

## **SECTION 10 INDUSTRIAL**

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

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

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

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

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

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

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

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

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

Transportation Access –

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

Availability of Utilities –

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

Development Constraints/Delays –

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

Growth Potential –

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

## FUTURE INDUSTRIAL DEVELOPMENT AREAS

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

### US 41 NORTH CORRIDOR AREA

Location:

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

Existing Development Attractors:

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

Transportation Access:

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

Potential Development Constraint:

The area lacks a local road network including frontage roads.

## SR 57 AREA

### Location:

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

### Existing Development Attractors:

Substantial undeveloped land is available to accommodate large facilities.

### Transportation Access:

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

### Potential Development Constraint:

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

## MILL ROAD AREA

### Location:

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

### Existing Development Attractors:

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

### Transportation Access:

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

### Potential Development Constraint:

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

## I-164/MORGAN AVENUE AREA

### Location:

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

### Existing Development Attractors:

Minimal site preparation due to flat topography.

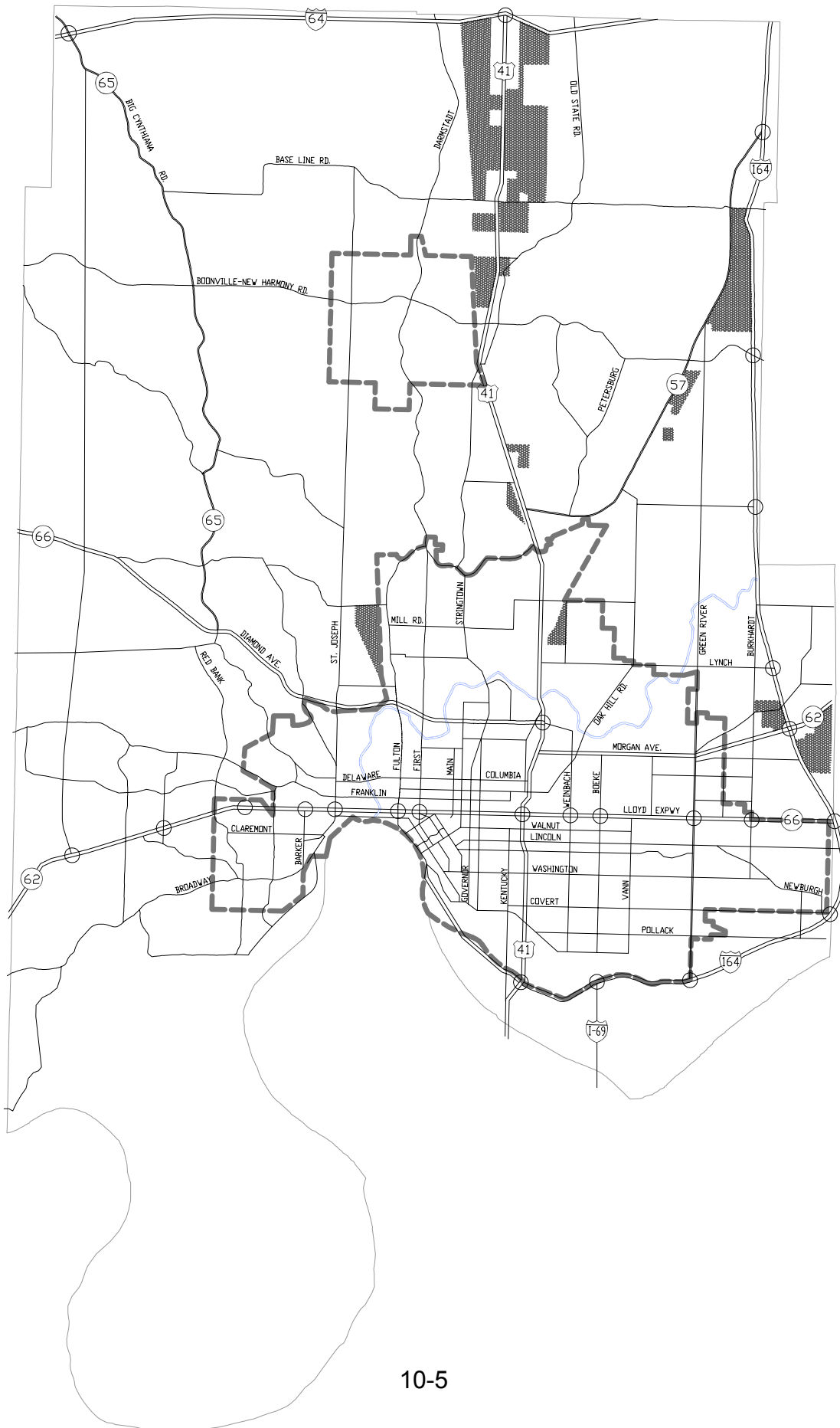
### Transportation Access:

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

### Potential Development Constraint:

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

# Future Industrial Land Use - 2025



# **INDUSTRIAL ACTION PLAN**

## **GOAL**

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

## **OBJECTIVE**

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

## **POLICIES**

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

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

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

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

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

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