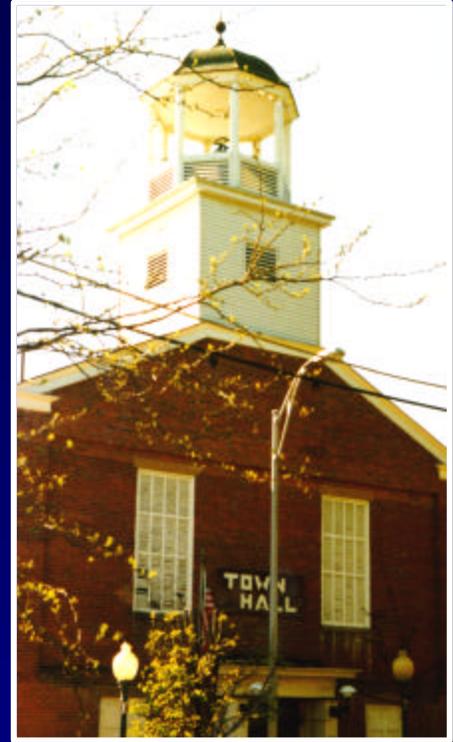


2001 to 2021 Comprehensive Plan for The Town of Newburgh, Indiana

Prepared by the
Newburgh Planning Commission

For the
Newburgh Town Council

With the Assistance of
Morley and Associates, Inc.



Newburgh
ON THE OHIO 

Final Draft Issued On March 5, 2001



2001 to 2021 Comprehensive Plan for the Town of Newburgh, Indiana

FINAL DRAFT ISSUED ON MARCH 5, 2001

Prepared For and Under the Jurisdiction of

THE NEWBURGH TOWN PLAN COMMISSION

As Authorized by

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EXECUTIVE SUMMARY

The Comprehensive Plan, often referred to as a Master Plan, is a long-range (often twenty years) land use plan that identifies goals and objectives with respect to the management of future growth. A comprehensive plan may contain several components under Indiana State Code, but at a minimum it must address land use development policy, development objectives, and set forth policy statements for public areas.

This update to the first Newburgh Comprehensive Plan that was adopted in 1994 presents a wide variety of background information which affects land use planning; topics include flood plains, existing land uses, topography, soils, wetlands, rare species, historical commentary, and traffic issues to name just a few. This document also presents a detailed discussion and summary of the results from a questionnaire that was sent to the residents of Newburgh in the summer of 2000. This plan addresses the five main goals towards which the town should be working that were identified in the original comprehensive plan. For each of these primary goals a series of objectives were outlined and accompanying policy statements have been prepared. A key difference between this document and the plan that it updates is the inclusion of a series of suggested implementations that provide a means to assist town leaders in achieving these goals. A weakness identified in the original plan was a lack of specific methods that could be employed to help attain the identified goals. The five primary goals about which this plan is centered are the following: the maintenance and enhancement of residential community quality, an increased shared sense of community, conservation of Newburgh's character, growth management, and recognition of the town core as a unique district within the municipality. This document also presents a thoroughfare plan for the Newburgh area.

One key difference between this plan and the 1994 document is the approach towards annexation. At that time, a large annexation was proposed immediately that would have extended the town limits to Frame Road (west) and SR 66 (north and east). From a planning perspective, this would have given Newburgh the ability to do land use planning for large open, undeveloped areas. This viewpoint is different from the current perspective of planning in a well-established town with very few large open areas. This reason contributed to the need for updating the master plan. This plan, as did its predecessor, states that Newburgh's focus and attention will be primarily on residential growth in such a manner as to preserve the desired "small-town atmosphere" or "quality of life" possessed by the town. Growth must be managed as to not detract from this aspect of Newburgh that helps to make it unique from other towns and cities.

Section 1. Introduction

- **Purpose of a Comprehensive Plan**

The Comprehensive Plan is a statement of the objectives and policies for future growth in Newburgh along with a map showing the geographic land use concepts. The plan attempts to look twenty years into the future. This plan is a document that should be reviewed and considered for revision every five years so that it may continue to reflect the objectives and goals of the town. The plan also serves as a basis for making planning and zoning decisions by Town officials.

A comprehensive plan and accompanying projected land use map provide a broad look at growth over the next twenty years. The comprehensive plan answers basic questions about which land uses are projected to be most appropriate at various locations, and how growth and change could best be managed. The comprehensive plan is based on current information and the aspirations of citizens and community leaders. It is meant to be flexible, and it is meant to be updated as often as necessary to reflect changes in the development of both Newburgh and the surrounding area and the ever-changing desires of the citizens for future development. It should also be noted that the Newburgh comprehensive plan is only applicable for areas within the corporate limits of the town. Planning for areas outside of the Newburgh Town Limits is under the jurisdiction of the by the Warrick County Plan Commission and is outlined in the Warrick County Comprehensive Plan (WCAPC, 1993).

- **Required and Optional Components of a Comprehensive Plan**

The Indiana State Code [IC 36-7-4-502] indicates that the following three components are requirements of a comprehensive plan:

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

- (1) A statement of objectives for the future development of the jurisdiction.*
- (2) A statement of policy for the land use development of the jurisdiction.*
- (3) A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities."*

(As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.27; P.L.335-1985, SEC.4.)

Furthermore, Section IC 36-7-4-503 of the state code lists other elements that a municipality may include in its comprehensive plan:

"A comprehensive plan may, in addition to the elements required by Section 502 of this chapter, include the following:

- (1) Surveys and studies of current conditions and probable future growth within the jurisdiction and adjoining jurisdictions.*
- (2) Maps, plats, charts, and descriptive material presenting basic information, locations, extent and character of any of the following:*
 - (A) History, population, and physical site conditions.*
 - (B) Land use, including the height, area, bulk, location, and use of private and public structures and premises.*
 - (C) Population densities.*
 - (D) Community centers and neighborhood units.*
 - (E) Blighted areas and conservation areas.*
 - (F) Public ways, including bridges, viaducts, subways, parkways, and other public places.*
 - (G) Sewers, sanitation, and drainage, including handling, treatment, and disposal of excess drainage waters, sewage, garbage, refuse, and other wastes.*
 - (H) Air, land, and water pollution.*
 - (I) Flood control and irrigation.*
 - (J) Public and private utilities, such as water, light, heat, communication, and other services.*
 - (K) Transportation, including rail, bus, truck, air and water transport, and their terminal facilities.*
 - (L) Local mass transit, including taxicabs, buses, and street, elevated, or underground railways.*
 - (M) Parks and recreation, including parks, playgrounds, reservations, forests, wildlife refuges, and other public places of a recreational nature.*
 - (N) Public buildings and institutions, including governmental administration and service buildings, hospitals, infirmaries, clinics, penal and correctional institutions, and other civic and social service buildings. (Continued on Next Page...)*
 - (O) Education, including location and extent of schools, colleges, and universities.*

(P) Land utilization, including agriculture, forests, and other uses.

(Q) Conservation of energy, water, soil, and agricultural and mineral resources.

(R) Any other factors that are a part of the physical, economic, or social situation within the jurisdiction.

(3) Reports, maps, charts, and recommendations setting forth plans and policies for the development, redevelopment, improvement, extension, and revision of the subjects and physical situations (set out in subdivision (2) of this section) of the jurisdiction so as to substantially accomplish the purposes of this chapter.

(4) A short and long range development program of public works projects for the purpose of stabilizing industry and employment and for the purpose of eliminating unplanned, unsightly, untimely, and extravagant projects.

(5) A short and long range capital improvements program of governmental expenditures so that the development policies established in the comprehensive plan can be carried out and kept up-to-date for all separate taxing districts within the jurisdiction to assure efficient and economic use of public funds.

(6) A short and long range plan for the location, general design, and assignment of priority for construction of thoroughfares in the jurisdiction for the purpose of providing a system of major public ways that allows effective vehicular movement, encourages effective use of land, and makes economic use of public funds."

(As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.28; P.L.335-1985, SEC.5; P.L.220-1986, SEC.9.)

Given the wide variety of topics which could be covered in a plan, it is important to keep in mind that a plan's primary purpose is to be usable– or in today's terms, "user friendly." The information presented in the plan should be accurate, concise, and readily applicable to the daily planning and zoning decisions made by members of the Plan Commission, Board of Zoning Appeals, Zoning Administrator, Town Council, the Town Administrator, and other key Town personnel. This is especially true in small towns such as Newburgh where a full time Town Planner is not on staff. As such, it is the intent of this plan to provide goals, objectives, and policies that will assist the town in experiencing growth in a manageable fashion that will ultimately lead to a higher quality of life for those who call Newburgh home. For those reviewing and utilizing this plan who are in

need of further details, a reference and suggested reading list has been provided at the end of the document which can provide guidance for locating additional sources of information.

- **Summary of 1994 Newburgh Comprehensive Plan**

The previous edition of the Newburgh Comprehensive Plan, to which this document is an update, was adopted in December 1994. This 29-page document contained five sections: background information, community goals and objectives, policy statements with an accompanying future land use plan (map), a thoroughfare plan, and a land use plan for the Newburgh Town Core. An appendix also presented results of a questionnaire that was distributed to residents of both Newburgh and Ohio Township. The survey showed, of those who responded, that more attention was needed for street and roadway maintenance and traffic control.

The following seven issues were identified at that time as being critical to maintaining the quality of life in Newburgh; these issues and a brief description of each are as follows:

Planning and Zoning: Clarifications to the standards and policies that must be met in the development process were often unclear to those in the development community and Town officials. In many instances, it was perceived that applications were handled on a case-by-case basis. Private citizens expressed feelings of uncertainty with respect to landscaping and signage requirements to which they must adhere. The zoning code that existed at the time was also thought to be inadequate to handle future development.

Traffic Control: Traffic congestion resulting from a majority of area residents working outside of Newburgh, most notably in Evansville, was identified as an issue of concern. The existing transportation network was not thought to be sufficient to handle the peak traffic flows that occur during morning and evening rush hours.

Growth Management: Management of growth involves two facets: one being management of growth in an orderly fashion, and the other being management such that growth can occur within the capacities of infrastructure and utilities serving the area. Both are crucial to prevent growth from decreasing the quality of life in Newburgh. New regulations were established at that time to assist in the management of Newburgh's growth.

Community Identity: Newburgh's identity is associated with the Ohio River, its "small town atmosphere," and the emphasis on history that combine to make Newburgh different from surrounding communities.

Maintenance of Housing Quality and Value: Three issues were identified with regard to housing quality as it pertained to future growth. These included ensuring that values of current residences are maintained, preventing future development from detracting from the desirability of Newburgh's present residential offerings, and managing future growth such that it complements (and even enhances) existing residential communities. Maintaining residential desirability was said to be "absolutely critical to the future well being of Newburgh" (Newburgh Town Council, 1994).

Protection and Enhancement of Newburgh's Town Core: The historic and cultural significance of the Town Core has tremendous value to the community. It encompasses the Town Hall, residential dwellings, and the central downtown business district of Newburgh. The fact that the Town Core cannot and will not remain static over time was recognized. However, changes must occur in a manner that will not be detrimental to this unique area of town.

The 1994 Comprehensive Plan also presented a series of thirty-six community objectives. These were categorized under the following five goals:

1. Maintain and enhance the quality and desirability of Newburgh's residential communities.
2. Increase the shared sense of community in Newburgh.
3. Conserve and enhance community character.
4. Manage future growth.
5. Establish the town core area of Newburgh as a unique development district requiring special development approval procedures.

Goals 1 through 4 are still viable pursuits towards which Newburgh should be working. Given that the Town Core has since been established, the final goal should now be approached from the point of view of preserving the uniqueness of the core area.

In addition to five primary goals for Newburgh, the 1994 Comprehensive Plan established 45 policy statements to assist the Town in achieving its goals and objectives. These were categorized into the following topic areas: Community Image and Character, Commercial Development, Traffic, Residential Development, the Town Core, and Planning and Development. Many of these policies are still applicable from today's vantage point. Several can be refined and some need to be removed. Many of these policy statements should be condensed to ease and simplify their implementation by the Plan Commission, Council, Board of Zoning Appeals, and other Newburgh officials.

A land use plan was also included in the 1994 document; a copy is presented in Figure 1. This plan recommended a large, immediate annexation that would have encompassed several hundred acres in Ohio Township. The plan showed that the future town limits would have roughly been formed by Frame Road to the west and SR 66 to the north and east. This annexation did not occur; therefore, thoughts on the future town limits will be revisited herein. The land use map for the Town Core was also included. Lastly, the 1994 Comprehensive Plan included a Thoroughfare Plan that mapped various proposed limited access, minor arterial, and collector routes in the Newburgh vicinity.

- **Warrick County Comprehensive Plan**

Issues related to planning and zoning in the areas of Ohio Township not within the corporate limits of Newburgh are under the jurisdiction of the Warrick County Area Plan Commission. The current Warrick County, Indiana Comprehensive Plan was adopted in April 1993. This plan also contains various development objectives and policy statements, infrastructure policies, a land use and thoroughfare plan, survey results, demographic projections, and a variety of maps. The recommended land use for areas adjacent to Newburgh is primarily residential with some pockets of commercial use along the state highways. An excerpt from the county's land use plan is shown in Figure 2.

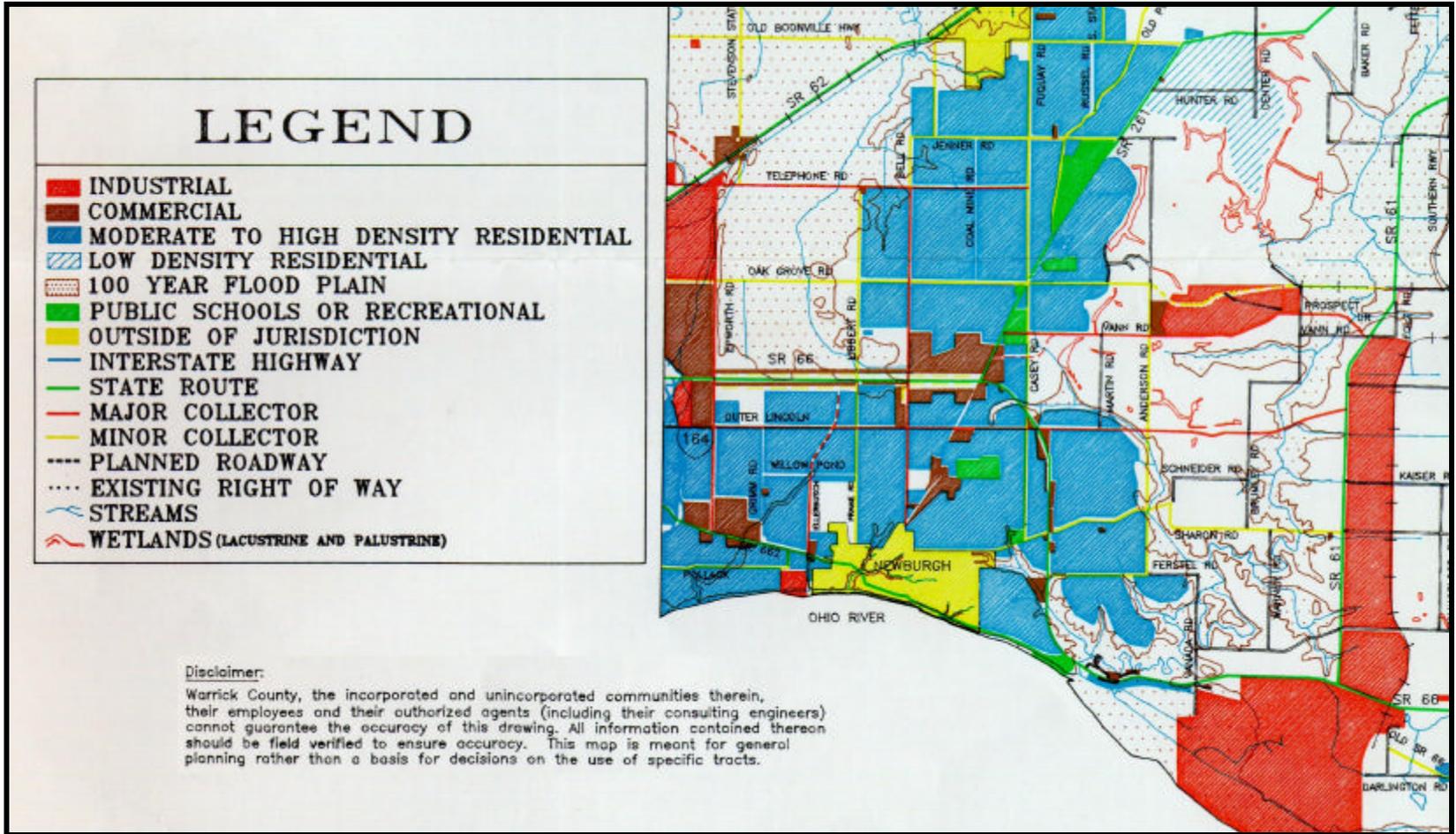


Figure 2. 1993 Warrick County Comprehensive Plan Future Land Use Map for the Newburgh Area.

(Source: *Warrick County Comprehensive Plan, Warrick County Area Plan Commission, 1993*)

Section 2. Historical Considerations

- **A Brief History of the Town of Newburgh, Indiana**

Several historic accounts have been written regarding the events that have occurred in Newburgh and Warrick County (Cottman and Hyman; Cox; Crenshaw; Raleigh; and Shull). The purpose in this section is not to recreate the efforts of these works, but to present a very brief summary of some of the activities that have contributed to the development of the Town of Newburgh. For specific details, the reader is referred to the many sources cited in the list of references at the end of this document. A time line of significant events in Newburgh's history may be found in Table 1.

The first settler to call what was to become Newburgh home was John Sprinkle in 1803. A blacksmith by trade, Sprinkle eventually came to hold title to several acres of land and platted a town with his namesake (Sprinklesburgh) in the year 1818– just two years after Indiana attained statehood. In 1830, the Town of Newburgh was platted adjacent to Sprinklesburgh, and the two towns combined in 1837. Newburgh grew and prospered into a thriving river port in the 1850s and 1860s. Goods passing through Newburgh to other ports of call on the Ohio River were numerous and diverse. Agricultural products, tobacco, and coal were important in shaping the local economy. Prosperity gave rise to the establishment of several churches, lodges, fraternal organizations, and schools in Newburgh. Links to neighboring communities have been made via several means over the years– these included the Plank Road, a stage line, rail lines (both steam and electric), bus service, and boat travel to name a few. Newburgh began to see a decline in its economic prosperity when the Wabash and Erie Canal and a railroad line were both extended to nearby Evansville in the 1880s– bypassing Newburgh. Town leaders had early on considered an extension to the then proposed canal, but chose not to proceed with the endeavor. As the Civil War escalated, Newburgh became the site of the first raid on Indiana soil by Confederate forces; this occurred in July of 1862 and lasted for only a few hours. As the twentieth century passed Newburgh continued to see less of an emphasis being placed on commercial and industrial endeavors and more focus on residential land uses. This is such the case today, as Newburgh is primarily a residential community which places strong emphasis on its historic past and the quaintness of the small town that has grown from John Sprinkle's blacksmith shop on the northern banks of the Ohio River. Over the years the people who call Newburgh home have experienced periods of boom and bust, survived flood and fire, but through the years have continued to adapt and prevail over adversities with which they have been faced.

Table 1. Time Line of Significant Historical Events in Newburgh, Indiana.

Year	Significant Event
1803	Newburgh Area First Settled by John Sprinkle.
1807	John Sprinkle Recorded as Having Purchased 205 Acres at Location of Present Day Newburgh.
1812	Significant Flooding Along Ohio River (56.6' Crest).
1812	First Overland Mail Route Serving Newburgh Established From Louisville.
1813	Warrick County Organized and Named in Honor of Captain Jacob Warrick.
1818	Town of Sprinklesburgh is Platted Consisting of 102 Lots.
1818	Ferry Service Established Across Ohio River by Jacob Keel.
1824	Significant Flooding Along Ohio River (50.2' Crest).
1830	Abraham M. Phelps Settles in Newburgh and Becomes a Successful Merchant and Philanthropist.
1832	Town of Newburgh Platted adjacent to Sprinklesburgh by Abner Luce.
1837	Towns of Sprinklesburgh and Newburgh are Combined and Newburgh Chosen as Town Name.
1839	Weis Home Constructed at 15 Market Street– Oldest Remaining Brick Structure in Newburgh.
1842	Delaney Academy Founded and Becomes Prominent Educational Center in Southwest Indiana.
1846	Recorded Date for Establishment of Myrtle Ridge Cemetery (<i>a.k.a.</i> The Newburgh Graveyard)
1850	First Shaft Coal Mine Sunk Near Site of the Present Day Overlook Subdivision.
1850	County Petitioned for Permission to Construct Plank Road from Newburgh to Boonville.
1851	Construction Begins on Cumberland Presbyterian Church– Site of Present Day Town Hall.
1852	First Lodge Established in Warrick County with Chartering of I.O.O.F #104 in Newburgh.
1852	Newburgh Leaders Considered Extending Line to Wabash and Erie Canal at Cost of \$27,000.
1852	Construction of Plank Road (<i>a.k.a.</i> Toll Road) Completed.
1853	Dedication of Cumberland Presbyterian Church– Site of Present Day Town Hall.
1855	First Masonic Lodge Established in Warrick County at Newburgh.
1856-1870	Newburgh Becomes an Active Commerce Center– A Very Prosperous Era in Newburgh History.
1862	Newburgh Raided by Confederate Forces on July 18 th ; First Confederate Raid in Indiana.
1867	Delaney Academy moves to Illinois as Public Education Reduces Demand for Private Institutions.
1880	Railroad and Wabash & Erie Canal Reach Evansville– Decline in Prosperity Begins in Newburgh.
1888	Evansville, Suburban and Newburgh (E. S. & N.) Railway Company Organized.
1897	First Public Library in Warrick County Established in Newburgh.
1913	Significant Flooding Along Ohio River (50.7' Crest).
1916	Newburgh Receives \$10,000 from Carnegie Foundation for Construction of a New Library.
1928	U.S. Lock #47 Built at Newburgh by U.S. Army Corps of Engineers.
1930	Evansville, Suburban and Newburgh (E. S. & N.) Railway Company Discontinues Service.
1937	Significant Flooding Along Ohio River (56.6' Crest).
1953	Newburgh Celebrates Sesquicentennial Anniversary.
1955	Newburgh Wins its First Sectional Championship in Basketball.
1965	Town of Newburgh Purchases Cumberland Presbyterian Church for Use as the Town Hall.
1967	Newburgh Chamber of Commerce Established– Today Known as Historic Newburgh, Inc.
1975	Construction Completed on 2660' Long Newburgh Lock & Dam by U.S. Army Corps of Engineers.
1976	The Newburgh Fire Occurs in Downtown on February 28 th .
1993	Historic Buildings Burn in Downtown Area.
1994	Newburgh Adopts Town's First Comprehensive Plan.
1998	Newburgh Established Historic Preservation District.

(Sources: Aurand, 2000; Burleigh, 1976; Cox, 1953; Cottman & Hyman, 1915, Crenshaw, 1991; Shull, 1990; and USACE, 2001)

- **Historical Sites and the Historic District**

The National Park Service (NPS) maintains the National Register of Historic Places. The Indiana Department of Natural Resources (IDNR) also maintains a listing of state historic and archeological sites. The listings in the National Register for sites existing in Newburgh are presented in Table 2, and others sites outside of Newburgh within Warrick County are listed in Table 3. In addition to state and Federal designations, several structures and locations have been cataloged and identified with the placement of historic marker plaques throughout town by the Women's Club of Newburgh since 1975; these are detailed in Crenshaw, 1991. Newburgh does have an official historic district as shown in Figure 3, and it is under the jurisdiction of the Newburgh Historic Preservation Commission (HPC). Currently, the Indiana State Register of Historic Sites and Structures contains only a single listing for sites located in Warrick County (IDNR-DHPA, 1997). This structure is the Clark School (1917) on East Gum Street in Boonville (identification number 4-22-92). Additional sites should be studied to determine if additional structures in Newburgh are eligible for listing on these various rosters.

Table 2. Listings on the National Register of Historic Places for Newburgh, Indiana.

Historic Site	Address	Date Listed
Old Newburgh Presbyterian Church (Present Day Newburgh Town Hall)	North State and West Main Streets	1991-03-14
Original Newburgh Historic District	Roughly bounded by IN SR 662, Water, Monroe, Main and Middle Streets	1983-06-16

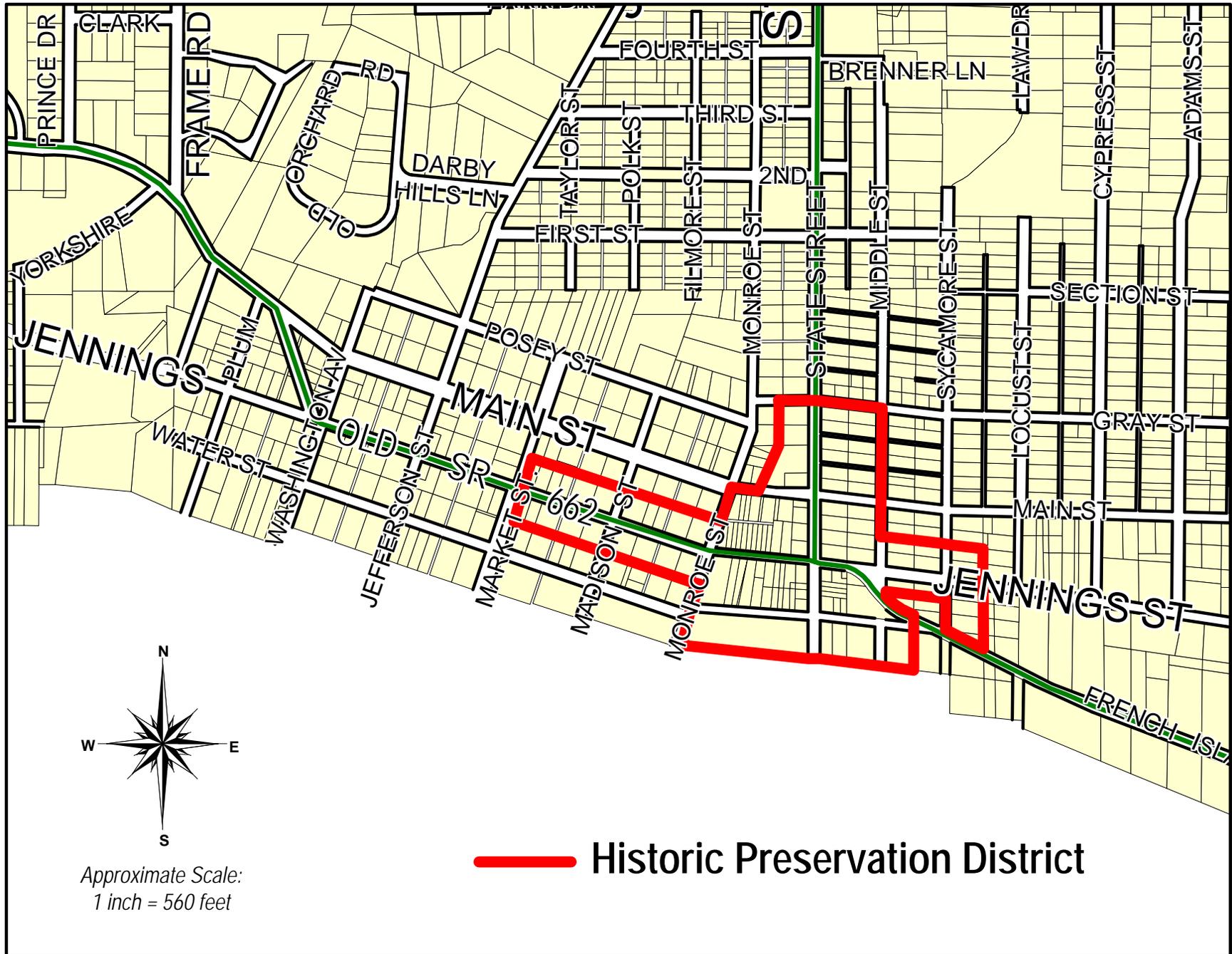
(Source: National Park Service, 2000)

Table 3. Listings on the National Register of Historic Places for Warrick County, Indiana.

Historic Site	Location	Town	Date Listed
Roberts-Morton House (Old Stone House)	1.5 mi. East of Newburgh on IN SR 662	Newburgh	1974-12-16
Old Warrick County Jail	124 E. Main Street	Boonville	1979-02-14
Yankeetown Archeological Site	Address Restricted	Yankeetown	1979-02-28
Boonville Public Square Historic District	Bounded roughly by First, Sycamore, Fourth, and Walnut	Boonville	1987-01-23

(Source: National Park Service, 2000)

Figure 3. The Historic Preservation District of Newburgh, Indiana.



Section 3. Natural Features of the Newburgh Area

- **Introduction**

The Town of Newburgh is situated on the northern banks of the Ohio River in southwestern Indiana in Warrick County. This section provides commentary on environmental features such as soil properties, topography, and proximity to the Ohio River that have had past influences on development in the Newburgh area, and also how these features can potentially impact the future growth of the town. Newburgh is situated approximately 2 miles immediately east of Evansville's easternmost border. An aerial photograph from the early 1990s of the town is presented in Figure 4.

- **Soils and Topography**

Warrick County and the area surrounding Newburgh has developed as an agricultural and residential community. Coal mining has historically occurred in several areas of the county including the Newburgh area. The two predominant soil associations in the town are *Alford-Muren* and *Zipp-McGary-Evansville* as delineated by the United States Department of Agriculture (USDA). These associations are classified as “nearly level to moderately steep, well drained and moderately well drained soils formed in deep loess on uplands” and “nearly level, very poorly drained to somewhat poorly drained soils formed in lacustrine sediments on terraces,” respectively (Shively, 1979). Manmade drainage systems have allowed for many areas with naturally poor drainage to become suitable for row crop production and eventually residential development.

An excerpt from the 1:24,000 scale 7½' United States Geological Survey (USGS) quadrangle in Figure 5 shows the area's topography to be somewhat hilly in nature with areas of deciduous forest. Elevations in the Newburgh area generally range from 375 feet to 460 feet above mean sea level (MSL).

Figure 4. Aerial Photograph Courtesy of USDA for Newburgh, Indiana (circa, 1990).

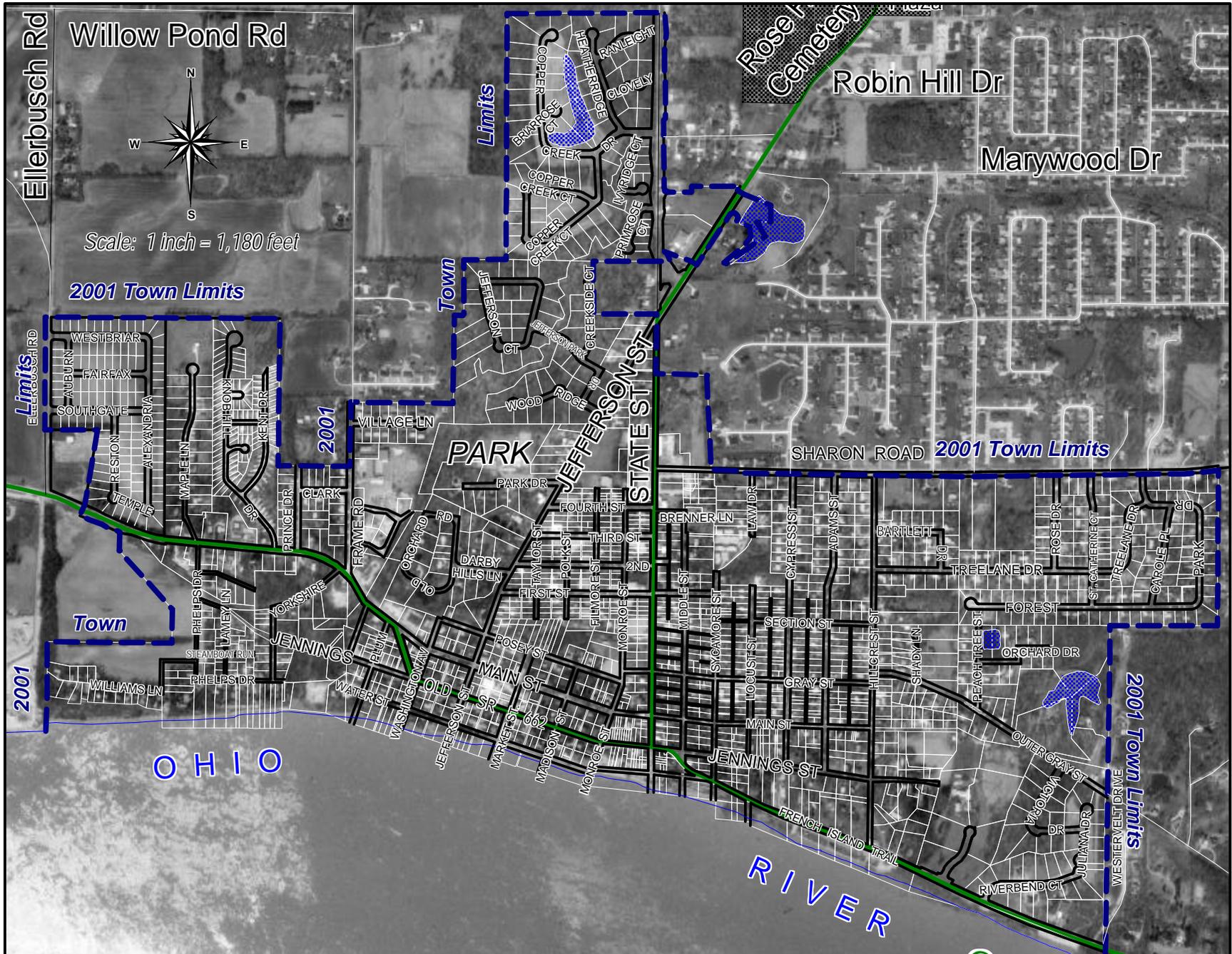
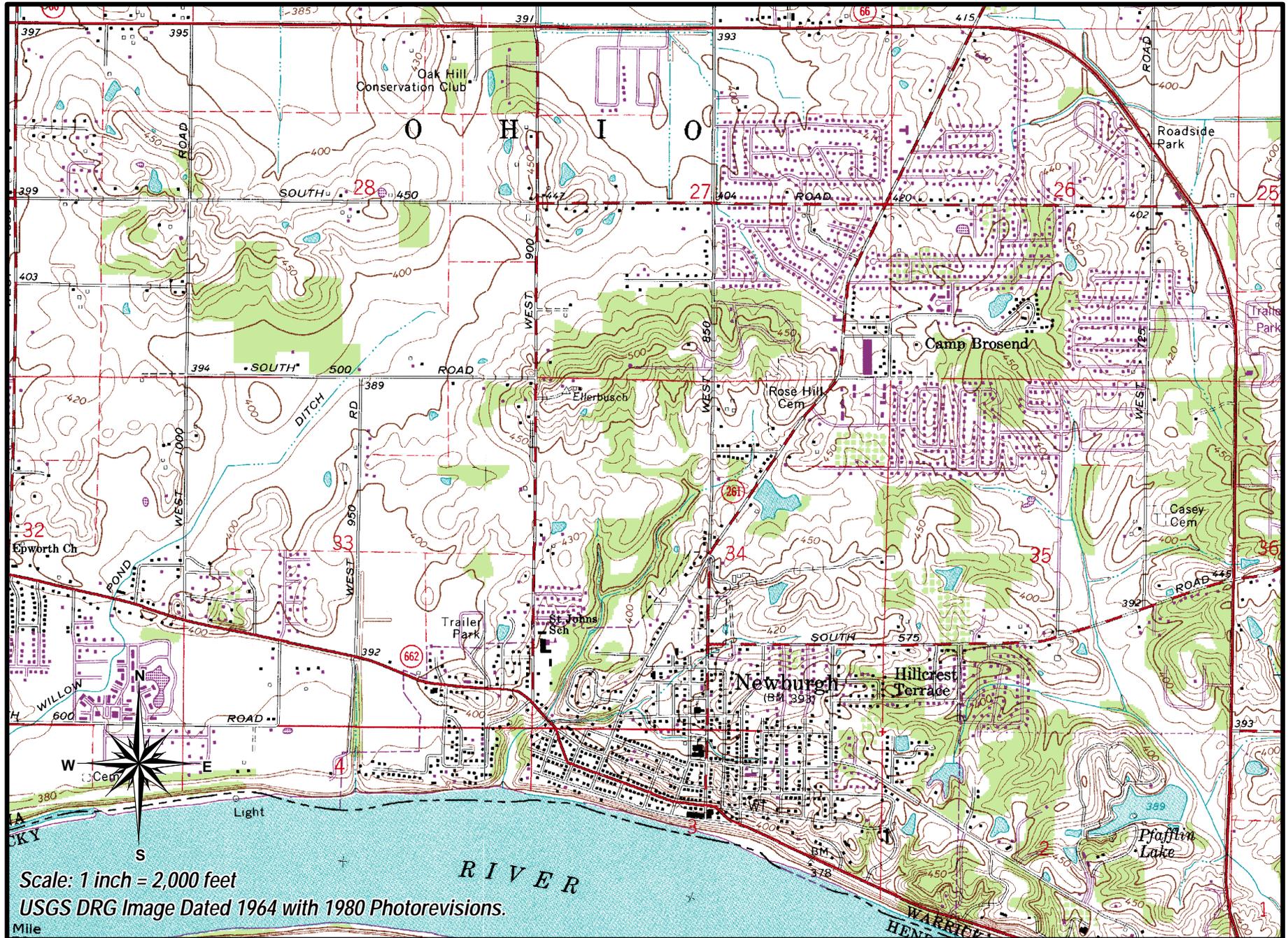


Figure 5. Excerpt from 1:24,000 Scale USGS Quadrangle for Newburgh, Indiana.



- **Ohio River and Floodplain**

Newburgh rests immediately downstream of the Newburgh Lock and Dam managed by the U.S. Army Corps of Engineers. The USGS quadrangle from which Figure 5 is taken indicates that the normal pool elevation of the Ohio River to be 342 feet at Newburgh. More detailed drawings of the Ohio River can be found on the Corps of Engineers Pool Reach Maps; the Newburgh area can be found on the Newburgh and Uniontown sheets (USACE, 1966). Figure 6 and Figure 7 present the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Newburgh and portions of Ohio Township, respectively (FEMA, 1982). Figure 6 shows a relatively small portion of the area bounded by the then current town limits to fall within the 100-year flood plain. These maps have not been republished since 1982, and therefore do not depict the present day town limits. An area within the 100-year floodplain (Zone A) has one-percent chance of flooding in any given year. An unnamed tributary draining to the Ohio River (sometimes referred to as the Great Ravine) on the west side of town, an area of Forest Park Subdivision, and the portion of town immediately adjacent to the Ohio River are the only three areas in the town which fall into Zone A. The base flood elevation ranges from 382 feet to 383 feet for these areas. Areas in Ohio Township shown in Figure 7 that fall within Zone A are adjacent to the Ohio River, Willow Pond Ditch to the west, and an unnamed tributary to Cypress Creek. Letters of Map Amendment (LOMAs) and Letters of Map Revision (LOMRs) filed with FEMA to remove the special flood hazard designation from a parcel are not depicted on these drawings. Several revisions have been submitted for areas around town— especially in the vicinity of Augusta Hills and Rosewood Subdivisions.

- **Endangered, Threatened, and Rare Species**

The Indiana Department of Natural Resources (IDNR) publishes county level listing of endangered, threatened, and rare species (IDNR, 1996). As new public and private developments are proposed in the Newburgh area, thought should be given to potential impacts on these various species of concern. In addition to the plant and animal species identified in Table 4, IDNR has also identified four ecosystems of significant concern; these include dry flatwood forests, wet floodplain forests, upland forests, and mussel beds. A key to the ranking and status codes found in Table 4 is presented in Table 5. These state and Federal listings are periodically updated, and revisions to the listing should be investigated on a regular basis.

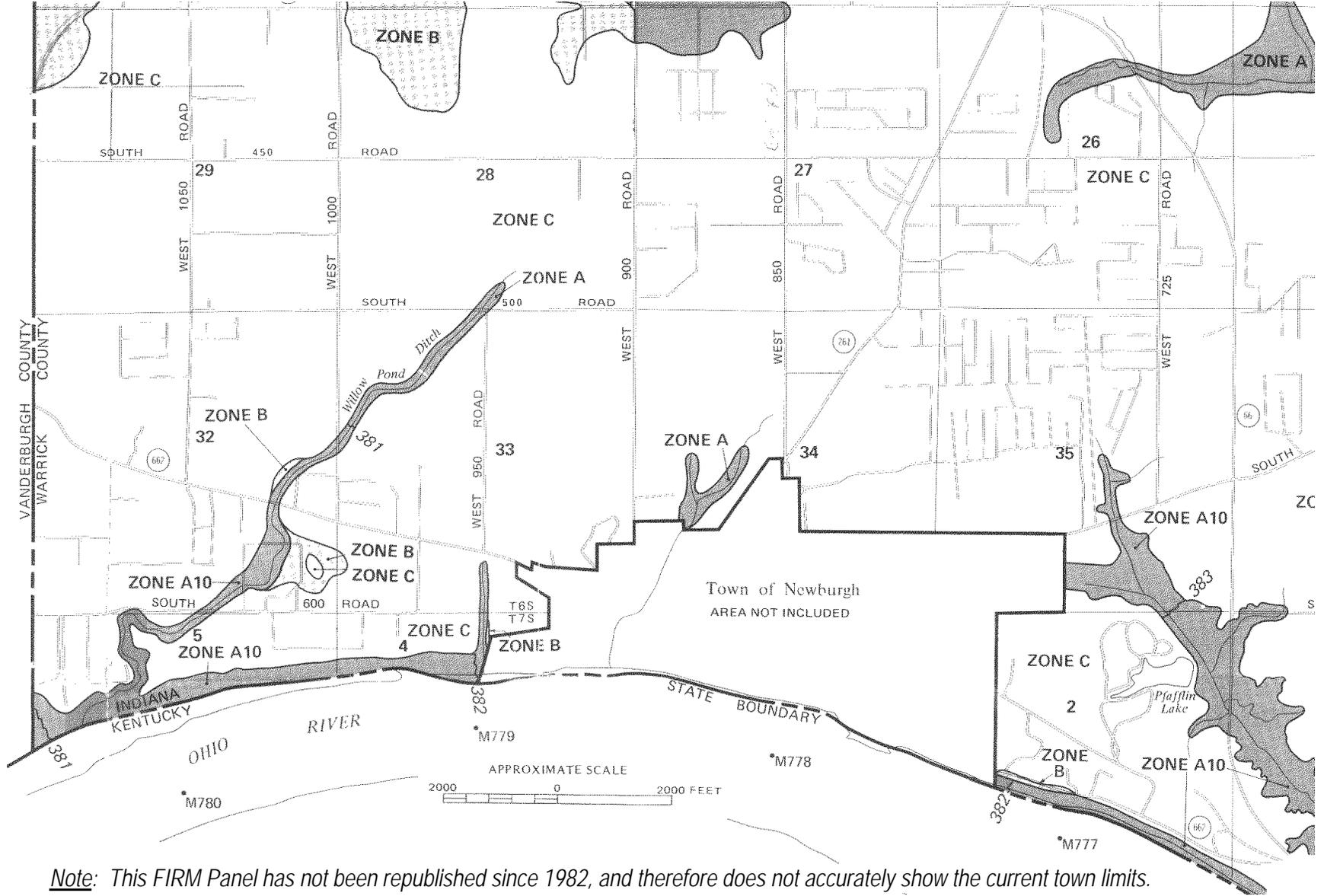


Figure 7. FEMA FIRM Panel Excerpt for Portions of Ohio Township.

Table 4. Status and Rankings of Endangered, Threatened, & Rare Species in Warrick County, Indiana.

Group	Scientific Species Name	Common Name	State Status	SRANK	GRANK
Vascular Plants	<i>Bacopa rotundifolia</i>	Roundleaf Water-Hyssop	SE	S1	G5
	<i>Carex bushii</i>	Bush's Sedge	SE	S1	G4
	<i>Carex socialis</i>	Social Sedge	SR	S2	G3-G4
	<i>Catalpa speciosa</i>	Northern Catalpa	SR	S2	G3-G4
	<i>Clematis pitcheri</i>	Pitcher Leather-Flower	SR	S2	G4-G5
	<i>Dicliptera brachiata</i>	Wild Mudwort	SE	S1	G5
	<i>Eleocharis wolfii</i>	Wolf Spikerush	SR	S2	G4
	<i>Iresine rhizomatosa</i>	Eastern Bloodleaf	SR	S2	G5
	<i>Krigia oppositifolia</i>	Dwarf Dandelion	ST	S2	G?
	<i>Nothoscordum bivalve</i>	Crow-Poison	SR	S2	G4
	<i>Perideridia americana</i>	Eastern Eulophus	SE	S1	G4
	<i>Poa wolfii</i>	Wolf Bluegrass	SR	S2	G4
	<i>Rudbeckia fulgida var fulgida</i>	Orange Coneflower	SR	S2	G5
	<i>Scutellaria parvula var australis</i>	Southern Skullcap	SR	S2	G4
	<i>Taxodium distichum</i>	Bald Cypress	ST	S2	G5
<i>Thalictrum pubescens</i>	Tall Meadowrue	ST	S2	G5	
<i>Trachelospermum difforme</i>	Climbing Dogbane	SR	S2	G4-G5	
Mussels	<i>Lampsilis ovata</i>	Pocketbook	**	S2	G5
	<i>Lampsilis teres</i>	Yellow Sandshell	**	S2	G5
	<i>Ligumia recta</i>	Black Sandshell	**	S2	G5
	<i>Plethobasus cyphus</i>	Sheepnose	SE	S1	G3
	<i>Pleurobema cordatum</i>	Ohio Pigtoe	SSC	S2	G3
	<i>Quadrula metanevra</i>	Monkeyface	**	S3	G4
	<i>Quadrula nodulata</i>	Wartyback	**	S3	G4
Fishes	<i>Etheostoma squamiceps</i>	Spottail Darter	SE	S1	G4-G5
Reptiles	<i>Nerodia erythrogaster neglecta</i>	Copperbelly Water Snake	SE	S2	G5
	<i>Opheodrys aestivus</i>	Rough Green Snake	SSC	S3	G5
Birds	<i>Ammodramus henslowii</i>	Henslow's Sparrow	SE	S3	G4
	<i>Ardea herodias</i>	Great Blue Heron	**	S4	G5
	<i>Asio flammeus</i>	Short-Eared Owl	SE	S2	G5
	<i>Botaurus lentiginosus</i>	American Bittern	SE	S2	G4
	<i>Buteo lineatus</i>	Red-Shouldered Hawk	SSC	S3	G5
	<i>Circus cyaneus</i>	Northern Harrier	SE	S2	G5
	<i>Dendroica cerulea</i>	Cerulean Warbler	SSC	S3	G4
	<i>Helmitheros vermivorus</i>	Worm-Eating Warbler	SSC	S3	G5
	<i>Ixobrychus exilis</i>	Least Bittern	SE	S3	G5
	<i>Lanius ludovicianus</i>	Loggerhead Shrike	SE	S3	G5
	<i>Nyctanassa violacea</i>	Yellow-Crowned Night-Heron	SE	S2	G5
	<i>Rallus limicola</i>	Virginia Rail	SSC	S3	G5
	<i>Tyto alba</i>	Barn Owl	SE	S2	G5
Mammals	<i>Lutra canadensis</i>	Northern River Otter	SE	**	G5
	<i>Lynx rufus</i>	Bobcat	SE	S1	G5
	<i>Spermophilus franklinii</i>	Franklin's Ground Squirrel	SE	S2	G5
	<i>Sylvilagus aquaticus</i>	Swamp Rabbit	SE	S1	G5

(See Table 5 on Following Page for Legend)

(Source: IDNR-DNP, 1999)

Table 5. Definitions of Status & Ranking Codes for IDNR Endangered, Threatened, & Rare Species Listing.

State Status Level Definitions							
	SX	Extirpated	SE	Endangered	ST	Threatened	SR Rare
	SSC	Special Concern	WL	Watch List	SG	Significant	
	**	No Status But Rarity Warrants Concern					
State Ranking Levels (SRANK)							
	S1	Critically Imperiled in State	S2	Imperiled in State	S3	Rare or Uncommon in State	
	S4	Widespread and Apparently Secure in State			S5	Widespread and Secure in State	
Global Ranking Levels (GRANK)							
	G1	Critically Imperiled Globally	G2	Imperiled Globally	G3	Globally Rare or Uncommon	
	G4	Globally Widespread and Apparently Secure			G5	Globally Widespread & Secure	

- **Wetlands**

Wetlands have been the focus of elevated levels concern in recent times. Wetlands are wet either periodically or year-round, support plant species that have adapted to hydrophytic (wet) surroundings, and contain hydric soils (USACE, 1987). Some of the many benefits of wetlands include flood control, improved water quality, and wildlife habitat. It is estimated that in excess of 85% of Indiana's original wetlands have been lost (IDEM, 1999). The Fish and Wildlife Service (FWS) of the United States Department of Interior (DOI) is charged with maintaining the National Wetlands Inventory (NWI). The purpose of the NWI is to inventory the status, characteristics, and locations of wetlands in the United States. Permits for development projects that impact wetlands are issued by the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM) under Section 404 and Section 401 of the Clean Water Act, respectively. The maps of potential wetlands housed in the NWI are based in part by analysis of aerial photographs, and as such field verification of a suspect site should always be performed when the wetland status of a location is in question. Hard copy NWI maps are available through the Fish and Wildlife Service or in electronic format via the NWI website. An excerpt of the electronic files published for the Newburgh area is shown in Figure 8 (USDOI-FWS, 2001). Definitions of the indicator codes shown in Figure 8 are found in Table 6; further details regarding these classifications can be found in Cowardin *et al*, 1979. There is some error in the geographic registrations of the data shown in Figure 8 between the wetland data and the base map (*e.g.*, in vicinity of Pfafflin Lake east of Newburgh). This further illustrates the need for field verification of suspected wetlands.

Figure 8. Potential Wetland Sites as Listed in the National Wetlands Inventory for the Newburgh Area.

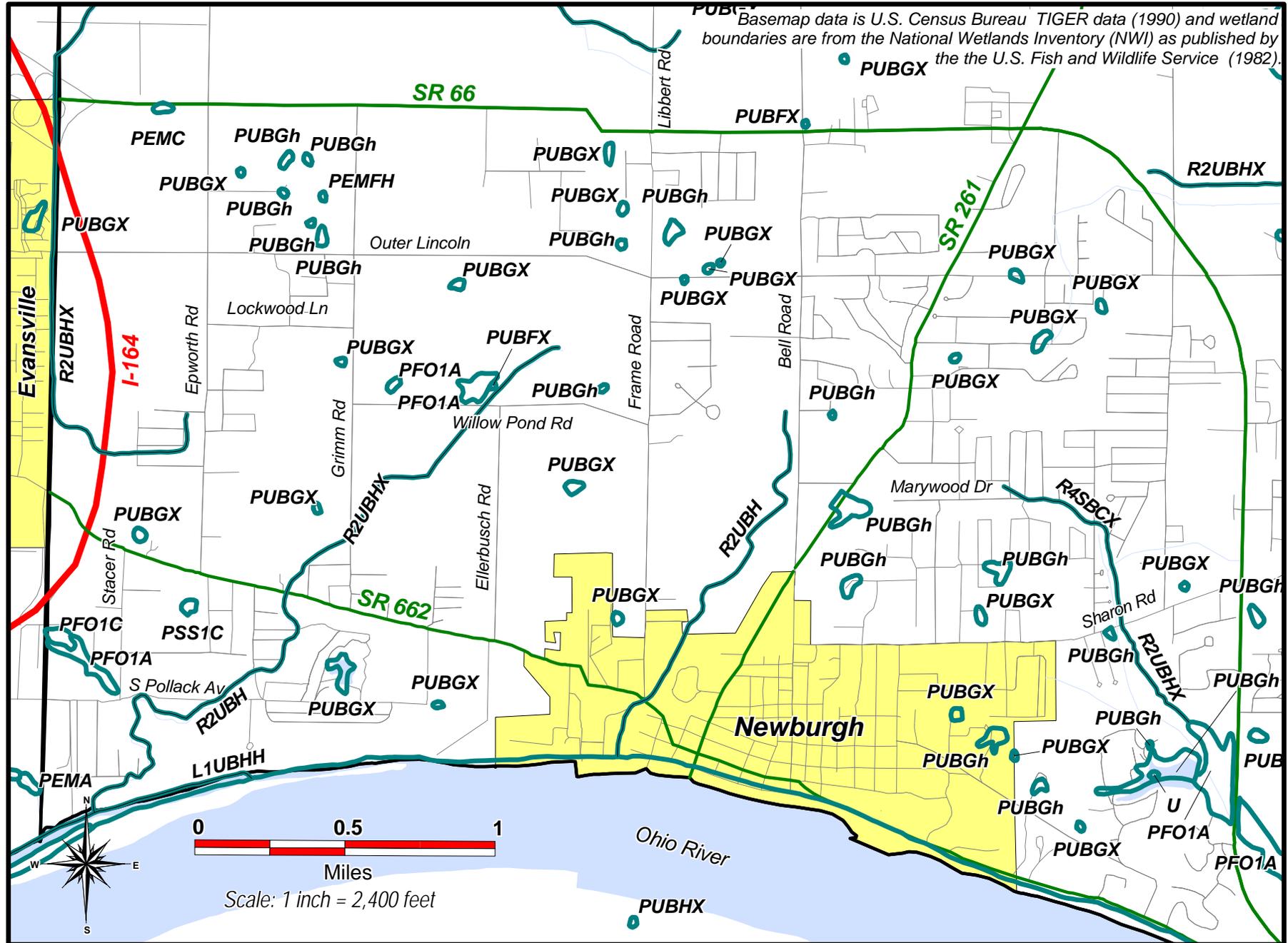


Table 6. Definitions of National Wetlands Inventory Wetland Classification Codes.

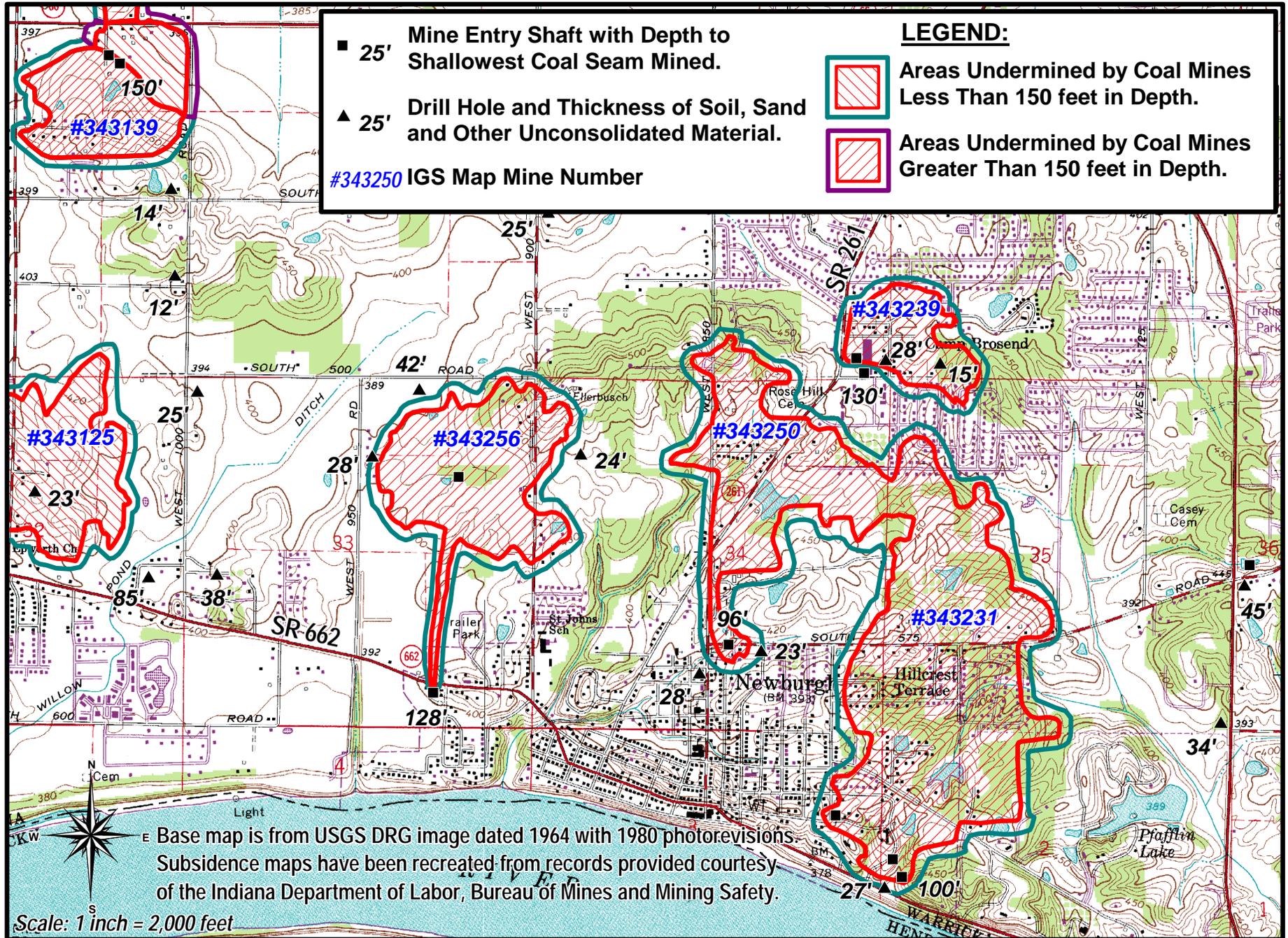
Code	Code Description
L1UBHH	Lacustrine, [1] Limnetic, U nconsolidated B ottom, [H] Permanently Flooded, [H] Diked/Impounded.
PEMA	Palustrine, E mergent, [A] Temporarily Flooded.
PEMC	Palustrine, E mergent, [C] Seasonally Flooded.
PEMFH	Palustrine, E mergent, Semi-permanently Flooded.
PFO1A	Palustrine, F orested, [1] Broad-Leaved Deciduous, [A] Temporarily Flooded.
PFO1C	Palustrine, F orested, [1] Broad-Leaved Deciduous, [C] Seasonally Flooded.
PSS1C	Palustrine, S crub- S hrub, [1] Broad-Leaved Deciduous, [C] Seasonally Flooded.
PUBFX	Palustrine, U nconsolidated B ottom, Semi-permanently Flooded, E xcavated.
PUBGH	Palustrine, U nconsolidated B ottom, [G] Intermittently Exposed, [h] Diked/Impounded.
PUBGX	Palustrine, U nconsolidated B ottom, [G] Intermittently Exposed, E xcavated.
R2UBH	Riverine, [2] Lower Perennial, U nconsolidated B ottom, [H] Permanently Flooded.
R2UBHX	Riverine, [2] Lower Perennial, U nconsolidated B ottom, [H] Permanently Flooded, E xcavated.
R4SBCX	Riverine, [4] Intermittent, S treambed, [C] Seasonally Flooded, E xcavated.
U	Upland.

(Source: Cowardin et al, 1979)

- **Coal Mining**

As areas are selected for new development, the risk of subsidence which could result from previous underground coal mining activities that occurred in and around the Newburgh should be considered. Various historic maps of underground mines are available from the Indiana Department of Labor's Office of Mining and Mine Safety-Vincennes Branch, Indiana Geological Survey (IGS) (Weber *et al*, 1994) and the U.S. Department of Interior Map Mine Repository in Pittsburgh, Pennsylvania. Figure 9 shows areas in which mines in the Newburgh area are known to have operated. The diagram presents areas in which mining occurred at depths of greater than 150 feet separately from those shallower than 150 feet. The areas hatched in red are believed to be the limits of each mine, however a buffer is also plotted about each area as a result of uncertainty in mine records; these areas have potential risk for subsidence to occur. Figure 9 also shows depths of mine shafts and the thickness of unconsolidated material. Figure 9 is not meant to be site specific; records at one of the previously mentioned sources should be referenced for borderline areas.

Figure 9. Areas with Potential Risk for Mine Subsidence in the Newburgh Area.



Section 4. Population

• Census Bureau Data

Population estimates reported by the United States Bureau of the Census in the 1990s for both Newburgh and the remaining areas of Ohio Township are presented in Table 7. Calculated percentage changes for each time period are also shown. The data shows that through the first half of the 1990s, Newburgh sustained only modest rates growth. The population growth estimates for the remaining areas of Ohio Township were reported to be on the order of two to three percent annually. Newburgh's populations are shown in Figure 10.

Table 7. Census Figures for the Town of Newburgh, Indiana.

Population	04/01/90	07/01/91	07/01/92	07/01/93	07/01/94	07/01/95	07/01/96
Newburgh	2,880	2,886	2,901	2,923	2,919	2,933	2,917
Balance of Ohio Township	19,441	19,926	20,367	20,917	21,567	22,049	22,620
Percent Change							
Newburgh	<i>n/a</i>	0.21%	0.52%	0.76%	-0.14%	0.48%	-0.55%
Balance of Ohio Township	<i>n/a</i>	2.49%	2.21%	2.70%	3.11%	2.23%	2.59%

(Source: U.S. Census Bureau, 1997)

Table 8. Historic Decennial Census Counts for Warrick County and the State of Indiana.

Location	Population By Year										
Year	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990
Warrick	21,161	22,329	21,911	19,862	18,230	19,435	21,527	23,577	27,972	41,474	44,920
Indiana	<i>n/a</i>	2,516,462	2,700,876	2,930,390	3,238,503	3,427,796	3,934,224	4,662,498	5,193,669	5,490,224	5,544,159
Percentage Change By Year											
Warrick	<i>n/a</i>	5.52%	-1.87%	-9.35%	-8.22%	6.61%	10.76%	9.52%	18.64%	48.27%	8.31%
Indiana	<i>n/a</i>	<i>n/a</i>	7.33%	8.50%	10.51%	5.85%	14.77%	18.51%	11.39%	5.71%	0.98%

(Sources: Forstall, 1995 and Cottman & Hyman, 1915)

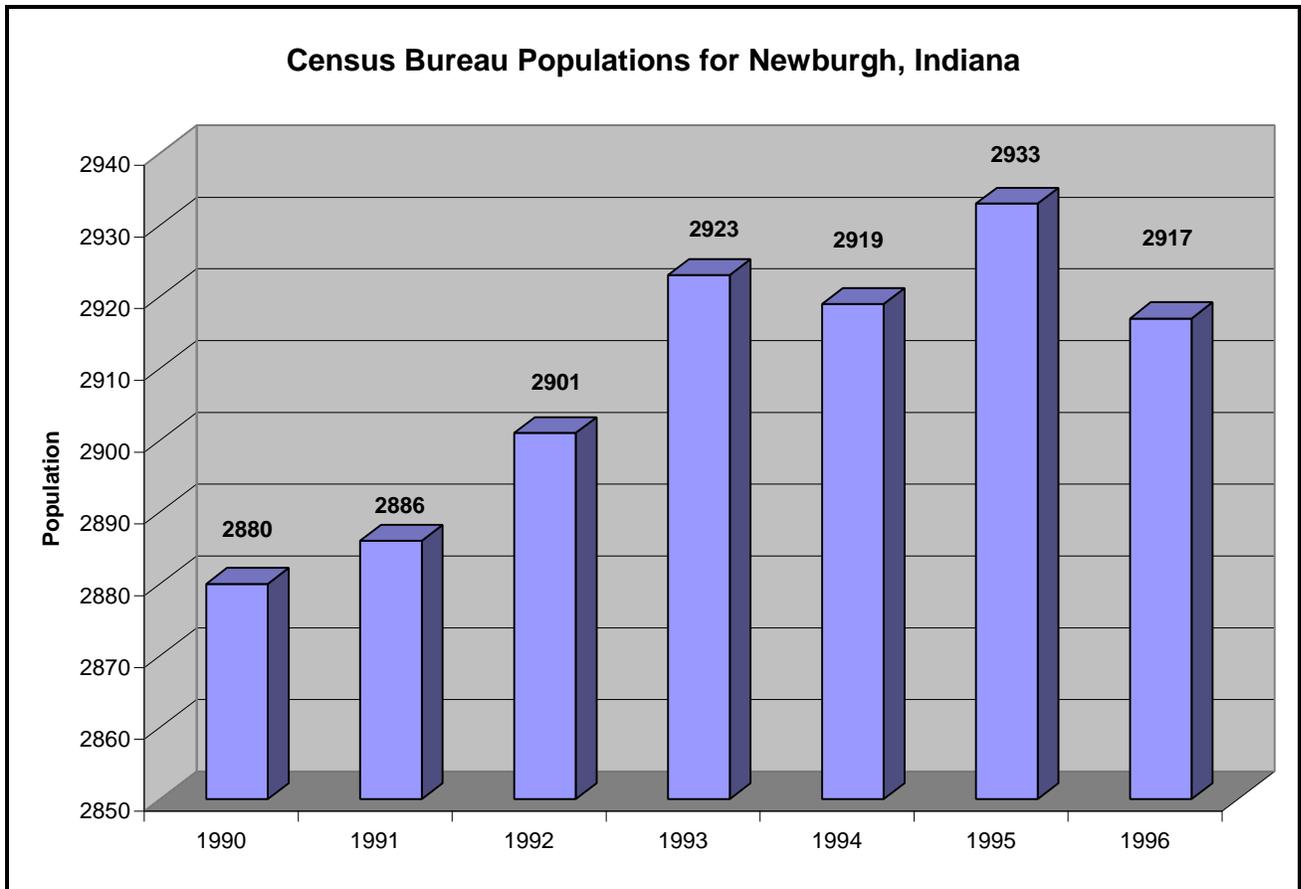


Figure 10. Census Bureau Population Estimates for Newburgh, Indiana.

For comparison, census data for Warrick County and Indiana for each census from 1890 through 1990 (at the time of this writing year 2000 census data was not yet available) is shown in Table 8. This data shows that the population of Warrick County, after falling in the pre-World War II years, began steadily rising through the remainder of the century with a tremendous burst of growth in the 1980s. The state population has seen continued increases, but the rate of increase has begun to slow within the past three decades.

- **Population Predictions**

The 1994 Newburgh Comprehensive Plan did not address past population data or provided projections of future population estimates. Given that a majority of Newburgh's landmass is currently utilized (see Section 7), it is anticipated that drastic changes in population in the established, older areas of town will not be seen in the

near future. Population increases will be observed as recently platted subdivisions (*e.g.*, Windsor Pointe, Jordan Estates, Jefferson Park, Copper Creek, and The Overlook) are built out. It is estimated that roughly 175 lots are presently available in these four subdivisions. Assuming three to four persons per household, a population increase of 525 to 700 persons could eventually be realized by the town with new construction on the remaining vacant lots in these subdivisions. It is anticipated that these will be built out within the twenty-year period at which this plan addresses. The pace at which the town approaches annexation of adjacent residential areas will also influence at what rate the town's future population will change. Furthermore, the town currently has a policy of entering into voluntary annexation and/or non-remonstrance agreements with developers who wish to have town utilities extended to their new subdivisions. Therefore the rate at which new construction within areas to the west and northwest of town will be driven by the health of the economy and the demand for additional new housing in the region. This will therefore impact the future population of Newburgh as well. Given this diverse group of variables, estimates for future populations of Newburgh have not been prepared.

Section 5. Transportation

- **Transportation Planning**

Transportation is a personal activity, a social service, and an industry. The Town of Newburgh recognizes the need to coordinate with the County, and State and Federal governments. Transportation systems must meet identified and projected transportation needs in a timely and cost effective manner. However, these systems must be compatible with the character of the Town of Newburgh. A well-functioning transportation system is essential for Newburgh to ensure the efficient movement of people and goods while maintaining the quality of life and simultaneously contributing to economic growth.

The street and highway system in the Newburgh area provides various means of access to the region. In recent years, traffic congestion in and around Newburgh has worsened. The region contains several state highways, and has nearby access to Interstate 164. County roads also move traffic in and out of the Newburgh area. These transportation links are important in that they open employment and shopping opportunities to Newburgh residents. Protecting small-town character while maintaining a satisfactory level of service (LOS) are sometimes conflicting goals. Growth, and planning for it, is generally accepted; however, the type of growth that would change lifestyles too quickly is not consistent with the Town's desire to maintain its small-town character. The array of transportation facilities and services in Newburgh must fit projected needs within the limits of its character.

The relationship between land use decisions and transportation impacts is critical. The transportation system often dictates where development will occur, and development in turn often determines where transportation systems will be demanded. For these reasons, it is important that transportation planning be linked to other planning efforts including land use, growth management, and economic development as well as water and sewer facilities planning.

- **Traffic Volumes**

Both present and historical traffic counts are required for effective transportation planning. Historical data allow planners to identify trends and growth rates over time which aid in the prioritization of multiple transportation improvement projects. The Warrick County Pavement Management System Plan and Long

Range Transportation Plan (Warrick County Commissioners, 2000) contained traffic count data for some roadways in the Newburgh vicinity as shown in Table 9. Please note though that no traffic counts were presented for streets within the town limits of Newburgh.

Table 9. 1996 and 1997 AADT Volume Observations for Ohio Township.

Location	Average Annual Daily Traffic Volumes (AADT)
Outer Lincoln Avenue between Epworth Road and I-164 Overpass.	6,855
Epworth Road between SR 66 and Outer Lincoln Avenue.	5,295
Grimm Road between SR 66 and Outer Lincoln Avenue.	99
Outer Lincoln Avenue between Grimm Road and Frame Road.	6,814
Frame Road between SR 66 and Outer Lincoln Avenue.	1,689
Bell Road between SR 66 and Outer Lincoln Avenue.	5,450
Lenn Road Between SR 66 and Vann Road.	1,132
Outer Lincoln Avenue Between SR 66 and Martin Road.	2,486

(Source: Warrick County Commissioners, 2000)

The Indiana Department of Transportation (INDOT) has also prepared traffic volume statistics on state and Federal highways. An exhibit provided courtesy of INDOT for traffic counts in Warrick County observed in 1996 is shown in Figure 11. This data indicates that the 1996 average annual daily traffic (AADT) volumes for Old SR 662 west of Newburgh were 20,490 trips per day. In comparison, averages along Old SR 662 and French Island Trail (between Jefferson Street and Outer Gray Road) were reported as 13,550 trips per day, and an average of only 5,740 daily trips along Old SR 662 between Outer Gray Road and SR 66. For comparison, daily trips on I-164 between the Lloyd Expressway and SR 662 averaged 14,260 trips per day. Trips between I-164 and SR 261 along SR 66 were observed to be 27,210 daily trips. Traffic count data has also been accumulated by the Evansville Urban Transportation Study (EUTS) for roadways in the Newburgh vicinity and is presented in Table 10.

Table 10. Average Annual Daily Traffic Counts Reported by EUTS for the Newburgh Area.

Location	Average Annual Daily Traffic Volumes (AADT)	Date
Bi-directional Bell Road North of SR 261.	3,055	09/12/94
Northbound Bell Road South of Outer Lincoln Avenue.	1,323	10/09/96
Southbound Bell Road South of Outer Lincoln Avenue.	2,164	10/30/96
Westbound (East) Jennings Street, east of Sycamore Street.	337	07/22/96
Eastbound (East) Jennings Street, east of Sycamore Street.	306	07/22/96
Southbound Epworth Road between SR 662 and Outer Lincoln Avenue.	1,899	10/18/95
Northbound Epworth Road between SR 662 and Outer Lincoln Avenue.	1,728	10/18/95
Bi-directional Frame Road South of SR 66.	1,201	06/22/92
Bi-directional Frame Road South of SR 66.	1,741	05/16/94
Northbound Jefferson Street between Water and Jennings Streets.	152	01/22/96
Southbound Jefferson Street between Water and Jennings Streets.	163	01/22/96
Westbound Jennings Street, East of State Street.	3,714	08/24/98
Eastbound Jennings Street, East of State Street.	3,585	08/24/98
Bi-directional Jennings Street, East of Washington Street.	9,383	05/11/92
Eastbound Jennings Street, West of State Street.	5,816	05/03/95
Westbound Jennings Street, West of State Street.	5,729	05/03/95
Eastbound Jennings Street, West of State Street.	6,206	08/24/98
Westbound Jennings Street, West of State Street.	6,014	08/24/98
Westbound Main Street between Hillcrest and Adams Streets.	120	06/09/97
Eastbound Main Street between Hillcrest and Adams Streets.	128	06/09/97
Westbound Main Street between Locust and Cypress Streets.	201	06/09/97
Eastbound Main Street between Locust and Cypress Streets.	237	06/09/97
Northbound Market Street between Water and Jennings Streets.	87	01/23/96
Southbound Market Street between Water and Jennings Streets.	63	01/23/96
Northbound Monroe Street between Water and Jennings Streets.	478	01/23/96
Southbound Monroe Street between Water and Jennings Streets.	286	01/23/96
Bi-directional Outer Gray Road North of SR 662.	485	06/05/91
Westbound Outer Lincoln Avenue East of Frame Road.	2,310	01/11/93
Northbound Plum Street between Water and Jennings Streets.	85	01/29/96
Southbound Plum Street between Water and Jennings Streets.	180	01/29/96
Bi-directional Sharon Road East of SR 261.	7,643	05/13/92
Bi-directional Sharon Road West of Lenn Road.	5,484	01/01/96
Bi-directional SR 261 (State Street) between Main and Jennings Streets.	5,270	09/17/90
Bi-directional SR 261 (State Street) between Main and Jennings Streets.	5,593	07/14/93
Northbound SR 261 (State Street) North of Main Street.	3,911	06/09/98
Southbound SR 261 (State Street) North of Main Street.	4,105	06/09/98
Northbound Washington Street between Water and Jennings Streets.	217	01/29/96
Southbound Washington Street between Water and Jennings Streets.	141	01/29/96

(Source: Evansville Urban Transportation Study, 1998)

- **Pedestrian Traffic Flows, Sidewalks, and Bicycle Transportation**

Sidewalks complement the other components of a vehicular transportation network by increasing the safety of pedestrians and offering an alternative and practical mode of transportation; thus encouraging more people to walk to their destinations. This is a desirable goal in a small residential community such as Newburgh. Sidewalks serve a variety of functions in a municipality. They separate pedestrian and vehicular traffic, affording more safety to pedestrians, and encouraging the pedestrian mode of transportation. Sidewalks allow for circulation within residential areas and provide pedestrian access to schools, recreational areas, and the commercial downtown area. Sidewalks also provide safer areas for disabled citizens to travel and for children to travel and play. For these reasons the maintenance and upkeep of sidewalks is essential. Bicycle transportation also shares many of these same characteristics. A combination system of sidewalks and bicycle pathways would provide a viable means of alternative transportation to Newburgh residents.

- **Long Range Roadway Improvement Plans in the Newburgh Area**

The planning and zoning jurisdiction of the Newburgh Plan Commission is limited to the corporate limits of the municipality. As such, when long range transportation issues are raised, coordination with agencies outside of Newburgh is necessitated. The Newburgh area will be affected by improvement projects administered by both Warrick County and the Indiana Department of Transportation (INDOT). Newburgh and Ohio Township are also under the jurisdiction of the Evansville Urban Transportation Study (EUTS).

In Part II of its Pavement Management System and Long Range Transportation Plan issued in the year 2000, Warrick County has identified several transportation improvement projects that hopefully can be funded in the next ten to twenty years (Warrick County Commissioners, 2000). High accident rates were cited along state highways (*i.e.*, SR 66, SR 662, and SR 261) leading towards and around the Newburgh area; accidents coupled with ever rising traffic volumes dictate that infrastructure upgrades be performed. The Bell Road improvement from SR 66 to SR 261 at the northern town limits was completed in 1992, and was part of this systematic series of upgrades summarized in the report. In the future, Warrick County plans to extend the new four-lane Bell Road north of SR 66 to Oak Grove Road. The need to widen Epworth Road from two to four lanes from SR 662 to Telephone Road was also outlined. Improvements along Outer Lincoln that would address site distance and shoulder issues along the road are also included in the County's long range plan.

These improvement projects will affect traffic in the Newburgh vicinity and as a result levels of through traffic witnessed by the town as well.

Transportation improvement projects administered by INDOT have also been planned for the Newburgh area. Initial phases of the SR 662 widening from I-164 to Ellerbusch Road had already begun at the time of this writing; this segment of highway will be upgraded from two to four lanes. State Road 66 will also be widened from two to six lanes between Interstate 164 and SR 261 north of Newburgh; the segment from SR 261 to SR 61 (near Alcoa) will be upgraded to four lanes. INDOT is also examining the possibility of widening SR 261 to three or even four lanes between SR 66 and Oak Grove Road. Lastly, the Ellerbusch Road improvement (S.R. 261/662 Truck Bypass) is also planned. This should reduce volumes of traffic traveling through Newburgh and provide a more direct route for truck traffic moving about the Newburgh vicinity. The plans for the Ellerbusch project had not yet been finalized at the time of this writing; however, a preferred route had been identified by INDOT. This plan proposes locating the two-lane route along the approximate first half of the existing Ellerbusch alignment from SR 662 northward, curving westward towards Grimm Road near its intersection with Willow Pond Road, and then following the existing Grimm Road alignment north to SR 66. Other routes which had been considered by INDOT included extending Ellerbusch straight northward, curving eastward towards Frame Road, and extension along two other pathways between Grimm and Frame Roads (INDOT, 1999). The project has been scheduled for a 2004 letting by INDOT. These projects are also referenced on the Newburgh 2001 to 2021 Thoroughfare Plan exhibit in Figure 37.

Section 6. Questionnaire & Comments from Newburgh Area Residents

- **Introduction and Issues**

In the initial phase of developing this Comprehensive Plan update, the members of the Newburgh Plan Commission expressed a desire to survey the citizens of the town to solicit their thoughts and opinions on the issues at hand. As such a four-page survey with a cover letter was developed and distributed. Mailing labels were obtained from the water utility office and approximately 1,100 surveys were mailed to citizens within the corporate limits. The opinions of those living adjacent to the corporate limits in Ohio Township were also sought; approximately 300 additional questionnaires were hand-delivered to these households. The surveys were distributed at the end of June 2000 and the requested return date was July 14, 2000. A copy of the questionnaire and its accompanying cover letter can be found beginning on page 40. The questionnaires were color coded to track which surveys were distributed in and out of the town limits. The Plan Commission's intent was to have one survey completed per household. The survey addressed the following issues:

1. Satisfactions with services provided to residents by the town.
2. Physical and economic growth best suited for Newburgh's future.
3. Promotion of various aspects of the Newburgh area as they relate to tourism.
4. Pedestrian and vehicular traffic flow issues within Newburgh.
5. Funding sources for Town projects.
6. An opinion on each respondent's likes and dislikes of living in/near Newburgh.
7. New or revised regulations and ordinances.
8. Temporal and spatial components of any future annexations.
9. Additional comments on issues which town leaders should address.
10. Demographic information profiling the survey respondents and other miscellaneous questions.

It is important to keep in mind that this survey was not scientific. The sampling methodology was not controlled, because response was voluntary. Additionally, as questionnaires were mailed to water customers, citizens living in apartments, duplexes, *etc.* (where a landlord received the utility bill) were not sampled.

- **Questionnaire for Citizen Input on Future Growth Policies for Newburgh**

June 23, 2000

Dear Citizen,

The Town of Newburgh is in the process of updating its Comprehensive Plan. That plan is the guide that is followed when making decisions related to growth and development within Newburgh. The plan will outline objectives and serve as a roadmap for future development, land uses, and public developments in the next twenty years.

We know that you are bombarded these days with appeals for your time. But a few moments that you take to complete this important fact finding survey will help to make a difference in the future of Newburgh. Only one survey should be completed per household or business; however, replacement questionnaires can be obtained from Town Hall or the Zoning Administrator's Office.

In the coming months there will be additional opportunities to provide your input in this process at public hearings. This work is being completed in part with a grant from the Indiana Department of Commerce, and it is our goal to have the update to the Comprehensive Plan completed by year's end. Our consultant on the project is Morley and Associates, Inc. of Evansville.

Your responses are greatly appreciated and will contribute to a successful future for Newburgh. The deadline to return the survey is July 14, 2000. Your responses can be returned to Newburgh Town Hall, P.O. Box 6, Newburgh, Indiana 47629 in the enclosed postage-paid envelope. If you have any questions concerning the questionnaire itself, you may contact Michael Sears of Morley and Associates, Inc. at (812) 464-9585 or via email at MikeS@morleyandassociates.com.

Sincerely,

The Members of the Newburgh Plan Commission

Questionnaire for Citizen Input on Future Growth Policies for the Town of Newburgh

I live in: *(Please Check One)*

The Town Limits of Newburgh.

In Warrick County near Newburgh.

The Newburgh Plan Commission is requesting your assistance in its update to the Town's Comprehensive Plan (Master Plan). If you live in/near the Town of Newburgh, please complete this survey & return it to Newburgh Town Hall, % Plan Commission, Newburgh, Indiana 47630 in the attached pre-addressed stamped envelope.

Town Services	1. The following services are provided to Town citizens; please indicate your level of satisfaction with each:					
	<input type="checkbox"/> Maintenance of Streets and Curbs & Gutters.	1	2	3	4	5
	<input type="checkbox"/> Maintenance of Sidewalks.	1	2	3	4	5
	<input type="checkbox"/> Police Services.	1	2	3	4	5
	<input type="checkbox"/> Town Administration (Staff, Town Council, etc.).	1	2	3	4	5
	<input type="checkbox"/> Volunteer Fire Fighting Services.	1	2	3	4	5
	<input type="checkbox"/> Town Drainage Board.	1	2	3	4	5
	<input type="checkbox"/> Town Plan Commission.	1	2	3	4	5
	<input type="checkbox"/> Trash Pick Up and Recycling.	1	2	3	4	5
	<input type="checkbox"/> Street Cleaning.	1	2	3	4	5
	<input type="checkbox"/> Water Utility Services.	1	2	3	4	5
	<input type="checkbox"/> Sewer Utility Services.	1	2	3	4	5
	<input type="checkbox"/> Parks and Recreation Services and Facilities.	1	2	3	4	5
	<input type="checkbox"/> Other (please specify) _____	1	2	3	4	5

NOT SATISFIED

VERY SATISFIED

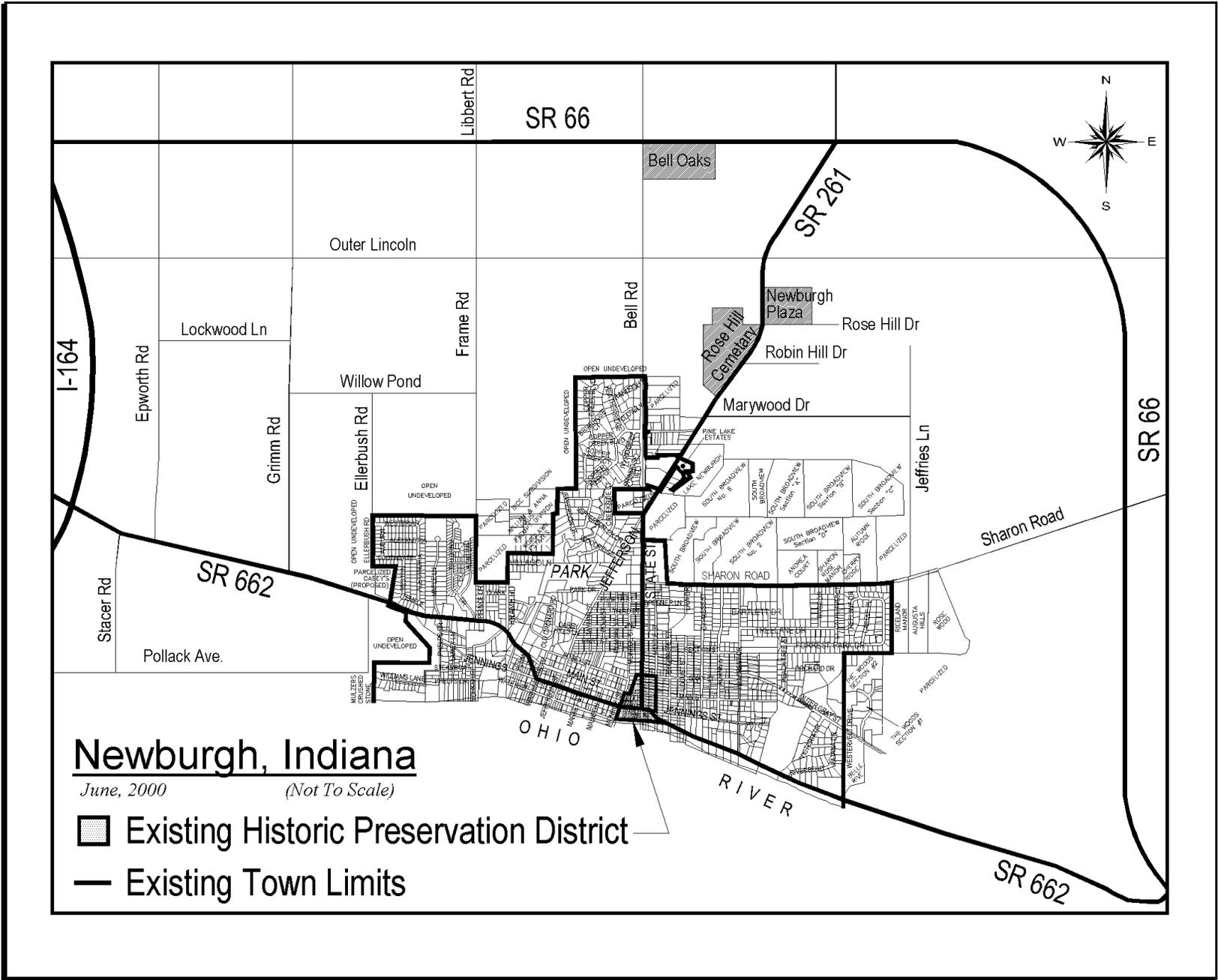
Future Growth	2. As Newburgh grows physically and economically, expansion can occur in different ways. If you feel that growth should be pursued, please indicate (circle Yes or No) which types of growth below would be best for Newburgh to attract, and rank those types marked Yes from 1–12 with 1 being the most sought after & 12 being the least.		
	Yes	No	<input type="checkbox"/> Residential Growth—Single Family Residences.
	Yes	No	<input type="checkbox"/> Residential Growth—Planned Unit Developments (Patio Homes).
	Yes	No	<input type="checkbox"/> Residential Growth—Multi-Family (e.g., Apartments).
	Yes	No	<input type="checkbox"/> Attract/Host Special Events, Recreation Events, Festivals, etc.
	Yes	No	<input type="checkbox"/> Commercial Growth—Small Shops and Small Business.
	Yes	No	<input type="checkbox"/> Commercial Growth—Expansion of Historic District Commercial Shops
	Yes	No	<input type="checkbox"/> Commercial Growth—Business and Professional Services.
	Yes	No	<input type="checkbox"/> Commercial Growth—Strip Malls
	Yes	No	<input type="checkbox"/> Commercial Growth—Restaurants.
	Yes	No	<input type="checkbox"/> Large Commercial—Chain Stores.
	Yes	No	<input type="checkbox"/> Manufacturing—Light Industry.
Yes	No	<input type="checkbox"/> Manufacturing—Heavy Industry.	

Tourism	3. Please rank in which priority the Town of Newburgh should promote the following aspects of Newburgh. Rank the importance of each from 1 through 7 with 1 being the most important and 7 being the least important.	
	<input type="checkbox"/> Historical Significance of Newburgh & Surrounding Area.	<input type="checkbox"/> Historic District.
	<input type="checkbox"/> Recreation on the Ohio River and/or River Front activities.	<input type="checkbox"/> Shopping Opportunities.
	<input type="checkbox"/> Use of the Town's Parks and Recreation Facilities.	<input type="checkbox"/> Natural features of the area.
	<input type="checkbox"/> Other (Please Specify) _____	

Pedestrian & Traffic Flows	4. Please indicate where in the Town any of the following issues should be addressed:	
	Should any new stop signs be posted in Town? If so, where?	_____
	Should any existing stop signs be taken down? If so, where?	_____
	Should any existing one-way streets be made two-way? If so, where?	_____
	Should any existing two-way streets be made one-way? If so, where?	_____
	If you feel traffic lights are needed in Town, please indicate where.	_____
	Where in the Town should drainage problems be addressed?	_____
Please indicate where you feel new sidewalks are <i>most</i> needed.	_____	
Please indicate where you feel sidewalk repairs are <i>most</i> needed.	_____	

PLEASE RETURN THIS FORM BY JULY 14, 2000.

Funding and Miscellaneous	<p>5. Please circle one of the choices below to answer each of the following questions. You may also write in "undecided."</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Should a sidewalk be constructed along Jefferson Street to the Community Park from Jennings Street?</td> <td style="width: 5%; text-align: center;">Yes</td> <td style="width: 15%; text-align: center;">No</td> </tr> <tr> <td>Should the town increase funding for street maintenance?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Would you support an E.D.I.T. bond for capital improvements (e.g., sidewalks, streets, drainage projects, etc.)? (E.D.I.T. is the Economic Development Income Tax used for infrastructure improvements.)</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Should the Town increase its budget for construction of new or repair of existing sidewalks & streets?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Should the Town pursue a 50/50 cost sharing program for sidewalk repair and construction between the Town and property owners so that sidewalk funding can be spread further? In such a program, what limit (if any) should be put on contributions requested from citizens for their share of the costs?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Are you in favor of constructing bicycle lanes and bicycle trails in and around Newburgh?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Do you support the idea of connecting Newburgh with Evansville's proposed Greenway bicycle path network?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Should the Town make additional funding available to improve and/or expand park facilities in Newburgh?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Is the additional cost of installing and maintaining "curb & gutter" along town streets worthwhile?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Should limits of the historic district be (refer to map on the last page)</td> <td style="text-align: center;">Expanded</td> <td style="text-align: center;">Reduced</td> </tr> <tr> <td>Should an 'Adopt-A-Spot' beautification program for public places be adopted within Newburgh?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>How should the Town pursue annexation?</td> <td style="text-align: center;">Aggressively</td> <td style="text-align: center;">Slowly</td> </tr> <tr> <td>Do members of your household desire to have access to ordinances, codes, meeting schedules, newsletters, agendas and minutes of meetings, and other town information available via the town's web site?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Would members of your household access this information via the Internet if it were available online?</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> </tr> </table>	Should a sidewalk be constructed along Jefferson Street to the Community Park from Jennings Street?	Yes	No	Should the town increase funding for street maintenance?	Yes	No	Would you support an E.D.I.T. bond for capital improvements (e.g., sidewalks, streets, drainage projects, etc.)? (E.D.I.T. is the Economic Development Income Tax used for infrastructure improvements.)	Yes	No	Should the Town increase its budget for construction of new or repair of existing sidewalks & streets?	Yes	No	Should the Town pursue a 50/50 cost sharing program for sidewalk repair and construction between the Town and property owners so that sidewalk funding can be spread further? In such a program, what limit (if any) should be put on contributions requested from citizens for their share of the costs?	Yes	No	Are you in favor of constructing bicycle lanes and bicycle trails in and around Newburgh?	Yes	No	Do you support the idea of connecting Newburgh with Evansville's proposed Greenway bicycle path network?	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Would members of your household access this information via the Internet if it were available online?	Yes	No																																									
Opinions	<p>6. Is Newburgh is a good place to live and raise a family (circle one)? Yes No Why?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>7. What do you like the most about Newburgh?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>8. What do you like the least about Newburgh?</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>9. What sources of funding do you feel are most appropriate to fund projects for building/repairing streets, curb and gutter, sidewalks, and drainage improvement projects? (e.g., property taxes, municipal bonds, EDIT, user fees, etc.)</p> <p>_____</p> <p>_____</p> <p>_____</p>																																										
Regulations	<p>10. Do you believe that new or revised regulations are needed for any of the following? If so, please comment.</p> <ul style="list-style-type: none"> • Parking / Traffic _____ • Housing _____ • Accessory Buildings (Yard Barns) _____ • Signs _____ • Landscaping on Private Property _____ • Building Sizes _____ • Billboards _____ • Locations of Buildings on Sites _____ • Allowable Uses in the Zoning Code _____ • Other (Please specify) _____ 																																										



- **Summary of Survey Results**

The following discussion presents the results of each question individually along with an analysis of the responses that were observed. Of the approximate 1,400 surveys distributed, 340 responses were received by the deadline date. Thirty-three additional responses were received within two weeks after the deadline. One dozen additional surveys were received well after the deadline that were not included in the following analysis; as such, the total number of responses (n) in the following analyses is 373 (see Figure 12). Of these 304 of the responses had been distributed in town, and 69 had been distributed out of town; these values will be used as the basis for calculating percentages in the graphs, tables, and commentary to follow. As previously mentioned the questionnaires were color-coded so that those distributed out of town could be analyzed separately from those distributed within the town limits. Respondents were asked if they resided “within Newburgh” or “in Warrick County near Newburgh.” Of all 373 returned surveys, nine (2.4%) responses did not agree with the color-coding scheme. That is, four respondents within the town limits indicated they were outside of town, and 5 respondents out of town indicated that they resided within Newburgh. Please note that 80 (21.5%) respondents did not answer the question. It is possible that there are errors in the utility records or that a portion of the hand delivered surveys intended for Ohio Township residents were actually distributed in town. Nonetheless, these results suggest that area residents have good feel for their residency status, but as other responses will show, the area population does not appear to accurately comprehend the extent of the Town’s corporate limits (*i.e.*, the jurisdiction of Newburgh officials).

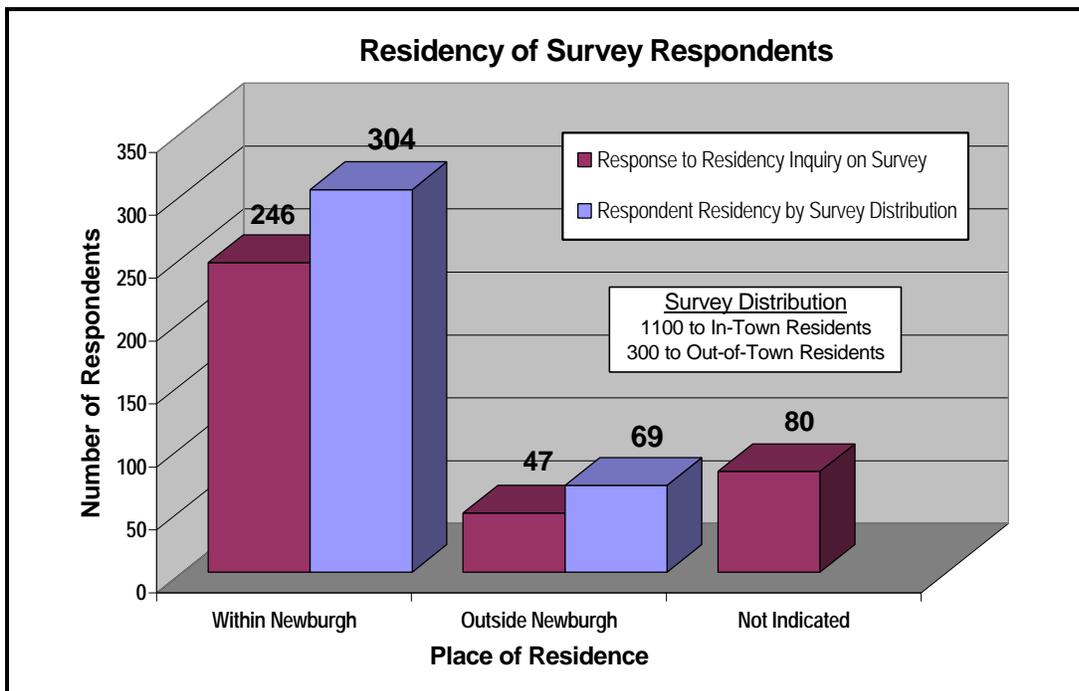


Figure 12.
Residency of
Survey
Respondents.

Question one of the survey asked the respondent to rate their household's satisfaction with the various Town services that are provided, in part, from monies collected via Town property taxes. The results shown in Table 11 and Figure 13 are weighted averages depicting satisfaction with each respective Town service. Responses to this question could range from one (least satisfied) to five (most satisfied); a ranking of three would therefore indicate a neutral response. The response rates for those respondents within the corporate limits ranged from 88.2% to 97.0%. As expected, response rates for those outside of town were much lower as the question was not as applicable. Generally Newburgh residents were most satisfied with fire and police protection, parks and recreation facilities, and trash pickup. Town residents were least satisfied with sidewalk maintenance. Ratings for utility services, town staff, and town boards generally ranged from satisfied to neutral. Twenty-three respondents, two being from Ohio Township, wrote additional comments in the category of "Other." These respondents were very satisfied with the Fortress of Fun, the Fourth of July fireworks, the appearance and friendliness of the Town, snow removal and historic groups. Some responses, which addressed issues beyond Newburgh's jurisdiction, included extreme satisfaction with the township library and dissatisfaction with electrical service in the downtown area, the Warrick County School Corporation, recycling center hours of operation, and clearing of trees along Newburgh Road (as part of the SR 662 widening by INDOT). Topics of dissatisfaction included sidewalks, streetlights, drainage issues, utility rates, alleys, perceived aggressiveness of the Historic Preservation Commission, yard waste pickup, and (limited) pool hours.

Table 11. Responses to Survey Question #1 - Satisfaction with Town Services in Rank Order.

All Respondents <i>n</i> = 373		In Town Respondents <i>n</i> = 304		Out of Town Respondents <i>n</i> = 69		Town Services
Average Response	Response Rate	Average Response	Response Rate	Average Response	Response Rate	(1= "Not Satisfied" and 5 = "Very Satisfied")
4.43	89.5%	4.43	95.1%	4.40	65.2%	Volunteer Fire Fighting Services.
4.12	90.6%	4.15	97.0%	3.93	62.3%	Police Services.
3.91	89.3%	3.93	95.1%	3.80	63.8%	Parks & Recreation Services & Facilities.
3.88	88.5%	3.89	96.7%	3.72	52.2%	Trash Pick Up and Recycling.
3.63	87.7%	3.64	93.8%	3.60	60.9%	Town Administration (Staff, Council, etc.).
3.59	89.8%	3.58	96.4%	3.67	60.9%	Water Utility Services.
3.48	89.3%	3.45	96.4%	3.73	58.0%	Sewer Utility Services.
3.35	84.2%	3.34	89.8%	3.34	59.4%	Town Plan Commission.
3.22	85.3%	3.19	91.8%	3.49	56.5%	Street Cleaning.
3.16	90.9%	3.15	97.0%	3.34	63.8%	Street and Curb & Gutter Maintenance.
3.08	82.0%	3.03	88.2%	3.42	55.1%	Town Drainage Board.
2.65	85.8%	2.62	91.4%	2.86	60.9%	Maintenance of Sidewalks.
2.42	5.1%	2.28	5.9%	5.00	1.4%	Other (please specify).

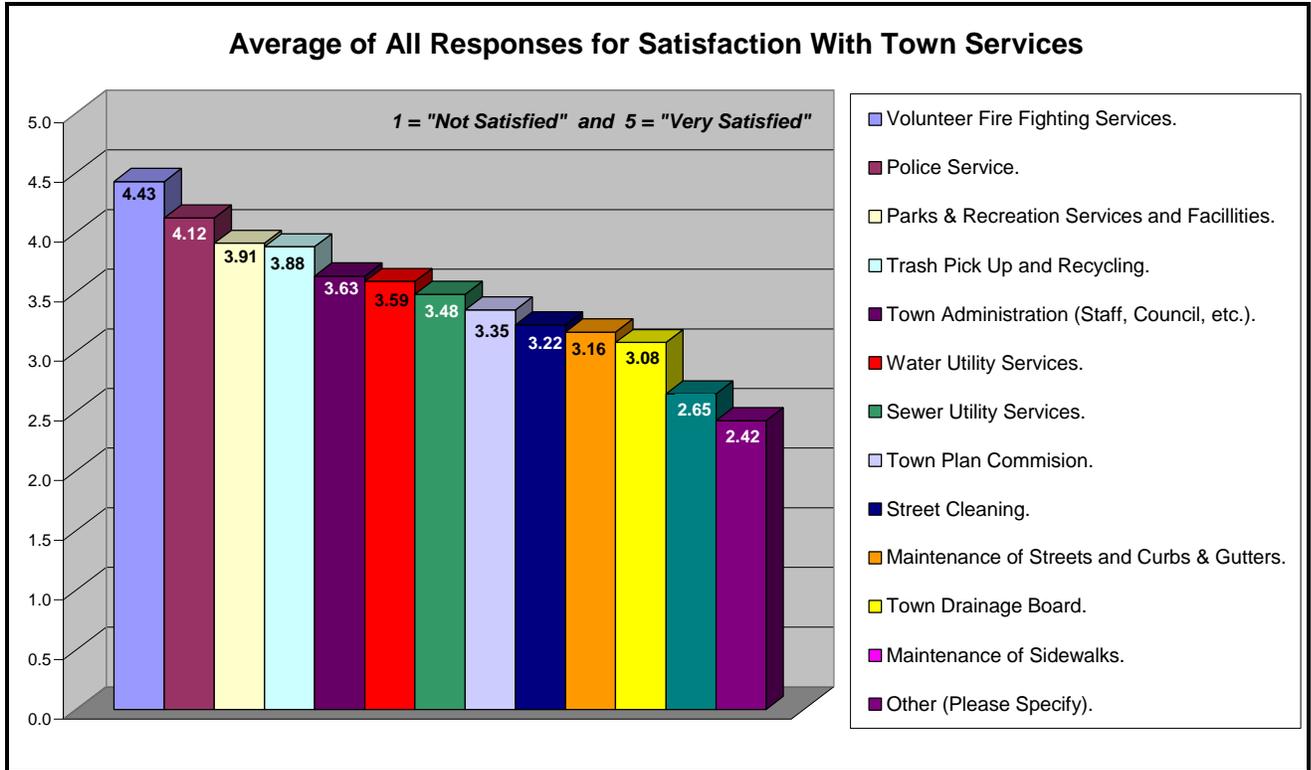


Figure 13. Average Responses for Satisfaction with Town Services.

Question two of the survey addressed physical and economic growth that would be most desired by residents. These results are presented in Table 12 and Figure 14. These categories included residential, industrial, and several types of commercial growth. Respondents were asked to indicate which of the twelve types of growth should be pursued and to prioritize those which were marked “yes” (a rank of “1” having the highest priority). As with question one, response rates from households within the town limits (89.8% to 92.1%) were higher than those in Ohio Township (75.4% to 87.0%). The results of the survey show that those who responded (both within and outside of the corporate limits) feel that of the twelve growth categories listed, that residential growth is most desirable. Likewise the results consistently suggested that apartments, light and heavy manufacturing, and strip malls are least desirable. In recent history, Newburgh has been a residential community, and these results suggest that the Town’s residents desire this pattern to continue. Apartments were not viewed as favorably as other types of residential development. In terms of commercial development, survey respondents indicated a preference towards smaller shops, especially in the historic town core, rather than chain stores, strip malls, and business/professional services. Hosting of additional festivals, special events, and additional sit-down restaurants also appeared desirable to Newburgh’s citizens.

Table 12. Rankings of Desirability of Future Growth in Newburgh.

All Respondents <i>n = 373</i>		In Town Respondents <i>n = 304</i>		Out of Town Respondents <i>n = 69</i>		Future Growth for Newburgh <i>(Lower rankings indicate a higher priority.)</i>
Average Ranking	Response Rate	Average Ranking	Response Rate	Average Ranking	Response Rate	
3.43	88.5%	3.53	89.8%	2.81	82.6%	Single Family Residences.
3.86	88.2%	3.84	91.1%	4.00	75.4%	Expand Historic District Shops.
3.93	89.3%	3.94	91.4%	3.86	79.7%	Small Shops & Small Business.
4.08	89.3%	4.12	92.1%	3.81	76.8%	Attract and Host Special Events, Recreation Events, Festivals.
4.44	88.2%	4.56	89.8%	3.91	81.2%	Planned Unit Developments (Patio Homes).
4.45	89.3%	4.62	90.8%	3.48	82.6%	Restaurants.
4.70	89.5%	4.71	90.1%	4.66	87.0%	Business/Professional Services.
5.10	90.6%	5.01	92.1%	5.50	84.1%	Large Chain Stores.
6.49	87.7%	6.61	89.8%	5.83	78.3%	Multi-Family (e.g., Apartments).
6.58	90.1%	6.56	91.8%	6.71	82.6%	Light Manufacturing.
6.68	89.5%	6.69	91.4%	6.60	81.2%	Strip Malls.
7.68	89.5%	7.24	91.8%	9.50	79.7%	Heavy Manufacturing.

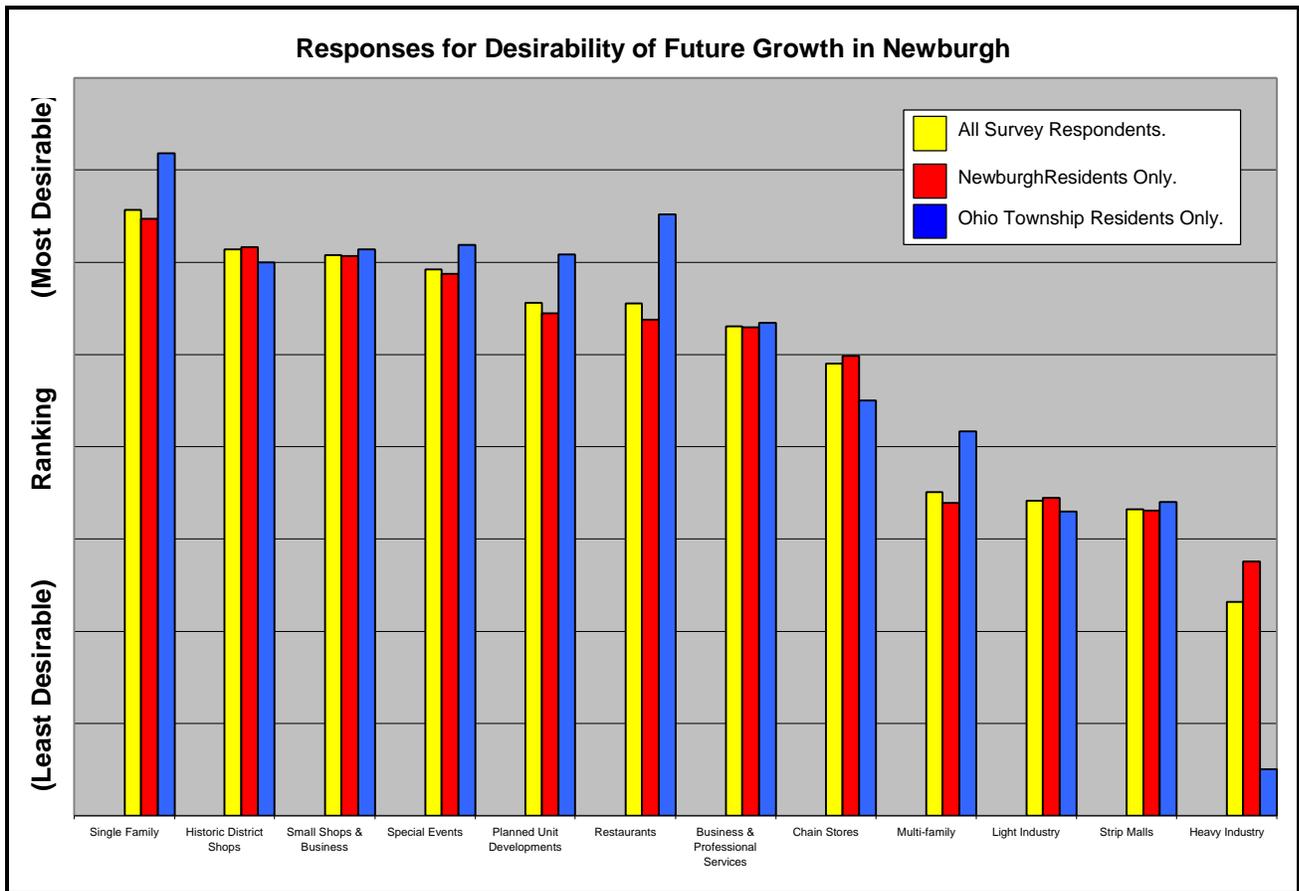


Figure 14. Responses for Desirability of Future Growth in Newburgh.

Seventeen respondents wrote in additional comments relative to future growth. In terms of restaurants, respondents indicated a preference for “sit-down” restaurants– not “fast food” establishments. Others commented that a Wal-Mart™, Target™, or K-Mart™ should be reopened to replace the K-Mart™ facility that relocated in the early to mid-1990s from north of Newburgh on SR 66 to Evansville; these responses suggest that Newburgh residents desire to have such establishments nearby, but do not wish to have them within the town limits. This site is beyond the jurisdiction of Newburgh officials involved with land use planning, and given the proximity of the existing Super-K™ and a Super Wal-Mart™ along Burkhardt Road in Vanderburgh County, this seems unlikely. Additionally, developers are working at the time of this writing to gain necessary approvals for the construction of a Target-Greatland™ along Burkhardt Road. Other survey responses suggested that growth should only occur as adequate parking is made available. One individual suggested that growth should not be pursued, while another stated that Newburgh needs “commercial businesses that pay more than minimum wage and have investments that increase the tax base.” Lastly, other respondents expressed desires to attract more artists/artisans and concerts while preserving the quaintness of Newburgh.

The third question on the survey addressed promotion of the Newburgh area. Survey respondents were asked to rank (from most important to least important) six aspects of Newburgh and the surrounding area and to comment on any additional topics of interest for tourism purposes. These results are summarized in Table 13 and Figure 15. Overall, respondents felt that recreation and activities on the Ohio River and the historical significance of the area should be emphasized when promoting tourism. Newburgh’s Historic District, park facilities, natural features of the area, and shopping opportunities received overall ranks that were similar. The rankings of those respondents living within the corporate limits, did not vary substantially from that of all responses viewed together. However, it is interesting to note that those citizens surveyed outside the corporate limits placed approximately the same level of importance on the town’s park and recreation facilities as did Newburgh residents.

Other topics specified by respondents included restaurants, peacefulness and quaintness of Newburgh, Angel Mounds State Historic Site, proximity to Evansville, special events, and live music. While this survey question addressed existing facets of Newburgh, several respondents proposed ideas that if implemented would complement the promotion of tourism. Some of these included additional beautification projects, a “nice resort type hotel” along the Ohio River, facilities for family activities (e.g., new bowling alley,

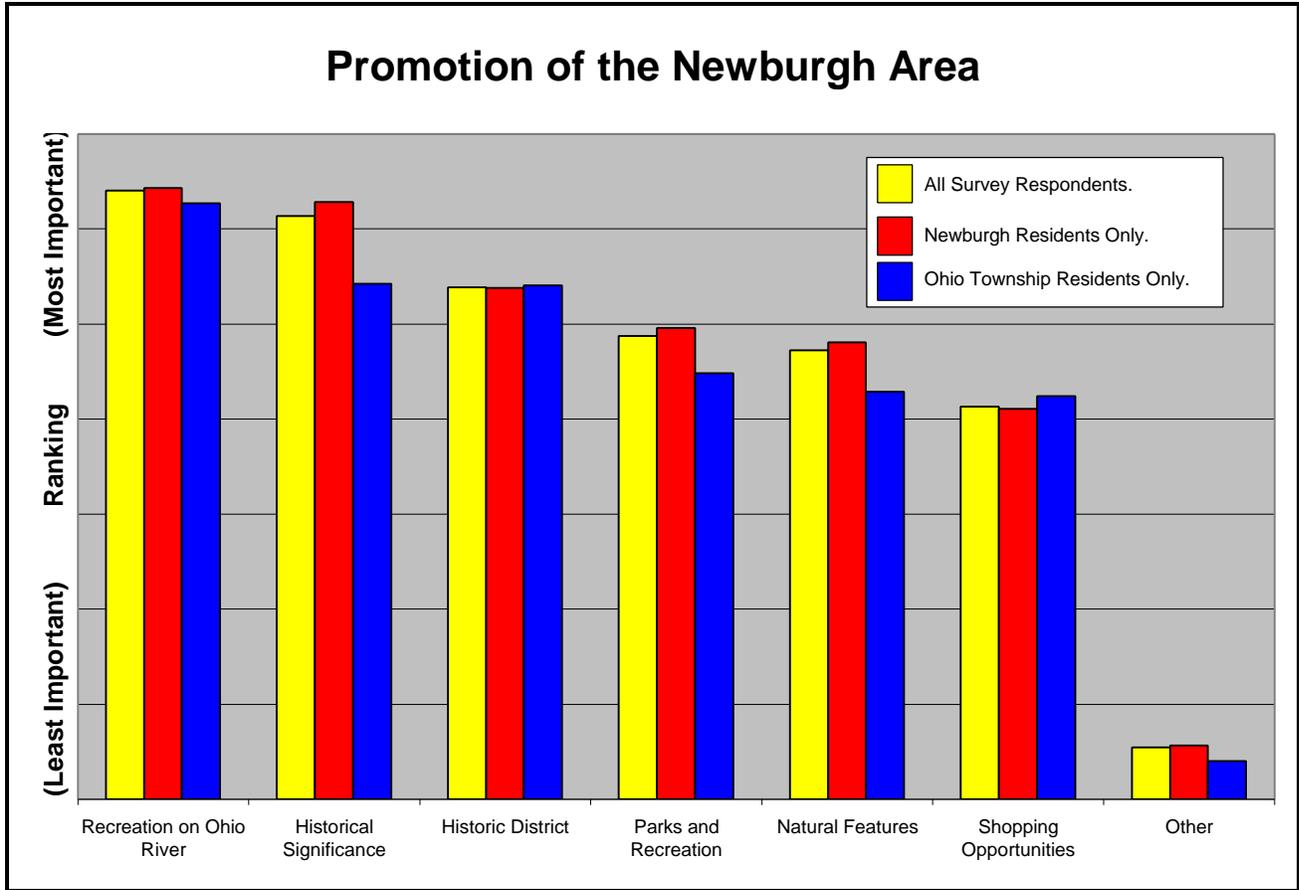


Figure 15. Rankings of Areas of Promotion for Tourism in Newburgh.

Table 13. Responses on Promotion of the Newburgh Area.

All Respondents <i>n</i> = 373		In Town Respondents <i>n</i> = 304		Out of Town Respondents <i>n</i> = 69		Promotion of the Newburgh Area
Average Response	Response Rate	Average Response	Response Rate	Average Response	Response Rate	<i>Lower rankings indicate a higher priority.</i>
2.80	94.4%	2.78	96.4%	2.86	85.5%	Ohio River recreation and activities.
2.93	93.3%	2.86	95.1%	3.29	85.5%	Historical significance of Newburgh area.
3.31	92.2%	3.31	94.4%	3.30	82.6%	Newburgh's Historic District.
3.56	92.0%	3.52	93.8%	3.76	84.1%	Parks & Recreation Facilities.
3.64	89.3%	3.60	91.1%	3.86	81.2%	Natural features of the area.
3.94	91.2%	3.95	92.8%	3.88	84.1%	Shopping opportunities.
5.73	11.8%	5.72	12.8%	5.80	7.2%	Other

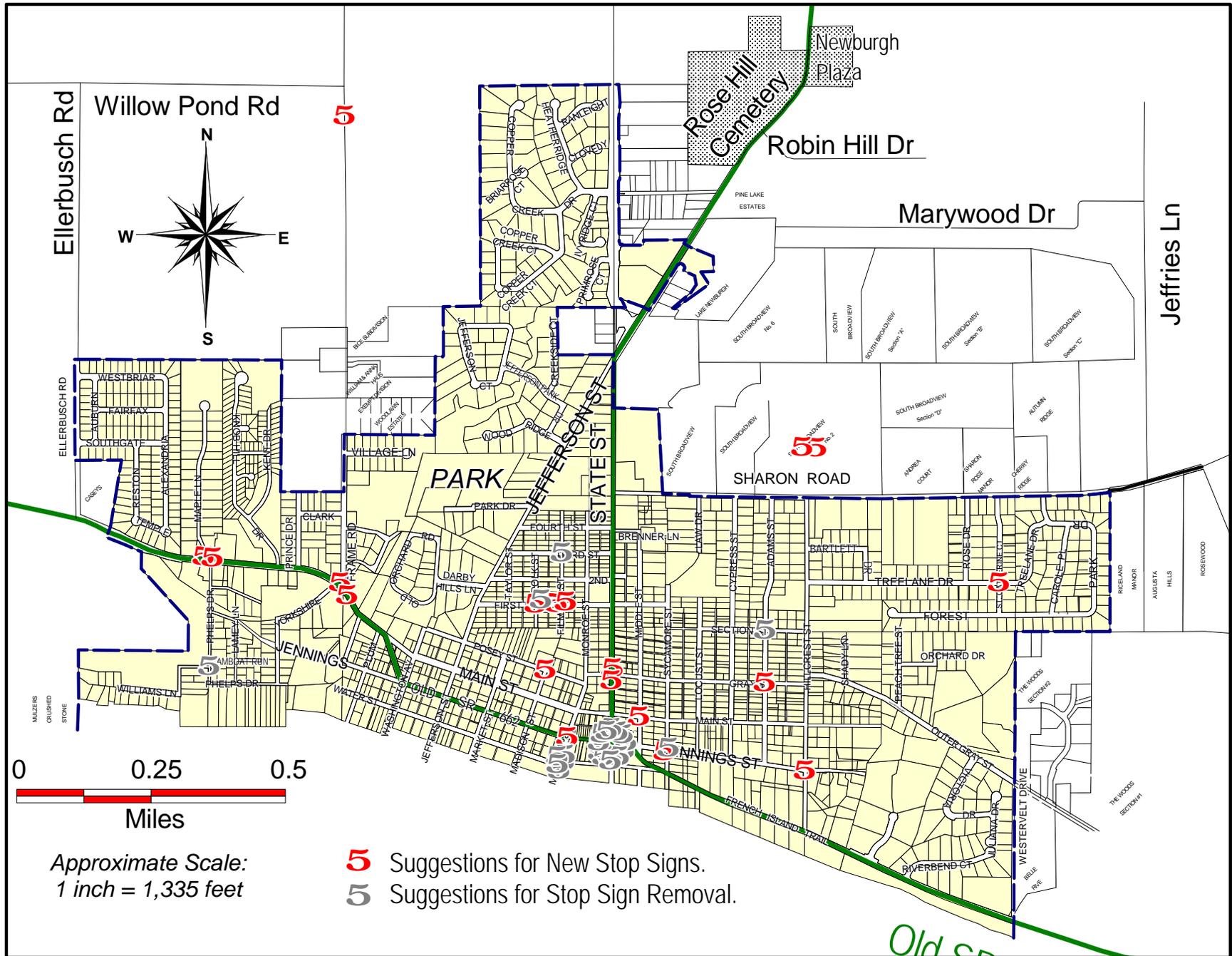
YMCA, etc.), allowing passenger boats to stop at Newburgh, a trolley bus or small boat tour during the tourist season, and bicycle pathways. Other respondents chose to address topics that might hinder tourism efforts including poor upkeep of properties, lack of sufficient parking, traffic congestion, and excessive regulations.

Ideas to promote Newburgh to families looking to relocate to the area included publicizing available lots, homes, and apartments within Newburgh– perhaps on the town’s website.

Pedestrian and vehicular traffic flows were addressed in the fourth question of the survey. Here, citizens were asked to provide their thoughts on stop signs, traffic lights, sidewalks, and one-way streets. Respondents also had the opportunity to comment on any drainage problems that they believed should be investigated by the town. Overall response rates (35.9% to 49.6%) to this section were substantially lower than in the preceding questions. Response rates from out of town residents were even lower ranging from 23.2% to 36.2%– this is expected as out of town residents would not typically be as familiar with recurring traffic and drainage problems within the town limits.

Of the 373 respondents, 157 (42%) commented on the need for posting new stop signs, and roughly the same number (141 or 38%) provided a response on removing existing stop signs. A map of the responses can be found in Figure 16; this diagram shows locations of stop signs suggested for removal in gray and suggestions for new stop signs in red. The most common responses for removing stop signs were at State and Jennings Streets (13 responses) and along Water Street at the library (5 responses). Other sporadic locations were reported as shown in Figure 16. Respondents indicated a desire to have new stop signs posted at various intersections along Old SR 662, French Island Trail, and State Street. Problems with left turn movements on and off of Old SR 662 often cause traffic to stack– especially during rush hours. Although this is not desirable, stop signs may not be the most suitable solution for this problem. Installation of turning lanes and passing blisters may be more appropriate solutions to consider. The benefit of passing blisters and left turn lanes over stop signs is that they do not require all motorists to stop regardless of the presence of other motorists wishing to turn on or off of the thoroughfare. Traffic studies of the problem intersections would be required though to determine the appropriate solution for each troublesome location. Other respondents felt that stop signs should be used for controlling speeders; although this is true, other means may be employed for achieving the same goal. These could include tougher enforcement of existing speed limits, speed bumps, and other constrictions of the roadway such as medians with landscaping. Responses for the removal of stop signs also included “seasonal stop signs.” Multiple respondents suggested covering or taking down stop signs near the ball fields during the winter months when the facilities are used less frequently– safety issues related to these suggestions should be investigated before implementing such a system. Of all respondents 129 (35%) felt that no new stop signs were needed and 106 (28%) felt that no existing stop signs should be removed. As with other questions, the data often included responses for problem spots well outside of Newburgh’s

Figure 16. Responses for Suggested Modifications to Posting of Stop Signs in Newburgh.



jurisdiction; one respondent had indicated that it was difficult to move onto Bell Road from the Bell Oaks Plaza off of SR 66 north of town. Others reported a desire to see stop signs at the intersection of Frame Road and Willow Pond Road as well as two locations in Broadview Estates. Stop signs at an intersection in Vanderburgh County (Covert Avenue and Fuquay) were also nominated for removal.

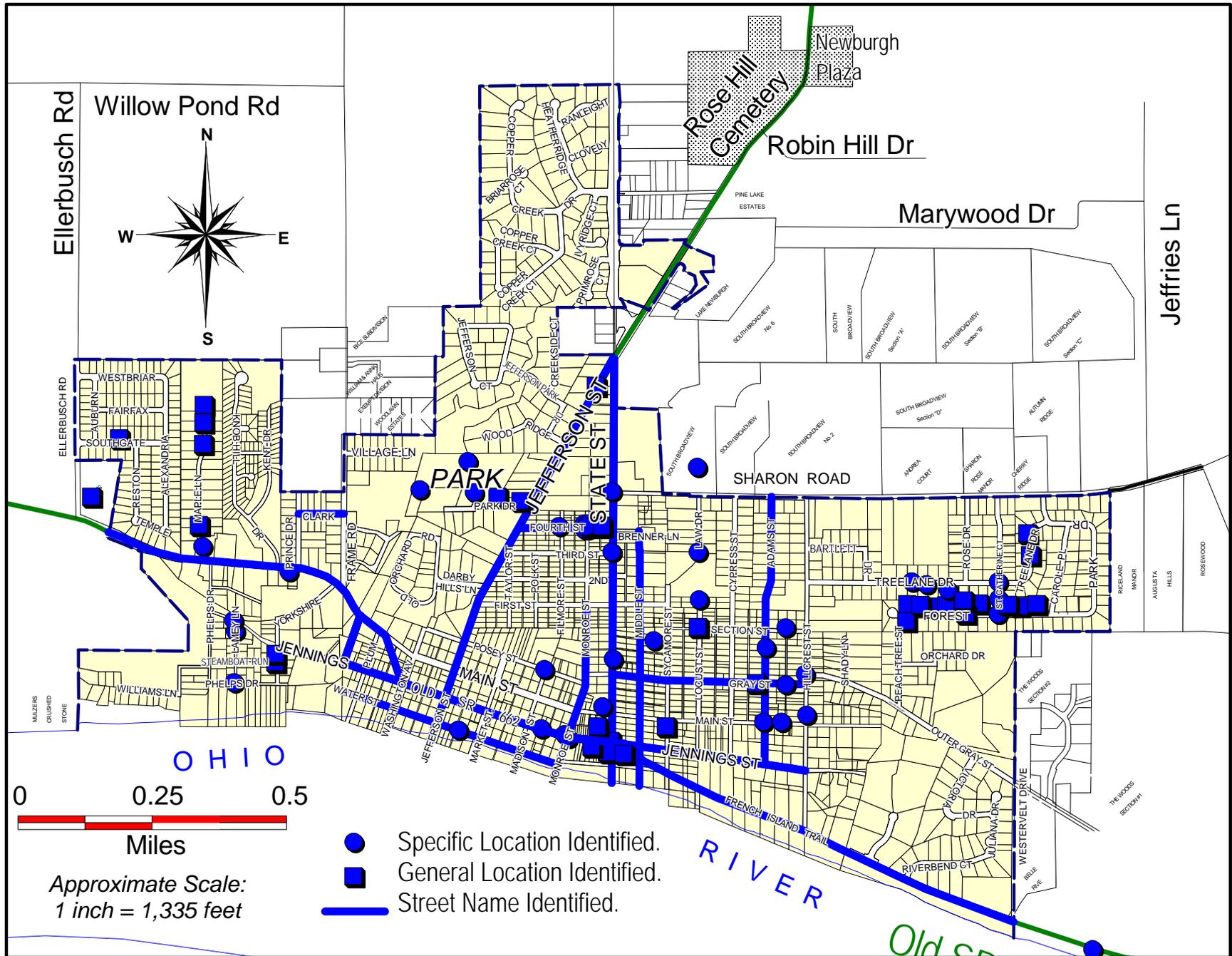
One-way and two-way streets are often controversial topics of discussion. By far, the most controversial responses received were those for Water Street. Forty-six respondents indicated a desire to see the one-way portion made two-way, and eleven respondents felt that the two-way portion should be one-way only. One respondent indicated that Water Street should be all one-way or completely two-way, but not both. Other suggestions for conversion from one-way to two-way and the respective number of responses included the following: Monroe Street (3), Jefferson Street (4), Main Street (4), and Jennings Street (2). Additionally, four respondents indicated that all one-way streets should be two-way while others felt that many one-way streets were too narrow to feasibly be converted to two-way. Two-way streets and the corresponding number of responses that residents reported would be best suited for one-way traffic included the following: Jefferson Street (2), Main Street (3), southbound Plum Street (1), and Posey Street (1). It is interesting to note though that 88 respondents (24%) felt that no changes from one-way streets would be in order– 107 (29%) voiced this belief for existing two-way streets. Again, traffic studies would be needed to determine the solutions that would ultimately be best for the residents of Newburgh.

Several respondents felt that stoplights are needed at various intersections on the west side of town. Nineteen respondents recommended the intersection of Frame Road, Yorkshire, and Old SR 662; two felt signals were needed at Phelps Drive and Old SR 662; and six others responded with the vicinity of Main, Jennings, and Plum Streets. Nine suggested the intersection of Jennings and State Streets. Other isolated intersections included State Street at Newburgh Elementary School, the north end of the one-way section of Jefferson Street, SR 662 and Phelps Drive. One respondent wrote that stop signs would be more appropriate than traffic signals for preserving the “quaint appearance” of the downtown area, and others felt that “the fewer (stop signs) the better.” The most overwhelming response though to this inquiry were those individuals who felt that stoplights either were not needed or were inappropriate for Newburgh; ninety-seven (26%) respondents responded in this manner while five were undecided, and 226 (61%) chose not to answer the question altogether. Other suggestions for the addition of traffic lights were outside the jurisdiction of the Town of Newburgh; these included the intersections of Vann Road and SR 261 near Castle High School and at the intersection of Epworth Road with SR 662.

The survey results suggest that drainage problems are common within Newburgh; thirty percent of all respondents (119 surveys) answered the question in some manner. Fourteen respondents (3.8%) were undecided and an additional fourteen indicated that they were not aware of any drainage problems. Nineteen respondents reported problems in the Forest Park Subdivision, and ten provided responses relative to the town core area. Other comments ranged from suggesting that the large drainage problems be tackled first followed by less severe situations and that open ditches should be piped. Others felt that better maintenance of the existing storm drainage structures and channels would help to alleviate some of the drainage problems. The presence of curbing was also reported as being a solution for town leaders to consider and others felt that some of the storm sewer openings along Jennings Street were dangerous to the traveling public. Five respondents answered the question with the word “everywhere”. One resident indicated that citizens should be more aware of the responsibilities and jurisdiction of the Town in drainage easements across private property. Again, areas beyond the jurisdiction of the town were reported as well; these included Outer Lincoln Avenue, SR 66 near Zeidler’s Floral Shop, and Summit Point subdivision. Sixty-two percent of all respondents (232) chose not to answer the question. A map of the responses to this question is shown in Figure 17. Here, points marked with circles denote somewhat specific locations at which problems were reported. Areas marked with squares denote general problem areas (e.g., Forest Park Subdivision or “downtown”). Furthermore, many respondents answered the question simply with the name of a street; these streets are highlighted as well on the map.

The final topic in question four was that of sidewalks (both new construction as well as repair of existing walkways). These topics had the highest response rates (49.6% and 46.6%) of those presented in question four as shown in Figure 18. This would suggest that sidewalks be of the largest concern to Newburgh’s residents when compared to the other topics in question four. This point is further illustrated in Figure 19 which shows a much larger proportion of “yes” responses than “no” responses on the topics of sidewalk repair and construction– that is to say very few people felt that the current system of sidewalks was adequate. Only nine households indicated a belief that no new sidewalks were needed. Thirty-five responses indicated support for constructing a new sidewalk to the Community Park to better connect it with the downtown area. Suggestions for Jennings / Old SR 662, State, Gray / Outer Gray, Sharon Road, and Main Streets received

Figure 17. Responses for Reported Drainage Problems in Newburgh.



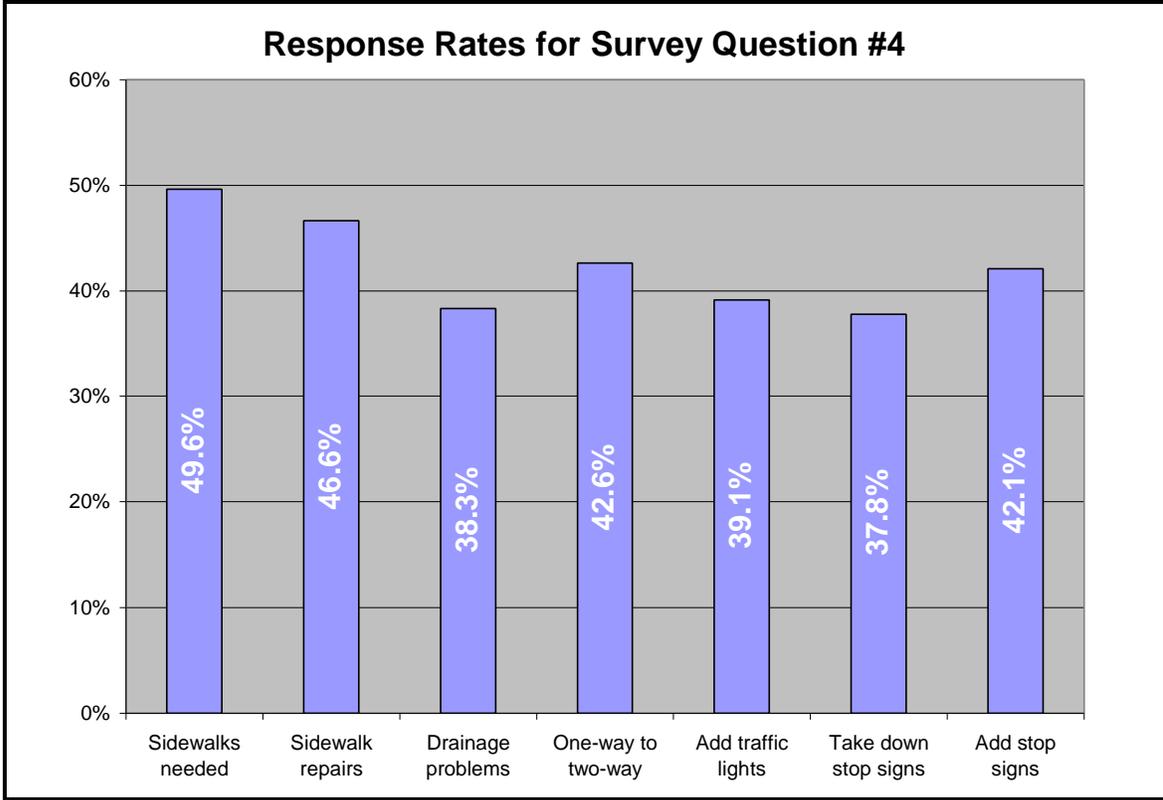


Figure 18. Response Rates for Survey Question Four Topics.

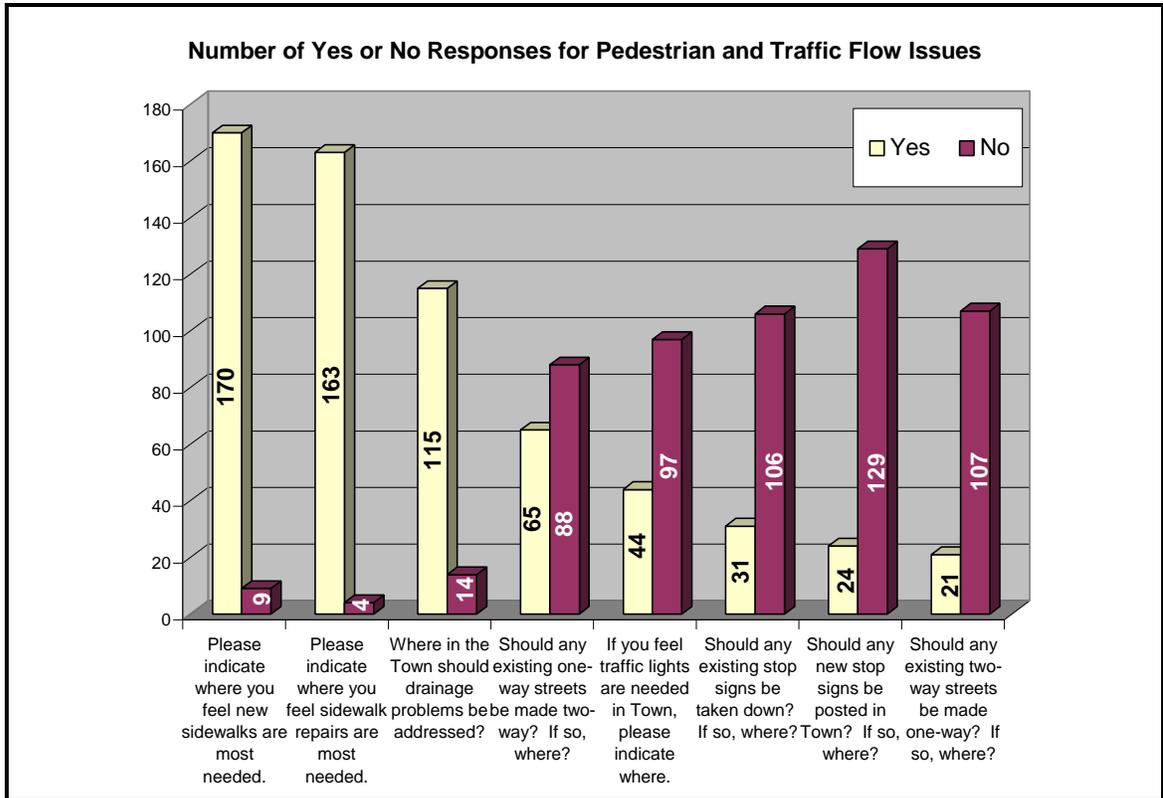


Figure 19. Number of Yes-No Responses for Survey Question Four Topics.

34, 23, 15, 11, and 9 responses, respectively. Sixteen other responses commented that sidewalks should exist along all Newburgh streets– that is to say, a belief seems to exist with some citizens that one benefit of town residency should be sidewalks. Other locations of interest included the riverfront area along Water Street (18 responses) and downtown (15 responses). Some respondents perceived that the downtown area seemed to have higher priority when sidewalks have been constructed; however one individual indicated that such a policy should exist. The need for additional sidewalks leading to Newburgh Elementary School from residential areas served by the school was also expressed by four respondents for the benefit of children. One resident indicated uncertainty as to whether or not homeowners bore any responsibility for construction and maintenance of sidewalks along their property. Improved public awareness may be needed to address issues of this nature. Other responses were scattered at various locations in Newburgh including the following: Frame Road, Law Drive, Adams Street, Maple Lane, Posey Street, Plum Street, Yorkshire Drive, Cypress Street, Hillcrest Street, and in Forest Park and Jordan Estates Subdivisions. Lastly, survey respondents realized that some caveats exist for new sidewalk construction including a desire to preserve trees and recognition of the fact that narrow streets (and their respective right-of-ways) limit the feasibility of new construction.

Survey respondents also had the opportunity to comment on the need for repairs to existing sidewalks. Fifty responses for walkways along Jennings Street were made, and State Street received 49 responses. In contrast, only 4 households indicated that they believed no sidewalk repairs were needed. Other areas of strong interest were sidewalks leading to and in the vicinity of Newburgh Elementary School; ten respondents indicated this to be a concern. Still others felt repairs were needed downtown (14 responses), in the historic district (8) as problems here can have an impact on tourism and commercial businesses, and along Main (11) and Gray (11) Streets. Other less frequent suggestions included the following: Sycamore, Sharon, Water, Monroe, Jefferson, Fourth, Kenwood, Plum, and Posey Streets. Eight respondents indicated that repairs were needed “everywhere” or on “all” sidewalks. Other respondents indicated that portions of the paths used for the Halloween Ghostwalk were in need of repair.

Question five of the survey covered a variety of topics as shown with their corresponding results in Table 14 and Figure 20. Table 14 shows the number of “yes,” “no,” and “undecided” responses for the

Table 14. Responses to Survey Question #5.

All Respondents (n = 373)				In Town Respondents (n = 304)				Out of Town Respondents (n = 69)				Funding and Miscellaneous Topics
Yes	No	Und.	Rate	Yes	No	Und.	Rate	Yes	No	Und.	Rate	
281	29	3	83.9%	233	25	3	85.9%	48	4	0	75.4%	Support creation of "Adopt-a-Spot" program.
253	82	6	91.4%	210	66	6	92.8%	43	16	0	85.5%	Support bicycle lanes and paths in Newburgh.
249	65	12	87.4%	213	57	8	91.4%	36	8	4	69.6%	Support construction of sidewalk along Jefferson to the Park.
240	85	11	90.1%	198	71	9	91.4%	42	14	2	84.1%	Support connection with Evansville's Greenway.
233	70	12	84.5%	199	54	12	87.2%	34	16	0	72.5%	Support increased sidewalk funding.
204	103	3	83.1%	178	81	3	86.2%	26	22	0	69.6%	Desire additional town information on website.
204	112	7	86.6%	177	86	5	88.2%	27	26	2	79.7%	Would you access online information if available?
202	89	21	83.6%	174	71	18	86.5%	28	18	3	71.0%	Would you support an E.D.I.T. bond for capital improvements?
199	95	12	82.0%	170	83	11	86.8%	29	12	1	60.9%	Believe that cost for curb & gutter is worthwhile.
177	121	14	83.6%	148	103	11	86.2%	29	18	3	72.5%	Support additional funding for park/recreational facilities.
165	113	21	80.2%	141	96	17	83.6%	24	17	4	65.2%	Support increased street maintenance funding.
106	165	18	77.5%	86	143	16	80.6%	20	22	2	63.8%	Support 50-50 sidewalk cost sharing program with citizens.

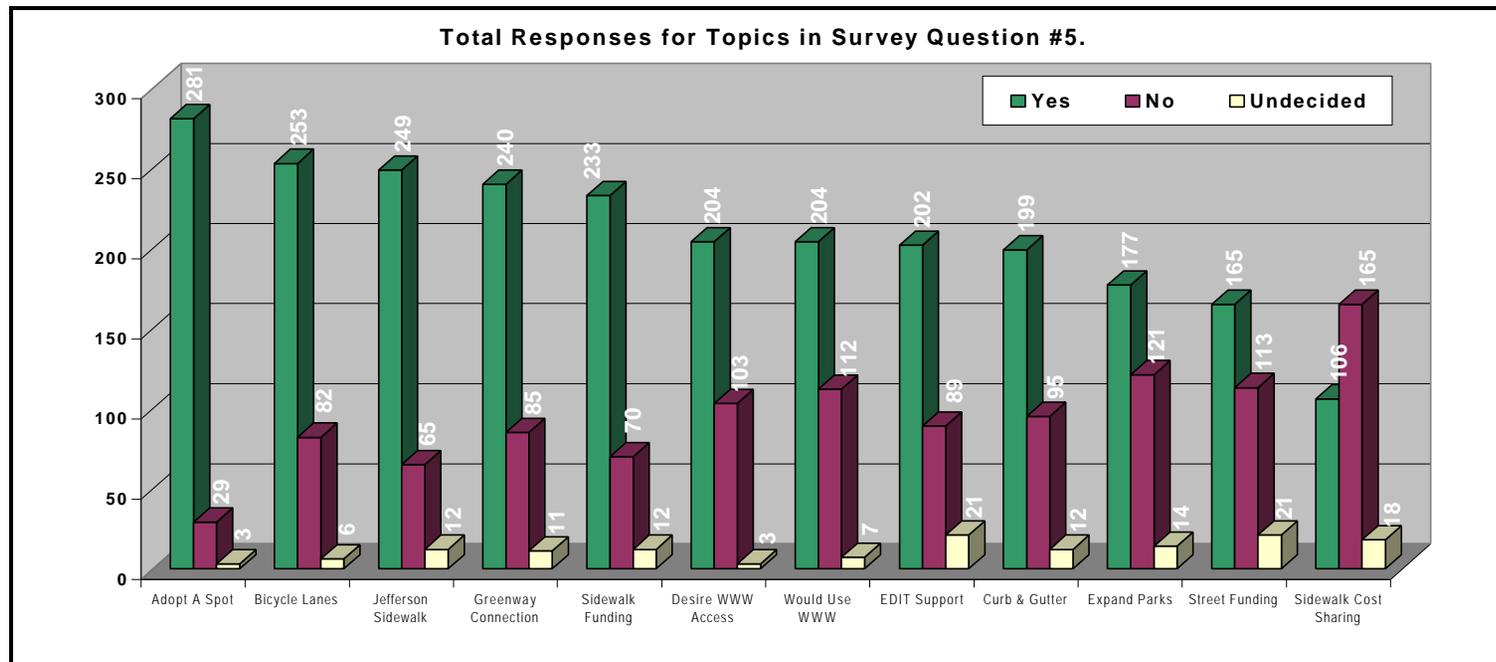


Figure 20. Comparisons of Total Responses for Topics Covered in Survey Question #5.

various topics for the entire sample set, the in-town residents only, and the out-of-town residents only. Figure 20 illustrates the number of responses for the entire sample. Response rates for these questions were generally good. Total response rates ranged from 78% to 91%. Of the in-town residents 80% to 94% responded to these questions in comparison to 61% to 86% of out-of-town residents. A proposal to construct a sidewalk from Jennings Street to the Community Park along Jefferson Street received a favorable response from 91% of in-town residents and 70% of out-of-town residents. In contrast, approximately 20% of the in-town residents in the sample felt that a new sidewalk was not needed. A positive response for increases in funding for street maintenance was less pronounced. This inquiry had an 84% response rate from in-town residents of which 141 (46%) supported an increase and 96 (32%) were in opposition. Out-of-town residents reported a similar margin of support. A slight majority of in-town residents in the sample (174 or 57%) indicated that they would support an E.D.I.T. bond for capital improvement projects while 71 (23%) indicated opposition. Support for additional sidewalk funding was similar; sixty-six percent of those sampled in town supported additional funding, and 18% were opposed. Citizens did not support cost sharing for sidewalk repairs between the town and property owners. Only 28% of in-town survey respondents expressed support for such a program, and 47% voiced opposition. Of those topics listed in Table 14, cost sharing for sidewalks had the lowest response rate (78% overall, 81% in-town, and 64% out of town). One comment returned on the survey suggested that the town should investigate acceptance of donations or a fund drive instead of cost sharing initiatives. Others seemed confused as to whether or not a homeowner was already responsible for maintaining walkways along his or her property. The survey went on to inquire that if such a program were to exist, what (if any) limits should be imposed on the homeowner's contribution. Sixty-two respondents provided suggestions as shown in Figure 21 that were highly variable—dollar amounts ranged from \$0 to \$1500. The most common suggestions were \$0, \$200, \$500, \$1000, and 50%. One household responded with a \$300 residential limit and \$700 for commercial property, and two others felt it should be a function of household income. Survey respondents favoring the creation of bicycle lanes / pathways and a connection with the Evansville Greenway with an approximate two-thirds majority over those in opposition. The overall response rate for the two questions on these topics was in excess of 90%. When asked if funding for parks and recreation should be increased, overall supporters (48%) outnumbered those in opposition (32%), but they did not hold a one-half majority. Recall that data for question one in Table 11 indicated that respondents were "satisfied" with park and recreational facilities— one would not expect to see strong support for additional appropriations for a service with which local residents are currently satisfied. Roughly one-half of all respondents believed that the additional cost of curb and gutter was a worthwhile expense— one fourth felt that this was not the case.

Support for curb and gutter was more prevalent with in-town residents than with out-of-town residents. With respect to establishment of an adopt-a-spot program, approximately three-fourths of the respondents expressed support and ten percent did not. Making information (*e.g.*, ordinances, codes, forms, calendars, agendas, meeting minutes, *etc.*) available on the town's website (www.newburgh.org) was looked on favorably by over half of the households that responded. Between one-fourth and one-third of the residents indicated that they did not want information via this medium and that they would not access it on-line.

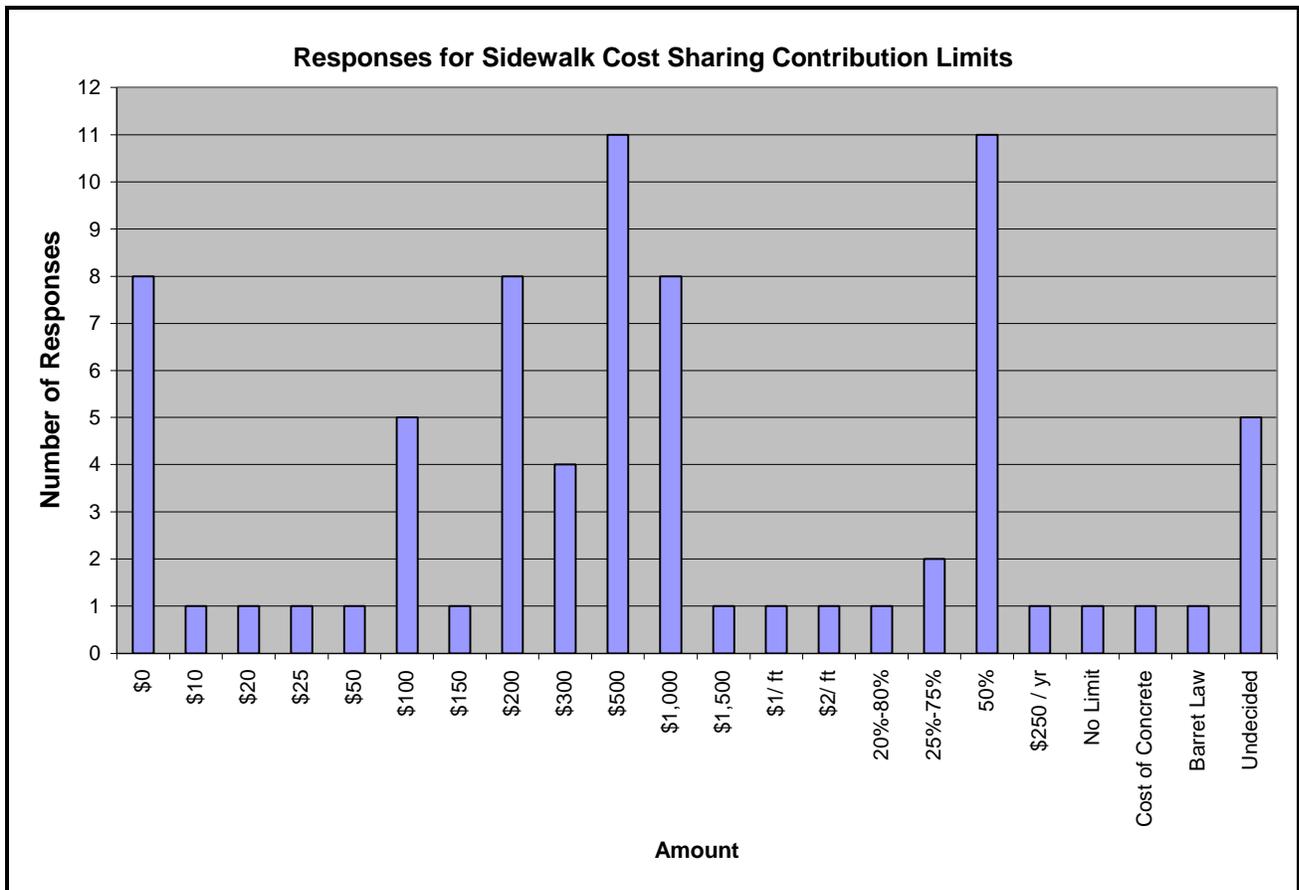


Figure 21. Responses for Sidewalk Cost Sharing Contribution Limits.

Two other topics covered in question five were annexation and the limits of the historic district. The consensus of the respondents was that the current limits of the historic district should be left unchanged. The current historic district boundary was shown in Figure 3. Both in-town and out-of-town residents expressed this sentiment as shown by the data in Table 15. Furthermore, with respect to annexation, Newburgh residents

Table 15. Responses to Modifications of the Extents of the Historic District.

All Respondents <i>n</i> = 373		In Town Respondents <i>n</i> = 304		Out of Town Respondents <i>n</i> = 69		Limits of the Historic District
Number of Responses	Response Rate	Number of Responses	Response Rate	Number of Responses	Response Rate	
240	64.3%	201	66.1%	39	56.5%	Leave the Historic District Unchanged.
62	16.6%	45	14.8%	17	24.6%	No Response Indicated
50	13.4%	39	12.8%	11	15.9%	Expand the Limits of the Historic District.
21	5.6%	19	6.3%	2	2.9%	Reduce the Limits of the Historic District.

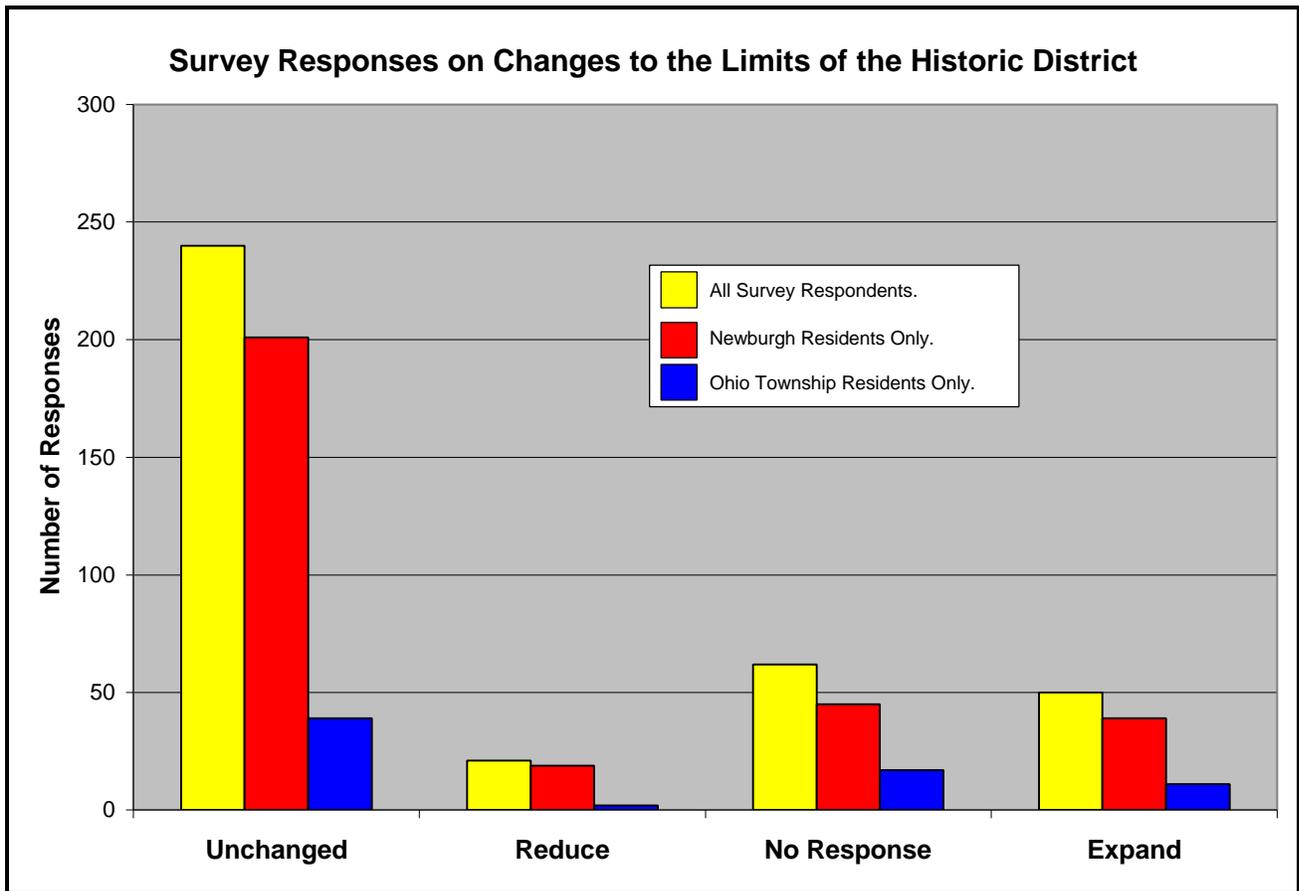


Figure 22. Survey Responses for Changes to the Limits of the Historic District.

expressed a belief that annexation should most often be pursued slowly and/or only when voluntary as presented in Table 16 and Figure 23. In contrast, out-of-town residents tended to feel that annexation should occur only when voluntary or not at all. These results are not surprising— many small town residents look at annexation as a means of increasing the tax base and then hopefully decreasing the tax rate. Likewise, rural residents realize that annexation will result in higher tax rates as payment for town services. For annexation to

occur appropriately, the incorporation of new properties into the corporate limits must be a "win-win" for the town, its citizens, businesses, and industries being annexed. Additional discussion of data on annexation sentiment can be found beginning on page 67.

Table 16. Survey Responses on the Pursuit of Annexation.

All Respondents <i>n</i> = 373		In Town Respondents <i>n</i> = 304		Out of Town Respondents <i>n</i> = 69)		Pursuit of Annexation
Number of Responses	Response Rate	Number of Responses	Response Rate	Number of Responses	Response Rate	
62	16.6%	55	18.1%	7	10.1%	Aggressively
122	32.7%	106	34.9%	17	24.6%	Slowly
71	19.0%	59	19.4%	15	21.7%	Only When Voluntary
61	16.4%	41	13.5%	22	31.9%	Not At All
57	15.3%	43	14.1%	8	11.6%	No Response

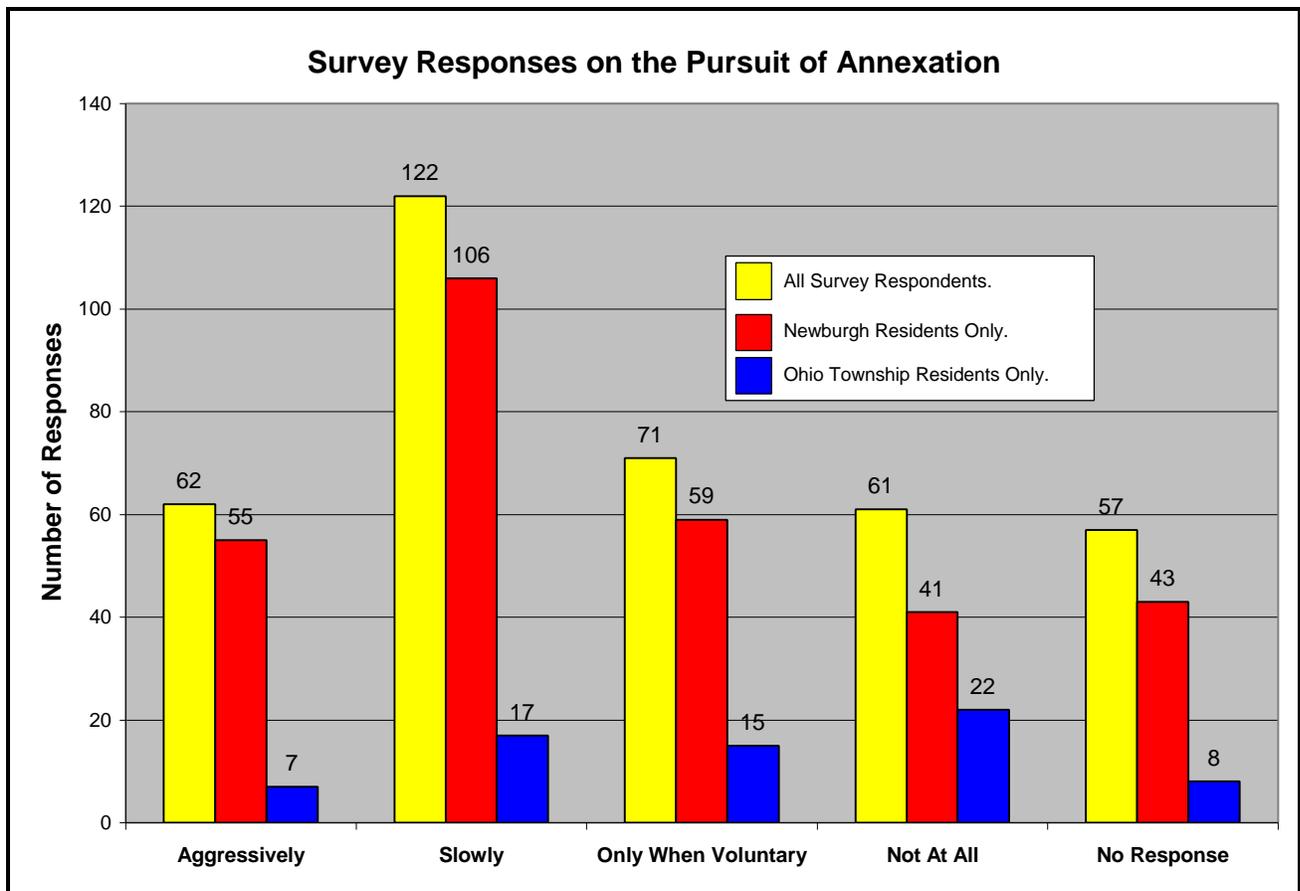


Figure 23. Survey Responses on the Pursuit of Annexation.

Questions six through nine allowed respondents to provide written comments on life in Newburgh; these inquiries yielded response rates ranging from 58% to 94%. Specifically, citizens were asked if they felt that Newburgh was a good place to live and raise a family, what was liked the most and the least about the town, and which sources of funding (*e.g.*, EDIT, fees, bonds property taxes, *etc.*) were believed to be most appropriate for capital improvement projects. All citizens who responded to the question (94%) indicated that they believed that "Newburgh was a good place to live and raise a family." Respondents typically commented that the town was safe, quiet, possessed a low crime rate, had good schools, and held a small-town atmosphere. The emphasis on history and proximity (views) of the Ohio River also were reported as contributing to these positive feelings about life in the town. Issues on which respondents reported disfavor with included traffic congestion, heavy truck traffic through town, sidewalks and drainage problems. When asked how projects in town should be funded, residents typically responded with municipal bonds, user fees, and EDIT. Others commented that property tax increases should only be done as a last resort.

Question 10 provided an opportunity for survey respondents to comment on regulations and ordinances for the town. Specific topics of inquiry included: parking / traffic, housing, accessory buildings (yard barns), signs, landscaping, building sizes, billboards, building setbacks, and allowable uses in the zoning code. Response rates on these topics were very low (16% to 24%). Respondents felt that parking was not adequately being addressed and that speed limits were not enforced with enough strictness. Citizens also indicated that with respect to housing, that fewer regulations would be better from the vantagepoint of protecting private property rights. Responses on sign regulations resulted in comments against neon signs and the need for signage regulations in the historic district. Strong opposition was reported towards the regulation of landscaping on private property in addition to allowing billboards in the town limits. Few comments were received pertaining to the zoning code and building placement on sites. As with other sections in the survey, some responses were received related to topics and problems that were well beyond the jurisdiction of Newburgh officials.

Question eleven requested demographic information for all members of the household which the survey represented including occupation, age, sex, duration of residency, Internet access, and if household members had visited the town's website (www.newburgh.org). The 373 households that are represented in the sample data set reported 628, 651, and 646 responses for occupation, sex, and age, respectively. These three inquiries yielded extremely high response rates that ranged from 95% to 99%. The distribution between

males and females was 48% and 52%, respectively. The mean and median ages of all household members were 43.6 years and 47.0 years, respectively. The distribution of ages is shown in the histogram in Figure 24.

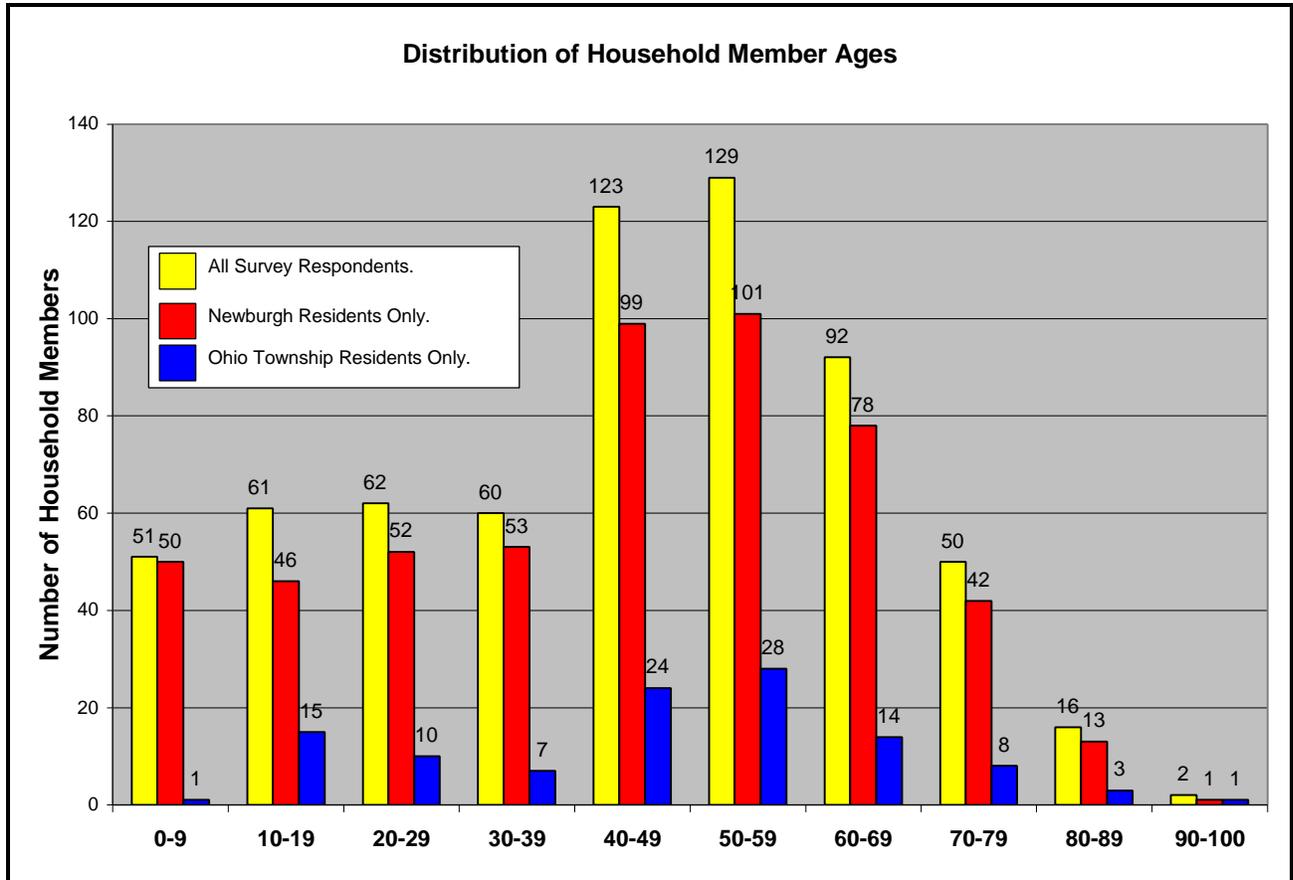


Figure 24. Distribution of Reported Household Member Ages.

The mean and median residency durations were calculated to be 21.9 and 20.0 years, respectively. A distribution of residencies is shown in Figure 25. The graph shows a decrease in residency duration with time. Durations are shown on a five-year time interval.

Sixty-five percent of the households in the sample set reported having access to the Internet from home. Access from work and school was reported by 46% and 13% of all households, respectively. Seventeen percent reported no access, and 11% did not respond to the question. Also, 16% reported having visited the town's website. These values are presented in Figure 26.

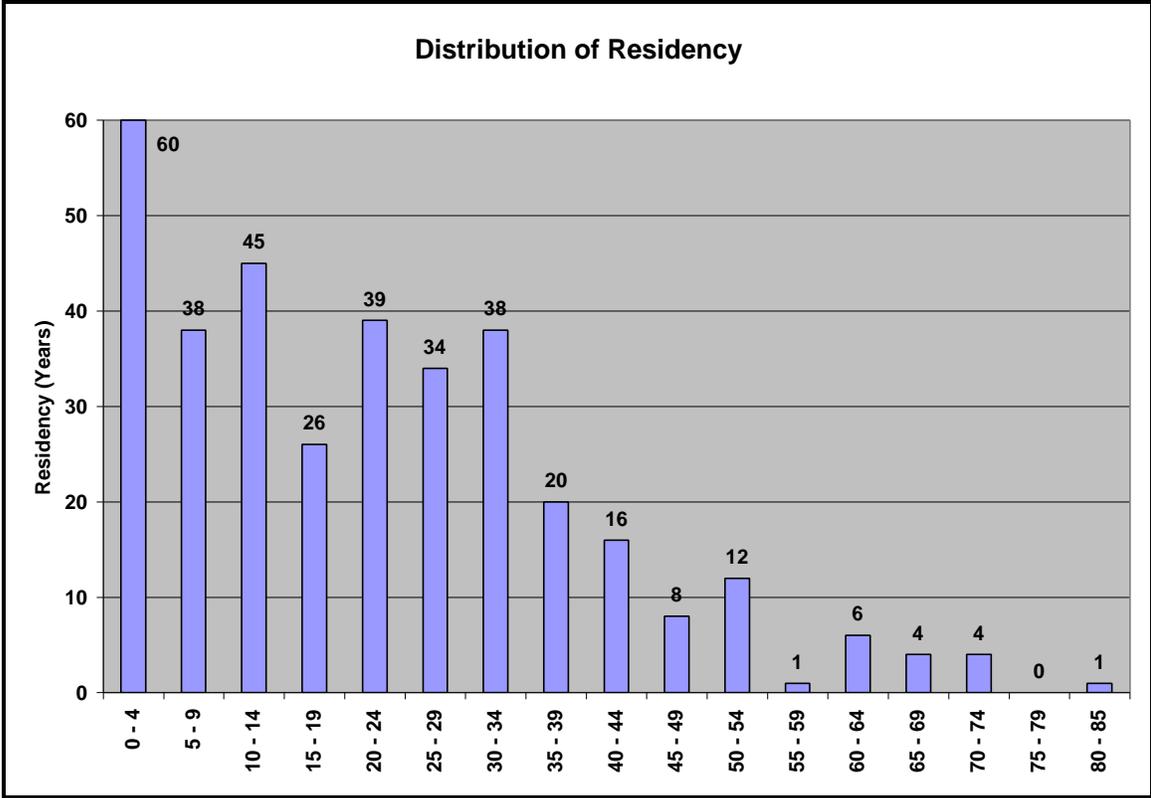


Figure 25. Distribution of Residency Duration of Responding Households.

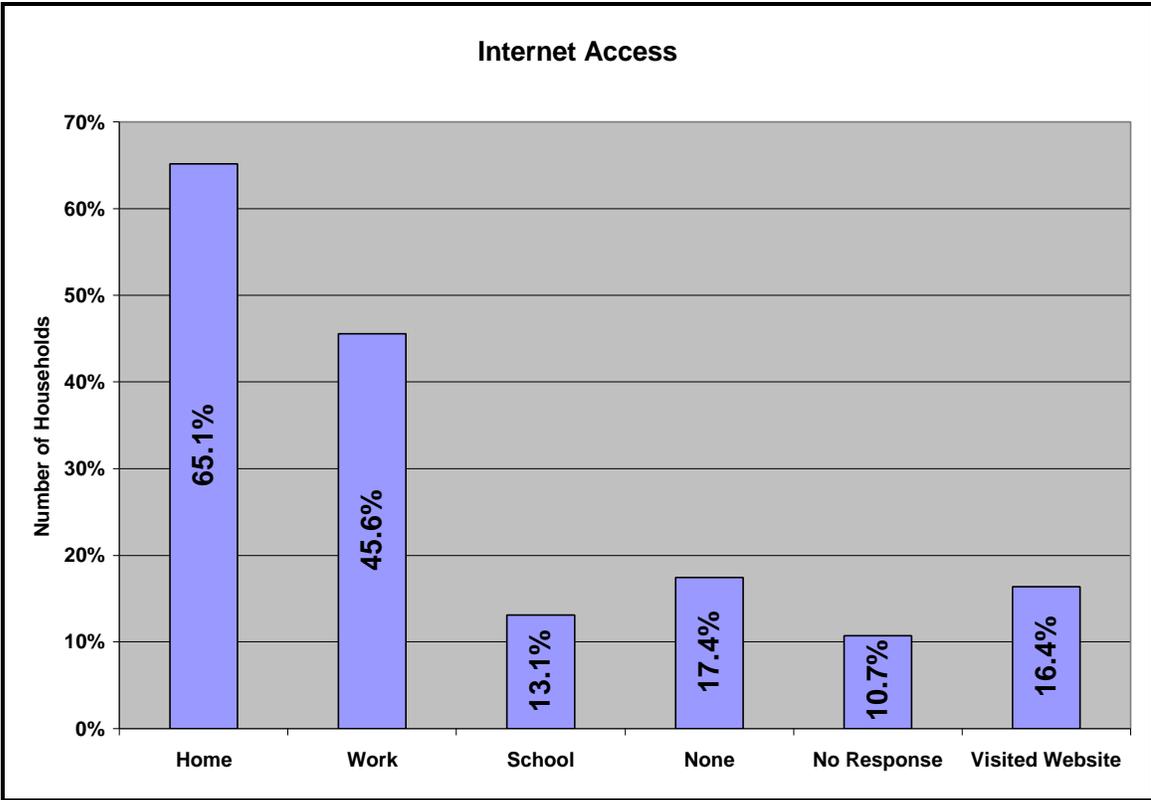


Figure 26. Methods of Internet Access for Household Members.

Occupational data was also requested for all members of each reporting household. These responses were categorized, and the results are presented in Figure 27. The largest number of responses (132) were for children / students; college students were also included in this category. Following students were retired persons who reported in 124 instances. Occupations were not reported for eighty-five individuals, while 77 professional occupations (e.g., engineers, lawyers, etc.) were indicated. Other reported categories frequently included the fields of education, government employees, sales and service, management, laborers, small business owners (including the self-employed), and homemakers. Occupations receiving only a few responses included artists, the clergy, clerical workers, the disabled, technology workers, and those who are currently unemployed.

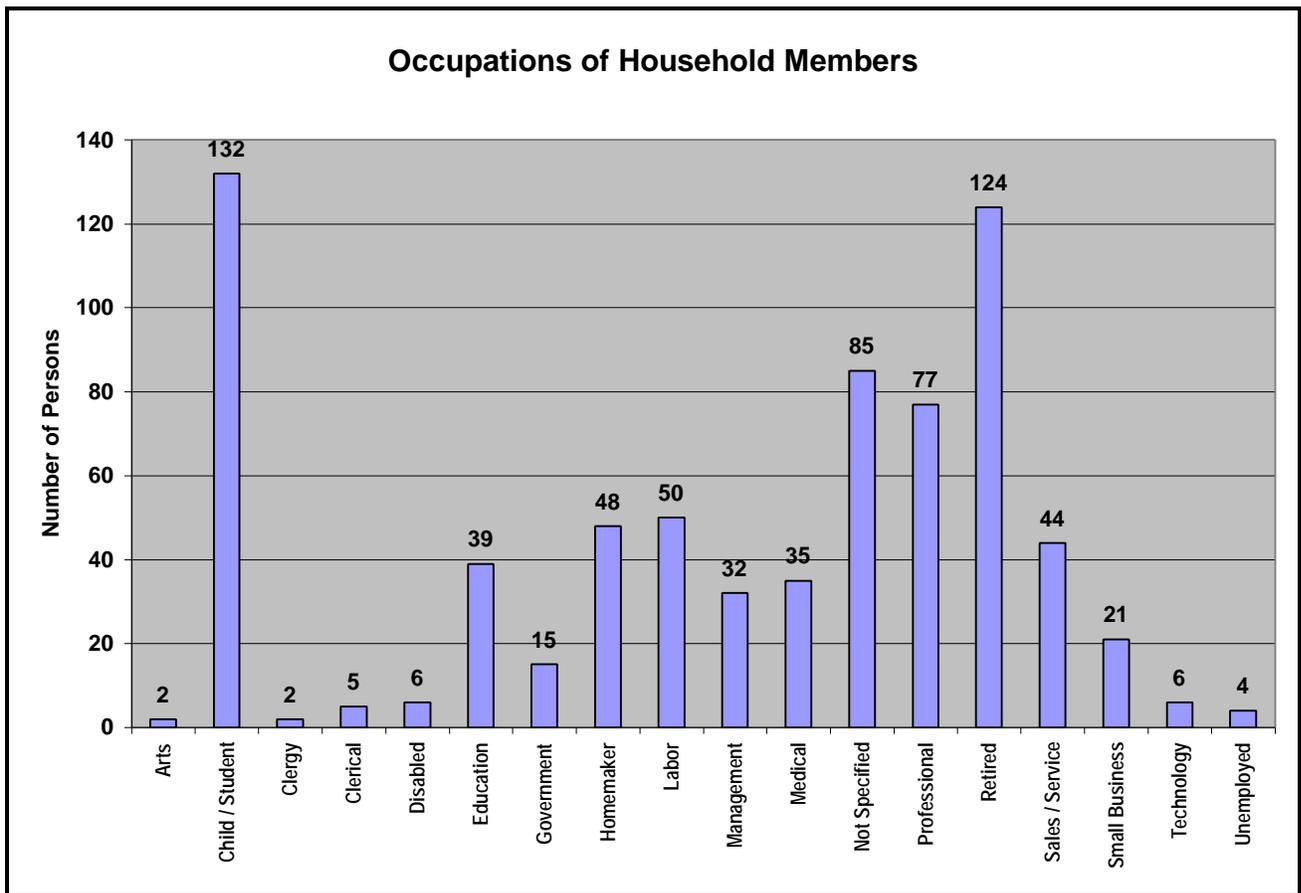


Figure 27. Occupations of Household Members.

Question twelve further addressed the topic of annexation by the Town of Newburgh. Household members were asked if they believed Newburgh should consider annexing additional land into the corporate limits. Residents were also asked to identify which areas should be considered and in what time frame. These results are shown in Table 17 and Figure 28.

Table 17. Responses on the Consideration of Annexation.

All Respondents <i>n</i> = 373		In Town Respondents <i>n</i> = 304		Out of Town Respondents <i>n</i> = 69		Should Newburgh Consider Annexation?
Number of Responses	Response Rate	Number of Responses	Response Rate	Number of Responses	Response Rate	
129	34.6%	115	37.8%	14	20.3%	Yes
137	36.7%	97	31.9%	40	58.0%	No
107	28.7%	92	30.3%	15	21.7%	No Response

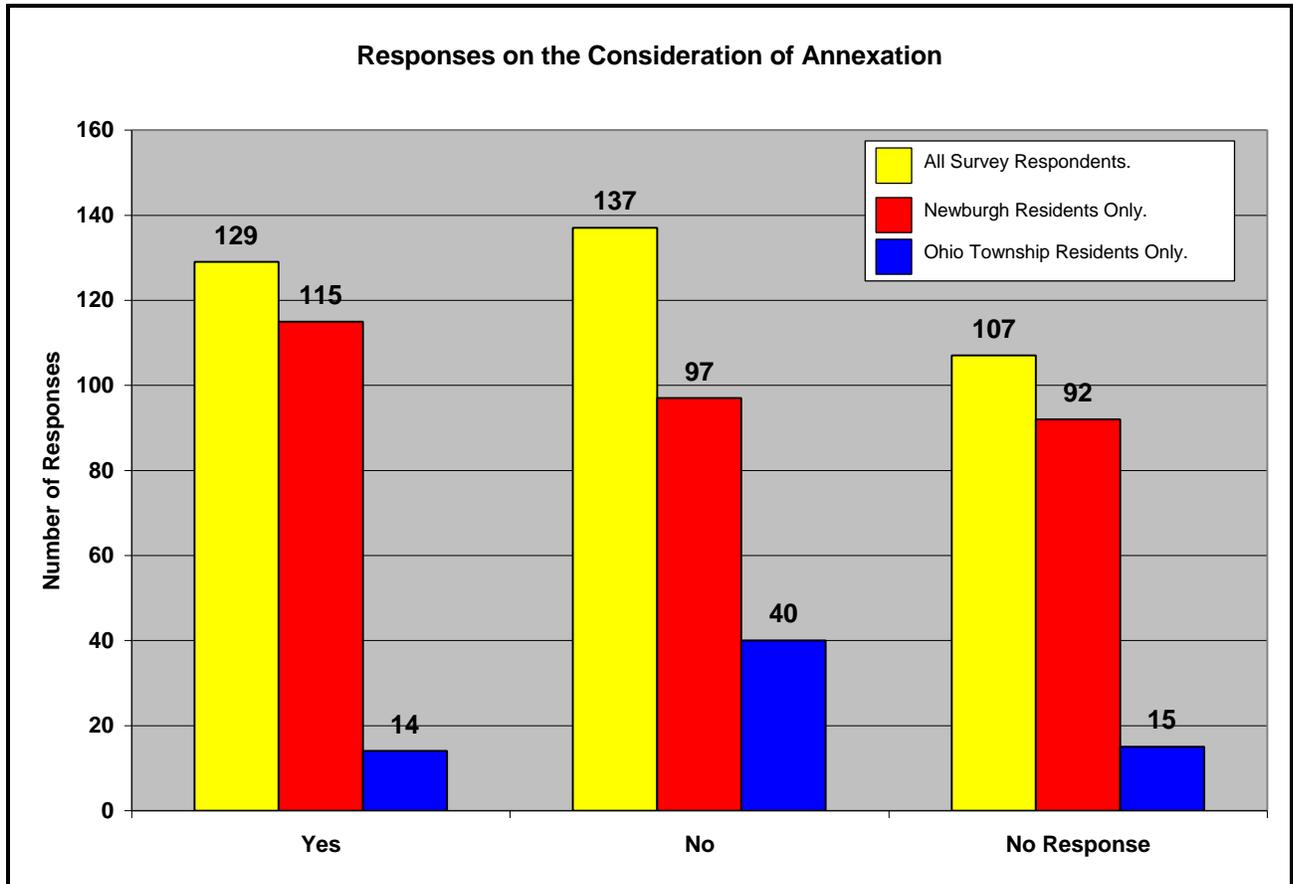


Figure 28. Responses on the Consideration of Annexation by Newburgh.

Of in-town residents 37.8% felt that annexation should be considered, and 31.9% of respondents were opposed. Those who did not respond to the question accounted for the remaining 30.3%. In contrast, 58.0% of out-of-town residents in the sample opposed considering annexation, 20.3% indicated their support, and 21.7% did not respond. When combining these two subsets, the overall results show an approximate distribution of one-third of all households for the three responses. The high rate of non-response to the question combined with the small spread between supporters and the opposition suggests that there are perhaps a great deal of questions on the minds of property owners relative to annexation. As such, when or if annexation is pursued, careful attention to public awareness at all stages of the process should be provided (*e.g.*, purpose, steps in the process, benefits to those involved, timeline of events, *etc.*). Suggestions by survey respondents for areas to consider annexing as well as the pace at which this might occur are presented in Figure 29 through Figure 31. Citizens generally responded that subdivisions immediately adjacent to the current town limits should be annexed within the next ten years (a handful felt that this should be accomplished in five years or less). Some of these areas (shown in yellow and red in Figure 29 through Figure 31) included the various sections of Broadview Estates, Riceland Manor, Augusta Hills, Rosewood, The Woods, and Belle Rive. Areas on the west and northwest sides of town that are currently undeveloped were also nominated for consideration. As one moves out away from the current town limits towards SR 66, the tracts encountered in a concentric manner were thought to be appropriately considered for annexation in the next ten to twenty years as shown in green, purple, and blue in Figure 29 through Figure 31. When viewing the results of in-town residents separately from out-of-town residents, the trends appear similar. These results are shown in Figure 30 and Figure 31, respectively. One difference however is that there tends to be more agreement amongst out-of-town households. For example, with the case of Broadview Estates, all but one Ohio Township resident indicated that this area should be considered for annexation in the next ten years (Figure 30). With the in-town residents, this subdivision received ratings from within five years to twenty years or more (Figure 31). Similar comparisons can be made for the area north towards SR 66.

Figure 29. Suggestions by All Survey Respondents for Annexation Considerations.

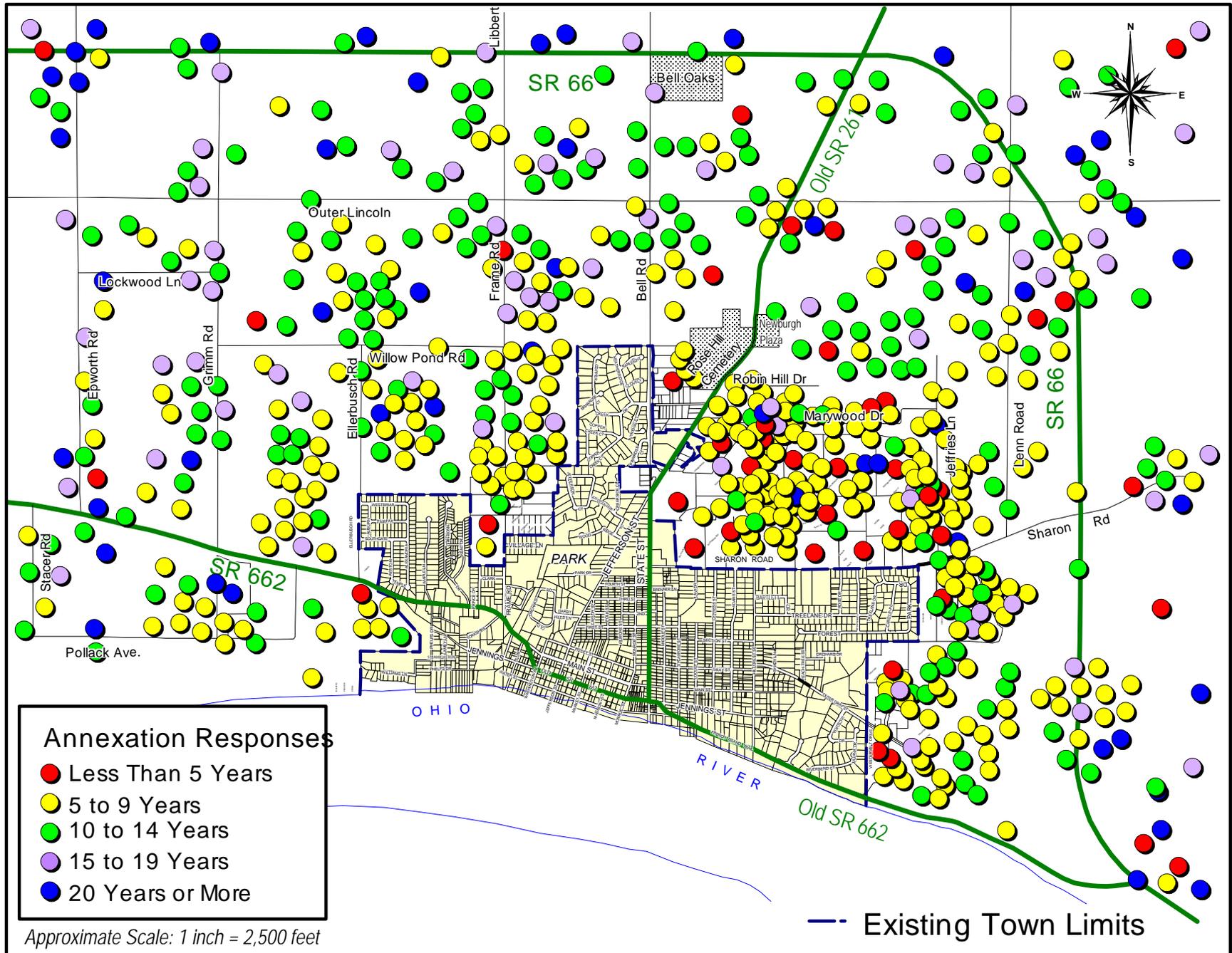


Figure 30. Suggestions for Annexation by In-Town Residents Only.

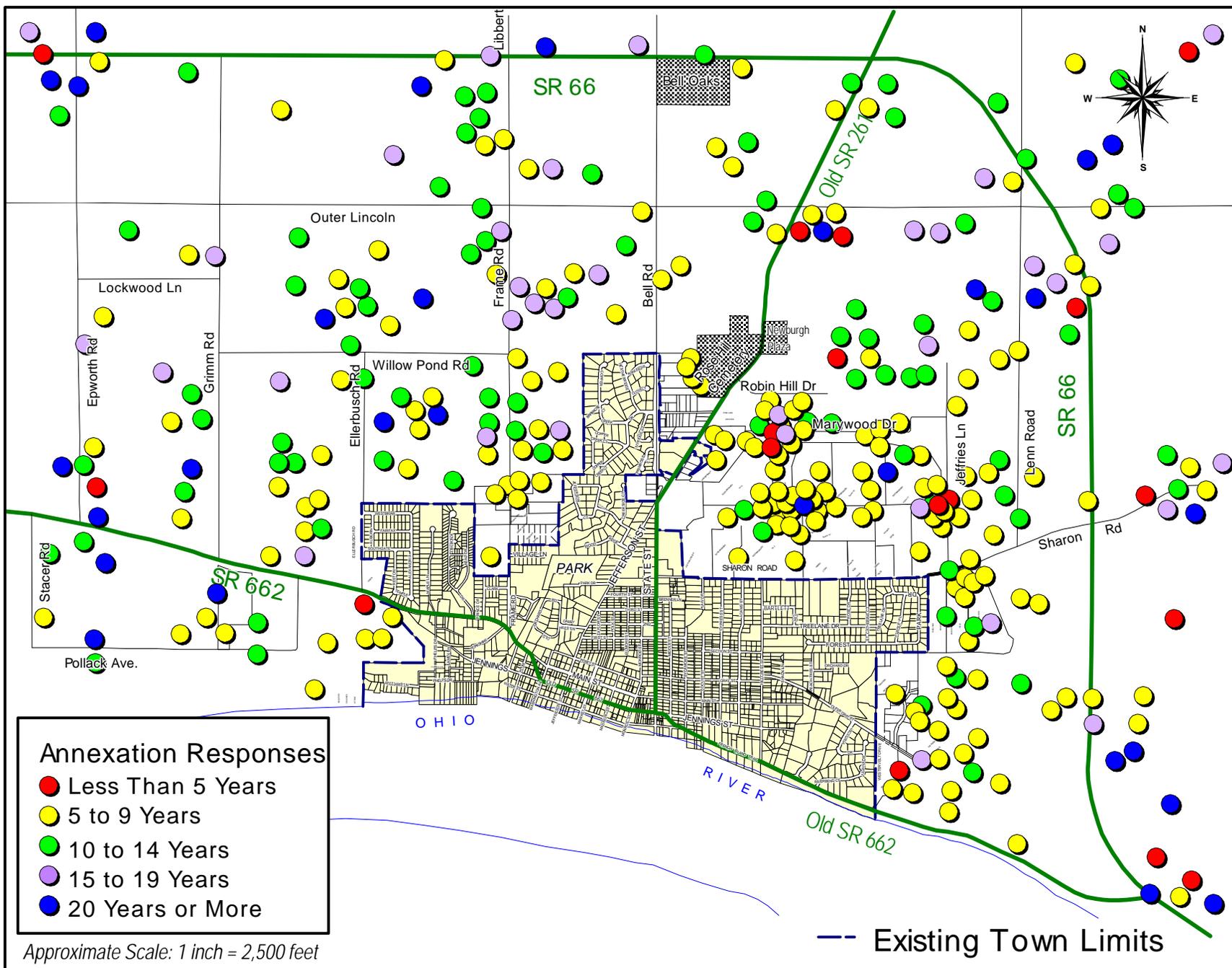
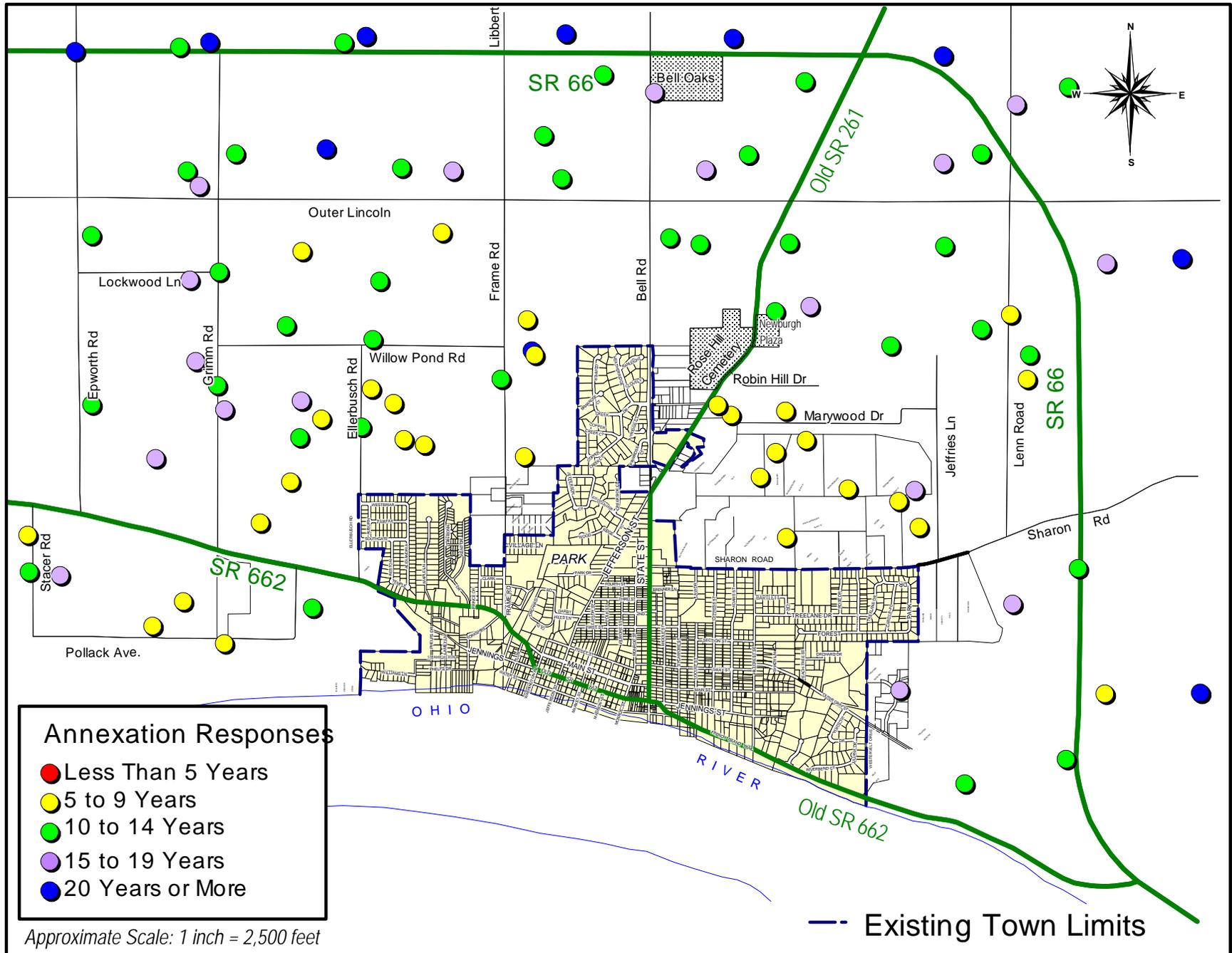


Figure 31. Suggestions for Annexation by Out-of-Town Residents Only.

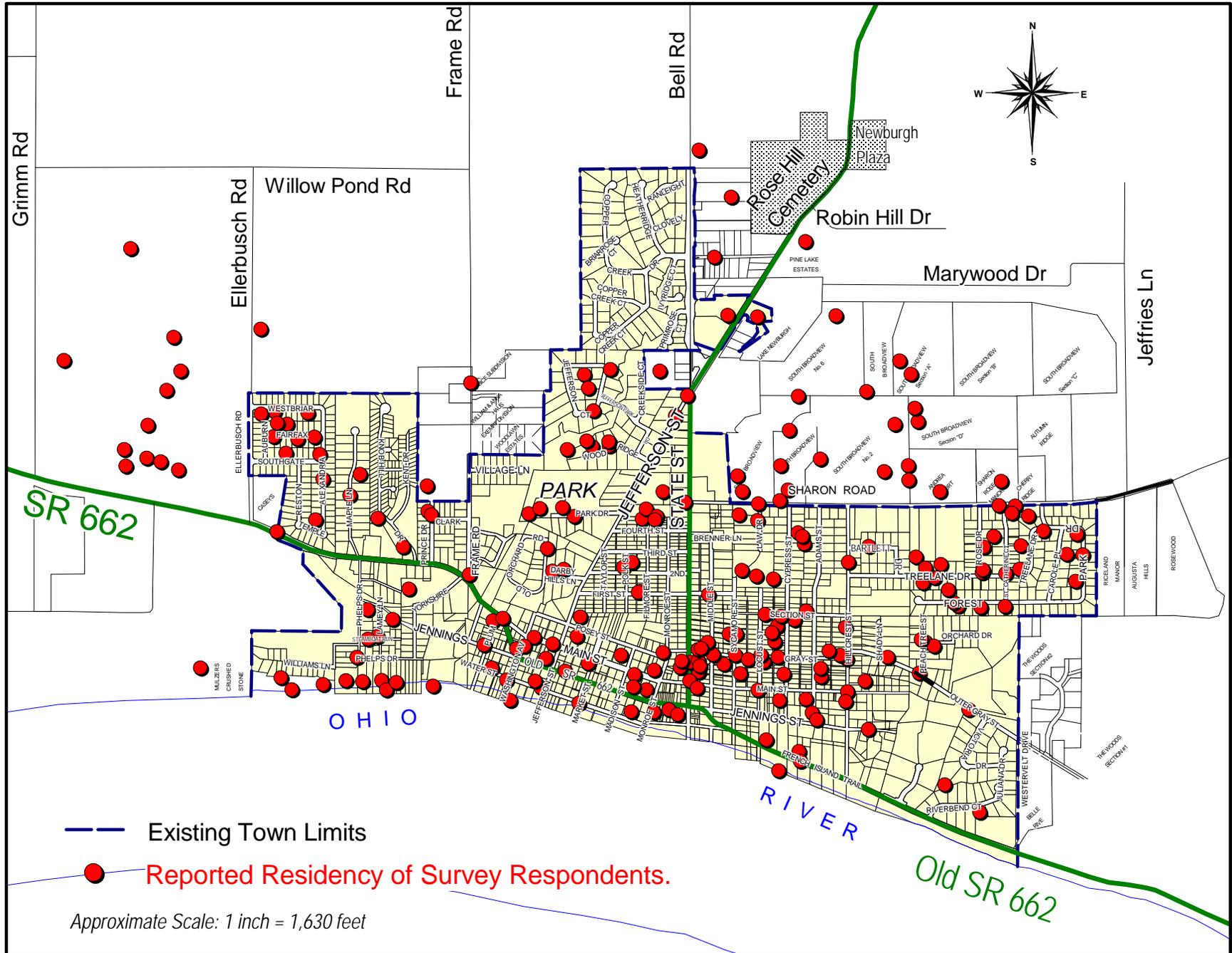


Survey respondents were given the opportunity in question twelve to indicate the general vicinity in which they live. These results are presented in Figure 32. Reported locations appear to be well distributed within the corporate limits– with an exception being Copper Creek Subdivision. Also, no homes had yet been built in The Overlook Subdivision when the survey was distributed. Responses from out-of-town households favored the west and north sides of Newburgh as well as Broadview Estates. However, no responses were indicated from any households east of town existing south of Sharon Road. In all, 61% of respondents responded to this inquiry. Of in-town residents 51% responded, and 45% of out-of-town residents did the same.

With question fourteen, respondents were allowed to indicate if they would like to be contacted by town officials to discuss the survey itself and/or any of the issues that it addressed. A total of thirty households (8%) indicated a desire to talk with Newburgh officials; twenty-eight were Newburgh residents, and the remaining two resided in Ohio Township.

Additional comments, thoughts, and suggestions were solicited in question 15 of the survey. In all, 156 (42%) households responded in some manner. Responses covered many topic areas and covered both sides of many issues. Some felt that annexation should be aggressively pursued while others felt that growth should be limited in scope– or not occur at all. A desire to see stricter enforcement of existing ordinances was expressed. Some indicated that the preservation of the atmosphere or “feel” of Newburgh needs to be preserved as the town grows in the future. Most comments reiterated opinions and statements previously outlined in the discussion of the survey results.

Figure 32. Reported Residency of Survey Respondents.



Section 7. Land Uses in Newburgh

• Year 2001 Land Uses Within Newburgh

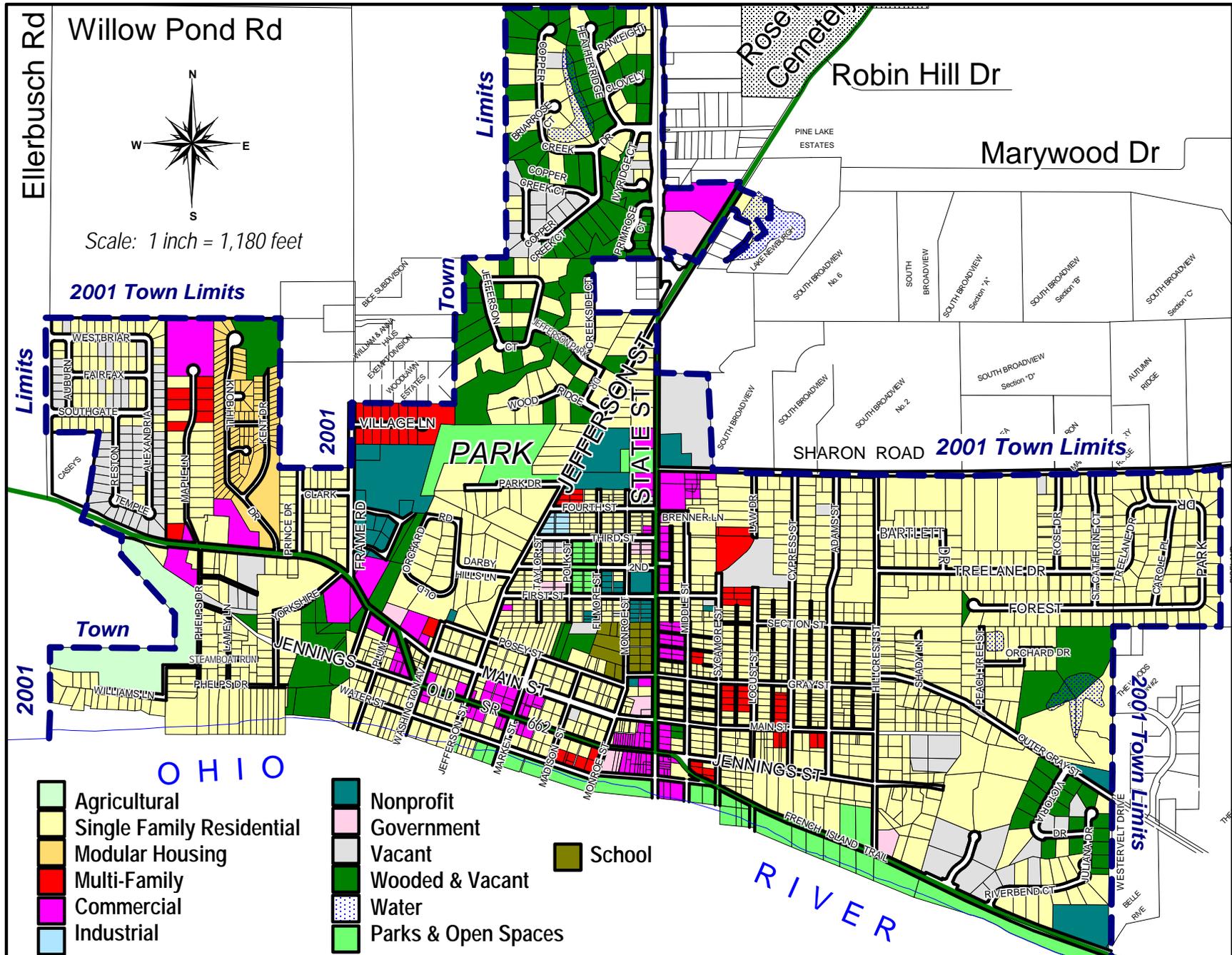
A land use map for the Town of Newburgh was prepared after an initial review of aerial photographs and a subsequent drive-through-survey of the town. The resultant map is presented in Figure 33. Each land use was categorized into one of the following categories: agricultural, single family residential, multi-family residential (*e.g.*, duplexes, apartments, *etc.*) modular housing, commercial, industrial, public and government areas, vacant lots, vacant and wooded areas, and nonprofit organizations (*e.g.*, schools, churches, lodges, *etc.*). The distribution of each land use category is shown below in Table 18.

Table 18. Distribution of Approximated 2001 Land Uses in Newburgh, Indiana.

Land Use	Area (Acres)	Percent
Agricultural	13.26	1.6%
Single Family Residential	407.59	49.2%
Modular Housing	16.24	2.0%
Multi-Family Residential	18.20	2.2%
Commercial	34.25	4.1%
Industrial	1.00	0.1%
Nonprofit (Schools, Churches, Lodges, <i>etc.</i>)	29.50	3.6%
Public / Government	8.42	1.0%
Vacant	51.15	6.2%
Wooded and Vacant	83.56	10.1%
Parks & Open Spaces	32.97	4.0%
Total Excluding Right-of-Ways	696.13	84.1%
Right-of-Ways (Approximate)	131.62	15.9%
TOTAL	827.76	100.0%

As can be seen in Table 18, fifty-three percent of the approximate 828 acres within Newburgh is currently utilized for residential purposes. Vacant areas total to approximately sixteen percent of the town's land area. A substantial portion of these vacant lots can be found in recently platted subdivisions including Copper Creek, Jefferson Park, Windsor Pointe, The Overlook, and Jordan Estates that have not yet been built out. The remaining non-used areas are scattered throughout town and along the Great Ravine. Commercial uses, park

Figure 33. Year 2001 Land Uses for the Town of Newburgh, Indiana.



and open spaces (*i.e.*, the riverfront), and non-profit areas constitute approximately four percent each of Newburgh. Government and public facilities occupy approximately one percent of the town, and 1.6% was determined to be in agricultural production. Only 0.1% was found to be utilized for industry and the remaining sixteen percent is public right-of-way.

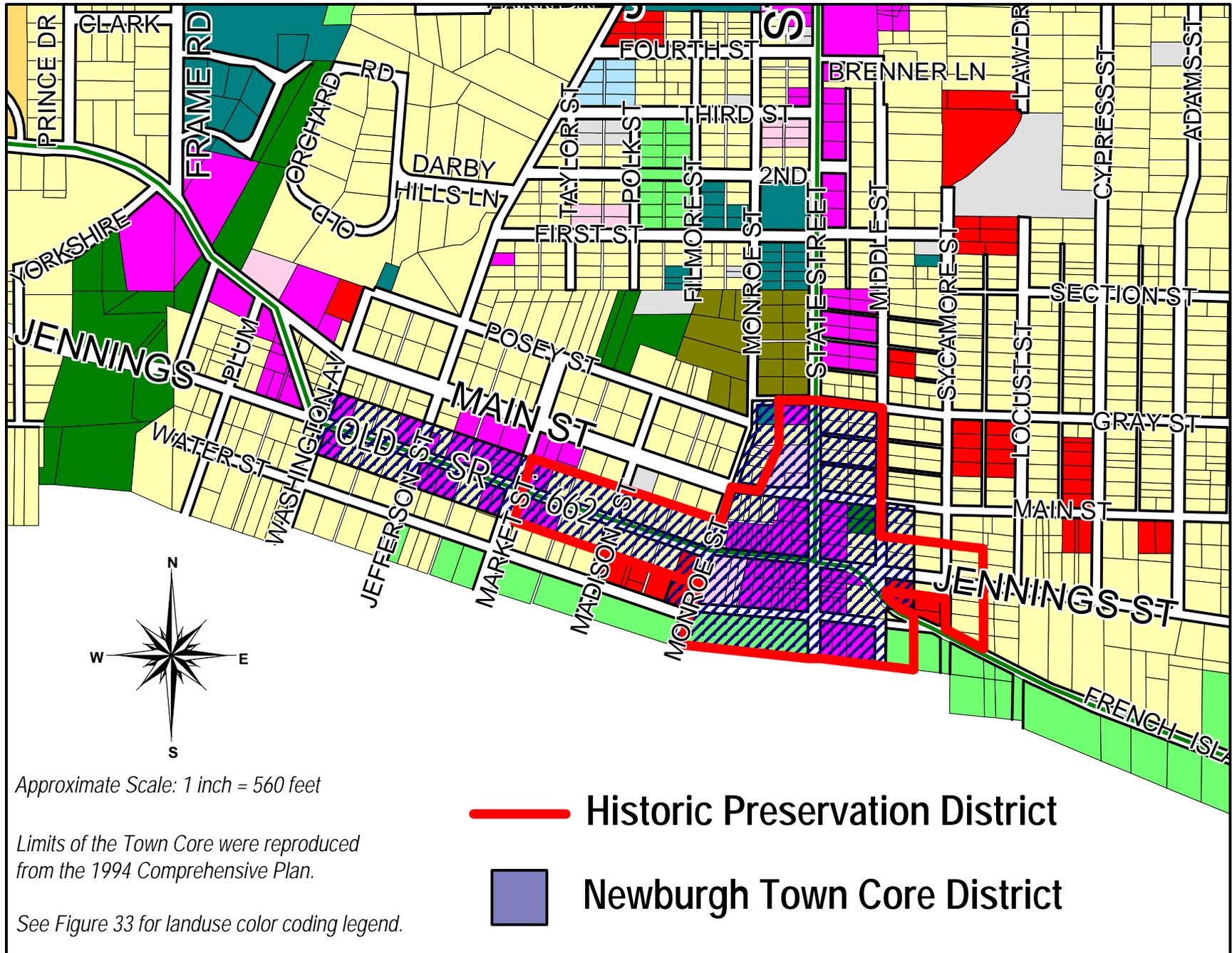
- **The Newburgh Town Core**

A key component of the 1994 Newburgh Comprehensive Plan was the establishment of the Town Core as a unique downtown mixed-use district. Here commercial and residential uses coexist along with one another. The Town Core contains Town Hall, the Newburgh branch of the Ohio Township Library, restaurants, and several specialty shops. It is a unique area with both cultural and historical significance from which views of the Ohio River are special. Upon review of the current limits of the Town Core, (see Figure 34) it was determined that no obvious revisions to the border presented themselves for consideration. Recommendations for the Town Core are discussed in more detail beginning on page 91.

- **Recreational Land Use Opportunities**

The Town Park on Jefferson Street is the primary recreational area in Newburgh; here residents have access to a swimming pool, the Fortress of Fun, picnic areas, basketball goals, *etc.* Other recreational areas include the baseball fields between First and Third Streets, the riverfront area, public boat launch, and the playground at Newburgh Elementary School. Other nearby recreational opportunities include the Angel Mounds State Historic Area and the Mulzer Ball Field— both west of Town— and the Sharon Elementary School playground to the east. As was presented in Table 11, respondents to the citizen questionnaire indicated that they were generally satisfied with the park and recreational opportunities available to Newburgh residents. At the time of this writing, plans were underway to begin construction on the riverfront walkway and beautification project along Water Street. This walkway will stretch from Monroe to State Streets and contain two plaza areas that will provide additional open spaces for recreation and group activities. More details regarding plans for future recreational opportunities and planning for Newburgh may be found in the Parks and Recreation Master Plan adopted in 1993.

Figure 34. Limits of the 2001 Town Core for Newburgh, Indiana.



- **Projected Future Land Uses By the Year 2021**

Review of existing constraints and anticipated factors of the future upon growth and the desired goals of Town officials have resulted in a 2021 land use plan which focuses primarily on residential growth in Newburgh. As was discussed in Section 8, those who responded to the questionnaire indicate a strong preference towards single-family residential over all other proposed land uses. Members of the Plan Commission also voiced favorable sentiment towards single-family residential land uses. Preference towards residential uses on future development in Newburgh would also be in keeping with the current land use distribution as was outlined in Table 18. The future land use plan and projected 2021 town limits are presented in Figure 35 and Figure 36.

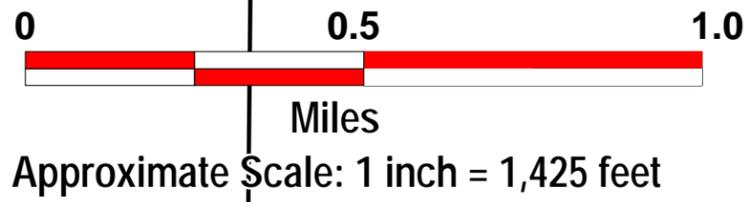
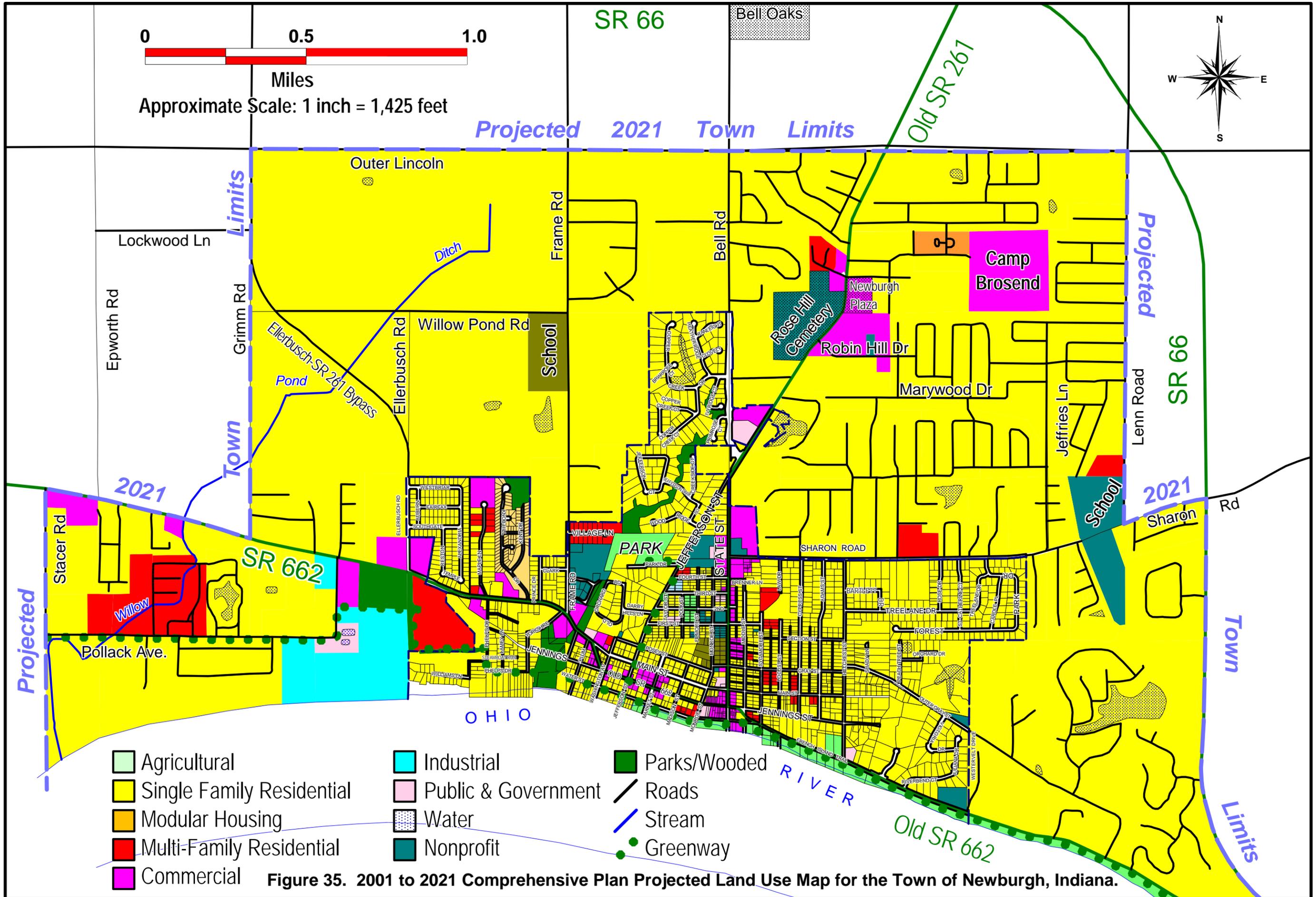
The future land use plan from the Warrick County Comprehensive Plan in Figure 2 depicted residential uses for a majority of the areas of Ohio Township adjacent to the present day town limits. Hence, a focus on residential development is in keeping with the vision held by county officials for the area as well. The 1994 Newburgh Comprehensive Plan additionally focussed primarily on residential uses. The direction which this plan has taken is different from the 1994 document, because the immediate annexation of a large area in Ohio Township proposed at that time did not occur. That is, the manner in which planning is being approached in this document is from the viewpoint of expanding the corporate limits outward as development occurs. This contrasts to the approach from the 1994 document that proposed annexing a large area of undeveloped land and growing from within the (then proposed) new corporate limits. Most areas to the east and northeast (east of SR 261) of Newburgh have already been developed residentially. The eventual incorporation of these areas into the town would be in keeping with a focus on residential growth. A commercial pocket exists at Newburgh Plaza and the surrounding businesses that also fit with the concept of small clustered commercial areas surrounded by larger residential areas. To the west of the current town limits, one encounters residential, recreational (Mulzer Ball Field) and industrial uses (Mulzer's and ADM) along the river. The proposed Casey's convenience store at Ellerbusch Road and SR 662 is in keeping with a commercial pocket suggested in the Warrick County plan. Given the variety of existing uses in this area, this plan proposes a large-scale apartment complex on the undeveloped land at the southeast corner of said intersection. This provides a transition from the commercial and industrial areas along the highway to the established residential areas in Newburgh. The site's proximity to the ball field, proposed convenience store, and forthcoming SR 261/662 truck bypass contribute to the suitability of the location for apartment living. The areas along the proposed Ellerbusch Truck Bypass will be under increasing pressure to develop once the highway is constructed. It is the intent of this plan that this development be residential.

As shown in Table 14, support for a connection to the proposed Evansville Greenway was supported by ninety percent of those who responded to the survey; this goal should be pursued, as a bicycle and walking pathway is complementary to a residential community. The current plans for the Evansville Greenway call for an extension to the Angel Mounds State Historic Site west of Newburgh. Given this, the most logical route for such a connection would be from Angel Mounds along Pollack Avenue through the existing Mulzer Ball Field recreational area. From here, the route could be extended eastward along the perimeter of the previously mentioned proposed apartment complex following the existing tree line to the vicinity of Phelps Drive. A crossing over the Great Ravine with a trestle-style bridge towards the current west end of Water Street would allow for the Newburgh Greenway to tie in with the proposed Newburgh Riverfront project and eventually extend eastward terminating at the Newburgh Lock and Dam on SR 66. A main spur northward along Jennings Street would allow for a connection to the existing town park. Future minor spurs could potentially extend to the town's baseball fields and Newburgh Elementary School. The proposed greenway route and town park spur are shown on the future land use map in Figure 35.

- **2001 to 2021 Thoroughfare Plan for the Newburgh Area**

An integral component to future land use planning is transportation planning. This is addressed through the compilation of a thoroughfare plan. The 1994 Thoroughfare Plan developed in conjunction with the Comprehensive Plan at that time contained a proposed Newburgh bypass north of existing SR 66 which would have moved traffic around the existing commercial areas along SR 66 and tied back in with SR 66 near the Newburgh Lock and Dam. This bypass had been proposed by INDOT; since then, plans for this bypass have been discarded in place of a planned upgrade to SR 66. The 1994 plan designated Outer Lincoln Avenue, Willow Pond Road, Frame Road, and Lenn Road as collectors. Ellerbusch Road was then proposed to have been extended straight northward along its present alignment; it, as well as SR 662, SR 66, and SR 261 were all designated as minor arterials.

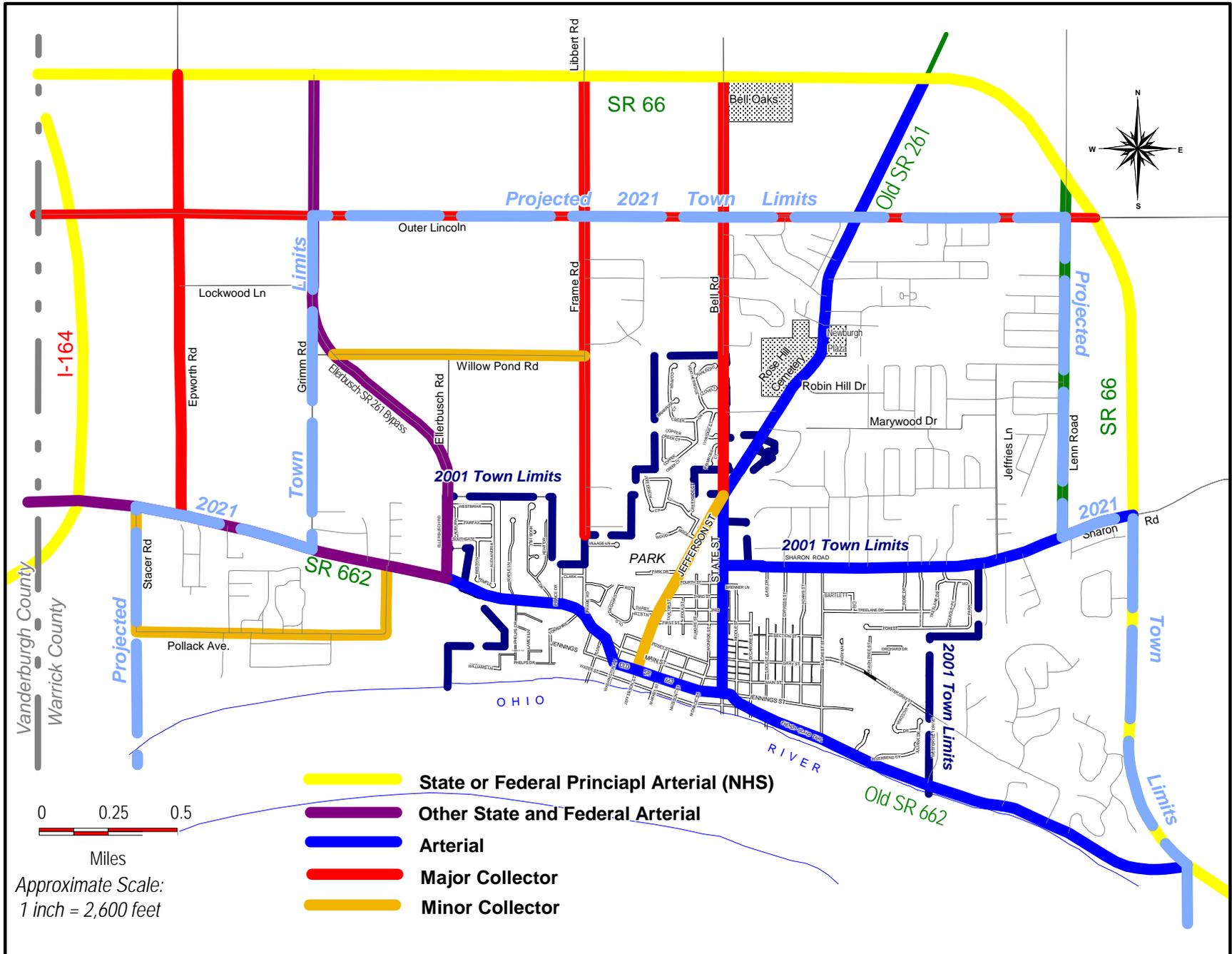
Warrick County published its own thoroughfare plan in 2000. The county plan was incorporated into the Newburgh Thoroughfare Plan, because it was found to be a reasonable plan and because the regions covered by the plan in Ohio Township are not in the jurisdiction of Newburgh's Council and Plan Commission. Hence, any strong deviations from the county plan would be extremely difficult to bring from the planning stage into reality.



- Agricultural
- Industrial
- Parks/Wooded
- Single Family Residential
- Public & Government
- Roads
- Modular Housing
- Water
- Nonprofit
- Multi-Family Residential
- Stream
- Greenway
- Commercial

Figure 35. 2001 to 2021 Comprehensive Plan Projected Land Use Map for the Town of Newburgh, Indiana.

Figure 37. 2001 to 2021 Thoroughfare Plan for the Town of Newburgh, Indiana.



Section 8. Growth—Issues, Goals, Objectives, Policies & Implementation

• Introduction

As outlined in Section 1, the mandatory components of a comprehensive plan are objectives for future development, policies for land use development, and policies for the development of public ways, public places, public lands, public structures, and public utilities. The previous sections of the comprehensive plan have presented background information relative to Newburgh's past, features, and the thoughts of its citizens who responded to the questionnaire. This section addresses how Newburgh should look towards the future. Lastly, Section 9 provides commentary on future technological directions in which the Town should consider moving in the next twenty-years. The issues, goals, objectives, policies, and suggested implementations are provided on the following pages.

The 1994 Newburgh Comprehensive Plan contained five major goals. These dealt with issues relative to maintenance of residential communities, a shared sense of community, conservation of community character, growth management, and establishment of the town core. To support these goals, thirty-six objectives were outlined. Furthermore, the 1994 Comprehensive Plan contained 45 policy statements in the topic areas of community image, commercial development, traffic planning, residential development, the Town Core, and planning / development issues. The text of the 1994 document was crafted from the vantagepoint that a large annexation would occur in the very near future (see Figure 1). This annexation would have given Town officials large open spaces with which traditional planning theories could be applied. This is different from planning within a substantially built-out, well-established municipality possessing few large open spaces. The original five goals have been retained, as it is believed they are still very much applicable as Newburgh enters into the year 2001. Objectives and policy statements that were found to not be applicable given the current Town limits and the lack of large open spaces under the jurisdiction of the Plan Commission and Town Council have been removed. Others have been rewritten while new statements have been interjected. Statements of policy have also been grouped with the goals to which they are most applicable in an effort to streamline their presentation. Lastly, included with each goal is a series of potential suggested implementations that could be utilized to help achieve goals and complete objectives. Suggested approaches to implement the goals and objectives were absent from the 1994 document. It is hoped that their inclusion herein will assist present and future town leaders in moving Newburgh forward in the directions outlined here. The following pages contain objectives for future development; policies for land use development; and policies for the development of public ways, public places, public lands, public structures and public utilities.

• **Goal 1: Maintain and Enhance Residential Community Quality**

ISSUE	<ul style="list-style-type: none"> ➤ Conflicts can arise when adjacent and / or nearby parcels do not have compatible and similar land uses. These conflicts can often cause a decline in the quality and desirability of a residence or a residential neighborhood.
GOAL	<ul style="list-style-type: none"> ➤ Maintain and enhance the quality and desirability of the various residential communities within the corporate limits of the Town of Newburgh.
OBJECTIVES	<ul style="list-style-type: none"> ➤ Prevent future incidences of incompatible commercial activities and land uses in residential areas. ➤ Expand the diversity of single-family housing available within the town limits without compromising the character, quality, or value of previously established adjacent residential areas. ➤ Do not allow new commercial activities to occur in areas where the accompanying traffic, light, noise, litter, signage, advertising, and visual incompatibilities, <i>etc.</i> would cause undesirable impacts on existing residential communities. ➤ Improve residential property values within the town limits of Newburgh (See also Goal #5). ➤ Provide greater awareness and enforcement of the Zoning Ordinance, Building Codes, and the Subdivision Control Ordinance, <i>etc.</i> ➤ Provided dedicated walking/biking pathways through the community (See Goal #1).
POLICIES	<ul style="list-style-type: none"> ➤ Non-highway oriented retail/commercial activities should be clustered, grouped or otherwise planned as a commercial district. Freestanding commercial activities not a part of a planned center or district will not be allowed (See Goal #4). ➤ Proposed projects must demonstrate that current roadways & streets can handle increased traffic levels without significantly reducing the current level of service. ➤ Residential streets should be protected from through traffic; all through traffic should be directed toward collectors and arterials. ➤ Generally encourage moderately higher density single-family housing recognizing that compact development is more efficient and reduces public utility costs. ➤ Highway oriented commercial activities shall be directed toward major roadways or arterials (See also Goal #3). ➤ Commercial uses shall be separated from residential communities through landscaping and buffering so as to minimize the adverse impacts of traffic, light, noise, and visual clutter upon surrounding residential communities (See Goals #3 & #4). ➤ Provide a visual and physical separation (green spaces) between areas of dissimilar land uses to buffer the intrusion of incompatible activities and views where existing commercial activities face or abut residential uses. Actively seek ways to improve the visual and physical separation and to reduce adverse impacts upon residential property. ➤ Reserve the Ohio River waterfront wherever possible for public use (See Goal #2).

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Maintain and Enhance Residential Community Quality, Continued...

SUGGESTED IMPLEMENTATIONS	<ul style="list-style-type: none">➤ Provide increased awareness of existing regulations by making them readily accessible on the Town website. Amendments or revisions should be clearly identified as they are adopted.➤ Establish an electronic list server in conjunction with the website to which those in the development community could freely subscribe so that interested parties can immediately and easily be informed of changes posted to the website.➤ Establish a Fact-Finding Review Committee to function as a technical advisor reporting directly to the Plan Commission to assist with the review and analysis of proposed projects brought before the Commission.➤ Establish a standardized set of forms and procedures for use by this Fact Finding Review Committee that are also readily available on the Town website so that developers can better prepare their petitions to the Plan Commission.➤ Investigate the benefits and costs of providing full time zoning administration and code enforcement support staff for the Newburgh Plan Commission, Council, <i>etc.</i> (See Goal #5).➤ Develop and strengthen enforcement procedures for policies, ordinances, <i>etc.</i> and implement a system of fines for uncorrected code violations.➤ Cooperate with other agencies to extend a Greenway bicycle and pedestrian pathway from Angel Mounds through Newburgh to the Newburgh Lock and Dam (See also Goal #3).
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• **Goal 2: Increase the Shared Sense of Community in the Town of Newburgh**

ISSUE	<ul style="list-style-type: none"> ➤ As demands on citizens' time are ever increasing, it is important to preserve the sense of community and feeling of "small-town atmosphere" held by the citizens of the Town of Newburgh. Associated with this is combating the commonly held misconception that so much of the surrounding area in Ohio Township is physically part of Newburgh.
GOAL	<ul style="list-style-type: none"> ➤ Increase the shared sense of community in the Town of Newburgh.
OBJECTIVES	<ul style="list-style-type: none"> ➤ As new residential subdivisions develop, seek direct physical linkages for pedestrian and bicycle traffic between new and established areas and encourage plans for linking future developments with new projects. ➤ Strive to ensure that all residents within the corporate limits of Newburgh have access to the town's system of parks, recreation areas, and natural open spaces.
POLICIES	<ul style="list-style-type: none"> ➤ Accommodate childcare activities that contribute to the livability of the community. ➤ Reserve the Ohio River waterfront wherever possible, for public use (See Goal #1).
SUGGESTED IMPLEMENTATIONS	<ul style="list-style-type: none"> ➤ Study the costs and benefits of constructing a sidewalk and bicycle pathway to the Community Park along Jefferson Street from Jennings Street. ➤ Post "Town Limit" signs at the correct locations along all highly traveled roadways leading into the Town of Newburgh. Relocate these signs as needed as annexations are finalized. ➤ Implement an "Adopt-A-Spot" Program administered jointly by the Parks Department and the Street Department. ➤ Coordinate with developers presenting proposed projects to the Plan Commission with regard to the inclusion of common areas and neighborhood parks that would provide open spaces for recreational opportunities and serve as a gathering place for neighborhood activities. ➤ Implement a reduced fee schedule for Newburgh residents who wish to reserve Town supported facilities (<i>e.g.</i>, pool, ball fields, shelters, <i>etc.</i>) in comparison to those who reside outside of the corporate limits. ➤ Continue distribution of the Town's quarterly newsletter. Make current and past issues available on the Town website for increased circulation.

• **Goal 3: Conserve & Enhance the Residential Community Character of Newburgh**

ISSUE	<ul style="list-style-type: none"> ➤ Intrusion of commercial and industrial land uses into residential areas can be detrimental to sustaining the character, quaintness, and the “small-town” atmosphere of residential communities such as those found within the town limits.
GOAL	<ul style="list-style-type: none"> ➤ Conserve and enhance residential community character and the historic context of Town– in particular the historic linkage with the Ohio River– so that as Newburgh grows it can continue to remain a residential community.
OBJECTIVES	<ul style="list-style-type: none"> ➤ Accommodate new residential and commercial developments in manners that respect and enhance the value of existing residential neighborhoods with minimal conflicts between proposed and existing land uses. ➤ Minimize the implementations of use variances as mechanisms for changing land uses in the town limits– except as may be necessary for conditional use permits– in place of amending the Official Zoning Ordinance and Zoning Map. ➤ Establish a standardized set of forms and procedures for use by the Fact Finding Review Committee (see Goal #1) that are also readily available on the town website so that developers can better prepare their petitions. ➤ Expand the commercial districts in Newburgh (<i>i.e.</i>, employment base) in manners that do not adversely effect Newburgh's residential unique character. ➤ Seek to maintain the integrity of those physical environmental features that contribute to residential community character, specifically the existing tree cover, natural topography, and the existing panoramic views of the Ohio River. ➤ Provided dedicated walking/biking pathways through the community (See Goal #1).
POLICIES	<ul style="list-style-type: none"> ➤ Reserve the Ohio River waterfront wherever possible, for public use (See Goal #1). ➤ Enhance the visual quality of the waterfront and aggressively pursue opportunities to improve Ohio River views and river-scapes. ➤ Highway oriented commercial activities shall be directed toward major roadways or arterials. Commercial uses shall be separated from residential communities through landscaping and buffering to minimize the adverse impacts of traffic, light, noise, and visual clutter, <i>etc.</i> upon surrounding residential communities (See Goal #1). ➤ Home occupations and professional offices in homes should be permitted as long as these activities do not impose undesirable traffic, signage, lighting, or property value degradation upon surrounding residential parcels. ➤ Restrict heavy industrial land uses within the corporate limits of Newburgh that are not in keeping with the town's residential character. ➤ Do not annex agricultural, commercial, and/or industrial areas into the Town that would detract from the town's residential community character (<i>i.e.</i>, livestock facilities, row crops, commercial centers, factories, <i>etc.</i> that are not in keeping with Newburgh's residential community character). ➤ Encourage master planning in proposed large-scale residential communities that will become part of Newburgh. Incorporate open spaces, public facilities, parklands, and recreational amenities into the residential setting.

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Conserve & Enhance the Residential Community Character, Continued...

<p>POLICIES (CONTINUED)</p>	<ul style="list-style-type: none"> ➤ Encourage variations in street arrangements, lot sizes, parking arrangements, dwelling unit density, price ranges, and single-family housing types and styles. ➤ Prohibit incompatible commercial and industrial uses in residential communities and protect established residential areas from undesirable commercial intrusions (See Goal #1). ➤ Stimulate private reinvestment in older residential areas of the community and conserve the existing housing stock of Newburgh.
<p>SUGGESTED IMPLEMENTATIONS</p>	<ul style="list-style-type: none"> ➤ Improve awareness in the development community and county, state, and Federal officials through written communication, use of the Internet, meeting / hearing attendance, <i>etc.</i> of Newburgh's long term goals, objectives, and policies with regard to a reduction of impacts on natural features and residential neighborhoods. ➤ Plan Commission or designated individual(s) should periodically identify specific areas whose natural features contribute to Newburgh's character and earmark them as being areas of concern. ➤ Ensure that public facilities are constructed in manners that enhance Newburgh's residential community character. ➤ Establish a Fact-Finding Technical Review Committee to function as a technical advisor reporting directly to the Plan Commission to assist with the review and analysis of proposed projects brought before the Commission. ➤ Cooperate with other agencies to extend a Greenway bicycle and pedestrian pathway from Angel Mounds through Newburgh to the Newburgh Lock and Dam (See also Goal #1). ➤ Proceed with plans for the proposed Riverfront Beautification Project and walkway.

• **Goal 4: Growth Management in the Town of Newburgh**

ISSUE	<ul style="list-style-type: none"> ➤ Significant growth in the Newburgh area has occurred at substantial rates in the past decade. Growth that is not properly managed can threaten Newburgh's quaint "small-town atmosphere" and other aspects of the community that set Newburgh apart from other small towns in southwestern Indiana.
GOAL	<ul style="list-style-type: none"> ➤ Manage growth so that it complements Newburgh's "small-town atmosphere."
OBJECTIVES	<ul style="list-style-type: none"> ➤ Ensure that intensity, density, and scale of future developments does not overly burden public roadways and facilities. Proposed developments must fit into the existing community in a positive manner. ➤ Proposed projects should be situated about transportation corridors capable of providing acceptable levels of service. ➤ Provide consistent and objective analyses of proposed developments and the level at which they will complement existing adjacent land uses. ➤ Provide improved awareness to the general public and those in the development community of type, scope, and quality of growth sought after in Newburgh. ➤ Require developers to illustrate how their proposed project complies with the spirit and intent of the Comprehensive Plan during the approval process. ➤ Keep the Town Zoning Map current at all times. ➤ Develop and implement a systematic program of street and sidewalk maintenance to increase the levels of Town residents' satisfaction with infrastructure. ➤ Maintain a strong fiscal position to ensure that there is a balance in the capital investments made so that new growth and development does not diminish the capacity of Newburgh to maintain established areas. ➤ Expand efforts to work cooperatively with neighboring jurisdictions and regional authorities (<i>i.e.</i>, Warrick County, City of Evansville, State of Indiana, Corps of Engineers, <i>etc.</i>) to find regional solutions to common land use and developmental issues including transportation, solid waste management, environmental quality, and economic development. Improve communication between these various agencies and Newburgh officials.
POLICIES	<ul style="list-style-type: none"> ➤ Shared driveways and parking areas are encouraged in commercial areas. ➤ Street and sidewalk maintenance should be a high priority item and annually updated in the capital improvement budget; street maintenance should be systematized so that all streets can be resurfaced on a regular basis if need be. ➤ Restrict new heavy industrial land uses within the corporate limits of Newburgh that are not in keeping with the town's residential character. ➤ Non-highway oriented commercial activities should be clustered / grouped or otherwise planned as a commercial district. Freestanding commercial activities not part of a planned commercial center or district will not be allowed (See Goal #1). ➤ Highway oriented commercial activities shall be directed toward major roadways or arterials. Commercial uses shall be separated from residential communities through landscaping and buffering to minimize the adverse impacts of traffic, light, noise, and visual clutter, <i>etc.</i> upon surrounding residential areas (See Goal #1).

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Goal 4: Growth Management in the Town of Newburgh, Continued...

<p>SUGGESTED IMPLEMENTATIONS</p>	<ul style="list-style-type: none"> ➤ Update the Official Town Zoning Map within five business days of any effective zoning change(s). Consider assessing a rezoning petition fee to cover the costs associated with revising the map (fee should be refunded if application is denied). ➤ Request that developers also provide subdivision boundary, lot line, right-of-way, and easement data electronically (<i>e.g.</i>, CAD files) in addition to hard copies to facilitate timely and accurate updates to town maps. ➤ Investigate the benefits and costs of providing full time support staff for the Newburgh Plan Commission. ➤ Continue to require non-remonstrance and pre-development annexation agreements with all developers and individuals seeking to connect with Newburgh's utilities from outside of the corporate limits. ➤ Members of the Plan Commission, or designated individual(s), should perform a review of all of the year's projects each December for compliance with the Comprehensive Plan. These findings should be reported to the Plan Commission and Town Council in the following January. ➤ Consider implementation of geographic information system (GIS) technology (See Section 9) to assist in growth management and daily decision making processes. ➤ Examine the possibility of public open space donation or contribution by developers in newly developing areas– especially along the riverfront. ➤ Representative(s) as appointed by the Plan Commission should attend all meetings of the Warrick County Area Plan Commission and report back to the Plan Commission so that Newburgh officials can be kept aware of new projects which could potentially impact residents of the Town. Invite county representatives to regularly attend Newburgh Plan Commission meetings. Plan Commission members should encourage other bodies of town government to do the same with their respective counterparts at the county level. This philosophy should be embraced with any agency for which projects are proposed within the projected 2021 future town limits. ➤ The Plan Commission should investigate membership in the American Planning Association (APA)– (either as an organization or individual memberships for each person appointed to the commission) to provide more awareness of the planning process and related issues.
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• **Goal 5: Recognize Town Core as a Unique District Requiring Special Approvals**

ISSUE	<ul style="list-style-type: none"> ➤ The Town Core is a unique residential and commercial district. The Town Core area is what many individuals mentally picture when visualizing Newburgh.
GOAL	<ul style="list-style-type: none"> ➤ The preservation of characteristics that contribute to the uniqueness of the Town Core must be preserved while maintaining viable commercial activities.
OBJECTIVES	<ul style="list-style-type: none"> ➤ Maintain and sustain as many of the existing buildings (especially those listed on the National Register of Historic Places as contributing buildings to the Historic Newburgh District) in the Town Core as possible. ➤ Establish a detailed set of design guidelines that can assist property owners or developers as they seek to alter existing structures or construct new buildings. The design guidelines may provide recommendations relative to size, placement, building materials, architectural style and relationship to surrounding properties. ➤ Recognize and preserve the Town Core area as a special mixed-use area encompassing historic and non-historic buildings, residential and commercial activities. ➤ Future development in the Town Core should be extremely sensitive to the existing context of buildings and the interaction of commercial and residential activities. ➤ Increase the flexibility of development regulations in the Town Core to ensure that future change can be accommodated without altering the fundamental character and viability of the area; encourage reinvestment in properties. ➤ Improve property values for parcels and structures in the district.
POLICIES	<ul style="list-style-type: none"> ➤ Reserve the Ohio River waterfront wherever possible, for public use (See Goal #1). ➤ Enhance the visual quality of the waterfront and aggressively pursue opportunities to improve Ohio River views and river-scapes. ➤ The Town Core should be protected from future development that is incompatible with the existing architectural integrity and context of the area. ➤ The Town Core area shall have the most stringent signage, lighting, landscaping site design and architectural standards; changes in both the character of buildings and use activities should respect the context of the Town Core area as a whole and are subject to a review of appropriateness. ➤ Conflicts and incongruities between the existing building stock and any new development within the Town Core should be minimized; the Town Core is to be treated as a special zoning district with unique development review procedures. ➤ Within the Town Core, mixed residential and commercial uses are appropriate. Commercial activities permitted within the Town Core shall be in keeping with the architectural and historic context of the area and shall not pose a threat to continued residential use of adjacent or nearby properties. ➤ Commercial activities in the Town Core should be either neighborhood level services (<i>i.e.</i>, specialty retail, professional offices or services, and institutional activities, <i>etc.</i>) which contribute to an overall positive image of the district and not highway oriented or generate substantial increases in volumes of traffic.

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Recognize Town Core as a Unique District Requiring Special Approvals, Continued...

<p>POLICIES (CONTINUED)</p>	<ul style="list-style-type: none"> ➤ Adaptive reuse petitions will be considered where a property owner decides to live in the building and establish a commercial business operation in the structure. It is also expected that where commercial conversions take place, the structure will not be so extensively altered as to preclude future residential uses unless it can be shown that there is no reasonable prospect that the structure could again be used as housing. ➤ Existing historic sites in the Town Core should be conserved and maintained. ➤ The existing density of buildings and their sites are to be respected– new buildings should be compatible in scale, building materials and site arrangements with surrounding older buildings. ➤ The Town Core should be pedestrian oriented. ➤ Shared parking lots and signage are to be encouraged in the Town Core.
<p>SUGGESTED IMPLEMENTATIONS</p>	<ul style="list-style-type: none"> ➤ Establish special development review procedures for the Town Core area to review structural changes and use changes in this district, develop a criteria for a balance of residential and commercial uses so that the district remains a neighborhood. ➤ The Plan Commission or designated individual(s) should review the boundary that defines the Town Core and evaluate if the boundary should be expanded, reduced, or left unchanged each December. Findings should be reported to the Plan Commission the following month in January. ➤ Make special development procedures for the Town Core readily accessible on the town's website so that those in the development community are aware of them as well as updates that may occur to the guidelines. ➤ Investigate addition of full time support staff (e.g., Zoning Administrator) for the Plan Commission to assist in the development and awareness efforts relative to the Town Core's procedures (See Goal #1).

Section 9. Future Directions

As Newburgh looks into the next twenty years, the Town will need to consider use of new tools to provide its services to the citizens of the municipality. Likewise, new technologies can allow daily town administration tasks to be performed even more efficiently than they are today. Two such technologies on the horizon which Newburgh and other local governments should consider implementing are geographic information systems (GIS) and increased utilization of the Internet.

- **Geographic Information Systems (GIS) as a Management Tool**

A geographic information system could be thought of as the combination of computer hardware, software, data (information), and people that is used to store, manage, analyze, and display information and attributes about the location of that information. GIS information is displayed as a combination of (computer based) maps and the more traditional approach of presenting data in rows and columns in a table. A common misconception about GIS is that it is just a map— this is not true. Granted a map is typically what the finished product may look like, but what sets a GIS apart is that pieces of information can be tagged to each graphic entity (*i.e.*, points, lines, and closed shapes) on the map and how these objects are geographically or “spatially” referenced to one another. This concept is referred to as “topology” and it is the key element that sets a GIS apart from CAD or other drawing programs.

A town such as Newburgh could see benefit from this type of technology in such tasks as zoning administration and planning efforts. Mapping of Town utility lines (water and sewer) and cataloging information about each line (*e.g.*, diameter, type of material, date of installation, *etc.*) could also be implemented. Sign inventories could be easily performed in GIS with the ability to map point data illustrating the location of each street sign for which the Town is responsible. Police, fire, and EMS personnel could utilize GIS to map occurrences of problems, and use the technology to assist in solving them. In larger cities GIS are now tied to E911 dispatch services for improved routing of emergency vehicles. Optimization of trash pick-up and snowplow routes can result in cost savings for Newburgh.

The initial cost of GIS implementation is high, and in some cases it is even cost prohibitive. The benefits (cost savings and improved efficiencies) are long term. As such, GIS systems which are implemented through partnerships with other public and private agencies have a potential for a higher success rate. In Newburgh’s

case, a partnership with Warrick County would seem appropriate if a GIS were to be implemented. Many county agencies require the use of maps in the services that they provide to county residents. These could include tax plats kept by the Auditor's office, records kept in the County Surveyor's office, zoning maps prepared by the Warrick County Area Plan Commission, and county road maps created by the County Highway Department. The partnership would be mutually beneficial as Town and county agencies often share data back and forth amongst themselves. By sharing the burden of cost among several agencies, more government agencies can benefit at a reduced cost. Sharing data with state agencies such as the Indiana Department of Transportation (INDOT) or the Indiana Department of Natural Resources (IDNR) and Federal agencies such as the Federal Emergency Management Agency (FEMA) could also be considered. A recent cost/benefit report (MSE, 1998) prepared for the City of Evansville and Vanderburgh County outlined examples of cost savings observed by large municipalities in the United States. Excerpts are as follows:

- Wyandotte County, Kansas (Kansas City area) identified \$500,000 worth of delinquent taxes after implementing GIS.
- Winnebago County, Wisconsin estimated a 7 year savings of over \$2.3 million by eliminating redundancy in recording, storing, and retrieving land information.
- The sewer utility in the Cincinnati area identified \$175,000 annually of sewer accounts that were being billed improperly or not at all.
- The City of Scottsdale, Arizona was able to protest population counts released by the Census Bureau. As such, the City was able to receive an additional \$9 million dollars from county, state, and federal funds over a four year period.
- The City of Indianapolis was able to identify \$1 million annually worth of sewer billings that were not being billed properly.

In the case of the MSE report for Evansville and Vanderburgh County, the analysis showed that the project could pay for itself after the first five years, and that yearly savings of \$1.1 million dollars could be seen afterwards. There is no question that the cities and counties mentioned here are all much larger than Newburgh, and the town obviously would not see an improvement of \$1 million annually as was projected for Evansville and Vanderburgh County, because it is a much smaller municipality. However, if a savings of some magnitude could be realized by the Town of Newburgh, then it would be reasonable for the Town to at least consider implementing this technology.

- **Increased Use of the Internet for Delivery of Government Services to Citizens**

The advance of the Internet into the mainstream of the American lifestyle has forever changed the way people will live, work and play in the future. It is changing the way businesses serve their customers and how government agencies can provide their services to constituents. The present town website houses a wealth of valuable information including contact information for various officials and staff members, a community calendar, business directory, contact information for area schools and churches, recreational facilities, a list of frequently asked questions, and historical information for the town. Other types of information which would be beneficial to include minutes of meetings held by the various town boards, agendas for upcoming meetings, zoning maps, full text of key documents (*e.g.*, the comprehensive plan; drainage, zoning, and subdivision control ordinances; current specifications and standard drawings which have been adopted for sewers, streets, and drainage structures), various maps of the Town (*e.g.*, current zoning map, council districts, trash pickup routes), legal notices, bidding information for Town contracts, and employment opportunities with the town to name just a few. Given the effort required to keep such a large data set current, cooperation from the various agencies responsible for maintaining the data would be necessary.

The preceding list contains a listing of additional information that could readily be made available on a Town website. In addition to these types of information that are “static” by nature, Town services could also be made available in a more “dynamic” nature. These might include the include activities of the following nature:

- Allow users to send electronic mail to the Council members, board members, and other staff.
- Complete permit applications on-line for electronic submission.
- Submit plans for review in electronic format for new projects.
- Initiate rezoning petitions applications electronically.
- Submit complaints about loose dogs, illegal dumping, potholes, over-grown lots, or junk cars.
- Request that an item be added to the agenda for a meeting of a town agency.
- Provide anonymous tips on crimes to the Newburgh Police Department.
- Report suspected problems with sewer or water lines.

These lists just begin to scratch the surface to the types of Town government tasks that can be handled through an “electronic town hall”. A website can be accessed by anyone at anytime to get the information in which they are in need. This could be a benefit to those citizens, who cannot get to Town Hall during the normal business hours on a weekday. Citizens who do not have Internet access in their homes or at their place

of business can freely obtain access at the public library. The availability of this service allows the public library to become an extension of Town Hall. A Town website could also allow a citizen to perform "one-stop shopping" for permits and information about the process which must be followed in the development process. The benefit to Town employees is that some of the daily tasks that currently must be handled personally could now be handled electronically. This would allow Town staff to devote a larger portion of time to those Town services that are better handled in a face-to-face manner with more of a personal touch. Links or connections to other governmental sites with relevant information could easily be made; such examples could include the Indiana State Code or any one of the dozens of Federal Government websites that have been established.

- **Use of the Internet for Promotion of the Newburgh Area**

In addition to the services and functions that implementation of a website could serve in assisting with the delivery of services to citizens in the community, such technology could also be used for promotional purposes. Businesses looking to locate new facilities are in need of basic information early on in the site selection process. Answers to questions such as the following: *"are gas, electric, telephone, water, and sewer readily available for the parcels under consideration?"*, *"can I open cut a street or must I bore underneath it?"*, *"what is the climate like?"*, and *"what kind of erosion control or storm drainage requirements must be met?"*. Developers would also be interested in information about skills and levels of education or training possessed by the workforce in the area or cost of living information. By providing background information about the area, Newburgh could take a more active role in luring development; providing background information about the area should be done in cooperation with economic development efforts by Warrick County. Many of the issues discussed in this section would involve spatial information as was discussed previously in the section regarding GIS. To take these two concepts (GIS and the Internet) to the next level and allow them to have even more impact would be to allow them to operate in conjunction with one another instead of as two separate entities. That is, allow a website to access the data stored in the GIS, for example zoning maps; then, each time an individual would look up a zoning map on the website, the information would always be as current and accurate as what could be obtained from Town Hall.

The preceding sections discuss several new ideas and innovative applications for technology that have become more prominent and cost effective in the past few decades. It is not suggested that Newburgh should

implement these tools immediately. These are ideas that in the future should be studied, considered, and implemented when the time is found to be appropriate.

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2001 to 2021 Comprehensive Plan for The Town of Newburgh, Indiana

Prepared by the
Newburgh Town Plan Commission

For the
Newburgh Town Council

With the Assistance of
Morley and Associates, Inc.

Newburgh Town Hall
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View of Water Street and Riverfront
Courtesy of
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E.S. and N. Railroad Station
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View of State Street and Riverfront
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Final Draft Issued on March 5, 2001

Welcome to
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Newburgh Branch of the
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Newburgh
Lock and Dam
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Volunteer Fire Station in Newburgh
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Log Cabin
Along Riverfront
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Sunset on the Ohio River
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Old Lock and Dam Building
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Barge on Ohio River
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Fortress of Fun at Newburgh Town Park
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