Roseland, Indiana
Comprehensive Plan

December, 2005

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ROSELAND COMPREHENSIVE PLAN

December 2005

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Roseland Comprehensive Plan
DECEMBER 2005

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CHAPTER ONE: INTRODUCTION

LOCATION

Roseland, Indiana is located in the north central St. Joseph County in Clay Township. South Bend is the county seat and is located approximately one mile south of Roseland. St. Joseph County, located in north central Indiana, is part of the South Bend Metropolitan Statistical Area (MSA) which also includes Cass County, Michigan.

The Indiana Economic Development Corporation (IEDC) formerly known as the Department of Commerce (IDOC) is the lead economic development agency for Indiana. IEDC was officially established in February 2005 to replace IDOC and now provides business with the most complete range of services previously separate from IDOC. One of six regions around the state, St. Joseph County is part of the North Central Region which includes Elkhart, Marshall, Kosciusko, Wabash, Miami, Cass and Fulton counties. The regional office is located in South Bend with South Bend-Elkhart considered as the primary economic hub with Warsaw and Plymouth as secondary economic hubs.

HISTORY

Recognizing a community's identity and its unique characteristics helps to develop a sense of place and pride in one's community. To properly plan for the future, one must understand one's history. French explorer Robert de La Salle first visited the area in 1679. Thereafter, the French Catholic mission of Notre Dame was established less than a mile from present day Roseland to Christianize the native population. Pierre Navarre, the first permanent lay settler in St. Joseph County built a trading post in 1820 a little over a mile and a half away in South Bend. Settlement in the Roseland vicinity began in 1834 when a Stephen Ullery built a water powered mill on Juday Creek near the present day Dixie Highway (SR 933 & US 31 Business) Bridge. The adjoining religious community saw Notre Dame's first college established in 1842. St. Mary's College was founded 1844 and Holy Cross College was established 1966.

Originally an area of widely scattered homesteads, the vicinity was originally in a much larger German Township until Clay Township was created in 1840. Roselawn, as the immediate area was known, began to grow when six plats were recorded between 1899 and 1915. Since horse drawn vehicles on primitive rural roads were no match for the convenience and reliability of interurbans, commuting by rail to jobs in South Bend was common place at the turn of the century. In order to maintain its independence in an era of rapid growth, a

petition with the St. Joseph County Commissioners was filed on December 27, 1915 and the Town of Roseland was subsequently incorporated on January 25, 1916. With a population of 165, the voting took place in Fred Ullery's grocery store.

When the vote was taken to incorporate, it was found that the name Roselawn was already taken by another Indiana town. In those days with limited communication, this was not an unusual occurrence. Therefore an affidavit was filed with the county Recorder's Office to change the name to Roseland along with its incorporation paperwork. At the time the South Bend Tribune reported one fretful Roseland resident as saying, "We've got to watch out, or soon the lusty city to our south will reach out with long arms past Notre Dame and St. Mary's and gobble us up!"

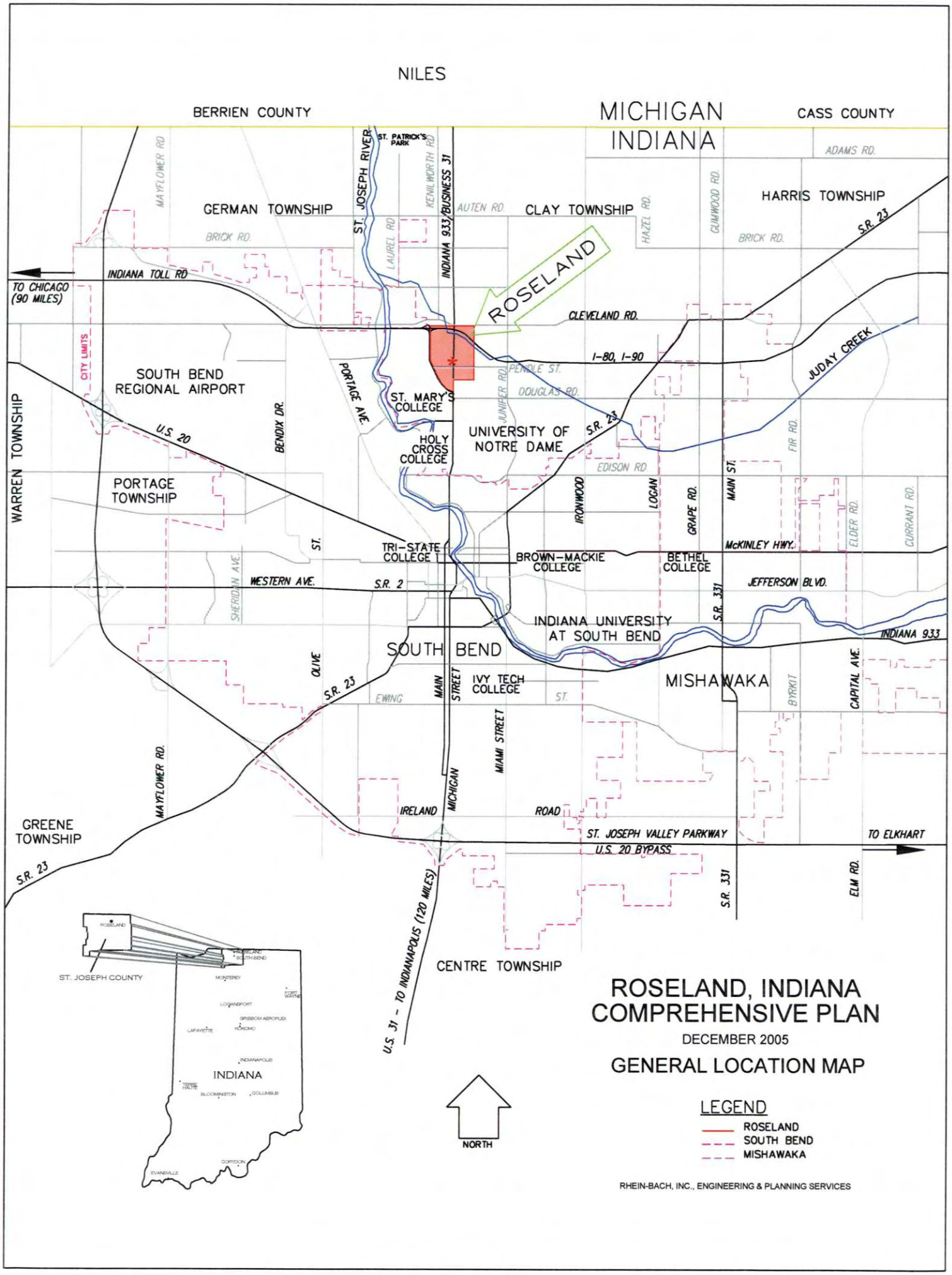
Evidently protecting one's identity and allowing a minimum of government activity were the goals of Roseland's founders. Major topics of concern for the Town Board then as it is today revolved around such municipal necessities as streets, storm drainage, sidewalks, police, fire, sanitary sewers and water systems. Many of the same needs were addressed over the years with varying degrees of success.

The Town of Roseland in its present form is largely a product of the "roaring twenties". The town filled out quickly as new houses in eleven new subdivisions went up on both sides of the Dixie Highway. Most available land was platted by the end of that decade and no additional land has been annexed to the town in 90 years. The population peaked at 984 people in 1950 when the post World War Two period saw the returning GI's begin families in an extremely tight housing market.

Since then, the population has gradually declined by 34 percent to 645 people over the last fifty-five years. The principle reasons for this decrease have been the reduction of family size, the expansion of highway commercial uses and the lack of overall growing room. The competition for land has had an erosive affect on traditional residential areas that once lined the highway.

The population of Roseland is expected to stabilize and show an increase due to the construction of the new 58 unit Dublin Village Condominiums. This is the first significant residential development in a generation to be located within the town limits. Dublin Village alone will account for a 17 % increase over the year 2000 housing stock. It signifies the new type of housing product that is becoming more prevalent in the area. Long a popular suburban residential area, unincorporated Clay Township is seeing infill residential construction with higher densities since available land for traditional low density subdivisions is now at a premium.

As in every community, transportation has been crucial in the development of Roseland. In the early 1800's the Michigan Road was the most important north-



ROSELAND, INDIANA COMPREHENSIVE PLAN

DECEMBER 2005

GENERAL LOCATION MAP

south settler's route in the State of Indiana. This publicly financed thoroughfare was better than most trails of its day. Its influence on the communities through which it passed was as important then as an interstate highway is today. After the Civil War, the railroad came to town when the Michigan Central Railroad was extended from the north to South Bend. With both road and rail, the Roseland area began to attract business activity. In addition to catering to a growing farm community, the local businesses served the ever present traveler as well.

Aside from foot and horse drawn transport, a new form of transportation evolved which allowed people to live farther away from their work places. The Indiana and Michigan electric company got into the transportation business by building a first class regional electric interurban system. Roseland's population began to change in character from an agrarian one to one referred to as "streetcar suburban." It was possible for one to live in the relative bucolic Roseland surroundings and commute to the jobs in South Bend.

The automobile age brought a new highway traveler in ever increasing numbers. In 1916, the main road through Roseland was incorporated into the new national Dixie Highway system stretching from Sault Saint Marie, Michigan on the Canadian border to Miami, Florida. As one of America's first national highway systems, the 5,706 mile Dixie Highway system was the brainchild of Carl Graham Fisher, a founder of the Indianapolis Speedway. Even today, the name Dixie Highway evokes the legacy of this important north south thoroughfare.

After World War Two, the auto age shifted into high gear in transforming society. The pent up demand for post-war housing helped to create our auto dependant suburbia. This time a new super highway came through Roseland from an east-west direction and was built elevated on a series of embankments and bridges. The Indiana Toll Road was completed in 1957. Known as the "Main Street of the Midwest," it was integrated into the national interstate system carrying both Interstate 80 from New York City to San Francisco and Interstate 90 from Boston to Seattle. Therefore, Roseland's commercial opportunities for serving the highway traveler continue.

HISTORY OF THE PROJECT

In April, 2004, the Roseland Town Council submitted a planning grant application to the Indiana Department of Commerce. The Town of Roseland was awarded a Community Development Block Grant (CDBG) Number PL-02-038 in May, 2005 to develop a comprehensive plan that will be a guide for development over the next twenty years. Rhein-Bach, Inc. of South Bend is the engineering and planning consultant hired to coordinate the planning process for the people of Roseland and prepare the final draft of the 2006 Town of Roseland Comprehensive Plan for adoption.

INTRODUCTION TO THE COMPREHENSIVE PLAN

Planning is an activity by which the prudent address the present and prepare for the future. The most effective comprehensive plans are those that are accurate enough to prepare for anticipated events and flexible enough to provide guidance for events that are not anticipated. In the process of planning, the following steps are involved:

- Identify Community Issues
- Set Achievable Goals
- Formulate and Evaluate Solutions
- Develop Plan of Action

Purpose

The last plan for Roseland was adopted in 1966 so it is only sensible to analyze its current relevance and update it accordingly. Despite the perception that Roseland is fully developed, significant changes have occurred that affect the Town.

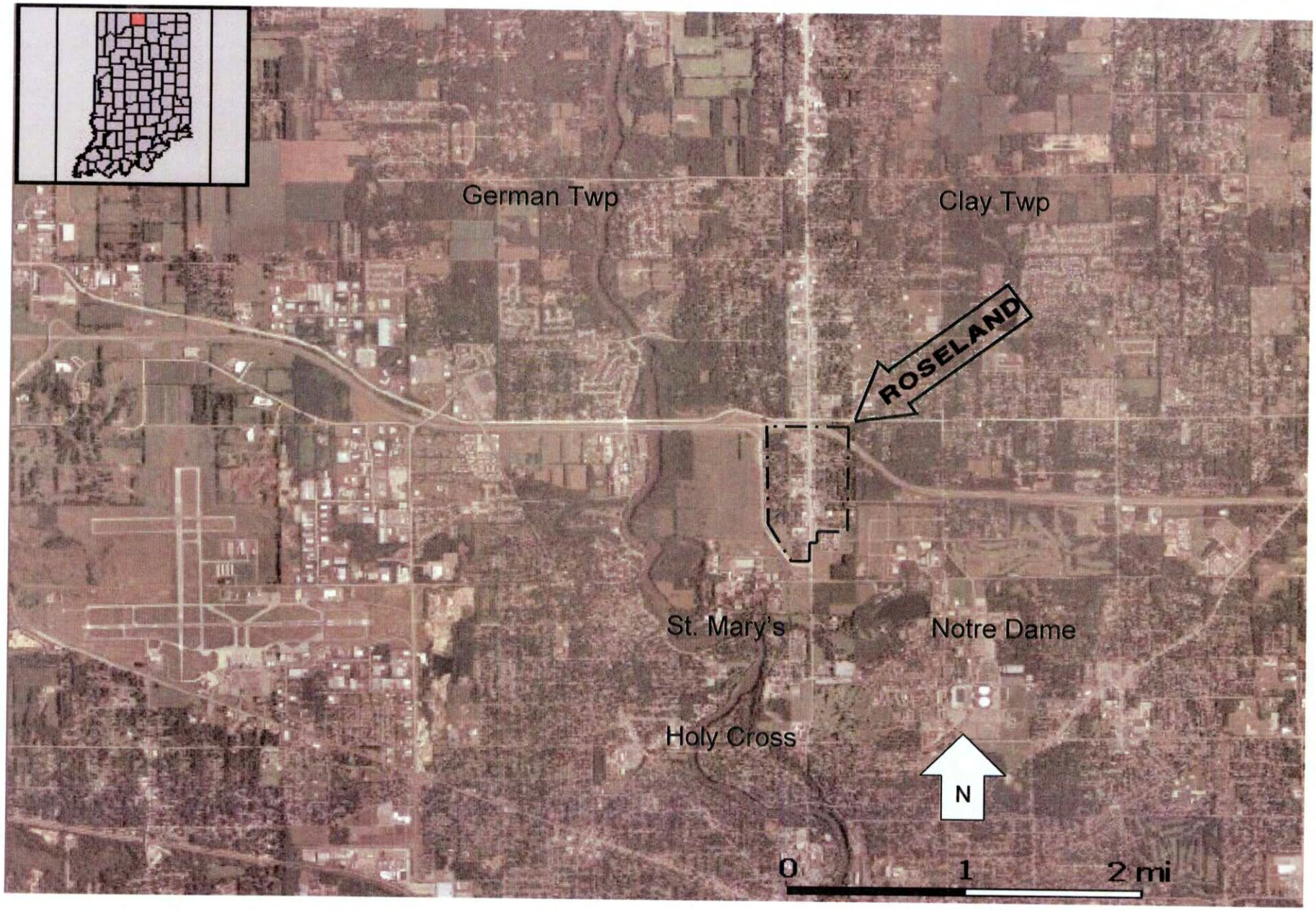
- The Plan will be a guide for the physical development of the community.
- The Plan will depict community development within a time frame of 20 years.
- The Plan is comprehensive in addressing all components of its physical make up.
- The Plan will be the official statement of policy but flexible enough for changing conditions.

Scope

The Town of Roseland is undertaking a systematic process that involves the analysis of the community, citizen participation and the previous plan. The new Master Plan provides for the orderly development of Roseland to enhance a prosperous business community and maintain a pleasant living environment.

The Town of Roseland Comprehensive Master Plan will have the following characteristics:

- The Master Plan is a physical plan. While social and economic conditions are important considerations, the Plan will be a guide for the physical development of the community.



Roseland Vicinity 2003 Aerial

- The Master Plan provides a long-range viewpoint depicting land use and community development for the next twenty years.

- The Master Plan will be comprehensive to address the entire town and all the components that affect its physical makeup.

- The Master Plan will be the official statement of policy for such issues as land use, community facilities, and transportation that impact the physical environment. As a policy guide, the Master Plan must be flexible enough to provide guidance for changing conditions and unanticipated results.

- The Master Plan is the first step in providing a sound and legal basis for revising the Zoning Ordinance, other regulatory Ordinances, investing in public capital improvements and guiding private land use decisions.

Goals, Objectives and Strategies
As a basis for formulating solutions, our community goals, objectives and strategies will provide structure for a plan of action. These are organized according to predominant issues or topics.

- Transportation Goal
- Neighborhood and Residential Land Use Goal
- Historic Resources Goal
- Economic Development Goal
- Community Facilities and Infrastructure
- Parks & Recreation Goal
- Quality of Life

Introduction to the Planning Process
A series of public information gathering meetings for the citizens and business owners were held by representatives of the Town of Roseland and Rhein-Bach, Inc. on the following dates:

- June 27, 2005
- July 18, 2005
- July 21, 2005
- August 29, 2005

Comments and suggestions were taken and noted. A questionnaire was sent to all Roseland residents by Rhein-Bach, Inc. requesting their input on various issues such as land use, zoning, transportation and infrastructure. A preliminary report and public hearing was held on September 19, 2005. A final report and and public hearing was held on December 21, 2005.

Implementation

The Master Plan is a statement of goals and strategies designed for preservation, growth and redevelopment. The Plan forms the policy basis for the more technical and specific implementation measures that will follow after adoption of the Plan. The Plan will have little effect upon future planning unless adequate implementation programs are established.

- Zoning Ordinance
- Building Code
- Park and Recreation
- Transportation
- Community Facilities
- Infrastructure

Background Studies

- The earliest planning effort occurred in 1949 when the Town of Roseland adopted a Zoning Ordinance. This landmark document separated the Town into two zoning districts as either residential or business.

- In 1960, the Town Board adopted an updated version of the Zoning Ordinance addressing several areas of concern such as administrative and enforcement. This ordinance created the office of Town Building Commissioner and The Town Board of Zoning Appeals. It also identified the Plan Commission of St. Joseph County as the Town's plan commission.

- Roseland's current planning document was adopted in 1966 that became Chapter 10 of the current Roseland Town Code. This ordinance addressed and amended existing administration rules to allow for an office of Zoning Commissioner as well as the office of Building Commissioner. It identified the Area Plan Commission of St. Joseph County as Roseland's plan commission.

- The last attempt to update the St. Joseph County Comprehensive Plan began with the 1973 Transportation and Land Use Plan being completed by a nationally respected engineering and planning firm. Typical for its time, the main emphasis of the plan was focused on transportation issues and for the justification for massive freeway construction. The infamous Ironwood Freeway proposal raised such a public outcry that the plan was never fully adopted. The County adopted portions relating to its Zoning Ordinance for improving the unincorporated areas.

- The 1997 Roseland Storm Water Drainage Study, conducted by Lawson-Fisher Associates, proposed nearly $ 1 million in drainage improvements to address immediate needs. It was recommended that the existing system of storm drains be utilized and expanded where necessary and

that some improvements could be independent. Wellhead protection issues with adjoining college community wells would impact the use of drywells in some areas of town.

- In 2000, the 2025 Transportation Plan was developed by the Michiana Council of Governments (MACOG), to coordinate the federally funded transportation projects in St. Joseph and Elkhart counties. The periodically updated transportation plan evaluates and prioritizes suitable projects for maintenance, construction and reconstruction. The 2025 Plan also analyzes such things as congestion management systems, transit systems and alternate transportation modes of bicycling and walking. In order to implement the 2025 Plan it is broken into three-year Transportation Improvement Plans (TIP).

- Rising to the challenges of the new millennium, St. Joseph County and the City of South Bend through the Area Plan Commission hired the well-known national planning firm HNTB to develop and implement a long overdue comprehensive plan. As a result of this effort, updated zoning ordinances for both the City and the County were successfully adopted. Adopted in 2002, the St. Joseph County/City of South Bend Comprehensive Plan will be referred to in this plan as it relates to the overall trends in the county and the Town of Roseland. As with any effective planning process, the county's comprehensive plan is programmed to be updated every 5 to 10 years.

- During the fall of 2004, A Master Plan for the Town of Roseland, Indiana was prepared by the University of Notre Dame School of Architecture's Downtown Design Studio. This plan aimed to improve the economic, social, aesthetic, and environmental conditions of Roseland by focusing on proposed street and sidewalk improvements, enhancing the communal and recreational quality of life, and promoting residential and commercial growth and redevelopment. The plan's recommendations incorporate the principles and tenets of "Smart Growth" and "New Urbanism".

- In April, 2005 the Roseland Park and Recreation Board prepared the Five Year Park and Recreation Master Plan with the participation of the citizens and the park advisory group. Major components of the plan are: Develop attractive pathways throughout town; develop a Juday Creekside Park; develop greenway entrance corridors integral with the tollroad interchange, along McCombs and Pendle street entryways; explore possible park near Town Hall; and provide a pedestrian pathway to Notre Dame's White Field parking and shuttle bus area.

CHAPTER TWO:
Existing Conditions

Regional Setting

In the year 2000, the Town of Roseland, Indiana contained 645 people on 348.7 acres. Incorporated in 1916, Roseland is located approximately two miles north of the downtown South Bend, Indiana and two and a half miles south of the Michigan state line. The social, political and economic characteristics of the region can be defined several different ways depending on the statistical approach.

For example, as defined by the U.S. Census Bureau the South Bend Metropolitan Statistical Area (SBMSA) consists of St. Joseph County and adjoining Cass County, Michigan. The SBMSA is home to 316,663 people and reflects the social and economic interdependence of the two. When combined with the neighboring Elkhart County MSA, the regional core population rises to 499,454 people. In private sector terms as defined by A.C. Nielsen, the Designated Market Area (DMA) of South Bend-Elkhart is the second largest in Indiana and the 87rd largest in the United States with a population of over 900,000. Regardless, Roseland is centrally located in this region also known as Michiana which combines the border area counties of Michigan and Indiana.

Politically, the Town of Roseland is governed by a three member Town Board and served by a Town Secretary/Treasurer. A Town Marshall and two part time police officers keep the peace. Several Town commissions exist for specific purposes. Other municipal services such as utilities, fire and the like are provided by other agencies which reflects the metropolitan character of the urban area. The planning and zoning authority is the St. Joseph County Area Plan Commission with the Town Board having final approval. Building permits are issued by the St. Joseph County Building Department.

Roseland is surrounded by several well-known institutions of higher learning. To the southwest of Roseland lies St. Mary's College, the oldest Catholic woman's college in America, while to the southeast lies the world famous University of Notre Dame. Holy Cross College is located just south of St. Mary's College. To the north and west sides, the Town is bounded by the Indiana Toll Road and its interchange entrance road.

AERIAL PHOTO 2001

Demographic Characteristics*

Demography is the study of vital statistics of human populations with the past and present time periods, so that an accurate baseline can be established. A successful comprehensive plan needs to establish past and present conditions to fully understand those influences that have made Roseland what it is today and what it may become in the future.

Since Roseland is far from being an isolated community, it's growth and development has been and will be influenced by many constantly changing socio-economic forces. Therefore, the Town of Roseland will be discussed in relation to its surrounding environment of St. Joseph County and the North Central Region of Indiana.

***NOTE:** The Federal 2000 Census made a major error in data collection and analysis that reduced their overall usefulness for our planning purposes. Roseland's population was calculated to be 1,809 persons when upon further analysis it proved to be 645. The U.S. Census Bureau acknowledged their error but it does not correct itself at the small town level. Rhein-Bach, Inc. has identified the error as the incorrect addition of an adjoining block group from St. Mary's College and an unincorporated area into the Town of Roseland's statistics.*

Figure 2.1
Table: Population Trends

Municipality	1950	1960	1970	1980	1990	2000
Roseland	984	971	895	832	706	645
Indian Village	57	82	86	151	142	144
Lakeville	736	757	712	629	655	567
Mishawaka	32,913	33,361	36,060	40,224	42,608	46,557
New Carlisle	983	1,376	1,434	1,439	1,446	1,505
North Liberty	1,165	1,241	1,259	1,211	1,366	1,402
Osceola	1,091	1,350	1,572	1,987	1,999	1,859
Walkerton	2,102	2,044	2,006	2,051	2,061	2,274
South Bend	115,911	132,445	125,580	109,727	105,511	107,789
Unincorporated areas	49,116	64,987	75,441	83,366	90,558	101,653
St. Joseph County	205,058	238,614	245,045	241,617	247,052	265,559
Source: U.S. Bureau of Census; Indiana Business Research Center						

Therefore, most of the Town of Roseland's fundamental General Demographic Characteristics (Sex, Age, Race, Income, Education, etc.) are not available for the year 2000. We have relied on township or St. Joseph County data instead. As a member of the Area Plan Commission, the Roseland Comprehensive Plan has referred to the collected data and conclusions of the 2002 Comprehensive

Plan for South Bend and St. Joseph County by HNTB in selected analyses. U.S. Census 2000 Household Characteristics were adjusted and analyzed by Rhein-Bach, Inc.

Population Trends

After its initial growth surge of 370 percent, Roseland has seen a gradual decline in population from its peak in 1950, as shown in Figure 2.1.0; Figure 2.1.1; & Figure 2.1.2. During the same time period, St. Joseph County has shown a 30 percent increase in population while Roseland experienced a 34 percent decline. Between 1990 and 2000 the Town's population declined by 61 people or 8.6 percent, while St. Joseph County increased its population by 18,507 or 7.5 percent. During the same period, Clay Township enjoyed a 26 percent increase growing from 31,033 to 39,145. Roseland's decrease in population is the result of the universal reduction of household size, the expansion of business into residential areas and lack of growing room. The relatively slow overall rate of county population gain and periodic downturns reflect larger county economic issues.

Figure 2.2

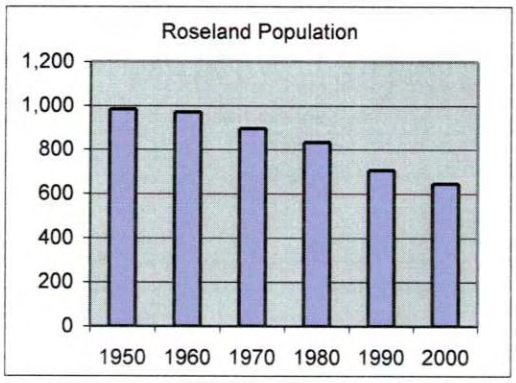
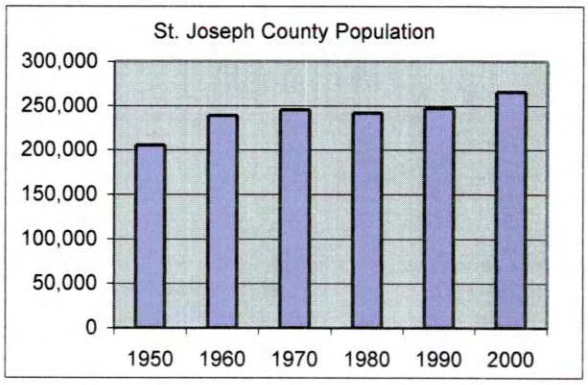


Figure 2.3



Source: U.S. Bureau of Census; Indiana Business Research Center

Population Projections

Comprehensive plans rely on population projections so that future needs can be accurately anticipated. The major factors that influence population projections are births, deaths, and migration. Birth and death rates can be predicted based upon trends. In migration and out migration are influenced by the local economy, government development and private lending practices.

The Roseland Comprehensive Plan refers to two separate population projections for the year 2020 that were referenced in the 2002 South Bend – St. Joseph County Comprehensive Plan. The Indiana Business Research Center (IBRC) forecasts that St. Joseph County will grow by an anemic 4,707 people by the year 2010. If that trend continues, the County's population would increase another 13, 619 by the year 2020 for an overall growth of 18,326 or 7 percent from the year 2000. This projected growth rate is half of the actual 1990's growth rate.

The other projection has been prepared by the U.S. Bureau of Economic Analysis (BEA) and shows slightly brighter prospects. As reported in the St. Joseph County's Comprehensive Plan, the Study Review Committee chose the more aggressive BEA projection for 2020 or approximately a 305,000 population. This would relate to a more respectable growth rate of 15% for 39,441 new residents. The actual growth rate since the year 2000 appears to be closer to the IBRC projections.

Figure 2.5

Roseland Demographic Trends

Characteristics		1990	2000	Change	%
Total Population		706	645	-61	-8.6
	Male	341	315	-26	-7.6
	Female	365	330	-35	-9.6
Median Age		35.9	n/a	n/a	n/a
	Under 5 Years	38	28	-10	-26.3
	18 years & over	585	n/a	n/a	n/a
	65 years & over	134	114	-20	-14.9
Race					
	White	674	n/a	n/a	n/a
	Black	6	n/a	n/a	n/a
	Hispanic – Latino	14	n/a	n/a	n/a
	American Indian	1	n/a	n/a	n/a
	Asian – Hawaiian	6	n/a	n/a	n/a
Land Area (Square miles)		0.4	0.4	0	0.0
Persons per Sq. Mile		1,765	1,612	-153	-8.7
Households		317	311	-6	-1.9
Household Population		706	642	-64	-9.1
Group Quarters Population		0	5	5	n/a

N/A Not Available due to 2000 US Census Bureau error. Next data: 2010 census
Source: U.S. Bureau of the Census; Indiana Business Research Center

Age Characteristics

Since the Roseland data was contaminated by the Census error, most fundamental age characteristics are not available. However, it was possible to determine the following: 1) Residents under the age of 5 years declined from 38 to 28 or by 26 percent between 1990 and 2000. 2) Residents over the age 65 years declined from 134 to 114 or by 14.9 percent between 1990 and 2000.

Family Type

Family units are defined by the Census as two or more people residing together and related by adoption, marriage or birth. In 2000, 55 percent of Roseland households were in family households. This was a decline of 31 households or 15.3 percent from 1990. It is not possible to determine how many of the Roseland households have children under 18 years of age because the census error included St. Mary's College data. However, households with children under the age of 5 declined by 10. Roseland households that were headed by females with no husbands present were below national, state and local levels with approximately 8 percent of all households. The proportion of Roseland nonfamily households of 45 percent was above the national, state and local levels. Those living alone in Roseland at 38 percent were above the comparisons. Of Roseland's non family households, the proportion of those 65 and older were above the comparatives as well.

Household Size

Household size is determined by the number of people living in a housing unit. In determining future projections household size is an important factor. National, state, and local trends show the following: 1) people are living longer, 2) families are having fewer children, 3) more adults are living alone, 4) there are more elderly households, and 5) household size is declining. The average Roseland household size declined 7.6 percent from 2.23 to 2.06 persons. The county's household size in the last ten years declined slightly to from 2.54 to 2.50. The average household size in Clay Township declined from 2.49 to 2.38 persons.

Fig 2.6

Average Household Size

	Indiana	St. Joseph County	Clay Township	Roseland
1990	2.61	2.59	2.49	2.23
2000	2.53	2.51	2.39	2.06
% Change	-3.1	-1.2	-1.1	-7.6

Source: U.S. Bureau of the Census; Indiana Business Research Center

Population Summary

Roseland has experienced a gradual and consistent decline in population over the last fifty years. The positive county growth scenario reflected in the IRBC and BEA population projections provides Roseland with an overall climate for development. Even with static boundaries, the population of Roseland could stabilize and even grow during this decade if two factors prove to be favorable. First, if the new Dublin Village enjoys project completion by 2010, it would add 58 new households with approximately 120 new residents for a respectable 19 percent population gain. Secondly, if the Town of Roseland can expand municipal utilities to the roughly 80 percent of the residents who currently do not have them, an increase in infill home construction could occur.

Housing Characteristics

Housing represents one of the basic needs for human existence. Far from just being shelter, housing is important to the human psyche. Housing becomes the home around which life's events occur. Housing represents the largest expense or investment that most people will make in a lifetime. Homeownership is an American ideal to which most people strive. The social and economic health of a community can usually be measured in homeownership levels.

Fig. 2.7

Housing Units				
	Indiana	St. Joseph County	Clay Township	Roseland
1990	2,246,046	97,956	12,137	328
2000	2,532,319	107,013	13,530	334
% Change	12.75	9.2	11.5	1.8

Source: U.S. Bureau of the Census; Indiana Business Research Center

Housing Units

In 1990 there were 328 housing units in the Town of Roseland. According to the 2000 Census there were 334 housing units which reflects an increase of 6 units for a 1.8 percent increase. In comparison, Clay Township grew by 11.5 percent from 12,137 to 13,530 housing units. St. Joseph County grew by 9.2 percent or from 97,956 to 107,013 dwelling units. Indiana grew by 12.75 percent from 2.246 million to 2.532 million dwelling units.

Structure Type

The physical description of housing is described as structure type. The major different types of housing are usually identified as single family (I unit), duplex (2 units), multifamily (3 – 4 units), multifamily (5 – 9 units), multifamily (+10 units) or mobile homes. In Figure 2.6 Structure Type illustrates the mixture of housing types available in Roseland and comparison communities.

Fig. 2.8

Structure Type 2000				
	Indiana	St. Joseph County	Clay Township	Roseland
Single Family (1 unit)	74.1%	78.6%	71.5%	85.3%
Duplex (2 units)	3.4%	2.6%	0.5%	0.0%
Multi Family (3-4 units)	4.0%	3.7%	3.2%	3.5%
Multi Family (5+ units)	11.9%	12.9%	22.3%	10.0%
Mobile Home or Trailer	6.6%	2.3%	2.6%	0.0%
Other	0.1%	0.0%	0.0%	0.0%

Source: U.S. Bureau of the Census; Indiana Business Research Center

In Roseland, single family units account for an overwhelming majority with 85 percent of the total. Multi family with 5 to 9 units comprise 10 percent and multi family with 2 to 4 units account for 3.5 percent. In comparison, Indiana, St. Joseph County and Clay Township all have less single family proportionally. The amount of multi family structures with 5 or more units reflects university ownership within Roseland. No mobile homes now exist in Roseland while St. Joseph County and Clay Township levels are about half of Indiana's 6.6 percent.

Housing Occupancy and Ownership

Housing occupancy is defined as vacant or occupied. Of the 334 housing units in Roseland, 311 of them or 93 percent are occupied while the other 25 units or 7 percent are considered to be vacant. Unless temporarily absent, the Census considers a housing unit to be vacant if no one lives there at the time of the Census.

In Roseland, 67.2 percent of the occupied housing is occupied by the owner and 32.8 percent is occupied by a renter. Indiana and Clay Township's owner occupied rate are an identical 71.4 percent. St. Joseph County's owner occupied is 71.7 percent. As a rule of thumb, most communities try to maintain owner occupancy in at least 70 percent of their housing stock.

The higher the owner occupancy rate, the healthier a community is considered because owners are more committed to their neighborhoods than renters. While it is advantageous for a Town to be able to offer a few rentals to those who would not normally be able live there, having any more than 30 percent could have a negative affect. Reflecting the overall character of Town, most of the rental units in Town are in single family structures and not multifamily structures.

Fig 2.9

Housing Tenure Occupied 2000

	Indiana	St. Joseph County	Clay Township	Roseland
Owner	71.4%	71.7%	71.4%	67.2%
Renter	28.6%	28.3%	28.6%	32.8%

Source: U.S. Bureau of the Census; Indiana Business Research Center

Structural Age

Older housing units depending on their condition and upkeep can be real assets to the character and marketability of a community. As potential contributors to historic districts, older structures play their part in reinforcing positive economics. However, older homes are not for everyone especially if there are no significant architectural qualities or their upkeep has been lacking. Of Roseland's housing stock, over 77 percent was built before 1939. Only a fifth of Indiana's and St.

Joseph County's housing stock were as old. While Clay Township (which includes Roseland) had a mere 5.5 percent built before 1939. Therefore, several rehabilitation financing techniques will need to be applied to Roseland in order to improve the condition and marketability of its housing stock.

Fig 2.10

Structural Age

	Indiana	St. Joseph County	Clay Township	Roseland
Pre 1940	20.2%	22.0%	5.5%	77.0%
Post 1940	79.8%	78.0%	94.5%	23.0%

Source: U.S. Bureau of the Census; Indiana Business Research Center

Housing Value

Affordable housing once was as American as apple pie but recent skyrocketing housing costs across the country have left a lot of people behind. Indiana has successfully bucked this trend. Attributed by the naïve to sensible Midwestern values, it is primarily due to the state's out migration and structural economic challenges. In fact Indiana was the second to last state in the union in the rise of residential property values. The same can be said of St. Joseph County, the Town of Roseland and even Clay Township. Indiana's median home value was $94,300. St. Joseph County's was $85,700. Clay Township 's value of $112,400 was close to the national average of $119,600. Roseland's median value was $69,800 or 18 percent below St. Joseph County and 42 percent below the national level.

Sixty four percent of Roseland's housing values ranged between $50,000 to $99,000. Only 14.6 percent of the Town's housing was valued over $99,000. Housing value below $50,000 accounted for only 4 percent of Clay township, 9.8 percent of America, 11.4 percent of Indiana, 14.6 percent of St. Joseph County and over 21 percent in Roseland.

Fig. 2.11

Housing Median Value 2000

Indiana	St. Joseph County	Clay Township	Roseland
$94,300	$85,700	$112,400	$69,800

Source: U.S. Bureau of the Census; Indiana Business Research Center

In a positive light, recent trends puts Roseland high on the nation's affordability list. If housing costs in a particular market do not exceed more than 30 percent of an owner's household income it is considered to be affordable. Based on that definition, 86.3 percent of Clay Township's housing was affordable. In St. Joseph County and Indiana the rate was 83.4 percent. Unfortunately the lack of Census

data for Roseland does not allow us to determine its affordability rate. Even though the factors which contributed to Roseland's low median housing value have not been positive, its undervalued housing could become a marketing asset if combined with an aggressive public and private partnership to upgrade the Town's municipal services.

Economic Characteristics

Labor Force

There are a several hundred retail and service sector jobs available in Roseland. Due to the Roseland Census error, labor force statistics are available on only the county level. As it had been historically, the majority of Roseland's population works outside of its boundaries. Labor force numbers are important to existing and prospective employers in determining whether there is an adequate supply for present and future needs.

The latest 2004 IBRC figures state that there are 133,542 persons in St. Joseph County civilian labor force. Of those 126,893 persons were employed with 5.0 percent or 6,679 persons unemployed. The Michiana regional economy includes the Elkhart County labor force that has 100,003 persons with 4.2 percent or 4,200 persons unemployed. Generally it can be said that St. Joseph County's employment growth rate has lagged behind both the state and nation. On the other hand, Elkhart County's growth rate has exceeded both the state and nation.

Recently St. Joseph County has been referred by some to being one of the most diversified economies in the country. It has become the retail and service center of the Michiana region. Even with the erosion of the Indiana's manufacturing base, the state has the highest percentage of manufacturing jobs of any state in the nation with 20.1 percent. St. Joseph County with 14.9 percent of it work force in manufacturing still exceeds the national percentage of 11.9 percent. Elkhart County has one of the highest proportions of manufacturing jobs in the country with 51 percent of its labor force in manufacturing.

Future projections for St. Joseph County from both BEA and IBRC show that job creation will continue with the service sector leading the way. The retail sector will continue to grow but at a slower rate. While the county's manufacturing jobs are expected to decline they will do so at a rate slower than Indiana's. Wholesale trade and transportation utilities are expected to grow.

A major weakness in Indiana and the region is a lack of good paying high technology jobs. Even with the county's eight centers of higher learning and 20,000 college students, there is little evidence of a creative local synergism needed to create the jobs of the future. Currently, there are fourteen Indiana communities who have forged local town gown partnerships in creating Certified Technology Parks under an aggressive Indiana Business Development Corporation program. St. Joseph County has not.

Educational Attainment

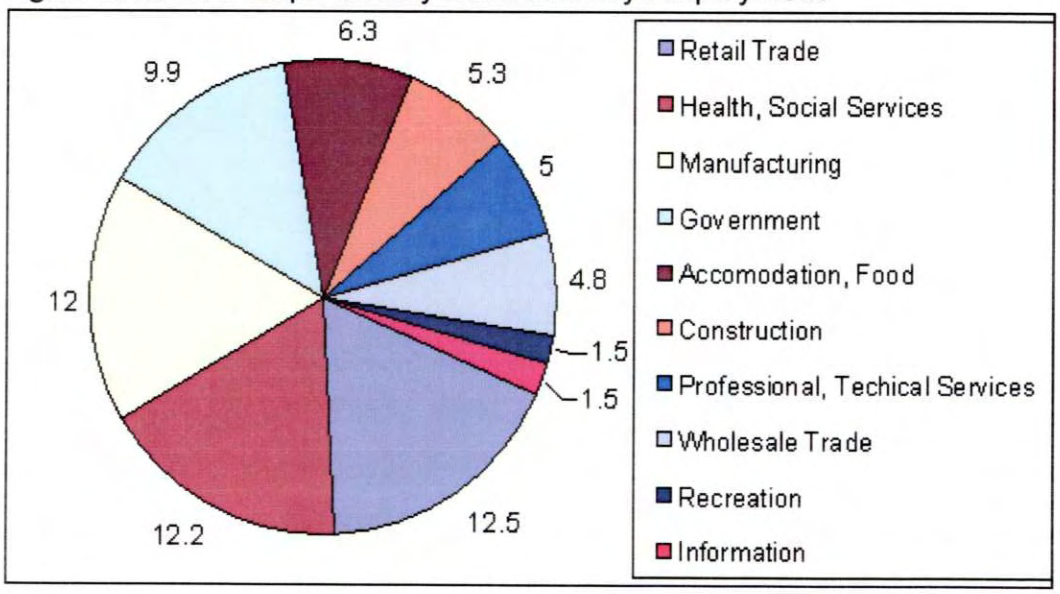
One does not have to be reminded of the importance education plays in the global economy and in job creation. Educational attainment is of critical importance to a business deciding where to locate or expand. The better educated communities tend to be more successful in attracting more professional jobs. The less educated communities are more successful attracting retail, distribution or service jobs.

The United States has 80 percent of its population attaining at least a high school diploma and 24.4 percent attaining at least a bachelor's degree. Indiana has 82.1 percent and 19.4 percent respectively. St. Joseph County is nearly identical to the nations high school graduates level with 82.4 percent. The County is below the nation with 23.6 percent as bachelor degree recipients. Elkhart County has 75.7 percent and 15.5 percent respectively.

Industry Employment

To better understand employment opportunities, it is useful to analyze the types of industry within a community. This is also helpful in determining what skills are most marketable. Since Census data is not available for Roseland, St. Joseph County will be used. As of 2003 the largest employer is in the Private Service sector with 40,049 persons or 25.8 percent of total employment. The breakdown of rest of Industry Employment is as follows: Retail Trade - 19,368 or 12.5 percent; Health Care, Social Services - 18,986 or 12.2 percent; Manufacturing - 18,680 or 12 percent; Government – 15,355 or 9.9 percent; Accommodation, Food Service – 9,861 or 6.3 percent; Construction – 8,219 or 5.3 percent; Professional, Technical Services – 7,704 or 5 percent; Wholesale Trade – 7,426 or 4.8 percent; Arts, Entertainment, Recreation – 2,372 or 1.5 percent; and Information – 2,327 or 1.5 percent. Due to BEA non-disclosure requirements no data is available for the Transportation, Warehousing category.

Figure 2.12 St. Joseph County 2000 Industry Employment



Earnings Per Job

As a measure of efficiency of the local workforce, earnings per job has been identified. The total county-wide earnings of a sector are divided by the number of workers in that sector for the average earnings per worker. This analysis will also tell which is the most important to the community wealth creation. The highest earnings per job is manufacturing with $84,598, professional, technical services with 55,301 and wholesale trade with $50,295.

Per Capita Personal Income

One way of calculating a community's wealth is known as the Per Capita Personal Income (PCPI) approach which takes the total personal income of the county and then dividing it by the total population. From an individual workers point of view, if a community has a greater PCPI is greater than its comparison community, it is considered to be more competitive and adding to an individual's buying power. Indiana's PCPI of $28,838 is generally less than the country. St. Joseph County's PCPI of $29,927 reflects its competitiveness with Indiana as a whole.

Income Survey and Median Household Income

The median household income figure is the most common qualifier for determining a community's grant funding eligibility. Low income households are defined as those below 50 percent of the area's median income. The 2000 median household income for St. Joseph County was $40,420; Indiana' was $41,567; and Clay Township was $48,646. Due to the 2000 Census error, a median household income figure was not available for Roseland so an income survey approach was utilized for funding this comprehensive plan.

The reason for conducting an income survey study was to determine Roseland's eligibility for state and federal funding. The threshold requirement for such funding is that it must have low and moderate income benefit and the proportion of those incomes must exceed 51% of the community. To ensure that data were collected in an accurate, nonbiased manner, the consultant Jeffery S. Hornsby, Ph.D. of Ball State University coordinated the administration of scientific procedures and conclusions. Income limits for St. Joseph County (below Indiana level) were used to determine low- to moderate-income break points for Roseland.

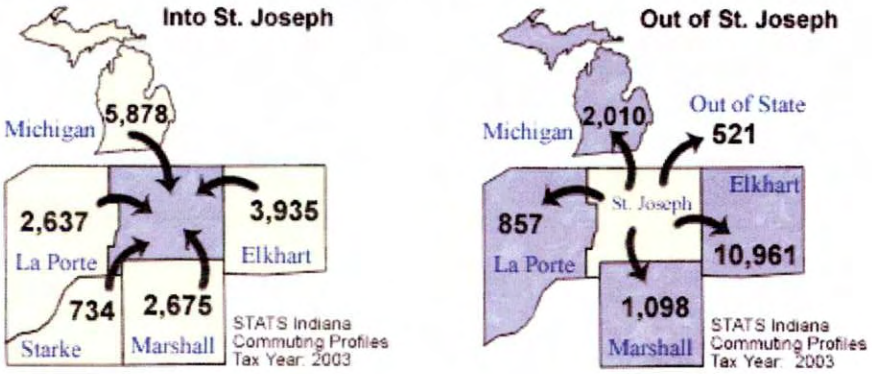
In August, 2004, a random sample telephone survey was conducted and total of 150 questionnaires were completed. It was concluded that 51% of the households in the Roseland Target Area earn low and moderate income. "This finding indicates that Roseland *does* meet the low to moderate income limits for federal and/or state funding." Calculations based on data contained in the survey states that 71 percent of the families interviewed in the target area have low to

moderate incomes and that 63.57% percent of all persons in the target area had likewise.

Employment Commuting

Roseland is centrally located in the regional economy conveniently located next to the major north-south and east-west commuter routes. The Michiana region is an interconnected metropolitan area where many people commute to their jobs in an adjoining community from where they live. Addressing commuting patterns will disclose how competitive a county is in its regional context, how far people are willing to travel to work and how it affects buying patterns.

Figure 2.13 St. Joseph County 2003 Commuting Patterns



Based upon 2003 Indiana IT–40 tax returns, the annual commuting trends profile shows a generally positive pattern. This statistical states that St. Joseph County has 162,837 people in its work force with 144,102 who live AND work in the county. St. Joseph County is a net importer of labor receiving 1,769 more people from outside for work than county residents needing to leave for work. There are 18,735 from the outside who commute into St. Joseph County and 16,966 residents who work outside the county.

Of the five adjoining counties and state, St. Joseph County is a net importer of labor. Michigan with its challenged economy is the largest exporter of labor with 5,878 being sent into the county. The Indiana counties of LaPorte, Marshall and Starke send another 6,046 into the county, while 1, 955 commute from the county. Only in Elkhart County is the reverse true. Continuing a fifty year trend, 10,961 workers leave St. Joseph County with 3,935 entering from Elkhart for a net export of 7,026 employees.

From a regional standpoint the Indiana counties of LaPorte, Marshall, and Starke and the Michigan counties of Berrien and Cass need to become much more successful in their economic development and job creation efforts. St. Joseph County, with its below average growth rate and low education job opportunities,

needs to greatly improve if it is to meet the challenges of the future global economy and remain the economic engine of the region.

Even with the envious educational resources that this county enjoys, it is a net exporter of its better educated. St. Joseph County must increase its efforts to employ this home grown resource. In contrast, the Greater La Fayette, Indiana area and its partner Purdue University provide a wildly successful economic model to emulate.

Implications for Planning

- Projected stabilization of population and possible increase;
- Total housing units increased by 1.8% since 1990 to 334 units;
- Average family household size declined to 2.06 persons;
- Roseland has a lower owner occupancy rate than the comparable communities;
- More than half of Roseland households have low to moderate income;
- Residents under the age of 5 years declined by 26% since 1990;
- Vacant housing units rate of 6.9 percent;
- Owner occupied households increased by 2%;
- Renter occupied housing declined by 8.9%;
- Number of childless households above local, regional and national levels;
- Average household size declined by 7.6%;
- Single family detached houses account for 85.3% of housing.
- Housing value is below local, regional, and national levels;
- 20% of housing stock has sewer and water utilities;
- Family households declined 15% since 1990 and comprise 55% of total;
- County is net importer of workers;
- Married couple households declined by 21.5%;
- Over 21% of housing is worth less than $50,000;
- Nonfamily households increased by 21.9%;
- Living alone households increased by 22.9%;
- Approximately 77 % of the housing was built before 1940;
- Elderly (+65 years) households remained stable at 40 or 6.84%;
- Housing valued more than $100,000 accounts for 13% of total;
- Majority of Roseland jobs are service, retail and accommodation;
- Median housing value is 58.4% of national level;
- County must retain and employ its "best and brightest".

Environmental Conditions

Topography

The natural environment of Roseland is the result of the last 10,000 year period when the mile thick glaciers retreated leaving a gentle forested terrain of accompanying low ridges and marshland typical of moraine country. With settlement, the land was further leveled and reclaimed to allow for homes and farms. Today, the Town's topography has a 28 foot natural fall between the high point (731.5' elevation) on Dixie Highway between David and Murray streets and the low point (703' elevation) at Juday Creek and Cleveland Road. Thanks to a 32 foot high man made sledding hill in the Town Park, the highest point in Roseland is around 750 feet elevation above sea level.

Soils

Physical features of Roseland were evaluated and according to the USDA's Soil Conservation Service, there are six different soil classifications. Characteristics of soils in their natural undisturbed state have a lot to do with how land can be successfully developed. According to the recent St. Joseph County Comprehensive Plan over 91 per cent of the County may be considered unsuitable for septic purposes. The largest soil group in Roseland is the Tyner-Oshtemo association which has deep well drained soils generally suitable for buildings with basements and for septic systems. Another soil group with slight limitations is known as Tracy group on the southwest side of Town. However, the three other soil groups in Town (Alida, Brady, and Gilford) have severe limitations based on high water table, organic content or elevation characteristics. Even the better soil groups may develop severe limitations if they are adversely affected when built around or upon and such things as drainage are ignored.

Surface Water

Juday Creek is an important tributary of the St. Joseph River that flows through Roseland's north side. Juday Creek has special status as one of Indiana's few remaining cold-water brown trout streams. Since the creek is charged with cool ground water and covered by abundant tree cover along its banks, it's ambient water temperature stays moderate even in mid summer. The creek has special consideration in protecting its endangered upstream spawning area.

Nearby, the St. Joseph River's natural beauty and recreational importance does much to add to the area's quality of life. Shared by both Indiana and Michigan the watershed drains 4,685 square miles with a population of nearly a million people. The St. Joseph is among the largest and steadiest flowing rivers in Indiana due to year round sustained flows from largely unspoiled headwaters, abundant ground water, and plentiful rainfall. The river is known nationwide as a superior salmon and steelhead habitat. Also home to several Olympic medal winners, the St. Joseph River is an important national paddling center for rowing,

canoeing and kayaking as typlified by the Annual Paddlefest sponsored by Michiana Watershed.

Flood Plain

Based on a 100 year flood frequency, the Juday Creek flood plain was identified in the late 1978 at approximately the 710 foot elevation. Identified as Flood Zone AE by the Federal Emergency Management Agency (FEMA), the floodplain has a one per cent annual chance of flooding. While these areas are best left in an undisturbed natural state, construction may be permitted by the State if the lowest floor is two feet above the 100 year flood level and other restrictions followed. However construction is prohibited within a floodway which is that portion of the floodplain which contains moving water at that flood height. Three commercial structures and two homes are currently located in the Juday Creek floodplain.

Storm Water Drainage

Roseland's storm water drainage system was born of necessity due to soil characteristics, topography and the consequences of development. As in most communities, storm water drainage improvements have been a reaction to a critical need and not the result of a comprehensive improvement plan. Over the years Roseland's storm drainage system has grown to where most severe drainage needs are relieved but further improvements will be required. The 1997 Roseland Storm Water Drainage Study by Lawson-Fisher Associates, proposed a two phase comprehensive improvement plan.

Unfortunately, poor record keeping has allowed only a partial look at the inventory and further study will be required. On the fortunate side, it appears that there are no combined sanitary-storm sewers in Town. The Study identified thirty-three drywells around Town that allowed the removal of storm water through subsurface permeation. Some of the drywells overflow to other drywells and in certain areas there are clusters of drywells.

The State Highway Department built a new highway storm drainage system along Dixie Highway during the 1994-95 reconstruction project. Each side of the street has a separate storm sewer only for highway drainage. The watershed crest between David and Murray streets directs highway storm water north to Juday Creek or south to the detention basin located at the entrance to the Indiana Toll Road. Roseland will not be able to connect to these storm sewers but must upgrade its existing system to connect all paved and rooftop areas whether they are public or private.

Storm Water Quality Management (SWQM)

In 2004, Roseland joined with St. Joseph County to fulfill its obligations under the new Federal mandate regarding storm water. The Indiana Department of Environmental Management oversees storm water issues to improve the water quality. Citing a 1997 Storm Water Drainage Study for the Town of Roseland,

the good news is that there are no combined sanitary and storm sewers within the boundaries. This will spare the Town from a major financial expense. However, the existing system of storm drains and drywells will have to be updated to meet the new standards.

Regulations have existed for 30 years to restrict structures in flood plains. Now Rule 13 expands design criteria to separate and pre-treat storm water. Debris, sediment, roadway oils and the like will need to be removed before storm water reaches Juday Creek or any one of the thirty three existing drywells. Since the Town is reliant on individual wells, water quality is extremely important in the maintenance of public health and welfare. The 1997 study recommends that the existing system of drains, drywells and ditches be integrated with new inlets and storm sewers as much as possible. Once the system is rebuilt, a continual maintenance program will have to be followed to ensure that it operates at peak efficiency.

By cooperating with St. Joseph County, the Town of Roseland should reduce its inevitable costs of retrofitting and maintaining the current system. In addition to physical improvements, the Town has embarked on updating its zoning and building ordinances to bring them in line with the surrounding communities and the federal mandate. These ordinances enact what are known as minimum control measures or MCM's and they are: public education, public participation, illicit discharge elimination, construction site control, post construction control, and municipal operations pollution prevention.

Sanitary Sewer and Water Supply Infrastructure

Today's sanitary sewer and water supply systems are the culmination of addressing individual commercial needs and not the result of a comprehensive implementation program typical of most communities. While Roseland does not own or operate its own water supply or wastewater treatment facilities, the Town has been served by both since the late 1960's. In 2000 it was estimated that there were 64 commercial customers and 55 single family customers on the system. Of the Roseland's 290 single family homes, approximately 19 percent are currently being served.

Dating back to the beginning of the Town, the need for municipal utilities has been discussed. In 1950, the engineering firm of Snyder, Wolford, and McLellan offered to build a water and sewer system complete with treatment facilities "at no cost to the Town" but on a "customer pay as you go" basis. The bonded indebtedness of the project would be paid over time by the residential and business customers and not the resident taxpayers. Some sanitary districts employ this form of utility financing across the country. A preliminary survey and design by the firm was contracted for by the Town Board but it failed to get the necessary approval of the community at large so construction never took place.

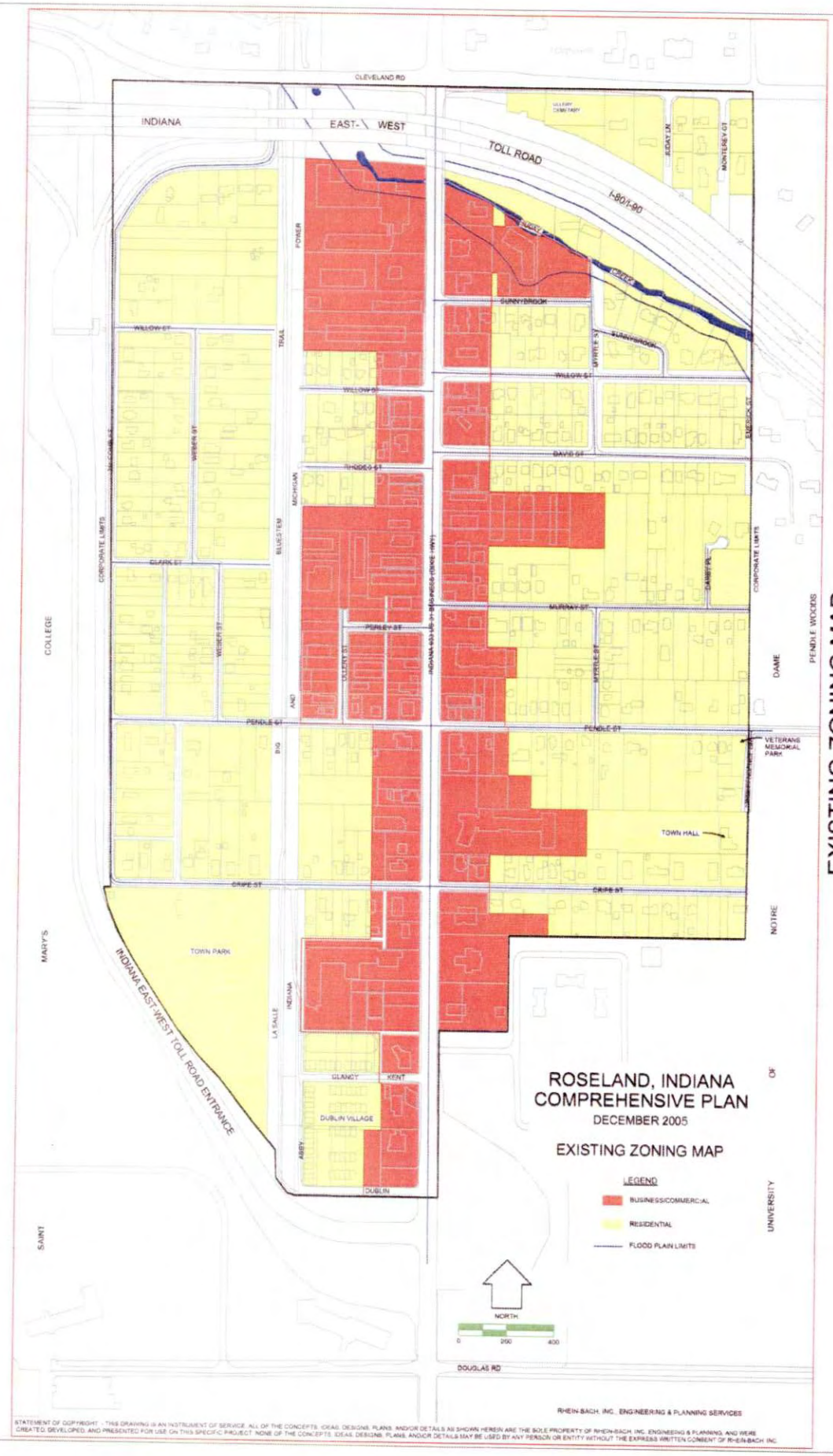
The Roseland Businessmen's Association continued to lobby for either a publicly owned system or a private system as proposed by the Clay Utilities, Inc. The privately held utility firm was beginning to serve the growing unincorporated areas just beyond the South Bend city limits. Aside from meeting the need of the residents, the system was critical to business who recognized Roseland's strategic commercial location. In 1965 due to public health problems, the Indiana State Board of Health mandated that the Town of Roseland provide a water or sanitary sewer system in the immediate future. This spurred the Town Board to accept the Clay Utilities, Inc. proposal. The South Bend Community School Corporation paid for a large proportion of the system's cost in order to connect its Clay Township schools.

Clay Utility connections were on a voluntary basis to Roseland residential and commercial customers at "no financial burden of any kind on the Town". On a "customer pay as you go" basis, a dozen motels and numerous restaurants were able to be built. The entire Dixie Highway corridor from the college area to the state line became a local rendition of the American commercial strip development. Today, municipal utilities have become much more important to new residential development as stricter public health laws have taken effect.

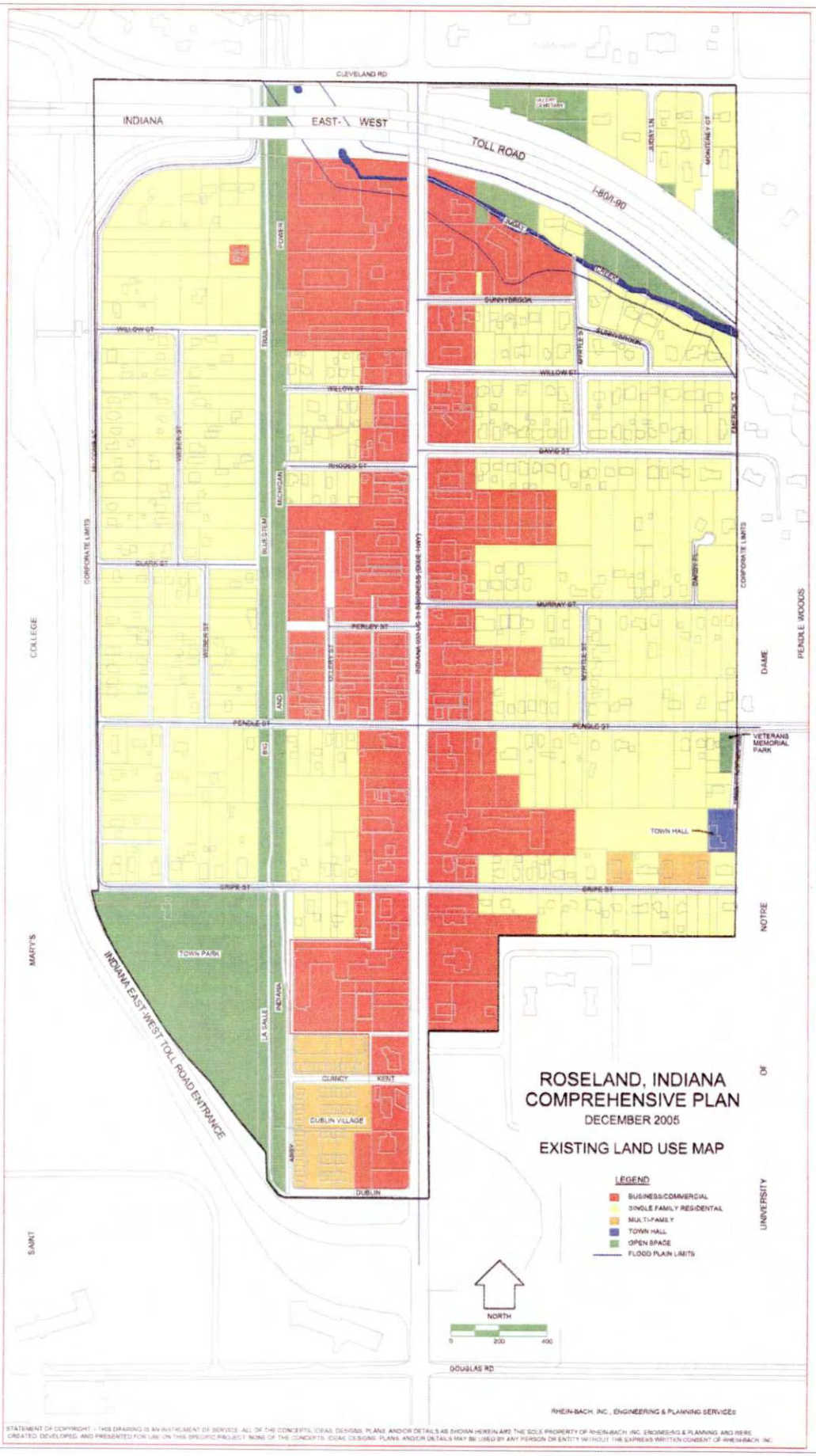
Over the last three decades, there has been a difference of legal opinion regarding the ownership and terms of the service. In 1977 the City of South Bend expressed its desire to purchase the private utility and the lease-purchase agreement with the private company was signed. Due to several lawsuits, it wasn't until 1985 that the courts recognized the City as the purchaser. In 1990, the Town of Roseland filed a lawsuit against South Bend claiming the City reneged on a 1986 promise to complete the water/sewer hook up to all Roseland residents at no charge.

Clay Utilities, Inc. built and owned the collection system but did not operate its own treatment plant. It relied on the modern municipal plant owned by the City of South Bend. Two major sewer mains serving Clay Township with approximately 40,000 people enter Roseland from the east along Pendle Street and from the north along the Indiana and Michigan Power's (I & M) corridor. These two main trunks merge at Clark Street and exit Town to the west.

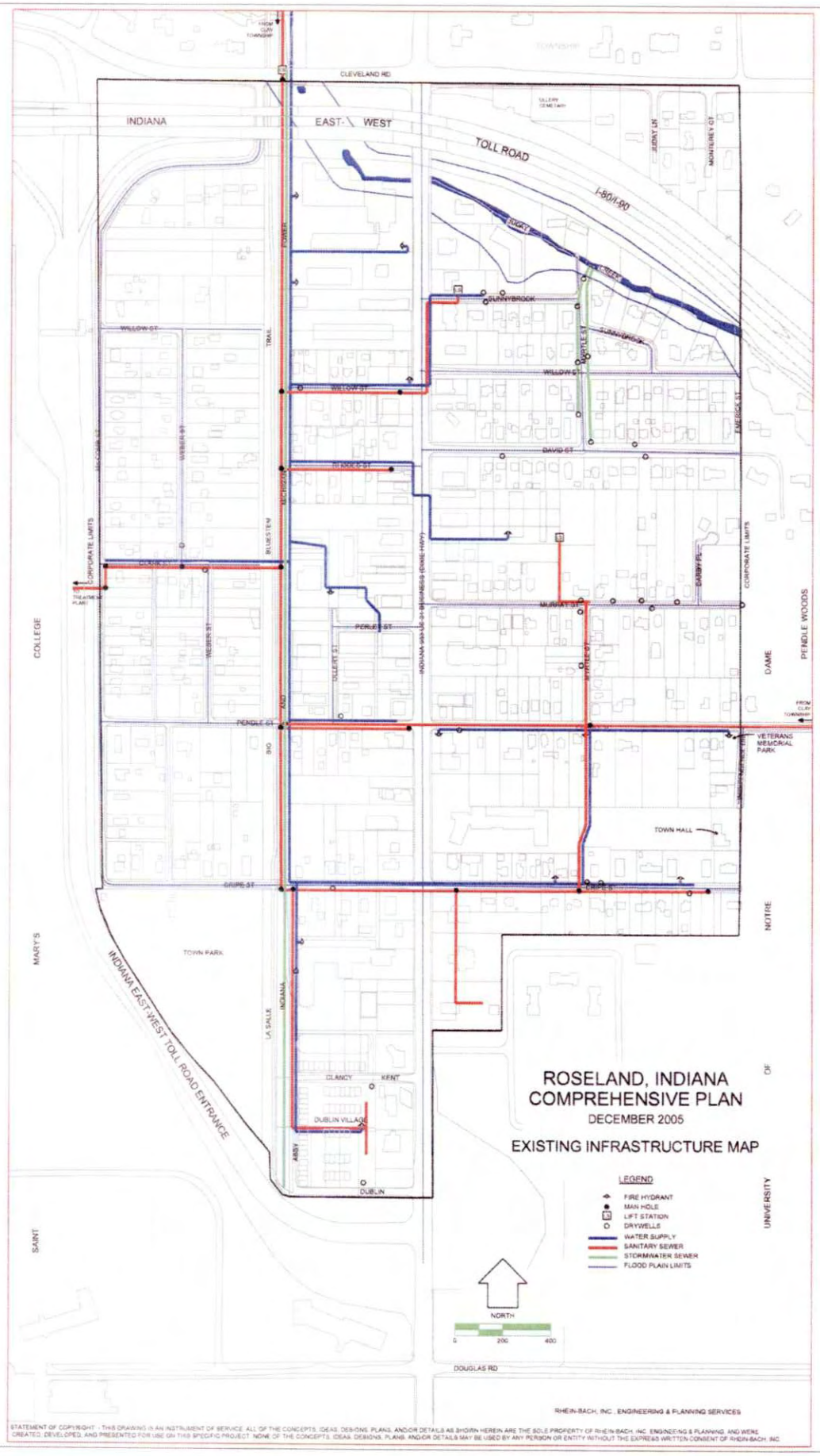
Today, Roseland has 2.55 miles (13,440 lineal feet) of sanitary sewers within its boundaries that serve 64 commercial uses. The first sanitary trunk from outside Roseland enters from the east along Pendle Street until it joins the I &M trunk. The north south sanitary trunk leaves its lift station at Cleveland Road and follows the I & M right of way next to the LaSalle Big Blue Stem Trail. Upon reaching Clark Street the combined trunk turns west on its way to the South Bend Municipal Sewage Treatment Plant on Riverside Drive located a mile west of Town.



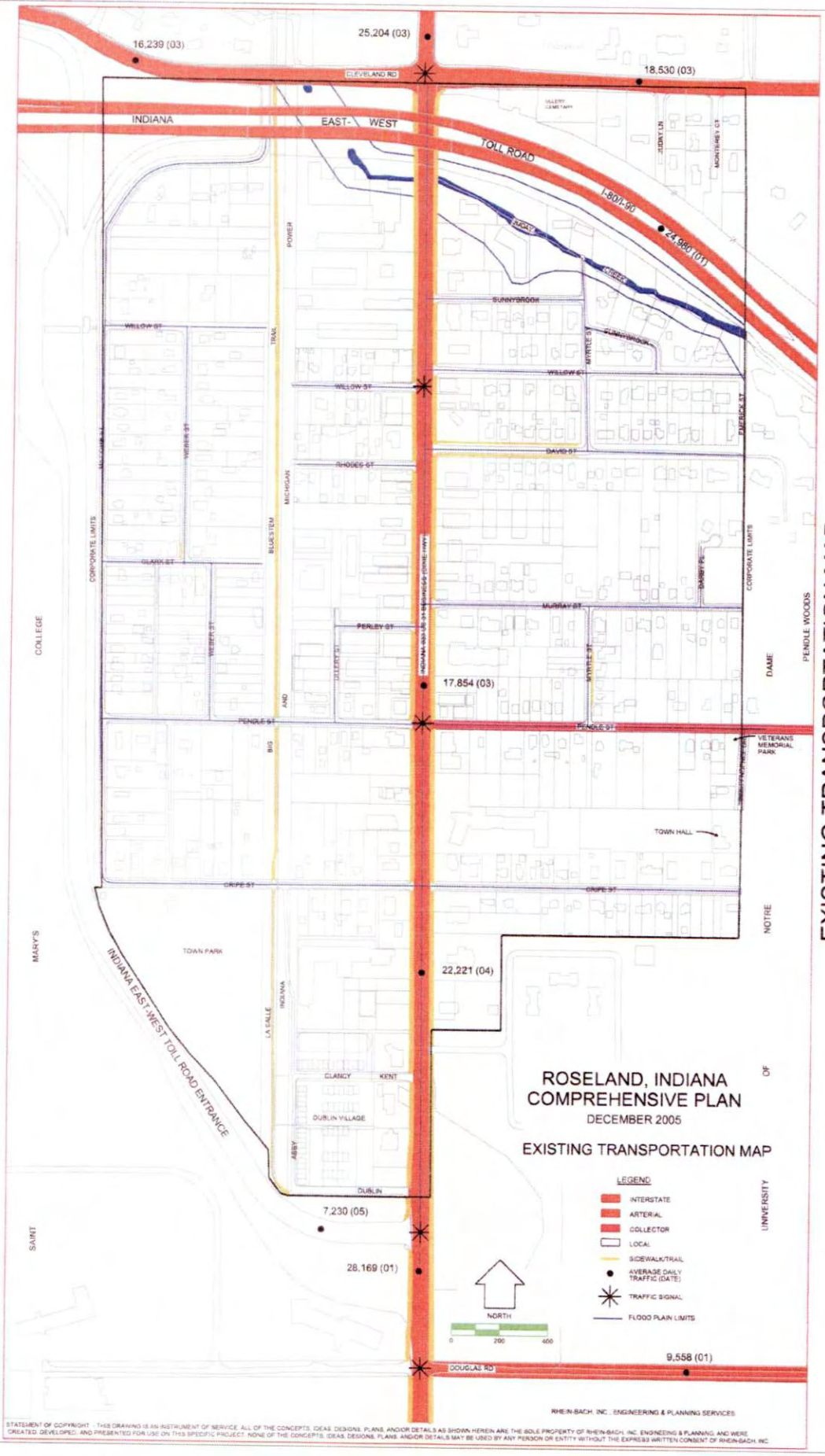
EXISTING ZONING MAP



EXISTING LAND USE MAP



EXISTING INFRASTRUCTURE MAP


ROSELAND, INDIANA
COMPREHENSIVE PLAN
DECEMBER 2005
EXISTING TRANSPORTATION MAP
LEGEND
INTERSTATE
ARTERIAL
COLLECTOR
LOCAL
SIDEWALK/TRAIL
AVERAGE DAILY TRAFFIC (DATE)
TRAFFIC SIGNAL
FLOOD PLAIN LIMITS
NORTH
0
200
400
INDIANA EAST-WEST TOLL ROAD
I-80/I-90
CLEVELAND RD
DOUGLAS RD
PENDLE ST
CRIPE ST
MURRAY ST
DAVID ST
RHODES ST
WILLOW ST
SUNNYBROOK
PERLEY ST
CLARK ST
DUBLIN
KENT
CLANCY
TOWN PARK
TOWN HALL
VETERANS MEMORIAL PARK
DUBLIN VILLAGE
ROSELAND
CREEK
POWER
TRAIL
MICHIGAN
BLUESTEM
BIG
AND
LA SALLE
INDIANA
ABBY
WEBER ST
DIXIE ST
DARBY PL
EMERICK ST
COLLEGE
MARY'S
SAINT
NOTRE
DAME
PENDLE WOODS
UNIVERSITY
OF
CORPORATE LIMITS
16,239 (03)
25,204 (03)
18,530 (03)
24,960 (01)
17,854 (03)
22,221 (04)
7,230 (05)
28,169 (01)
9,558 (01)
EXISTING TRANSPORTATION MAP
RHEIN-BACH, INC. - ENGINEERING & PLANNING SERVICES
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On the east side two lift stations are located on connecting laterals due to sloping topography. The first lift station is located at the rear of the Knight's Inn property and it pumps south to Cripe Street where it turns west to meet the north south trunk. The other lift station is located on Sunnybrook and pumps toward Willow Street that in turn intersects with the north south trunk. The west side lateral is located on West Rhodes Street which also connects with the north south trunk.

As with sanitary sewers, Roseland's water supply system was built by the private sector primarily to serve individual paying customers and was not the result of a systematic municipal effort. As important in meeting public health requirements, the water system is critical for fire protection. Constructed by Clay Utilities, Inc. during the same period as the sanitary sewer system, Roseland has over 2.46 miles (13,000 lineal feet) of water main. Arriving from wells to the north and following the I & M corridor way, a large 27 inch water main branches out into eight major laterals. Only one of these laterals goes to the west side of Town. The other seven lines head east. Fourteen fire hydrants are located around town along these lines. Dublin Village Condominiums and the three Cripe Street student apartments have water service and fire hydrants.

Parks & Open Space

Parks and Open Space Use is intended to provide public parks, recreation and open space systems. Successful development of Roseland's park system began in the 1960's. A generous donation of land by a Mr. & Mrs. Cordray helped to initiate what became the park system. Many townspeople devoted their talent and money toward creating a fine 10 acre park that contains active and passive activities which include softball, soccer, basketball, picnic, playground, volleyball, horseshoe, Frisbee golf, sledding, trail and a restored native tall grass prairie. The south end of the park contains a natural wild flower area and a sledding hill. Veteran's Memorial Park was developed in 1997 at Pendle and Independence with a Memorial plaque, meditation sitting area and landscaping.

The Town's recent Park and Recreation Master Plan addresses Roseland's parks and cemetery. The floodplain of Juday Creek has special open space considerations and where possible should be utilized as parkland. Town Park located on West Cripe Street contains active and passive recreation. The St. Joseph County Parks and Recreation Department's regional bike path known as the LaSalle Big Bluestem Trail traverses Roseland in a north – south direction connecting the East Bank of South Bend and the attractive campus areas to the south with a future connection to St. Patrick's Park and Lake Michigan to the north. Around the country, rails to trails conversion such as this facility have improved the quality of life as well as nearby real estate values.

Roseland is fortunate to have 5,100 lineal feet of St. Joseph County's LaSalle Big Bluestem Trail (3.5 acres) that connects the campus area to the south with the East Bank Trail. The county's park department oversees six parks with over to 1,450 acres of parkland. Just down river from Town, the St. Patrick's County

Park has passive and active recreational areas with an outdoor concert facility. Nearby on the river the Clay Township Park is devoted to active recreation. The South Bend Parks Department has another 1,422 acres with its Riverside Trail being developed on the west bank of The St. Joseph River that will connect with LaSalle Blue Stem Trail north at Darden Road.

Transit

Roseland is fortunate that the metro area is well served by one of Indiana's largest and most used public transit systems. Dating back to 1885 trolley cars, Transpo serves over 2 million passengers a year on 15 routes with 60 buses radiating from downtown South Bend. Roseland is served by Route 5 which is an important service to the dozen motels along Dixie Highway. Originating at the new South Street station in downtown South Bend, this route serves two colleges (St. Mary's & Holy Cross) and two regional medical facilities (Memorial Hospital & Healthwin) with the route's turn around on Auten Road near the state line. Service is hourly between 5:30 am and 9:30 pm. There are 17 trips each way available on any given weekday. Saturday hourly service has 11 trips each way between the hours of 7:30 am and 5:30 pm. Hailing a Transpo bus can be done on any street corner along Dixie Highway. No bus shelters in Roseland for waiting patrons currently exist. The college community transit needs are met by the Student Shuttle which serves the Married Student housing complex just southeast of Town.

Existing Land Use

The existing land use patterns show how the Town of Roseland developed over time. Today's land uses were mapped by reviewing existing maps, aerial photographs and after verification in the field. Maps and graphs on the following pages illustrate existing land use patterns and how they compare with South Bend and St. Joseph County Area Plan Commission territory. Since Roseland is a much smaller area than those in comparison, the public right of ways were identified.

Residential

After public right of ways, residential use is the largest land use with 125 acres or 36.2 percent of the Town's area. Of the residential land area, single family contains 119 acres or 95.2 percent. Single family use is defined as detached dwellings located on individual lots. Since the majority of the housing stock was built prior to 1950 efforts to maintain these uses will become more important. Multiple or multifamily land use contains 6 acres or 4.8 percent of the residential area. Buildings that contain three or more attached dwellings and are occupied as either rental apartments or owner occupied condominiums. Typically, multi-family residential use was located on W. Cripe Street and owned by Notre Dame. The new development Dublin Village on the south west side typlifies the new multiple family product on the market.

FIGURE 2.14 EXISTING LAND USE

Land Uses (Acres)		2005		2002		2002	
Land Use		Roseland (Acres)	%	South Bend* (Acres)	%	Total County* (Acres)	%
Agriculture	**Total**	**0.0**	**0.0%**	**0**	**0.0%**	**179,600**	**69.1%**
Employment	**Total**	**68.0**	**19.7%**	**3,780**	**19.4%**	**4,620**	**1.8%**
	Industrial	0.0	0.0%	2,100	10.8%	3,700	1.4%
	Commercial	68.0	19.7%	1,680	8.6%	920	0.4%
Residential	**Total**	**125.0**	**36.2%**	**7,300**	**37.5%**	**27,900**	**10.7%**
	Single-Family	119.0	34.5%	6,400	32.9%	27,500	10.6%
	Multi-Family	6.0	1.7%	900	4.6%	300	0.1%
	Mobile Homes	0.0	0.0%	0	0.0%	100	0.0%
Institutional	**Total**	**20.6**	**6.0%**	**4,700**	**24.1%**	**7,900**	**3.0%**
	Public/Inst.	0.5	0.1%	2,100	10.8%	2,000	0.8%
	Recreation	15.5	4.5%	1,200	6.2%	5,700	2.2%
	Utilities	4.6	1.3%	1,400	7.2%	200	0.1%
Natural/Vacant	**Total**	**1.8**	**0.5%**	**3,700**	**19.0%**	**39,900**	**15.4%**
	Vacant land	0.8	0.2%	3,700	19.0%	2,900	1.1%
	Natural/Woodland	1.0	0.3%	0	0.0%	37,000	14.2%
Public Rights of Way	**Total**	**129.7**	**37.6%**	**N/A**	**N/A**	**N/A**	**N/A**
TOTAL		***345.1***	***100.0%***	***19,480***	***100.0%***	***259,920***	***100.0%***

*Information from the 2002 St. Joseph County & City of South Bend Comprehensive Plan.

Commercial

Commercial uses contain 68 acres or nearly twenty percent of the Town's area. This is far more than a typical town of Roseland's size because of the highway influence. Even the regional economic hub South Bend has only 8.6 percent. Uses such as retail, service, office, restaurant, highway service and lodging are located along the busy Dixie Highway corridor. Six motels in Town with several hundred rooms anchor the commercial strip as have their predecessors for generations. Two 3 story office buildings are located there as well.

Public Rights of Way

Due the confluence of the highways, the area used by public right of ways is an above average 129.7 acres or 37.6 percent of Roseland's area. Streets and highways are one of the most visible and important services of government. Roseland straddles the major north-south Dixie Highway (Indiana 933 and US 31 Business) route as well as being surrounded on north and west sides by the Indiana Toll Road (Interstates 80 – 90). The Toll Road handles 24,980 vehicles a day or over 8 million a year. The South Bend - Notre Dame interchange employs a mile long entrance road connecting with Dixie Highway. The interchange sees over 7,230 vehicles a day or 2.6 million a year.

On Dixie Highway there are five traffic signals within a mile controlling traffic of between 25,204 and 28,169 vehicles a day or between 9 and 10 million a year.

Major east-west arterials in and around Town include Cleveland Road (18,530 vehicles a day) on the north side of town with Douglas Road (9,558 vehicles a day) just south of Town. In the middle of Town, the collector Pendle Street connects with the arterial Juniper Road to the east. Reflecting Roseland's somewhat "landlocked" setting, other than Dixie Highway only Pendle Street and McComb Street connect to other streets outside of Town.

Commuting to work is a fact of life for the traffic on Dixie Highway, Cleveland, and Douglas Roads. The South Bend-Elkhart metro area has a total of 278,000 jobs. The daytime population of the neighboring colleges is over 25,000 people. Another 30,000 people work in the downtown South Bend area contributing to the ebb and flow of traffic in the morning and evening hours. The entrance to the Toll Road contains a Share-a-Ride facility that is used by a few reverse commuters toward the Chicago or Elkhart areas.

Aside from the normal daily traffic of commuters and travelers, the college community generates special traffic conditions on sporting and event days. Over 500,000 fans invade the Roseland vicinity every autumn during the football season. The original stadium was expanded in 1997 to hold 80,000 fans and it is now larger than most NFL stadiums.

In 2005, new street realignments by the university combined with the closing of long used parking areas to the south have aggravated traditional game day traffic congestion by routing most game day traffic to the White Field parking area immediately east of Town. The traffic before the game increases normal traffic counts dramatically but is spread out over a day or so. It is the post game period when gridlock is most severe. Many frustrated fans have expressed dissatisfaction with the present situation.

The intensity of other college sports congestion is dependent on the success of the individual teams. The Joyce Center holds 11,418 people for twenty-four men and women home basketball games. Men's hockey has another 20 home games. While nowhere near the impact of football weekends, winter sports traffic congestion can be aggravated by weather conditions. Aside from its sporting events, the neighboring college community is one of the most popular visitor destinations in the State of Indiana. Year round tourists come to view the history and to attend the many convocations, conferences, and symposiums.

Roseland contains over 4.84 miles of paved streets of all street classifications. A north south arterial (Indiana State Road 933, US 31 Business) contains five lanes and is 4,628 feet in length within Town. Unfortunately, the 1994 rebuilt concrete surface is showing signs of premature deterioration due to poor construction and maintenance. Serious cracks have caused the State Highway Department to institute emergency repairs in 2005 at a cost of over $640,000. These ephemeral asphalt repair strips run for miles giving Dixie Highway the all to common character of an Indiana gateway experience. In the words of a state

highway official, "Hopefully it'll stay for a couple of years until we decide where to go from here... I'm not saying the road's gonna be the smoothest one in the world but it should be functional."

The Town of Roseland is responsible for the maintenance and upkeep of the other 3.96 miles. These streets account for 82 per cent of the total of system in town. Roseland's streets are in good condition generally. One east west collector, designed to move traffic through town (East Pendle Street) has two lanes of .24 miles in length. Local residential streets comprise the balance of 3.72 miles or 77 per cent of all streets. These streets are intended to serve residences and discourage through traffic. Surface conditions are acceptable in town as a result of a responsive paving program.

Institutional
The uses include public buildings such as the Town Hall, churches, hospices, and cemeteries. The Ullery Cemetery is located on West Cleveland Road. The University of Notre Dame utilizes a house on East Cripe Street as a college community building. A hospice is located on Sunnybrook.

Parks & Recreation
Public and private parks, recreational facilities, and open space comprise this category's uses. Roseland has two town parks and a regional county owned bike path.

Vacant
Vacant use includes those parcels that are undeveloped or unused. There are very few vacant parcels in town.

Utilities & Communications
These areas are utilized for essential services such as gas, electricity, and telecommunications. Major power lines follow the north south Indiana and Michigan Power's property as well as an east west direction just north of Clancy - Kent Street. A cell tower is located on the northwest side adjacent to LaSalle Bluestem Bike Trail.

Fire
Fire protection services are provided by the Clay Township Fire Territory which began in 1947. Since unincorporated Clay Township, the Town of Indian Village and the Town of Roseland participate together, it is now known as a Fire Territory. Funded by property taxes within a sixteen square mile district and a population of 40,000 people, Clay Fire is considering adding German Township for a total service population of around 50,000 people. One of first fire departments in the world to be accredited by the Commission of Fire Accreditation International, Clay Fire is a responsive and professional operation. This achievement is not only a great honor but it means that their hard work pays everyone in lower fire insurance rates. .

Clay Fire conducts inspections regarding fire and life safety codes. The Fire Prevention Bureau (FPB) actively works with the St. Joseph County Building Department to ensure fire inspections and code enforcement. In 2004, The Town of Roseland (Grid Area #61) had 54 total emergency incidents ranging from 1 to 9 incidences a month. Response time is usually within 5 minutes of placing a call. In addition to fire calls, Clay Fire Territory is responsible for medical and accident incidents. Of 2,200 total territory incidents last year only six percent involved fires of any kind. Motor vehicle crashes involved ten percent and fifty nine percent comprised medical incidents.

Implications for Planning

The following is a summary of the implications from all the various background studies including Population, Housing, Economic Base, Community Facilities, Transportation, and Existing Land Use.

- What is occurring in adjacent communities is integral to the planning process.
- Coordination and cooperation with adjacent communities should occur to benefit the entire area.
- Past plans should be reviewed in all current and future planning efforts.
- The Town should update and reevaluate the Master Plan at regular intervals.
- The Town can expect a relatively stable population base in the future.
- Decreasing household size will have an effect on the types of new housing in town.
- An aging population will increase the demand for senior housing and services.
- The amount of older housing stock will require proactive and ongoing rehabilitation efforts.
- A strong and stable residential base is vital to the Town.
- The existing motel and other commercial uses will require proactive and periodic redevelopment efforts every few years to adapt to new market demands.

- Municipal utilities such as sanitary sewers, storm sewers, and water supply should be extended to all residents and businesses.

- The Town should continue to seek cooperative efforts with neighboring communities.

- Ongoing maintenance of existing Town roads are critical.

- Encourage non-motorized transportation systems.

- Continue efforts to lessen and slow vehicles along local streets in residential areas.

- Ensure adequate parking is provided to meet demand and that it is located near the rear of the building wherever possible.

- As the Town nears build-out, planning efforts should focus on maintaining existing neighborhoods while adapting to commercial demand.

- The Town should explore enhancement opportunities.

CHAPTER THREE:
GOALS, OBJECTIVES & STRATEGIES

Physical Development

Transportation & Circulation Goal:

To provide for a transportation system that allows the safe and smooth flow of pedestrian, motorized and non-motorized vehicles.

Rationale: An efficient and safe transportation system is vital to the quality of life of business and residents.

Objective: Promote an efficient and safe street system that meets the needs of residents and business.
Strategies:

- Establish a priority system of street improvements, which improve traffic and safety.
- Promote safety improvements at intersections.
- Limit the number of curb cuts by encouraging shared drives along the major streets.
- Develop a streetscape improvement project for Dixie Highway.

Objective: Promote a "Walkable Community" environment that will encourage pedestrian and bicycle use.
Strategies:

- Provide and maintain continuous sidewalks linking neighborhoods, the La Salle – Big Bluestem County Bike Path, and community facilities.
- Enhance pedestrian and bike access from surrounding neighborhoods with crosswalks and accompanying sidewalk ramps.
- Discourage multiple curb cuts that are detrimental to pedestrian movement.
- Support the construction of new and maintenance of existing sidewalks.
- Discourage high-speed traffic through the neighborhoods by employing the necessary devices.
- Promote neighborhood enhancement activities such as preservation of mature trees, street tree plantings, and sidewalk improvements.

Objective: Promote Non-Motorized Transportation and Use of Public Transit.
Strategies:

- Encourage pedestrian orientation and safe linkages through sidewalks between neighborhoods, county bike path, parks, commercial areas and the college community.

Increase opportunities by developing designated bike routes and appropriate connections.

Future Land Use Goal:

To recognize, preserve and enhance existing neighborhoods as a foundation of a strong community and provide a balanced residential environment.

Rationale: Neighborhood viability is one of the foundations of any community. Land use decisions must be balanced with and support the interests of existing neighborhoods.

Objective: Preserve, maintain and enhance existing neighborhoods.
Strategies:

- Establish clear and understandable boundaries on the Land Use Plan between established neighborhoods and non-residential areas.
- Support Residential projects within neighborhoods that are compatible to the existing density and character.
- Ensure that the sizes of any divided lot are comparable with existing neighborhood lots.

Objective:
Enhance the physical appearance and economic value of existing neighborhoods.
Strategies:

- Establish design Guidelines for new and rehabilitated residential development that will be compatible with existing conditions (density, setbacks, and building spacing and garage placement.
- Provide code enforcement for all residential properties.
- Promote neighborhood enhancement programs such as the preservation of mature trees, new street tree plantings, neighborhood gardens and sidewalk improvements.

Objective:
Ensure that multifamily and commercial development is compatible with the surrounding neighborhood characteristics.
Strategies:

- Require setbacks that are consistent with existing buildings.
- Set reasonable maximum lot coverage.
- Establish design components reflecting existing character of the neighborhood.
- Support strict code enforcement of rental, commercial and residential properties.

- Limit garage locations to rear or side yard locations.

Objective:
Promote residential neighborhood safety through the management of traffic loads and speeds.
Strategies:

- Assess techniques in which traffic is slowed through residential neighborhoods.
- Evaluate traffic improvements that assist fire, police and emergency personnel.

Objective:
Promote "Walkable City" techniques to encourage non-motorized transportation.
Strategies:

- Enhance pedestrian and bicycle access to the existing countywide LaSalle Big Bluestem Trail.
- Provide and maintain a system of continuous sidewalks linking all components of the community.
- Promote neighborhood enhancement programs and strategies such as the preservation of existing trees, new street tree plantings, and sidewalk improvements.

Community Facilities and Infrastructure Goal:

To provide community services that contribute to the overall improvement, economic prosperity and quality of life.

Rationale: Providing basic facilities and services is an essential role of town government. Well-planned and strategically located community facilities can contribute to the advancement of other community goals.

Objective: Provide Master Plan goals for planning, programming, construction and maintenance of community facilities and infrastructure.
Strategies:

- Encourage planning dialogue with South Bend, St. Joseph County and adjacent college communities.
- Develop Capital Improvement Plan.
- Plan and program infrastructure improvements to serve all residents.
- Plan and program for infrastructure improvements based on changing commercial requirements.

Development StandardsGoal

To provide the community with up to date development regulations and standards to ensure that the maximum quality economic development potential be reached.

Rationale: Promoting high development standards will attract the quality of investment that recognizes collective economic strength.

Objective: Update 1966 Zoning Ordinance to current development standards.

- Adapt the applicable new St. Joseph County and City of South Bend zoning and development standard ordinances through the Area Plan Commission to Roseland that will promote the tenets of "New Urbanism".

Economic Development

Business Retention and Attraction Goal:

To improve both the function and economic impact of the commercial corridor while protecting and enhancing neighboring residential areas.

Rationale: The appearance of the major commercial corridor has a lasting affect on the visitor, resident and potential resident.

Objective: Adopt design guidelines for the buffer between residential and non-residential uses.
Strategies:

- Provide consistent screening of the more intensive commercial uses from the single-family neighborhoods.
- Establish design treatments for alleys adjoining separate uses.

Objective: Improve the visual appearance of the commercial corridor.
Strategies:

- Support land use decisions that enhance economic activity yet have compatible design and scale of neighboring residential areas.
- Develop stronger landscape buffer standards between right-of-way and parking areas.
- Encourage consolidated parking areas at the side or rear of buildings while ensuring a continuous screen between commercial and neighboring residential areas.
- Develop streetscape amenities with the use of consistent paving, furniture, landscaping, lighting and signage.
- Continue building line of the Garland and Stevens buildings to better integrate new construction with urban design principles.
- Develop design treatments for rear building elevations that improve entrance and service areas.
- Enhance gateway and landmark identification.

Objective: Improve safety and control of traffic speed and congestion.
Strategies:

- Consolidate and reduce number of curb cuts while maintaining sufficient access to business parking.
- Reduce conflict points between pedestrian and vehicular circulation.

Objective: Maintain a healthy and vibrant commercial corridor that encourages economic investment.
Strategies:

- Promote activities that increase commercial tax base.
- Identify negative and inappropriate uses.
- Encourage the consolidation of obsolete and underutilized commercial sites through redevelopment efforts.
- Develop recommendations for the reuse of such parcels.
- Investigate financing options for the redevelopment of such sites.

Workforce Skill Enhancement Goal:

To improve the skill level of the Roseland workforce

Rationale: In the ever changing local, state, national and global economies skill level requirements are not static.

Objective: Improve work skill level of the community.
Strategies:

- Develop long-term publicity and marketing programs for existing workforce development programs.

Provide meeting space on a regular basis for programs in local motel conference rooms.

Community Development

Parks & Recreation Goal:

To provide Roseland with quality parks and recreational facilities.

Rationale: The desirability of Roseland as a residential community is enhanced by its quality of life. Parks and recreation contribute to the economic and social well being of the community.

Objective: Provide recreation land that is convenient and accessible to all residents.
Strategies:

- Provide for balanced distribution of parks.
- Link the neighborhoods to over 2,000 acres of adjacent college campuses.
- Encourage new development to reserve park and open space.

Objective: Provide facilities that meet community recreation needs.

Strategies:

- Provide and maintain recreation fields and facilities for organized team play.

Educate town and county at large of community recreational assets.

Historic Resources Goal:

To encourage the preservation of Roseland's historic character through the identification and preservation of historically significant properties.

Rationale: The Town of Roseland's preservation efforts such as rehabilitation and adaptive reuse will contribute to the Town's overall character and attractiveness.

Objective: Recognize and promote the community's historic structures.
Strategies:

- Study the community-wide inventory that identifies historically significant structures.
- Support educational efforts to publicize their importance to the fabric of the community.
- Encourage voluntary participation.

Objective: Encourage the maintenance and rehabilitation of historic structures and their neighborhoods.
Strategies:

- Encourage the Town of Roseland's formal participation in the Historic Preservation Commission of Saint Joseph County in order to preserve the historic structures by landmark designation and thereby qualifying for financial incentives.
- Encourage that new development is complementary and compatible with existing characteristics.

Housing Rehabilitation and Development Goal

To encourage the construction and rehabilitation of housing for the existing income range of the community.

Rationale: The prevailing age of the housing stock requires remedial activity to allow Roseland to become competitive in the marketplace.

Objective: Improve the physical condition of existing housing stock.
Strategies:

- Develop or adapt a revolving loan fund for repair and maintenance.
- Adapt or create housing improvement programs.
- Identify grant programs for housing rehabilitation.
- Provide other incentives to foster rehabilitation and repair.
- Conduct an updated historic structures survey.

- Program infrastructure improvements to all existing housing.

Objective: Encourage the development of new housing construction.
Strategies:

- Promote compatible infill residential construction.
- Support owner occupied residential component for both residential and commercial mixed use areas.
- Program infrastructure improvements to support new construction.

CHAPTER FOUR:
Comprehensive Master Plan

Transportation

General land use is greatly influenced by vehicular and pedestrian circulation characteristics and is an important element of the land use plan.

Recommendations

Turn Arounds.

Six streets in town terminate without the benefit of a cul-de-sac or turn around. While this may discourage through traffic, it does not assist emergency vehicles especially fire trucks. The Indiana and Michigan Power Company's north south property west of Dixie Highway is in need of improvement. As a 50 foot wide "no man's land" it has long been used as an alley and dumping ground along its 4,600 foot length. Attractive landscaped barriers should be erected and maintained to prevent vehicular access. Hammerhead turn-a-rounds coupled with the landscaped barriers could be located at the dead ends. These would set a positive image and would discourage dumping. Access points to the Indiana Michigan Power's corridor should be installed for utility and emergency vehicular access.

Myrtle Street.

In order to improve circulation in the east side residential area two street extensions may be possible. The extensions would provide benefits for vehicle and non-motorized transport alike by allowing direct movement without having to use Dixie Highway. Sidewalks would be recommended. Myrtle Street could be extended south 650 feet from Pendle Street to East Cripe Street. Extending Myrtle Street 600 feet north from Murray Street to David Street could be beneficial as well. In either case the purchase of a right of way would be required.

Roundabouts.

Long a feature in the rest of the world is the roundabout traffic intersection. The concept of installing a roundabout intersection has been floated recently by the 2004 Notre Dame School of Architecture's Roseland Master Plan. Among the many advantages of roundabouts are: they allow for a constant flow of traffic; they slow it down; and they reduce accidents. Statistics show that accidents can be reduced by twenty to seventy percent. One conceptual location for an arterial roundabout would be the intersection of Dixie Highway and Pendle Street.

A disadvantage of a roundabout is the amount of space required for them based on tractor-trailer turning radii requirements. As for Dixie Highway, it would require the minimum of a 250 foot diameter right of way to accommodate the four traffic lanes traffic and sidewalks. The built-up nature of the four corners would require the acquisition of at least seven businesses. The estimated cost would begin around $ 3 million dollars. Contested condemnation proceedings would undoubtedly be expected. The unknown outcome and timeline for completion tend to sour any cost benefit. In order to safely accommodate pedestrians with the high vehicular volume, the construction of an underground or overhead ADA compliant walkway would also be required. A more practical adaptation of the roundabout concept would be on the minor side streets if the existing right of ways are adequate.

Curbs, Gutters and Sidewalks

Sidewalks were first built along Dixie Highway in 1937 by the WPA with material being paid for by the Town. In 1994 a major state highway reconstruction project included their replacement. The Dixie Highway has curbs and gutters for its entire length. Built to the modern standards, each intersection has handicapped ramps as well. To better protect and encourage walking, crosswalk striping along Dixie Highway is recommended Reducing the number of curb cuts or access points along the highway is impracticable unless a larger commercial site is being assembled.

The Town of Roseland is responsible for 20,934 lineal feet of streets within its borders. Only 1,875 feet or 9 per cent have curbs and gutters in place. Only one block of David Street and two blocks of East Pendle Street contain curbs and gutters. While most of Roseland is suburban low density in nature with less need for curbs and gutters, additional construction of them should be studied wherever the traffic or storm water needs exist.

Storm water management especially with the new requirements of the Federal "Rule 13" mandate will increase Roseland's expenses. An improved system of grass roadside swales instead of curbs and gutters is one of many possible solutions that would be more cost effective. Storm water management will be discussed.

Elsewhere in town, 1,470 feet of sidewalks exist along the streets. Of those only 600 feet of David Street or 2.9 percent of the Town's residential streets have sidewalks on both sides.

The construction of sidewalks is recommended along Pendle Street and Cripe Street. Pendle Street as the only east west collector street, its narrowness, traffic signal and traffic count warrant the placement of sidewalks along its entire length. Cripe Street serves Notre Dame students with several apartment buildings east of Dixie, White Field and the Town Park west of Dixie. These east west

sidewalks would make important connections to the county's north south LaSalle Big Blue Stem Bike Path.

Non Motorized Transit

What Roseland lacks in sidewalks, it makes up for with the LaSalle Big Bluestem Trail. On a per capita to trail length basis, Roseland far exceeds any other community in the metropolitan area. The first completed section of the St. Joseph County Park's countywide greenway trail system is known as the LaSalle Big Bluestem Trail. It travels the length of Roseland for 5,100 feet along the old Michigan Central's railroad right of way and on the south side of Dublin Street. The trail has been built to the latest standards with an asphalt surface, accompanying landscaping, vehicular barriers and signage. Today Roseland residents can walk, jog or bike to the 10 mile college path system and enjoy one of America's most beautiful campus settings complete with river frontage, two lakes, many historical sites and a nature preserve. By connecting with the East Bank Trail just south of Holy Cross College, a Roseland resident can access another eight miles along the St. Joseph River through downtown South Bend to Indiana University at South Bend's campus.

Future Land Use

The Land Use Plan Map illustrates the proposed physical characteristics of land use for the Town of Roseland. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. It is based largely upon existing land use, current zoning planning analysis, and the desires of the citizens of Roseland as expressed in the public visioning workshops that were conducted over several months.

The Plan is prepared to serve as a policy for the Town regarding current issues, land use decisions, investments in public improvements and future zoning decisions. The Plan is intended to be a working document that will guide the orderly development and redevelopment of Roseland. The Plan will assist the Town in its efforts to maintain and enhance a pleasant living environment while at the same time foster and encourage economic development.

The land use plan is based upon comments and opinions gathered during the planning process including numerous meetings and the public input obtained from visioning workshops. It reflects general policy toward development and redevelopment in Town.

Recommendations

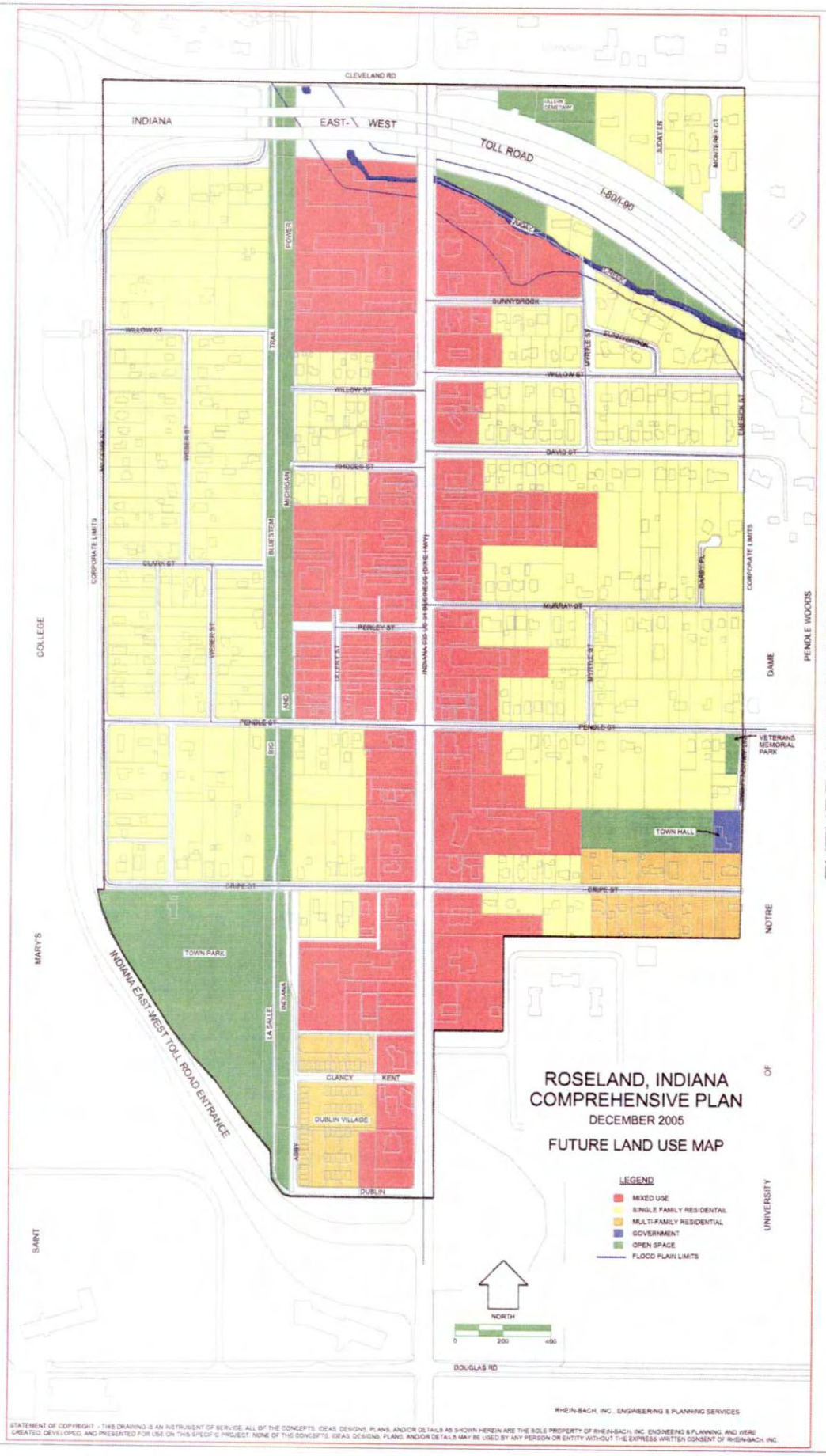
The proposed land use categories were developed in an effort to create a long-term plan for the development and redevelopment of the Town of Roseland. These classifications and their general location are as follows:

Single Family Residential
Single Family Residential provides for single family detached dwelling on individual lots requiring a minimum of 15,000 square feet and 100 feet width without utility hook up. Under current law the lot size may be reduced to 9,000 square feet and 60 feet width if the entire town is served by water supply and sewage systems. This is intended to provide an environment of lower density single family detached dwellings and related facilities such as parks. The majority of residential areas in Town are single family except for the southern portions near the colleges and university. A landscape buffer and other techniques are suggested for the boundary with other land use particularly non residential.

Multiple Family Residential
Multiple Family Residential provides for multiple family dwelling units requiring a minimum of 2,400 to 4,800 square feet of site area for each dwelling depending on the number of bedrooms in each dwelling. This classification allow a higher density residential environmental such as apartments, condominiums, and townhouses. As an example, Roseland's first new housing in a generation contains 58 townhouse dwelling units on approximately 5 acres for a density of around 12 dwellings units an acre. Compared to the typical single family residential density of between 3 and 6 units an acre, there are inherent market and social considerations in protecting the existing low density character of the Town. Therefore, the Plan proposes that multiple family residential be limited to the southern edge of Town where multiple family dwellings currently exist and that any new developments not to exceed 18 dwelling units an acre.

Higher density development may generate significant vehicular traffic and therefore should be located near a major thoroughfare. Both single and two family residential and institutional uses should be allowed in the multiple family residential areas as conditional uses.

Mixed Use Residential/Office /Commercial
Mixed Use Residential/Office/Commercial is intended to provide for a mixture of residential, office and commercial uses. An existing example of this type of use is the Stevens and adjacent Garland Building located at the northwest corner of Willow Street and Dixie Highway. These structures were built in the late 1940's and yet they typify the newly rediscovered principles of "Smart Growth" or "New Urbanism." With a strong sidewalk presence and parking in the rear, this traditional type of "town development" has regained favor. Mixed Use's higher



FUTURE LAND USE MAP

PARKS & RECREATION MAP

POSSIBLE FUTURE TRANSPORTATION IMPROVEMENTS

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density, pedestrian orientation and landscaped parking lots allow for a less suburban auto dependant environment where residents and customers are encouraged to walk.

Mixed Use Residential/Office/Commercial is therefore proposed along the existing commercial corridor on both sides of Dixie Highway. This land use designation is designed to maintain and promote flexible market generated redevelopment. Upper floor residential located above commercial uses would be encouraged to give the entire Dixie Highway corridor a round the clock inhabited presence. Single family, multiple family, and institutional should be allowed as conditional uses.

The boundary between single family and mixed use is of critical importance to quality of life and real estate values. The incursion of nonresidential uses into the single family residential areas cause a number of difficult planning decisions. If "New Urbanism" and "Smart Growth" principles state that parking should be located to the rear of buildings along Dixie Highway, how does one reconcile these parking areas and the adjacent residential uses. This Planning problem will require extreme care and professional design solutions. The all important buffer will require various proven screening and landscaping solutions to be determined on a case by case basis.

Industrial

Roseland has only one or two operations that could be identified as industrial. Suitable land for expansion is not available. All existing industrial uses should be allowed to continue as "legal non conforming." Any physical expansion should be carefully done so as to lessen the impact on adjacent residential uses. Warehousing or storage should be allowed only indoors and traffic servicing such facilities should be isolated from residential.

Certified Technology Park

Just to the west of Roseland, there is a prime 200 acre development site owned by the St. Mary's College religious order. Once used to help feed the college community, this agricultural land's development potential has been looked at several times in the past. Forty years ago community leaders proposed the development of a planned commercial and industrial park. While there is little chance of the site being annexed by Roseland, its development would have a major impact on the immediate vicinity and the region as a whole.

No site in the metropolitan area is better suited for the development of a certified technology park. The State of Indiana's certified technology park program is designed to generate local business, government and higher education partnerships to create new high technology jobs that the State desperately needs. A well-designed certified technology park on this property would

incorporate the following site benefits:

- Level ground with good soil load bearing characteristics;
- Excellent exposure along Toll Road and community's main entrance;
- Municipal and public utilities on site;
- World-wide fiber optic communications adjacent to the site;
- Direct vehicular access from existing Douglas Road;
- Landscaped buffer for St. Mary's College;
- Adjacent college community research facilities;
- Collegiate control;
- Provide long-term income to the religious order.

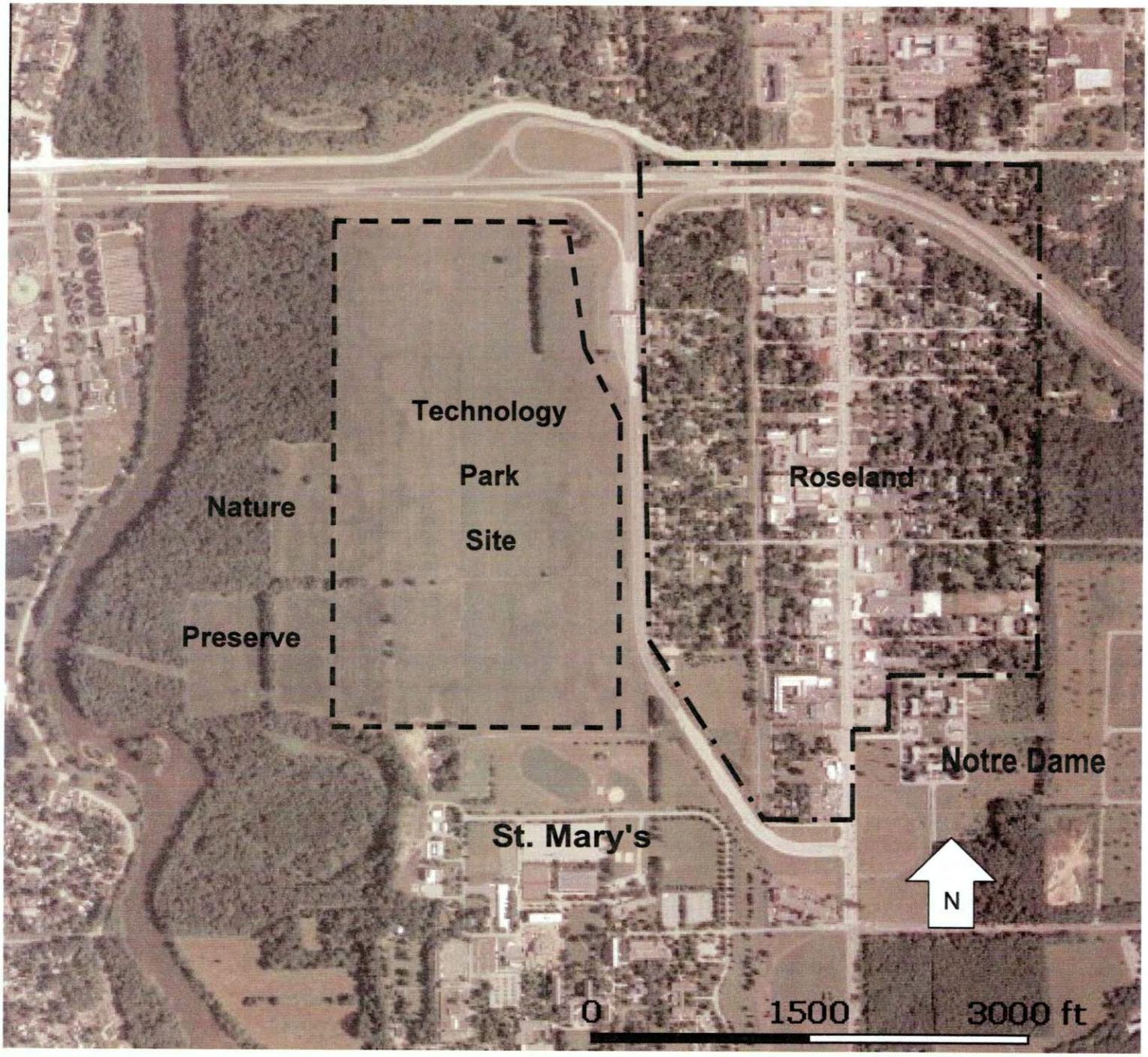
Community Facilities and Infrastructure

The major function of any town is to provide community facilities that protect the public health and provide for the common good. Community facilities include water supply, wastewater, storm water, fire protection, and parks. Community facilities are an important component of the comprehensive plan. A healthy growing community is the result of the proper planning and development of these facilities which have the capacity to adapt to demand.

Recommendations

Sanitary Sewer and Water Supply Systems
Today, the majority of Roseland's business community has municipal services. Only about 20 percent of the housing is served. The ever increasing national, state and county health requirements will necessitate that something be done sooner rather than later. The existing sewer and water mains have been built with the necessary capacity to connect the entire Town. Therefore, Roseland has "a better than most small town opportunity" to overcome its residential and economic challenges. A capital improvement plan is of critical importance to connect all major structures to the system at a pace Roseland can afford. Not to do so will cause the community to languish in perpetuity as illustrated in its current housing statistics.

Capital improvement planning takes a long-term look at what the community can afford with the participation of state and national grant and loan programs. The Town Board needs to determine how extensive it will be and who will accomplish the various tasks necessary. Professional assistance needs to be consulted in determining the various aspects and timeline required. After preliminary review and public commentary, a final capital facilities program would then be adopted by the Town Board. After successful funding, the final capital facilities plan can be brought to fruition. Thereafter, an annual capital improvement budget would determine the pace of construction.



Proposed Technology Park Site

Storm Water Drainage System
The Town of Roseland is committed to fulfill its obligations under the recent Federal mandate to improve storm water drainage systems and their effect on the environment. How extensive these improvements will be and their costs are unknown at this time. Upgrading the existing storm drainage system will require the expenditure of Town's funds. The storm drainage system needs and costs call for their inclusion in any capital improvement plan. To do nothing is not an option.

Town Hall Facilities
After outgrowing the old town hall by the late 1960's the Town Board decided to build a new facility on what became Independence Drive. In 1974, the new Town Hall designed by local architect Edwin Van Ryn was constructed for $55,000. A Town maintenance and storage facility has been built next door to the Town Hall. No expansion of the Town Hall is anticipated in the foreseeable future. Acquisition of property west of the existing facilities would provide for expansion and possible eastside park.

Economic Development

Economic development provides the financial means by which we support our quality of life. A community's economic future is determined by what the resident's income level is; how well jobs are created or retained; how employable the work force is; and how successful its entrepreneurs are.

Recommendations

Business Retention and Attraction
Since Roseland's commercial strip is a built environment, the first line of commerce is to retain the existing businesses. The second is to reuse existing sites and structures as they become available. Business and entrepreneurial encouragement involves working closely with the existing St. Joseph County economic development resources such as banks, venture capital sources, marketers, realtors, and small business assistance offices. In order to attract major economic players, Roseland needs to encourage the consolidation of obsolete and underutilized commercial sites through redevelopment efforts.

The appearance of the commercial strip requires constant maintenance and upgrading of its physical environment. Improving the Roseland's identity in the marketplace would involve not only new streetscape/landscaping amenities but the diligent enforcement of zoning and building codes. The Town should support land use decisions that enhance economic activity with compatible design and neighborhood scale.

Redevelopment

Considering the Town's front door location of the community, one should expect to see continued investment. The highways will continue Roseland's role as a major location for highway commercial uses. Since most American roadside commercial structures are built for an approximate thirty-year economic life, over half of Roseland's six motels will need to be replaced in the next few years. Not to redevelop these sites will result in their decline as they age into a lower market tier. One of the Town's major challenges will be to encourage and promote new quality development. This may entail combining smaller existing sites into larger more marketable ones. Private market based redevelopment activity will be the most likely. Roseland should aggressively promote and encourage redevelopment activity. Therefore, in addition to local ordinances supporting such redevelopment, the Town should work closely with county economic development agencies.

Work Force Skill Enhancement

The out migration of our best and brightest is a serious local challenge. A better utilization of the existing educational resources to upgrade work force skills is of critical importance. Notifying Roseland residents of these resources and programs available is a beginning. Working more closely with state agencies such as the Department of Workforce Development will become effective over time. Local employers should be informed of the various programs, incentives, and funds. Convenient to the residents, the local motels and even the Town Hall have ample meeting space for seminars and the like.

Community Development

Community development includes those activities that improve the quality of life. They can be identified as housing improvement initiatives, historic preservation programs, cultural enrichment, parks, recreation, and tourism development. .

Recommendations

It has been several years since the last historical survey. A new survey of structures by the Town is needed to update the list of those structures that may qualify for loan, grant or tax incentives. A productive dialogue with the adjoining colleges needs to address how the town-gown relationship can become more mutually beneficial and community-like. Since student residents are a permanent feature of Roseland, the colleges have a vested interest.

St. Joseph County is one of Indiana's most popular year round tourist destinations. With the number of motels in Roseland there is no doubt of their positive financial impact. Improving visitor pedestrian oriented attractions and

businesses would be a vast improvement over the exclusive automobile environment.

Parks and Recreation

A major component of a superior quality of life is the number of parks and recreation available to residents. Even with a central location in the metropolitan area, Roseland is blessed with abundant open space facilities within its boundaries having over twice the National Recreation and Park Association's recommended standards. Within a mile of Town there are an impressive 3,000 acres of parkland and open space. Future plans include developing a Juday Creekside Park on the northeast side of town. Important gateway landscaping is contemplated at the Toll Road entrance, East Pendle Street, and along McComb Street. Becoming a Tree City is an important goal to plant trees on parkland and along all streets.

Dixie Highway is in need of visual enhancement to soften its unflattering commercial strip setting. Since there is little room for street tree plantings and the like within the publicly owned sidewalk area, the cooperation of landowners will be necessary for landscaping improvements. A new park near the Town Hall with pedestrian access to the Notre Dame's White Field parking and shuttle bus facilities is possible.

The enhancement of the gateways to Roseland is a major goal for improving the overall community aesthetics and investment climate. At the intersection of the Toll Road's interchange entrance with Dixie Highway, the Indiana Department of Transportation (INDOT) owned storm water detention property is a barren 6 acre chain link fenced setting devoid of any inspiration. A landscape enhancement project for that area and the entire entrance road should be undertaken by INDOT, Roseland, Notre Dame, St. Mary's, St. Joseph County and the local Convention – Visitors Bureau.

Housing Rehabilitation and Development

The prevailing age of the existing housing stock requires community renovation strategies that include existing loans, grants and tax incentives to lower owner and landlord costs. At the same time better application of existing programs encouraging homeownership is in order. Senior housing assistance will need to grow as their numbers increase.

A prerequisite of any program will require a housing condition and needs assessment survey. The key to effectiveness will be enrolling as many eligible properties as possible on a block by block basis. Extension of municipal utilities to every housing unit in town should be programmed in coordination with any housing rehabilitation program. Development of new housing on available property should be coordinated with rehabilitation efforts.

APPENDICES
Visioning & Public Participation

PUBLIC INPUT

A series of public meetings for the residents and business owners was held by representatives of the Town of Roseland and Rhein-Bach, Inc.

These meetings were held at the Roseland Town Hall:

June 27, 2005
July 18, 2005
July 21, 2005
August 29, 2005

Comments and suggestions were taken and noted at each meeting.

A questionnaire was sent to all Roseland households requesting their input on various issues as land use, zoning, transportation and infrastructure. Some of the issues were:

1.) Need for sewer and water
2.) Keep small town environment
3.) Commercial vs. residential
4.) Lack of curbs and sidewalks
5.) Need for Myrtle Street connection
6.) Increase in rental housing
7.) Satisfaction with Community Facilities such as Town Hall & Town Park

A preliminary report and public hearing was held on Monday September 19, 2005 at the Roseland Town Hall.

A final report and public hearing was held on December 21, 2005.

Summary of Comments at December 21, 2005 Public Hearing:

Several people commented unfavorably on adapting the "roundabout" traffic circle concept to the Town of Roseland because of its unknown cost and its land consumption requirements. Mr. K. C. Pocius, Roseland's Planning & Development Coordinator said the comprehensive plan does not recommend a roundabout and that it only could be a future capital improvement item if the Town Board and the budget allowed for it. The consultant stated further that the

concept may be attractive but it was not cost-effective at this time. One resident commented favorably on using the electric utility company's property for the extension of Myrtle Street concept. Council President Dorothy Snyder commented that the need for sanitary sewer and municipal water was the main issue facing the Town. She also stated that the new comprehensive plan was not set in concrete but that it would the guide to help the Town secure future financial assistance to meet the Town's needs. The consultant concurred that some issues of higher priority were curbs, gutters, sidewalks, sewer and water improvements.