

Welcome

To the Public Open House for the

University Parkway Corridor Plan

Tuesday, 22nd May 2018

The development pattern in Vanderburgh County is changing and development is moving west and north of Evansville. Corridors such as University Parkway have the potential to change. In order to manage this change, this plan seeks to guide the development along the corridor to better serve the community and ensure that the development pattern is consistent with the vision for the County.

This Open House provides you the chance to review the plan process, existing conditions, development scenarios, and direction for recommendations as well as provide feedback to help the team refine their work. Please take your time and visit all the stations. Members of the consultant team will be at each station to address any comments or questions you may have along the way.

Thank you for coming today and participating in the meeting; we are excited to hear your thoughts!









WHY IS THERE A NEED FOR CHANGE?

The University Parkway Corridor is largely agricultural, forested, and low-density residential. With limited access to utility services, the pace of development could be slower than other corridors in the county. Every year more development is occurring along the corridor requiring additional planning to manage it.

There are several major influences for future growth including the extension of University Parkway, available land, utility improvements, and zoning regulations.

LEGEND

-  Evansville City Limits
-  University Parkway Corridor Study Area
-  University of Southern Indiana
-  Majestic Place
-  Future Sanitary Sewer Lift Station
-  University Parkway Extension

University Pkwy. Extension
 University Parkway is planned to cross State Route 66 and continue north. The desire is to connect this roadway to Interstate 64. The MPO Transportation Plan has the construction of this extension to begin in 2035 and 2040. This extension will require additional study to determine its feasibility and precise route.

University Parkway
 University Parkway was a major investment by the County to connect SR 62 and SR 66. The construction began in 1994 with the interchange being created for USI. Over the next 18 years segments were constructed until the current configuration was completed in 2012.

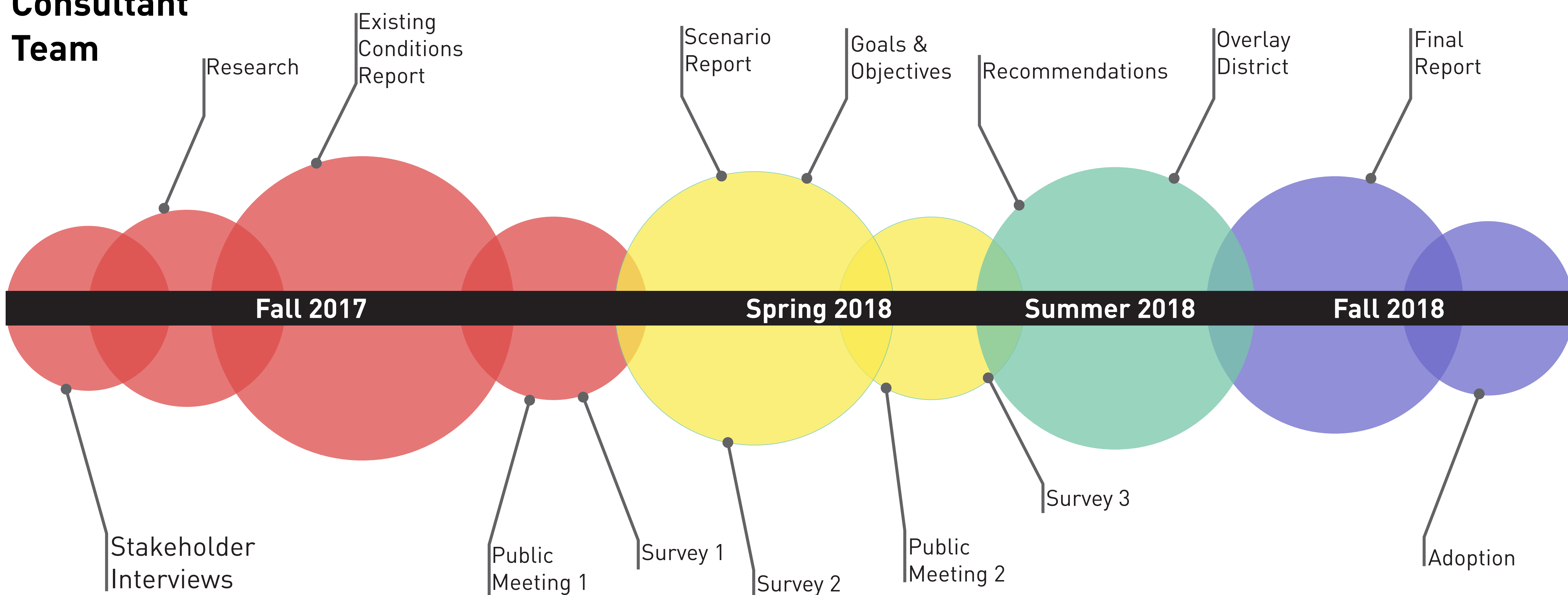
Sanitary Sewer Lift Station
 Slated to break ground, the new lift station will open land around the southern portion of the corridor to new development by providing sanitary sewer access. This area currently has limited utility services but will soon have the capacity to serve the corridor up to Upper Mount Vernon Road.

Majestic Place
 The proposed development has sat untouched for several years. Recent County investments may reinvigorate the development. Currently, a mix of housing types, retail, and a farmer's market style retail have zoning approval. The approved development commitments could allow uses that are not desired for this area including big box retail.

University of Southern Indiana
 USI is a major institutional anchor for the corridor at the SR 62 interchange. It is an important economic driver with large numbers of student and staff traveling in daily for a majority of the year. New development in the area should always consider how it could benefit from the University.

PLAN SCHEDULE

Consultant Team



Public Involvement

Over the next few months the consultant team, APC, and MPO will be releasing additional components to the plan and new surveys for the public to provide feedback. If you wish to continue to stay involved and receive updates when they are released there are multiple ways to do so:



UniversityParkwayPlan.com



UniversityParkwayPlan@gmail.com

Survey #1

111

A majority of respondents lived on the corridor.

Major points which were noted include:

- Agricultural and natural land.
- Restrict uses like industrial and big box retail.
- Increase safety for all.
- Avoid recreating the east side strip development.

Survey #2

116

Major points which were identified include:

- Limit new commercial and industrial growth and preserve existing land uses.
- New Residential should focus on large lot homes.
- Limit residential subdivisions in agricultural areas.
- Develop regulations for environmentally sensitive areas.
- Promote limited access along the corridor.

Key Corridor Issues:

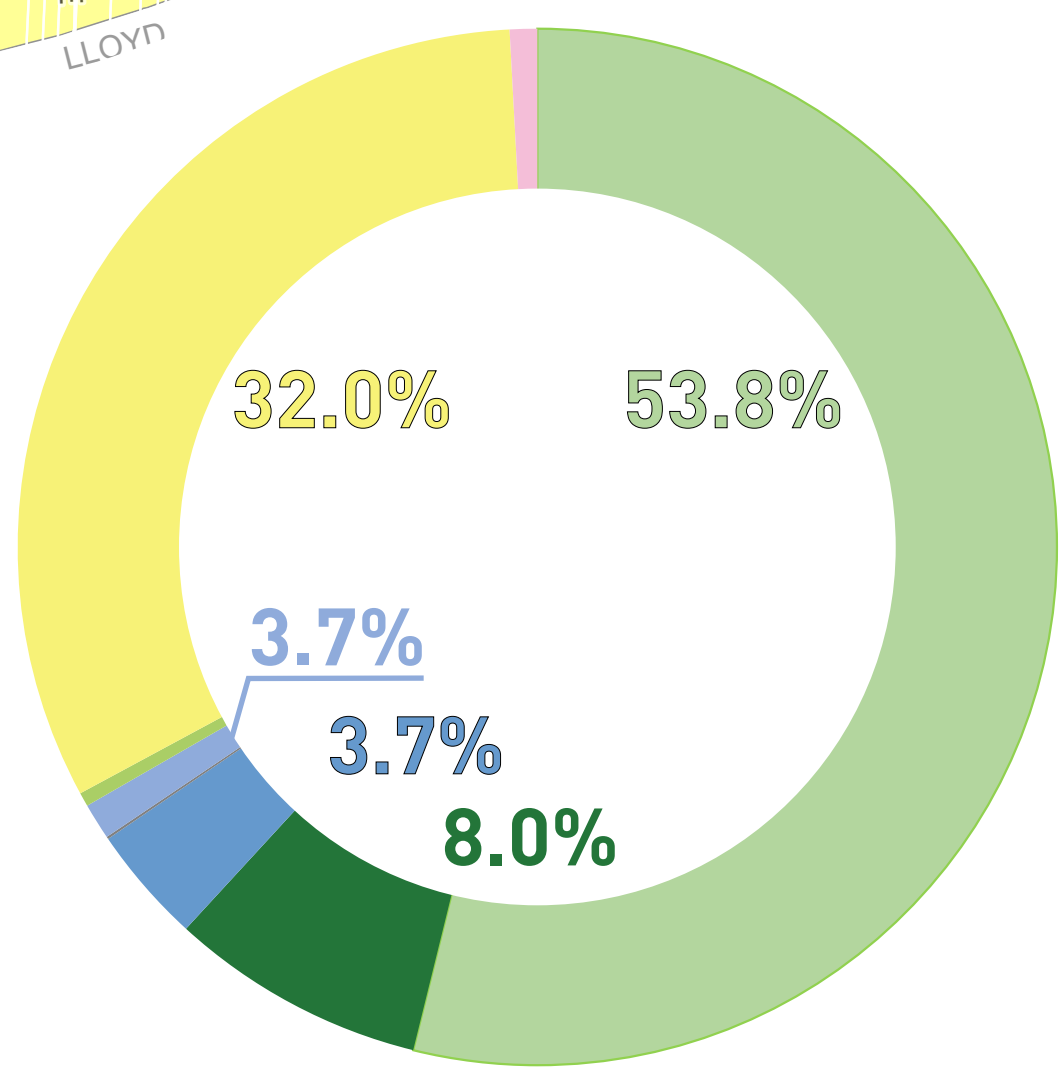
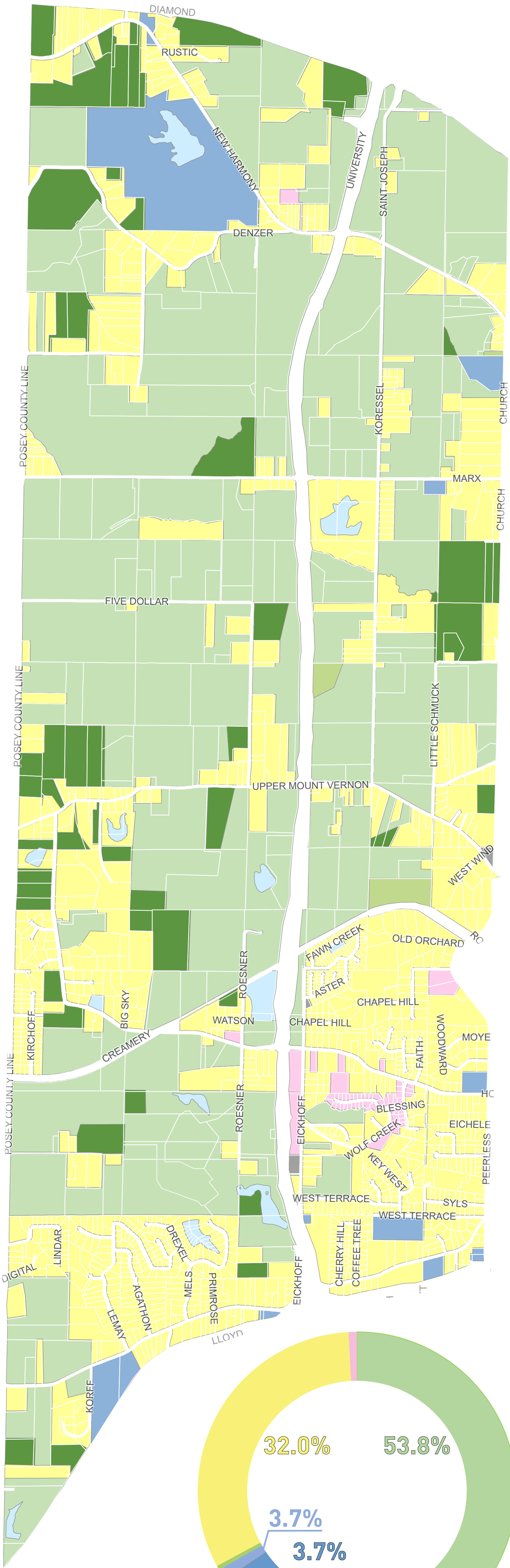
- Stormwater Management
- Thoroughfare safety

Future Corridor Vision:

- Land Preservation
- Restrict Undesirable Uses
- Improve Major Intersections
- Improve Pedestrian and Bicycle Infrastructure

Key Assets:

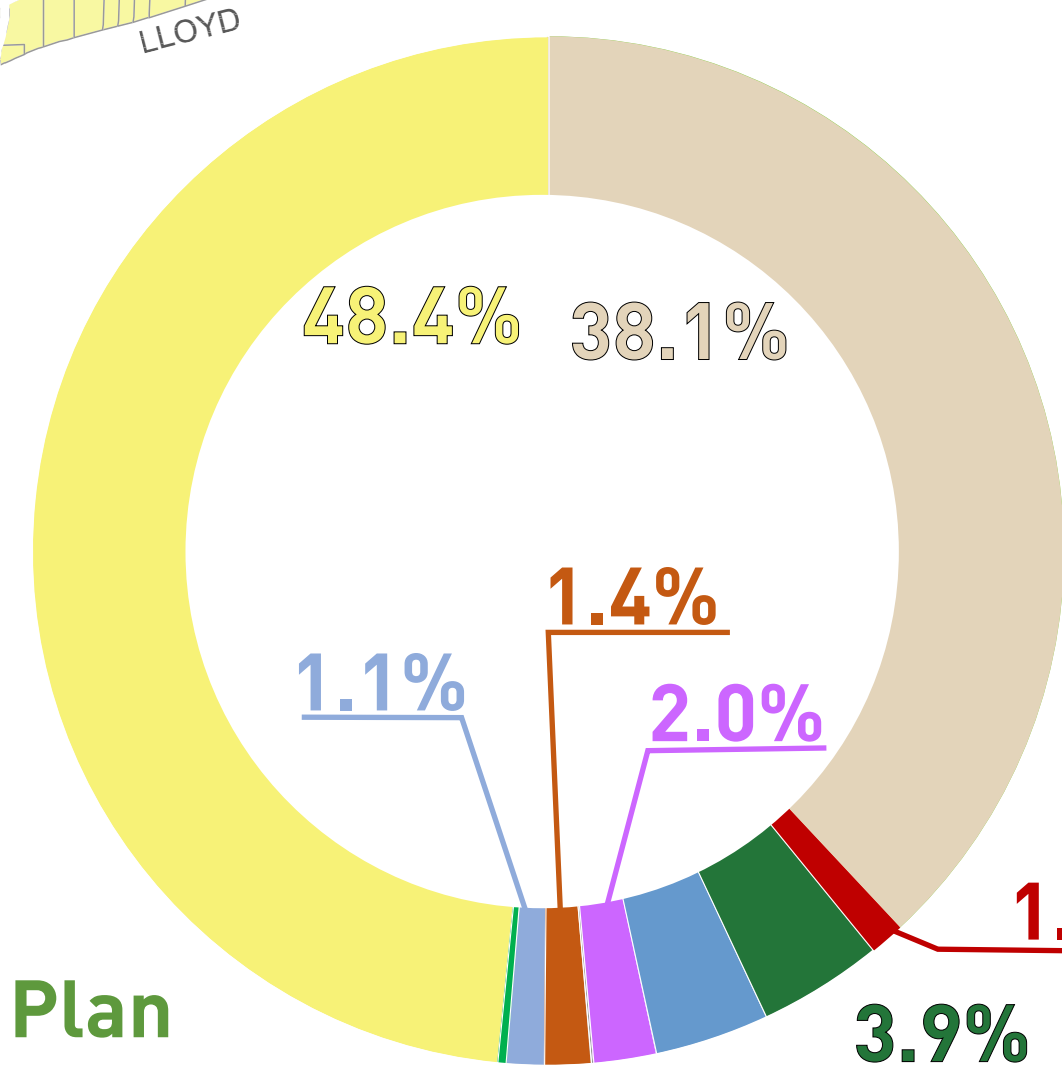
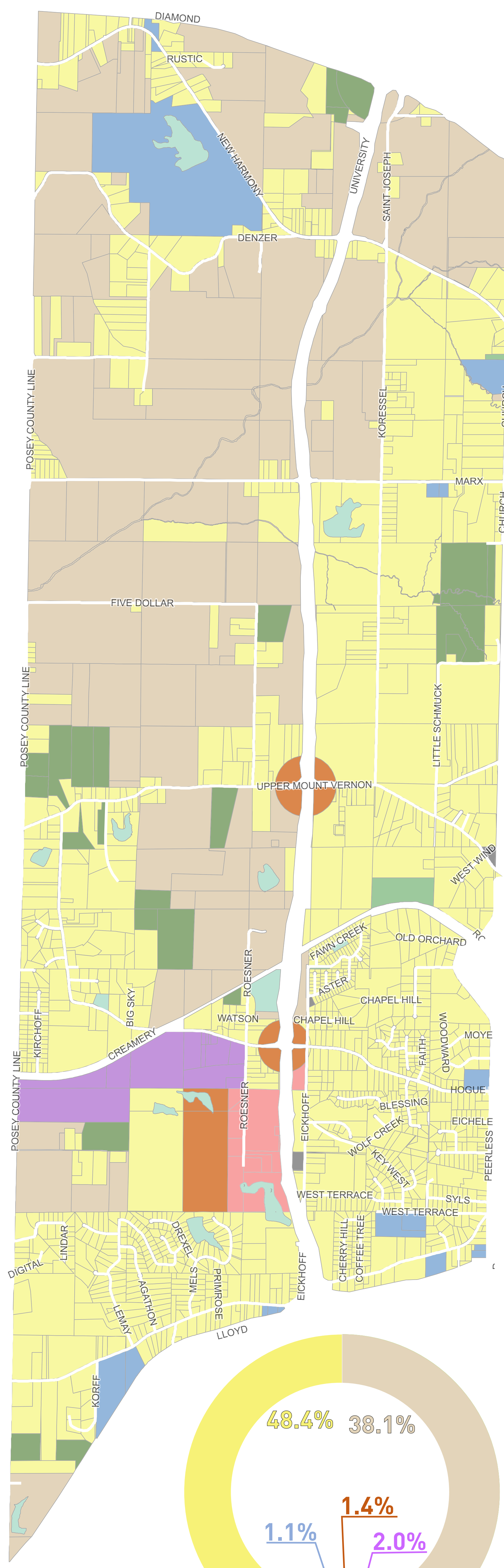
- Agricultural Land
- Waterways & Wetlands
- Wildlife Habitat



Existing Land Use

- Agricultural
- Commercial
- Forest
- Institutional
- Industrial
- Infrastructure
- Other
- Open Space
- Residential
- Undeveloped

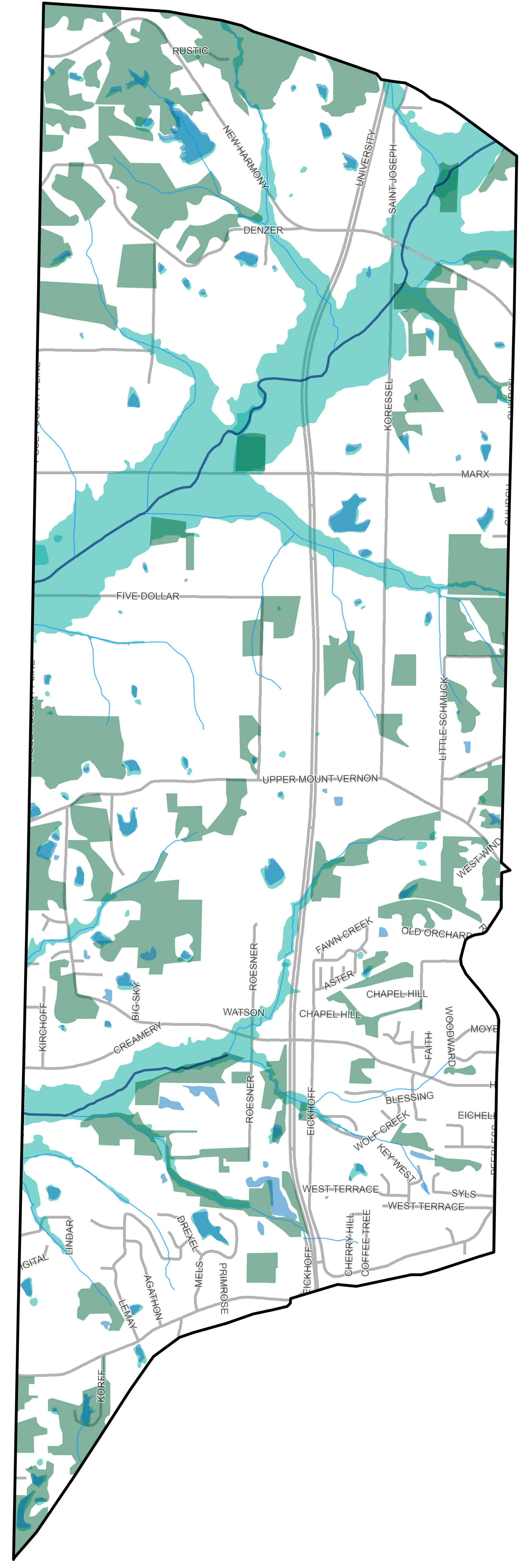
The University Parkway Corridor is primarily agricultural and low-density residential development. In recent years the southern section of the corridor has become primarily suburban style residential. The corridor study area does not include any retail uses at this time. The nearest shopping center is approximately 1.5 miles east along the Lloyd Expressway.



Comprehensive Plan Future Land Use

- Agricultural
- Commercial
- Forest
- Institutional
- Industrial
- Infrastructure
- Mixed Use
- Other
- Open Space
- Residential

The 2015-2035 Comprehensive Plan recommended land use depicts the corridor changing as utilities extensions change the development dynamic in the area. Areas south of Hogue Rd. are proposed to be developed with a mix of uses. A majority of the region east of University Parkway and north of Creamery Road is proposed to be developed as residential.

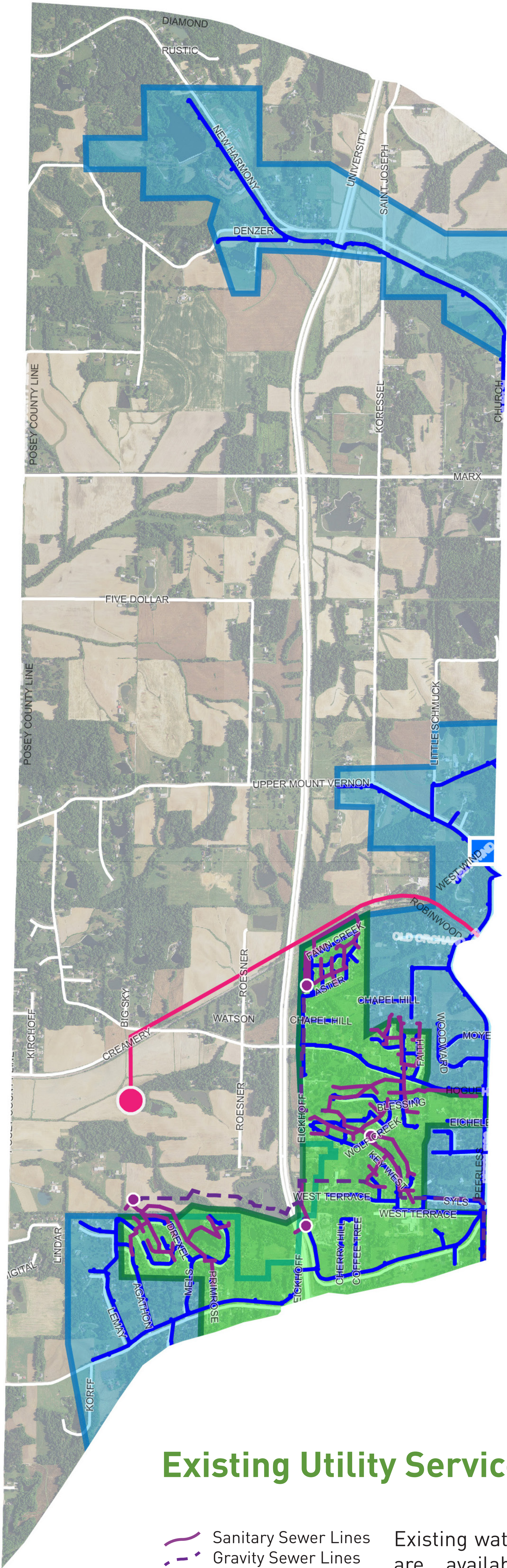


Natural Features

- Natural Areas
- Flood Zone
- Bodies of Water
- Creek
- Elevation Lines

The corridor study area has some physical limitations but overall does not hinder development. A few key features include:

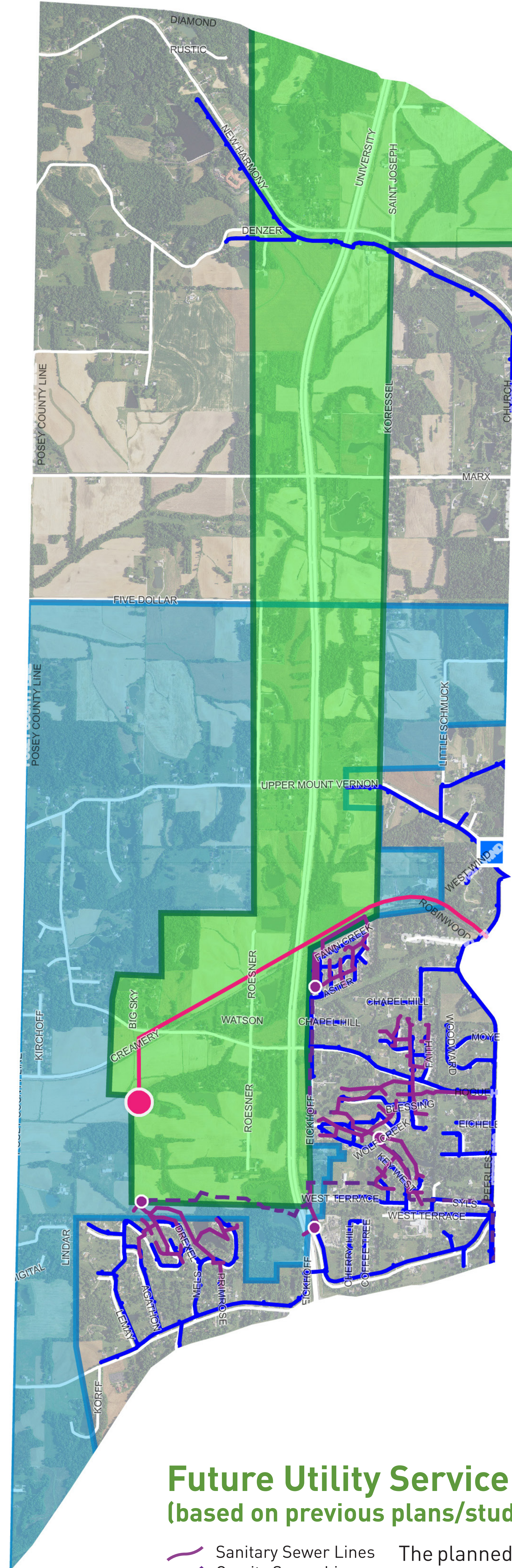
- Most soils have moderate limitations for development
- The area has several large forested areas
- 131 acres of wetlands
- Large floodplains like Little Creek's (1,000 acres) limit development.



Existing Utility Service Area

- Sanitary Sewer Lines
- Gravity Sewer Lines
- Existing Lift Station
- Water Lines
- Water Tower
- Future Gravity Sewer
- Future Lift Station
- Sanitary Sewer Service Area
- Water Service Area

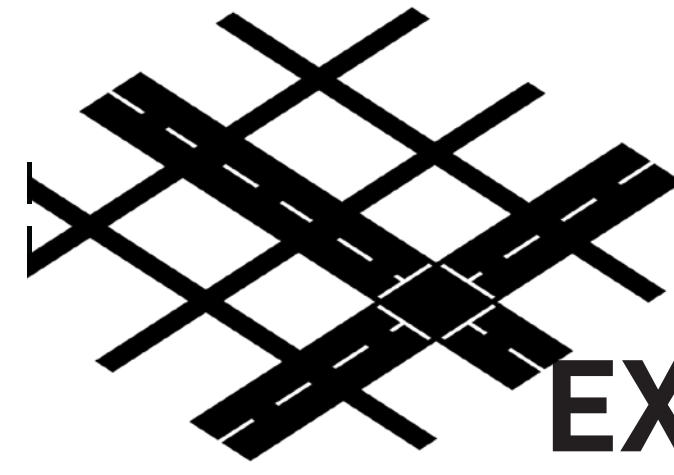
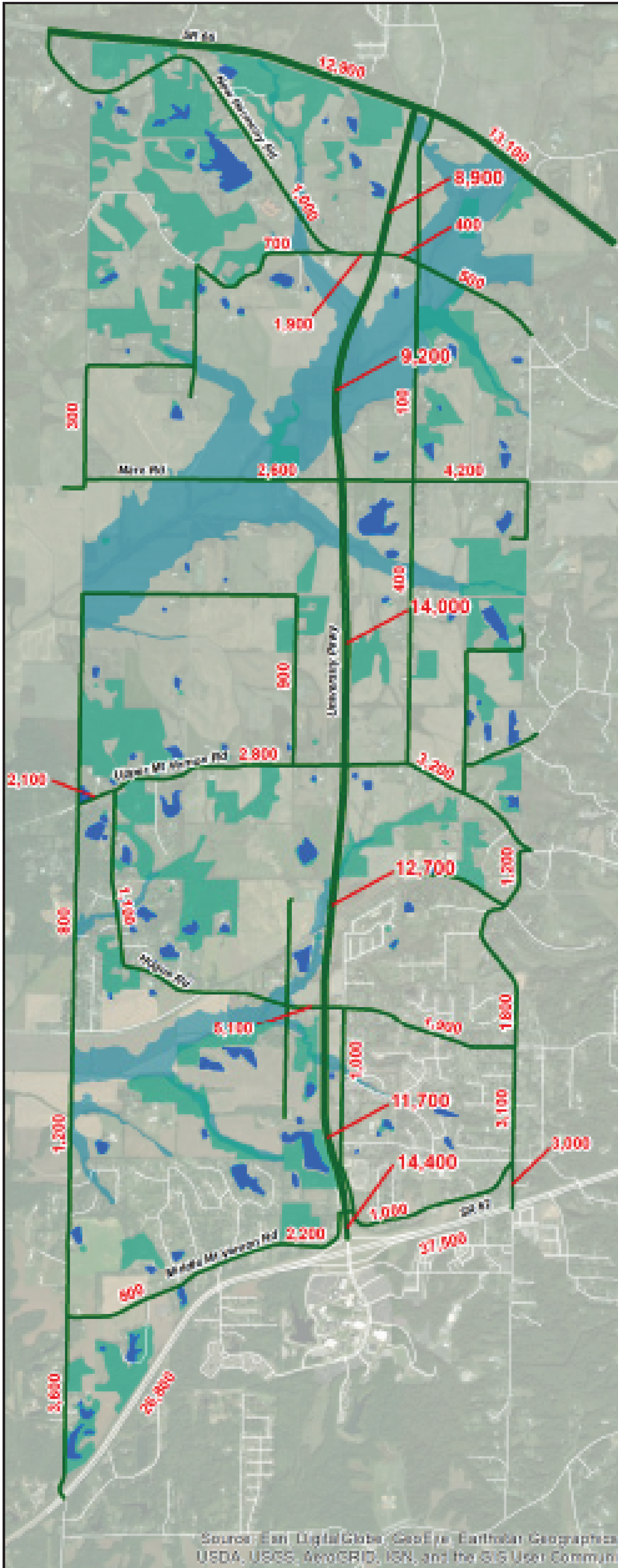
Existing water and sewer services are available along University Parkway south of Hogue. The water service area extends beyond this point reaching Upper Mt. Vernon Rd. on the east side of the Parkway and a small extension near Diamond Avenue.



Future Utility Service Area (based on previous plans/studies)

- Sanitary Sewer Lines
- Gravity Sewer Lines
- Existing Lift Station
- Water Lines
- Water Tower
- Future Gravity Sewer
- Future Lift Station
- Future Sanitary Sewer Service Area
- Future Water Service Area

The planned expansion of the utility service areas are depicted above show the sanitary sewer services expanding across and north along the Parkway. The future water services expand north to serve the corridor up to Five Dollar Rd. Ultimate build out of this infrastructure will depend on if or when development occurs.



EXISTING TRAFFIC CHARACTERISTICS:

- Traffic generally decreases on University Parkway from South to North.
- SR 66 (Diamond Avenue) is the highest volume intersection along the corridor.
- The intersections with Hogue Road, Upper Mount Vernon Road, and Marx Road are also relatively well-used intersections with traffic on the side streets between 3,000 and 5,000 vehicles per day.
- The majority of the University Parkway Corridor and the cross-streets do not experience noticeable congestion today.

X,XXX = Average Daily Traffic (ADT)

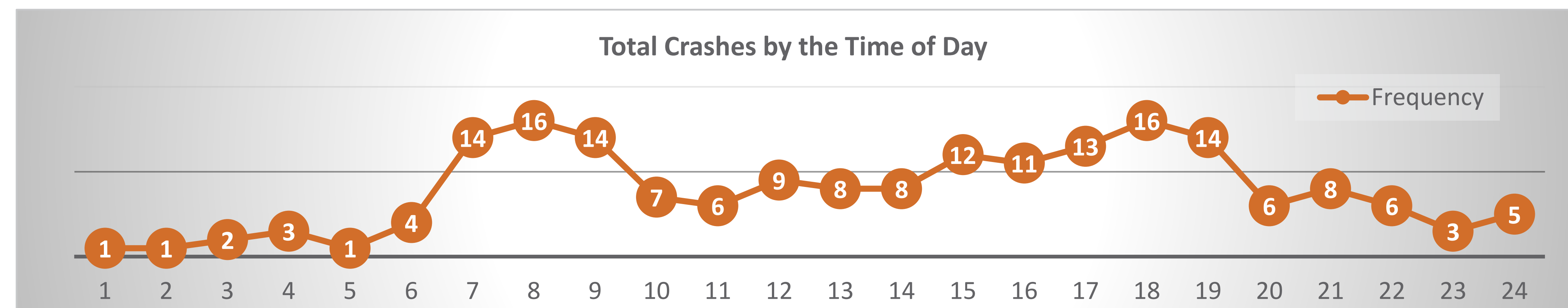
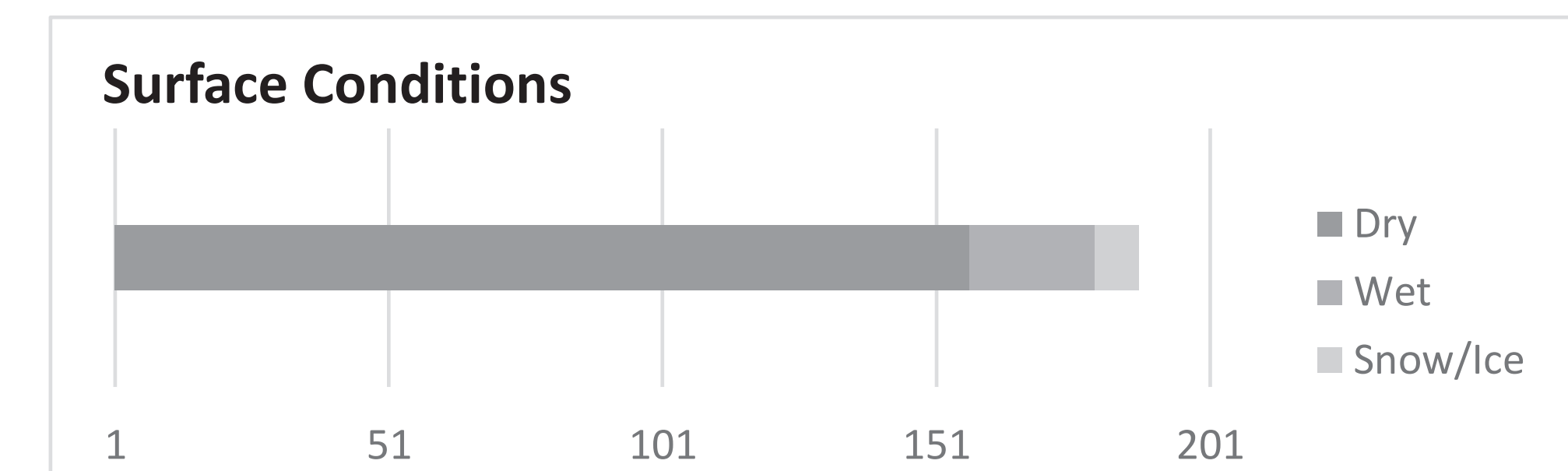
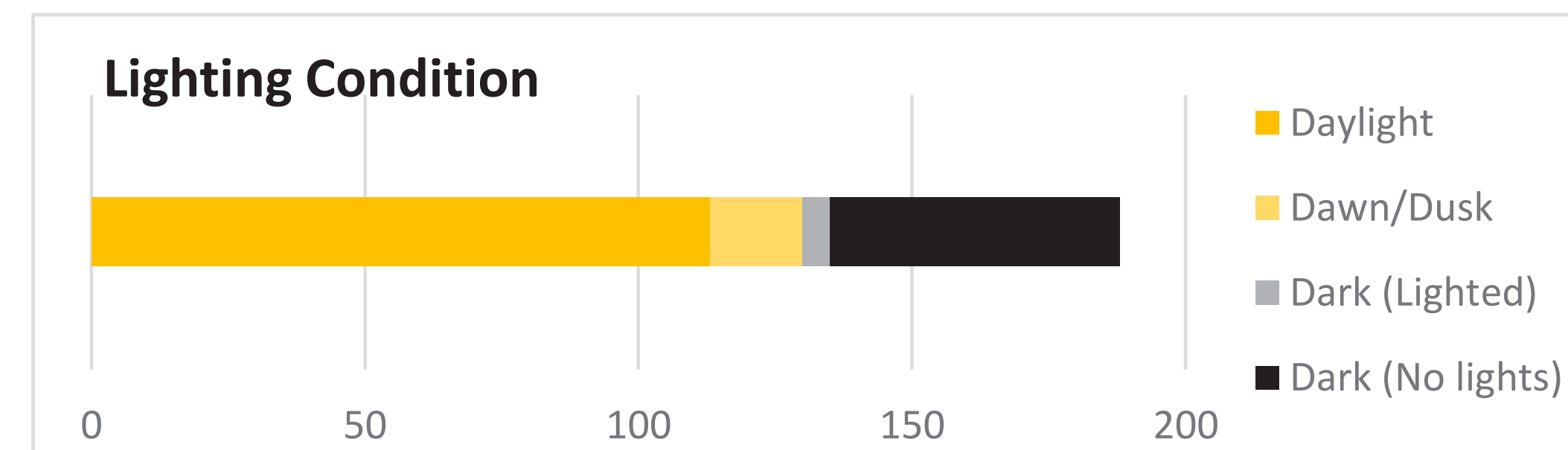
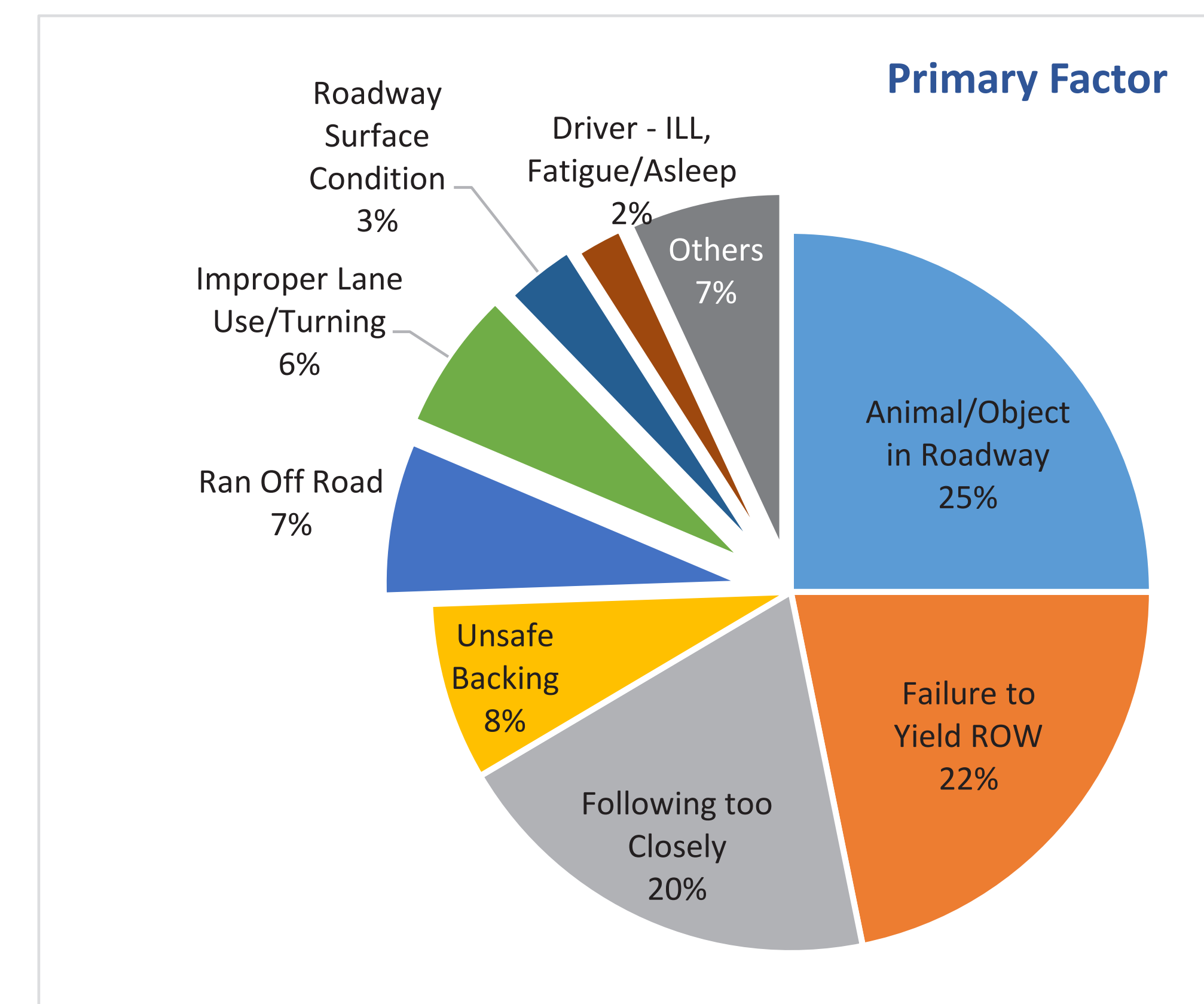
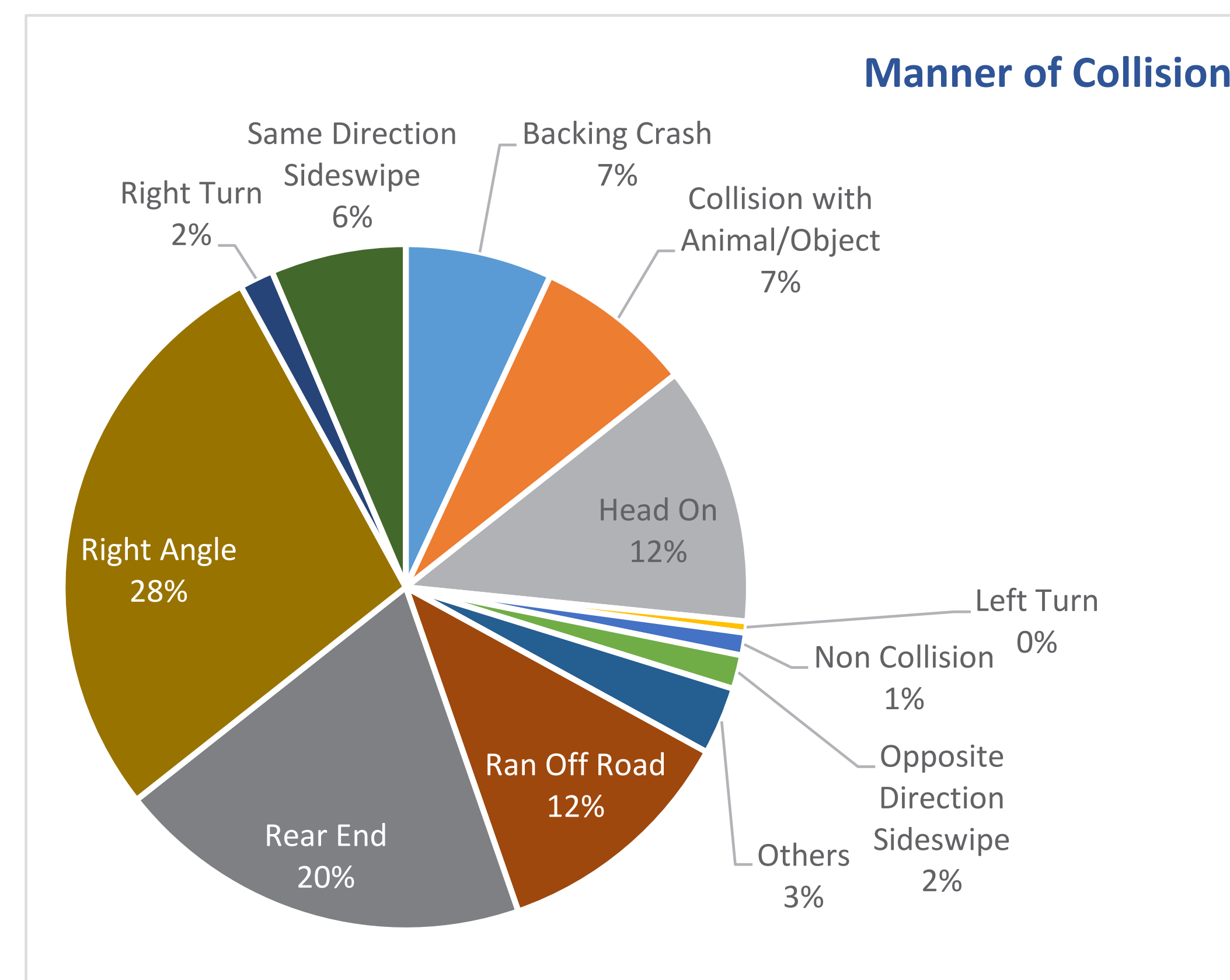
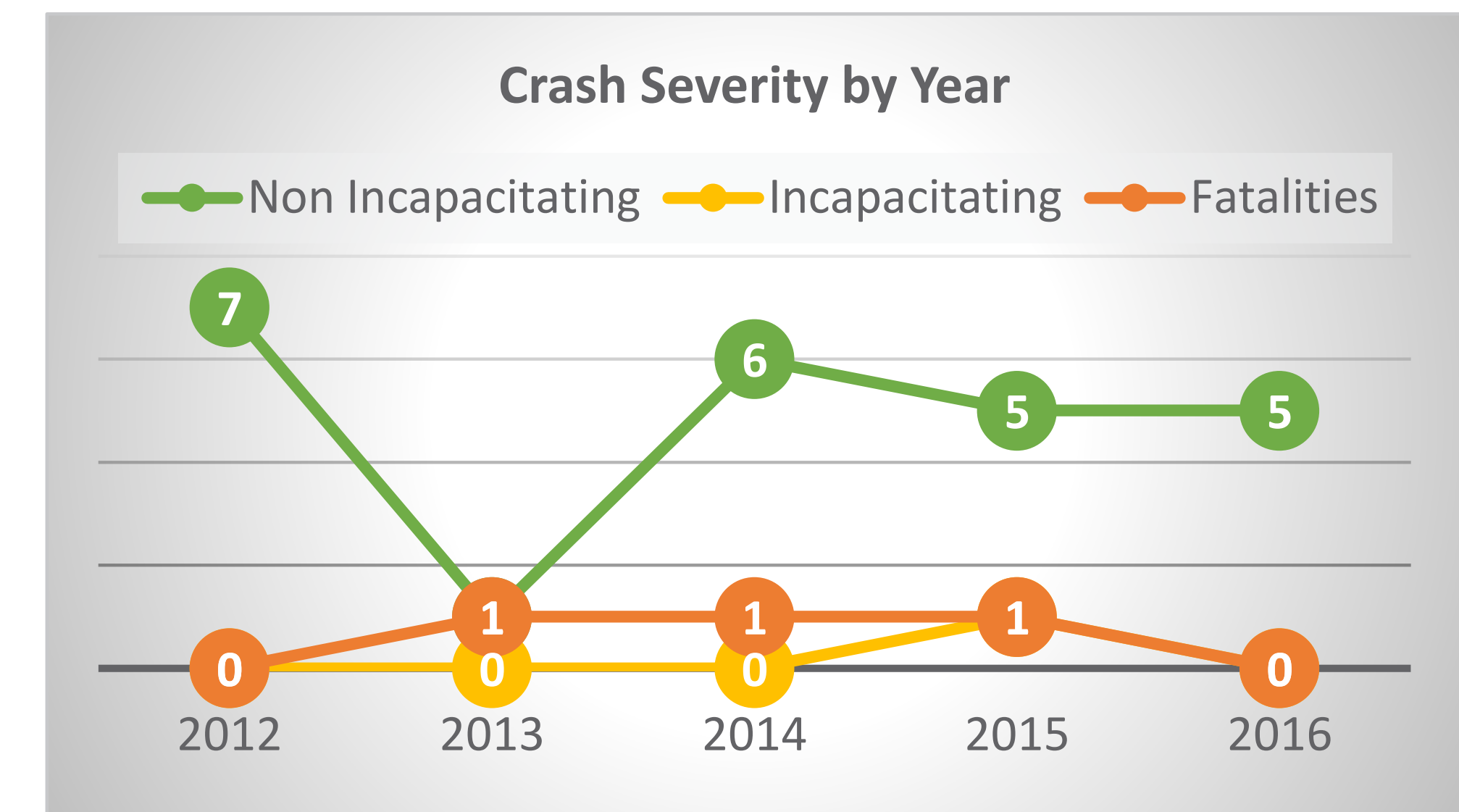
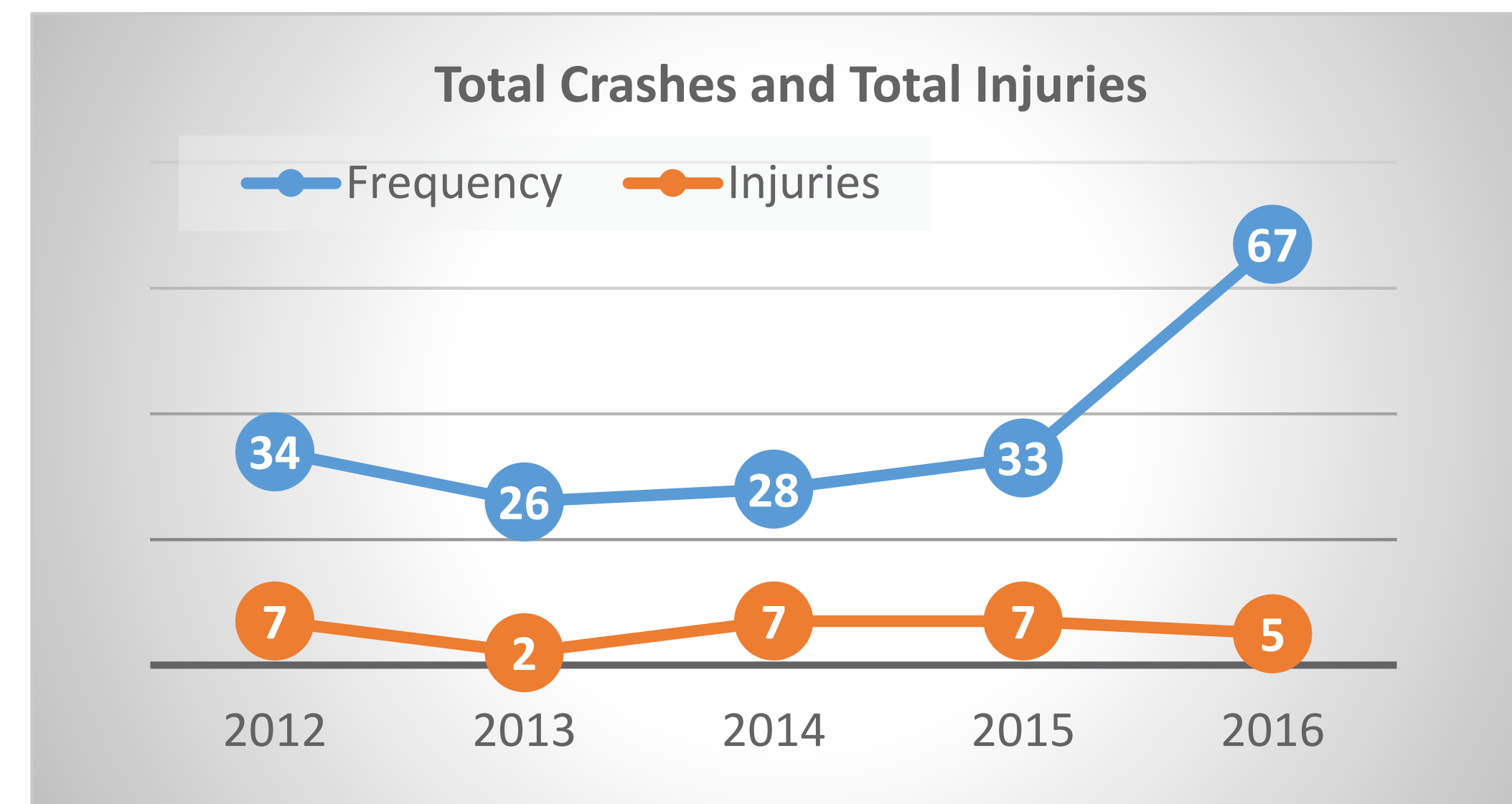
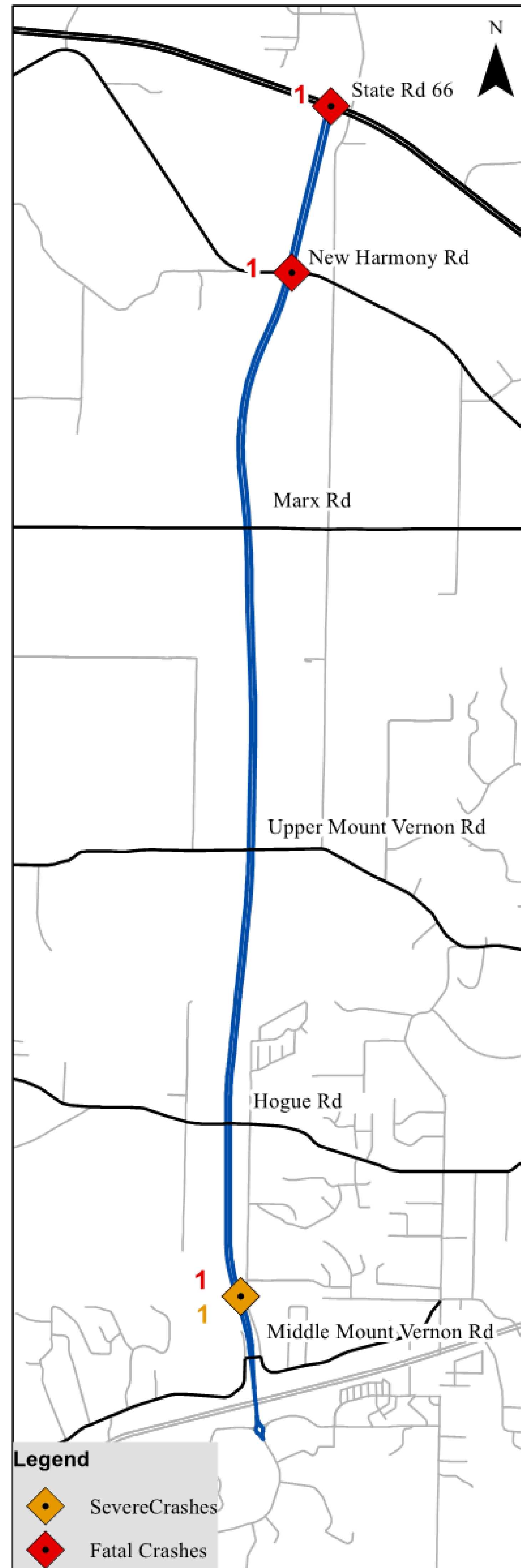
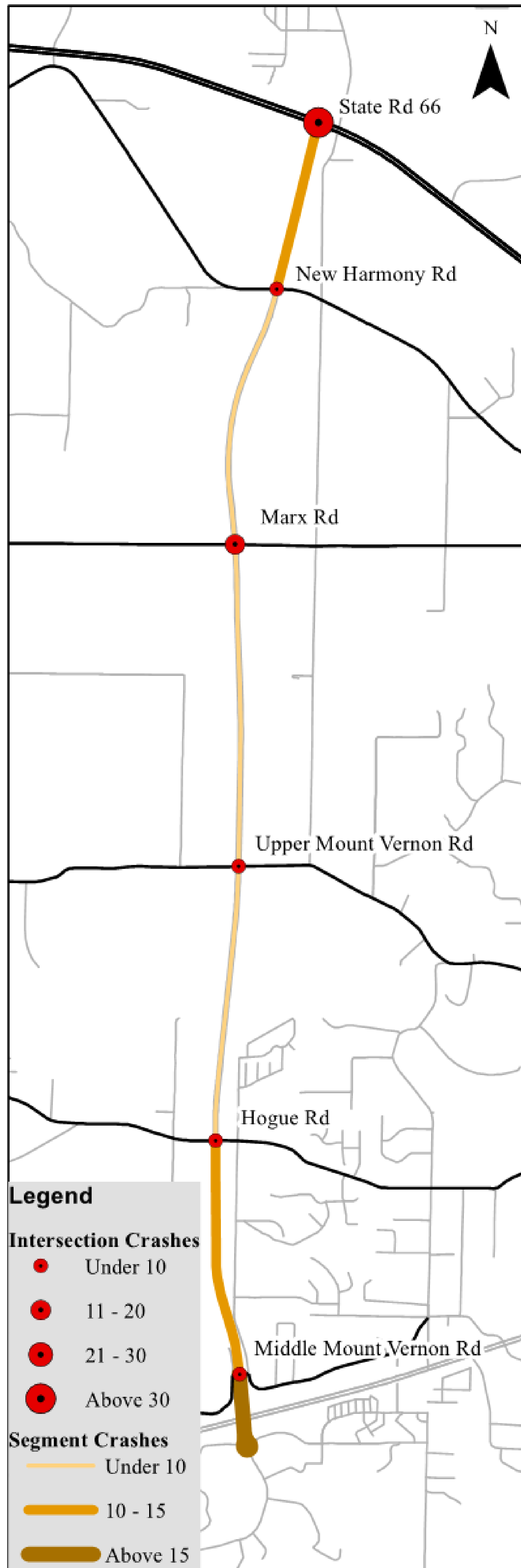
Level of Service

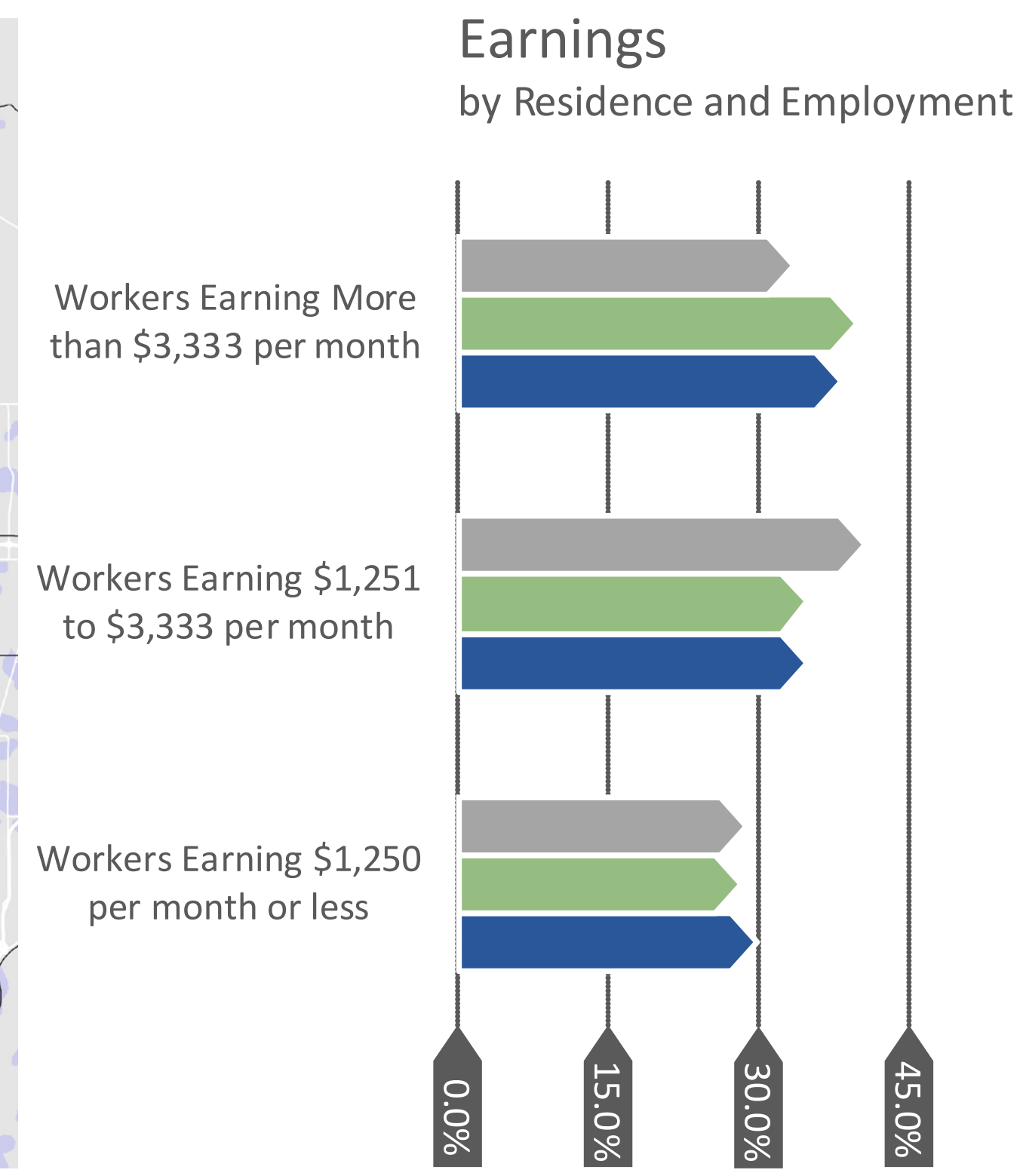
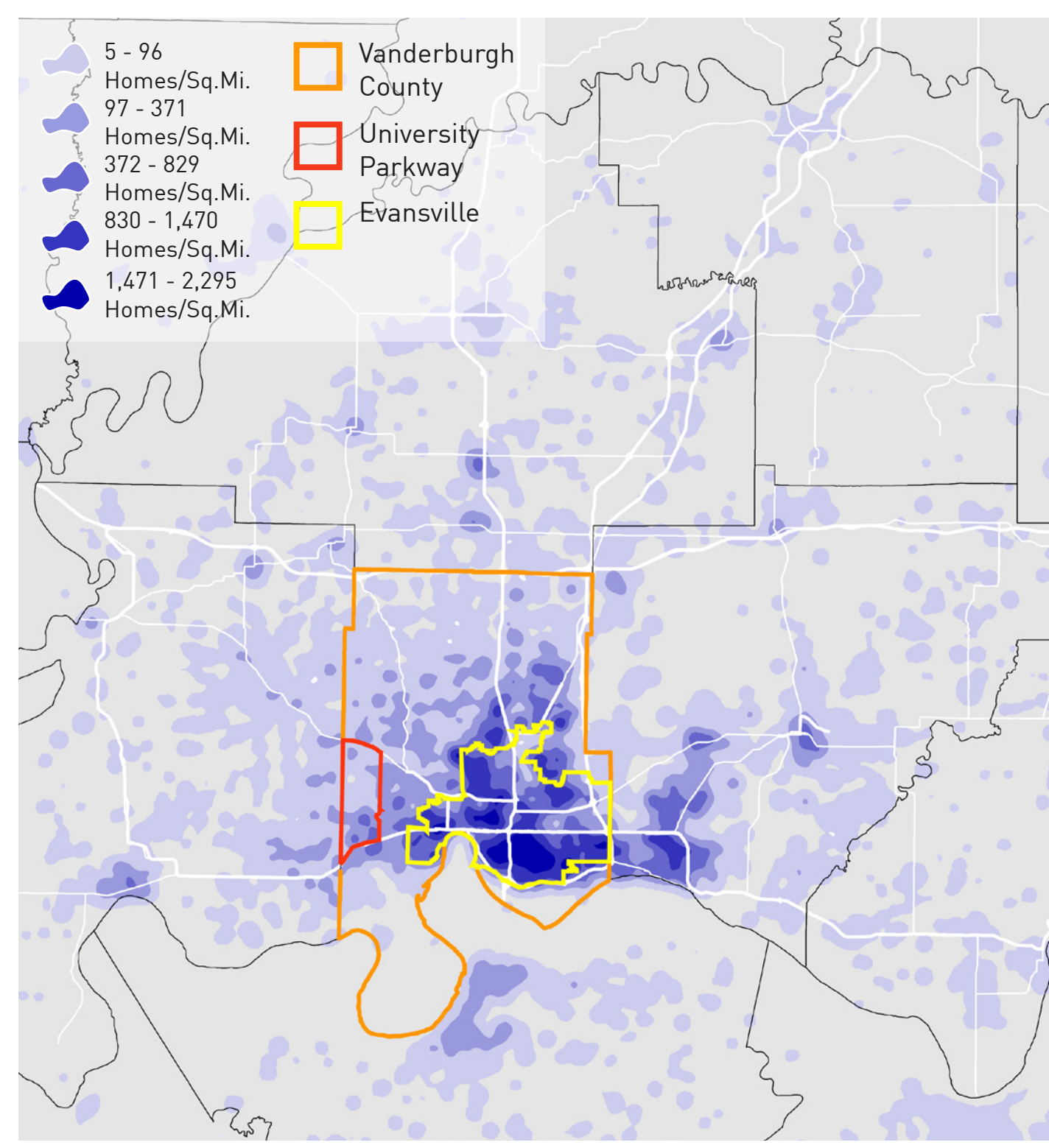
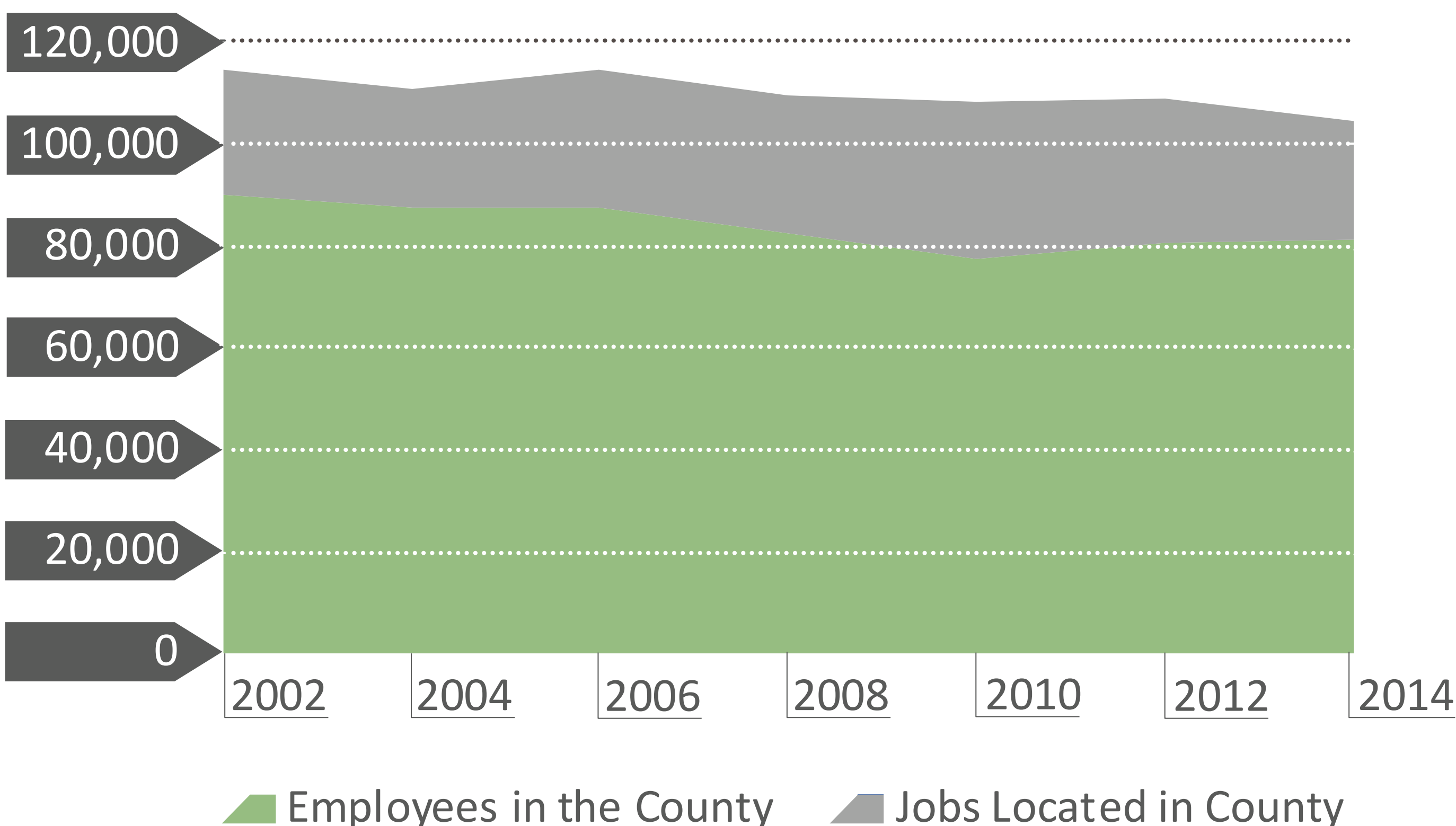
- A
- B
- C
- D
- E
- F

Level of service (LOS) is a qualitative measure used to relate the quality of traffic service.

- A: free flow**
- B: reasonably free flow**
- C: stable flow, at or near free flow**
- D: approaching unstable flow**
- E: unstable flow, operating at capacity**
- F: forced or breakdown flow.**

- Water Bodies
- Conservation Areas
- Flood Zones



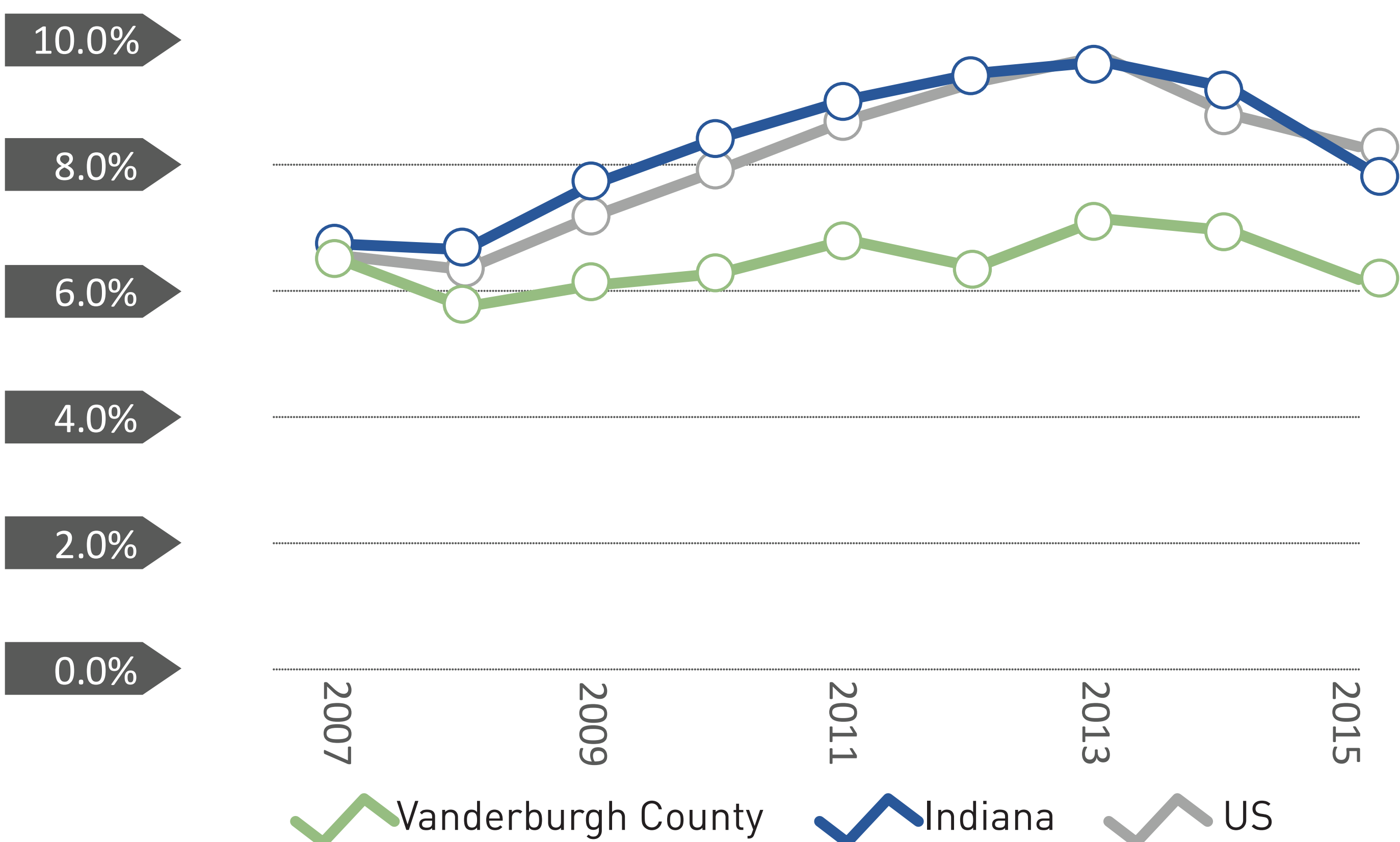


Employment and Resident Workforce Comparison

The county has a surplus of jobs available which means the County must rely on workers traveling from other counties to fill this need.

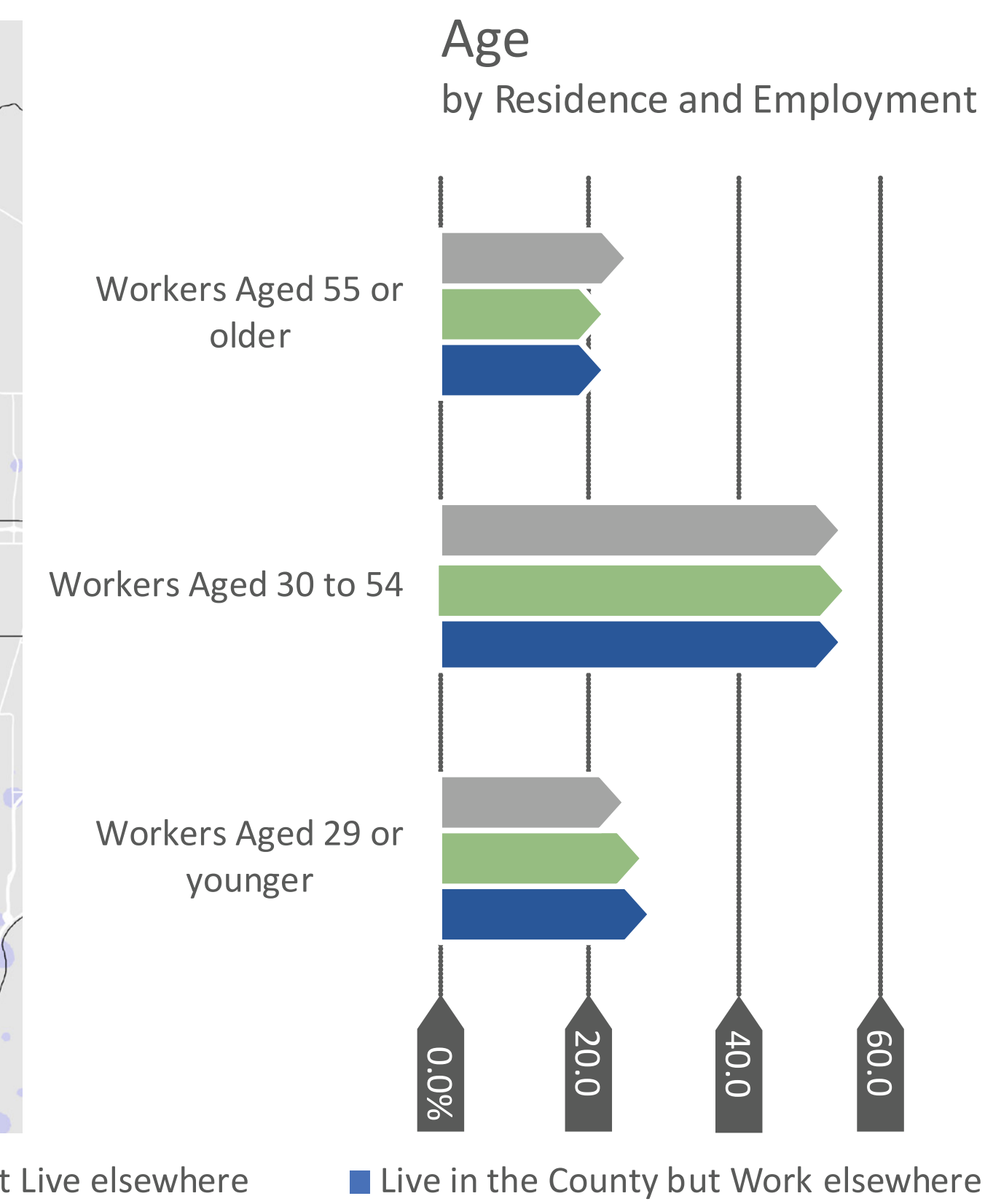
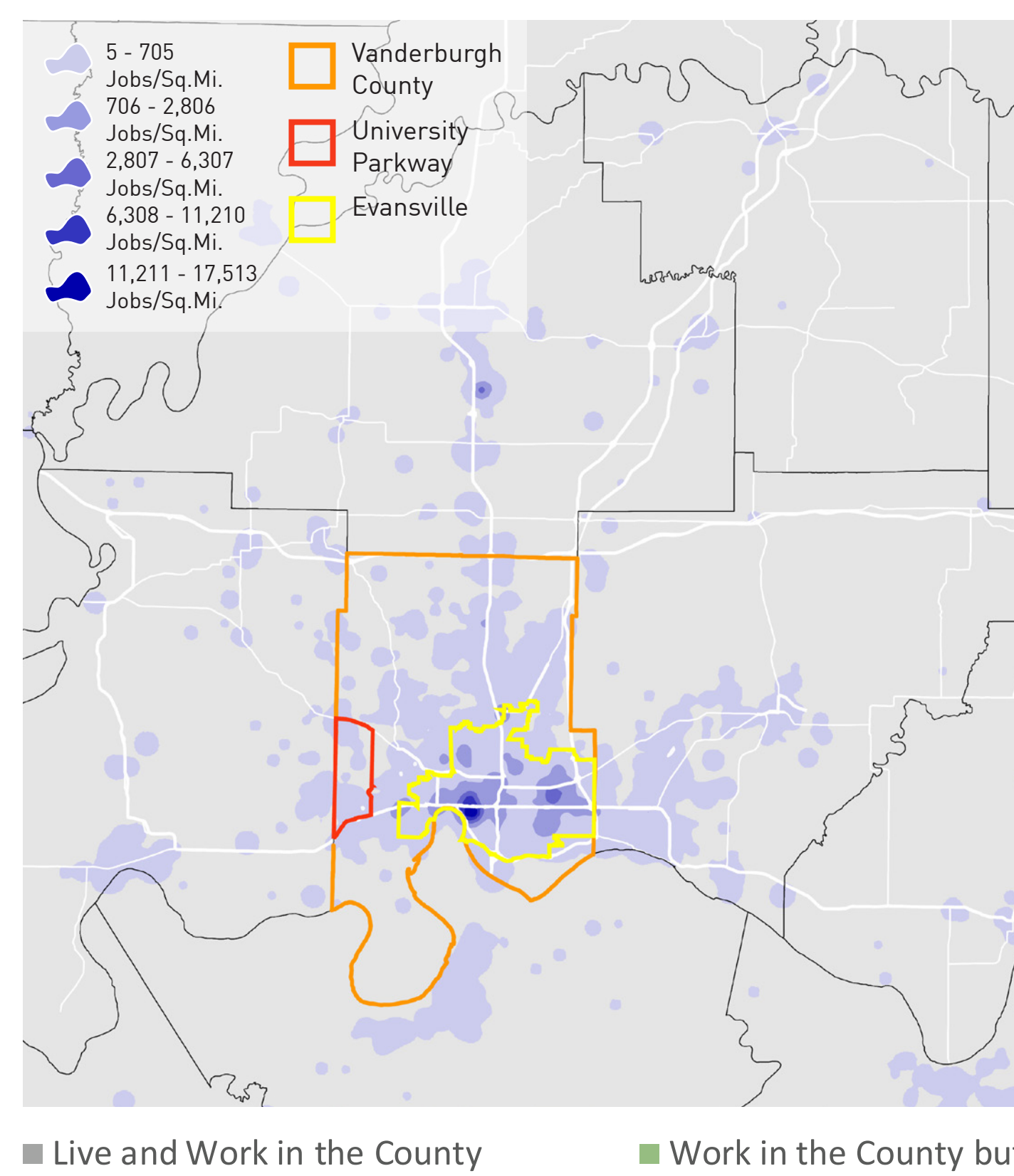
Home Location of People Who Work in Vanderburgh County

A majority of the people who work in Vanderburgh County also live within the County. However, there are also a large number of employees that commute from Warrick and Posey Counties.



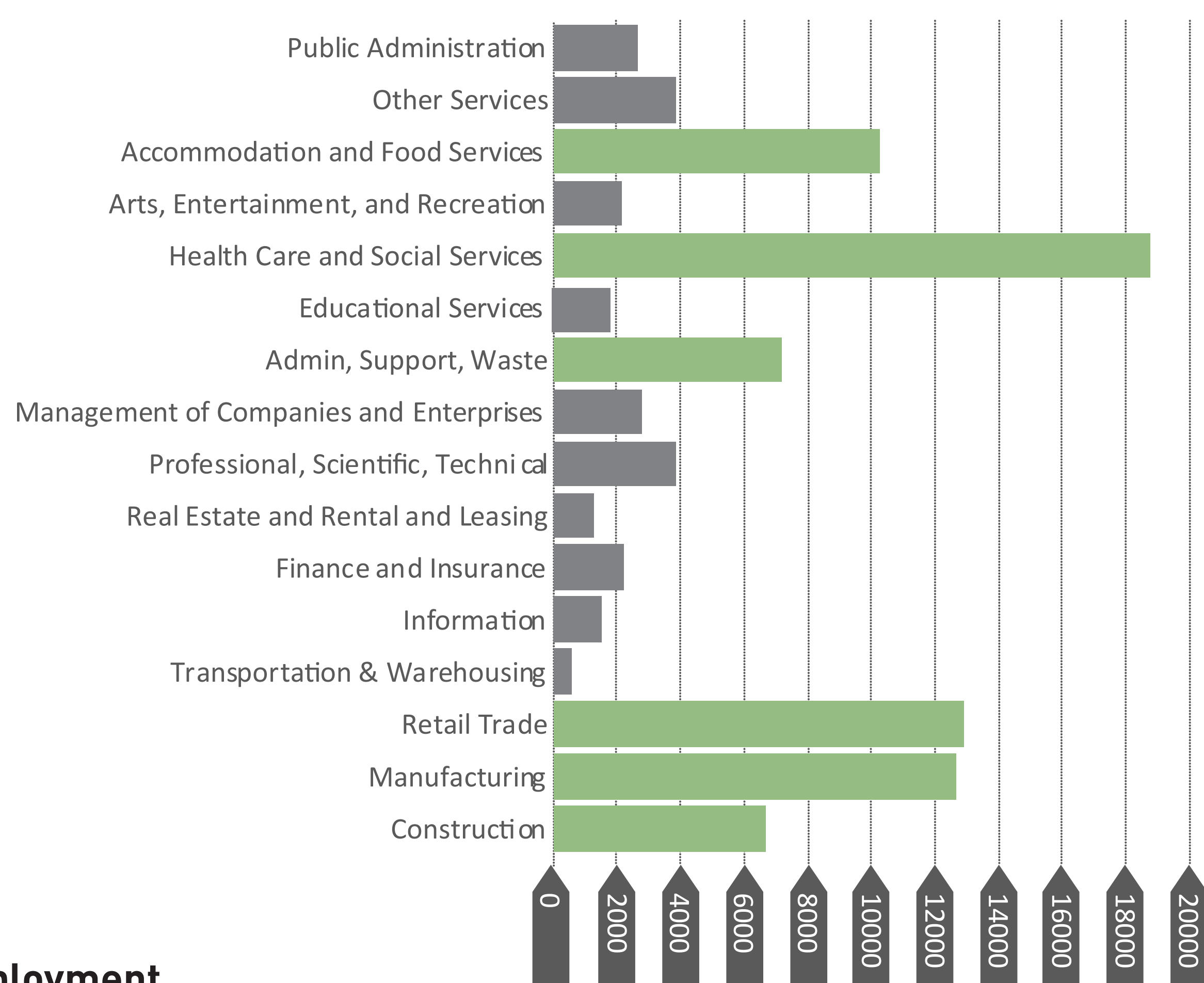
Unemployment Rate Comparison

The unemployment in Vanderburgh County has historically been significantly lower than the Indiana and U.S. averages indicating a healthy job market in the County.



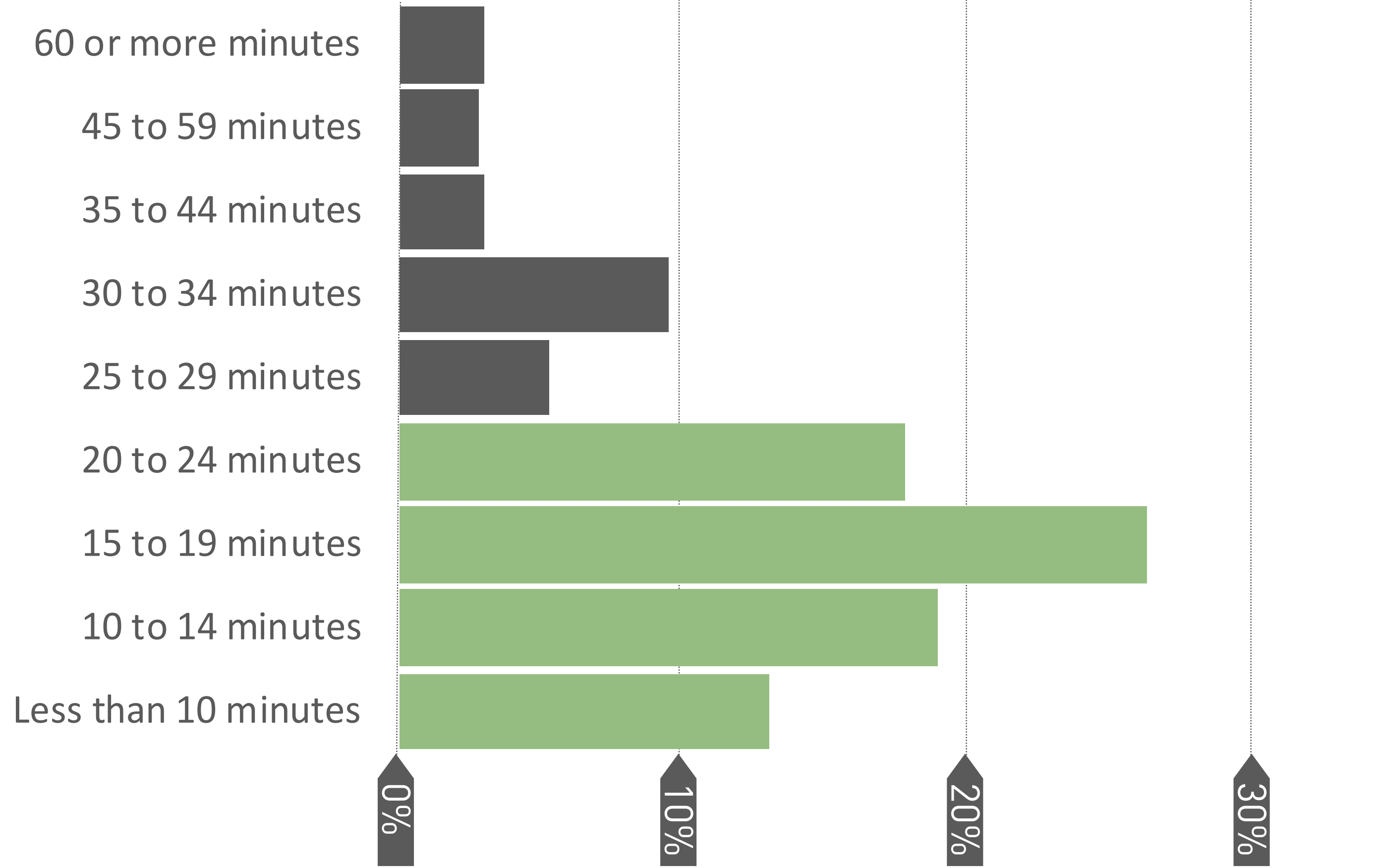
Job Location of People Who Live in Vanderburgh County

The two biggest concentrations of employment in Vanderburgh County are in and near Evansville's downtown and in the north Green River Road/east Lloyd Expressway area.



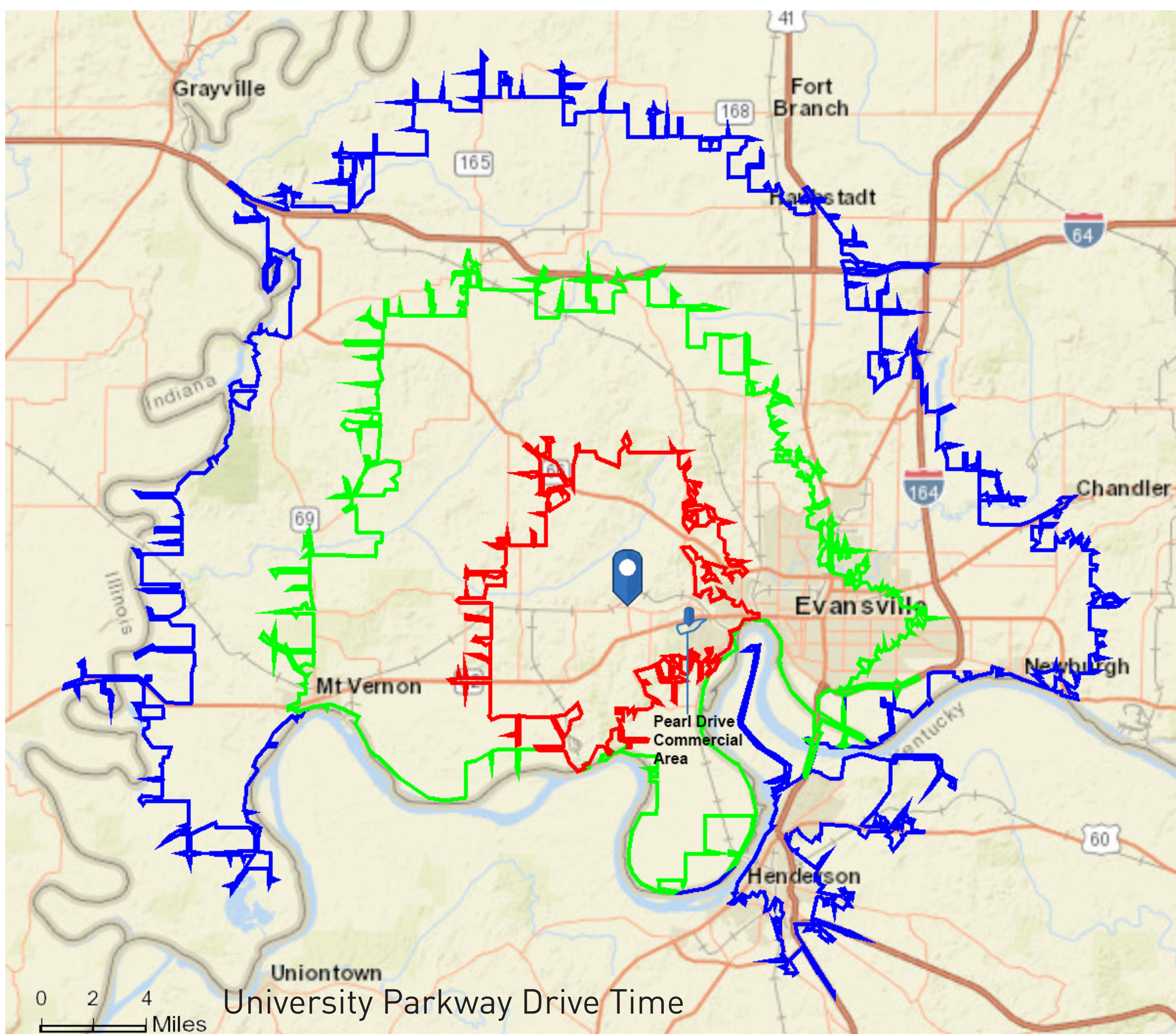
Employment

Of the various employment sectors, Vanderburgh County has a high quantity of Health Care and Social Services; Retail Trade; Manufacturing; and Accommodation and Food Service jobs.

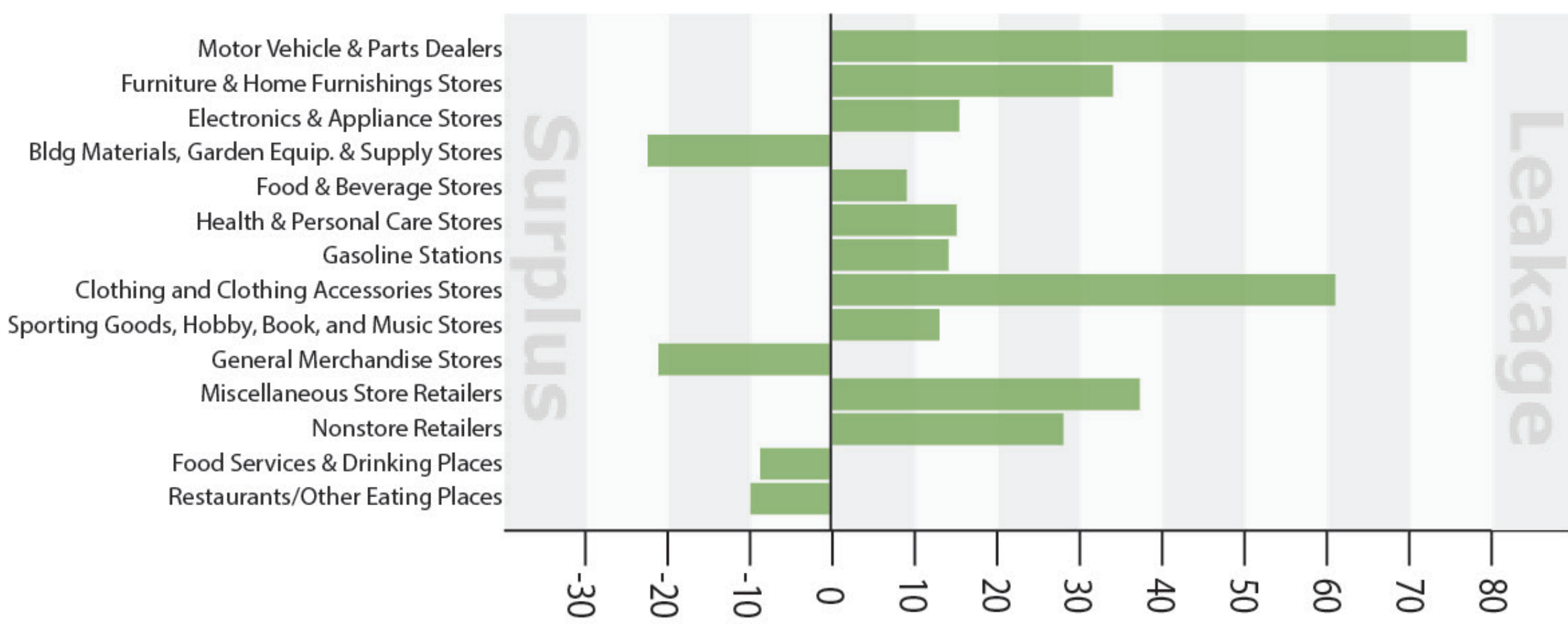


Travel Time to Work (2015)

Residents who work in the County live within 10 miles of their jobs and on average travel less than 20 minutes to work.



10-Minute Drive Time



20-Minute Drive Time



30-Minute Drive Time



Drive times were created to establish distances to key services and retail needs. This can indicate a gap or need for specific retail needs within a distance from the corridor. The 10 minute drive time shows a moderate amount of retail and services are easily accessible. This area is served by Pearl Dr. retail center. Residents along the parkway can drive between 20 to 30 minutes to have all their needs met. This indicates a low need for additional retail, specifically big box and large format retail.

Inventory by Center Age	
Year Built	Percent
Before 1970	17.0 %
1970-1979	12.0 %
1980-1989	45.0 %
1990-1999	7.0 %
2000-2009	19.0 %
After 2009	0.0 %
All	100.0 %

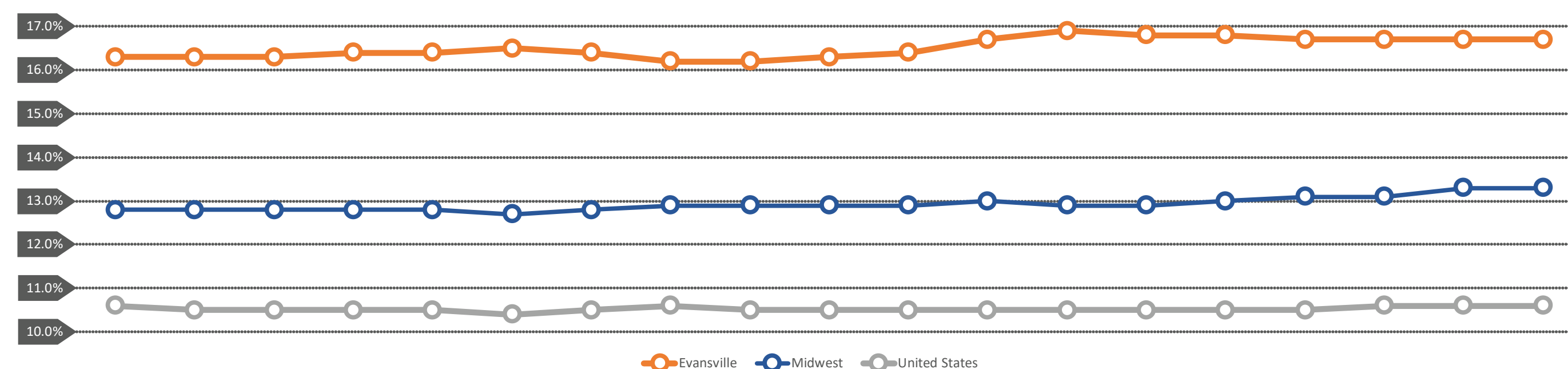
As of July 31, 2017

Nonanchor Asking Rent by Age	
Year Built	Rent
Before 1970	\$ 11.50
1970-1979	\$ 12.86
1980-1989	\$ 12.33
1990-1999	\$ 13.17
2000-2009	n/a
After 2009	\$ 9.81
All	\$ 10.89

As of July 31, 2017

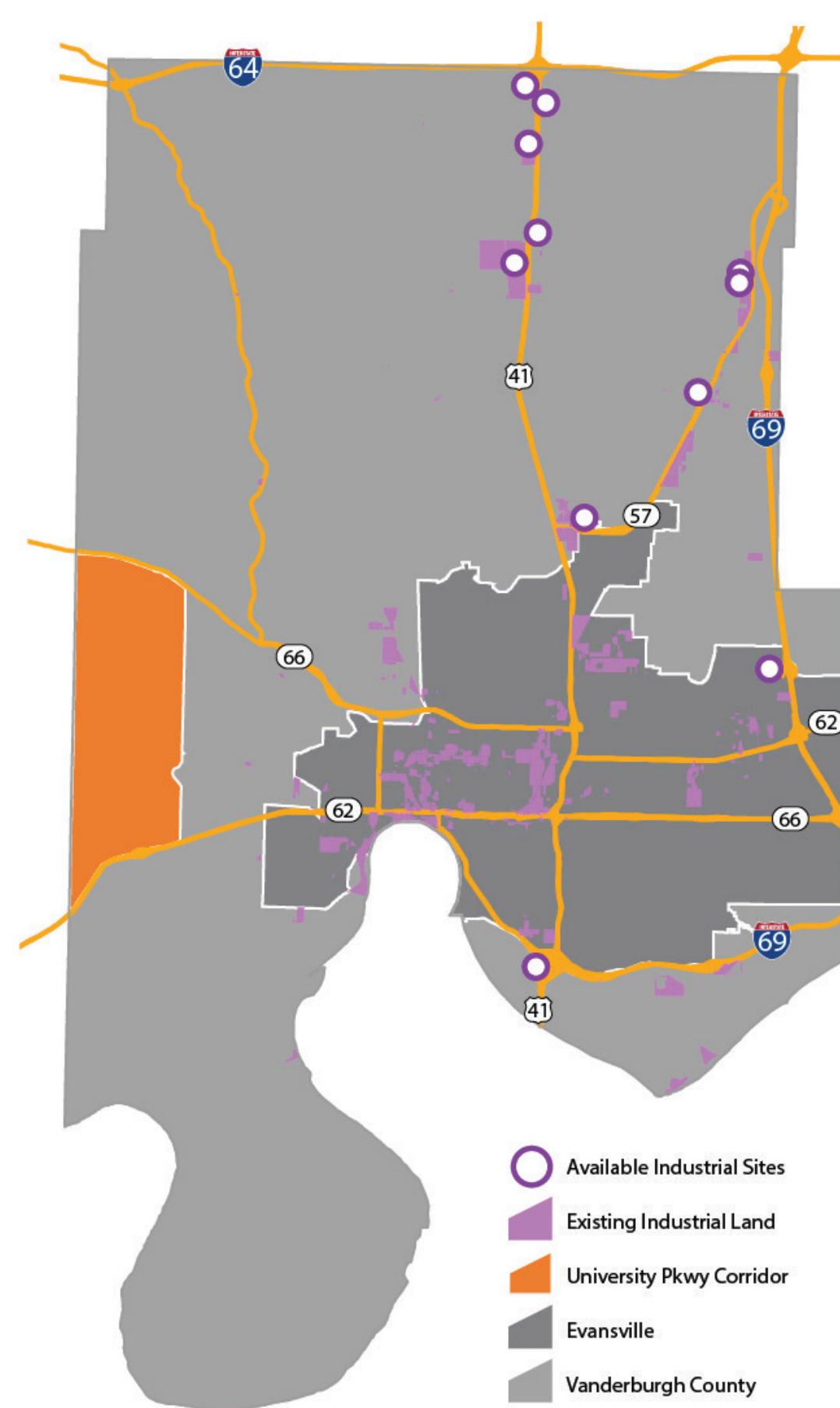
Retail Inventory and Asking Rent

A majority of the County's retail was constructed in the 1980's. Unusually the older retail built prior to 2000 outperforms the newer construction.



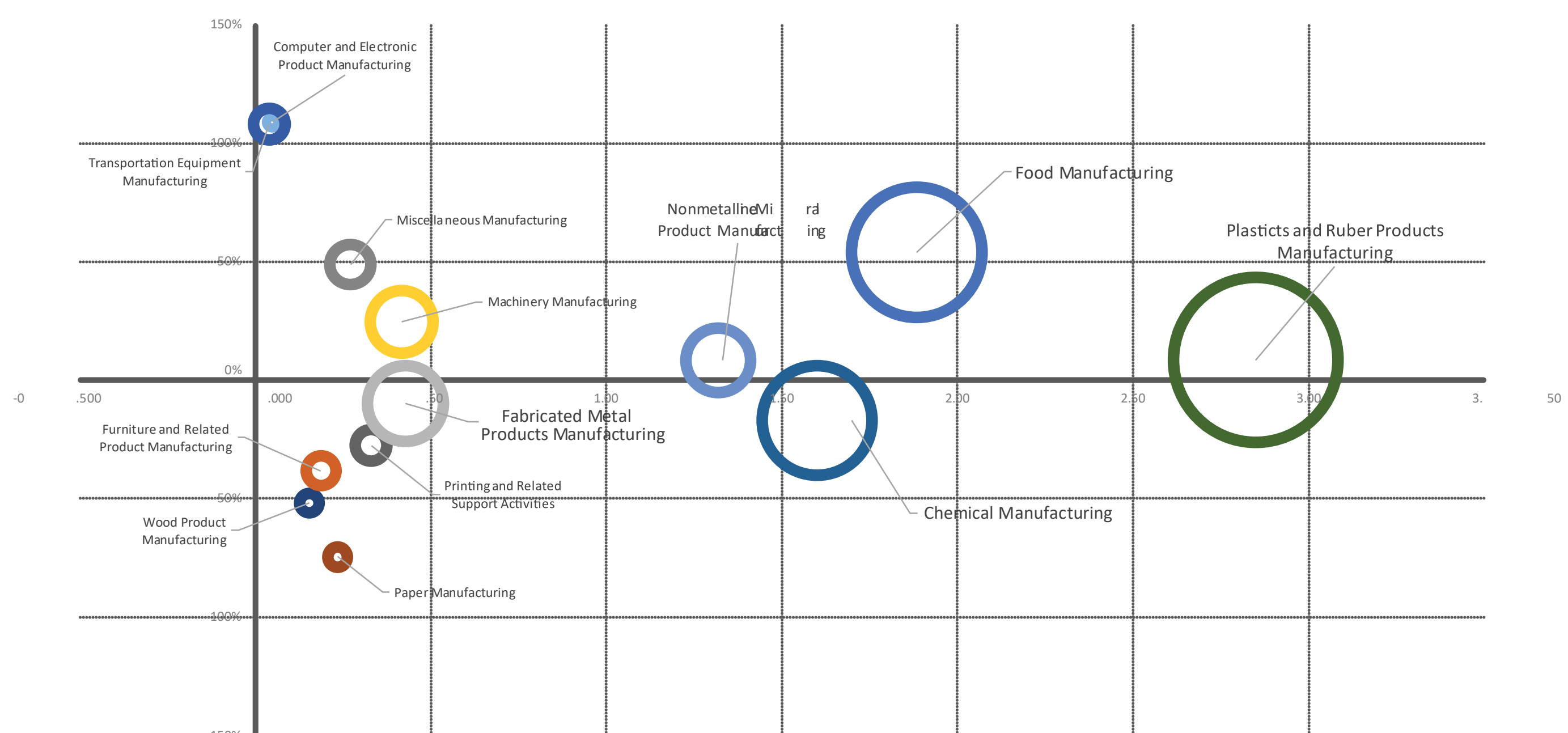
Retail Monthly Metro Vacancy Rate Trends

Retail vacancy within Evansville is on average higher than the Midwest (13.3) and national (10.6) averages at 16.7 percent. This high vacancy rate is more prevalent in buildings constructed in the 1990's. This vacancy rate could be attributed to a loss of large anchors in older strip centers which affect the remaining retail. This high rate of vacancy questions whether there is a need for more retail along University Parkway.



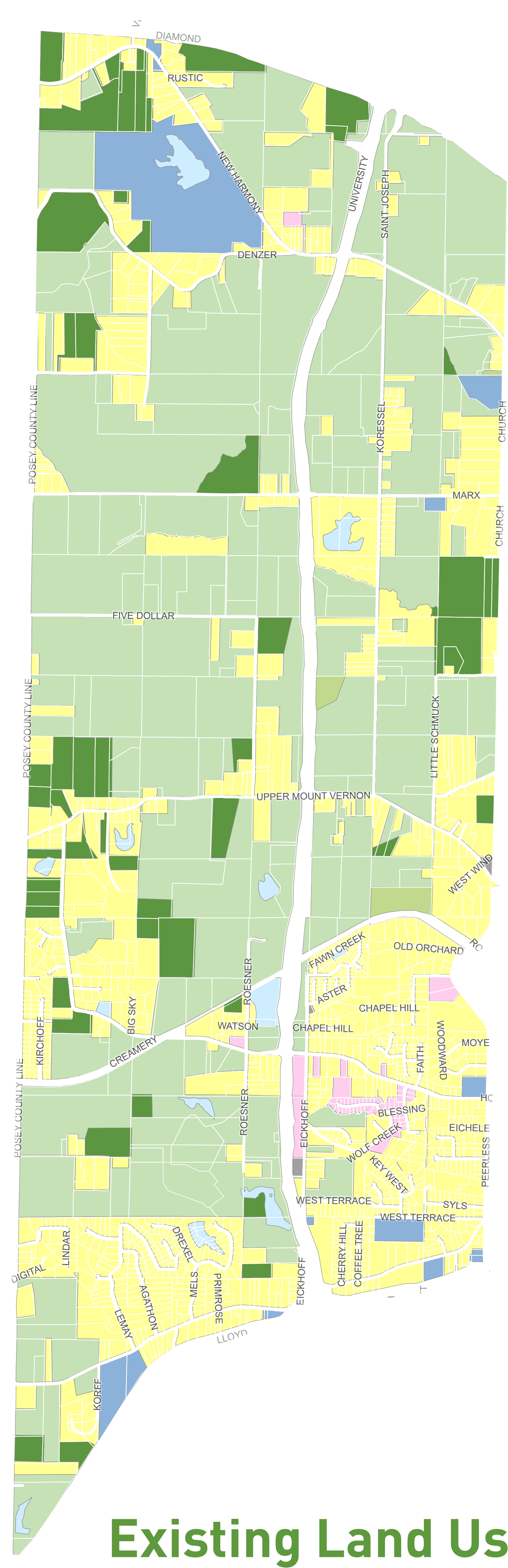
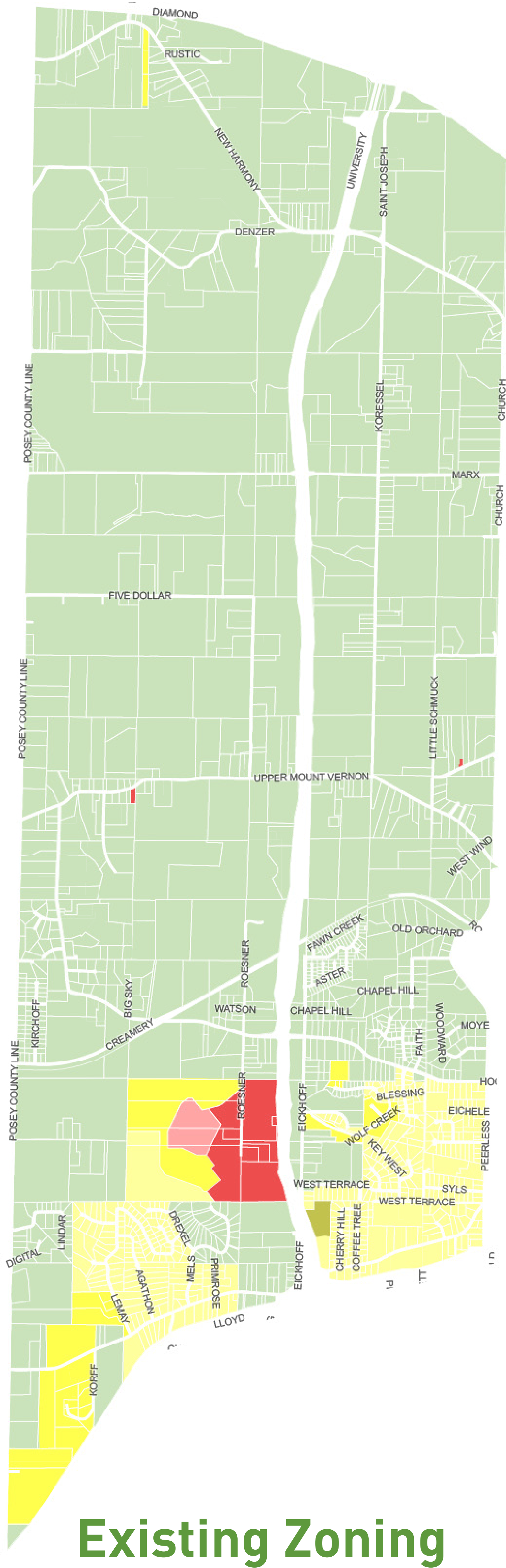
Existing and Available Industrial Land

A majority of the industrial land in the county is found along interstates and highways. The remaining available sites are adjacent to a state route and many are Shovel Ready Certified which makes them more desirable for immediate development as compared to land along University Parkway.



Industrial Location Quotient, 2010 to 2016

This location quotient graph shows the potential industrial markets the County should focus on. They are identified through the graphic which depicts emerging strengths (upper left), potential strength (upper right), limited prospect (lower left), and lower priority industries (lower right). The bubble size represents the number of employees in that industry. The industries that show potential include plastic and rubber product manufacturing, food manufacturing and nonmetallic mineral product manufacturing.



Subdivisions in the Agricultural District



Number of Homes 105
 Acres of Land 36
 Lot Size (sq. ft.) 7,000 to 12,000



Number of Homes 61
 Acres of Land 25
 Lot Size (sq. ft.) 10,000 to 15,000



Number of Homes 23
 Acres of Land 31
 Lot Size (acres) 1 to 1.5

- ### Zoning
- Agricultural (A)
 - Residential 1 (R-1)
 - Residential 3 (R-3)
 - Residential 4 (R-4)
 - Community Commercial (C-2)
 - General Commercial (C-4)

- ### Land Use
- Agricultural
 - Forested
 - Recreational
 - Residential
 - Other
 - Institutional
 - Undeveloped

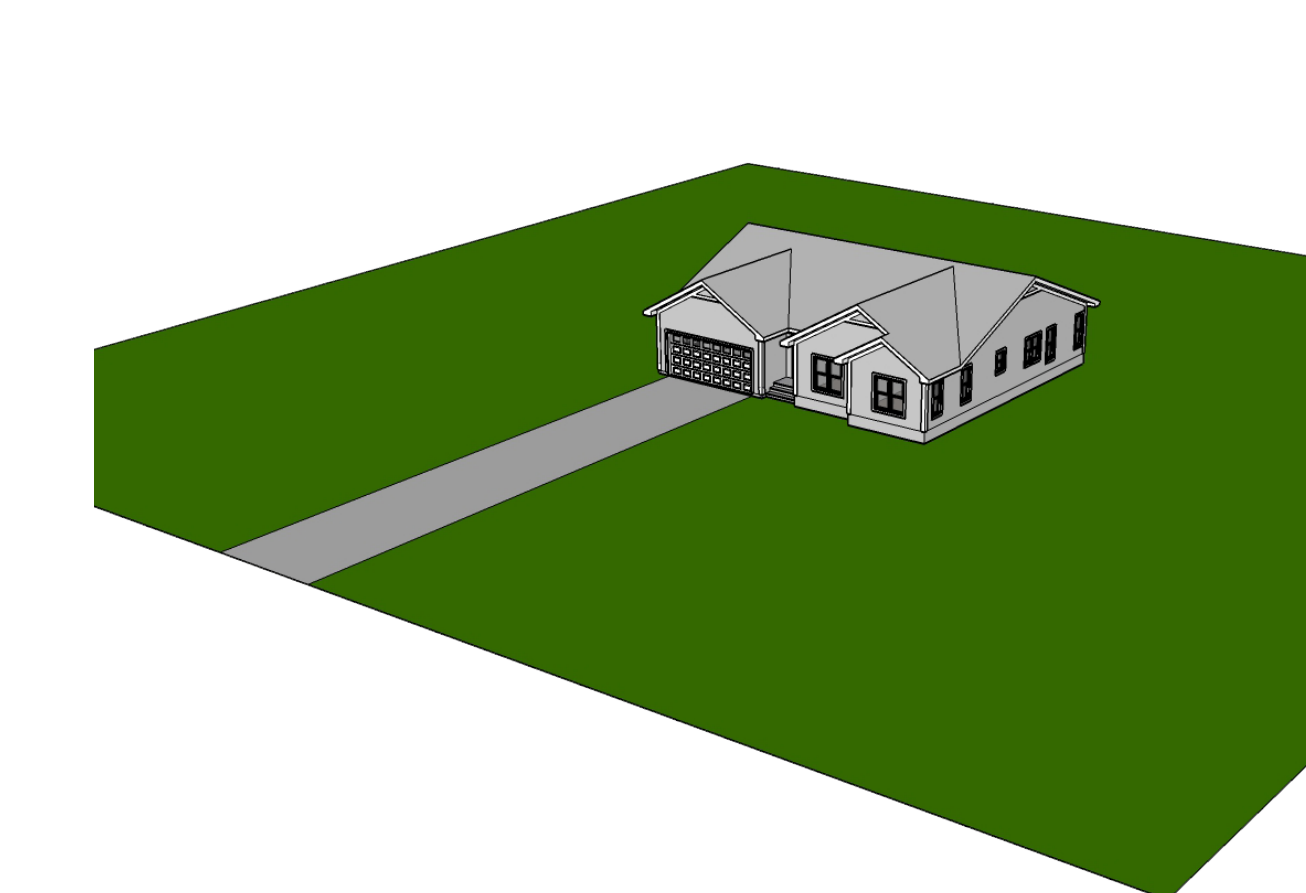
A - Agricultural Zoning District



Typical



Allowed



Rural Lot
2.5 Acre lot



Compact Lot
6,000 Square Foot Lot

Vision

University Parkway Corridor will be a scenic, safe, and accessible thoroughfare for all. To achieve these characteristics, safe multi-modal transportation options, balanced growth, and preservation of natural assets must be pursued. All modes of transportation will have appropriate facilities providing safe and easy access along and around University Parkway. Growth along the corridor will be managed to enhance the rural character while providing neighborhood commercial, services, and residential development. This new development will not be prioritized over existing natural and agricultural land to preserve the rural appeal of the University Parkway Corridor.

Development

1. Preserve the existing land use character of the corridor.
 - A. Regulate development to avoid undesirable uses and patterns.
 - B. Limit development along the corridor.
2. Encourage new residential development south of Upper Mount Vernon Road that is consistent with existing development.
 - A. Permit a variety of housing types, size, and densities.
 - B. Encourage housing that either reflects adjacent scale or utilizes open space and buffers when of a different scale.
3. Manage neighborhood commercial development.
 - A. Create a mix of commercial uses that are small-scale and pedestrian focused.
 - B. Encourage a mix of uses which are not duplicative of existing commercial development near the corridor.
 - C. Ensure new development visually fits the community vision.
 - D. Promote mixed-use development including commercial or office uses on the first floor and residential on upper floors.

Transportation

4. Improve the safety and mobility for motorists, bicyclists, and pedestrians.
 - A. Provide context appropriate transportation improvements along the corridor to accommodate projected growth.
 - B. Improve safety and traffic flow at intersections.
 - C. Provide context appropriate facilities for pedestrians and bicyclists along roadways surrounding University Parkway.
 - D. Provide for efficient future travel along the University Parkway via alternate modes including transit, and bicycle and pedestrian facilities linking to USI.
5. Preserve University Parkway as a scenic thoroughfare.
 - A. Preserve the Parkway's limited access.
 - B. Ensure that any roadway, intersection, or bicycle and pedestrian improvement preserve the Parkway's function.
6. Increase connectivity with the existing and future street networks.
 - A. Avoid isolated development patterns that limit connectivity with existing or proposed street improvements.
 - B. Consider alternative roadway improvements such as frontage roads, non-parkway roadway extensions, and shared drives to improve connectivity.

Utilities

7. Increase utility access to adequately meet the demands of new development.
 - A. Create partnerships with developers to finance water and sewer extensions to their properties.
 - B. Collaborate with utilities to ensure future extensions are developer driven.
8. Avoid overextending utilities.
 - A. Limit the expansion of utilities based on the feasibility for installation, lifetime maintenance, and replacement.
 - B. Consider developing an adequate facilities ordinance.
9. Manage stormwater as new development occurs.
 - A. Limit stormwater impacts of new development on adjacent properties.
 - B. Improve stormwater detention and retention practices.
 - C. Use natural systems to manage stormwater runoff.

Environmental

10. Preserve the corridor's existing agricultural and natural land.
 - A. Encourage the preservation of existing agricultural and natural resources over new development along the corridor.
 - B. Require dedication of open space in new development to enhance the natural landscapes.
 - C. Reduce the risk of flooding and property damage by protecting the floodway and floodplain.

Institutions

11. Strengthen the relationship between the University Parkway Corridor and the University of Southern Indiana (USI).
 - A. Better connect USI to the corridor.
 - B. Establish a business partnership with local universities through the new technology park and business accelerator.
12. Assist Evansville-Vanderburgh School Corporation (EVSC) to better serve the corridor.
 - A. Create pedestrian and bicycle facilities that connect the existing and future development to schools.
 - B. Assist EVSC in anticipating future student enrollment and prepare for facility needs based on projected development along the corridor.

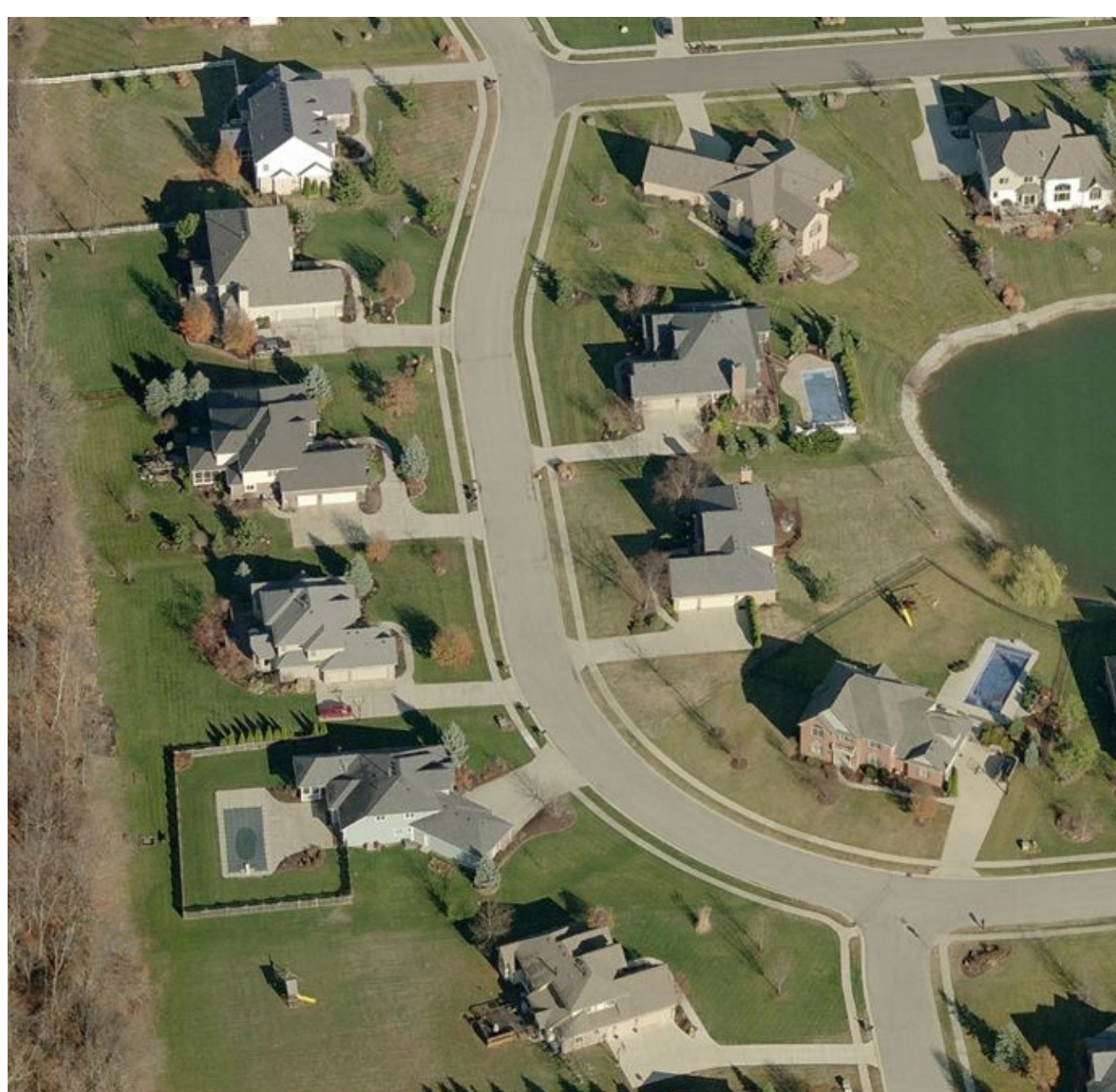
Recreation

13. Increase recreational opportunities along the corridor.
 - A. Create a trail network along the corridor.
 - B. Increase park space/open space along the corridor.



Agriculture

Agriculture areas are those lands that are sparsely populated and are used primarily for crop production, growing produce, raising of livestock, and single-family homes associated with agriculture use. Generally, development in these areas will utilize septic systems and wells since public utilities are not available. Preservation of continuous agriculture acreage is seen as important to sustain the land use character of the University Parkway Corridor north of Upper Mt. Vernon Road.



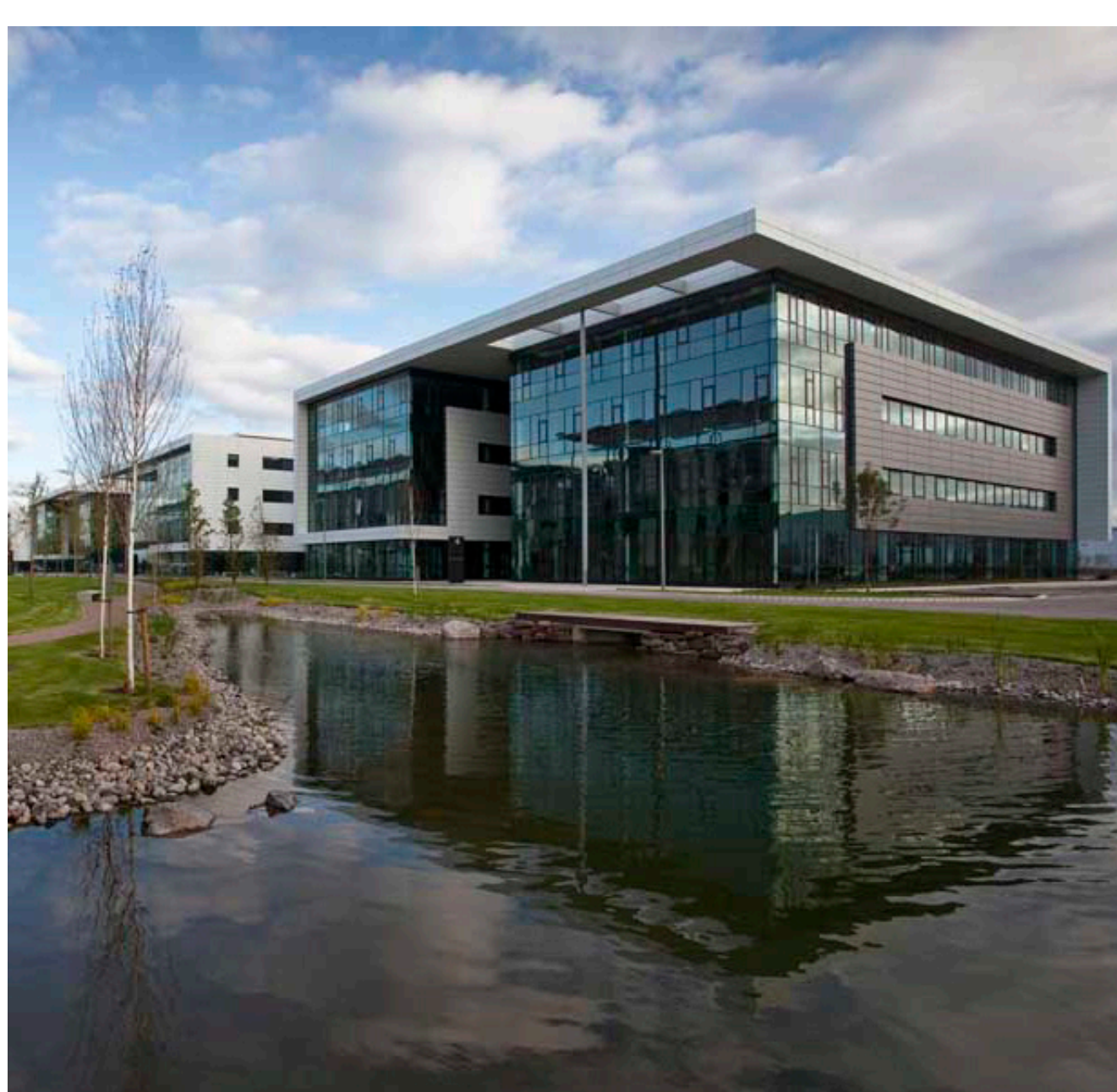
Neighborhood Residential

Neighborhood Residential areas consist of single family residential subdivisions which provide a range of dwelling units and lot sizes. Typical densities are in the range of two to seven dwelling units per acre. The defined character may vary by neighborhood, but new developments should provide a transition from the existing development patterns in adjacent neighborhoods to higher densities, if applicable. New neighborhoods should have walkable, well-organized street and sidewalk systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight active and passive open space areas as accessible community amenities.



Commercial

The Commercial land use area is an activity center for a variety of uses including office, retail, restaurants, and professional service businesses. This area has the potential to be an employment and tax revenue generator for the community. Neighborhood scaled commercial uses generally serve the University Parkway residents but have the potential to serve a larger area with adequate transportation infrastructure. Higher intensity uses should be located closer to University Parkway or central to the development, with less intensive uses transitioning to established residential areas. Buildings should be arranged so that they frame and define the street network; internal drives should resemble streets rather than parking lot drive aisles; and shared parking and drives should be encouraged. Large expanses of surface parking, particularly between the building front and the street, should be avoided. Landscape plantings should be used to create more attractive developments and buffer adjacent single family residential areas, parking lots, and service areas. A coordinated pedestrian system should be provided throughout the commercial area, connecting uses on the site and between the site and adjacent properties and pedestrian facilities.



Research and Development Flex

The Research and Development (R&D) Flex area is intended for institutional, office, research and development, and small-scale prototyping and light manufacturing uses; these primary uses may be supported by limited local commercial uses as a secondary element following or integrated into the Flex development. Building types may include low-scale, larger footprint structures, or multi-story buildings in a business park setting. Nearly all operations should be conducted within enclosed buildings. When parcels are subdivided into a business park, they should be designed to incorporate shared open space and stormwater management facilities. Industrial uses that involve outdoor storage or processing of materials and that generate significant truck traffic are discouraged. The Research and Development Flex area is located to capitalize on University Parkway access, visibility, landscaped plantings, and bicycle and pedestrian facilities to better connect to adjacent development.



Conservation Overlay

Conservation areas are identified to protect sensitive land and environmental features from development. These Conservation areas include floodplains, wetlands, forests/tree stands, and cemeteries. Conservation of these areas has an inherent long-term value. Most importantly, preventing construction in flood hazard areas has a public-safety purpose and helps to minimize property damage downstream during flood events. Crop production, tree stands, and low-impact recreation uses may take place in Conservation areas, but more intense agriculture operations and buildings should be limited to preserve the function and character of these zones. The Conservation areas generally follow environmental features, and as such, do not align with parcel boundaries. Estate/Rural residential development may still be possible on many of these parcels and should be designed to protect as much of the environmental feature as possible using such techniques as clustering development or conservation subdivision design. Any residential development should be reviewed on an individual basis to determine its appropriateness.



Estate / Rural Residential

The Estate / Rural Residential areas reflect much of the established character of the University Parkway corridor. These areas are comprised of single family homes on large lots that may include woodlands, open space, or associated agriculture activities. These areas are not commonly served by municipal water and sewer services, and therefore have a minimum lot size of 2.5 acres. Subdivisions in the Estate / Rural Residential areas should be designed around natural features to highlight forested areas, hillsides, streams and drainage courses, lakes, and tree-lined fence rows. In addition to single family residential uses, limited institutional and recreation activities may be appropriate.



Mixed Residential

Mixed Residential areas provide for a range of housing types, including apartments, townhomes, condominiums, duplexes, and single-family homes on small lots. These areas allow for greater flexibility in form and scale to achieve active, cohesive, and vibrant neighborhoods. Mixed Residential developments should be designed around common open space and amenity areas. Given dwelling unit densities in the range of 10 to 20 units per acre, municipal sewer and water utilities are a requirement. Building height should typically range from two to four stories and should scale down to adjacent single-family neighborhoods or be appropriately buffered. Mixed Residential developments should include an emphasis on quality open space as a community amenity. Other common amenities associated with Mixed Residential projects include clubhouses, pools, fitness centers, playgrounds, landscaping, and multi-use paths.



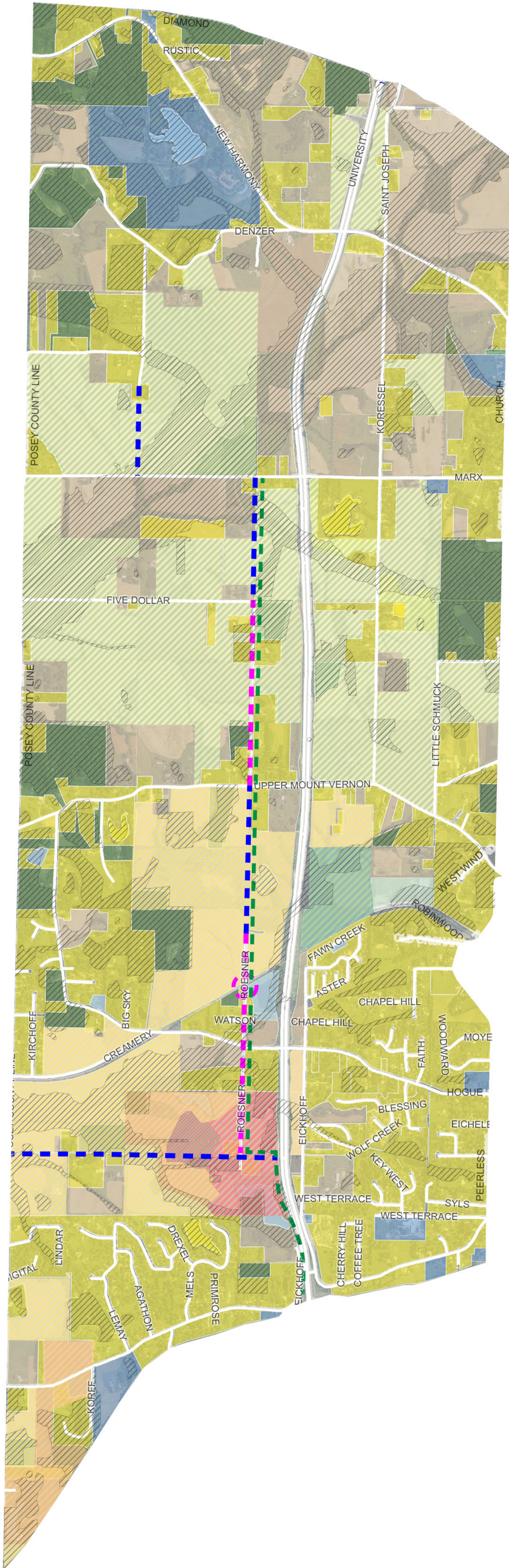
Mixed Use

The Mixed Used land use category provides for a diverse mix of high-activity uses within a connected and pedestrian scaled environment. A mixed use development area could be developed as part of a larger development or as a standalone building at key intersections. Appropriate uses include restaurants, small-scale retail and professional services, offices, multifamily apartments and condominiums, townhomes, and recreation amenities. Building height should typically range from two to four stories, with active commercial uses on the first floor and office or residential uses on upper floors. Mixed uses should have a coordinated development pattern with high quality architecture, bicycle facilities, wide sidewalks, plazas, and other amenities to activate the street network. Building setbacks from the primary street should be minimal. All buildings should have an entry oriented toward the primary street; first floor non-residential uses should include large windows to allow views into and out of the space to better activate the adjacent streetscape. Bicycle and pedestrian facilities should be included to connect the mixed use to adjacent developments and facilities along other public streets.



Recreation and Open Space

Recreation areas are large open spaces providing opportunities for leisure, recreational, and sporting activities and events. These areas would require buffering from other adjacent uses reducing the level of noise, light, or other impacts. Estate/Rural residential development may be permitted in this category but would require appropriate buffering from the primary use. Any proposed development should be reviewed on an individual basis to determine its appropriateness.



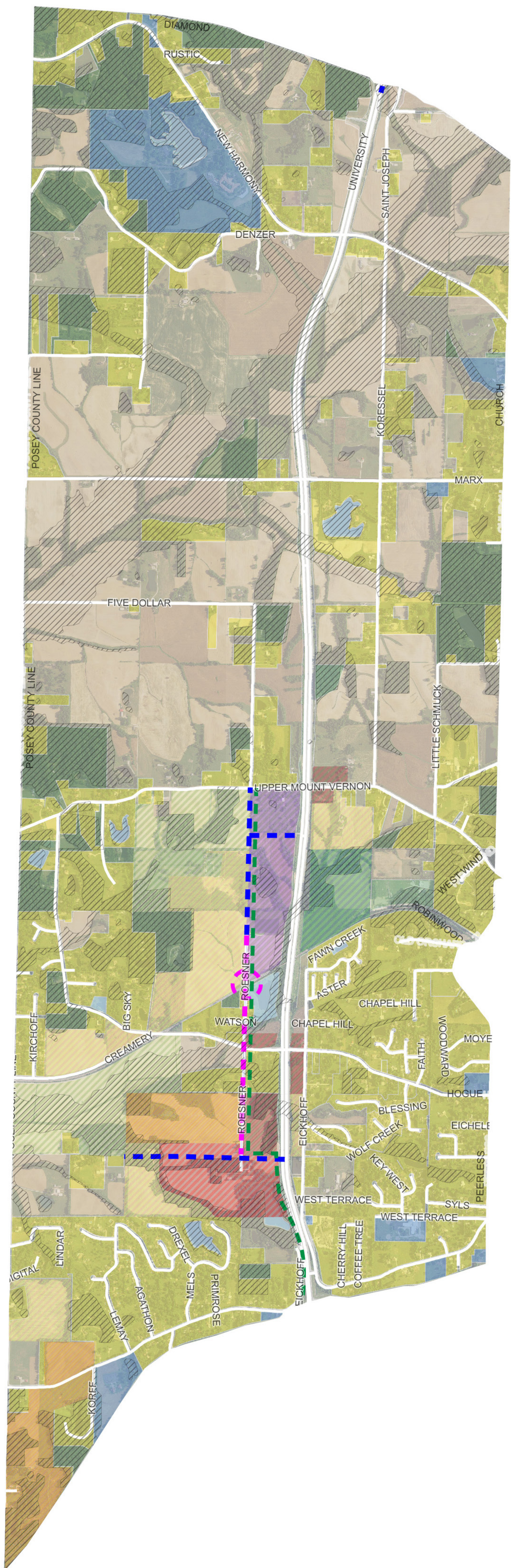
- Existing Land Use**
- Agricultural
 - Forested
 - Recreational
 - Residential
 - Other
 - Institutional
- Proposed**
- Rural Estate
 - Neighborhood
 - Mixed Residential
 - Commercial
 - Mixed Use
 - R&D Flex
 - Recreational
- Transportation**
- New Roadways
 - Roadway Upgrade
 - Crossing Upgrade
 - Proposed Trail

	Gross Acres	Square Feet	Dwelling Units
Estate + Rural	1,229.90		
Estate Lot	100%		308
Neighborhood	632.16		
Suburban Compact	100%		3,032
Mixed Residential	147.73		
Suburban Compact	25%		145
Garden Apt.	75%		720
Mixed Use	21.30		
Apartments	75%		240
Retail	50%	86,984	
Office	25%	43,492	
Commercial	77.90		
General	60%	268,469	
Restaurants	40%	143,183	
TOTAL DWELLING UNITS			4,445
TOTAL COMMERCIAL SQUARE FEET			542,128

Scenario 1 is a controlled example of the potential growth and development that the current zoning and other regulations permit. This level of development may not be a true representation of 20 years of growth but is an intentional representation of how the current regulations allow residential subdivision development to occur anywhere in the corridor with no limitations. To better illustrate these points, all new residential development is projected at the minimum lot size standards allowing for the land to be maximized for development from Lloyd Expressway to Diamond Avenue.

Several parcels near the southwest corner of the University Parkway Corridor study area are zoned R-3 Residential. This zone allows for build out of apartment complexes and the surrounding farmland established as compact residential suburbs. To its north is Majestic Place, which will retain its existing zoning configuration. This will include large commercial retail district, likely characterized by large footprint anchors and associated strip and outlot retail uses. At the center of the Majestic Place project is a district zoned C-2 Commercial, which will be mixed use lifestyle center containing retail, office, and residential uses. Surrounding the retail zones is an R-3 Residential district which will be primarily apartments. Across the creek and conservation zones will be compact neighborhood residential development on the R-1 Residential zoned lands.

Additional compact neighborhood residential development is projected along both sides of University Parkway from Hogue Road to Upper Mt Vernon Road. These smaller lot sizes are predicated on planned sewer improvements. North of Upper Mt Vernon road there is significant residential growth projected on agriculture lands, but this area is not likely to have the access to municipal services, limiting residential lots to a minimum area of 2.5 acres.



- Existing Land Use**
- Agricultural
 - Forested
 - Recreational
 - Residential
 - Other
 - Institutional
- Proposed**
- Rural Estate
 - Neighborhood
 - Mixed Residential
 - Commercial
 - Mixed Use
 - R&D Flex
 - Recreational
- Transportation**
- New Roadways
 - Roadway Upgrade
 - Crossing Upgrade
 - Proposed Trail

	Gross Acres	Square Feet	Dwelling Units
Estate + Rural	216.17		
Rural Lot	25%		4
Estate Lot	75%		26
Neighborhood	246.36		
Suburban Large	50%		186
Suburban Medium	25%		186
Suburban Compact	25%		309
Mixed Residential	216.22		
Suburban Medium	45%		182
Suburban Compact	25%		168
Duplex/Townhomes	15%		151
Garden Apartments	15%		167
Mixed Use District	22.36		
Apartments	50%		99
Retail	50%	53,709	
Office	25%	26,855	
Mixed Use Node	27.81		
Residential	50%		112
Retail	40%	81,022	
Office	10%	20,255	
Commercial	90.30		
General	40%	200,899	
Restaurants	40%	160,719	
Suburban Medium	10%		115
Duplex/Townhomes	5%		25
Garden Apartments	5%		28
R&D Flex	79.02		
Research	100%	609,666	
TOTAL DWELLING UNITS			1,758
TOTAL COMMERCIAL/FLEX SQUARE FEET		1,153,125	

Scenario 2 takes a balanced approach to growth based on the desires of the community by allowing some growth but limiting its reach. This scenario corresponds with the sanitary sewer improvements planned by Vanderburgh County focusing development south of Upper Mt. Vernon Road, and most closely reflects the land use recommendations of the Comprehensive Plan than the other scenarios. Land use north of this road is left unchanged; however, some additional dwellings could be added through minor subdivisions and parcelizations.

To preserve the rural and natural landscape north of Upper Mt. Vernon Road, changes to the zoning code would be needed. Some of these regulations include:

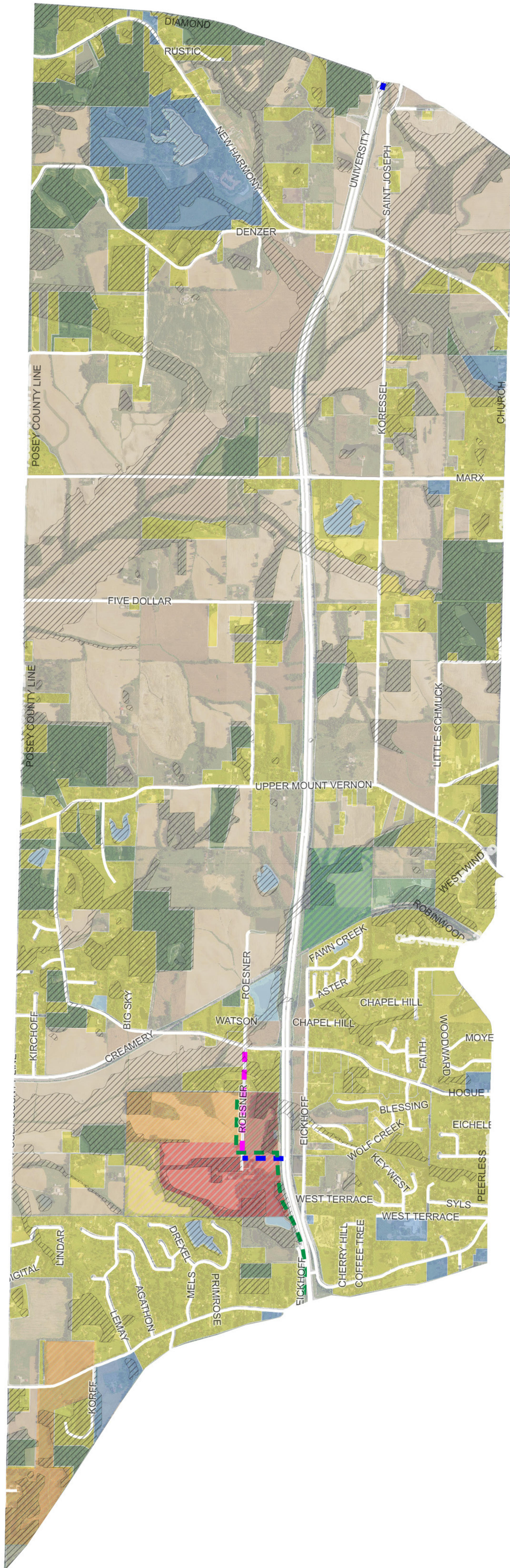
- Restricting the size of residential subdivisions within the agricultural zone. Major residential subdivisions would require a zoning change to an appropriate residential district.
- Through the Overlay Zone, a conservation zone which protects natural features such as large tree stands, wetlands, and floodplains, will be created.

Areas already zoned for commercial and residential use include Majestic Place and an undeveloped R-3 area just north of Lloyd Expressway and east of the Posey County Line. Additional planned development in the area south of Upper Mt. Vernon Road would require rezoning.

In this scenario, Majestic Place has been reoriented with the mixed use district along the parkway; this area could include small scale shops, restaurants, offices, and other services needed to serve the corridor. Residential units can also be located above commercial spaces or as stand-alone buildings. The neighborhood commercial area will be located to the south of a new central roadway. This commercial zone will be a mix of neighborhood serving stores, restaurants, and housing. This commercial district is surrounded by conservation zones buffering the adjacent residential development with natural and open space. The northwest section of Majestic Place will be a mixed residential district surrounded by existing tree stands. It is important to note that this reorganization of the development plan would require developer consent since the project has already received zoning approval.

Beyond Majestic Place, mixed use nodes are located where the Parkway intersects with Hogue Road and Upper Mt. Vernon Road. These nodes could include a combination of locally-serving retail and service businesses, offices, restaurants, and residential units.

Additionally, a research and development technology park is planned on the west side of University Parkway between the railroad and Upper Mt. Vernon Road. This area is intended for institutional, office, research and development, and small-scale prototyping and light manufacturing uses.



- Existing Land Use**
- Agricultural
 - Forested
 - Recreational
 - Residential
 - Other
 - Institutional
- Proposed**
- Rural Estate
 - Neighborhood
 - Mixed Residential
 - Commercial
 - Mixed Use
 - R&D Flex
 - Recreational
- Transportation**
- New Roadways
 - Roadway Upgrade
 - Crossing Upgrade
 - Proposed Trail

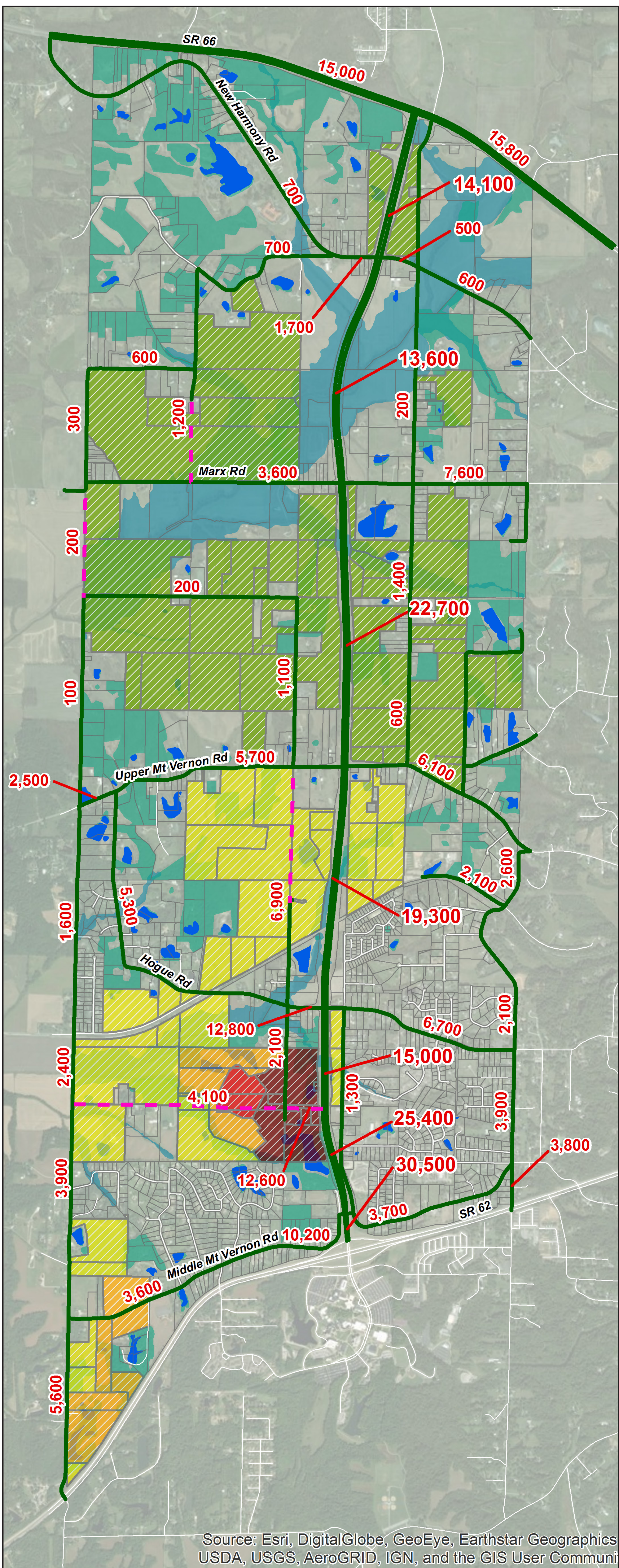
	Gross Acres	Square Feet	Dwelling Units
Neighborhood	36.27		
Suburban Large	30%		10
Suburban Medium	40%		27
Suburban Compact	30%		33
Mixed Residential	138.74		
Suburban Medium	35%		125
Suburban Compact	30%		179
Duplex/Townhomes	15%		134
Garden Apartments	20%		197
Mixed Use District	22.36		
Apartments	50%		99
Retail	50%	53,709	
Office	25%	26,855	
Commercial	77.50		
General	60%	301,139	
Restaurants	40%	160,607	
TOTAL DWELLING UNITS			804
TOTAL COMMERCIAL SQUARE FEET			542,310

Scenario three is the most conservative development scenario which strives to restrict development of existing agriculturally zoned land. To preserve the rural and natural landscape, changes to the zoning code and new regulations would be imposed by the overlay district. Some of these regulations include:

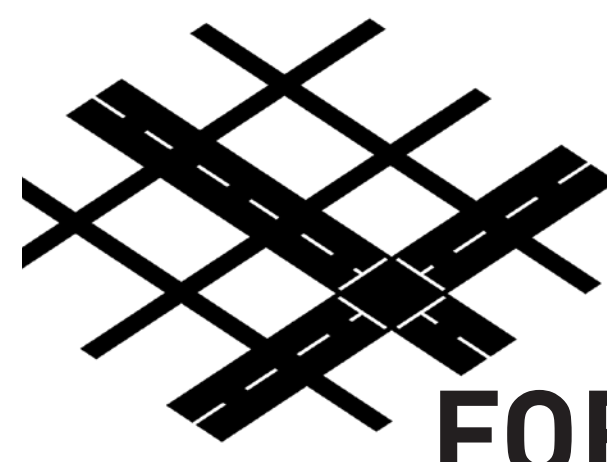
- Restricting the size of residential subdivisions within the agricultural zone. Major residential subdivisions would require a zoning change to an appropriate residential district.
- Creation of the conservation zone which protects natural features such as large tree stands, wetlands, and floodplains.

Majestic Place has been reoriented with the mixed use district along the parkway; this area could include small scale shops, restaurants, offices, and other services needed to serve the corridor. Residential units can also be located above commercial spaces or as stand-alone buildings. The commercial area will be located to the south of the entrance from University Parkway. This commercial zone will be a mix of neighborhood serving stores, restaurants, and housing. This commercial district is surrounded by conservation zones buffering the adjacent residential development with natural and open space. The northwest section of Majestic Place will be a mixed residential district surrounded by existing tree stands. It is important to note that this reorganization of the development plan would require developer consent since the project has already received zoning approval.

The residentially zoned parcels in the southwest corner of the corridor will serve a variety of housing needs. It will be a mixed residential district surrounded by an existing forested and wetland area.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics
USDA, USGS, AeroGRID, IGN, and the GIS User Communi



FORECASTED TRAFFIC CHARACTERISTICS:

- By 2040, traffic approximately doubles the existing volumes at the south end of the corridor and increases by about 50% at the north end. However, LOS continues to be A.
- SR 66 (Diamond Avenue) is still the highest volume intersection along the corridor.
- The Middle Mount Vernon Road intersection shows about 350% growth in cross-street traffic and the Hogue Road intersection shows approximately 150% growth in cross-street traffic. The new roadway between them also shows substantial cross-street traffic. Even with this growth in traffic the roadways segments remain at an LOS of A.
- The majority of the University Parkway Corridor and the cross-streets still do not show appreciable congestion in the future. All roadways with forecasted traffic within the Study Area are anticipated to maintain a segment LOS A under this scenario.

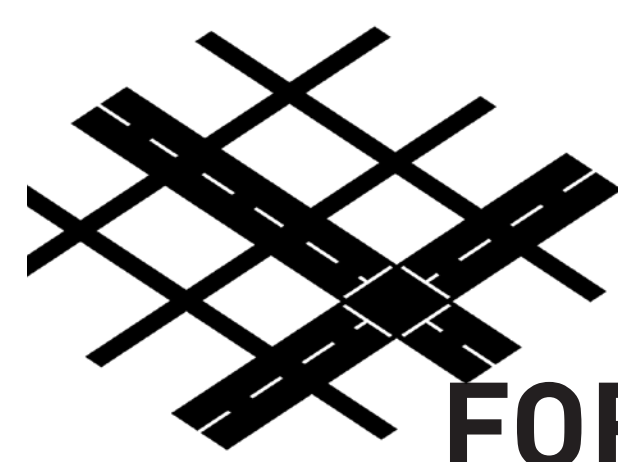
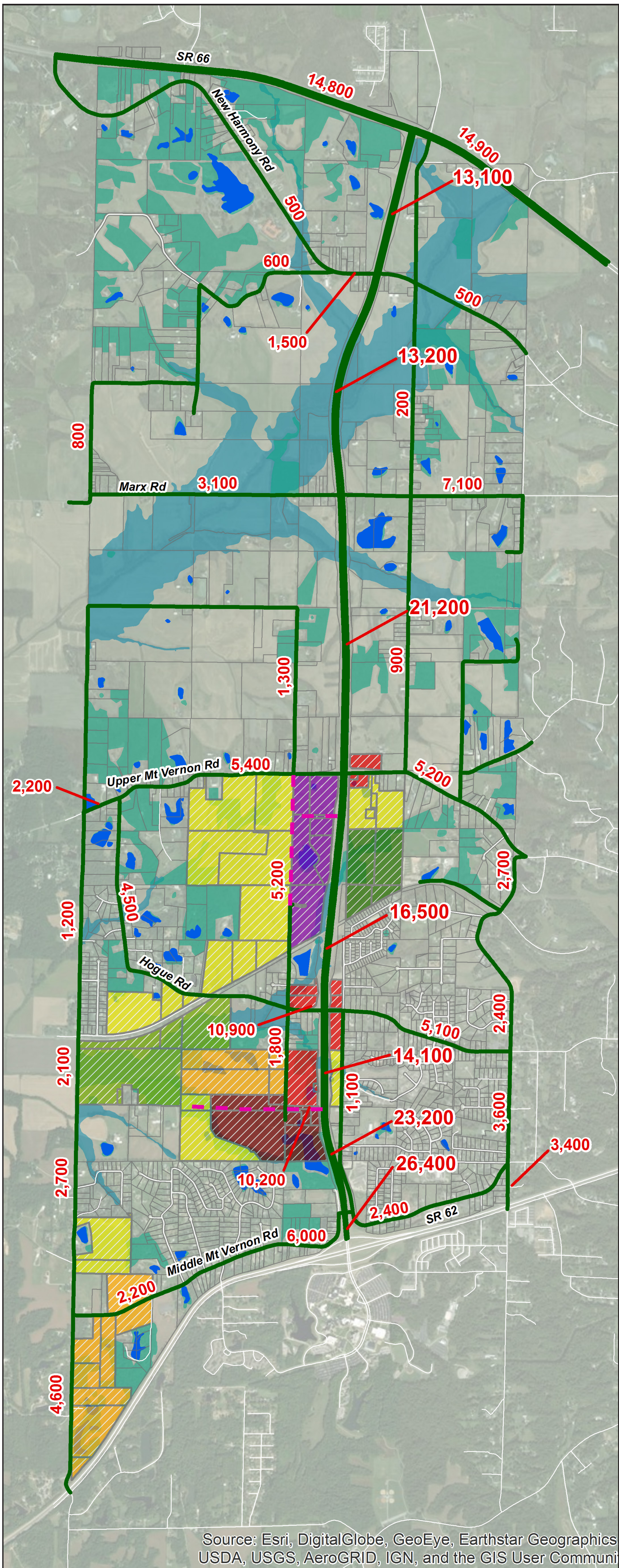
X,XXX = Projected Average Daily Traffic (ADT)

Level of Service

- A
- B
- C
- D
- E
- F
- Water Bodies
- Conservation Areas
- Flood Zones

Development Areas

- Existing Parcels
- Estate/Rural Residential
- Neighborhood Residential
- Mixed Residential
- Mixed Use Commercial
- General Commercial
- Water Bodies



FORECASTED TRAFFIC CHARACTERISTICS:

- By 2040, traffic is anticipated to be approximately 80% higher than the existing volumes at the south end of the corridor and increases by about 50% at the north end. However, LOS continues to be A.
- SR 66 (Diamond Avenue) is still the highest volume intersection along the corridor.
- The Middle Mount Vernon Road intersection shows about 150% growth in cross-street traffic and the Hogue Road intersection shows approximately 100% growth in cross-street traffic. The new roadway between them also shows substantial cross-street traffic. Even with this growth in traffic the roadway segments remain at an LOS of A.
- The majority of the University Parkway Corridor and the cross-streets still do not show appreciable congestion in the future. All roadways with forecasted traffic within the Study Area are anticipated to maintain a segment LOS A under this scenario.

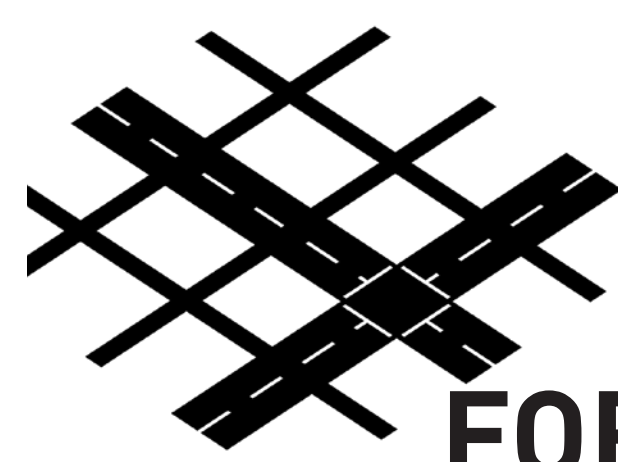
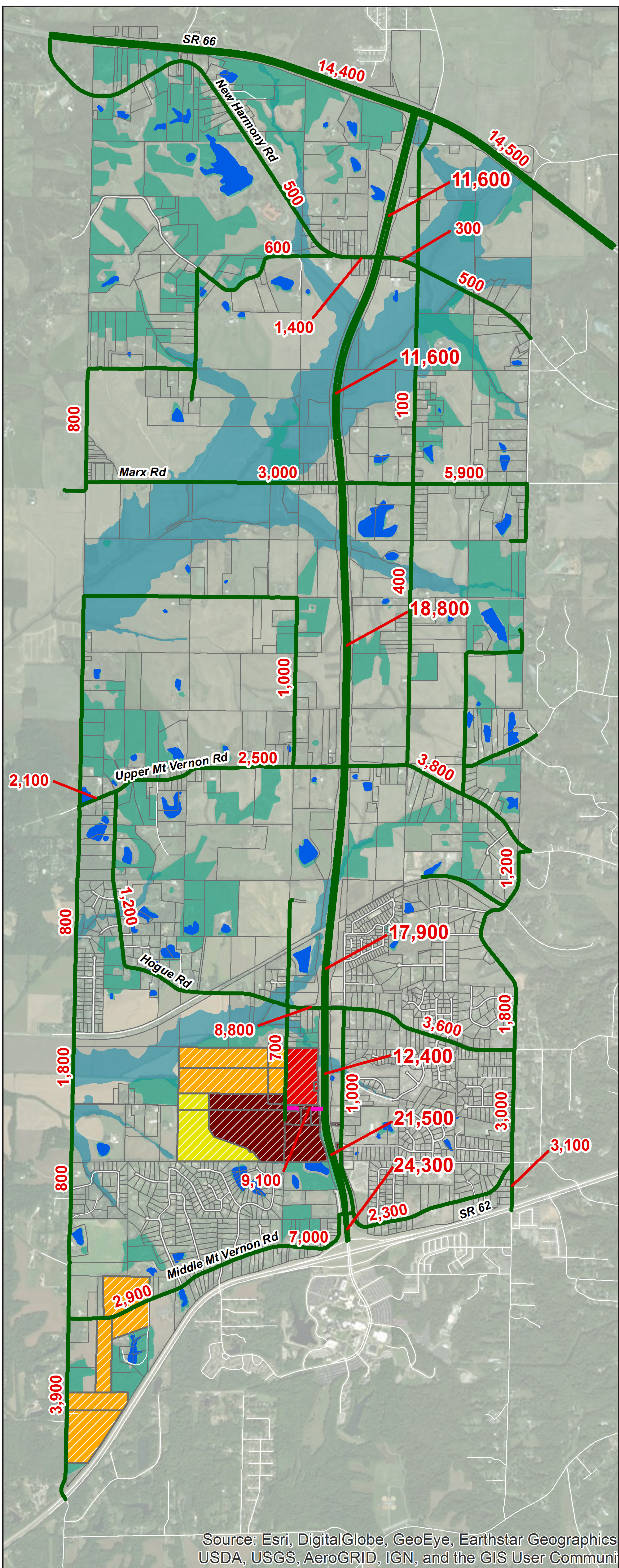
X,XXX = Projected Average Daily Traffic (ADT)

Level of Service

	A
	B
	C
	D
	E
	F
	Water Bodies
	Conservation Areas
	Flood Zones

Development Areas

	Existing Parcels
	Estate/Rural Residential
	Neighborhood Residential
	Mixed Residential
	Mixed Use Commercial
	General Commercial
	Water Bodies



FORECASTED TRAFFIC CHARACTERISTICS:

- By 2040, traffic is anticipated to be approximately 70% higher than the existing volumes at the south end of the corridor and increases by about 30% at the north end, much of which is a result of system-wide growth in the area. However, LOS continues to be A.
- The Middle Mount Vernon Road intersection shows about 200% growth in cross-street traffic and the Hogue Road intersection shows approximately 70% growth in cross-street traffic. The new roadway between them also shows substantial cross-street traffic. Even with this growth in traffic the roadway segments remain at an LOS of A.
- The majority of the University Parkway Corridor and the cross-streets still do not show appreciable congestion in the future. All roadways with forecasted traffic within the Study Area are anticipated to maintain a segment LOS A under this scenario.

X,XXX = Projected Average Daily Traffic (ADT)

Level of Service

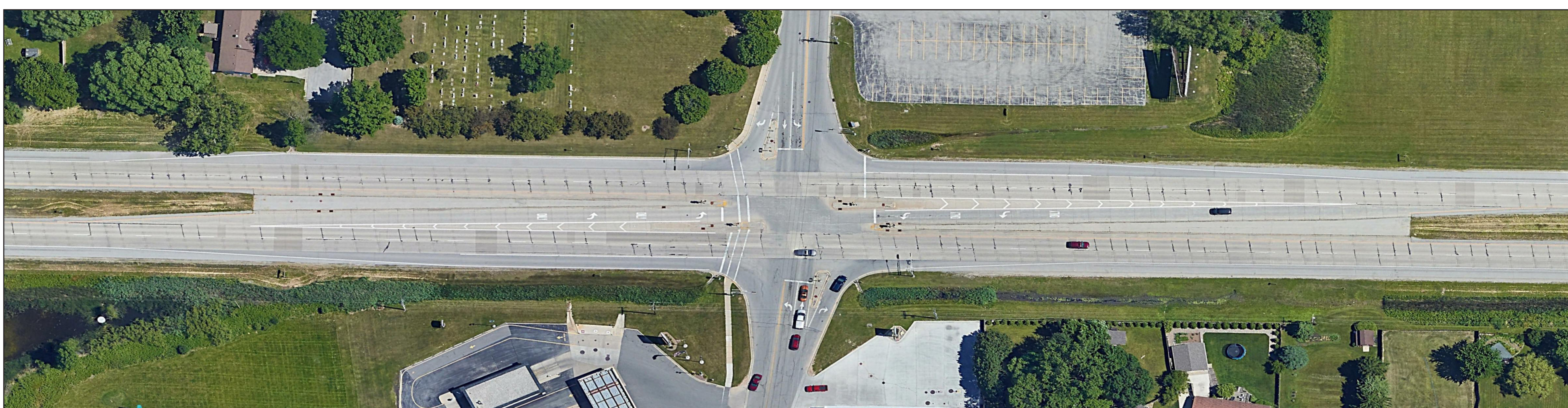
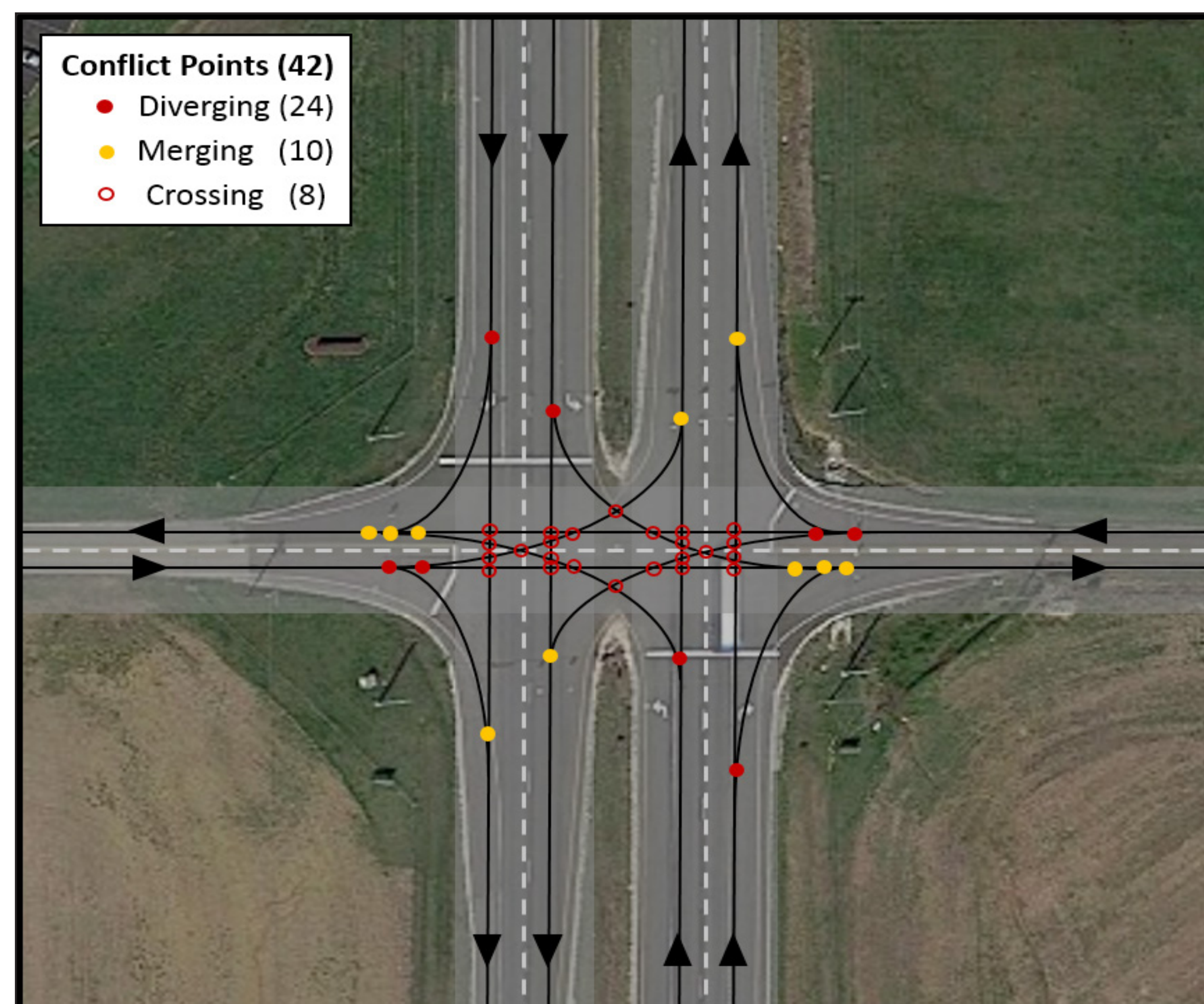
	A
	B
	C
	D
	E
	F
	Water Bodies
	Conservation Areas
	Flood Zones

Development Areas

	Existing Parcels
	Estate/Rural Residential
	Neighborhood Residential
	Mixed Residential
	Mixed Use Commercial
	General Commercial
	Water Bodies

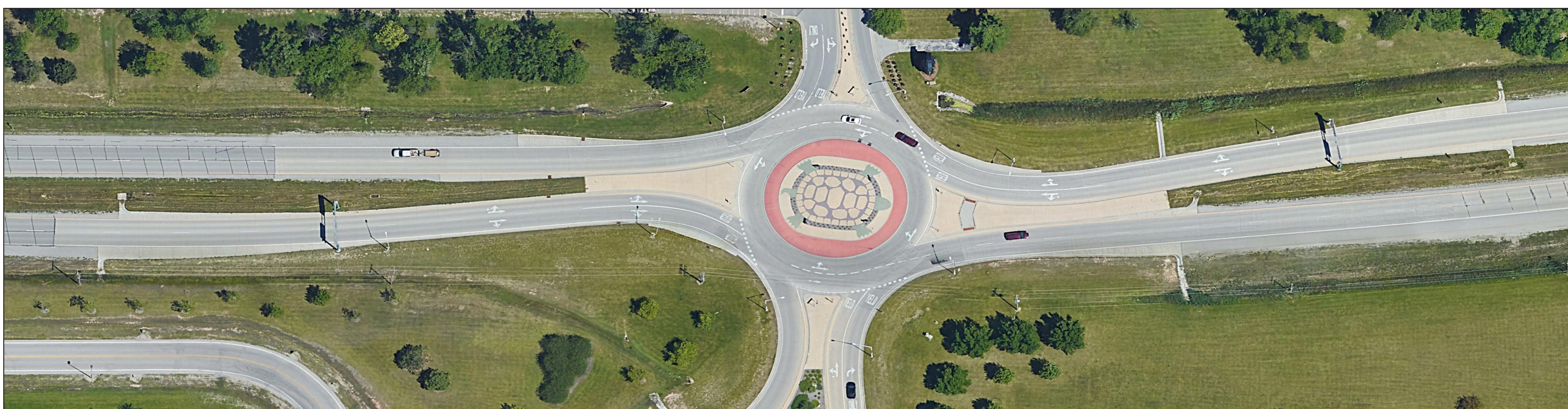
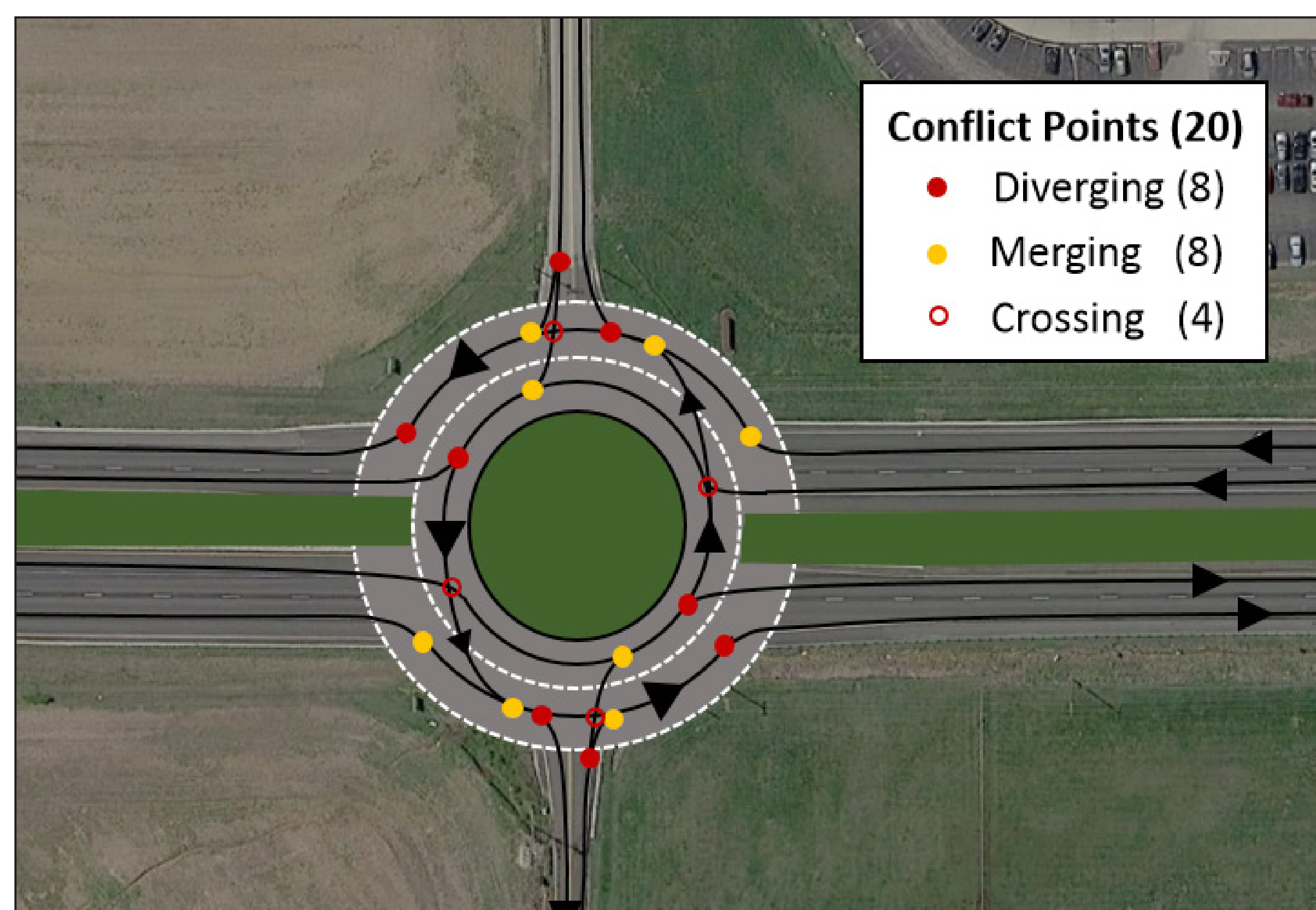
SIGNALIZED INTERSECTIONS:

- Require little additional infrastructure
- Typically allow for relatively free-flowing traffic on University Parkway
- Do not require additional infrastructure for large vehicles
- Have a greater number of conflict points than roundabouts
- Side streets typically incur relatively high delay
- Requires long-term equipment and timing maintenance



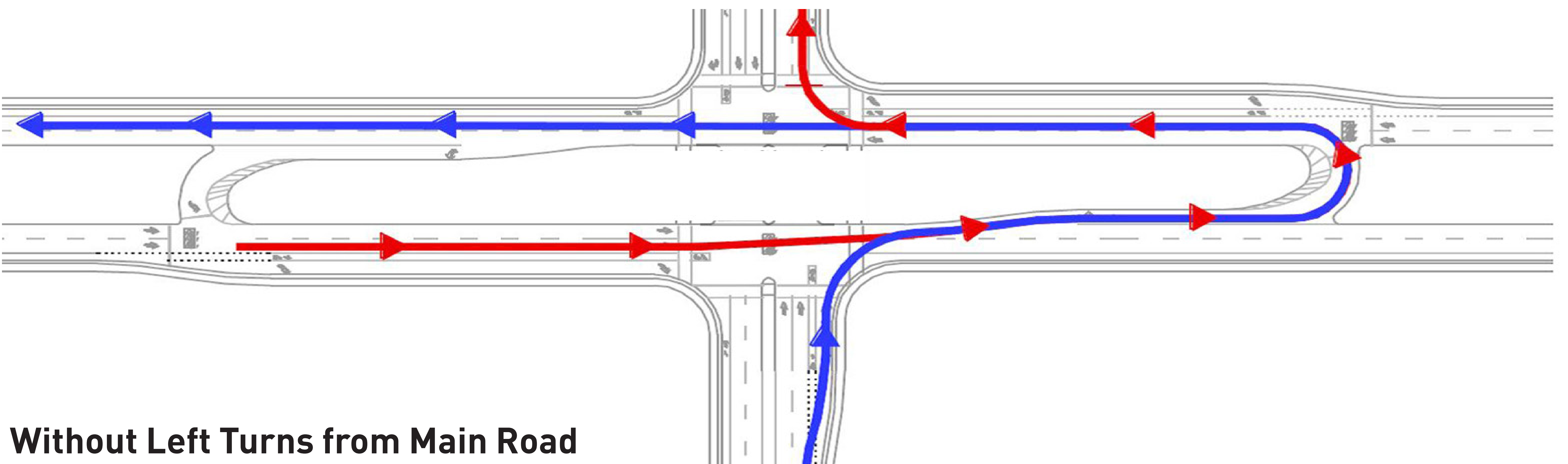
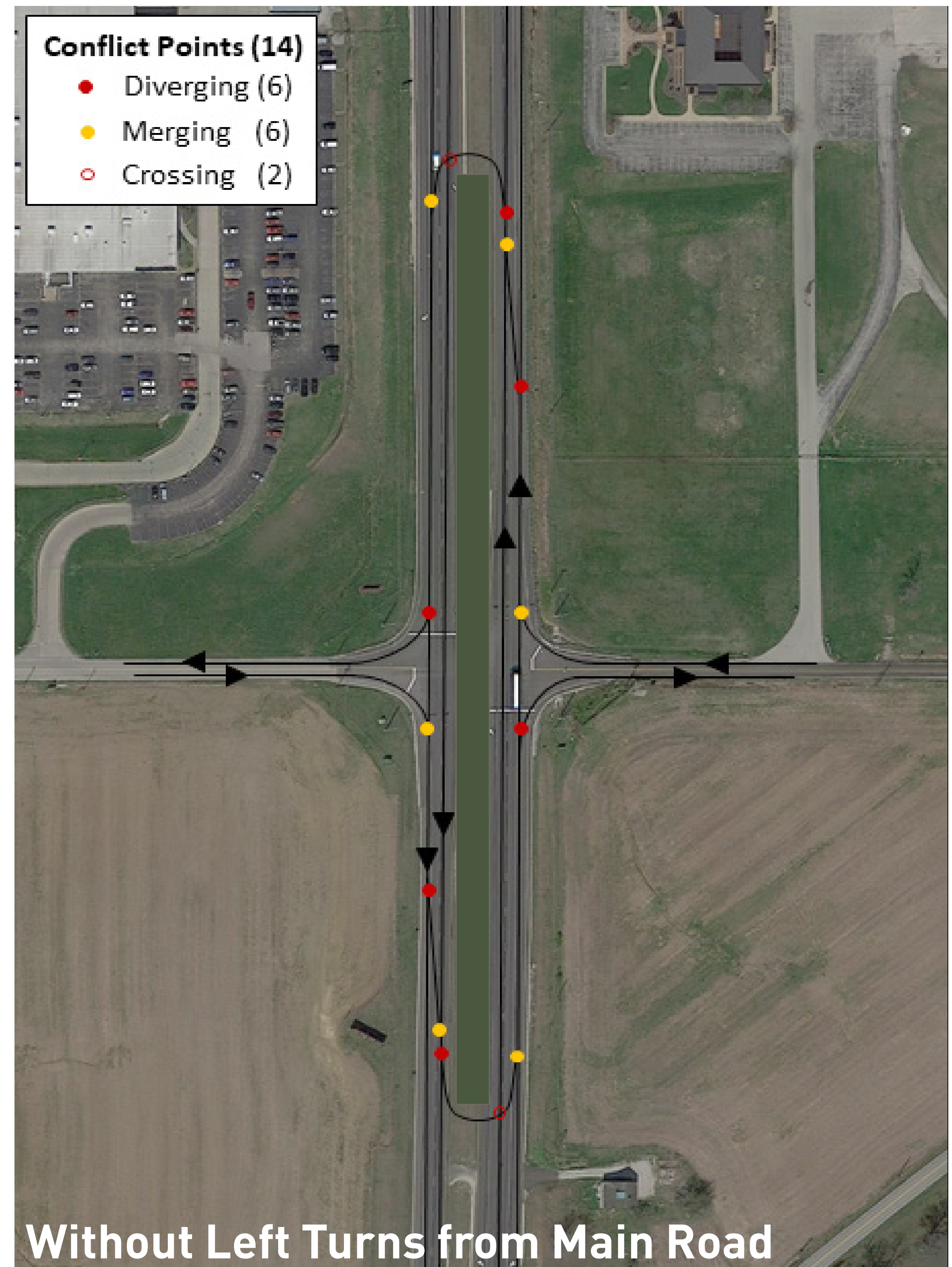
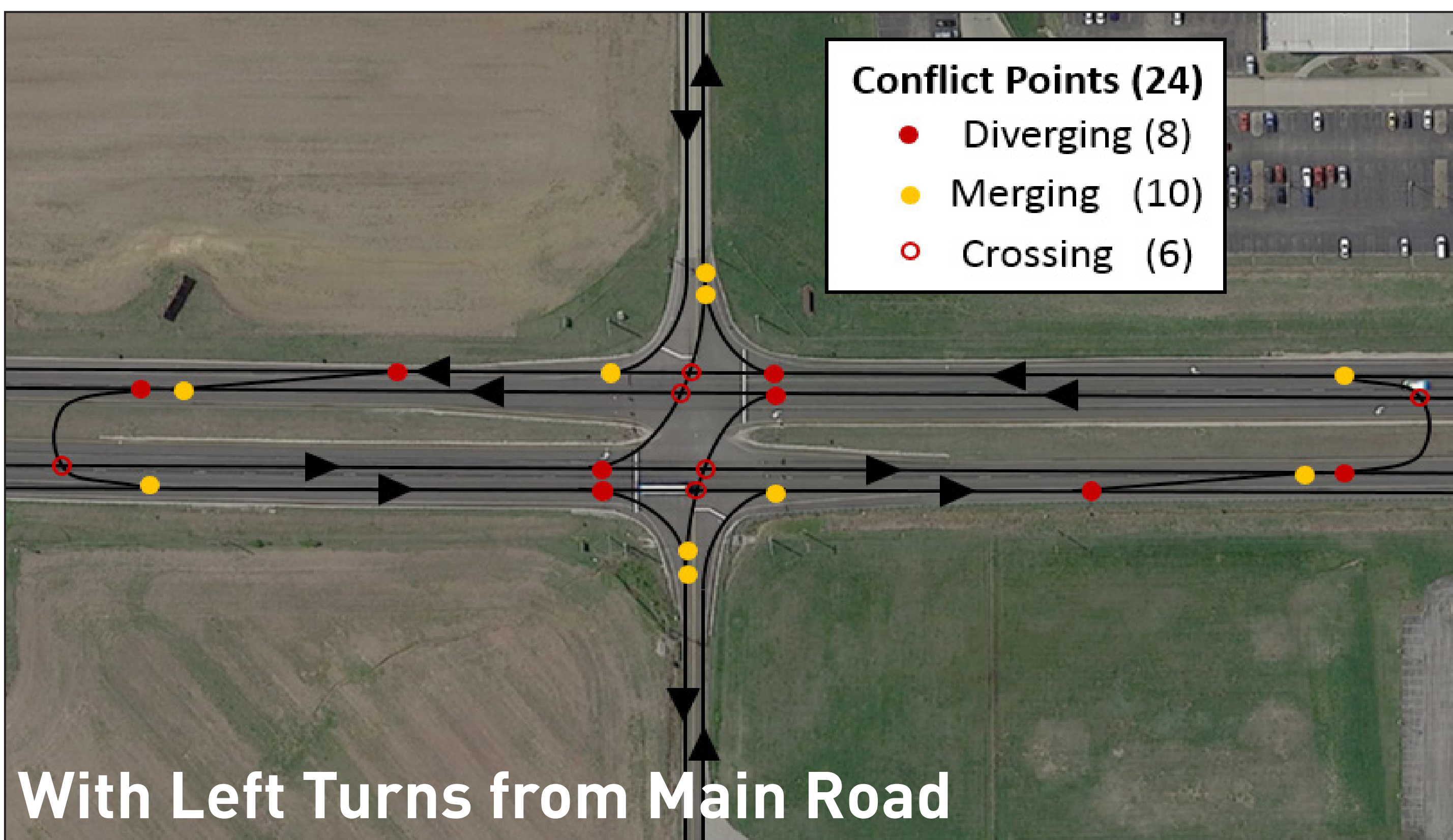
ROUNDBABOUTS:

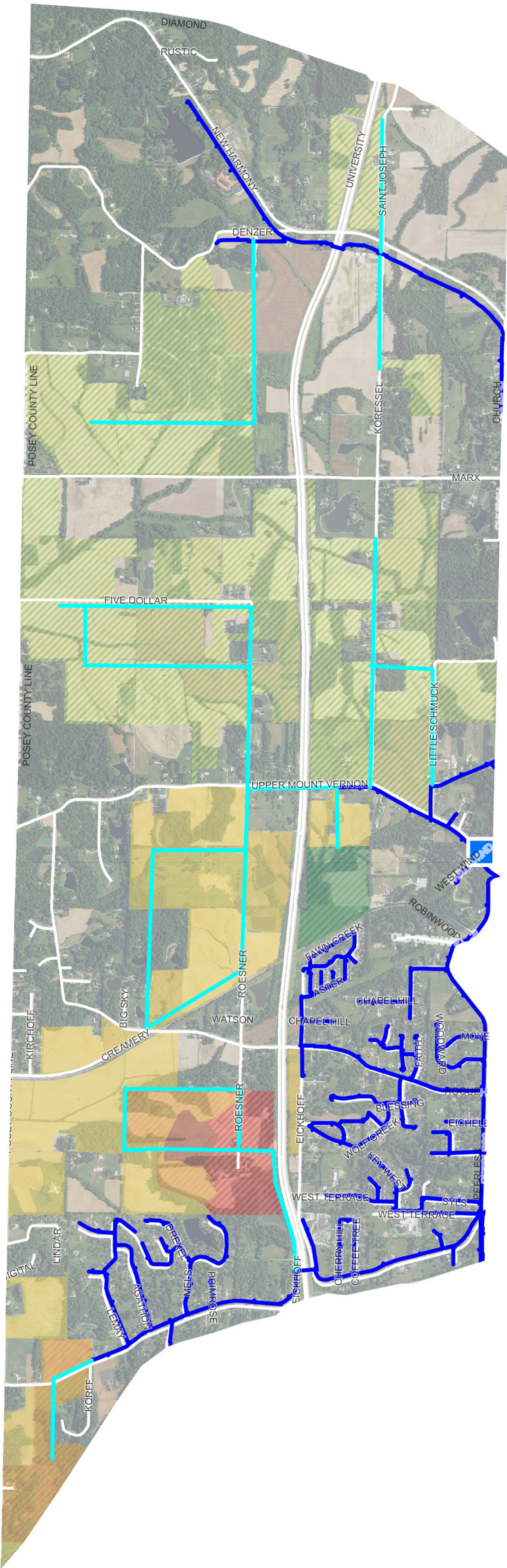
- Have the fewest conflict points and no crossing traffic
- Generally keep traffic from all directions from stopping
- All mainline (University Parkway) traffic has to slow down to go through the intersection
- May require right-of-way acquisition
- Multi-lane roundabouts may be difficult for some drivers to navigate



THROUGH TURN INTERSECTIONS:

- Have fewer conflict points than standard intersections, particularly dangerous left turns
- Typical traffic on the Parkway would not have to slow down or stop
- Side streets would have a more indirect or circular route to cross the Parkway
- Special accommodations must be made for large vehicles using the side streets
- Relatively new traffic pattern; some drivers may have trouble navigating



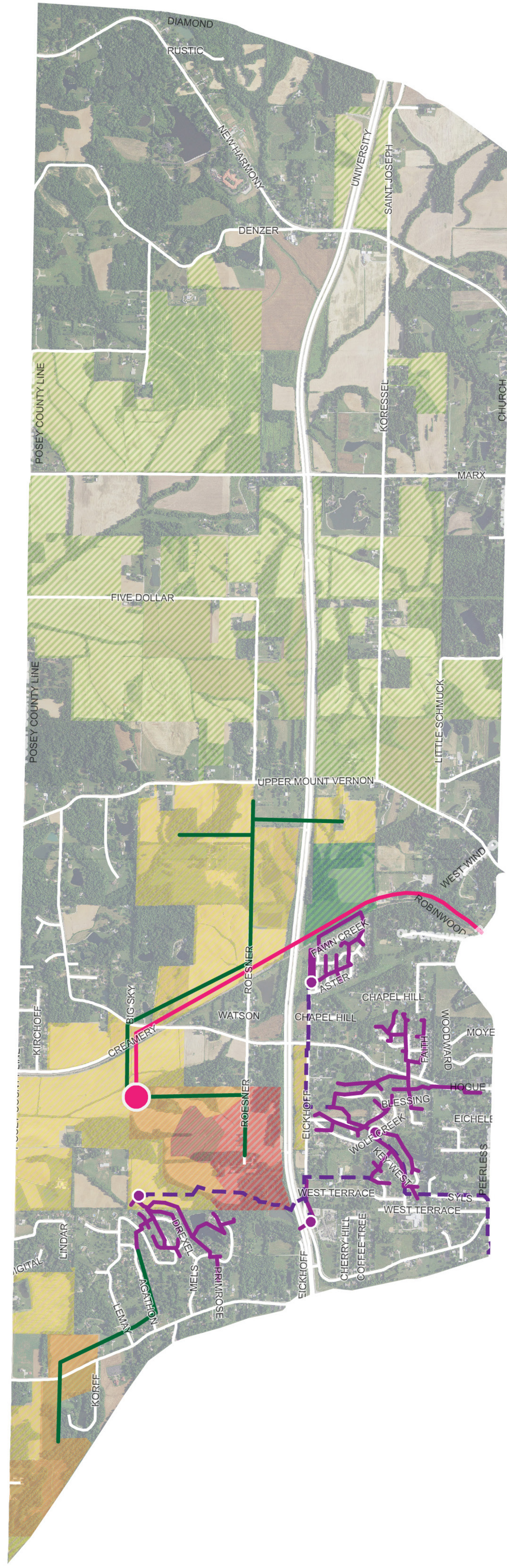


Proposed Water Utilities

- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

There are eight water main branch extensions identified in Scenario 1 ranging in size to serve the area south of Upper Mt. Vernon Road.

- Utilities**
- Existing Water Lines
 - Existing Water Tower
 - Recommended Water Lines



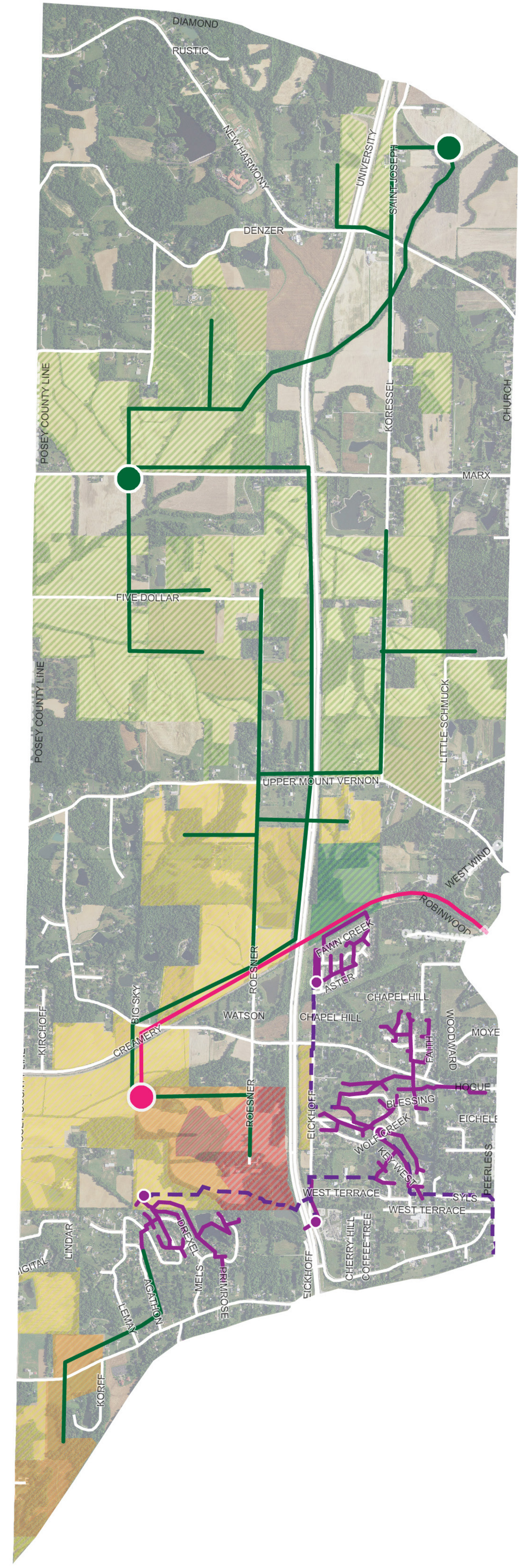
Recommended Sanitary Sewer Utilities A

- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

Scenario 1A has multiple extensions to serve new development.

- 18-inch extension south on Agathon Drive, west on Middle Mount Vernon Road and south into the residential zones.
- 15-inch running west from Creamery Road Lift Station and then south along South Roesner Road.
- Extension north from the Creamery Road Lift Station, then northeast toward the Parkway before turning north and branching.

- Utilities**
- Existing Sewer Lines
 - Existing Gravity Sewer
 - Existing Lift Station
 - Future Gravity Sewer
 - Future Lift Station
 - Recommended Sewer

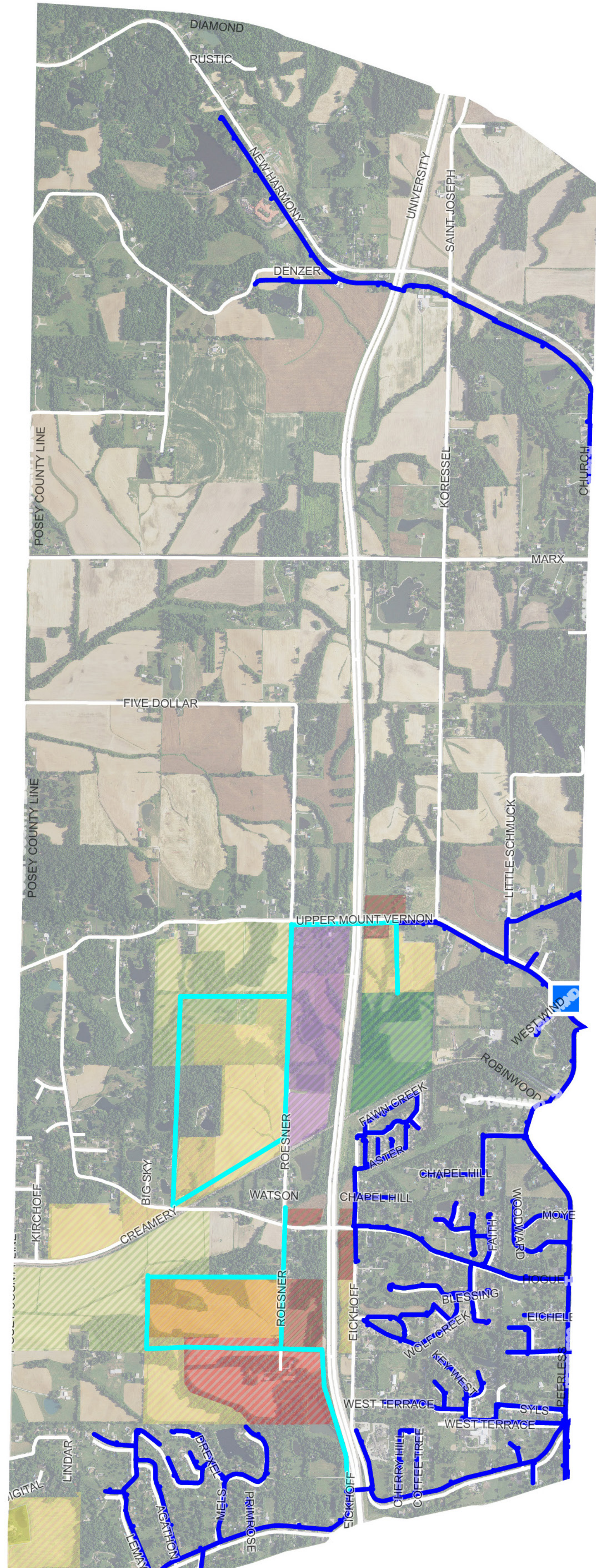


Recommended Sanitary Sewer Utilities B

- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

This scenario alternatively proposes the extension of the sanitary sewer north to serve the entire corridor. Two additional lift stations would be required to serve the corridor. Additional gravity mains and forced mains will be required to serve the area north of Upper Mt. Vernon Road.

- Utilities**
- Existing Sewer Lines
 - Existing Gravity Sewer
 - Existing Lift Station
 - Future Gravity Sewer
 - Future Lift Station
 - Recommended Sewer
 - Recommended Lift Station



Proposed Water Utilities

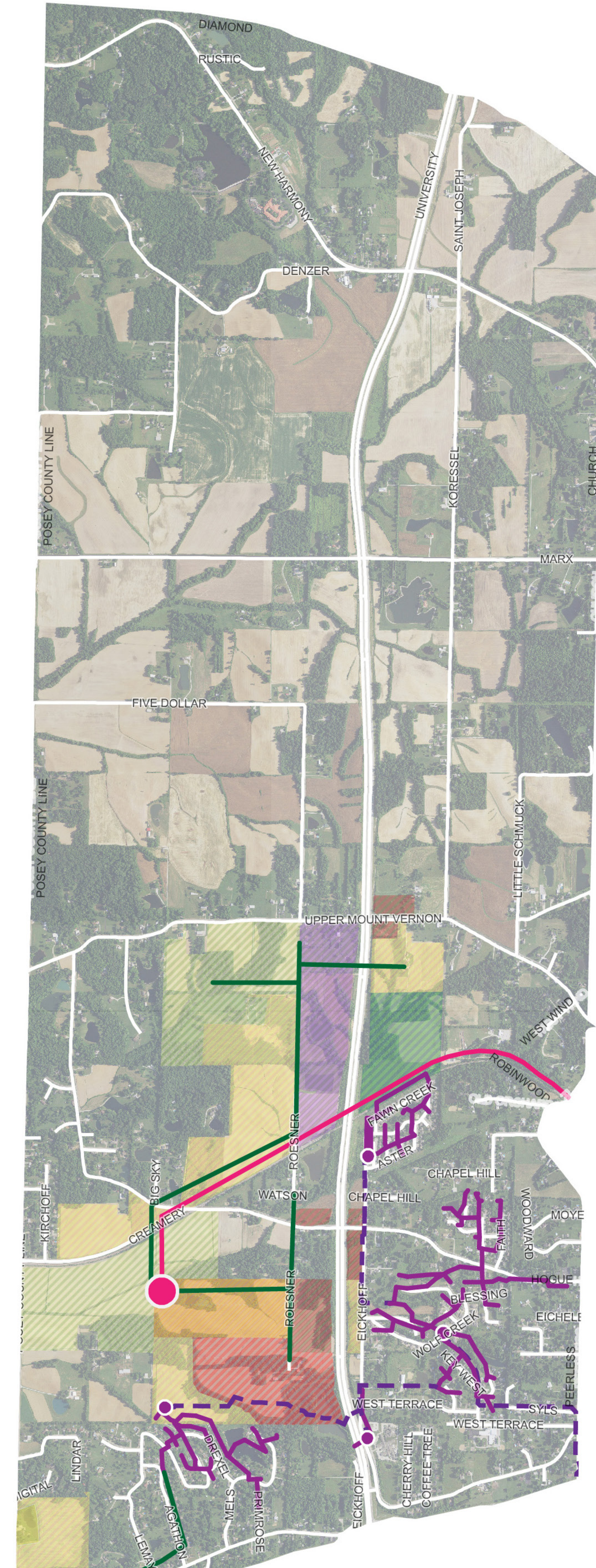
- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

Utilities

- Existing Water Lines
- Existing Water Tower
- Recommended Water Lines

Three branches are proposed for Scenario 2.

- An extension heading south into the residential zones.
- An extension north and west to serve the new commercial and mixed use zone.
- An extension west along Upper Mt. Vernon serving the research park and residential



Recommended Sanitary Sewer Utilities

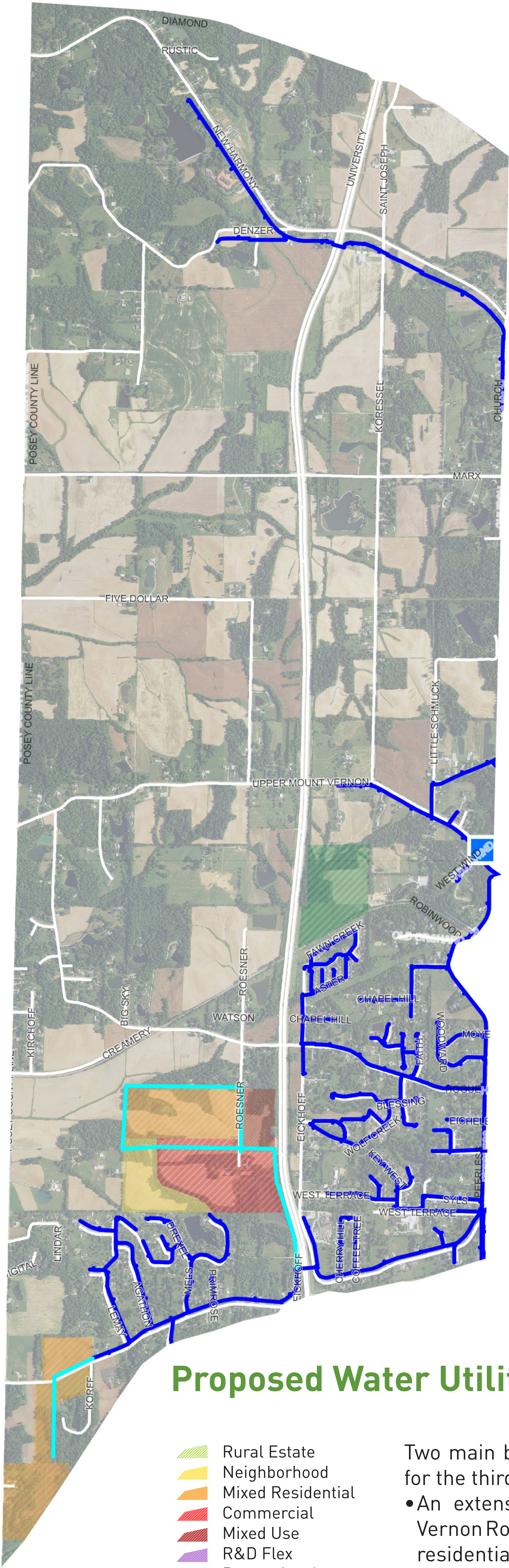
- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

Utilities

- Existing Sewer Lines
- Existing Gravity Sewer
- Existing Lift Station
- Future Gravity Sewer
- Future Lift Station
- Recommended Sewer

Scenario 1A has multiple extensions to serve new development.

- 18-inch extension south on Agathon Drive, west on Middle Mount Vernon Road and south into the residential zones.
- 15-inch running west from Creamery Road Lift Station and then south along South Roesner Road.
- Extension north from the Creamery Road Lift Station, then northeast toward the Parkway before turning north and branching.



- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

- Utilities**
- Existing Water Lines
 - Existing Water Tower
 - Recommended Water Lines

Two main branches are proposed for the third scenario.

- An extension along Middle Mt. Vernon Road and then south to the residential zone at the southeast corner of the corridor.
- A water main extension moves north and west to serve the mixed use and commercial zone.



- Rural Estate
- Neighborhood
- Mixed Residential
- Commercial
- Mixed Use
- R&D Flex
- Recreational

- Utilities**
- Existing Sewer Lines
 - Existing Gravity Sewer
 - Existing Lift Station
 - Future Gravity Sewer
 - Future Lift Station
 - Recommended Sewer

Two 12-inch sanitary sewer lines are proposed for scenario 3.

- An extension southwest along Middle Mt. Vernon Road to the residential zone.
- An extension from the Creamery Lift Station west into the Majestic Place mixed use development.