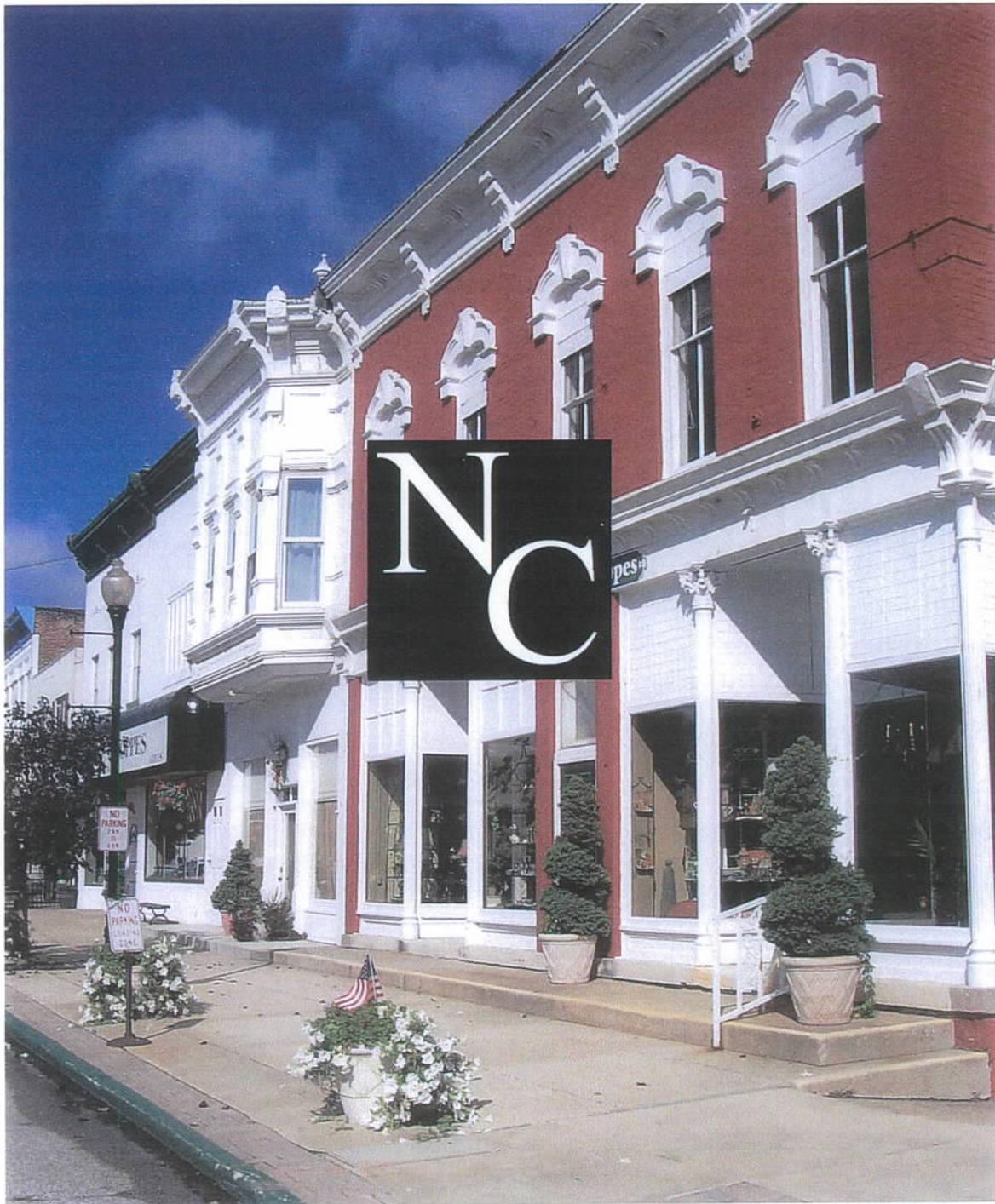


Town of New Carlisle, Indiana



Comprehensive Plan ♦ 2007



New Carlisle, Indiana Comprehensive Plan

Introduction

This Comprehensive Plan for the Town of New Carlisle, Indiana, has been prepared by the New Carlisle Master Plan Steering Committee, with the guidance of the Town Council, and the assistance of planning students and faculty at Ball State University, working under the University's Building Better Communities Program.

Committee members and local residents have referred to this under the commonly used name "master plan." It is intended to serve the Town as the Comprehensive Plan required by Burns Indiana Code Title 36, Article 7, Chapter 4, 500 Series. Upon adoption by the Town Council, this plan will guide decisions about the community in accordance with Section 36-7-4-504 and other applicable provisions of the Code.

The major substantive provisions of Section 36-7-4-504 read as follows:

- (a) After the comprehensive plan is approved for a jurisdiction, each governmental entity within the territorial jurisdiction where the plan is in effect shall give consideration to the general policy and pattern of development set out in the comprehensive plan in the:
 - (1) Authorization, acceptance, or construction of water mains, sewers, connections, facilities, or utilities;
 - (2) Authorization, construction, alteration, or abandonment of public ways, public places, public lands, public structures, or public utilities; and
 - (3) Adoption, amendment, or repeal of zoning ordinances, including zone maps and PUD district ordinances (as defined in section 1503 [IC 36-7-4-1503] of this chapter), subdivision control ordinances, historic preservation ordinances, and other land use ordinances.



New Carlisle, Indiana Comprehensive Plan

Under Indiana Code Section 36-7-4-205, the adopted Comprehensive Plan will be the official planning policy of the Town of New Carlisle within the corporate limits of the Town, including future areas that may be annexed. Except to the extent that it is specifically approved for effect outside the corporate boundaries by the plan commissions for St. Joseph and LaPorte Counties, the plan will represent formal policy recommendations by the Town Council to decision-makers in those counties, but it will not have the formal status of a comprehensive plan outside the corporate limits.

Introduction

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Existing Conditions

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New Carlisle has been a quiet but significant center of trade and commerce for nearly 200 years. An Indian trading post was established within the current town boundaries (although it was then called Bourissa Hill) in about 1830. In 1852, the Lake Shore Railroad came through the community, establishing it as an important commercial node on what became two railroads — today’s continuation of the South Shore, which is now a commuter railroad, and a main line along a route of the New York Central.

Community Overview

Flour mills and saw mills were among the early industries in the community. Today, twentieth century industry has replaced those early plants, and that industry continues to provide jobs for many people and tax base to the town. New Carlisle’s downtown boasts several restaurants and a mix of retail and service businesses that serve the residents of the town and surrounding areas including Hudson Lake, rural subdivisions scattered in Olive Township and parts of LaPorte County. In addition to the downtown business district, there is new commercial development in the triangle around the Ambrosia Banquet Facility and a significant commercial node growing at County Line Road and U.S. 20.

New Carlisle is a community of approximately 1,600 residents, with an effective service area with at least three times that many people. Its residents are justifiably passionate about its small town charm, but they clearly enjoy such modern additions as the public library and the local elementary school.



The New Carlisle Town Hall (former Carnegie Library) is a focal point in the downtown.



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The town is located in St. Joseph County, Indiana, approximately 20 miles from downtown South Bend. New Carlisle occupies a strategic location situated within close proximity to railway lines, US Highway 20, major electric lines, and near a major water source, the Kankakee Aquifer System. Its location has been a major factor in the Town's past growth and development, particularly in the area of industrial development.

Community Overview

New Carlisle's historic downtown area gives the community a quaint atmosphere and serves as the hub of commercial business. Located along U.S. 20—known locally as Michigan Street—are several historic buildings and historic homes that lie generally west of the downtown. The architectural styles and periods of construction vary adding to the historic character of the community. The large majority of these properties is lovingly maintained and inhabited by owner-occupants.



Moser's Michigan Street Café in downtown New Carlisle

Many small Midwestern towns have witnessed a steady decay of the physical characteristics and community resolve that once sustained their distinctiveness. New Carlisle has willfully kept its historic downtown core intact, placed a keen emphasis on historic preservation efforts, and maintained the cultural amenities that provide for its endearing small-town charm and appeal. Its town center boasts no fewer than six independent restaurants, a vibrant new public library, and a host of gift and antique shops. The historic downtown is also listed on the National Register of Historic Places and has an abundance of well-preserved 19th-century homes. New Carlisle's cultural amenities are many and varied with contributions from several long-standing places of worship.

Nearby Bendix Woods, Spicer Lake, Hudson Lake, and the St. Joseph River provide ready access to natural retreats. The southern reach of Lake Michigan, only fifteen miles away, provides added recreational opportunities along with a local golf course and bowling alley. Additionally, New Carlisle produces its own regular newspaper, the *New Carlisle News*, and has conference and meeting facilities – amenities not often found in similarly sized towns.

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New Carlisle also enjoys a rich tradition of hosting festivals and parades, culminating each year with the annual *Christmas in New Carlisle Holiday Celebration*. These community activities stimulate civic pride and contribute considerably to the town's cozy and friendly atmosphere.

Community Overview

New Carlisle's downtown district, much of it on the National Register of Historic Places, offers a contrast to the industrial eastern part of town. In fact, New Carlisle has an active historic preservation organization called Historic New Carlisle, Inc., which is comprised of more than 400 members. In April of 2002 Historic New Carlisle received the Servaas Memorial Award from Historic Landmarks Foundation of Indiana for the extensive restoration work done on the Old Republic, a prominent historic mansion in downtown New Carlisle.



The 1860 Jeremiah Service House, commonly known as The Old Republic

On a broader scale, New Carlisle's location grants it ready access to an even greater array of cultural amenities. The cities of South Bend, LaPorte, Michigan City, and Niles, Michigan are each within a half hour of the town center. The metropolitan centers of Chicago, Detroit, Milwaukee, and Indianapolis are readily accessible

in less than half a day, and the South Shore Line provides rail service to Chicago from a nearby stop at Hudson Lake. Proximity to such varied town and city centers directly influences what New Carlisle was, is, and – especially – what it will become.



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A Brief History of New Carlisle

Town of New Carlisle Founded

In 1835 Richard Risley Carlisle purchased 160 acres of land from a Potawatomi Indian named Lazarus Bourissa. The land known as Bourissa Hill was sold for \$2,000.00. Bourissa lived in a double pole log cabin and ran a trading post on the site where the Community Church now stands. Bourissa was given the land through a treaty with the United States dated October 16, 1826. He and several others were each given 160 acres because they had attended the Carey Mission, a school whose mission was to educate and help assimilate Native Americans to the white man's culture. The school was located along the St. Joseph River between Niles and Buchanan.

Richard Risley Carlisle

Richard Risley Carlisle is described as a dreamer and wanderer by many accounts. He was born in New Jersey and lived in Philadelphia before coming to Olive Township, where his relatives, the Egberts had settled. Carlisle had the town platted and named the streets after those in Philadelphia. Michigan, Arch, Front, Cherry, Chestnut and Race Streets were all part of the original plat. Carlisle was an eccentric man with athletic and theatrical skills that he exhibited in circus performances around the world. He was well known for his acrobatics and is one of only two people that have ever had a circus act named after him. It is reported that Carlisle did come back to New Carlisle once to visit but never again made the town his home. He died in 1874.

Olive Township and Its Early Settlers

Early settlers came to Olive Township from New York, Ohio, New Jersey, southern Indiana and Kentucky. They built log houses and worked hard to farm the land. The township at one time included several small towns such as Plainfield, Richardson, Warwick, Hubbard Town, and Hamilton—all north and east of New Carlisle. The coming of the railroad would affect these small towns in a big way. Hamilton was the biggest of all these towns besides New Carlisle and served as a stagecoach stop along the Chicago Trail, the road from Chicago to Detroit. When the railroad came in 1852, it bypassed Hamilton and went through New Carlisle allowing New Carlisle to grow

Community History



Richard Risley Carlisle, founder of New Carlisle

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and prosper, therefore causing the other towns to virtually disappear. New Carlisle was also a stagecoach stop along the Michigan Road. Hotel Carlisle was built in 1838 and served as a station along the stagecoach route. The hotel stood at the southwest corner of Michigan and Arch Streets and contained a dining room, saloon, barber shop, and gambling room.

Community History

Progress

New Carlisle grew even more with the coming of the railroad. New buildings were constructed to house businesses such as dry goods, grocery and drug stores, millinery and clothing stores, cabinet and furniture stores, banking establishments, doctor and dentist offices as well as barber shops. Other important businesses included a blacksmith shop, harness shop, livery stable, and flour and saw mills. For

entertainment, an opera house was built in 1873 and served as a venue for theatrical performances as well as high school graduation ceremonies and other special events. Log houses built by the first settlers were eventually replaced by fine wood and brick residences. The availability of lumber and a wide variety of building materials was now made



Lincoln Highway through New Carlisle, Ind.

31805-8

A picture postcard of Lincoln Highway in downtown New Carlisle

possible by the railroad. Homes were built with many decorative elements reflecting the popular architectural styles of the period such as Greek Revival, Gothic Revival, Italianate, Queen Anne, Stick, Shingle, and later styles such as Craftsman and Prairie. New Carlisle is fortunate to have such a nice collection of historic homes, many of which are located in New Carlisle's National Register Historic District which was designated in 1992.

The first school was taught in a log house west of the Community Church and then in the Carlisle Temple, at the northeast corner of Michigan and Arch streets. The first schoolhouse was built in 1852 on the northwest corner of Front and Cherry Streets. The building was moved by Ransom



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Hubbard in 1881 so that he could build his Italianate Villa home on the site. The old schoolhouse was moved to Michigan Street and has served as a residence ever since. In 1860, a meeting was called by the Northwest Conference of the Methodist Church who realized the importance of education. The meeting resulted in the establishment of the Carlisle Collegiate Institute. The first semester at the Institute commenced in September 1861. The two-story brick building was built where Memorial Park is now located and was enclosed by a picket fence with an arched gateway at the entrance.

The school operated and housed primary and secondary grades until 1902 when a new high school building was commissioned. The Collegiate Institute was torn down in 1922. A new elementary school, called Olive Township Elementary was constructed south of the existing school in 1954. New Carlisle High School and nearby Rolling Prairie High School consolidated in 1968 and New Prairie High School was constructed a few miles west of town. The old high school continued to serve as a Junior High until it was torn down in 1981 and a new junior high was built next to the high school.

Carnegie Library

A public library was founded and sponsored by members of the Carlisle Clover Club in 1902. This club consisted of about 20 women who met for literary and social purposes. The group held several fundraisers to save money in order to purchase books. They worked for many years to build up a collection of books and were finally successful in receiving a grant from the Carnegie Foundation to build a library building. The library was built in 1921 with a \$9,000 grant from the Carnegie Foundation. In 2003, a new library was built across the street from the elementary school to serve the growing community. The Carnegie library building was rehabilitated for use as the New Carlisle Town Hall.

Community History



Historic photo of New Carlisle Collegiate Institute on the right and the new High School addition to the left

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Churches

Several churches were built in New Carlisle to serve various denominations. The Methodist Church is the oldest church building and was constructed in 1858. The Gothic Revival/Italianate structure stands at the corner of Front and Cherry Streets and no longer serves as a church. The building is being rehabilitated by a private individual. A new Methodist Church building was built in 1968 on the corner of Timothy Road and Compton Street. The Community Church on the corner of Michigan and Cherry Streets was constructed in 1927 in the Romanesque Revival style. The building replaced the Christian Church, a frame structure that was built in 1870. The Episcopal Church was built in 1887 at the corner of Ada and Filbert Streets. The church was later moved to East Chicago to continue as a house of worship. The Olive Chapel church served settlers south of New Carlisle in what was called the “South Woods”. The church was constructed in 1869 and continues as a church today. The Pilgrim Holiness Church was built a mile south of town in 1902 and was later moved to New Carlisle at the corner of Arch and Ada Streets. The Pilgrim Holiness Church merged with the Wesleyans in 1968 and became the New Carlisle Wesleyan Church until it was sold and torn down in 2006.

Community History



New Carlisle Community Church

Transportation

New Carlisle has always been well situated on major transportation routes. The town was originally developed on the Michigan Road, which was intended to be a straight route from the Ohio River to Lake Michigan, but that changed when surveyors reached the Kankakee Marsh and had to re-route the road to South Bend and then West through New Carlisle onward to Michigan City. New Carlisle served as a stagecoach stop for travelers of the Michigan Road. The first railroad came through New Carlisle in 1852 and in 1907 two electric interurban lines were established with a station on Zigler Street that accommodated passengers. In 1913 the Lincoln Highway—the first transcontinental highway from east to west—was conceived by a group of car enthusiasts and automobile manufacturers. With the popularity and necessity of the auto, people wanted better roads. The Lincoln Highway was part of the “Good Roads” movement. The original route of the highway passed through New Carlisle. The highway was later routed to U.S. 30 and Lincolnway became



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U.S. 20. New Carlisle's signature viaduct wall was constructed in 1925 as a remedy to eliminate what had become known as the "death crossing." New Carlisle continues to benefit from its situation between State Road 2 and U.S. 20 as well as easy access to the Chicago and South Shore Railroad which has a stop in nearby Hudson Lake.

Community History



The viaduct was built to eliminate the famed "Death Crossing" along the Lincoln Highway

Conclusion

New Carlisle is a thriving small town with wonderful attributes such as beautiful schools, a new, state-of-the-art library, parks, ball fields, and a skate park. Beautiful homes on tree-lined streets and a thriving commercial district add to the character of the community. Annual events include festivals, musical entertainment, parades, sporting events, and a host of other activities that make the town a great place to live. New Carlisle offers a wide variety of associations, organizations and clubs that accommodate a variety of interests as well. The town has a unique history— one built on the solid foundation of the early settlers who first called New Carlisle home.



New Carlisle, Indiana Comprehensive Plan

Overview

As part of the planning process, the Ball State planning team held a series of meetings with steering committee members and a major issue identification meeting that was open to the public. The major issues that emerged from those discussions are summarized here and addressed in proposed goals and policies for the plan.

Residents' Perspective

Growth Management

Rapid growth in a community results in changes to the patterns of life and often leads to concerns among residents about the long-term implications of the growth. New Carlisle residents participating in this project illustrated exactly those concerns. The growth of New Carlisle and the immediate area around the Town is the number one concern of the residents. In the February 1st 2005 public meeting it became clear that the new subdivisions south of Town and the new housing development on the south side of town were the main reasons for the desire to write a comprehensive plan. There is a mixture of opinion about how desirable these new housing additions are to the community, but there is no difference of opinion on the desire of the residents of New Carlisle to want some control of the residential growth of the area.

Economic Development

Economic development was also a primary concern of the residents at a public meeting held early in the planning process. The residents wanted to increase tourism and diverse small businesses, while discouraging big box stores, strip malls, and national chains. These ideas are part of the overall desire to keep the historic small town character of the Town while increasing the commercial activity necessary to build on the budding tourism the Town is experiencing. It is also the desire for more commercial amenities to enhance the already high quality of life of New Carlisle. In order to navigate a course of action in economic development it is necessary to know some basic facts about the Town. The following information was obtained from the 2000 census and can help determine the type of economic development that the Town residents desire.

A complete list of issues identified in the meetings follows on the next page.



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In a series of community meetings, New Carlisle residents indicated a strong desire to better direct, manage, and participate in decision-making processes regarding future industrial, commercial and residential growth in their Town. Related issues such as protection of green space and farmland, encouragement of diverse small businesses, discouragement of large chain stores and fast-food restaurants emerged as dominant goals for the citizenry. Prevalent themes emerged.

Issue List

Need tools and develop resources for:

- **Direct and Manage growth (industrial, commercial, residential)**
 1. Plan for new commercial development
 2. Protect residential neighborhoods from incompatible development
 3. Create buffer for industrial growth

- **Plan for improved and expanded infrastructure**
 1. Create new entrance to town over railroad tracks
 2. Enhance sewer, storm water, and water infrastructure
 3. Enhance traffic flow and pedestrian safety
 4. Increase pedestrian circulation
 5. Link schools to library and park
 6. Address cemetery expansion

- **Create economic development catalyst**
 1. Encourage diverse small businesses/discourage large chain stores and fast-food restaurants

- **Preserve community character**
 1. Develop building design standards
 2. Support family-oriented civic activities (festivals, parades, holiday activities)
 3. Enhance civic beautification
 4. Maintain security and safety

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Demographic Profile

In 2000, the age profile of the population of New Carlisle differed only slightly from the two counties to which it relates. New Carlisle had a larger percentage of school-age children than either county, but it had a smaller percentage of children under five, suggesting that, even by the date of this plan, the percentage of the population of school age in the town is likely to be found to be very similar to those of the two counties. New Carlisle had an average of 2.48 persons per household, slightly below the state at 2.53, St. Joseph County at 2.50 and LaPorte County at 2.52.

Population and Demographic Profile

One way in which New Carlisle differs significantly from St. Joseph and LaPorte Counties and from the state and nation is in its racial

	New Carlisle	St. Joseph County	LaPorte County	Indiana	United States
Median Age	36.5	34.4	37.1	35.2	35.3
Under age 5	6.1%	7.0%	6.5%	7.0%	6.8%
School age	21.9%	18.7%	18.0%	18.9%	18.9%
18 and over	72.0%	74.3%	75.5%	74.1%	74.3%
Over 65	14.5%	13.6%	13.5%	12.4%	12.4%

Table 1: Age Characteristics and Comparisons

and ethnic composition; only two percent of New Carlisle residents in 2000 were non-white, compared to 24.9 percent in the nation, 12.5 percent in the state, and 17.6 percent and 13.9 percent in St. Joseph and LaPorte Counties, respectively.

Median household income in New Carlisle (\$36,542 in 2000) is also lower than the income in either of the two counties, the state or the nation. St. Joseph County had a median income of \$40,420, and LaPorte County, the state and the nation all showed figures above \$41,000 for median household income. That is not a particularly surprising finding for a small town, which undoubtedly includes people who have chosen the quality of small-town life over what might be greater economic opportunities elsewhere. It is also consistent with the educational attainment data, shown on the next page, which indicates that the percentage of college graduates in New Carlisle is significantly lower than comparable figures for the state and the nation, although roughly comparable to that for LaPorte County — where incomes are higher.



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Population and Demographic Profile

Some 73.7 percent of the housing units in New Carlisle were owner occupied in 2000; that is slightly above St. Joseph County (71.7 percent) and the state (71.4) and slightly below LaPorte County (75.2).

The educational data shows that New Carlisle has a higher percentage of high school graduates and a smaller percentage of college graduates than either LaPorte or St. Joseph County.

	New Carlisle	St. Joseph County	LaPorte County	Indiana	United States
High school graduate	87.0%	82.4%	80.6%	82.1%	84.0%
Bachelors or higher	13.1%	23.6%	14.0%	19.4%	24.4%

Table 2: Educational Attainment

One fact from the 2000 census—the mean travel time to work—is predictable in one respect, but at the same time it is somewhat surprising. At 23.9 minutes, the figure for New Carlisle is higher than those for either LaPorte (22.6) or St. Joseph Counties (20.2) and even above the average for Indiana at 22.6. This is an understandable figure, since the local employment base is limited and not particularly diverse. To some extent, it seems to contradict the data on media household income, however, because it suggests that income sacrifices that some residents may have made have not paid off in reduced time in the car each day.

All data in this section was taken from the Bureau of the Census, www.census.gov, accessed through American Fact Finder tools. There are no dramatic conclusions to be drawn from the demographic profile, but it provides useful information for public officials to consider as they make decisions about the future of the Town.

Growth Patterns

New Carlisle had an estimated 2004 population of 1,619. With 13 additional residential units permitted in 2005, the estimated population in 2006 would be between 1,650 and 1,675; Olive Township, in which New Carlisle is located, had an estimated 2004 population of 4,486. Figure 1 on the opposite page shows that the population of Olive Township grew at almost double the rate of the population growth of New Carlisle. Between 2000 and 2004, Olive Township experienced 14.61 percent population growth; New Carlisle experienced 7.57 percent population growth (STATSIndiana, <http://www.stats.indiana.edu>).



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The substantial residential growth outside New Carlisle raises some planning concerns. The library, elementary school and basic commercial services for these residents are all located in New Carlisle. Yet these new areas lack sidewalk connections to New Carlisle and are evolving as separate subdivisions. Over the long run, many of these subdivisions are likely to need public sewer service. Yet the location of some of these subdivisions south of the Town leaves a significant wetland between the town and new development, making the extension of sewer and other services to the area problematic. New Carlisle can control growth in the areas around it only through annexation, an issue which is addressed in the goals and policies of the plan.

Population and Demographic Profile

	2000	2001	2002	2003	2004	2005
New Carlisle	1,505	1,499	1,610	1,612	1,619	1,662
Olive township	3,943	4,042	4,249	4,354	4,486	4,650

Table 3: Recent population estimates for New Carlisle and Olive Township

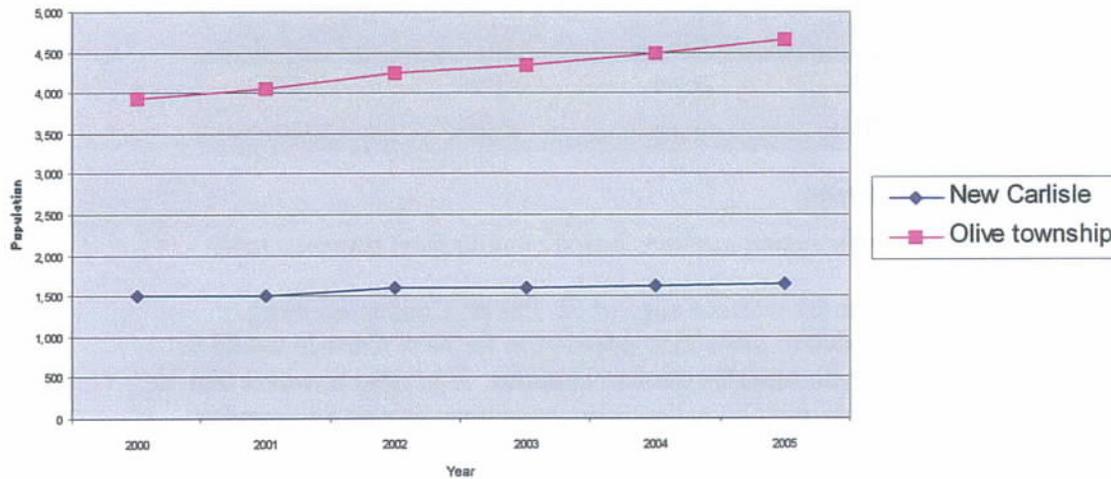


Figure 1: Population projections for New Carlisle and Olive Township



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Analysis

It is difficult to project future population for a small community, because much of what happens in New Carlisle will be affected by regional forces. Thus, it is important to look at some of those regional forces to provide a perspective for the future of New Carlisle.

Future Population

The Indiana Business Research Center at the Kelley School of Business at Indiana University provides population projections for all counties in the state. The population projections for LaPorte and St. Joseph Counties are shown in Table 4, immediately below.

County	2000	2010	2020	2030
LaPorte	110,106	110,376	112,278	114,371
St. Joseph	265,559	270,266	283,885	297,557

Table 4: County population projections 2000-2030

Source: Indiana Business Research Center, Kelley School of Business, Indiana University. Available at www.stats.indiana.edu (accessed April 2006).

These population projections indicate the growth rates computed in Table 5, immediately below.

County	2000-2010	2000-2020	2000-2030	2010-2030
LaPorte	0.2%	2.0%	3.9%	3.6%
St. Joseph	1.8%	6.9%	12.0%	10.1%

Table 5: County projected growth rates

Source: Computations by the report authors, based on data from previous table.

New Carlisle is located at the far western edge of St. Joseph County, abutting LaPorte County. One approach to projecting population for New Carlisle would be to average the projected growth rates for the two counties. It is clear however that, at least since 2000, New Carlisle and Olive Township have been growing somewhat more rapidly than LaPorte County and St. Joseph County. The Business Research Center population estimate for St. Joseph County in 2005 is 222,160, representing



New Carlisle, Indiana Comprehensive Plan

a total population growth of 501 people, or just over 0.2 percent since 2000. Population estimates for LaPorte County for 2005 show a population of 110,512, an increase of 406 people since 2000 for a slightly more robust growth rate of about 0.4 percent.

Future Population

If these figures can be reconciled, the data suggests that all of the population growth in St. Joseph County since 2000 has occurred in Olive Township. That is inconsistent with building permit data available from St. Joseph County, which shows growth in other areas of the county as well. In short, recent trends raise serious questions about the usefulness of the population projections for the two counties that surround New Carlisle; without valid projections for those larger geographical areas, it is almost impossible to project population for a small area like New Carlisle with any degree of confidence.



A newer home in an Olive Township subdivision

Unless there is a major change of circumstances – such as the establishment of a major park-ride station on the South Shore Line in New Carlisle or creation of a substantial number of new jobs in or near New Carlisle – it seems reasonable to project that New Carlisle and Olive Township will grow somewhat faster than either county as a whole but will certainly not attract a large percentage of the projected population growth of either county.

Using the projected 12 percent growth rate for St. Joseph County from 2000 to 2030, it seems reasonable to project that New Carlisle and Olive Township together may attract somewhat more than 10 percent and less than 25 percent of the total growth of St. Joseph County. That would yield a projected population growth by 2030 of somewhere between 1,800 and 4,500 people for Olive Township and New Carlisle combined; note that current estimates indicate that about 700 persons included in that estimate have already moved into the Township and/or the Town.



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Projected Residential Land Demand

The average household size in New Carlisle in 2000 was 2.48. Using that as a base for projections, growth of 1,800 to 4,500 people would require an additional 720 to 1,800 residential units, projecting from 2000. Some 700 of those people, or enough to occupy about 280 of the residential units, have already moved to the township, based on recent population estimates. That leaves demand for somewhere between 440 and 1520 additional residential units in the township as a whole.

If recent trends continue, two-thirds or more of those units may be in parts of Olive Township outside New Carlisle – primarily to the south. That would suggest a need for 130 to 460 additional units in New Carlisle by the year 2030. Using an average density of two units per acre (which is lower than the density in old New Carlisle but comparable to what is found in some of the new developments), the total acreage needed for new residential development in the Town will range from 60 to 200 acres. Land already annexed by the Town to the south, along Wintergreen Road, would serve much of that need.

Those calculations do not tell the whole story, however. They assume that New Carlisle simply expands its current boundaries incrementally and that St. Joseph County continues to allow new subdivisions outside the town limits, without public services. County officials have indicated at least informally a commitment to limiting new subdivisions without public services. If that commitment holds, and the town determines that the benefits of new development under town regulatory control outweigh the costs of annexation, then New Carlisle may absorb a much greater share of the projected development for Olive Township. That could increase the residential acreage needed for land for new residential development to a range of 250 to 700 acres.

The above calculations omit an important public policy issue. New Carlisle cannot completely determine the location of growth. It can use connections to its sewer and water systems to encourage growth in some locations and discourage it in others, but it is possible that the owners of the land that is most easily developable may not want to sell or may not want to develop in a way that makes sense to the town. Thus, the Town Council may, from time to time, have to

Land and Utility Demand



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consider annexing additional land to the town that is not “needed” based on these calculations but that, as a practical matter, offers logical expansion opportunities for the town.

Land and Utility Demand

Thus, these land demand calculations ought not to be considered goals but simply benchmarks to be used in evaluating future growth and annexation proposals.

Other Land Demand

The areas proposed for future commercial and industrial land contemplate substantial growth in those sectors; such growth will depend on regional population growth. Thus, the projections of residential land demand shown here are entirely consistent with the proposed future commercial and industrial land areas.

Utility Demand

At a liberal estimate of an average household use of 300 gallons of water per day, New Carlisle currently has adequate water and wastewater treatment capacity to handle all of the projected growth in Olive Township through 2030. If it expands into new areas, it may need to begin to look at system expansions in the 2015-2020 period. The ease and efficiency with which utility service can be provided to particular areas should be factors that help to shape future annexation policy.

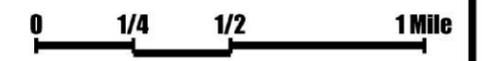
The current wastewater contract with the regional plant at South Bend has substantial available capacity to absorb additional growth from the community. If the Town decides at some point to build its own wastewater treatment plant, it should consider having the population projections updated, with a particular focus on probable wastewater generation for the first 20 years of the life of a proposed plant.

In 1989, a water treatment plant was built to serve the industrial area east of downtown New Carlisle. The plant has a capacity of 6 million gallons a day and is currently operating at approximately 50 percent capacity.

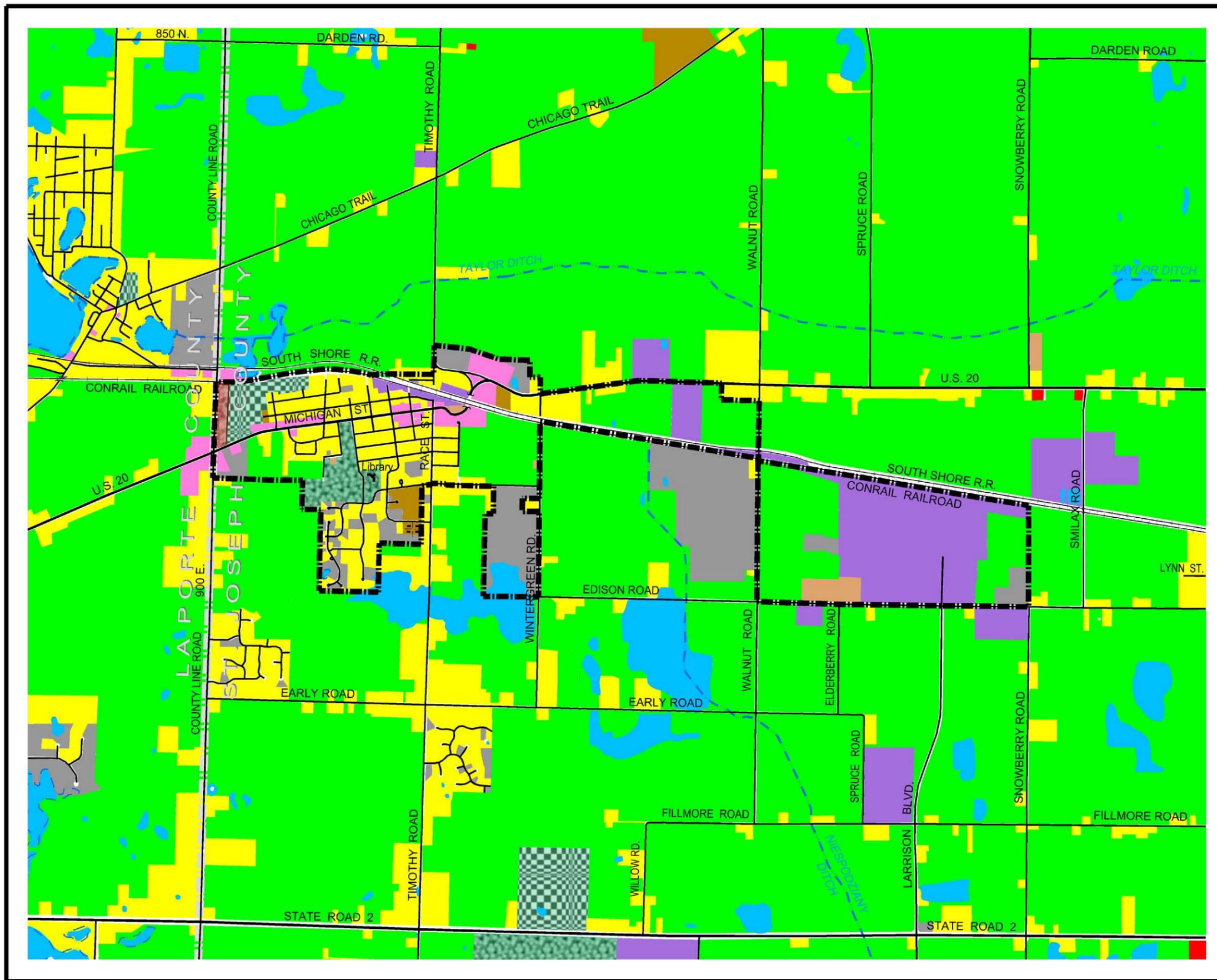
Existing Land Use

-  Agriculture
-  Residential
-  Multi-Family
-  Cemetery
-  Private Recreation
-  Public Recreation
-  Public Utility
-  Business Local
-  Commercial
-  Vacant
-  Industrial
-  USDA Designated Wetland
-  Town Limits
-  County Limits

Prepared By:
**Williams
 Aerial &
 Mapping, Inc.**



May 2007
 (Revised - July 5, 2007)
 (Revised - Nov 18, 2007)





New Carlisle, Indiana Comprehensive Plan

New Carlisle has a diverse housing stock that has changed over the years. The town's housing stock is composed of older homes most built before 1960. About 190 of New Carlisle's homes were built before 1930 in a variety of architectural styles, thus creating diverse neighborhoods (see Fig. 2). Recent development has been steady, averaging about 7 new single-family homes a year. A concern the community mentioned during a public meeting was that the Town did not have any way to manage the new residential growth occurring in the area.

Currently two subdivisions are being built within the town limits. A few of the homes in this subdivision are more expensive than the typical house in New Carlisle. The majority of New Carlisle's housing stock is valued between \$60,000 to \$125,000, but some new homes are priced at \$200,000 and more (see Fig. 3). The construction of homes at this price point suggests that people with higher incomes may be moving into the area.

The Town must also be concerned with the residential development occurring on the outskirts of Town. Several recent subdivisions have been built less than a mile from the town limits and there are plans for at least two more subdivisions, each containing about 130 homes. The introduction of these new subdivisions will affect the Town.

Housing



Example of a residential street



A historic home in downtown New Carlisle



A new subdivision within the Town Limits



New Carlisle, Indiana Comprehensive Plan

Housing

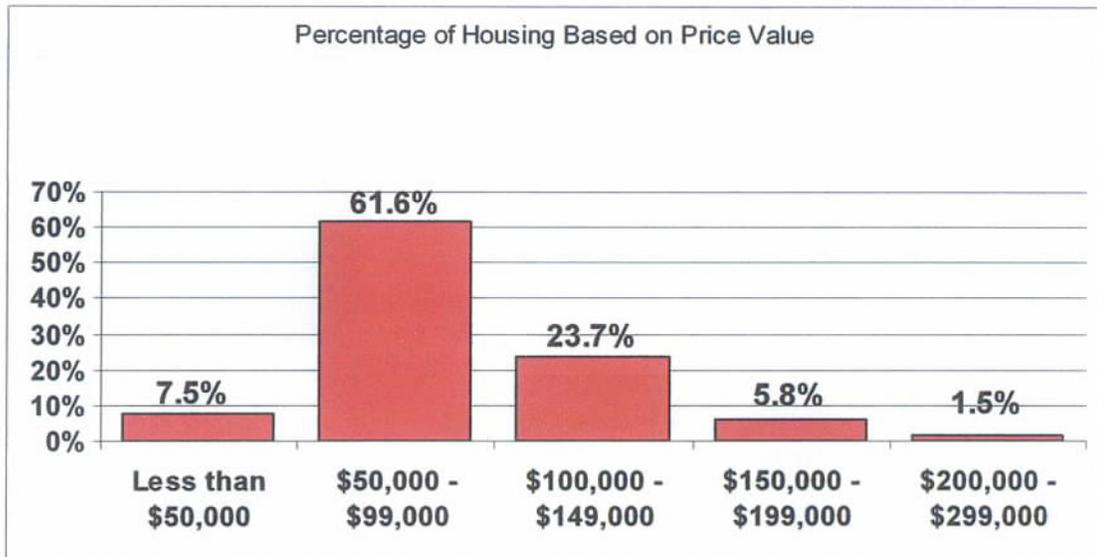


Figure 2: Percentage of Housing Stock by Value

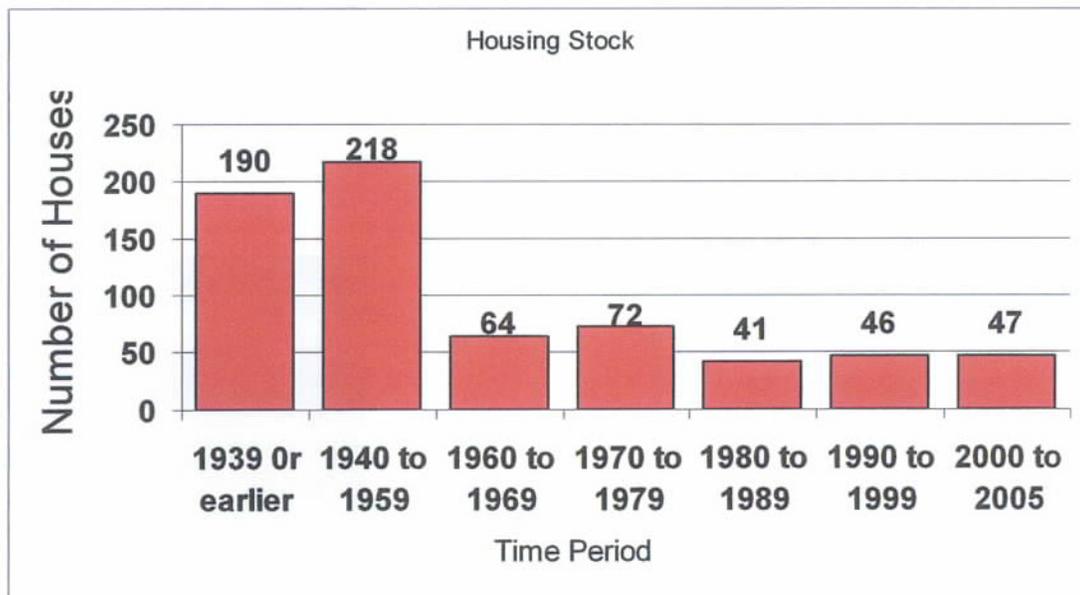


Figure 3: Housing Stock by Year Built



New Carlisle, Indiana Comprehensive Plan

Housing

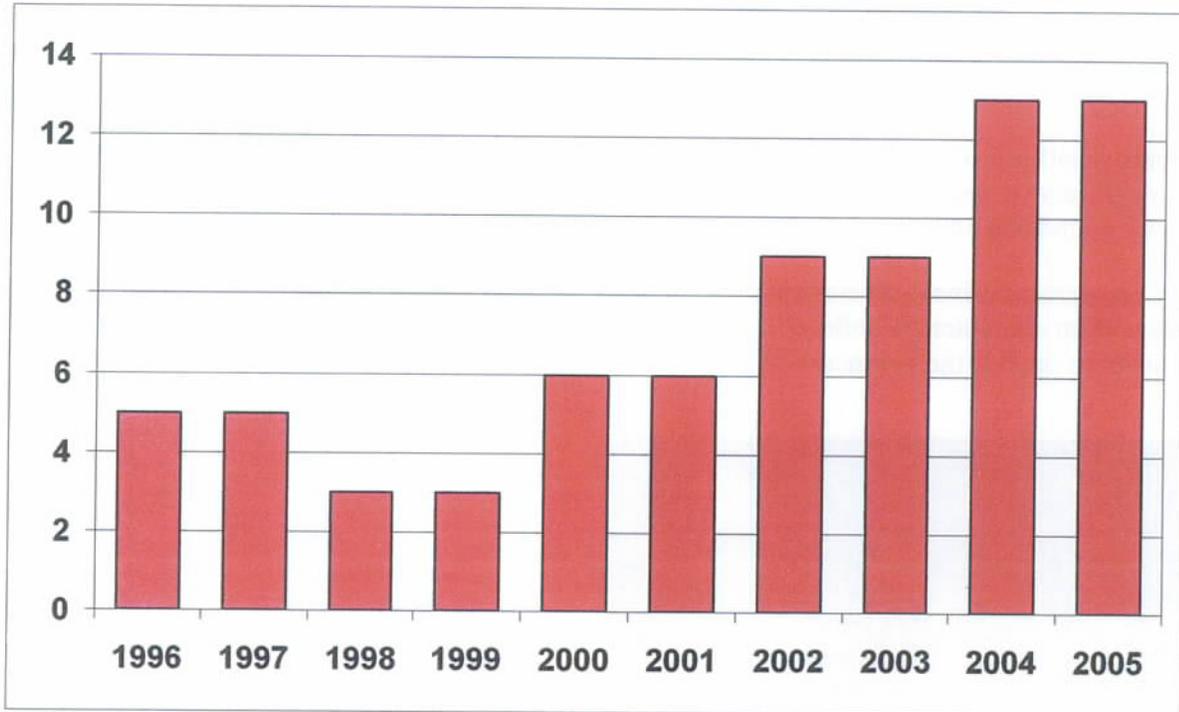


Figure 4: Residential Building Permits per year (New Construction)



A new home in New Carlisle



New Carlisle, Indiana Comprehensive Plan

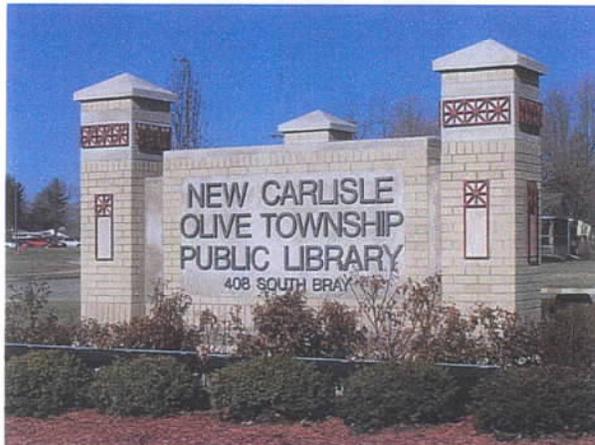
Library

The New Carlisle-Olive Township Public Library is a major community asset. It is centrally located in the community, across from the elementary school and near a park. It has easy pedestrian access from much of the community but also offers convenient parking.

The library itself is a contemporary building with lots of light, comfortable seating and free Internet access on library computers or on individual computers that use the network. It is open six days a week year-round and adds Sunday afternoon hours during the school year.

Library programming includes cultural presentations, children's sessions, and classes for all ages that range from computers to collectibles. Like the school located across from it, the library serves residents from outside the Town as well as those living in New Carlisle.

Library



The New Carlisle-Olive Township Public Library



New Carlisle, Indiana Comprehensive Plan

New Carlisle is served by the New Prairie United School Corporation, which consists of three elementary schools, a junior high school, and a high school. This school district is unique in that its area covers two counties. Also, some areas of the district are in the Eastern Time Zone, while others are in the Central Time Zone.

Schools and School District Boundaries

The following NPUSC schools serve New Carlisle:

- **OLIVE TOWNSHIP ELEMENTARY SCHOOL** (Students: 434; Location: 300 W BEN ST; Grades: K - 6) is located in New Carlisle.
- **NEW PRAIRIE JR HIGH SCHOOL** (Students: 426; Location: 5331 N COUGAR RD; Grades: 7 - 8) is located west of town in unincorporated LaPorte County.
- **NEW PRAIRIE HIGH SCHOOL** (Students: 646; Location: 5333 N COUGAR RD; Grades: 9 - 12) is also located west of town in unincorporated LaPorte County.

Rolling Prairie Elementary School and Prairie View Elementary School are both located in Rolling Prairie, IN, and are a part of NPUSC.

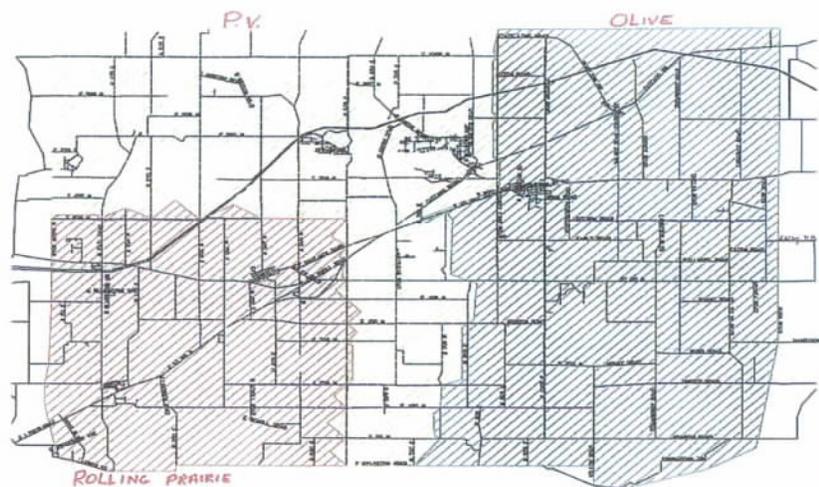


Figure 5: School District Boundaries



New Carlisle, Indiana Comprehensive Plan

Utility Services

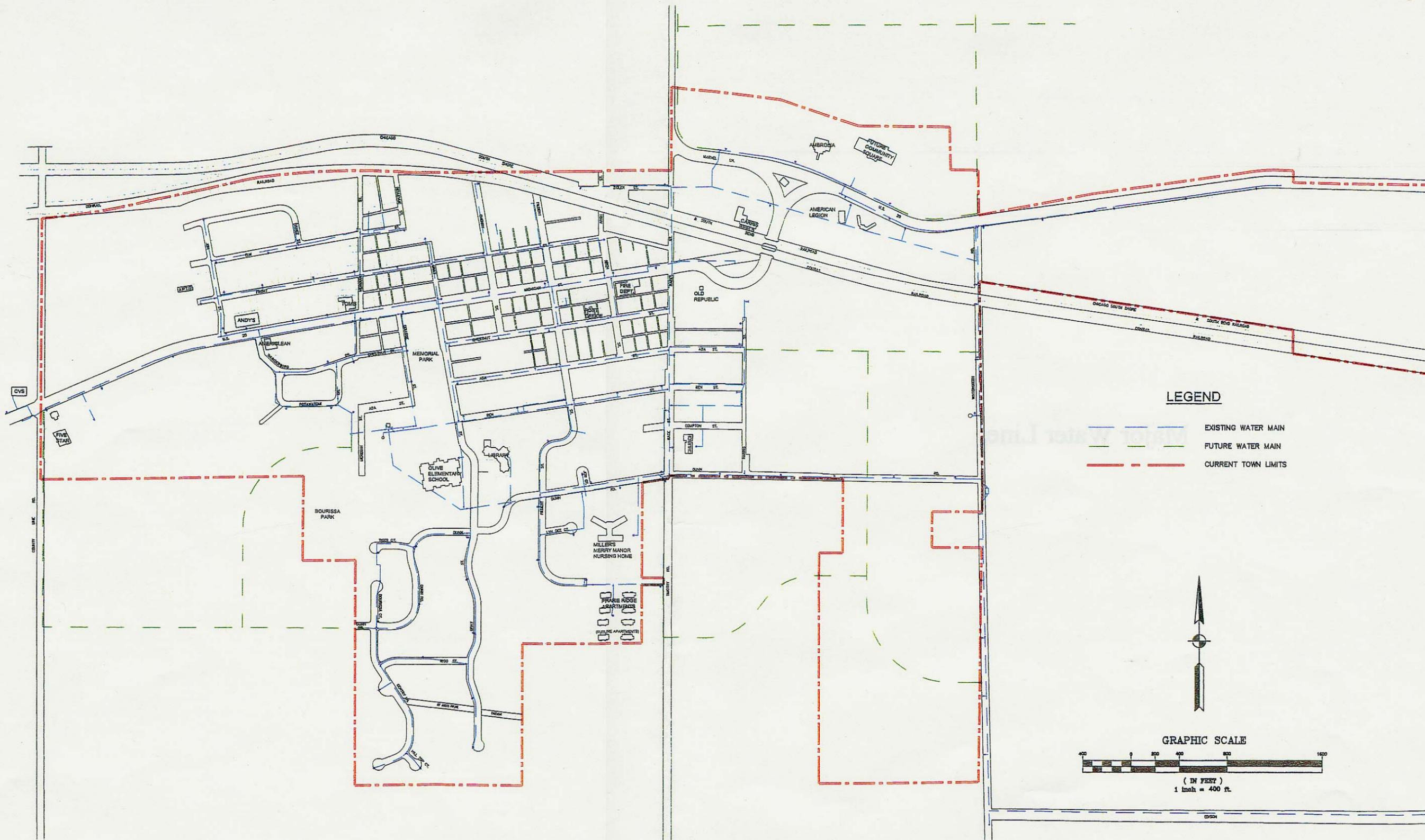
The following companies and departments provide utility services to New Carlisle. Electricity, natural gas and telephone service are available on-demand throughout New Carlisle and adjacent areas that are likely to develop, so these utilities are not further discussed in this report.

Because sewer and water are major factors in shaping and, in some cases, determining the growth of a small community, this report does contain further discussion of these important facilities.

The maps on the following pages detail water and sewer lines for the New Carlisle area.

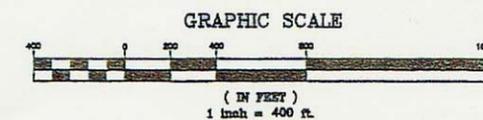
Local Communication Service	Embarq
Cable Television	Comcast
Electric Service	New Carlisle Electric Department Contact: Director of Public Works
Gas Service	Northern Indiana Public Service Company
Water	New Carlisle Water Department
Wastewater	New Carlisle Wastewater Department

Table 6: Utility Service Providers



LEGEND

- EXISTING WATER MAIN
- FUTURE WATER MAIN
- CURRENT TOWN LIMITS



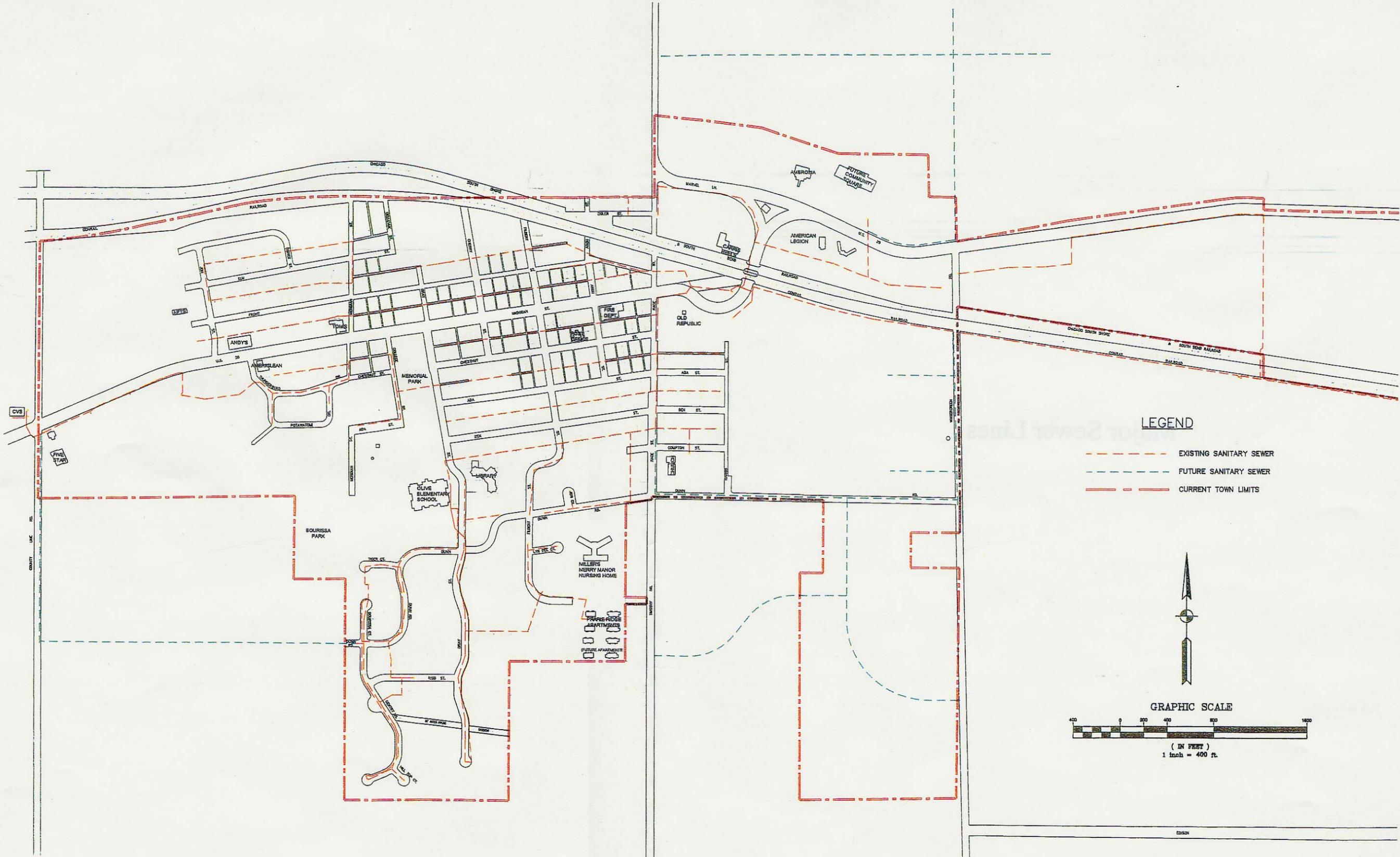
TOWN OF NEW CARLISLE, INDIANA WATERMAIN

ABONMARCHE CONSULTANTS, L.L.C.

750 Lincoln Way East
South Bend, Indiana 46601
(574) 232-8700
FAX (574) 251-4440

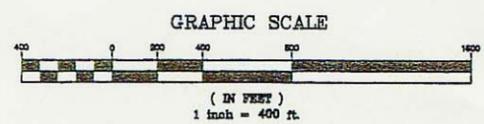
Fort Wayne, Indiana
Benton Harbor, Michigan
Manistee, Michigan

ENGINEERING / LAND SURVEYING / PLANNING / CONSTRUCTION SERVICES



LEGEND

- EXISTING SANITARY SEWER
- FUTURE SANITARY SEWER
- CURRENT TOWN LIMITS



TOWN OF NEW CARLISLE, INDIANA SANITARY SEWER

ABONMARCHE CONSULTANTS, L.L.C.

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South Bend, Indiana 46601
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FAX (574) 231-4440

Fort Wayne, Indiana
Benton Harbor, Michigan
Marquette, Michigan

ENGINEERING / LAND SURVEYING / PLANNING / CONSTRUCTION SERVICES



New Carlisle, Indiana Comprehensive Plan

Utilities

At the present time New Carlisle has extra capacity in all of the essential utilities. The large electrical substation to the east of Town can supply as much electricity as the Town will need at any time in the foreseeable future. The graphs below show the extra capacity in water and wastewater systems. The wastewater treatment capacity is guaranteed under a long-term contract with the City of South Bend's treatment facility. A February 2001 Pumping Capacity Study of the aquifer that provides water to the Town supports the capacity estimates in the water study, from which the graph below was drawn.

This is a remarkable condition for a small town. The substantial sewer and water capacity represent resources that can be used to build the town and develop its economic and tax base. This issue will be discussed further in the plan.

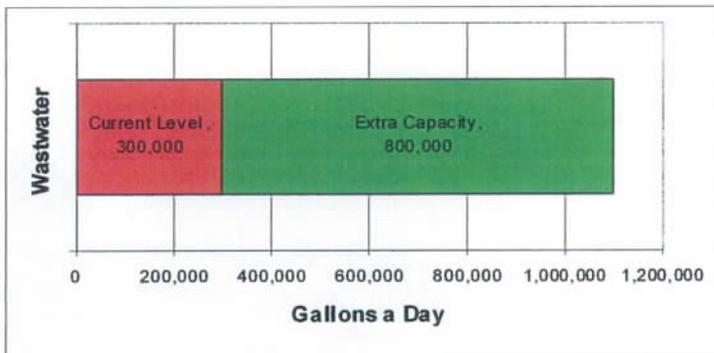


Figure 6: Wastewater Capacity

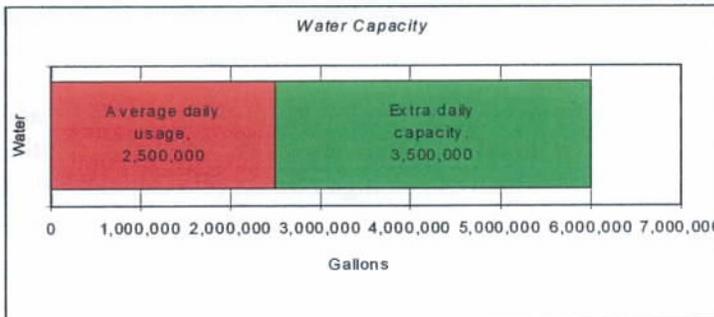


Figure 7: Water Capacity



New Carlisle, Indiana Comprehensive Plan

Automobile Circulation — Overview

New Carlisle occupies a strategic location in Northern Indiana. It is located in St. Joseph County, an area characterized by a high rate of growth, approximately 20 miles from the metropolitan center of South Bend. U.S. Highway 20 is the major thoroughfare through town and a major link to South Bend and its airport to the east and to metropolitan Chicago to the west. State Route 2, also a major east-west route, runs a short distance south of the Town. New Carlisle's superior location with respect to the major highway system has been and continues to be an important developmental asset.

Circulation

County Line Road, which runs along the current western boundary of the Town, and Race Street (Timothy Road) provide major north-south links through the Town, providing good access to State Road 2 as an alternate east-west route to U.S. 20. Those are the only continuous north-south routes that serve the Town in both directions. Walnut Road continues to the south of the Town, but it ends at Fillmore Road and does not reach S.R. 2 directly. In contrast, Snowberry Road connects from State Road 2 to Edison Road at the south edge of the industrial park, but does not continue past Edison.

U.S. 20 (Michigan Street through the Town) is the only continuous east-west route. Edison Road runs east-west just south of the industrial park and continues for about two miles, ending at Wintergreen Road. Wintergreen is essentially the current eastern boundary of the principal part of Town (where most existing residential and commercial development is located). South of that, Early Road runs about two miles east from County Line Road but then jogs south and changes name.

A stop light exists at the center of Town at the intersection of Michigan Street (US 20) and Bray Street. The stoplight is important because it provides a protected crossing for pedestrians and a relatively safe device for left turns along a primary access route to the park, the elementary school and the library, all of which are south of U.S. 20. At the west end of Town, a caution light exists at the intersection of Michigan Street (US 20) and County Line Road.



Intersection of US 20 (Michigan St.) and Bray Street



New Carlisle, Indiana Comprehensive Plan

Circulation Challenges

U.S. 20, County Line Road, and Timothy Road currently serve multiple and not entirely compatible purposes within the Town.

U.S. 20 is a major thoroughfare in northern Indiana and functions as an arterial road in New Carlisle. County Line and Timothy Roads also serve as arterial roads, connecting smaller, collector roads, to major arterials, like U.S. 20 and S.R. 2. All of these roads, however, also serve to some extent as collector roads, providing the primary links to allow local streets like Ada, Ben, Chestnut, and Dunn access to the larger road system. Further, each of them also serves as a local street, with residences and businesses having addresses, driveways and, in some cases, parking lot entrances directly onto these streets.

In a small town, such multi-function roads are common. With continued growth, however, New Carlisle is likely to experience some impairment of the level of service of these roads as arterials because of the amount of local traffic, the number of turning operations, and the interruptions caused by cars parking and going in and out of driveways. Certainly the intersection of County Line Road and U.S. 20 is not likely ever to resemble a major intersection in Castleton or even in South Bend. On the other hand, traffic congestion is relative. Part of the appeal of living in a small town is the lack of such congestion. Thus, if people have to sit through two or three cycles of a traffic light, it will affect their perception of the quality of life in the Town, even if the inconvenience seems trivial to a relative visiting from Detroit or Chicago.

Addressing these challenges suggests three specific strategies that have been included in the plan:

- o Policies to limit driveway and parking lot access to U.S. 20, Timothy Road and County Line Road by requiring that, wherever possible, driveways be located on intersecting streets, and by requiring shared access easements for new curbcuts along these routes;
- o Policies to require at least local road connections through new developments going north, south, east and west, to limit the necessity for a person going from one subdivision to an adjoining subdivision to use one of these major roads in the process (this potential problem is most evident along County Line Road, both in the Town and south of the current corporate limits);
- o A study to determine the feasibility of an additional east-west route, connecting from County Line Road to Walnut Road, through some of the new residential development planned in that area. Existing wetlands may prevent development of such a route, but it should be given serious consideration.

Circulation



New Carlisle, Indiana Comprehensive Plan

Circulation

The other major circulation challenge facing the Town is the set of parallel railroad tracks that in large part define the northern boundary of the Town. There are only two ways to cross the tracks in or near New Carlisle — over an at-grade crossing on County Line Road, and through the underpass that currently defines the eastern gateway to the main part of Town. The eastern entrance to the community has long been distinguished by a cement retaining wall that follows the “s” curves of that stretch of the highway, and a viaduct, both built in 1925. This unique feature is problematic in that it is dangerous for pedestrians, prone to flooding during heavy rain, difficult to navigate, and considered by some to be an “eyesore.” Not without its charm, however, it has two redeeming features: the curves serve to slow highway traffic, particularly heavy trucks that travel U.S. 20; and its curves and welcome sign have become a distinguishing local landmark.

As the Proposed Land Use element of this plan indicates (see pg 48), the most logical direction to expand commercial development in the Town is to the north, connecting to the existing downtown and to the new development that has already taken place in the “hook” formed by U.S. 20 as it comes out of the underpass on the east and Marvel Lane. To make that area more a part of the Town, however, it will be important to establish additional links. Even with the existing configuration of U.S. 20, auto access to the area is good. Consistent with the concept of limiting the local use of that major roadway, however, it would be desirable to consider an additional way to cross the tracks by car. Additional pedestrian access to developing areas to the East is essential, as indicated below.

Pedestrian and Bicycle Circulation

One of the charms of New Carlisle is that it is in many ways a walkable community. Downtown sidewalks are wide and welcoming, there is a traffic signal that provides protection for pedestrians crossing U.S. 20 at a key spot, and sidewalks are found throughout the community. However, several of the new subdivisions lack sidewalks, and all of the new subdivisions lack safe pedestrian connections to the rest of the Town. Because the new subdivisions to the south of Town depend on County Line Road and other major roads to serve as collectors, the only easy connections for future sidewalks will be along those roads. However, because those roads have relatively high traffic speeds and



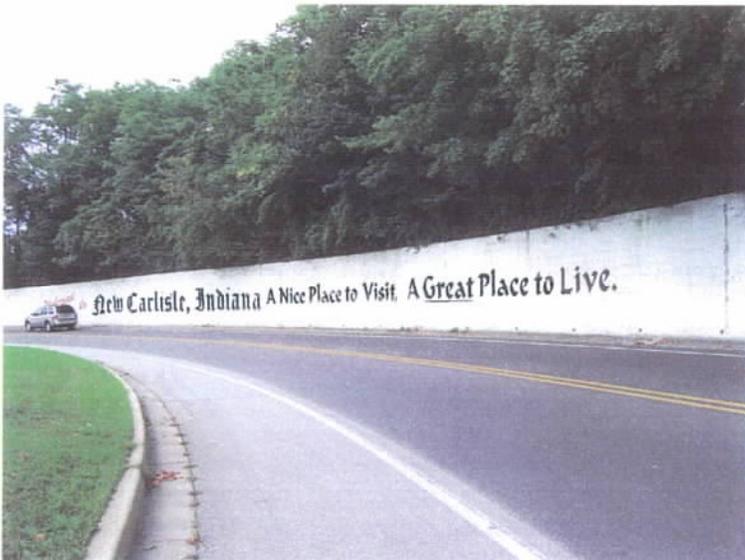
New Carlisle, Indiana Comprehensive Plan

are constructed with rural profiles, they do not lend themselves easily to the addition of sidewalks.

Circulation

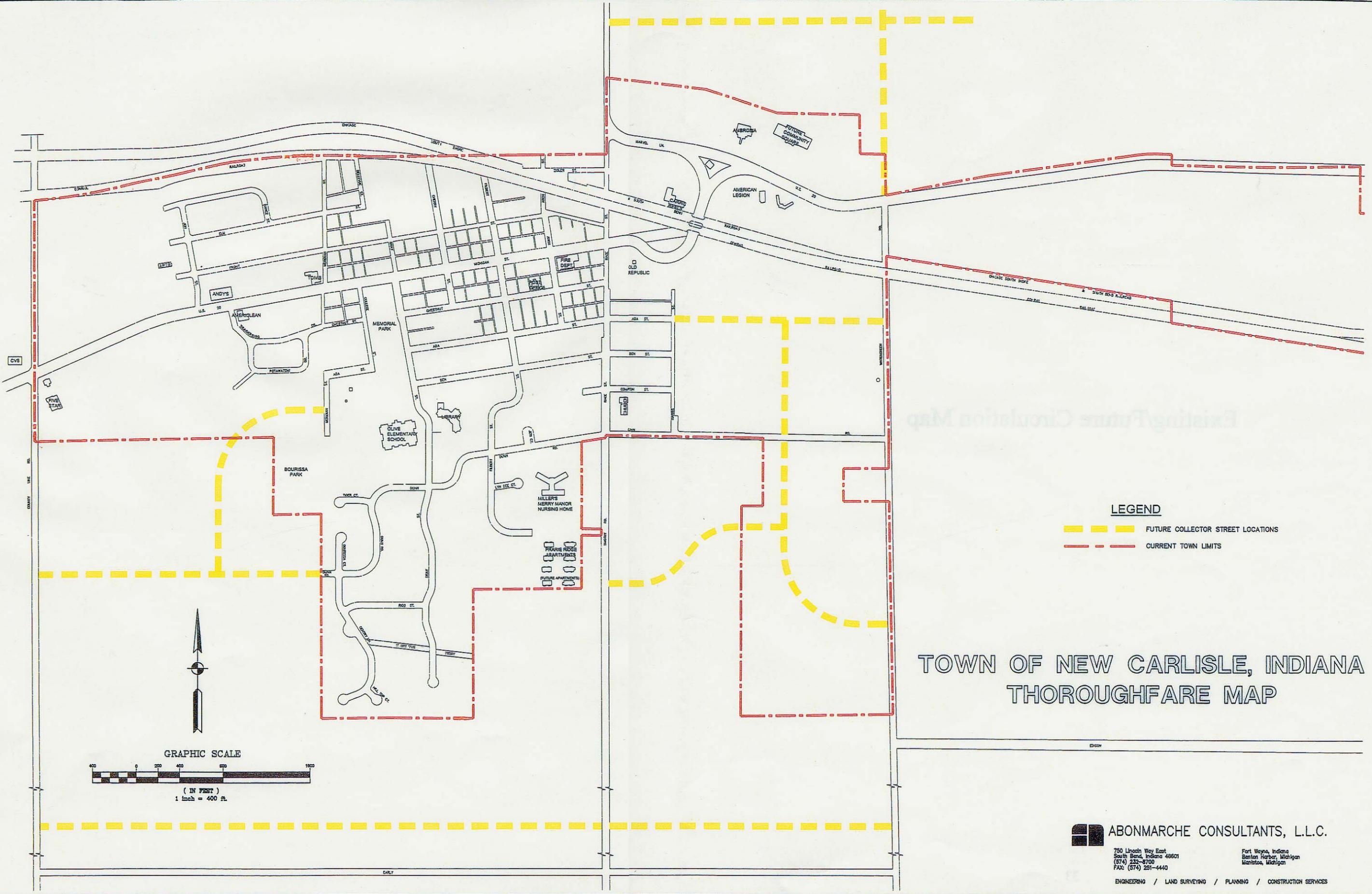
Other than the roads identified above as major thoroughfares, all roads in the Town provide pleasant bicycle routes, and it is possible for someone to get almost anywhere in Town on a bicycle without riding on U.S. 20 for more than a block; because of the patterns of new development, bicycle access to and from some new subdivisions requires using County Line or Timothy Roads, neither of which provides a logical long-term bicycle route. Outside the Town, there are extensive bicycle routes designated by signs along excellent rural roads that do not carry heavy traffic loads. Those marked routes connect to bike lanes in Michigan and can easily provide access to any route that may be extended through LaPorte County in the vicinity of the Town.

As additional development takes place, it will be important to require sidewalks or other pedestrian routes within the developments and direct connections, or provisions for future connections, between those local pedestrian routes and main pedestrian and bicycle routes in the community. As additional commercial development occurs along U.S. 20, particularly west of Town where traffic speeds are higher, pedestrian connections that link buildings at the building lines, rather than following the edges of the highway, should be considered.



The existing eastern entrance to New Carlisle

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LEGEND

- FUTURE COLLECTOR STREET LOCATIONS
- CURRENT TOWN LIMITS

TOWN OF NEW CARLISLE, INDIANA THOROUGHFARE MAP

ABONMARCHE CONSULTANTS, L.L.C.

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FAX: (574) 251-4440

Fort Wayne, Indiana
Easton Harbor, Michigan
Manistee, Michigan

ENGINEERING / LAND SURVEYING / PLANNING / CONSTRUCTION SERVICES



New Carlisle, Indiana Comprehensive Plan

New Carlisle, Olive-Hudson Fire Department

Chris Antonucci, Fire Chief
Phone: 574-654-3244

The all-volunteer Fire Department serves the Town of New Carlisle and Olive Township in St. Joseph County and Hudson Township in LaPorte County. The Fire Station is located in downtown New Carlisle, providing for rapid response to all parts of the Town as it exists now and to all areas into which it is likely to grow. Improved and alternative East-West access routes and complete connectivity among subdivisions will be important to provide prompt response times to these areas of growth.

The New Carlisle Fire Department relies on a long history of volunteer service to meet these needs.

Emergency Service and Service Areas



Figure 8: Emergency Services Coverage Area

New Carlisle Emergency Medical Services Department

Kenny Davis, Director
Phone: 574-654-8841

The Emergency Medical Services Department falls under the Town Government and now occupies its own facility in Town next to the Fire Station. It is staffed by a full-time Medical Services Director, whose services are supplemented by part-time, on-call employees who are professionals paid only when they are called. This service is available to residents of Hudson and Olive Townships, including those within the Town of New Carlisle, offering a significant additional benefit to taxpayers and residents of the Town.



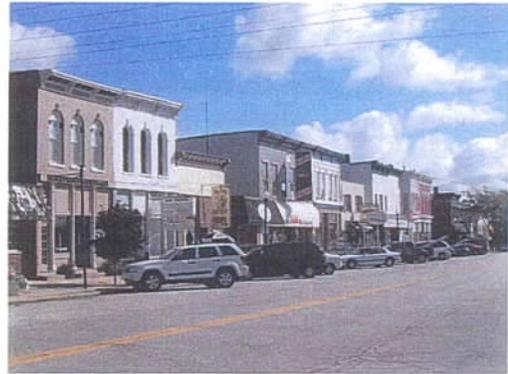
New Carlisle, Indiana Comprehensive Plan

New Carlisle's economic health has traditionally been farm based as seen by its agrarian history. Downtown evolved in order to serve the needs of local farmers as well as to serve visitors passing through Town due to New Carlisle's location along US Route 20, the old Lincoln Highway.

In the mid-1980s, the location of high-tech steel processing facilities on the east side of Town dramatically changed the complexion of the community. These facilities are owned by I/N Tek, a joint venture between Inland Steel and Nippon steel. New Carlisle recently annexed this area. This large industrial presence altered New Carlisle's traditional economic base. Because the industries have headquarters elsewhere, they have brought jobs but not executives or significant leadership to the community.

Downtown New Carlisle is the historic commercial heart of the Town. Its shops and restaurants give the community local flavor, which residents clearly treasure. There are some newer business establishments, including one format drug store, along U.S. 20. The change in character from the traditional downtown to format stores along a strip has raised concerns among some local residents, an issue to be addressed in the plan. There is clearly some growth in demand for commercial services for residents of New Carlisle and adjacent areas of Olive Township and LaPorte County. The new plan must address proposed locations for and design controls on new commercial development to ensure that such growth is compatible with the small-town and traditional character of the community.

Local Economy



A busy day in New Carlisle



Ambrosia Banquet and Catering is located east of the downtown business district



New Carlisle, Indiana Comprehensive Plan

Land-use patterns that affect New Carlisle residents are governed by three different sets of zoning ordinances: the Town’s own zoning, which is effective within the corporate limits; St. Joseph County’s zoning, which controls land-use on three sides of the Town; and LaPorte County zoning, which controls land-use along the western boundary of the Town.

Zoning

The zoning map on the following pages shows the applicable zoning districts for New Carlisle and St. Joseph County.

The St. Joseph County Area Plan Commission makes recommendations on and assists with the administration of zoning for New Carlisle. The Commission was formed in 1966 and also serves South Bend, Lakeville, North Liberty, Osceola, Roseland, and unincorporated areas of St. Joseph County. The Commission is made up of 15 appointed members and a seven-member staff.

The Commission’s primary areas of service are comprehensive planning, zoning, and the subdivision of land. The Commission reviews all petitions to rezone land within its jurisdiction. The Plat Committee reviews and approves all applications for subdivisions. This committee consists of five appointed members, one of whom must be a member of the Plan Commission.

New Carlisle Zoning Districts

- A Single-Family Residential District**
- B Two-Family and Multiple Residential District**
- LB Local Business District**
- GB General Business District**
- LI Light Industrial District**
- HI Heavy Industrial District**
- PUD Planned Unit Development**



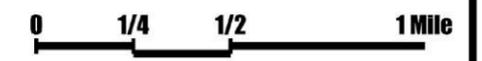
A residential home in New Carlisle

Figure 9: New Carlisle Zoning Key

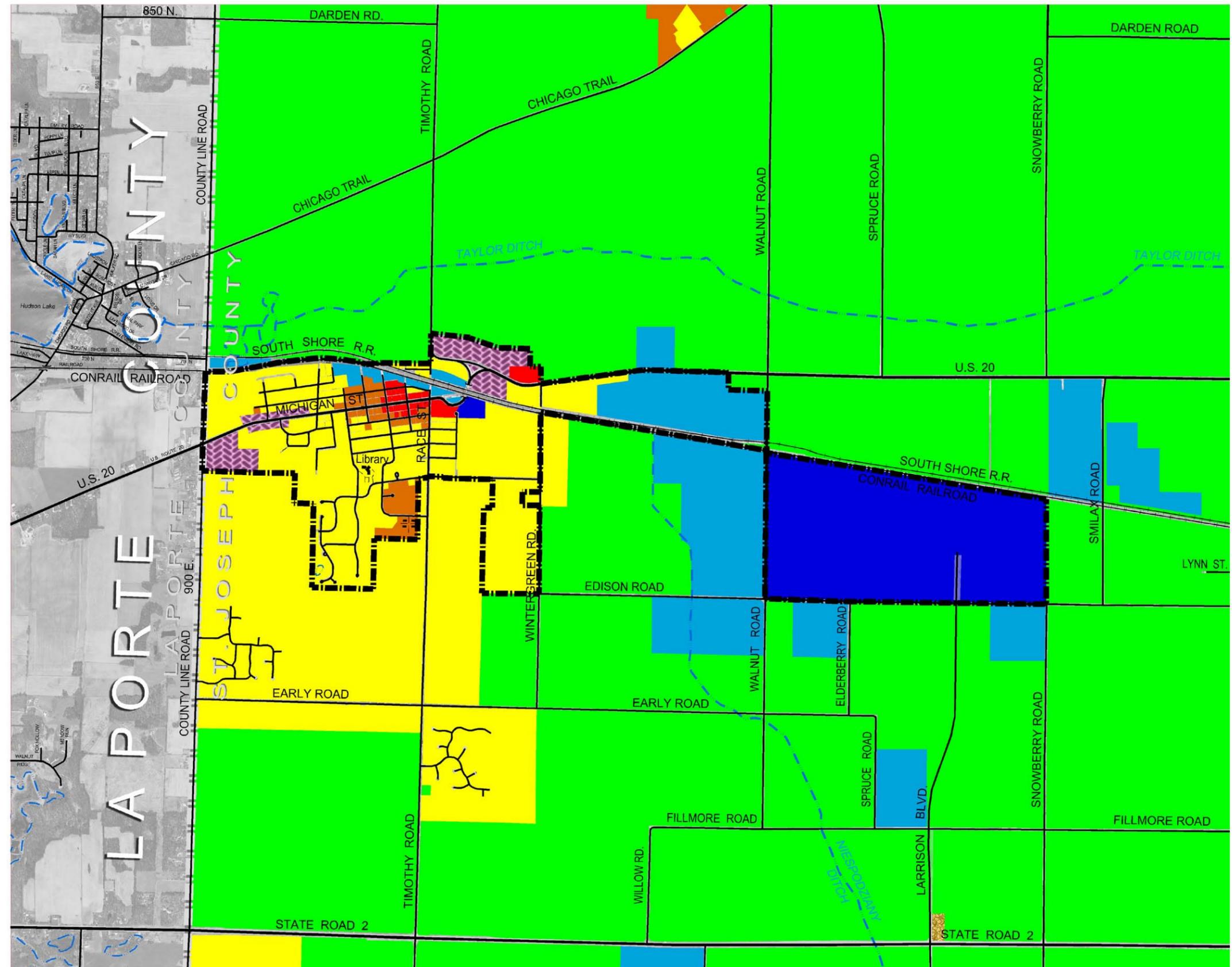
Current Zoning

-  Agriculture
-  Residential
-  Multi-Family
-  Local Business
-  Office Business
-  General Business
-  Light Industrial
-  Manufacturing
-  Heavy Industrial
-  Town Limits
-  County Limits

Prepared By:
**Williams
 Aerial &
 Mapping, Inc.**



May 2007
 (Revised - Nov 18, 2007)





New Carlisle, Indiana Comprehensive Plan

The Town of New Carlisle manages two public parks – Memorial Park and Bourissa Hills Park – which together represent 10.3 acres of park space. In all, New Carlisle provides 6.5 acres of park space per 1000 citizens, a figure that compares favorably with the National Parks and Recreation Association’s recommendation of 6-10 acres of park space per 1000 citizens. The adjoining presence of the Olive Township Elementary School grounds and the Town’s Little League ball fields augment New Carlisle’s public parks and provide for an even more expansive aggregate greenspace. Though situated in close proximity, New Carlisle’s two public parks perform distinctly different roles in the life of the community, with Memorial Park serving essentially as a classic town park or civic square, and Bourissa Hills Park providing a more remote and naturalistic retreat setting.

Public Parks



The gazebo at Memorial Park

Memorial Park is the more prominent of the two parks, as its northern edge is situated directly on Michigan Street, immediately west of New Carlisle’s downtown core. The park is landscaped and well-tended, and

contains mature trees, a gazebo, playground equipment, picnic shelter, and scattered benches and picnic tables. Given Memorial Park’s central location and multi-functional nature, it has historically been well utilized by the citizens of New Carlisle on a daily basis, as well as for festivals, celebrations, and other special events.



A community bulletin board at Memorial Park

The 1999 New Carlisle Parks and Recreation Master Plan categorized Bourissa Hills Park as a “diamond in the rough.” Certainly, the label remains true. With its southern and western vistas terminated by thick stands of mature trees, combined with the general sense of being



New Carlisle, Indiana Comprehensive Plan

far-removed from town, Bourissa Hills Park presents a very natural, rustic, and undisturbed setting. Much more open and less utilized than Memorial Park, Bourissa Hills Park is tucked away in relative isolation, well south of Memorial Park and west of the grounds of Olive Township Elementary School. In fact, as there exists no signage giving identification or direction to Bourissa Hills Park, the uninitiated visitor likely would encounter difficulty discerning its purpose, ownership, or legal accessibility.

Public Parks

The New Carlisle Parks and Recreation Master Plan is in the process of being updated and will be completed and adopted as a separate element of this Comprehensive Plan.

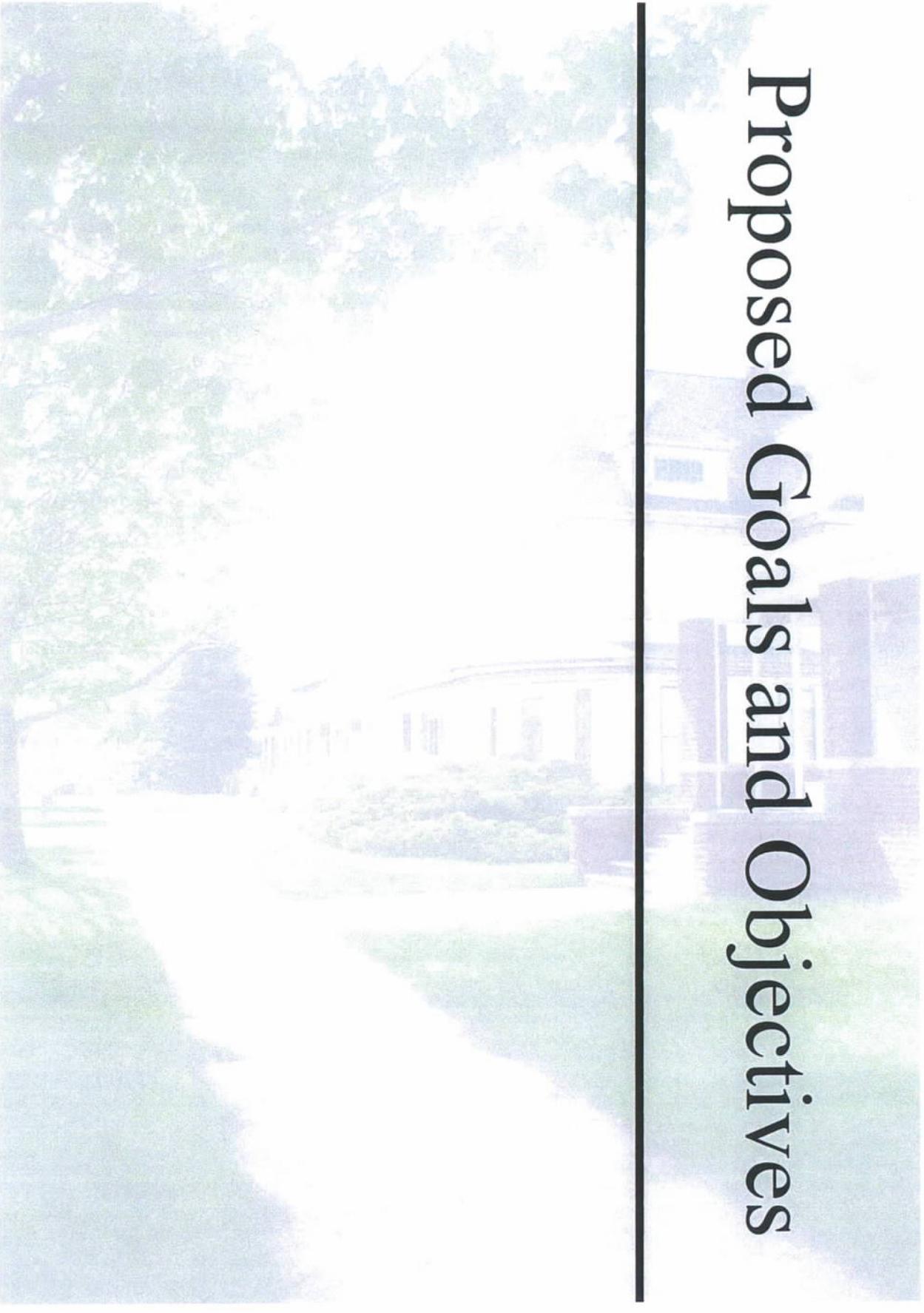


Bourissa Hills Park provides a natural and rural setting



Skateboard Park adjacent to Memorial Park

Proposed Goals and Objectives





New Carlisle, Indiana Comprehensive Plan

The Planning Area

Introduction

This plan addresses the future of land in New Carlisle and of surrounding land that is already related to New Carlisle through utilities or circulation systems or that provides logical opportunities for future growth for the Town.

Upon adoption by the Town Council, this plan will become the official guide for land under the jurisdiction of the Town of New Carlisle and will supersede any prior plans. The Town Council recognizes that, under its current structure as part of the St. Joseph County Area Plan Commission, the plans for land beyond its boundaries serve as recommendations to other governmental entities responsible for regulating that land until such time as that land may be annexed or placed under New Carlisle jurisdiction through intergovernmental agreement or another mechanism.

Goal:

To plan for the future of land within the Town of New Carlisle and that land surrounding it that:

- o May become part of the Town in the future through annexation;
- o Receives sewer or water service from the Town;
- o Contains or may in the future contain development that will affect the Town; and/or
- o That is or is likely in the future to be socially or economically a part of the New Carlisle community.

Objectives

1. The major objective of this goal is fulfilled through this planning document;
2. As the Town implements this plan, amends this plan, or adopts other types of plans, the planning area included in such actions should be similar to that shown in this plan.

Planning for and Managing Growth



New Carlisle, Indiana Comprehensive Plan

Managing Growth

Goal

To ensure that the evolving community that includes New Carlisle, but that currently extends into much of Olive Township and west into LaPorte County, develops in accordance with the goals of this Comprehensive Plan.

Objective

To manage the location, timing and quality of growth within the corporate limits of the Town and, to the maximum extent possible under Indiana law, within the planning area, in accordance with the multiple goals set forth in this plan.

Policies

1. New Carlisle may control its sewer, and water infrastructure by providing such services only to land that will be annexed immediately or that is owned by landowners who consent to future annexation
2. The Town Council shall seek approval from LaPorte County to annex into limited area of LaPorte County, within the planning area designated in this plan and in accordance with the goals and objectives of this plan.
3. The Town Council will be proactive in annexations, bringing into the Town land that is likely to develop in the foreseeable future.
4. The Town Council will consider the land needs portion of this plan in making future annexations, but it may annex existing and potential development sites even when there is other vacant land in the Town to achieve this goal, consistent with other goals and objectives of this plan.
5. Upon the request of residents or public officials of established communities outside the planning area shown in this plan, the Town will consider possible expansion of the planning area and possible future utility extension and/or annexations to provide wastewater, water, fire protection or other services to communities, where the Town Council finds that it is in the mutual best interest of the established community(ies) and the Town to do so.
6. The Town Council will annex only land in the planned growth area identified in this plan and will not consider other annexations without amending this plan to provide a context for such annexations.

Planning for and Managing Growth



New Carlisle, Indiana Comprehensive Plan

The Future Land Use Map

Goal

To achieve a pattern of land-use and development consistent with the multiple goals and objectives of this Comprehensive Plan.

Objectives

The Town shall use the Proposed Land Use Map as its guide for future patterns of land-use and development.

Policies

1. Although boundaries on the map are mostly straight lines, the designations of future land uses should be viewed somewhat more flexibly in undeveloped areas. The general pattern of future land-uses is to be followed in the future, but recognize that specific boundaries between uses may depend on circulation patterns, the availability of infrastructure, and other factors not known at this time.
2. With continued residential development, some additional development of neighborhood commercial uses, institutional uses (such as schools and houses of worship), and neighborhood service (such as day-care centers) will be both necessary and appropriate. It is difficult to site such facilities specifically, but such facilities should be allowed in areas designated "residential" on the Proposed Land Use Map, subject to appropriate limitations and standards to ensure that the facilities that are built are of a size and scale consistent with location in a neighborhood.
3. Rezonings should be approved in the future only if consistent with the Proposed Land Use Map, except in cases where both the Plan Commission and the Town Council make explicit findings that there is good cause to depart from the plan in a specific case.
4. The Town should invest in infrastructure consistent with the patterns of development shown on the Proposed Land Use Map.

Planning for and Managing Growth



New Carlisle, Indiana Comprehensive Plan

Achieving Quality Growth

Goal

To attract and encourage new development that will complement and enhance the quality and physical character of New Carlisle and meet the needs of its current and future residents, consistent with the goals and objectives of this plan.

Objective 1 — Commercial Growth

New commercial development should meet a broad variety of the retail and service needs of residents in buildings of modest scale, consistent with the small-town scale of existing development, and concentrated in commercial clusters shown on the Future Land Use Plan.

Policies

1. Commercial development should be concentrated in the existing downtown area and in an expanded commercial node connected with the new commercial development northeast of downtown.
2. Except at the node of County Line Road and U.S. 20, further retail development along U.S. 20 should be discouraged to avoid turning U.S. 20 into a major commercial strip.
3. The Town will adopt new building standards for commercial development to ensure that the size, scale and general character of new commercial buildings is compatible with the existing character of the Town.
4. The Town should consider a new zoning district for medical offices and limited medical services, to allow the expansion of such services in areas in which general commercial development may not be desirable.

Planning for and Managing Growth



New Carlisle, Indiana Comprehensive Plan

Objective 2 — Industrial Growth

To continue to expand the tax base and economic base of New Carlisle by attracting to the existing industrial area (TIF District) industry that will not only have a limited impact on the natural environment and rural character that define the context of New Carlisle, but that will also provide a measurable benefit to the community, through:

- o Creating jobs that provide self-sustaining wages and benefits;
- o Contributing to the community's efforts toward improving infrastructure;
- o Enhancing the community's efforts to achieve a desirable quality of life; and
- o Adding value to the local economy.

Policies

1. The Town will use its utility capacities and industrially zoned area to attract industrial development to the existing industrial area and adjoining lands, consistent with the stated objective.
2. The Town will use a combination of public open space and such uses as offices and light warehousing to provide a buffer between the growing east end of the Town and its industrial area.

Planning for and Managing Growth



New Carlisle's TIF District



New Carlisle, Indiana Comprehensive Plan

Objective 3 — Residential Growth

To ensure that new residential growth in and near New Carlisle is part of the community, is connected with the community, and maintains the small-town character of New Carlisle.

Planning for and Managing Growth

Policies

1. New residential subdivisions in the planning area should be connected to public sewer.
2. New residential subdivisions in the planning area should be brought into the Town through annexation at the earliest possible opportunity.
3. The Town will, to the maximum extent possible, use inter-local agreements, extra-territorial jurisdiction, and annexation agreements to bring new residential development within the planning area but outside the corporate limits of the Town under Town zoning and subdivision regulations.
4. New residential subdivisions should include streets, stormwater facilities, sidewalks and other public improvements, built to Town standards.
5. New residential subdivisions should, to the maximum extent possible, include automobile and pedestrian connections to existing and future adjoining subdivisions and neighborhoods without relying on roads that serve as thoroughfares.
6. The Town Council will direct an update to the town's subdivision ordinance to incorporate policies listed here and other relevant policies from this plan.



New residential growth



New Carlisle, Indiana Comprehensive Plan

Planning for and Managing Growth

7. The Town will amend its zoning ordinance to include more standards for planned unit developments, including minimum standards for the quantity and quality of open space.
8. In considering development and subdivision proposals along Wintergreen Road, the Town will seek to protect adequate right-of-way to allow the possible future improvement of the road as a collector road or minor thoroughfare that might, at some point in the future, cross under the railroad tracks.
9. The Town will study the use of amendments to its subdivision ordinance, impact fees, inter-local agreements with the counties, or other tools to address needed improvements to existing county roads. These roads were designed to serve rural needs and must be improved to design standards necessary to fulfill their expanded roles serving a developing area.

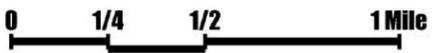


A new subdivision being built at Dunn and Wintergreen Roads

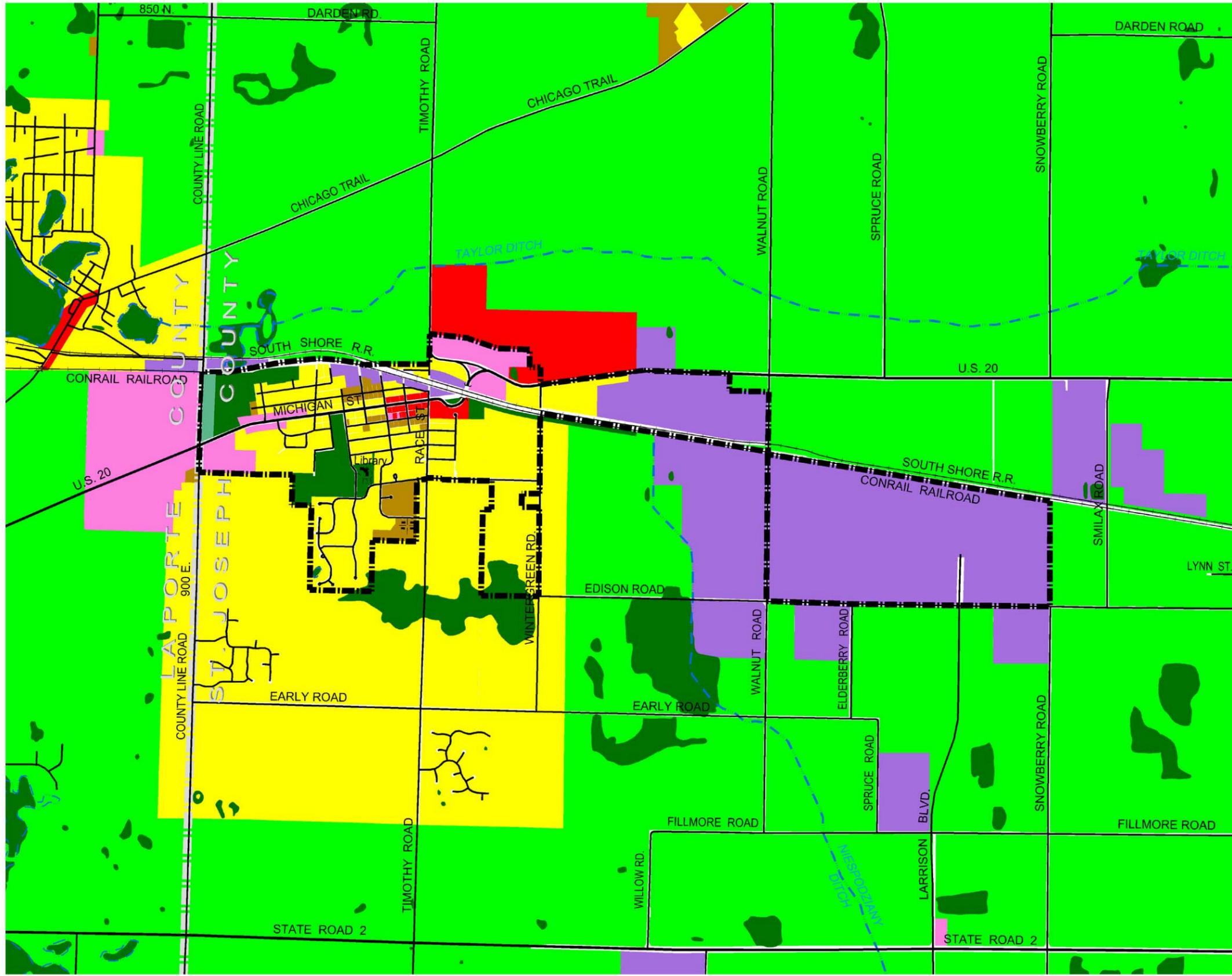
Proposed Land Use

- Agriculture
- Residential
- Multi-Family
- Cemetery
- Park - Open Space
- Business Local
- Business General
- Industrial
- Town Limits
- County Limits

Prepared By:
**Williams
 Aerial &
 Mapping, Inc.**



May 2007
 (Revised - July 5, 2007)
 (Revised - Nov. 28, 2007)





New Carlisle, Indiana Comprehensive Plan

Expanding and Enhancing Circulation

Goal

In cooperation with state and county governments, to enhance the quality of automobile, pedestrian and bicycle circulation within the Town, and to expand circulation systems as necessary to meet growth-related needs.

Objective 1 — Automobile Circulation

To provide a safe and efficient local circulation system for automobiles that builds on but does not impair the functioning of federal, state and county roads, and that is consistent with other goals and objectives of this plan.

Policies

1. The Town will work with the Indiana Department of Transportation to study safety issues related to the flashing light at U.S. 20 and County Line Road and will seek approval and funding for any necessary safety improvements.
2. The Town will install or seek state installation of additional road markings for pedestrian crossings on U.S. 20 and will use law enforcement and educational programs to discourage pedestrian crossings at other locations.
3. The Town will seek to balance the thoroughfare function of Michigan Street in downtown New Carlisle with its other function as a small-town main street by seeking approval and funding for the installation of non-disruptive traffic calming techniques and supplemental transportation tools such as:
 - o widening sidewalks and bumping out the sidewalk in front of Town Hall to create a small plaza or
 - o adding a bicycle lane to Michigan Street or
 - o some combination of the above
4. The Town will work with the Indiana Department of Transportation to consider major safety and traffic flow improvements to the eastern entrance to Town, specifically the viaduct and related highway curves, as part of any agreement with the state related to re-designation of U.S. 20 within the Town. If major improvements are undertaken, consideration

Planning for Improved and Expanded Infrastructure



Sidewalks in new residential development



New Carlisle, Indiana Comprehensive Plan

will be given to highway designs that meet safety standards while preserving a degree of the distinguishing features of this eastern entrance, such as curves that slow traffic and designs and routing that will not cause significant detriment to the viability of downtown businesses.

5. The Town will study the feasibility of creating either an alternate east-west route through the developing southern portion of the Town, south of the elementary school but north of Early Road, or the creation of a series of connections among existing and new subdivisions to achieve the same purpose.
6. The Town will consider amendments to its subdivision ordinance to require pedestrian and automobile connections between and among new subdivisions, existing subdivisions, and established areas of the Town, through local and collector streets.
7. The Town will consider adoption of appropriate ordinances to limit the number of new driveways and local road connections on Michigan Street and U.S. 20, Timothy Road, County Line Road, Dunn Road, and, as it may become a part of the Town, Early Road.
8. In considering development and subdivision proposals along Wintergreen Road, the Town will seek to protect adequate right-of-way to allow the possible future improvement of the road as a collector road or minor thoroughfare that might, at some point in the future, cross under the railroad tracks.
9. The Town will study the use of amendments to its subdivision ordinance, impact fees, inter-local agreements with the counties, or other tools to address needed improvements to existing county roads. These roads were designed to serve rural needs and must be improved to design standards necessary to fulfill their expanded roles serving a developing area.

Planning for Improved and Expanded Infrastructure



New Carlisle, Indiana Comprehensive Plan

Objective 2 — Pedestrian and Bicycle Circulation

The Town will use public investments, development standards and its subdivision ordinance to ensure that all residential and commercial areas of the Town are linked through safe and attractive pedestrian connections.

1. The Town will maintain its policy of requiring sidewalks in new development
2. The Town will seek funding or budget from local funds to fill gaps in the existing system of sidewalks and pedestrian connections
3. The Town will make completion of pedestrian links among the school, library and the parks a major priority for filling gaps in sidewalks.
4. The Town will study the feasibility of a plan for a pedestrian passage under railroad tracks at Wintergreen Road. If the feasibility study reaches a positive conclusion, the Town will seek railroad approval to proceed with the project and will seek Transportation Enhancement or other funds to construct it.
5. The Town, working with St. Joseph and LaPorte Counties and the respective regional transportation planning agencies, will seek to connect its pedestrian and bicycle circulation systems with expansions of regional systems that approach the Town, including the statewide Visionary Trails.
6. The Town will consider funding sources for yearly appropriations so that as the need for projects becomes apparent, funding will be available. Funding sources may include federal, state and private grant programs.

Objective 3 — Water and Wastewater

The Town will continue to operate, manage and, as necessary, expand its water and wastewater systems, consistent with

Planning for Improved and Expanded Infrastructure



New Carlisle, Indiana Comprehensive Plan

applicable state and federal laws, fiscal prudence, and applicable provisions of this Comprehensive Plan.

Policies

1. The Town Council, with the assistance of its professional staff, will continue to monitor the pumping capacity of the aquifer, the capacity of the water treatment system, the contractual treatment capacity available under the existing regional wastewater treatment agreement, and the available capacities of major lines in both systems, and will extend services and annex territory only to the extent that new customers can be served by existing or planned and budgeted expansion capacity in the systems.
2. The Town will use its utility services as tools of growth management, as well as tools of economic development, providing utility service only in planned growth areas to lands that will be annexed by the Town.

Objective 4 — Commuter Rail

The Town will study and consider the potential benefits to its current and future residents of having a local stop on the South Shore Line.

Policy

1. The Town will work with the Michiana Area Council of Governments (MACOG) and the South Shore Line to explore the possibility of establishing a Park-Ride Station on the South Shore Line in the undeveloped area along the tracks and immediately east of existing commercial development along U.S. 20.

Objective 5 — Other

The Town will plan for and expand other public infrastructure and facilities as necessary to serve the needs of the Town.

Planning for Improved and Expanded Infrastructure



New Carlisle, Indiana Comprehensive Plan

Planning for Improved and Expanded Infrastructure

Policies

1. The Town will plan for cemetery expansion by purchasing land in the developing area and establishing a plan for the new cemetery.
2. The Town will update its parks plan, as an element of this Comprehensive Plan, and develop proposed funding mechanisms (possibly including impact fees) for growth-related expansions of the park system, particularly in the southern part of the Town.



New Carlisle Cemetery



New Carlisle, Indiana Comprehensive Plan

Preserving and Enhancing Community Character

Goal

The Town will use techniques of good planning, public investment, regulation of land development, and regulation of the character of building and modification in the downtown and historic district to preserve and enhance New Carlisle’s historic, small-town character.

Objective 1— Managing Development

The Town will adopt a new Unified Development Code, to incorporate existing and recommended provisions for the Zoning and Subdivision Ordinances and to incorporate provisions for community character and historic preservation.

Policies

1. The Town will adopt a new Unified Development Ordinance.

Objective 2 — Improving Gateways and Corridors

The Town will improve gateways to town and corridors through a combination of improved development standards for private development and public investment in new signage, entrance features, street furniture and public trees.

Policies

1. The Town will enhance the western entrance to town with better public signage.
2. The Town will amend its sign ordinance to ensure that signs on private property are appropriate in height, size, scale and design, to the Town; the amended ordinance will impose different sign standards in the historic downtown than in newer commercial developments.
3. The Town will amend its zoning ordinance to require improved landscaping and other site design in new commercial development.
4. If the Town is able to make significant safety and circulation improvements to the eastern entrance to Town, the Town will seek to retain some of the aesthetic character of the distinguishing viaduct and curves. Consideration shall be given to landscaping, lighting, and sidewalk design and other architectural design elements sympathetic to the historic character of the downtown business district.

Preserving and Enhancing Community Character



New signs at each end of the Town welcome visitors

Objective 3 — Commercial Development

While encouraging commercial development, the Town will adopt regulations to ensure that new



New Carlisle, Indiana Comprehensive Plan

commercial development complements the historic, small-town character of New Carlisle.

Policies

1. The Town will adopt new building design and development standards to ensure that the size and scale of new commercial development is consistent with the established character of the Town.
2. The Town will follow the Proposed Land-Use Map to ensure that new commercial development is clustered in appropriate areas and not built in strips along the highway.

Objective 4 — Downtown

The Town will seek to enhance the vitality and preserve the character of its historic downtown.

Policies

1. The Town will remove or upgrade the old town hall.
2. The Town will improve the existing parking lot behind Town Hall and any added parking with landscaping and other design features along street frontages to minimize the aesthetic effect of the parking lot on the streetscape.
3. The Town will continue to encourage the planting and maintenance of street trees and landscaping along Michigan Street.
4. The Town will amend its zoning or other ordinances to require that dumpsters, pay phones, mechanical equipment and similar intrusions on the street frontage will be screened from Michigan Street with appropriate walls or fencing or with landscaping.
5. The Town will amend its sign ordinance for the downtown district to prohibit the future installation of interior-lighted signs or back-lit awnings.
6. The Town will adopt voluntary guidelines for new buildings and for the rehabilitation of existing buildings in the downtown. Those guidelines will include but not necessarily be limited to the following:

Preserving and Enhancing Community Character



New Carlisle, Indiana Comprehensive Plan

- A. Encouraging signage that is appropriate in scale for pedestrians as well as automobiles
- B. Encouraging the removal of existing shed-roofs at several businesses and replacement of those with traditional awnings;
- C. Maintaining a consistent two-story roofline throughout the downtown;
- D. Maintaining a consistent façade line for all buildings, at or near the sidewalk;
- E. Building new buildings from lot-line to lot-line, so that there is a continuous façade along Michigan Street;
- F. Maintaining a visual horizontal line that clearly shows on the outside of the building the separation of the ground floor from the second story;
- G. Maintaining the general rhythm of solids and voids (doors and windows as voids in solid walls);
- H. Restoring, where possible, bricked-up or boarded-up windows to their original use as windows;
- I. Removing aluminum and other false fronts on early buildings;
- J. Concealing roofing treatment behind a parapet wall or other architectural feature on the front.

Preserving and Enhancing Community Character

Objective 5 — Historic District

The Town will amend its zoning ordinance to preserve the character of the historic district while encouraging appropriate economic use and reuse of the buildings in it. The historic district is defined as New Carlisle's National Register Historic District designated in 1992. The district is roughly bounded by north side of Front Street, west side of Arch Street, south side of Chestnut Street, and east side of Bray Street.

Policies

- 1. The Town will amend its zoning ordinance to include standards for scale, proportions, roof treatment and building materials for new buildings erected in the historic district.



New Carlisle, Indiana Comprehensive Plan

Preserving and Enhancing Community Character

2. The Town will amend its zoning ordinance for the historic district to establish basic proportional standards for new buildings, to ensure that the general shape and proportion of the new buildings is similar to that of buildings already in the area;
3. The Town will amend its zoning ordinance to include basic standards for the preservation of the character of existing buildings in the historic district, including:
 - A. A recommended palette of paint colors;
 - B. Requirements to maintain a minimum roof pitch on new or remodeled homes;
 - C. Requirements for minimum eaves and overhangs for new or remodeled buildings in the district;
 - D. Recommendations for the placement and orientation of garages.

Objective 6—Other Residential Areas

The Town will maintain and improve its zoning regulations to ensure the quality of residential development in all areas of the Town.

Policies

1. An updated zoning ordinance will include development standards to encourage proper design and landscaping standards in areas of new residential development.
2. Zoning will be used to maintain the residential character of the Town's residential neighborhoods.

Objective 7— Parks

The Town will update its Parks and Recreation Master Plan and adopt it as an element of this Comprehensive Plan. The Plan will be implemented by expanding park and recreation facilities as needed to meet the needs of the growing community.



New Carlisle, Indiana Comprehensive Plan

Planning for Economic Development

Goal

To expand employment opportunities and to increase the diversity of retail goods and services available within the Town.

Objective 1 — Economic Base

The Town will actively work to expand its economic base.

Policies

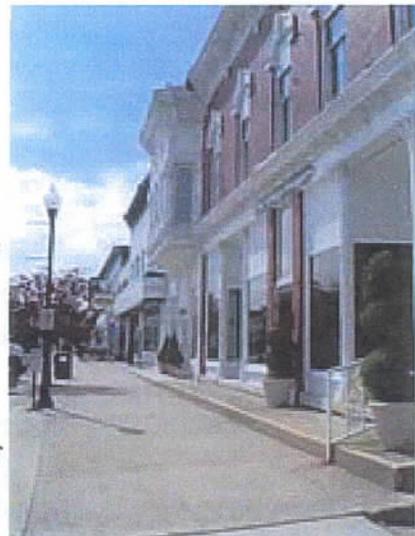
1. The Town will seek economic growth that offers good jobs with competitive pay.
2. The Town will seek economic growth that expands its tax base.
3. The Town will encourage economic growth that uses technology and available natural resources and that has low external impacts, to avoid excessive and/or unhealthy levels of noise, light and pollution.

Objective 2 — Downtown

The Town will encourage a variety of retail, hospitality and service activities, as well as residential opportunities, in the historic downtown, to support it as an economically viable heart of the town.

1. The Town will review its zoning ordinance to ensure that it allows an appropriate range of retail, hospitality and service uses in the downtown.
2. The Town will review its zoning ordinance to ensure that it allows residential units above the first floor in downtown commercial buildings.
3. The Town will provide parking to support existing and expanded downtown commercial and residential uses.

Economic Development



Downtown New Carlisle



New Carlisle, Indiana Comprehensive Plan

This project is part of the outreach efforts of Ball State University's Building Better Communities Program. Through that program, the University partners with communities in Indiana to address community needs. The New Carlisle project began as a student project in the Department of Urban Planning at Ball State University. Work on the project was completed with the assistance of Prof. Eric Damian Kelly, Acting Chair of the Department. Emily Rosendall, a Graduate Assistant in the Master of Urban and Regional Planning program provided assistance. Contact information for the project:

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