSE	Cap- 225,000 GD Use- 190,000 GD	Cap- 260,000 GD Use- 200,000 GD	yes	#10 25V
FAIRMOUNT	Cap- 350,000 GD Use- 300,000 GD	Cap- 550,000 GD Use- 940,000 GD	75% Piped	#NA 15V
FOWLERTON	Private wells	Septic	NA	14Y
GAS CITY	Cap- 1.5 MGD Use- 680,000 GD	Cap- 2 MGD	NA	#5 22V
JONESBORO	Cap- 750,000 GD	Cap- 600,000 GD	20% Coverage	#7 NA
MARION	Cap- 10 MGD Use- 6.3 MGD	Cap- 12 MGD Use- 9 MGD	Combined & Separate	#5 NA
MATTHEWS	Private wells	Cap- 110,000 GD Use- 40,000 GD	75% Coverage	#10 22V
SWAYZEE	Cap- 250,000 GD Use- 100,000 GD	Cap- 360,000 GD Use- 360,000 GD(Peak)	NA	#8 21V
SWEETSER	Private Wells	Served by Marion	Piped	#9 22V
UPLAND	Cap- 720,000 GD Use- 325,000 GD	Cap- 300,000 GD Use- 250,000 GD	NA	#10 23V
VAN BUREN	Cap- 288,000 GD Use- 100,000 GD	Cap- 140,000 GD Use- 50,000 GD	NA	#10 30V

Cap=Capacity GD=Gallons Per Day #=Fire Rating V=Volunteers

Planning Recommendations

1. Each town and city utility board should define its service area boundaries to coincide with the growth areas indicated on the Proposed Land Use Plan. The boundary between the Marion Utility Service Area and the Gas City Utility Service Area should be delineated at County Road 300 South.
2. Each utility jurisdiction should create and follow a 5, 10, and 20 year capital improvements program, setting out priority projects and funding therefore. This should be coordinated through a countywide infrastructure advisory committee.
3. Grant County should seek the enactment of Adequate Public Facilities enabling legislation (APF). This legislation would provide the authority for towns and utility boards to insure that adequate facilities are provided in compliance with adopted plans for development as it occurs.
4. Marion General Hospital and neighboring physicians should develop and adopt a coordinated neighborhood land use plan for the Professional Business zone including the hospital and those parcels between Wabash Avenue and the Mississinewa River. This should include multilevel parking facilities.
5. A Marion-Grant County Community Center is necessary for full development of cultural opportunities in the community. Current plans by the Convention and Visitors Bureau for construction of a center at the east end of downtown Marion are recommended.

RECREATION

The recreation component of this master plan, like other components, is system oriented, that is, designed to ensure sufficient systemwide facilities and programs, while leaving specific implementation questions to later functional planning programs. The component is comprised of the following sections: inventory, analysis, and recommendations.

Inventory

For planning purposes, local parks have been classified, regardless of ownership, into three types. A **Minipark** is a small area intended for use of children in high density areas. The park is compact, allows access without crossing major streets, and includes play equipment, sandboxes, benches, etc., with a recommended size of 2 acres or less.

Neighborhood parks of 3-15 acres are designed for active and passive short term activities. The park provides informal recreation include play areas, storage and shelters, open space, multiple use paved areas for field games, parking, lighting, and landscaped buffers.

Community Parks are 20 acres or larger in size provide large outdoor recreation areas including athletic fields, courts, community centers, pools, picnic facilities, restrooms, landscaped walking areas, and have the most program potential.

In addition, regional parks are usually state or federal lands providing large scale recreational experiences.

Analysis of Land Needs

Utilizing nationally accepted standards for recreational facilities, the following table lists recreational facilities for county residents.

TABLE 10 Current Resources - Marion

	Mini-park	Neighborhood Park	Community Park
# Parks by public schools	1	6	0
# City Parks	8	9	2
Total school acres	1	48	0
Total city acres	1	42.6	100
Total acres	7.8	90.6	100
Recommended	9-18	36-72	180-288

Current Resources - Grant (excluding Marion)

	<u>Mini-park</u>	<u>Neighborhood Park</u>	<u>Community Park</u>
# Parks by public schools	1	12	3
# Parks	3	9	4
Total school acres	1	111	140
Total county acres	6	54	2,195
Total acres	7	165	2,335
Recommended	9-18	36-72	180-288

(Not including golf courses, country clubs, riding stables, conservation clubs, camps)

TABLE 11 Facilities Standards

<u>Activity</u>	<u>Standard</u>	<u>Marion</u>	<u>County</u>	<u>MarionNeed</u>	<u>CountyNeed</u>
Badminton	7 courts	0	0	7	7
Basketball (outdoor)	7 courts	19	10	0	0
Handball	2 courts	0	0	2	2
Tennis (outdoor)	18 courts	24	16	2	0
Volleyball (outdoor)	7 courts	0	0	7	7
Baseball	7 unlighted	12 unlighted	8	0	0
	1 lighted	5 lighted	8	0	0
Field Hockey	2	0	0	0	0
Football	2	6	14	0	0
Soccer	4	2	0	2	4
Golf Driving	1	0	0	1	1
Running track	2	4	5	0	0
Softball	7	7(3 fast, 4 slow)	1	6	0
Golf	2 9-hole	5	1	0	1
	1 18-hole	0	4	0	0
Pool	2	3	3	0	0
Shuffleboard	18	0	0	18	18
Horseshoe	18	10	0		
Picnic shelter	18	18	2	0	16
River sports	Occasional	-	-	-	-

Recommendations

Three primary recreational recommendations are presented as part of this Master Plan.

1. Outside of Marion and Gas City, no comprehensive recreational agency exists to implement any recreational needs. Therefore, some form of city-county park department is recommended for Grant County. This department can be staffed with existing personnel as a central core.
2. In order to provide specific facilities as outlined in the above table, the county department needs to establish miniparks spread throughout small towns, with a minimum of one per community. These should be closely coordinated with school-operated facilities.
3. Specific facilities demonstrated in the table above should be developed as needed.

EDUCATION

Education is provided by a combination of public school corporations and private schools within the county, as follows:

Public School Corporations: Eastbrook Marion City Oak Hill
 Madison-Grant Mississinewa

Private Schools: Bennett Catholic Schools Chapel Heights Academy
 Lakeview Wesleyan Schools

Higher Education: Tucker Vocational Center Indiana Vocational Technical
 Taylor University Indiana Wesleyan University

Planning Considerations

The key elements for Master Plan consideration in this area are two: (1) student capacity in the elementary/secondary systems and (2) campus/development plans for higher educational facilities which will impact neighboring land use.

Student Capacity: Surveys of the various education corporations during the summer of 1990 indicate the following excess capacities:

Chapel Heights	- 25	Bennett	- NA
Lakeview	- 15	Eastbrook	- 300
Oak Hill	- 570	Madison-Grant	- 719
Marion	- 1,000	Mississinewa	- 450(secondary)

Campus Development Plans: Development Plans are shown as follows which impact the future land use plan maps for municipalities within the county. Indiana Wesleyan University and Taylor University provide full service postgraduate education. Tucker Vocational Center has a new but somewhat underutilized facility on the east edge of Marion. Indiana Vocational Technical College currently is using the former high school building at Roseburg, a site not conducive to expansion.

Recommendations

1. No new primary or secondary campus locations are needed. Necessary upgrades and facilities should be focused upon existing campuses.
2. Area Plan Commission should maintain up-to-date copies of the university Master Plan to assess the impact of campus development on adjacent land use. Campus uses should be indicated on proposed land use plans as a specific land use.
3. Indiana Vocational Technical College should relocate to a more centrally located facility for ease of access and support of other facilities. Recommended alternatives include a location in downtown Marion or a combining of facilities with Tucker Vocational Center.

PROPOSED LAND USE PLANS

Following are proposed land use plans for Grant County and municipalities participating in Area Plan. Note that land use crosses jurisdictional boundaries. Therefore, land use types have been standardized across the various type of governmental jurisdictions. These proposed land use maps are the direct basis upon which Zoning Maps are based. Therefore, zoning amendments are appropriate to their accomplishment.

See appendix A for the proposed land use map for the Indiana Highway 18 East

See appendix B for the proposed land use map for Jonesboro

See appendix C for the proposed land use map for Van Buren

See appendix D for the proposed land use map for Upland

See appendix E for the proposed land use map for Matthews

See appendix G for the proposed land use map for Fairmount

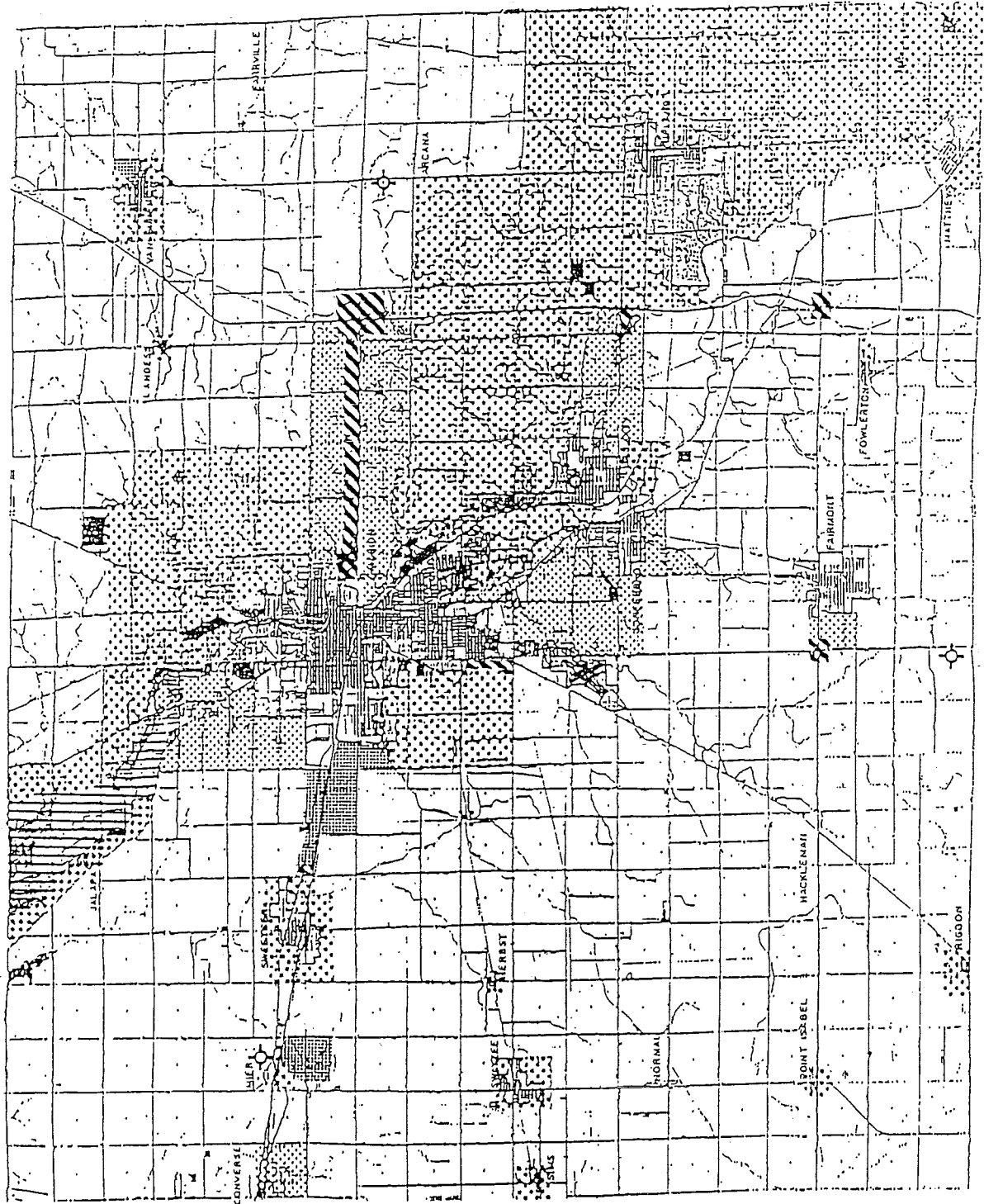
See appendix H for the proposed land use map for Sweetser

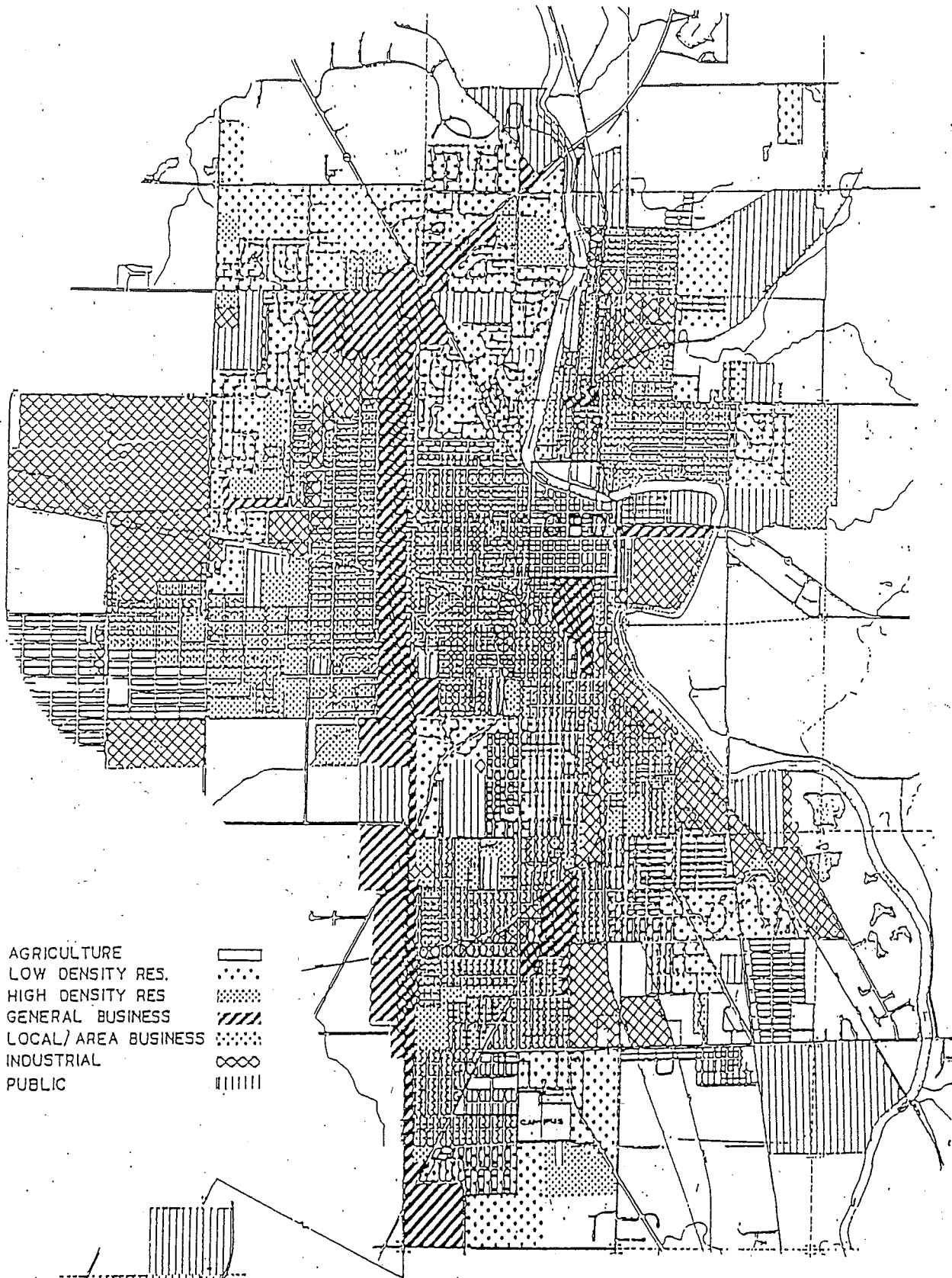
See page 42 for the proposed land use map for the unincorporated county

See page 43 for the proposed land use map for Marion

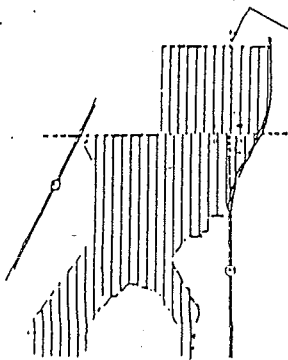
PROPOSED LAND USE 2010

- COMMERCIAL
- INDUSTRIAL
- LOW DENSITY RESIDENTIAL
- PUBLIC & RECREATIONAL
- RESIDENTIAL
- SCHOOLS & AIRPORT





- AGRICULTURE
- LOW DENSITY RES.
- HIGH DENSITY RES
- GENERAL BUSINESS
- LOCAL/AREA BUSINESS
- INDUSTRIAL
- PUBLIC



MARION
 PROPOSED
 LAND USE 2010

IMPLEMENTATION STRATEGIES

Many approaches to implementation of this Master Plan are available to the governments and citizens of Grant County. The primary implementation tools are currently in place and require only updating and implementation. These include the Areawide Zoning Ordinance and Subdivision Regulations.

These in combination with other strategies outlined below define the approaches to accomplishment of the goals and objectives of this Master Plan. The strategies to be utilized and discussed in various chapters of this Master Plan include:

1. Areawide Zoning Ordinance (includes specialized land use development types and designated highway corridors)
2. Subdivision Regulations
3. Drainage Basin Management Plans
4. Redevelopment target areas
5. Capital improvement plans
6. Adequate Public Facility Legislation
7. Functional Plan Development

These general strategies are included in the following implementation and activity schedule. This schedule sets out the actual procedures and objectives necessary to achieve the purposes of this Master Plan.

IMPLEMENTATION SCHEDULE

A.	Indiana Highway 18 Corridor Plan	Winter 1996
B.	Jonesboro Town Plan	Fall 1995
C.	Van Buren Town Plan	Fall 1995
D.	Upland Town Plan	Fall 1995
E.	Matthews Town Plan	Spring 1996
F.	Grant County Housing Development	Spring 1996
G.	Fairmount Town Plan	Fall 1997
H.	Sweetser Town Plan	Fall 1997
I.	<i>Marion Ward 1</i>	<i>(TBP)</i>
J.	<i>Marion Ward 2</i>	<i>(TBP)</i>
K.	<i>Marion Ward 3</i>	<i>(TBP)</i>
L.	<i>Marion Ward 4</i>	<i>(TBP)</i>
M.	<i>Marion Ward 5</i>	<i>(TBP)</i>
N.	<i>Marion Ward 6</i>	<i>(TBP)</i>

Assignment to APC for Rail Abandonment Monitoring by APC	6/30/92	Commissioners
Marion Entrance Controls	6/30/92	Marion Council
Marion General Hospital Solid Waste Plan	6/30/92 6/30/92	MGH Board Solid Waste District
Rezoning To Conform to Master Plan	9/1/92	APC & Jurisdictions
Historic Resources Inventory	9/1/92	APC & Con. Visitors Bureau
Housing Council Establishment	11/1/92	Social Service Council
Historic Industrial Building Rehabilitation Plan	12/31/92	Area Plan
Fairmount National Register Historic District	12/31/92	Area Plan
County Park Agency Development	12/31/92	Area Plan & Marion Parks Dept
Grant County Register of Historic Places	12/31/92	Area Plan
Completion of Baldwin-Western Expansion - Phase 1	12/31/92	Division of Highways
Utility Board Capital Improvement Programs	12/31/92	Utility Board
Establish One-Year Plan Evaluation Committee	12/31/92	Area Plan
Designation of APC as County Transportation Planning Agency	12/31/92	Division of Highways
Little Crane Pond Basin Plan	12/31/92	Drainage Board
Lincoln Boulevard Rehabilitation Plan	3/3/93	APC & Community Development
Central Marion Rehabilitation Plan	5/1/93	APC & Housing Council
Marion Truck Routes	6/30/93	Marion Council
Single Family Rehabilitation Plan	7/1/93	Housing Council
Massey & Boots Creek Basin Plans	12/31/93	Drainage Board
Highway Corridor Policies	6/30/94	APC & County Highway Dept
Completion of Bethelham-Garthwaite Corridor	12/31/94	County Highway Dept

Mini-Park Plan	12/31/94	County Recreation Agency
Adequate Public Facilities Enabling Acts	12/31/94	State Legislature
Lugar Creek Basin Plan	12/31/94	Drainage Board
Completion of Baldwin-Western Expansion - Phase 2	12/31/94	Division of Highways
Completion of County Convention Center	1/1/95	Convention & Visitors Bureau
Regional Park Plan	3/31/95	County Recreation Agency
Complete Nebraska Corridor	6/30/95	County Highway
Completion of Baldwin-Western Expansion - Phase 3	12/31/95	Division of Highways
Master Plan 5-Year Update	12/31/96	Area Plan
Pennsylvania Street Corridor Completed to State Route 9	12/31/97	Marion City
Completion of State Route 37 to State Route 26	12/31/97	Division of Highways
Troy Avenue Bypass Complete	1/1/2000	Division of Highways
Other Basin Plans Complete	1/1/2000	Drainage Board
Separation Complete of Marion Combined Sewers	1/1/2000	Marion City Utility Board
Completion of State Route 26 Cross-state Arterial	1/1/2005	Division of Highways

GRANT COUNTY COMPREHENSIVE PLAN ORDINANCE

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COMPRHEHENSIVE PLAN ORDINANCE (36-7-4-500)

TITLE 1 DEFINITIONS

For the purpose of this Code section, certain terms or words used herein shall be interpreted or defined as follows: Words used in the present tense include the future tense. The term "shall" is always mandatory.

ALLEY: Means a right-of-way, other than a street, road, crosswalk, or easement, that provides secondary access for the special accommodation of the abutting property.

BLOCK: Means an area that abuts a street and lies between two (2) adjoining streets or barriers such as a railroad right-of-way or a waterway.

BOARD: The Board of Commissioners of the County or the Board of Public Works and Safety of the City or the Board of Trustees of the Town of Fairmount, or Jonesboro, or Sweetser, or Upland, or Van Buren, Indiana, as may be applicable.

BUILDING LINE: Means the line that establishes the minimum permitted distance on a lot between the front line of a building and the street right-of-way line.

CITY: The City of Marion, Indiana.

COMMISSION: The Area Plan Commission of Grant County.

COMPREHENSIVE PLAN: The complete plan, or any of its parts, for the development of the County, the City and the Towns, prepared by the Commission and adopted in accordance with IC 36-7-4-500 et seq., as is now or may hereafter be in effect.

COUNCIL: The Common Council of the City.

COUNTY: County of Grant, Indiana.

CUL DE SAC (Court or Dead End Street): A short street having one end open to traffic and being permanently terminated by a vehicle turn-around.

DEVELOPER: Any person engaged in developing or improving a lot or group of lots or structures thereon for use or occupancy.

DIRECTOR: The Executive Director of the Area Planning Department.

EASEMENT: A grant by the property owner for the use of a strip of land by the public, a corporation, or persons, for specified purposes.

JURISDICTION OF THE COMMISSION: The unincorporated territory of the County, the incorporated area of the City and the Towns of Fairmount, Jonesboro, *Matthews*, Sweetser, Upland and Van Buren.

LOT: A portion of a subdivision, or other parcel of land intended as a unit for transfer of ownership or development.

MAJOR STREETS AND HIGHWAYS PLAN (OFFICIAL THOROUGHFARE PLAN): The part of the Comprehensive Plan, now or hereafter adopted, which includes a major street and highway plan and sets forth the location, alignment, dimensions, identification, and classification of existing and proposed streets, highways or other thoroughfares.

MARGINAL ACCESS STREET: A road which parallels a major arterial street, providing access from abutting property and separated from the highway by a common dividing strip.

ORDINANCE: Section 36-7-4-500 of the County Code.

PERSON: Includes a corporation, firm, partnership, association, organization, or any other group that acts as a unit or legal entity.

PLAT: A map or chart indicating the subdivision or resubdivision of land, intended to be filed for record.

PRIVATE STREET: A right-of-way which has the characteristics of a street, as defined herein, except that its is not dedicated to the public use. A driveway which is located on a lot and which serves only the use on that lot is not considered as a private street.

PUBLIC FACILITIES PLAN: The part of the Comprehensive Plan, now or hereafter adopted which shows the locations of proposed fire station sites and existing and proposed school, park or recreational sites.

STREET (Road): A right-of-way, other than an alley, dedicated or otherwise legally established to the public use, usually affording the principal means of access to abutting property. A street may be designated as a highway, thoroughfare, parkway, boulevard, road, avenue, lane, drive, or other appropriate name.

STREET (Or Alley) IMPROVEMENT: Shall mean the construction of a street or alley to its full thickness, commencing at the subgrade according to the specifications contained hereinafter in this Ordinance. The placing of a new surface over an existing paved or closed surface street or alley shall not be considered as an improvement but as maintenance.

STREET, PRINCIPAL ARTERIAL (PRIMARY-MAJOR ARTERIAL): A street providing for through movement of large volumes of traffic. Principal arterial streets are intended to provide

access to abutting property subject to necessary control of entrances and exists for traffic movement and where safety conditions warrant.

STREET, MINOR ARTERIAL: A street planned to facilitate the collection of traffic from collector streets and usually located on neighborhood boundaries.

STREET, MAJOR COLLECTOR (SECONDARY COLLECTOR): A street planned to facilitate the collection of traffic from local streets, and to provide circulation within neighborhood areas and convenient ways from traffic to reach principal arterial streets.

STREET, MINOR COLLECTOR: A street with lower traffic volumes fulfilling the same function as Major Collectors.

STREET, LOCAL: A street used primarily for access to abutting properties, usually residential. Certain local streets may be marginal access streets parallel to principal arterial streets, therefore providing access from abutting properties.

TOWN: The Town of Fairmount, or Jonesboro, *or Matthews*, or Sweetser, or Upland, or Van Buren, as may be applicable.

URBAN AREA: The areas, as illustrated on the adopted Major Streets & Highways Plan. These areas include each incorporated community, as well as its surrounding area, expected to be developed in a similar manner to the community in future years. Within the urban areas, streets and road rights-of-way will be developed in accordance with the Urban Thoroughfare Cross-sections.

ZONING ORDINANCE: Section 36-7-4-600 of the County Code. The part of the Comprehensive Plan, now or hereafter adopted, which includes an ordinance and zone maps which divides the area under the jurisdiction of the Commission into districts, with regulations and requirement and procedures for the establishment of land use controls; also the Areawide Zoning Ordinance in force within the Commission's jurisdiction.

TITLE 2 MAJOR STREET AND HIGHWAYS PLAN (OFFICIAL THOROUGHFARE PLAN)

2.1 Major Streets and Highways Maps and Drawings

The Official Major Streets and Highways Plan (Thoroughfare Plans) consists of a map entitled "GRANT COUNTY, INDIANA, and drawings entitled Urban Thoroughfare, standard Cross-Sections,," and "Rural Thoroughfares, Standard Cross-Sections," which show recommended design plans for the proposed street and highways. This Official Major Streets and Highways Plan is hereby incorporated by reference into this Ordinance, with two (2) copies of the Plan on file in the office of the Clerk-Treasurer and available for public inspection. The notations, references, indications and other details shown therein are as much a part of this Ordinance as if they were fully described in the text of this Ordinance.

2.2 Designation of Major Streets and Highways

The major streets and highways comprising the Official Major Streets and Highways Plan are hereby classified on the basis of width and type, in accordance with their proposed function, as Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Streets.

2.3 Policies and Directives

2.3.1 Opening or Widening of Streets

Whenever a street classified in the Official Major Street and Highways Plan is to be platted as part of a subdivision, the required right-of-way width for such street shall be as specified in the Official Major Streets and Highways Plan, provided that where a street borders on a tract of land to be subdivided, the owner of such land shall be required to plat only one-half of the right-of-way designated for such street, measured at ninety (90) degrees to the center line thereof.

2.3.2 Location of Streets

- A. Wherever the location of a street is indicated in the Official Major Streets and Highways Plan as following an existing road or street, or a section or half-section or other established property line, the location of the street shall conform to such location; however, a street lying wholly within a subdivision, and not designated as following an existing road or established property line, may be varied in its alignment when such variance promotes the plan of a neighborhood development unit in accordance with good site planning principles, and is such alignment provides for the continuity of traffic movement.
- B. In the absence of any street being designated in each section of and, within the jurisdiction, on or approximately on the north-south and east-west section lines of such sections, it is the intent of the Official Major Street and Highways Plan and this Ordinance that Major Collector Streets be established on such section lines.
- C. In the absence of any street being designated in each section of and, within the jurisdiction, on or approximately on the north-south and east-west half-section lines of such sections, it is the intent of the Official Major Street and Highways Plan and this Ordinance that Minor Collector Streets be established on such half-section lines where feasible.
- D. Wherever the location of a street is indicated in the Official Major Streets and Highways Plan as following an irregular alignment, or a revised alignment or is not referenced to an established line, it shall follow the alignment shown in the Official Major Streets and Highways Plan. Such alignment shall be subject to a detailed survey which may be provided by the Commission or other public agencies, or by the owners of the land to be subdivided if required by the Commission. The survey for each street shall be subject to the approval of the Commission prior to the dedication of the street.