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RESOLUTION 17-~~R-1~~

A DEKALB COUNTY COMMISSIONERS ADOPTION OF THE
Auditor DeKalb County DEKALB COUNTY COMPREHENSIVE PLAN 2017

WHEREAS, The General Assembly of the State of Indiana granted powers to the counties to adopt and amend a comprehensive plan in accordance with IC 36-7-4-500 series; and

WHEREAS, The DeKalb County Commissioners adopted the current DeKalb County Comprehensive Plan on June 21, 2004 and adopted subsequent amendments; and

WHEREAS, The DeKalb County Plan Commission did seek and consider public input and held a legally advertised public hearing on Wednesday, February 15, 2017 and voted to certify with a favorable recommendation to the DeKalb County Commissioners the proposed 2017 DeKalb County Comprehensive Plan to replace the DeKalb County Comprehensive Plan 2004; and

WHEREAS, The DeKalb County Commissioners believes this to be in the best interest of the residents, property owners and for the County's future growth and development to approve the DeKalb County Comprehensive Plan 2017; now, therefore be it

RESOLVED by the County Commissioners of DeKalb County, Indiana as follows:

Section 1: That the DeKalb County Comprehensive Plan (Resolution No. 2004-R6) is replaced by the DeKalb County Comprehensive Plan 2017

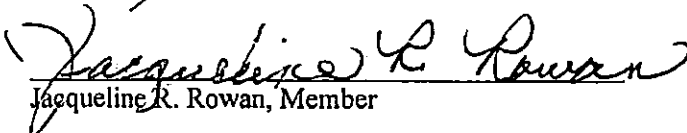
Section 2: That this resolution shall be in full force and effect upon its passage by the DeKalb County Commissioners.

DULY PASSED AND RESOLVED this 21 day of February 2017.

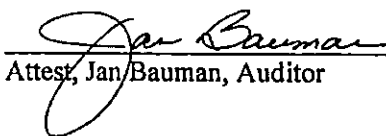
Donald D. Grogg, President



Randall J. Deetz, Vice President



Jacqueline R. Rowan, Member



Attest, Jan Bauman, Auditor

I affirm, under the penalties of perjury,
that I have taken reasonable care to
redact each social security number in
this document, unless required by law.

Jan Bauman, Auditor
2-27-17

Prepared by: Chris Gaumer



RESOLUTION 17-01
CERTIFICATION TO THE DEKALB COUNTY COMMISSIONERS, DEKALB COUNTY, INDIANA
FOR THE DEKALB COUNTY COMPREHENSIVE PLAN

WHEREAS, The General Assembly of the State of Indiana granted powers to the counties to adopt and amend a comprehensive plan in accordance with IC 36-7-4-500 series; and

WHEREAS, The DeKalb County Commissioners adopted the current DeKalb County Comprehensive Plan on June 21, 2004 and adopted subsequent amendments; and

WHEREAS, The Comprehensive Plan Advisory Committee has held multiple work sessions, several focus group meetings and public meetings to discuss the process, the vision for DeKalb County, and to complete the preparation and recommendation of a new Comprehensive Plan; and

WHEREAS, The Plan Commission has reviewed the Comprehensive Plan Advisory Committee proposal, considered the major issues of the plan, considered the existing conditions, public facilities, current growth trends and expected future economic development patterns; and

WHEREAS, On February 1, 2017, the DeKalb County Plan Commission did seek and consider public input and held a legally advertised public hearing on the proposed Comprehensive Plan; and

WHEREAS, The DeKalb County Plan Commission finds that the said plan is in the best interest of citizens of DeKalb County; and

Now, therefore be it

RESOLVED, That in accordance with IC 36-7-4-605, the DeKalb County Plan Commission certifies with a ✓ favorable, _____ unfavorable, _____ no recommendation for the 2017 DeKalb County Comprehensive Plan to replace the DeKalb County Comprehensive Plan 2004 to the DeKalb County Commissioners, DeKalb County, Indiana.

Adopted this 15 day of February 2017.

DEKALB COUNTY PLAN COMMISSION:

Timothy B. [Signature]
DeKalb County Plan Commission Official

Michael C. Kline
DeKalb County Plan Commission Official



DEKALB COUNTY INDIANA

Comprehensive Plan | 2017

ACKNOWLEDGEMENTS

DeKalb County Commissioners

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Don Grogg
Jackie Rowan

Plan Commission Board Members

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SECTION 1: INTRODUCTION

Introduction

The DeKalb County Comprehensive Plan (Plan) is a blueprint to focus and manage growth, improve and maintain infrastructure, promote economic development, and to preserve and protect environmental and cultural resources toward cultivating a quality of life that makes DeKalb County a desirable place to live, work, and play. The Plan provides a vision of what DeKalb County strives to be and direction for reaching established goals.

This 2017 Comprehensive Plan shall not apply to any developments or permitted land uses prior to the adoption. Any approvals prior to the 2017 Comprehensive Plan adoption is subject to the June 27, 2004 Comprehensive Plan, as adopted.

Purpose of the Comprehensive Plan

The purpose of the Plan is to provide a community vision and implementation manual for the future success of DeKalb County. The DeKalb County Commissioners, working with its Plan Commission and a Comprehensive Plan Committee, made the commitment to update the DeKalb County Comprehensive Plan so that it would reflect changes in the community and the future desires of its residents. The DeKalb County Plan Commission has been established for the purpose of regulating development in a manner consistent with the health, safety, morals, and general welfare of the residents of DeKalb County.

This comprehensive plan has been developed under the guidelines of Indiana Code 36-7-4-500 and contains the community objectives, policies, and strategies that are the basis for land use development regulation in the jurisdictional area of the DeKalb County Plan Commission. According to Indiana Code, a comprehensive plan is a composite of all materials prepared and approved under the 500 series of IC-36-7-4 and is separate from any zoning ordinance. A comprehensive plan must contain at least the following elements:

1. A statement of objectives for the future development of the jurisdiction;

2. A statement of policy for the land use development of the jurisdiction; and
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

Planning Process

The basic planning process for creating the Plan included the following steps:

A. Community Analysis:

This involved the evaluation of existing community conditions, issues, and trends. This was accomplished through an analysis of demographic statistical data, review of background information including existing plans and documents, a community survey, and discussions within the Comprehensive Plan Committee.

B. Development of Policies and Strategies

The policies and strategies developed as part of this Plan are focused on understanding past development and determining how existing conditions may influence future development. They are intended to guide decision-making concerning the long-term growth of DeKalb County.

C. Plan Evaluation

As communities are continually evolving, Plan evaluation means that the planning process must be periodically revised. This requires that someone be responsible for managing a schedule of tasks in order to ensure that the Plan is responsive to changing needs.

Elements of the DeKalb County Comprehensive Plan

The Plan is divided into sections that address the primary areas of planning effort, and include History & Community Character, Focus & Manage Growth, Infrastructure System, Environmental & Cultural Resources, and Economic Development. Also included is a Policies & Strategies section detailing specific goals and how to accomplish them.

SECTION 2: HISTORY & COMMUNITY CHARACTER

SECTION 2: HISTORY & COMMUNITY CHARACTER

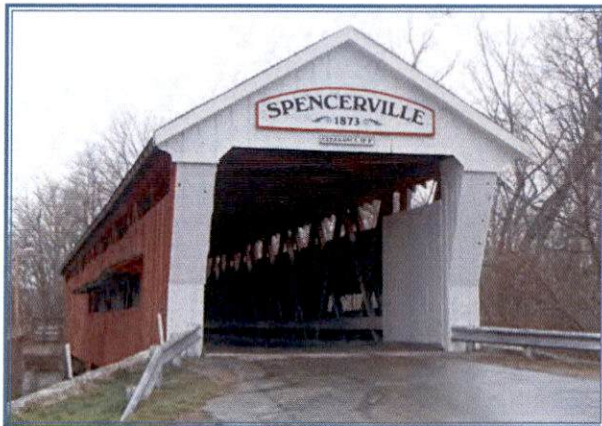
Introduction

DeKalb County's image, identity, and character are derived from its history, population, educational opportunities, employment, and income, as well as entertainment and recreational possibilities. The small town and rural character of DeKalb County is very important to the residents of the community. There is a strong desire to maintain this character while allowing for progress and development.

History

DeKalb County, located in northeast Indiana, was part of the Northwest Territory established by Congress with the Ordinance of 1787, and was named in honor of Johann von Robais Baron de Kalb, a German-born, French-trained military officer who served as a major general in the Continental Army.

The Indiana Territory was organized in 1800, and Indiana became the sixteenth state in 1816. Initially, all of Northern Indiana was "unorganized territory" and was assigned to Knox County for jurisdictional purposes. Gradually, as Indian claims were extinguished by treaty, counties were created by the Indiana General Assembly. DeKalb County was authorized by an Act dated February 7, 1835, and was actually organized by an Act dated May 7, 1837.



Spencerville Covered Bridge

The earliest settlement into DeKalb County occurred along the St. Joseph River near Spencerville as early as 1825. A water-powered mill was established there in 1839.

Other settlements were Orange and Vienna (later Newville). Auburn, platted on Cedar Creek in 1836 by Wesley Park and John Badlam Howe, was named the county seat by the Indiana General Assembly in 1837. After 1837, settlement occurred rapidly as the population grew from 1,968 in 1840 to 8,251 in 1850, and to 13,880 in 1860.



Historic Waterloo Depot

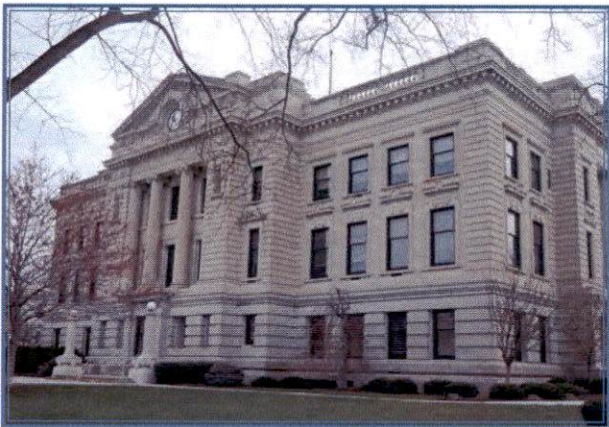
It was about this same time that railroads replaced rivers as corridors of transportation in DeKalb County. The Michigan and Lakeshore Southern Railroad crossed the County in 1858, resulting in the platting of the towns of Jarvis (later Butler), Waterloo City (later Waterloo), and Corunna. The Fort Wayne, Jackson, and Saginaw Railroad from Fort Wayne to Jackson, Michigan, through Auburn, Waterloo, and Summit was established in 1870, followed by the Eel River Railroad between Logansport and Butler through Auburn in 1872.

In 1874, the Baltimore and Ohio Railroad was built from Baltimore, Maryland, to Chicago, Illinois, resulting in the platting of St. Joe and Garrett. The Wabash Railroad established a railroad from

SECTION 2: HISTORY & COMMUNITY CHARACTER

Clark, Indiana, to Montpelier, Ohio, in 1890, and platted the town of Ashley in 1892. In 1902, the Wabash Railroad also established a line through DeKalb County connecting St. Louis to Detroit via Spencerville and Butler. There was also an interurban railroad, later part of the Indiana Railway System, which connected Waterloo, Auburn, and Garrett to Kendallville and Fort Wayne.

The convergence of these railroads in DeKalb County provided transportation for farmers to sell their livestock and grain through favorable markets. Railroads also enabled manufacturers to bring in raw materials and to ship out finished products. This access to markets enabled the buggy, and later the automobile industries, to grow and flourish. This prosperity resulted in the construction of many outstanding buildings including the DeKalb County Courthouse and County Farm; City Halls in Auburn and Garrett; and the Auburn Automobile Company Administration Building.



DeKalb County Courthouse

Immigrants into DeKalb County during the nineteenth century were predominantly of English and German descent. In the first part of the twentieth century, many Eastern Europeans came into the County to fill jobs at the railroads and factories. As mechanization of farming occurred, many farm children entered the industrial

and service workforce. While agriculture has historically been the largest industry in DeKalb County, a mix of industrial businesses, particularly grey iron and aluminum foundries, rubber products, and automotive parts, have gradually become more prominent. According to the 2014 *Economic Impact of Tourism in DeKalb County* report, spending by visitors in DeKalb County totaled \$38.1 million in 2014, up 28% over 2013. In recent years, the museums of the County have fostered an increasing tourism and lodging industry.



Ford V8 Museum

In 1924, Missouri native Errett Cord arrived in Auburn to revive the struggling Auburn Automobile Company. After just one year, the company had turned around, and the Auburn-Cord-Duesenberg factory became Auburn's leading employer. Several buildings associated with the company still remain, and are some of the most recognized landmarks in the County.

After World War II the increasing availability of personal automobiles changed growth patterns throughout rural DeKalb County. Automobiles provided an easier means of travel allowing non-farm workers to move to rural areas some distance from their jobs in urban areas. Better road networks allowed for the shipment of goods by truck, rather than by train, reducing commercial and industrial dependence on the availability of railroads.

SECTION 2: HISTORY & COMMUNITY CHARACTER

As a part of the Federal Interstate system, created by the Federal Highway Act of 1956, Interstate 69 (I-69) was constructed through the County in 1965, profoundly changing the County and factoring greatly in its continued prosperity. The planned continuation of I-69 as a main link between Mexico and Canada may have a similar effect on the future prosperity of DeKalb County.

The first land use ordinance in DeKalb County was enacted in Auburn in 1935, and divided the city into three land use categories – residential, commercial, and industrial. A more comprehensive ordinance in 1956 created the City of Auburn Plan Commission. There was no regulation of land use at the county level until the DeKalb County Comprehensive Master Plan and Zoning Ordinance was enacted in 1964 which exempted agriculture and mining from regulation, but regulated rural residential, commercial, and industrial uses.

Since 1964, residential development in rural DeKalb County has consisted primarily of large lot residences. Subdivisions typically contain one or two lots fronting on existing public roads for access. A small number of subdivisions containing a higher number of large lots are typically developed each year, most of which are accessed by public road frontage, although a few include the construction of new public access roads.

Due to their density and smaller lots, larger residential developments with well-developed road networks have historically occurred only in those areas served by municipal sanitary sewer systems, although there are a few small lot subdivisions in rural DeKalb County where no municipal utilities are available. These subdivisions usually were planned before the County adopted the 1964 Comprehensive Master Plan and Zoning Ordinance. Still, other residential developments or housing clusters do exist which may need solutions for sewage treatment as their septic systems age. In what appears to be a growing trend, agricultural land is being purchased to build residences.

While some commercial development has occurred in DeKalb County since 1965, it has mainly been small, scattered developments often related to a small business operating on the same land as the business owner's home. Exceptions to this trend are the larger commercial developments located near cities and towns, primarily for public utility purposes, or along major roadways. Industrial development since 1965 has occurred more frequently on the west side of the County, in part because of the transportation opportunities provided by I-69. Industrial development on the east side of the County has occurred in the Butler and St. Joe areas due in part to the presence of US 6, State Road 1, and railway access.

In 1994, Steel Dynamics, Inc. (SDI) requested approval to locate a steel mini-mill on land less than three miles from the proposed industrial park site. The location was particularly desirable for industry because it could be connected to three viable railroads-CSX, Conrail, and Norfolk and Southern; and was already served by American Electric Power. Additionally, a new road, later named County Road 61, was constructed from US 6 to the SDI site. The provision of sanitary sewer service by the City of Butler to SDI along the new corridor and access to both roadway and rail services made this new road the prime location for DeKalb



Steel Dynamics, Inc. Sign

SECTION 2: HISTORY & COMMUNITY CHARACTER

County to create a cluster of industrial zoning. The establishment of the County Road 61 Industrial area near SDI has resulted in several other significant industries to locate in DeKalb County.

Commercial and industrial growth has also taken place along the I-69 corridor including, but not limited to:

- Ashley Industrial Molding
- Bostwick Braun
- Bralin Laser Services manufacturing facility
- Family Dollar Distribution Center
- Metal Technologies
- Metal X recycling plant
- Nucor Building Systems
- Scot Industries
- TI Automotive
- UPS
- Wal-Mart Distribution Center
- Western Power Sports

Improvements to the local transportation system have included the following projects:

- Auburn Drive by-pass to reduce truck traffic through downtown Auburn
- The widening of SR 8 from I-69 to the Wal-Mart Distribution Center
- The improvement of North County line road from I-69 to Hamilton to provide better access to Hamilton and points east, including the Ohio turnpike
- The re-routing and widening of CR 11A, I-69 and CR 56 intersection
- Widening of CR 427 and CR 60 and the addition of a turn lane.

Another point of growth is the DeKalb County Airport where a project is underway to lengthen the runway. This is to provide for safer operations of aircraft at higher loads in all weather conditions. Its hangar and office facilities have been improved and current facilities are expected to grow and provide added services in the future as described in the Airports's Business Plan.

SECTION 2: HISTORY & COMMUNITY CHARACTER

Population

Since 1950, DeKalb County has experienced continued population growth, as illustrated in Figure 1, with higher growth rates occurring in the townships that border Allen County. According to STATSIndiana, which utilizes data from the United States Census Bureau, from 1990 to 2000, the population grew by 14%, from 35,324 to 40,285 compared to the state growth rate of 9.7 percent. By 2010, the population had increased by almost another 5% to 42,223. The 2014 population estimate was 42,383.

Figure 2 illustrates the breakdown of the County population by age, according to 2010-2014 American Community Survey (ACS) 5-Year Estimates, and shows that the 45-64 range represented the largest group, followed by those in the 25-44 age range.

Figure 1: Population Growth over the Last 100 Years

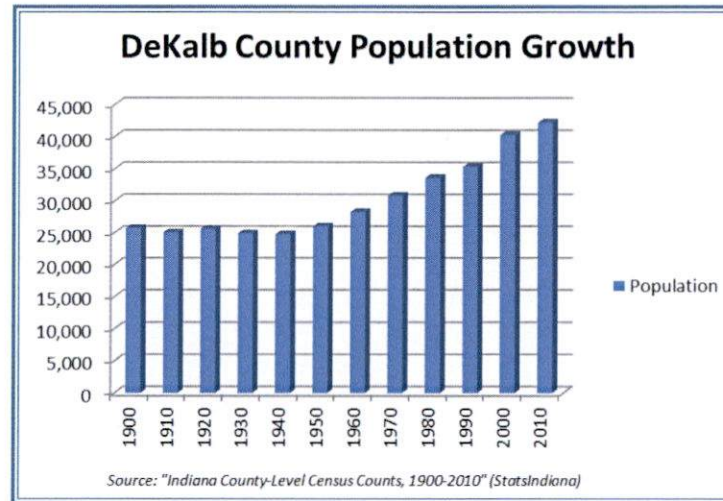
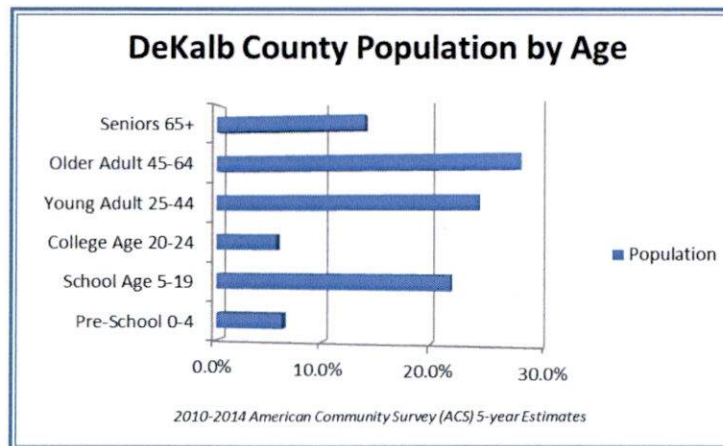


Figure 2: Population Breakdown by Age



SECTION 2: HISTORY & COMMUNITY CHARACTER

In Table 1, population projections for the County, according to STATSIndiana, are presented in the same age increments from 2010 through 2050. The projections show an overall increase in total population to 44,484 by 2030, then a steady decline to 2050. Most significantly to note is that continuing to 2045, after the peak total population, the number of those 65 and older is expected to continue to increase, while those in most of the other age groups is expected to decrease.

Cities and towns within the County include Altona, Ashley, Auburn, Butler, Corunna, Garrett, Hamilton, St. Joe, and Waterloo. Figure 3 displays the 2014 population distribution, according to STATSIndiana, among the various cities, towns, and unincorporated area. In 2000, over 61% of the County's population lived in one of the cities or towns. This percentage increased to 65% in 2014.

Figure 3: Population by Community

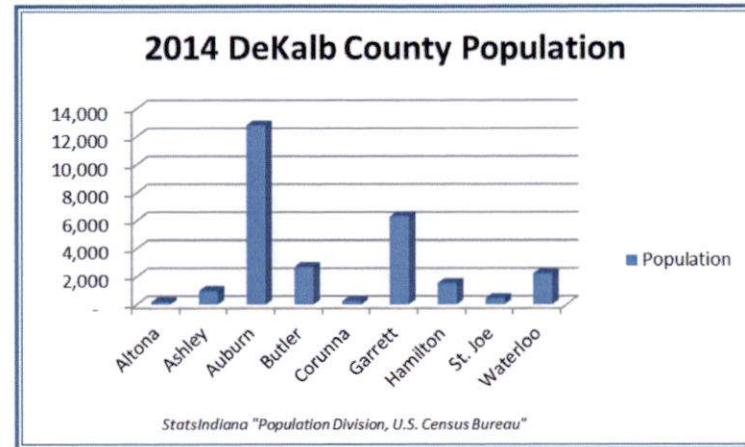


Table 1: Projected Population by Age Over the Next 35 Years

Year	Total	Pre-School 0-4	School Age 5-19	College Age 20-24	Young Adult 25-44	Older Adult 45-64	Seniors 65+
2010	42,223	2,838	9,406	2,317	10,500	11,622	5,540
2015	42,980	2,743	9,027	2,446	10,154	11,986	6,624
2020	43,651	2,770	8,701	2,372	10,044	11,812	7,952
2025	44,202	2,778	8,477	2,356	9,978	11,172	9,441
2030	44,484	2,722	8,420	2,241	10,095	10,293	10,713
2035	44,452	2,647	8,393	2,186	10,017	9,997	11,212
2040	44,142	2,596	8,264	2,219	9,755	9,924	11,384
2045	43,673	2,569	8,078	2,237	9,598	9,870	11,321
2050	43,169	2,546	7,926	2,199	9,469	9,991	11,038

Source: "Indiana Population Projections - DeKalb County, Total" (StatsIndiana)

SECTION 2: HISTORY & COMMUNITY CHARACTER

According to the 2010-2014 ACS 5-Year Estimates, DeKalb County had a predominantly white population at 97% followed by those of two or more races at 1.7 percent. Just 0.2% was black or African-American and 2.5% were Hispanic or Latino.

Educational Opportunities

Within the DeKalb County community is a wide range of K-12 educational choices. The four public school districts, three of which have expanded to provide for the changing needs of their students, provide both large school environments and small school rural character.

While most of the County's students attend school in one of these districts, in 2000, nearly 8% of all students in the County attended private schools. By 2010, this percentage increased to 8.9 percent. This figure does not account for students who are home-schooled or attend Amish schools.

Approximately 46% of DeKalb County graduates attend some form of training or education beyond high school. In 2000, the County ranked ahead of the state of Indiana in terms of the percentage of the population age 25 and older with a high school diploma or higher with nearly 85% achieving this status compared to 82% in the state. According to the 2010-2014 ACS 5-Year Estimates, this figure for the County increased to 88.8% which was still higher than the state at 87.7 percent. Seventeen percent of County residents achieved a 4-year degree or higher compared to 23.6% in the state. Also, in 2015, the four public school districts achieved an average 90% graduation rate, compared to the state average of 88.9 percent. The only private high school, Lakewood Park Christian School, far exceeds the state average in graduation rate.

The libraries in Auburn, Butler, Garrett, and Waterloo have completed, or are in the process of expanding facilities and services. For the townships lacking libraries, discussions continue to occur toward providing library opportunities.

Housing

According to the 2010-2014 ACS 5-Year Estimates reflected in Table 2, DeKalb County had 17,574 housing units and 16,235 households. This translated into an overall occupancy rate of 92.4%, with a vacancy rate of 7.6 percent. Of the occupied units, 79.1% were owner-occupied and 20.9% were renter occupied. Nearly 70% of the housing stock was built after 1939, with the time period between 1990 to 1999 being the peak building decade when 16.2% of housing units were built. The average household size of an owner-occupied unit was 2.66 persons, whereas that of a renter-occupied units was 2.27 persons.

Table 2: Summary of all Housing in DeKalb County

Housing Summary	
Total Households	16,235
Total Housing Units	17,574
Occupied Units (%)	92.4%
Owner-occupied Housing Units (%)	79.1%
Avg. household size	2.66
Renter-occupied Housing Units (%)	20.9%
Avg. household size	2.27
Vacant Units (%)	7.6%
Year Structure Built	
2010 or later	0.5%
2000-2009	12.4%
1990-1999	16.2%
1980-1989	10.2%
1970-1979	11.7%
1960-1969	7.6%
1950-1959	7.1%
1940-1949	4.0%
1939 or earlier	30.4%

Source: 2010-2014 American Community Survey 5-Year Estimates

SECTION 2: HISTORY & COMMUNITY CHARACTER

Employment & Income

DeKalb County is located in the northeastern corner of the state, a region with a population of nearly 700,000, and within a two-to-three hour drive from major Midwest cities such as Chicago, Detroit, and Indianapolis.



DeKalb County Proximity to Nearby Cities

In the 1990's, the total number of jobs in DeKalb County grew nearly 40% from 20,387 to 28,330 then dropped by 9.6% to 25,608 in 2010. According to the Indiana Department of Workforce Development, 20,912 people in the County were employed as of November 2015.

In 2000, 55.4% of the jobs in DeKalb County were classified as manufacturing, ranking second in the state. This percentage fell by 10.8% to a level of 44.6% in 2010. According to STATS America, in 2013, manufacturing accounted for just 39.5% of all jobs in the county.

In terms of commuting patterns, in 1990, approximately 1,400 more people traveled out of the County than into the County for employment.

Table 3: Number of People Commuting to DeKalb County to Work

Number of People Commuting into DeKalb County to Work			
	2000	2010	2013
All Areas	6,818	4,893	5,774
Allen County	2,926	1,893	2,229
Steuben County	1,364	1,050	1,219
Noble County	1,251	953	996

Source: Indiana Department of Workforce Development: Hoosiers by Numbers

By 2000, that trend had completely reversed with almost 1,400 more workers commuting into the County to work. In 2010, the trend reversed again as 674 more workers left DeKalb County for employment than those who commuted into the County. As of 2013, according to Hoosiers by the Numbers, the numbers of those both commuting into and out of the County to work had increased.

Table 4: Number of People Commuting Out of DeKalb County to Work

Number of People Commuting from DeKalb County to Work			
	2000	2010	2013
All Areas	5,388	5,567	7,221
Allen County	3,015	2,904	2,909
Steuben County	749	688	769
Noble County	1,328	1,227	1,175

Source: Indiana Department of Workforce Development: Hoosiers by Numbers

In 2000, DeKalb County ranked 12th in the state with a median household income of \$44,909 compared to \$41,567 in the state as a whole. By 2011, the County slipped to 38th in the state with an average of \$47,099 compared to the state's average of \$48,393. In 2014, the County ranked 29th at \$51,911 compared to the state average of 49,384.

SECTION 2: HISTORY & COMMUNITY CHARACTER

According to the Indiana Youth Institute, DeKalb County schools ranked in the middle of the five northeastern Indiana counties for the percentage of students on the free and reduced school lunch program during the 2014 school year. DeKalb County's average was 45.4%, below the state average of 49.1 percent.

Table 5: Percentage of Students in Free/Reduced Lunch Program

Percentage of Students in Free/ Reduced Lunch Program	
	2014
Allen County	37.9%
DeKalb County	45.4%
LaGrange County	46.7%
Noble County	53.1%
Steuben County	40.1%

Source: Indiana Youth Institute

Entertainment & Recreational Opportunities

Within DeKalb County are numerous opportunities for entertainment and recreation. Existing trail systems include the Greenway trail near St. Joe, Auburn's Rieke Park Trail and its connected extension to the Auburn Cord Duesenberg Museum, and the Auburn-Waterloo Trail. There are plans for the further expansion of the trail systems. Cedar Creek, a water trail through DeKalb County, provides access for kayaking or canoeing, depending upon water levels and the number of log jams present.

DeKalb County is also home to a number of museums that provide learning opportunities. These include:

- Auburn Cord Duesenberg Museum
- Auburn Power Plant Motorcycle Museum
- DeKalb County Historical Museum
- DeKalb County Horseman's Association
- Ford V-8 Museum
- Garrett Art Museum

- Garrett Historical Museum
- Garrett Museum of Art
- Heartland Museum
- Hoosier Air Museum
- International Monster Truck Hall of Fame
- National Automotive and Truck Museum
- National Military History Museum

Theaters in the County provide outdoor music concerts, drive-in movie experiences, and first-run films. The public schools also provide a wide range of fine arts activities. A variety of restaurant experiences can be found throughout the County as well, from fast-food to relaxing fine dining.

Most DeKalb County towns and cities have various festivals at different times throughout the year including:

- Auburn Cord Duesenberg Festival (Labor Day Weekend)
- Butler Days (August)
- DeKalb County Free Fall Fair (Last Week of September)
- Garrett Heritage Days (July 4th Weekend)
- St. Joe Pickle Festival (End of July)

From art exhibits to car cruise-ins, the people of DeKalb County enjoy getting together for a number of reasons.



Parade in Downtown Auburn

SECTION 3: FOCUS & MANAGE GROWTH

SECTION 3: FOCUS & MANAGE GROWTH

Introduction

Communities develop and implement comprehensive plans in order to regulate land uses and public investments, thereby more effectively managing scarce public and land resources while at the same time providing a higher quality of life to their residents. Residential, commercial, industrial, and agricultural development must take place in areas appropriate for the specified land use. Locating the aforementioned land uses and understanding the desired function of each will be valuable in assisting future decision makers.

DeKalb County has a strong interest in managing new growth and development, which has been experienced at a steady rate and is expected to continue into the future. Jackson Township, where the highest rate of growth has occurred, remains attractive for residential, commercial, and industrial uses. The high quality of life, small town atmosphere, and excellent schools will likely continue to draw people to the community. The County strives to embrace growth while maintaining these valuable traits.



Farmland Between Garrett and Auburn

The rural character and abundance of farmland is one of the most important land use attributes of the County. Generally, agricultural should be considered to be the primary land use beyond the planned growth areas outside of each municipality. Most of the land in the County still remains in production agriculture and while the size of farms with livestock operations has grown smaller or larger in the past decade, livestock remains a necessary agricultural endeavor. However, an increase in residential development in close proximity to farmland has occasionally caused conflicts between common agricultural practices and new residential neighbors. Conservation of agricultural land not only requires limiting its residential development, but also proper management of surrounding development, examples include: green spaces and buffers between the ag land and other development zones.

Compatible development can positively impact future improvements at or around the airport and could impact the safety of the users on the ground. Serving as the economic lifeline of the community, industrial areas provide high-quality jobs for residents and attract new workers to DeKalb County. The airport bolsters the County's prospects of retaining and attracting additional industrial and commercial development.

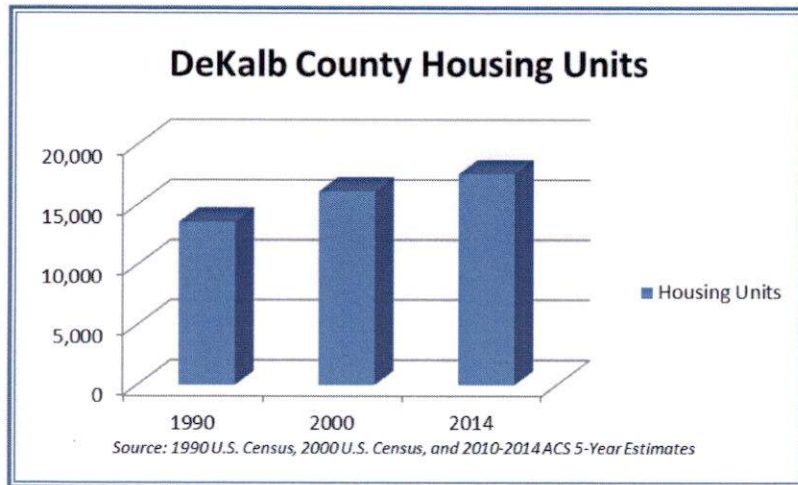
To assure the best fiscal future for the County and its municipalities, development is encouraged in, or adjacent to, established cities and towns, or where developers can connect to already available utilities. Along with buffering vital economic components, DeKalb County residents must also realize the costs associated with development in areas that do not contain the necessary infrastructure. By focusing development where infrastructure exists, the cost of providing services will dramatically decrease, thereby increasing DeKalb County's economic vitality.

SECTION 3: FOCUS & MANAGE GROWTH

Residential

Between 1990 and 2000, the number of housing units increased by 19%; from 13,601 to 16,144 units. According to the 2010-2014 ACS 5-Year Estimates, this number grew again to 17,574.

Figure 4: Average Number of DeKalb County Housing Units



The home ownership rate in the County surpasses that of the state. In 2000, the majority of housing units in the County, 81.5%, were owner-occupied. This percentage decreased to 78.7% in 2010, compared to the state average of 69.9%, but increased slightly to 79.1% according to the 2010-2014 ACS 5-Year Estimates. This was still higher than the state average of 69.5 percent. In 2000, the median value of owner-occupied housing in the County was \$88,000, compared to the state median of \$94,300, and in 2010, grew to \$110,500 compared to the state median of \$123,300. By the 2010-2014 ACS 5-Year Estimates, the median values of each had decreased slightly as that of the County was \$108,400 compared to the state median of \$122,700.

Figure 5: Median value of owner-occupied housing over a 14-year period in DeKalb County

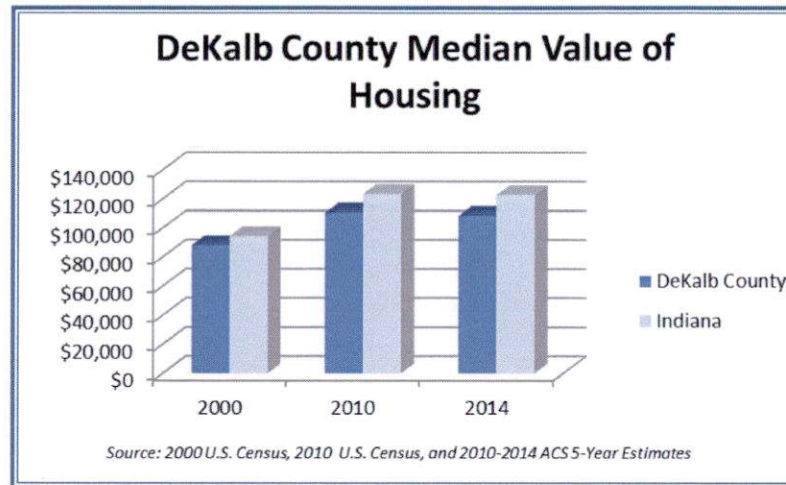
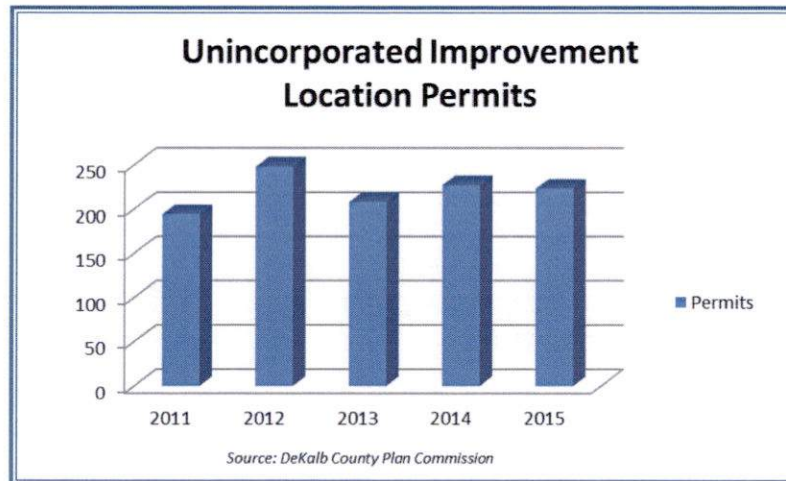


Figure 6: Number of Improvement Location Permits in the County from 2011 to 2015



Over the last ten years, the greatest number of unincorporated Improvement Location Permits issued in the County has been in Jackson Township. Union Township, the township with the highest population growth, far exceeded the other townships in terms of

SECTION 3: FOCUS & MANAGE GROWTH

residential building permits for a short time period in the mid to late 1990's. Since that time, the number of permits issued in that township by the County has declined significantly as those higher growth areas have been annexed into the city of Auburn.

Commercial

Many DeKalb County communities actively work with the DeKalb County Economic Development Partnership in recruiting new commercial and industrial growth to the area. Also, the County Planning Department works with the towns and cities to facilitate planned commercial and industrial expansion in the proper land use sites.

This plan encourages commercial districts or nodes, strategically located to serve the residents of the County. This is primarily along key transportation corridors and intersections, in addition to downtown centers.

Industrial

DeKalb County has already been successful in guiding industrial growth into geographic areas that are thriving, and nurturing additional commerce. Much of the area that the County has zoned for industrial use has been developed to the extent that it can no longer support any further large-sized industrial facilities. It is now necessary to find new locations that are appropriate for both large-scale development, new small-scale development, along with the expansion of the existing industrially-zoned properties.

Agricultural

The Census of agriculture, taken every five years, reported in 1997 that there were 785 farms and 162,936 acres of farmland in the County constituting over 70% of the total County land area. The average farm size was 208 acres. By 2007, the number of farms had increased to 1,144, but the total acreage had declined to 160,665, or 69.2% of the total County area. The average farm size had also declined to 140 acres of DeKalb County's land base. However, by

the 2012 Census of Agriculture, the most recent version available, there were 924 farms comprising 160,894 acres for an average farm size of 174 acres. So while the total number of farms had decreased, the amount of land devoted to farming had increased slightly as had the average farm size. Although a large percentage, the total amount of farmland overall has decreased steadily throughout the last century. Agriculture continues to be a very large part of the County's economy. Total cash receipts from farm marketings in DeKalb County was \$116,803,000 in 2014.

Figure 7: DeKalb County Farmland Acreage

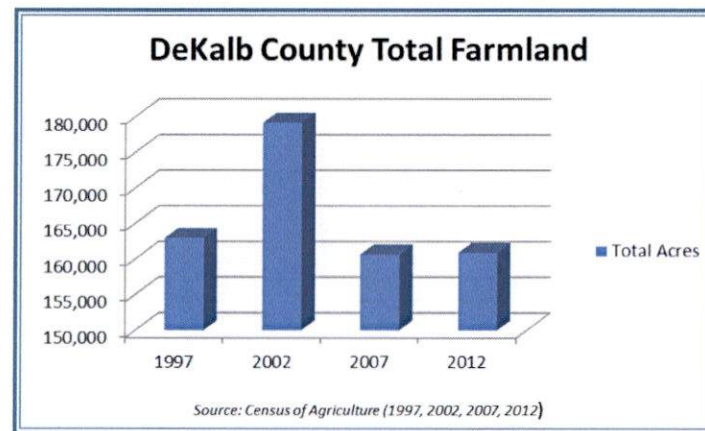
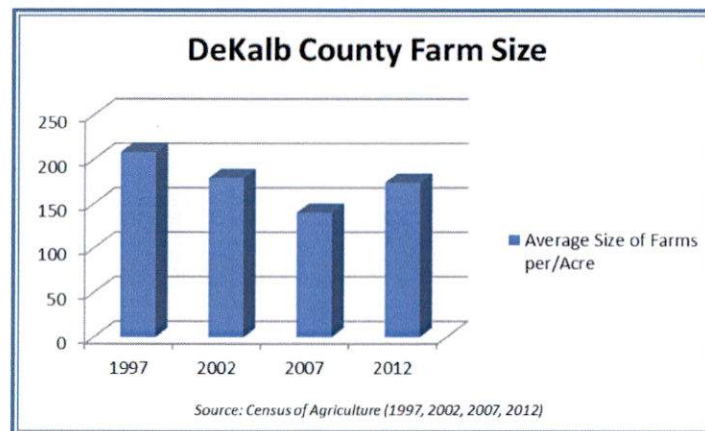


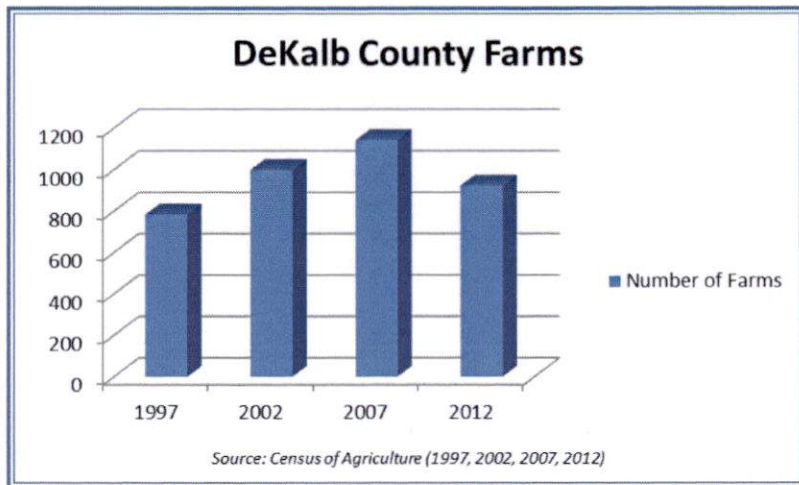
Figure 8: Average Farm Size Per Acre



SECTION 3: FOCUS & MANAGE GROWTH

Agricultural zoning is used by communities across Indiana that desire to protect farmland and the industry of farming. This type of zoning also encourages residential growth and development in and contiguous to, municipalities, a development pattern that is highly desired by DeKalb County.

Figure 9: Number of Farms in DeKalb County



In agricultural zoning, one or more districts are established with the purpose of protecting and enhancing agricultural operations of various sizes and uses within those districts. Other uses could be permitted provided they are supportive of agricultural operations. Uses that conflict with agriculture, such as commercial or residential subdivisions, would require a change in zoning or approval through the Board of Zoning Appeals.

Future Land Use

The Future Land Use Map is provided as Appendix A.

Development Process

Development in DeKalb County ranges from residential homes to large industrial complexes, as well as all of the accessory uses in between. In order to ensure orderly development, it is necessary

to have a clear and effective development process to ensure that when a developer is issued a permit, all of the appropriate County departments have approved of the project. By procuring all of the necessary approvals, a developer will be able to proceed with the project without undue delay. The County departments involved in the development process include: Soil and Water, Highway, Health, Surveyor/Drainage Board, Plan Commission, and Building.

Soil & Water

The DeKalb County Soil and Water Conservation District (SWCD) is involved with many aspects of conservation. As part of the development process, the SWCD administers the Rule 5 program in DeKalb County: *Indiana Administrative Code 327-15-5*, commonly known as Rule 5, requires that all development/ construction activity within the State of Indiana or the boundaries of a designated MS4 (Municipal Separate Storm Sewer System) area that results in the disturbance of one acre or more of land are required to complete a Storm Water Pollution Prevention Plan (SWPPP) for the project. Currently, the city of Auburn is the only designated MS4 area in DeKalb County. By reviewing Rule 5 applications, DeKalb County SWCD provides a service to a developer by reviewing state regulations at the local level, thereby greatly speeding up the development process.

Highway

The DeKalb County Highway Department is responsible for construction, maintenance, and snow removal of the County's vast network of roads, bridges, and small structures. In the development process, the Highway Department is charged with reviewing all permit applications for new driveway cuts (road access) which involves evaluating distance of sight and the separation from existing drives and intersections. An approved driveway permit ensures developers that they have access for the property which is intended to be developed.

SECTION 3: FOCUS & MANAGE GROWTH

Health

The DeKalb County Health Department is charged with ensuring that a site will be supplied with an appropriate sewage treatment system by overseeing the design and installation of septic systems. As a function of permitting, the Health Department evaluates soil boring reports, and determines site suitability and septic system type. In cases where sewer is available, the Health Department may require the developer to hook in to it instead of allowing a septic system.

Surveyor's Office & Drainage Board

The DeKalb County Surveyor's Office & Drainage Board are responsible for the administration of regulated drains. As a function of the permitting process, the Surveyor's Office & Drainage Board ensure that development does not encroach on drains by establishing drain easements and enforcing minimum setbacks from said easements. These requirements also make it possible for drains to be maintained in an effort to keep water from backing up and possibly damaging or destroying structures.

Plan Commission

Adhering to defined development standards is essential to orderly growth within DeKalb County. The Plan Commission maintains and enforces all County ordinances pertaining to unincorporated areas including the Unified Development Ordinance (UDO) which provides for the issuance of permits, subdividing land, development plan approval, etc. The Plan Commission also focuses on the issuance of Improvement Location Permits (ILP's), which address the zoning, size of structure, setbacks, height, and flood protection grades, and ensures that any development conforms to defined development standards.

DeKalb County Building Department

The DeKalb County Building Department is charged with the task of ensuring the structural integrity of new construction by enforcing the International Building Code (IBC), a codified set of regulations requiring construction to adhere to the safest and most energy-

efficient construction standards approved by the State of Indiana. In order to develop in DeKalb County, all contractors must comply with the regulations of the IBC and pass all inspections performed by the Building Department.

Fostering Inter-Local Cooperation

Communities plan in order to better provide for the health, safety, and general welfare of their citizens, and to ensure compatible and responsible growth. Each community has a need to influence this growth and development in close proximity and within its corporate limits.

It is recognized that the impacts, both positive and negative, of development do not stop at jurisdictional lines. Developments have the potential for affecting the communities surrounding them, and present a shared opportunity where communities must work together to provide an environment that enhances those positive impacts while minimizing the negative impacts. A good development may serve as a catalyst for needed infrastructure improvements or it may bring jobs and other economic benefits to the community.

It is desirable that each community shall participate in, adopt, and follow the policies and guidelines necessary to establish cooperative planning. The policies and guidelines must be mutually binding and executed successfully by each municipal jurisdiction to maintain consistency and predictability in cooperative planning.

The County and its municipalities shall work together to craft and maintain an agreement whereby each unit of government has the ability to positively influence development in areas affecting their community and its future growth. Once established, these agreements shall be incorporated into the comprehensive plan of the County and of each municipality.

Communication, coordination, and inter-local agreements are important to successful management of growth throughout the County.

SECTION 3: FOCUS & MANAGE GROWTH

Extraterritorial Jurisdiction (ETJ)

Some DeKalb County cities and towns have an area, called an extraterritorial jurisdiction (ETJ), that is immediately adjacent to their boundaries within which they exert planning control as they do within their own corporate limits. As provided by Indiana law, this control is conveyed by agreement between the affected legal entities. Reciprocally, the cities and towns address the ETJ areas within their comprehensive plans, including how they will extend services to them once they are built out.

The size of the ETJ must bear a relationship to the area which each community can reasonably expect to expand, and be considerate of other relevant factors like wellhead protection and utilities. These criteria are necessary to provide a legal foundation for the inter-local agreements.

Presently in DeKalb County, the City of Auburn, the City of Butler and the Town of Hamilton exercise limited ETJ control over a portion of the area surrounding their communities.

Due to ambiguities in the current state law, planning uncertainties between DeKalb County and the municipalities exist and should

be addressed. Development can be pre-determined by granting and maintaining ETJ areas wherein each municipality exerts full control over subdivisions, zoning, permits, enforcement, and penalties, just as they do within their own municipal limits. The size of such areas will vary from town to town based on historical growth patterns, projected growth rates, and other relevant factors.

In order to create an ETJ, the following steps must occur:

- Plan to establish the criteria for determining an ETJ with representatives from each County municipality.
- The County works with the municipalities to draft and implement a binding inter-local agreement defining the ETJ, the process for its future modification, and the inter-local agreement. The agreement ensures that the ETJ is incorporated into the comprehensive plan of each municipality before jurisdictional control is assigned to a city or town.
- The County and participating cities and towns must then incorporate the ETJ area(s) in accordance with Indiana law.
- The County and participating cities and towns agree to review the inter-local agreements every five years to adjust the boundaries of the ETJ if necessary.

SECTION 4: INFRASTRUCTURE SYSTEM

SECTION 4: INFRASTRUCTURE SYSTEM

Introduction

The topic of infrastructure is extremely important in a growing community such as DeKalb County. Infrastructure includes transportation systems (road, rail, sidewalk/trails, and airport), utilities, communication networks, institutional facilities, and drainage systems. All of the elements of the infrastructure system must be planned and coordinated in order to promote a fiscally healthy community.

New industrial, commercial, and residential growth has been beneficial to the County; however, it is necessary to consider the cost of providing services in areas where they do not currently exist. The County has had success guiding commercial and industrial growth to areas where the infrastructure is already in place.

In recent years, the number of residences built in the County has continued to increase. The combination of these factors makes it imperative that the County coordinate growth with infrastructure development.

The cities and towns within the County have worked extensively to increase their infrastructure facilities and to prepare for future growth. Most communities have the capacity to accommodate a large amount of new residential and commercial growth which is likely to occur over the next 20 years.

The remainder of this chapter stresses the importance of coordinating growth with infrastructure development. It also emphasizes focusing growth where the infrastructure is already in place to serve new development.

Transportation

The transportation network in DeKalb County ranges from narrow gravel roadways, to rail lines, to limited access interstate highways such as I-69. The County is served by a number of highly-traveled state and county highways that serve cross-county commuters and

semi-trucks. Gravel residential and agricultural area roads within the County add appeal to the rural character of the County.

Residential development in the County, coupled with the growing number of businesses and industries, illustrates the importance of having a transportation plan in place to improve the County road network.

The major road and rail infrastructure in the County is excellent while the alternative transportation network is continuing to grow. The County currently has county-wide improvement plans that would enhance alternative transportation including sidewalks and trails.

Alternative transportation serves walkers, bikers, and other groups who often have transportation needs that cannot be met by the conventional roadways. These needs are especially valuable for citizens who may be unable to drive, but still desire accessibility to community destinations.

Roads

The Thoroughfare Plan is focused around a road classification system based on travel demand, access, speed, and purpose. For example, a major arterial such as a state highway has a higher traffic volume and fewer access points compared to a local road that serves neighborhoods. The road classifications for DeKalb County are as follows:

- Limited Access/Interstate (300 feet of right-of-way) - a road with designated access points, high speeds, and high traffic volumes that provides cross-county travel (example is I-69).
- Major Arterial - a road with access control and restricted parking that collects and distributes traffic to and from minor arterials. Divided into two classes: Class 1- 150 feet of right-of-way (example is U.S. 6 and S.R. 8 west of I-69), and Class 2- 120 feet of right-of-way (example is S.R. 8 east of I-69)

SECTION 4: INFRASTRUCTURE SYSTEM

- Minor Arterial (100 feet of right-of-way) - a road that collects and distributes traffic to and from collector and arterial roads (example is C.R. 11A).
- Collector (80 feet of right-of-way) - a road designed to collect traffic from local roads and several neighborhoods and to distribute traffic to arterial roads. It has lower traffic volumes than major or minor arterials (example is C.R. 36A).
- Local (60 feet of right-of-way) - a road designed primarily to provide access to abutting properties and discourage through traffic (example is C.R. 52).



Crossroads of State Roads 8 and 327

A road may be classified higher than its existing use if the community expects traffic volumes to increase. DeKalb County will encourage future development to occur in areas that can be well served, or accessed, along appropriate routes. Future development should also contribute to the County's goal of providing a safe, appropriate, and efficient transportation network for vehicles and pedestrians.

Thoroughfare Plan

The Thoroughfare Plan Map is provided in Appendix B.

Rail

In addition to the extensive road network, two major rail lines, Norfolk Southern and CSX, serve the County and connect Toledo and Pittsburg to Chicago; and Cincinnati to Detroit making them major freight routes. Many companies, such as Bunge, SDI, and Metal X, utilize the railways as a low-cost option for transporting freight. DeKalb County is well-positioned, in terms of rail service, to satisfy present and future needs of business and industry.

Passenger rail service, provided by Amtrak, is located in Waterloo. Of the 11 Indiana stations served by Amtrak, Waterloo was the fourth-busiest in fiscal year 2015, with a total of 20,030 passengers boarding and disembarking, according to Amtrak.

Air

The DeKalb County Airport, a regional facility operated by the DeKalb County Airport Authority Board, has been continuously upgraded and expanded since the late 1980's. It is situated on 600 acres with options to purchase additional land for future expansion.

Airport features include a renovated main terminal building and maintenance hangar, a full parallel taxiway fuel farm and taxiway lighting system, and numerous T-hangar buildings. There are also corporate hangars built with private funds on ground leased from the airport. Currently, the runway is 5,000' long with plans in place to extend it to 6,400' and potentially to 7,000' in the future. On-site equipment includes an Automated Weather Observation System (AWOS) and an Instrument Landing System (ILS).

Century Aviation, the full-service Fixed Base Operator (FBO), offers Shell Aviation fuels, maintenance, Hertz rental cars, FBO-preferred hotel rates, free high-speed wireless internet service, charts, and a pilot's lounge. Overnight tie-downs and hangar space are also available.

SECTION 4: INFRASTRUCTURE SYSTEM

The basing of corporate and private aircraft at the airport is a testament to the role the airport plays in support of economic development in DeKalb County. In 2012, the economic impact of the DeKalb County Airport was estimated to equal \$220 million as stated in a study conducted by the Aviation Association of Indiana, INDOT, and Conexus.

The DeKalb County Airport serves DeKalb County as well as the Fort Wayne metropolitan area. As the DeKalb County Airport grows, it is taking on an increasing role in the Northeast Indiana region. This is recognized by the airport's "Regional" status by the FAA.

It is important that DeKalb County take steps to properly plan for the land use around the airport to minimize the possibility that development pressures will prohibit its expansion. Proper planning will also reduce conflicts that often arise when incompatible development is allowed to occur on lands surrounding the airport. Incompatible development would be development that could potentially negatively impact the safety of residents and users. It is also recommended that any development within the Airport Zoning Districts or overlay districts and within one mile of the airport or that could substantially impact the airport, the airport be given notice.

Alternative Transportation

Transit

Dekalb Area Rural Transit (DART) is a transit service available in Dekalb County. The service is a door to door demand/response shared transportation service. Travel is provided both within and outside of DeKalb County and is fee based. Passengers over 60 receive subsidies for qualified trips.

Pedestrian Network

An alternative transportation pedestrian network consists of interconnected paths and sidewalks that link the community's various destinations and neighborhoods together.

Benefits of such systems include:

- Healthier lifestyles and social interaction
- Greater access to local amenities
- Recreational opportunities

While it is not anticipated that small subdivisions in the more rural parts of the County will have sidewalks, it is essential that new subdivisions close to cities and towns with existing sidewalks should install sidewalks in order to create a seamless, community-wide pedestrian network. With a developed sidewalk system within cities and towns, it becomes more feasible to connect cities and towns throughout the County with multi-use trails.

The trails in DeKalb County are seen as valuable assets in the community and are models for future trail development. Recreational trails in DeKalb County currently include:

- The Auburn/Waterloo Trail, a 4.25-mile long, recently restored pedestrian and bike trail extending between Morningstar Road in Auburn, Indiana, to the intersection of Wayne Street (Old County Road 427) and Cedar Street on the southern edge of the Waterloo, Indiana.
- Segments of the Pufferbelly Trail, part of an 80-mile long Indiana state Visionary Trail that will connect Ouabache State Park in Bluffton, Indiana, to Pokagon State Park in Angola, Indiana. Located in Auburn, these existing segments stretch from North Street south along Van Buren Street to Ninth Street then east to Jackson Street and south to the Auburn Cord Duesenberg Museum and also from North Street to Betz Road and then east to County Road 427 (Rieke Park Trail).
- Just south of Auburn, a short trail exists near the Auburn Auction Park, 96-acre James P. Covell Nature Preserve includes a 0.67-mile loop trail.
- St. Joe, Indiana, a short paved trail just over 1 mile long runs along the St. Joseph River and near Riverdale Elementary School on State Road 1.

SECTION 4: INFRASTRUCTURE SYSTEM

Regional trail planning is currently underway as facilitated by the Northeastern Indiana Regional Coordinating Council. There are plans to expand on the existing system of trails from the Quabache State Park in Wells County, through Fort Wayne and Allen County north via DeKalb County up to Pokagon in Steuben County. This regional greenway trail network and complementary blueway network along Cedar Creek down to the City of Fort Wayne will be a long term investment that will also be a significant regional asset.

The 2015 *Cedar Creek Canoe Trail Plan* discussed the potential for developing a canoe trail on the Cedar Creek through Auburn. Passing through the DeKalb County Fairgrounds, the trail would add an uninterrupted path between the north and south sides of the city. Access sites have been identified at the bridge at County Road 35/36 and also Eckhart Park. It may also be possible to extend the trail south of Auburn by including an access site at the James P. Covell Nature Preserve.

Due to the various trail investments and efforts underway, more collaboration is needed at the county level to coordinate resources and assets.

Utilities

Utilities are defined as electricity, water, gas, sanitary sewer, and on-site septic systems. Several electric utilities, within designated territories, supply electricity to DeKalb County and include:

- AEP- American Electric Power
- NIPSCO - Northern Indiana Public Service Company
- Noble County REMC
- Steuben County REMC
- Auburn Electric
- Garrett Electric

Each is professionally run, and strives to be competitive in delivering power to their customers. AEP is currently working on upgrades to the service lines to the cities of Auburn and Garrett. Outages are rare and service is responsive to customer needs.

Natural gas, supplied and serviced by NIPSCO, is a very plentiful resource in DeKalb County.

Alternative energy sources in DeKalb County include a solar farm, in operation along CR 31 just south of US 6, and wind energy being utilized by a few individual property owners with low output equipment.

The majority of water for rural DeKalb County and the municipalities comes from wells. Due to the aquifer supplying DeKalb County, drinking water is of high-quality and plentiful. Some areas of rural DeKalb County are connected to municipal water that may be run to a residential addition (Bear Creek) or the I-69 rest area.

Growth and development continues to increase in rural areas of the County where currently, private septic systems are commonly used. At this time, a county-wide sanitary sewer system is not planned.

The cities and towns have generally well-developed sanitary sewer systems with most having available capacity for future growth.

The following communities have sanitary sewer services:

- Ashley
- Auburn
- Butler
- Corunna
- Garrett and Altona
- Hamilton (Hamilton Lake Conservancy District)
- Saint Joe-Spencerville Regional Sewer District
- Waterloo

Communications

Communications in DeKalb County are provided through cellular and traditional landline phone services and internet service providers. As all of these communication options can and are used during emergencies, the ability to make clear, reliable connections is significant to public safety.

SECTION 4: INFRASTRUCTURE SYSTEM

In DeKalb County, land line telephone service is provided by AT&T, and there is adequate coverage of cellular service. As additional cell towers become needed to meet the needs of the communities, they should be located in areas that are not offensive to residents.

Access to high speed internet service is essential to supporting economic development, innovation, jobs, and global competitiveness, and ensures access to things like educational materials, telemedicine, and employment and community resources. For those working in agricultural-related businesses, the ability to get real-time data on markets, weather, and new products and practices is critical to success. In Auburn, internet, television, point-to-point (private) data, voice and data center co-location services are provided via optical fiber to businesses and residential areas by Auburn Essential Services (AES), a community-owned and operated network. Its standard internet service offerings range from 1.5 to 55Mbps, with higher speeds available upon request.

Most of the County has access to internet service from a number of providers. Various companies are providing high-speed internet, while fiber optic lines that enhance the service needed for competitive business customers are also available.

Service Infrastructure

A variety of institutional facilities create a vital component of DeKalb County's service infrastructure system such as schools, places of worship, and health care resources. First responders also play a pivotal role.

Four public school systems and two parochial schools strive to educate their students and instill pride in their communities. Their school buildings also provide shelter for large numbers of people during emergency situations.

Also, within 30 minutes travel time, a number of higher education opportunities are available and include:

- Indiana Institute of Technology
- Indiana University-Purdue University Fort Wayne (IPFW)
- Ivy Tech Community College Northeast
- University of St. Francis
- Trine University

DeKalb County has approximately 100 churches, representing many denominations, which is higher than the national average per capita. Of these, many offer educational services as well as youth activities within the community.

DeKalb Health, which began as a community hospital, has grown in its capacity to provide a multitude of life-enhancing healthcare services, and also maintains relationships with Parkview Health and Lutheran Health Network hospitals in Fort Wayne. Parkview Regional Medical Center is located just south of DeKalb County along I-69. DeKalb Health also has full-time Emergency Medical Technicians (EMT's) currently based in Auburn, Butler, and Garrett.

DeKalb County first responders include law enforcement officers in most of the cities and towns as well as those with the DeKalb County Sheriff's Department. First responders also include the firefighters that staff the Auburn, County, and volunteer fire departments. The Auburn Fire Department has round-the-clock coverage with both volunteer and full-time firefighters. Law enforcement officers, firefighters, and EMT's work together and are coordinated with the county-wide DeKalb County Central Communications (911 Dispatch)

Drainage

Drainage systems comprise one of the original and primary infrastructure systems established in DeKalb County, and consist of private and regulated drains, roadside ditches, floodplain management, and storm drains. Drainage requires significant consideration due to its economic impact on urban and rural development, storm water, flood management, and agriculture production.

SECTION 4: INFRASTRUCTURE SYSTEM

Private drains are generally sub-surface tile varieties located on land owned by one person, or by two or more persons, that was not established under, or made subject to, any drainage statute. Regulated drains can be either an open channel or sub-surface tile type that is subject to the provisions of the Indiana Drainage Code. There is very little acreage in DeKalb County that does not directly or indirectly discharge into a regulated drain.

To prevent road erosion, ditches alongside them serve to eliminate excess water run-off that accumulates on or under the surface.

Floodplain areas in DeKalb County are regularly mapped and monitored to guard against encroachment or improper use of land in flood-prone areas. As the County has adopted the Indiana State Floodplain Model Ordinance, it does not, as a rule, allow development in floodplains in order to avoid increasing flood levels and potential property damage. The Indiana Department of Natural Resources has determined that DeKalb County is in good standing with the National Flood Insurance Program (NFIP) and the Federal Emergency Management Agency (FEMA).

Storm drains assist during rain events by channeling water run-off, often contaminated with trash, oils, and other pollutants, from

parking lots, streets, and other impervious surfaces. In municipal sewer systems, added run-off can cause overloading that can lead to direct release into streams and waterways. DeKalb County communities have spent millions of dollars to update their sewage treatment plants, and are working towards separating storm drains from the sanitary sewers to reduce the run-off effects. Commercial properties are required to channel run-off from parking lots and roofs into retention ponds that will delay the flow of water into ditches and larger waterways. These measures should improve water quality and help reduce flooding.

Many drainage provisions had been legislated between 1863 and 1965 when a major revision of the Drainage Laws was made. The Indiana Drainage Code compiled 40 separate acts (passed between 1863 and 1964) into one code. The Drainage Code was amended in 1981 with relatively minor changes, and since then, has had only minor revisions. Together, the local Drainage Board and County Surveyor administer the Drainage Code.

The challenges of drain maintenance, management, and funding will continue as DeKalb County continues to develop. Due to its importance and the cumulative effect development has on drainage, it has been identified and included as infrastructure for the County.

SECTION 5: ENVIRONMENTAL, CULTURAL & NATURAL RESOURCES

SECTION 5: ENVIRONMENTAL, CULTURAL & NATURAL RESOURCES

Introduction

This Plan recognizes the importance of conserving, preserving, and enhancing the environmental resources, including streams, creeks and lakes, woodlands, wetlands and soils, as well as cultural resources, such as historic sites, structures, and objects, that contribute to DeKalb County's overall character.

Clean water, clean air, and an aesthetically pleasing environment are as important to quality of life as having good schools and high-quality jobs. DeKalb County is fortunate to have a number of environmental resources including Cedar Creek, a portion of which has been designated as a state recreational river. These assets must be maintained, and in some cases restored, to preserve and enhance the quality of life in DeKalb County.

The citizens of the community recognize the value of natural resources found in the rural landscapes and waterways, and the need to care for them while respecting the rights of property owners to use their land.

As safeguarding the elements of the natural environment is important to maintaining the County's quality of life, so is the preservation of the elements that make up the County's built environment, and that contribute to its history, culture, and development. Examples include the Spencerville covered bridge and the Auburn Cord Duesenberg Automobile facilities.

As communities develop and grow, there is the potential for increased threats to the natural and built environment. For example, new development near the waterways and floodplain areas can cause increased risk of flooding for other property owners in or adjoining the area, or designs for a new roadway may call for the removal of a historic structure. In this regard, this Plan will serve to guide new development so as to mitigate such threats.



Bridge across Cedar Creek in Eckhart Park

Water Quality

As DeKalb County is fortunate to have a high supply of quality water, it is sensitive to land use practices with the potential to contaminate or otherwise weaken water resources. Designated wellhead protection areas have been identified to avoid potential land use conflicts.

Streams, Creeks, & Lakes

Streams, creeks, and lakes, while acting as drainage infrastructure, are also significant environmental assets. Within DeKalb County is in excess of 380 miles of streams and creeks along with 12 natural lakes, numerous excavated farm ponds, and recreational ponds. These landscape features provide habitats for a variety of aquatic and wildlife species, create recreational opportunities, and enhance the quality of life for DeKalb County residents. A blueway trail currently exists and includes a public access boat launch on Cedar Creek from CR 35 to Eckhart Park in Auburn. Logjams will need to be addressed to facilitate a more conducive environment for this recreational use.

SECTION 5: ENVIRONMENTAL, CULTURAL & NATURAL RESOURCES

Woodlands

Within DeKalb County are several medium and large-sized woodlots which contribute significantly to Indiana's ranking 9th nationally in total lumber production and third in hardwood lumber production, according to the 2009-2010 Directory of Professional Foresters. On average, Indiana's forests are growing in volume more than 3.8 times the amount of lumber that is being removed, according to 2004-2008 Forest Inventory and Analysis Data.

Woodlots should be managed because of the economic and environmental benefits they provide including:

- Reducing air temperatures in the summer.
- Reducing wind velocities.
- Providing vital wildlife habitat.
- Absorbing odors and pollutant gases (nitrogen oxide, ammonia, sulfur dioxide and ozone) and filtering particulates out of the air by trapping them in their leaves and bark.
- Reducing the erosion of soil.
- Reducing energy bills and increasing property values.

Wetlands

Wetlands within DeKalb County act to filter water and to store stormwater runoff. According to the 2008-2009 update to the U.S. Fish and Wildlife's Wetland Inventory, DeKalb County has an estimated 12,867 acres of wetlands comprised of lakes, ponds, detention/retention areas, and natural swamp areas. It is difficult to document seasonal wetlands and the number of these wetlands lost each year due to sub-surface drainage. While the acreage of wetlands has likely changed since 2009, this estimate currently remains reasonable.

Soils

The 232,256 acres of soil, consisting of multiple types, within DeKalb County accounts for the area's single largest environmental asset and is the foundation for its agriculture industry. The soil is

necessary for survival, and has supported an estimated 123,036 acres of cropland, according to the 2012 Census of Agriculture, and 13,890 acres of woodlands.

Cultural Resources

Cultural resources within DeKalb County include the districts, sites, buildings, structures, and objects, that contribute to its overall character and provide context to its history as described in Chapter 1. The preservation of these resources is important to understanding the development and cultural identity of DeKalb County.

Within DeKalb County are 38 properties that are listed in the National Register of Historic Places (NRHP), a national program that identifies and protects America's historic and archaeological resources. Recognized for their contribution to the County's heritage and development, these properties are scattered across the County in cities, towns, and rural areas.

The Auburn Cord Duesenberg (ACD) Automobile Facility, listed in the NRHP, is also a National Historic Landmark, which is a designation given to nationally-significant historic places because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. The ACD Automobile Facility is one of the few remaining examples of an independent specialty automobile company that hand-assembled automobiles as opposed to mass-producing them, and its range of extant buildings is rare in comparison to other similar to equivalent facilities.

Natural Resources

Natural Resources are abundant in DeKalb County. Natural oil & gas deposits, in which many are currently in leases, and mineral and gravel deposits are throughout many areas of the County. Mineral resources & forests are protected by Indiana Statute (IC 36-7-4-1103). DeKalb County encourages the mining, marketing and removal of these resources as a viable industry.

SECTION 6: ECONOMIC DEVELOPMENT

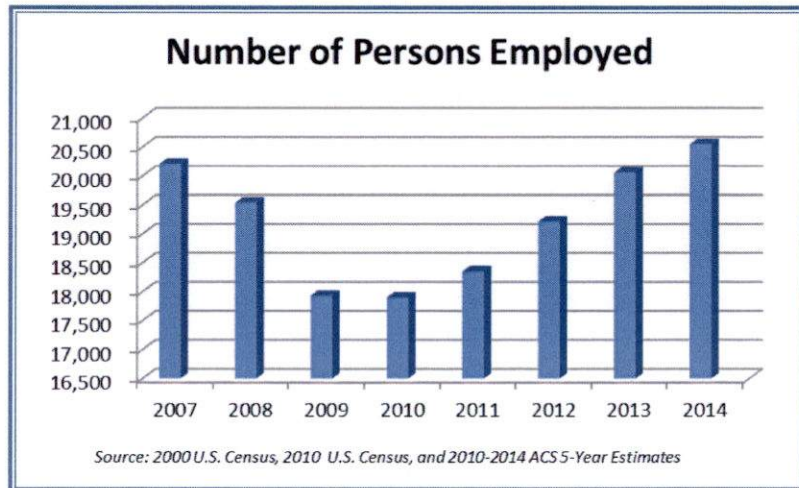
SECTION 6: ECONOMIC DEVELOPMENT

Introduction

Strategies that strengthen and diversify the local economy will improve the quality of life for the citizens of DeKalb County. This, in turn, will enrich employment opportunities, improve income levels, and encourage further private investments. The DeKalb County Comprehensive Plan plays a major role in facilitating these strategies through its land use and development policies by promoting responsible business and industrial growth.

Historically, communities in DeKalb County have experienced relatively healthy economies. The recent global economic downturn, known as the Great Recession of 2008, is an exception. By March, 2009, unemployment in the county reached a high of 14.8 percent. However, through collaborative and proactive efforts of community leaders and officials, the tide was reversed to a point where the number of persons employed exceeded pre-recession levels. For 2015, the average monthly unemployment rate was just 4.2% compared to 4.8% for Indiana and 5.3% for the country.

Figure 10: DeKalb County Number of Persons Employed 2007-2014



Continued economic vitality, however, is not automatic as there are many external and internal forces that can interfere with the sustainability of a high quality of living. The community must remain vigilant and maintain its momentum to target actions that further strengthen and, in particular, diversify the local economy. Only in this way can further downturns in the economy be minimized.

In looking at the diversification of jobs in DeKalb County in 2000, 55% of the jobs were classified as Manufacturing according to the Bureau of Labor Statistics, followed by Retail Trade (8%), Accommodation and Food Service (5%), and Educational Services (5%). In 2009, during the lowest point of the recession, the percentage of manufacturing jobs dipped below 40% of the total. As of 2014, the total number of jobs exceeds that of pre-recession numbers, although the distribution has changed to 40% Manufacturing, followed by Health Care and Social Assistance (8%), Retail Trade (7%), and Wholesale Trade (6%).

To determine the average hourly wage for DeKalb County workers, the average weekly amount, as provided by the Bureau of Labor Statistics, was divided by the hours of a traditional work week (40). In 2000, the average hourly wage was \$15.00 per hour which was equivalent to that of the State of Indiana and 88% of the national average of \$17.00 per hour. By the third quarter of 2015, wage averages in DeKalb County had risen to \$20.00 per hour. This was still equivalent to that of the state, but was just 83% of the national average of \$24.00 per hour.

Economic growth that improves the quality of life and creates job diversification, high-paying jobs, and private investment constitutes the focus of economic objectives detailed further below.

Economic Development Climate

Business and industry is the primary employer of county residents and the engine that drives the local economy. It is in everyone's interest to embed and maintain a business-friendly environment

SECTION 6: ECONOMIC DEVELOPMENT

to help ensure a robust and growing economy. The community, therefore, should invoke all reasonable measures that help sustain existing business and encourage growth to create quality employment opportunities.

The national transition to a more creative-based economy as well as projected workforce shortages is placing communities in a competitive environment, not only to retain and attract business and industry, but also to retain and attract the workforce to fill the jobs desired. This, coupled with a growing work environment where workers can work remotely, as enabled by technology, creates an elevated need to enhance the attractiveness of communities and regions as great places to live.

Throughout DeKalb County, communities are promoting themselves as great places to live, work, and play by capitalizing upon and enhancing their many assets such as downtowns, schools, transportation history, museums, rivers, and trails. Funding opportunities, such as those available through the Office of Community and Rural Affairs Main Street program and the newly-funded Northeast Indiana Regional Development Authority, may be leveraged with local and private dollars to enable these endeavors to occur.

Strategies to retain, expand, and attract business and industry

The Comprehensive Plan, through coordination with other agencies, provides land use and development policies and action strategies that assist in meeting DeKalb County's economic development objectives. It establishes the foundation for the development and diversification of the County's growth while recognizing that private and public organizations have to actively pursue responsible economic development. It targets investment into infrastructure assets such as I-69, broadband, rail, and the DeKalb County Airport. To this end, the Comprehensive Plan fosters a development climate that maintains, expands, and attracts industry to create quality jobs and to encourage private and diversified investments.

Development of a Quality Workforce

An educated and skilled workforce is the third ingredient for a successful economic development program. According to a 2010 study by Georgetown University, by 2018, the share of jobs in the United States requiring postsecondary education will increase to 63%, an increase from 59% in 2008. A viable workforce cannot be overstated if DeKalb County residents are to realize improved wages and superior employment opportunities.

The level and extent of education required in a vibrant and diversified economy are profound. They range from two-year and four-year degrees, to apprenticeships, skilled trades programs, mentorships, on-the-job training, and the retraining of incumbent workers and the underemployed.

In addition, development of a qualified and diversified workforce is complex and requires the collaborative, coordinated efforts of many different organizations and educational institutions seeking similar outcomes such as Northeast Indiana Regional Partnership's "Big Goal Collaborative" which seeks to increase the percentage of northeast Indiana residents with high-quality degrees or credentials to 60% by 2025, or programs offered through DeKalb County's Learning Link that promote continuous learning. Additionally, the DeKalb County College Success Coalition is a network of local organizations interested in increasing college access and success for young people in DeKalb County. The DeKalb New Tech School, created in 2012, uses project-based learning that combines mastering subject content while practicing 21st century skills to produce graduates with the talent needed for the new economy.

Trends are improving in regard to workforce readiness at the local, state, and national levels. In 2015, 25.6% of DeKalb County residents had a 2-year degree or higher, up from 18.6% in 2000. This is an impressive increase, but there is more work to be done. In comparison, DeKalb County's numbers are lower than that of the state at 31.7% and the country at 37.2 percent.

SECTION 7: POLICIES & STRATEGIES

SECTION 7: POLICIES & STRATEGIES

Through the comprehensive planning process, a vision for DeKalb County coalesced to guide the future growth and development of the community. Policies in the areas of Land Development, Infrastructure, Environmental and Cultural Resources, and Economic Development were developed to articulate this vision and to guide future decision-making by County leadership. The policies developed will fulfill the provision of Indiana Code (IC) 36-7-4-502 by providing policies for both land use development and for the development of public ways, public places, public lands, public structures, and public utilities. The following implementation schedule details the policies and the strategies by which to accomplish future development. Strategies are broken down into Short-term (0-3 years) and On-going categories for implementation. An annual work plan shall be developed to prioritize and articulate how Short-term Strategies will be implemented. *Note: Reference to the DeKalb County Plan Commission can also include the Board of Zoning Appeals.*

Land Development

L.1 Policy: Focus and Manage Growth - General

Encourage orderly and responsible development of land that provides opportunities for community growth while maintaining historic culture and rural quality of life.

	Strategy	Responsible Party	0-3 years	On-going
L.1.1	Promote and support the DeKalb County Comprehensive Plan and related planning documents.	DeKalb County Plan Commission		x
L.1.2	Maintain and enforce the DeKalb County Unified Development Ordinance and related documents and ordinances.	DeKalb County Plan Commission		x
L.1.3	Update the DeKalb County plans and ordinances regularly to ensure that they adapt to market changes if appropriate.	DeKalb County Plan Commission		x
L.1.4	Minimize variances to ensure continuity of development.	DeKalb County Board of Zoning Appeals		x
L.1.5	Continue to promote streamlined regulatory policies that are clear and can be implemented within periods that meet or exceed statutory limits.	DeKalb County Plan Commission		x
L.1.6	Ensure that State and Federal laws for wetland protection and mitigation are verified when the County's jurisdiction applies.	DeKalb County Plan Commission		x
L.1.7	Establish E.T.J. areas for the cities and towns wherein they would have jurisdiction over planning matters.	DeKalb County Commissioners, DeKalb County Plan Commission, Cities & Towns	x	
L.1.8	Cooperatively work to identify new E.T.J. areas or modify existing areas around each city and town based on projected growth and proper infrastructure.	DeKalb County Plan Commission, Cities & Towns	x	
L.1.9	Ensure that the E.T.J. areas are incorporated into the Comprehensive Plan of the County in accordance with Indiana Code.	DeKalb County Plan Commission	x	
L.1.10	Identify opportunities within the E.T.J. that are important to the County to be addressed within the inter-local agreements before jurisdictional control is assigned to the city or town.	DeKalb County Plan Commission, Cities & Towns	x	

SECTION 7: POLICIES & STRATEGIES

	Strategy	Responsible Party	0-3 years	On-going
L.1.11	Implement city/town control over the E.T.J. by adopting and maintaining inter-local agreements.	DeKalb County Commissioners, Cities & Towns	x	
L.1.12	Improve cooperative relationships between the County, cities, and towns.	DeKalb County Commissioners, DeKalb County Plan Commission, Cities & Towns		x
L.1.13	Provide frequent opportunities for communication and discussion on shared opportunities and concerns.	DeKalb County Plan Commission		x
L.1.14	Encourage inter-local agreement to minimize differences between procedures and regulations where practical.	DeKalb County Plan Commission		x
L.1.15	Update and/or develop the Future Land Use Map, Thoroughfare Map, and Trail Map	DeKalb County Plan Commission	x	

L.2 Policy: Focus and Manage Growth - Residential

Enhance and maintain livability by preserving the rural and small town character throughout DeKalb County.

	Strategy	Responsible Party	0-3 years	On-going
L.2.1	Establish policies to require new residential development to connect to public utilities when they are reasonably accessible.	DeKalb County Plan Commission		x
L.2.2	Generally, residential uses are to be encouraged in close proximity to an existing municipality and in areas that have growth potential and some demand for residential development.	DeKalb County Plan Commission		x
L.2.3	Review and update subdivision design standards, such as road specifications, to ensure that they encourage the development of subdivisions rather than strip housing.	DeKalb County Plan Commission		x
L.2.4	Recognize the relationship between scattered growth and the inefficiency of providing public services and encourage focused growth and development.	DeKalb County Plan Commission		x
L.2.5	Discourage residential development near, especially within one mile of, the airport and industrially-zoned areas to protect the long-term viability of these important sectors of the DeKalb County economy.	DeKalb County Plan Commission		x
L.2.6	Encourage growth near municipalities that will not act as a barrier to their future growth.	DeKalb County Plan Commission		x

SECTION 7: POLICIES & STRATEGIES

L.3 Policy: Focus and Manage Growth - Commercial

Encourage the establishment and revitalization of commercial districts in areas that are planned for such use in this comprehensive plan or in the plans of each municipality within the County.

	Strategy	Responsible Party	0-3 years	On-going
L.3.1	Focus commercial uses within designated corridors and interchanges.	DeKalb County Plan Commission		x
L.3.2	Promote the infill and redevelopment of existing commercial centers, including the downtowns of cities and towns throughout the county.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
L.3.3	Explore the development of interchange overlay districts along I-69.	DeKalb County Plan Commission, Local Cities & Towns	x	

L.4 Policy: Focus and Manage Growth - Industrial

Foster new and retained industrial development in a manner that balances maximization of asset investment and sensitivity to surrounding land uses.

	Strategy	Responsible Party	0-3 years	On-going
L.4.1	Redevelop, retain, expand, and attract industry in areas with market potential.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
L.4.2	Promote industrial growth where supporting utility and telecommunication infrastructures are adequate, or can be expanded.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
L.4.3	Focus industrial activities near urban transportation corridors to ensure accessibility.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
L.4.4	Provide industrial Greenfield sites with access to CSX and Norfolk and Southern rail lines.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership	x	
L.4.5	Plan for sufficient buildable industrial areas with access to industrial grade infrastructure.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
L.4.6	Adhere to the future land use map in order to promote the most complementary uses near the airport.	DeKalb County Plan Commission		x
L.4.7	Establish a proactive team to interact with business and industry to identify changing needs relating to land regulations and development policies.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership	x	

SECTION 7: POLICIES & STRATEGIES

L.5 Policy: Focus and Manage Growth - Agriculture

Protect and preserve agricultural land use and industry and maintain the rural character of the community.

	Strategy	Responsible Party	0-3 years	On-going
L.5.1	Discourage development in predominantly agricultural areas that impedes farming practices.	DeKalb County Plan Commission		x
L.5.2	Incorporate the use of non-remonstrance covenants into the subdivision process in order to allow the farmer to continue customary agricultural practices.	DeKalb County Plan Commission		x
L.5.3	Observe agricultural zoning districts.	DeKalb County Plan Commission		x

Infrastructure

I.1 Policy: Infrastructure - General

Provide for adequate infrastructure development and maintenance.

	Strategy	Responsible Party	0-3 years	On-going
I.1.1	Develop and maintain a funding program to best utilize grants, low interest loans, tax increment financing, local resources, bonding capacity, and miscellaneous funding sources.	DeKalb County Plan Commission	x	
I.1.2	Require new development to construct on-site infrastructure improvements, and where necessary, offsite infrastructure improvements.	DeKalb County Plan Commission		x
I.1.3	Develop guidelines to determine when and how developments will connect to utilities when located outside the corporate limits.	DeKalb County Plan Commission, Cities & Towns	x	

I.2 Policy: Infrastructure - Roadway Transportation

Develop an effective system for vehicle traffic circulation including roadway network improvements and maintenance, new roadway alignment, and parking for all forms of transportation.

	Strategy	Responsible Party	0-3 years	On-going
I.2.1	Apply and periodically update the Thoroughfare Plan to preserve adequate rights-of-way and maintain the roadway classification system.	DeKalb County Plan Commission, DeKalb County Highway	x	x
I.2.2	Require accessibility for police, emergency, and fire personnel in new developments.	DeKalb County Plan Commission		x

SECTION 7: POLICIES & STRATEGIES

	Strategy	Responsible Party	0-3 years	On-going
I.2.3	Limit private access points along arterials.	DeKalb County Plan Commission		x
I.2.4	Designate truck routes which will result in the least disturbance to residences and town centers (exempt local deliveries and agricultural related vehicles).	DeKalb County Commissioners		x
I.2.5	Establish and enforce weight limits on county roads to reduce maintenance costs.	DeKalb County Commissioners		x
I.2.6	Require road networks within new subdivisions to link to the roads in neighboring subdivisions.	DeKalb County Plan Commission		x
I.2.7	Require, where feasible, new arterial and collector roads to be constructed as growth occurs around municipalities, especially in areas within 1 mile of the existing corporate limits.	DeKalb County Commissioners		x
I.2.8	Develop and maintain a roadway funding program to best utilize grants, low interest loans, local resources, and bonding capacity.	DeKalb County Commissioners, DeKalb County Highway	x	
I.2.9	Evaluate and mitigate dangerous roadways, intersections, pedestrian crosswalks, trail crossings, and rail crossings.	DeKalb County Highway	x	
I.2.10	Create a ranking/scoring system for roadway improvement projects that reflects the priorities of the community and can serve as a tool for capital improvement planning.	DeKalb County Highway, DeKalb County Plan Commission	x	
I.2.11	Establish benchmarks that coincide with density and quality of development to trigger road improvements.	DeKalb County Highway, DeKalb County Plan Commission	x	
I.2.12	Require that adequate right of way is preserved for future expansion or improvements to roads.	DeKalb County Plan Commission		x
I.2.13	Ensure that bridges along key industrial supply routes are built to a standard to be able to bear loads of up to 86,000 lbs.	DeKalb County Highway, DeKalb County Economic Development Partnership		x

I.3 Policy: Infrastructure - Air & Rail

Support the maintenance and development of air and rail transportation assets throughout the county.

	Strategy	Responsible Party	0-3 years	On-going
I.3.1	Seek funding to improve safety of railroad crossings and seek ways to lessen roadway blockages.	DeKalb County Highway	x	
I.3.2	Promote access to rail as an asset for industry use and seek ways to maximize this asset through funding for rail spurs, etc.	DeKalb County Highway, DeKalb County Economic Development Partnership		x

SECTION 7: POLICIES & STRATEGIES

	Strategy	Responsible Party	0-3 years	On-going
I.3.3	Promote the use and awareness of the Waterloo Amtrak Passenger Station as a regional asset.	DeKalb County Economic Partnership, Town of Waterloo		x
I.3.4	Support the development of above and below grade railroad crossings where needed and when feasible.	DeKalb County Highway		x
I.3.5	Support, promote, and protect the DeKalb County Airport.	DeKalb County Airport Authority, DeKalb County Commissioners, DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x

I.4 Policy: Infrastructure - Alternative Transportation

Incorporate alternative transportation elements such as sidewalks, off-road paths, and public transportation into the Thoroughfare Plan where feasible.

	Strategy	Responsible Party	0-3 years	On-going
I.4.1	Require sidewalks to be installed within new subdivisions that are adjacent to municipalities and be designed to connect to existing sidewalks now or in the future.	DeKalb County Plan Commission		x
I.4.2	Ensure that adequate right of way is preserved for future expansion or improvements to roads that will allow for pedestrian pathways and/or bicycle lanes within and between communities.	DeKalb County Plan Commission		x
I.4.3	Encourage alternative transportation linkages to schools, parks, and other public resources.	DeKalb County Plan Commission		x
I.4.4a	Create a county-wide Trail Plan and identify a responsible party to oversee the plan.	DeKalb County Commissioners, Trail Representative - TBD	x	
I.4.4b	Utilize abandoned railways and roads for a countywide trail system.	DeKalb County Commissioners, DeKalb County Highway	x	
I.4.4c	Interconnect the recreational areas, natural areas, public places, public facilities, and points of interest with a network of trails suitable for pedestrians and bicyclists and protect/maintain existing paths and bikeways throughout the county.	DeKalb County Commissioners, Trail Representative - TBD	x	
I.4.4d	Pursue opportunities to tie into the Northeast Indiana Regional Trail network from Wells County to Steuben County, crossing through DeKalb.	DeKalb County Commissioners, Trail Representative - TBD	x	
I.4.4e	Seek viable opportunities to utilize Cedar Creek as a blue waterway connection throughout the county and ultimately to Fort Wayne.	DeKalb County Commissioners, Trail Representative - TBD	x	
I.4.5	Improve mobility for youth, seniors, disabled, and other residents in need.	DeKalb County Plan Commission	x	x

SECTION 7: POLICIES & STRATEGIES

I.5 Policy: Infrastructure - Utilities

Promote Smart Growth principals through the encouragement of new development adjacent to existing utility infrastructure.

	Strategy	Responsible Party	0-3 years	On-going
I.5.1	Require new development to connect to public sewers when it is within 300 feet of an existing sewer line as provided by law.	DeKalb County Board of Health		x
I.5.2	Require two locations on a parcel to be adequate for an on-site wastewater treatment system.	DeKalb County Plan Commission, DeKalb County Board of Health		x
I.5.3	Encourage development where public utilities are available to limit the number of new septic systems in the County.	DeKalb County Plan Commission, DeKalb County Board of Health		x
I.5.4	Coordinate with electric and gas providers to ensure adequate load capacity in areas where growth is being focused.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x
I.5.5	Pursue improved broadband access, speed, and reliability throughout the county.	DeKalb County Plan Commission, DeKalb County Economic Development Partnership		x

I.6 Policy: Infrastructure - Drainage

Maintain and improve drainage throughout the County.

	Strategy	Responsible Party	0-3 years	On-going
I.6.1	Pursue drainage design that balances the County's needs and the impact on economics, environment, and quality of life in the County.	DeKalb County Surveyor		x
I.6.2	Maintain regulated drains in such a manner that balances water conveyance with conservation of natural resources.	DeKalb County Surveyor		x
I.6.3	Continue to map waterway and tile conditions throughout the County to assist with the maintenance of creating a high-quality drainage system.	DeKalb County Surveyor		x

SECTION 7: POLICIES & STRATEGIES

Environmental, Cultural & Natural Resources

E.1 Policy: Environmental, Cultural & Natural Resources - General				
<i>Encourage development that maintains and enhances environmental quality and community culture.</i>				
	Strategy	Responsible Party	0-3 years	On-going
E.1.1	Discourage development of environmentally sensitive areas such as floodplains, large natural wetlands, steep slopes, and riparian corridors.	DeKalb County Plan Commission, DeKalb County Surveyor		x
E.1.2	Encourage developers to submit development plans that maintain and enhance environmental quality.	DeKalb County Plan Commission		x
E.1.3	Reserve open space for future development of parks and recreation amenities.	DeKalb County Plan Commission		x
E.1.4	Promote modern development practices for detention/retention ponds by utilizing terraced edges and native planting edges which provide environmental and public safety benefits.	DeKalb County Plan Commission		x
E.1.5	Develop guidelines to encourage maintenance and enhancement of historic structures and cultural amenities.	DeKalb County Plan Commission		x
E.1.6	Encourage the mining, marketing and removal of Natural Resources as a viable industry for the County.	DeKalb County Plan Commission		x
E.2 Policy: Environmental, Cultural & Natural Resources - Water				
<i>Protect the water quality and negative impacts of an overabundance of water through the application of various water management techniques.</i>				
	Strategy	Responsible Party	0-3 years	On-going
E.2.1	Allow the use of innovative methods of storm water management techniques such as natural wetlands, constructed wetlands, and swales.	DeKalb County Plan Commission		x
E.2.2	Encourage appropriate natural planting on streams banks to decrease erosion, provide shade for the river or stream, filter pollutants, and provide wildlife habitat.	DeKalb County Plan Commission		x
E.2.3	Promote development that reduces pollutants from point and non-point source discharges.	DeKalb County Plan Commission		x
E.2.4	Protect the drinking water supply by utilizing and enforcing wellhead protection areas.	DeKalb County Plan Commission, Various Cities and Towns		x
E.2.5	Develop guidelines for future development that minimizes potential contamination to ground water.	DeKalb County Plan Commission		x
E.2.6	To protect water quality, the County will require developers to submit development and redevelopment plans that encourage best management practices that minimizes soil erosion and prevent pollution from new development and construction.	DeKalb County Plan Commission, DeKalb County Soil and Water Conservation District		x

SECTION 7: POLICIES & STRATEGIES

	Strategy	Responsible Party	0-3 years	On-going
E.2.7	Maintain storage capacity of the floodplain by not allowing construction to take place in and fill to be placed in the floodplain.	DeKalb County Plan Commission		x

E.3 Policy: Environmental and Cultural Resources - Woodlands

Protect Woodlands.

	Strategy	Responsible Party	0-3 years	On-going
E.3.1	Conserve existing woodlands through development incentives.	DeKalb County Commissioners		x
E.3.2	Promote Timber Stand conservation through incentives to developers that maintain timber stands as green space.	DeKalb County Commissioners		x

Economic Development

ED.1 Policy: Economic Development - General

Maintain a friendly economic development climate.

	Strategy	Responsible Party	0-3 years	On-going
ED.1.1	Encourage infrastructure development to maintain and accommodate economic growth. (Interstate 69, Rail, Air, Broadband)	DeKalb County Economic Development Partnership		x
ED.1.2	Promote entrepreneurship.	DeKalb County Economic Development Partnership		x
ED.1.3	Continue to refine processes that require time-sensitive information from site selectors, utility companies, commercial brokers, and others.	DeKalb County Economic Development Partnership		x

SECTION 7: POLICIES & STRATEGIES

ED.2 Policy: Retention, Expansion and Attraction of Business and Industry

Foster strategies that help retain, expand, and attract business and industry.

	Strategy	Responsible Party	0-3 years	On-going
ED.2.1	Promote business and industrial clusters that will diversify the local economy and compete in local, national, and global markets: Logistics, Medical/Health Technologies, Advanced Manufacturing, Metal Fabrication, Entrepreneurship, Post-Secondary Education.	DeKalb County Economic Development Partnership		x
ED.2.2	Promote quality of life initiatives that foster business retention and attraction.	DeKalb County Economic Development Partnership		x
ED.2.3	Plan for sufficient buildable industrial areas with access to industrial grade infrastructure.	DeKalb County Economic Development Partnership		x
ED.2.4	Target industries with supply chains of mutual benefit to existing companies and prospects alike.	DeKalb County Economic Development Partnership		x
ED.2.5	Support cooperative ventures such as the development of shell buildings and certified industrial sites.	DeKalb County Economic Development Partnership		x
ED.2.6	Promote and support local, regional, and state agencies programs and their incentives such as TIF's.	DeKalb County Economic Development Partnership		x
ED.2.7	Develop and maintain a funding program to best utilize grants, low interest loans, local resources, bonding capacity, and miscellaneous funding sources.	DeKalb County Economic Development Partnership	x	

ED.3 Policy: Redevelopment

Promote infill and redevelopment of vacant lots and buildings.

	Strategy	Responsible Party	0-3 years	On-going
ED.3.1	Promote the redevelopment of areas that have diminished market potential.	DeKalb County Economic Development Partnership		x
ED.3.2	Work to aggregate, remediate, and prepare Brownfield sites for redevelopment.	DeKalb County Economic Development Partnership		x

SECTION 7: POLICIES & STRATEGIES

ED.4 Policy: Workforce Development

Support and encourage the development of a quality workforce.

	Strategy	Responsible Party	0-3 years	On-going
ED.4.1	Promote the use of schools, community centers, and other public facilities to host education opportunities.	DeKalb County Economic Development Partnership		x
ED.4.2	Within the parameters of the Comprehensive Plan, support the location and development of facilities providing educational opportunities.	DeKalb County Plan Commission		x
ED.4.3	Participate and coordinate strategies with other organizations striving to improve workforce education.	DeKalb County Economic Development Partnership		x

DeKalb County Future Land Use Map

0 5,000 10,000 Feet

Map Authored by Brad Stump
DeKalb County GIS Department
Map Completed 6/27/2004

LEGEND

Land Use - Proposed

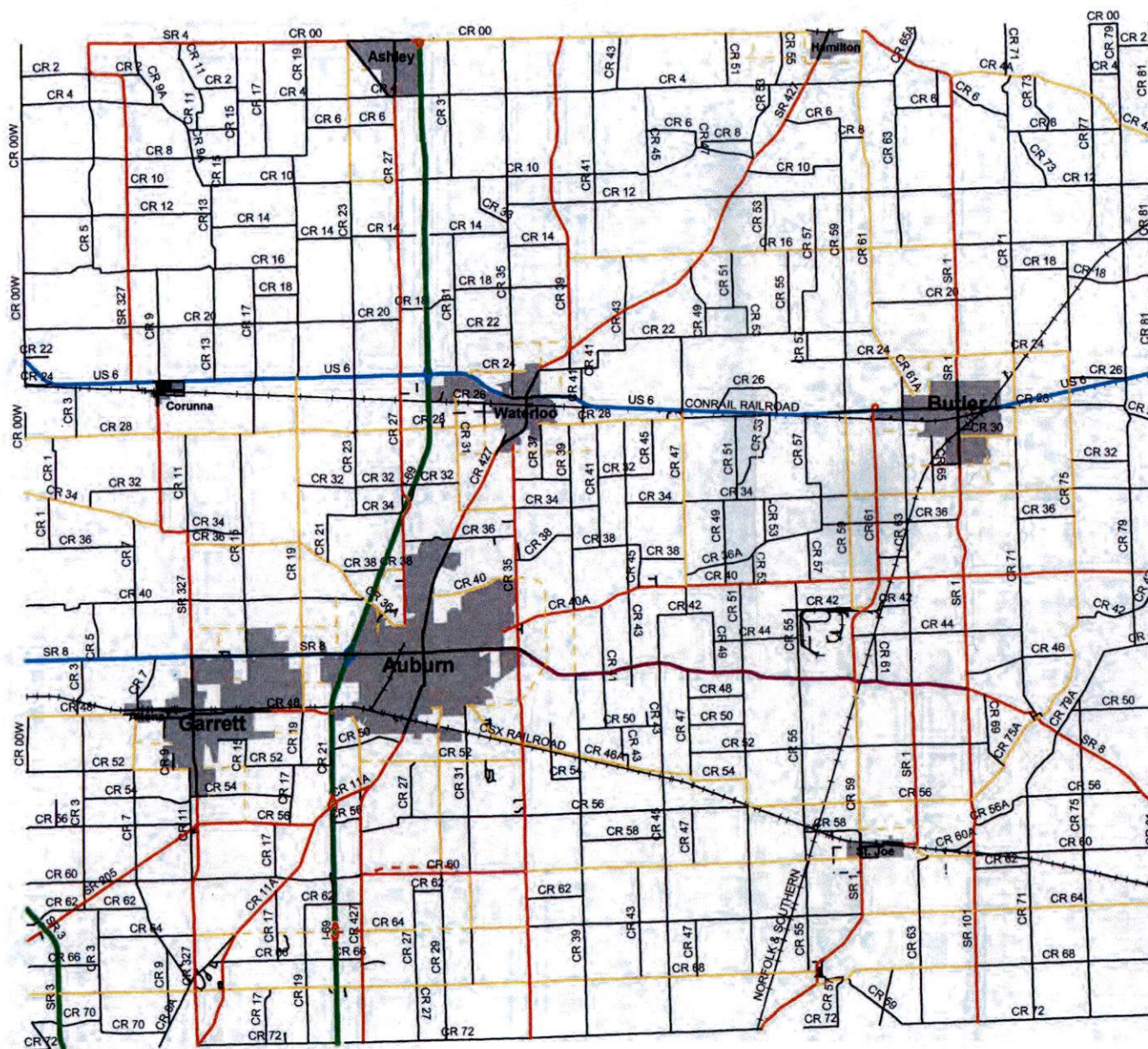
Land Use Class

- Agricultural
- Mixed Agricultural/Rural Residential
- DeKalb County Airport
- Aviation Compatible Use Area
- Commercial Use
- Industrial Use
- Public Utility or Telecommunications Facility
- Park or Open Space
- Hospital
- Institutional Use, Church or Cemetery
- Residential Use
- PLSS First Divisions
- Civil Townships
- Railroad Track
- Street
- Alley
- Proposed Roads
- Corporate Limits

CoCiGIS
DeKalb - Auburn - Butler - Garrett

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DeKalb County - Thoroughfare Plan Map



0 5,000 10,000 Feet

Map Authored by Brad Bump
DeKalb County GIS Department
Map Completed 6/6/2004

Legend

Thoroughfare Plan

Thoroughfare Classification

- County - Interstate/Limited Access (300' r/w)
- County - Major Arterial - Class I (150' r/w)
- County - Major Arterial - Class II (120' r/w)
- County - Minor Arterial (100' r/w)
- County - Collector (80' r/w)
- County - Local (60' r/w)

Proposed Roads

Thoroughfare Classification

- - - County - Interstate/Limited Access (300' r/w)
- - - County - Major Arterial - Class I (150' r/w)
- - - County - Major Arterial - Class II (120' r/w)
- - - County - Minor Arterial (100' r/w)
- - - County - Collector (80' r/w)
- - - County - Local (60' r/w)
- + + + Railroad Track

Corporate Limits

Any existing road not shown on the Thoroughfare Plan Map or any new road constructed after adoption of the Thoroughfare Plan Map shall be considered a local road with the appropriate right-of-way, until or unless it is classified otherwise by the County Commissioners, County Highway Department or a revised Thoroughfare Plan Map. Please note that the official Thoroughfare Plan Map is stored in the DeKalb County Plan Commission and provided by CoCiGIS.

CoCiGIS
DeKalb - Auburn - Butler - Garrett

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DEKALB COUNTY

INDIANA

APPENDIX
