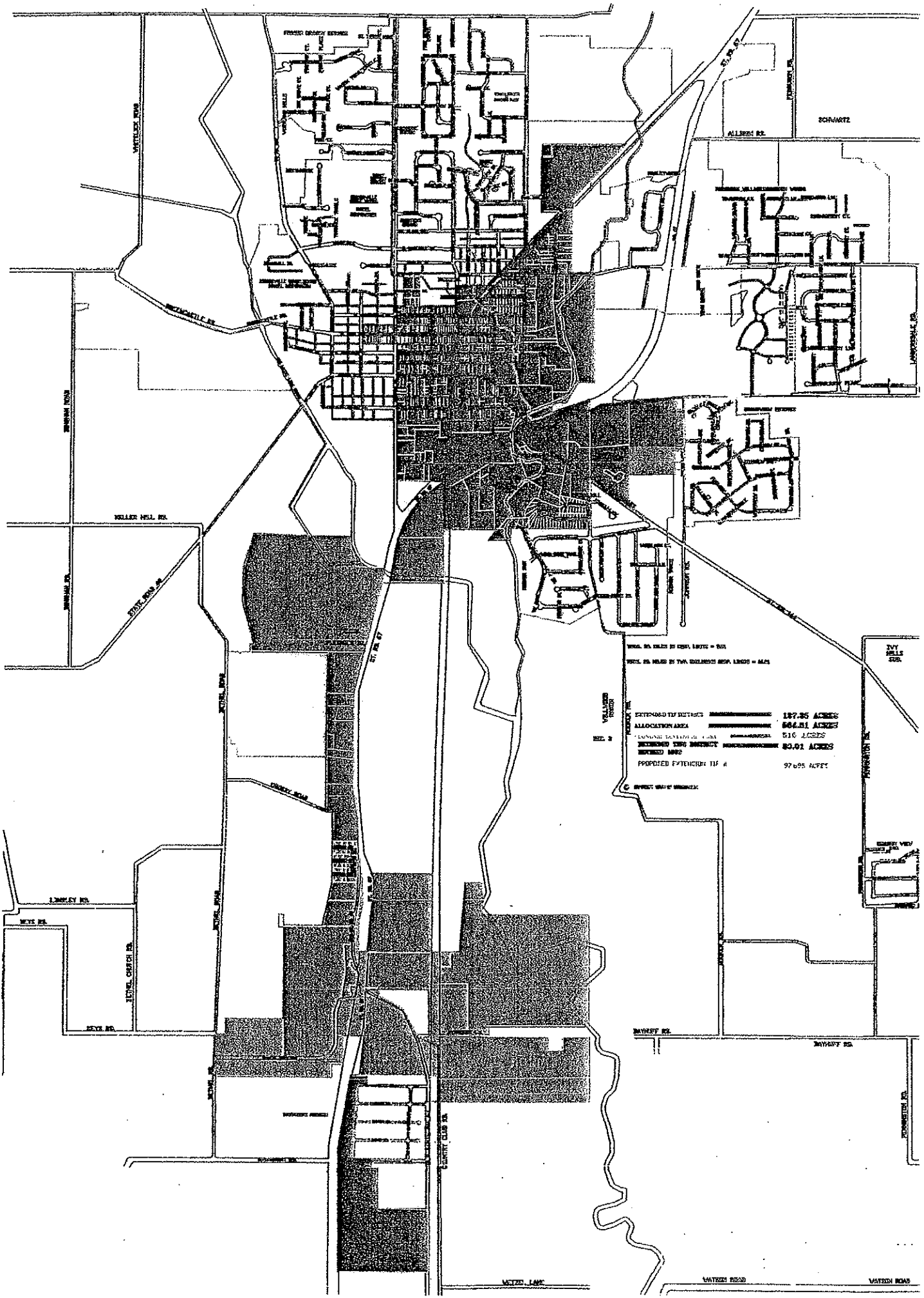


*Town of Mooresville*

**Economic  
Development &  
Redevelopment  
Plans:  
2004 Amendment**

*October 28, 2004*

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AREA TO BE BUILT BY OWNER, LOTS = 801  
 AREA TO BE BUILT BY TWP, EXCLUDED AREA, LOTS = 801

EXTENDED TIP DISTRICT	187.85 ACRES
ALLOCATION AREA	566.81 ACRES
TOWNSHIP DISTRICT AREA	516 ACRES
EXCLUDED TWP DISTRICT	83.01 ACRES
PROPOSED EXTENSION TIP #	97.655 ACRES

EXCEPT WHAT IS SHOWN:

TWP  
 BELLS  
 RD.

WATSON RD.

WATSON RD.

WATSON RD.

WATSON RD.

WATSON LAKE

WATSON ROAD

WATSON ROAD

## **The Purpose of the 2004 ED & RD Plan Amendments**

This "2004 Amendment" will reflect amendments to both the ED Plan and the RD Plan in order to minimize the number of policy documents in circulation.

### **Time to Review Progress**

The Mooresville Redevelopment Commission originally prepared an Economic Development Plan in 1990, at the same time as it prepared a Redevelopment Plan (and declared a Redevelopment Area). These documents, and the policies and projects which were contained therein, have served the community very well for more than 10 years. However, the Mooresville Redevelopment Commission (MRC) has determined that it is time for the Economic Development Plan (ED Plan) and the Redevelopment Plan (RD Plan) to be reviewed and amended to reflect more current realities.

The intent of this 2004 Amendment, therefore, is to summarize the progress of the MRC since 1993 and to set new goals and projects for continuing forward.

## **Assessment of Economic Development Performance**

The table presented in Appendix A lists the economic development projects, primarily manufacturing, which the Mooresville Redevelopment Commission (MRC) has handled since the original ED & RD Plans were established in 1990. As shown in Appendix A, the MRC has participated in the creation and/or retention of 1,783 jobs, with an annual payroll of almost \$53M and new investment of approximately \$225M in the community. (For further documentation of performance, Appendix B also contains the 2004 CF-1 Tax Abatement report which is filed annually.)

The MRC's record of attracting major economic development projects to the Town has made the Mooresville TIF areas some of the most productive TIF areas in the state, especially when considering the small size of the Town. The high quality of performance of the MRC, as well as the Local Economic Development Office cannot be over-stated.

## **Conformity With Previous Plans**

The original ED Plan and RD Plan were meticulous in asserting the full conformity with all of the developmental parameters of the previous comprehensive plans for the Town. The original ED Plan made specific citations of the Comprehensive Plans from 1968 and 1991, especially with regard to proposed locations and zoning for industrial and commercial development in or near the proposed ED Area and RD Area. The validity

of those assertions received a direct legal test and the ED & RD Plans were found to irrefutably conform to the overall plan of development for the community. This 2004 Amendment has reviewed these previous assertions and has found that the current plans for economic development and redevelopment in the ED Area & RD Area continue to conform with the 1968, 1991 and 2004 comprehensive plans for Mooresville.

### The 2004 Comprehensive Plan

The following is taken directly from the text of the 2004 Mooresville Comprehensive Plan. These sections bear directly on the issues and policies of the Redevelopment Commission and the ED & RD Plans and are intended to serve as proof that the ED & RD Plan Amendments (2004) conform to the overall plan of development for the community.

#### Water

Indiana American and Hill Water Cooperative serve the Mooresville area. During the 1998 drought, Mooresville used no more water than two-thirds of its pumping capacity. Indiana American extends to the area between the east and west forks of White Lick Creek and to the area west of Johnson Road between State Road 144 and Hadley Road. Areas not served by these water services rely on individual wells.

#### Our Water Supply and Treatment Process

Indiana American Water in Mooresville is a groundwater system with a total treatment and production capacity of about 2,800,000 gallons of water per day from five wells. The water is treated at our Main Street facility with chlorine and fluoride is added for the dental benefit. A phosphate product is also added to reduce water discoloration and corrosion. The average daily demand is about 1, 100,000 gallons. The demand significantly increases in the summer due to greater outdoor water use. In the year 2002 our maximum daily delivery was 1,647,000 gallons.

The distribution system consists of about fifty-three miles of mains (pipes) and nearly 400 fire hydrants. The system currently serves about 3600 customers. The service area includes most of the Town of Mooresville, parts of Brown and Madison Township and a portion of County Line Road in Hendricks County. There are two booster stations and the system has two tanks with a combined storage capacity of 750,000 gallons.

The Hill Water Company is a membership owned, cooperative water utility founded in 1971. At present Hill has 83 miles of distribution system and serves 2,600 member users in areas of Brown, Clay, Madison and Monroe Townships in Morgan County.

Production facilities include 2 - 1,500 gpm wells, a 1,000 gpm aerator iron removal filter water plan, 2 booster stations 2 - 500,000 gallon elevated storage tanks, a 50,00 elevated storage tank, and a 390,000

gallon standpipe. All pumping facilities are equipped with automatic transfer auxiliary generators. The water system also has 2 emergency interconnects with Indiana American Water Company, Mooresville. The average daily water production for 2002 was 584,000 gallons or 41% of plant capacity.

Indianapolis Water Company currently serves customers in the Northern Buffer Zone area of Heartland Crossing.

### **Wastewater**

Mooresville's sewage treatment system is in excellent condition. The plant has excess capacity and meets all state and federal requirements.

The treatment plant is an activated sludge facility with an anaerobic sludge digestion and chlorination of final effluent. It is designed for a population of 10,000 users and has a design flow of 1.5 million gallons per day average, with a peak daily load of 2.5 million gallons. The design calls for 95% removal of biochemical oxygen demand, suspended solids and ammonia nitrogen. Sand, gravel and other heavy materials are hauled to approved landfills for disposal. Digested sludge is hauled to Indianapolis to be processed.

As of the fall of 2000, the plant is operating at about 65% capacity on an average day. However, due to ground water infiltration during periods of heavy rainfall, the plant sometimes uses storage tanks from which sewage is drained into the plant during off-load hours. This has been created no problem since the plant has excess capacity. The infiltration problem is being addressed gradually with the replacement of old lines. In planning line replacements, the economics of treating the ground water versus replacing the line are considered.

The first plant was built on the present site on Park Drive in 1959. In 1974, it was enlarged to include secondary holding tanks and a grit removal process and to provide a capacity of one million gallons daily. The latest improvements, including new pumping facilities, an oxidation ditch, a new outfall sewer into White Lick Creek and a new administration building with laboratory and garage, was made in 1986.

### **Business and Industry**

#### **Goal:**

That the Town of Mooresville shall provide adequate areas for the future business and industrial expansion, attract new businesses and industrial enterprises that are compatible with the area and support existing businesses and industries.

#### **Policy 1:**

Utilities should be extended to areas where business and industrial uses should expand.

#### **Policy 2:**

Business uses should be located where roads can support high volume traffic.

**Policy 3:**

Retail business should be encouraged on high visibility sites.

**Policy 4:**

Industrial uses should be located in areas with access to rail or highway transportation appropriate for their high volume traffic.

**Policy 5:**

Business and industrial uses should be located in such a way as to minimize any negative environmental impact.

**Policy 6:**

Business and industrial uses should be buffered from adjacent non-business or non-industrial land uses.

**Policy 7:**

Business and industrial uses should be located where adequate utilities exist.

**MIDTOWN DISTRICT**

The midtown district is located in the center of Mooresville. It is bounded approximately by Washington Street on the north, the railroad track and State Road 67 on the east, the end of Indiana Street on the south, and White Lick Creek on the west. This is a fully developed, mixed use district, so that the plan focuses on reuses of existing property amid an established pattern of activity.

In this district lies the heart of local commercial and civic activity. Here also is where some of the oldest and best established neighborhoods are found. The many Victorian style buildings give this district special significance in the goal of promoting an atmosphere of small town charm.

There are two major commercial areas in this district. The first is the central business district that should extend from Washington Street through High Street along Indiana Street and from Jefferson Street to the alley just west of Clay Street along Main Street. There is limited parking and notable architecture uses. These uses should not encroach on the adjoining residential areas beyond what is proposed in the plan to preserve the neighborhoods.

The second commercial area is the large general business strip along Indiana Street beginning just south of High Street and extending to State Road 67. Because of good access, high visibility and concentration of activity, this area should continue to be used for general business. The floodplain at the southernmost tip of this area should also be used for general business if adequate fill, drainage and utilities are provided.

The small pocket of general business and light industrial use at Harrison Street and Greencastle Road should be preserved. Local business and residential use should be continued where compatible in this area, which is an older and developed portion of the Town.

The rest of this district should remain principally for residential use. Preservation of residential uses in town is necessary to achieve the goal of providing adequate housing for people of all ages and means and also the goal of promoting an atmosphere of small town charm.

#### **TOWN INDUSTRIAL USE**

This district is located just east of the midtown district in town. It includes the area surrounding the railroad tracts from Bridge Street south of State Road 67 and extends east to the East Fork of White Lick Creek. Like the midtown district, this is a fully developed, mixed use district, so the plan focuses on reuse of existing property amid and established patten of activity.

The character of this district should remain primarily business and light industrial, with two distinct residential neighborhoods preserved within it. Although normally compatible, these uses have coexisted in this district for some time. The district's excellent rail access and circulation provided by Bridge Street, Indianapolis Road and High Street make more intense business and light industrial uses appropriate and desirable.

Land adjacent to the railroad should be used for general business or light industry, as should land along both sides of Indianapolis Road south of the railroad track. The blocks between Washington and Main Streets from the railroad to Indianapolis Road should be entirely general business, but this use should not extend across to the north side of Washington Street nor to the south side of Main Street.

The intersection of High Street and State Road 67 is a highly visible entrance to the town. The intersection's southwest corner and the Town Park should be preserved as an open space to help accomplish the goal to promote an atmosphere with a high standard of community pride and small town charm.

Because of accessibility and visibility, both sides of High Street should be used for general business in this district.

South Street could provide sufficient access to support general business use on both sides of the street from the railroad tracks east to the High Street intersection. Transition of this area from residential to business use should happen in an orderly fashion, however. The entire area should remain residential until it can be developed in its entirety as general business.

The two residential neighborhoods that should be preserved lie between Bridge and Washington Streets and between Main Street and Broad Alley west of Franklin Street. To ensure the preservation of these areas as viable residential neighborhoods, business and industrial uses should not be permitted to expand into the neighborhoods beyond what is proposed in the plan.

### SOUTH 67 CORRIDOR

The southern part of the State Road 67 corridor extends along both sides of the highway from the White Creek Land Bridge to the southern limit of the planning area. It is largely open space with business and industrial uses and some concentrated residential development.

Because of the excellent access provided by State Road 67 and the railroad, this district is best suited for industrial and general business uses. This is an appropriate area for heavier industrial uses that should not be located in the town industrial district. Industrial uses should be located on the west and east side of State Road 67, and be buffered from the residential uses.

### Conformity with Other Plans

The above text is drawn from the 2004 Comprehensive Plan and will serve as the policy basis for the Mooresville Redevelopment Commission (MRC) in amending the ED & RD Plans for purposes of shaping future economic development and redevelopment policy. The 2004 Comprehensive Plan is not changed substantively from the previous Comprehensive Plans upon which the original ED & RD Plans were based, and the MRC intends to support projects which conform to the Comprehensive Plan.

### Summary of Original RD Plan

The original RD Plan, approved in 1990, specifically addressed the statutory issues related IC36-7-1-3, with specific emphasis on the blight criteria:

1. Lack of development
2. Cessation of growth
3. Deterioration of improvements
4. Character of occupancy
5. Age
6. Obsolescence
7. Substandard buildings or
8. Other factors.

The bulk of the RD Area was determined to be within the areas identified in the Comprehensive Plan as the "Midtown District" and the "Town Industrial District," both of which are older developments which generally suffer the greatest pressure from blighting influences. The RD Area included the residential portions of the older areas of Town, as well as the old industrial area which was located east of downtown and situated along the railroad corridor, which is/was the traditional development patterns for industrial (most industries of that era required rail access to thrive). As railroads began to fail, these industrial locations were placed under greater blight pressure.



**PROJECTS RECOMMENDED IN THE ORIGINAL RD PLAN**

The projects recommended in the original RD Plan were as follows:

1. **East Side Interceptor (sewer):** this sewer crossing SR67 at Bridge Street was constructed and has formed the basis of stimulating growth and development along the Bridge Street Corridor, as well as serving a growing area east of SR67.
2. **South Side Interceptor (sewer):** This sewer interceptor has also been constructed, and has formed the basis of infrastructure support for industrial, commercial and residential development along the SR67 corridor south of the town, exactly as originally projected.
3. **Downtown Revitalization:** This project has been at least partially completed, including a major streetscape project in the Central Business District, as well as supporting several other private redevelopment efforts which have helped the CBD to retain its economic vitality.

However, the original RD Plan specifically stated, "*it is recommended that the Redevelopment Commission consider projects to improve and protect the CBD area,*" leaving the door open to a broad range of project types which would assist in retaining the economic vitality of the CBD area. Even though the Town has undertaken several projects in the CBD area, there remains a number of projects which could further advance this effort (and there probably will be such projects necessary to support the CBD for many years to come).

4. **Sewer System Rehabilitation:** the original RD Plan anticipated the benefits of removing infiltration and inflow (I/I) from the older portions of the sewer system, and a major I/I project was successfully undertaken by the Town. The removal of I/I from the system generated available sewage treatment capacity which saved the residents of Mooresville literally hundreds of thousands of dollars in sewage treatment capital and operating costs, and quite possibly delayed the need for a sewage treatment plant expansion. Sewer rehab projects are notoriously complex, and generally have some residents complaining about some negative outcome related to the rehab project, which was the case in Mooresville. But regardless of those complaints, the Mooresville sewer rehab project should be considered a major benefit to the Town's economic interests.
5. **No property acquisition is proposed:** The RD Plan explicitly stated that no property acquisition is proposed.

Of the four projects identified in the original RD Plan, a review of the current situation in 2004 suggests that there are still projects to perform in the CBD area which would reduce the effects of blight (see #3, above).

### *Summary of RD Plan Amendment (1990)*

The RD Plan amendment which was presented in 1990, for approval, noted that the MRC had already initiated actions to correct blighting influences in the RD Area. The RD Plan's 1990 Amendment also suggested that the MRC add a potential project to provide flood control along White Lick Creek.

In addition, the RD Plan Amendment (1990) also conducted a "parcel by parcel review" which generally found that a number of parcels in the RD Area would benefit from sewer service. The MRC moved to provide sewer services through the construction of a sewer interceptor in the area specified.

The RD Plan Amendment (1990) also extends the statutory findings of blight to additional areas which were identified as blighted and amended into the RD Area.

The RD Plan Amendment which was approved in October, 1990, did not make significant changes to the original RD Plan. The primary adjustments are summarized as follows:

1. Adjustments to boundaries of the RD Area;
2. The addition of 'flood control' to the project list;
3. Conducted a "parcel by parcel review" of blighting influences in the RD Area.

### *Summary of the Original ED Plan*

The original ED Plan was drafted in 1994. The ED Plan carefully cited the Comprehensive Plan which was in effect at that time and took great pains to conform to the goals and policies of the Comprehensive Plan.

The ED Plan also cited a series of ED projects which were indicative of the high levels of success that the Town had enjoyed as a result of the projects which had been undertaken under the ED & RD Plans, including :

Ambassador Steel  
Environmental Coatings  
Overton Projects  
General Shale Products  
Unnamed Distribution Facility  
Unnamed Automotive Manufacturer

These projects, and more, have been successfully implemented by the Town of Mooresville, adding substantial numbers of new jobs to the local economy and stimulating additional economic growth.

### ***SITE BY SITE ANALYSIS***

The original ED Plan also provided a "site by site" narrative of areas being considered for inclusion in the ED Area, including Sundown Manor (which needed sewers), the Old SR67 Corridor (needs sewers), White Lick Creek Business Park (sewers), Lawyer Trucking (sewer and water needed), Davee Property (infrastructure is key to generating development), General Shale Products (supported annexation by the Town), and Ambassador Steel & the Meadowbrook Business Park (sewers).

### ***FINDINGS OF FACT***

The ED Plan was extremely thorough in addressing each and every statutory finding of fact, and a substantial portion of the ED Plan was dedicated to that very issue: statutory findings of fact. Each statutory finding was addressed separately and substantiated.

### ***ECONOMIC DEVELOPMENT STRATEGY***

The ED Plan included an ED Strategy with the following strategic elements:

1. Sanitary sewer corridors (South SR67 corridor and West corridor)
2. Extending/enhancing water service (water tower)
3. Transportation Access (Sycamore Lane, and intersection improvements near Poe's)
4. Supplemental Funding (TIF, CDBG, REA Loans, industrial development funding programs (state), and local budget funds).

### ***RESIDENTIAL IMPACT***

The original ED Plan also addressed the issue of the impact of economic development on residential areas, including Sundown Manor, Charmil Estates, Morningside, and Brookmoor), with the general conclusion being that, by providing sewer services to support economic development activity, the Town also benefited these residential areas.

### ***SUGGESTED PROJECTS***

The original ED Pan also contained mention of the types of projects which would generally benefit the ED Area and the potential to generate new development, as follows:

sewer extensions  
water service improvements  
street and traffic improvements

### ***Potential Economic Development Sites***

The following pages contain a pictures of the sites which have been identified as having the developmental attributes necessary to support a

successful economic development project. These sites should be considered "inventory" which the Town then can draw upon when an economic development opportunity is presented.

Since most of Mooresville's sites are privately controlled, it should be understood that, from time to time, some parcels may not be available, or may not be available under the terms of the specific project in question. Unless/until Mooresville or the MRC determines that it is prudent to own and market an industrial park, this is simply one of the market realities of the Mooresville model. However, we also note that Mooresville's extraordinary success in attracting new industrial development to the area suggests that there is no need to alter the existing economic development model at this time.

## Recommendations of the 2004 Amendment

The 2004 Amendment to the Economic Development & Redevelopment Plans for Mooresville includes the following recommendations.

1. Consider annexation actions by the Town Council to eliminate "gaps" in the incorporated area and to simplify service delivery.
2. Consider transportation and thoroughfare projects which could enhance the flow of traffic in the Redevelopment Area and the Economic Development Area.
3. Consider supplemental development standards for the industrial areas, including enhanced roadway requirements, as well as adding thoroughfare connections between existing streets and thoroughfares. For example, development patterns along SR67 have not connected these industrial developments with the Bethel Road corridor in order to facilitate access to these industrial areas.
4. A more detailed "Thoroughfare" plan should be developed with specific projects identified and programmed for funding, as well as assuring that all new development sets aside important right of way for future road widening.
5. Consider developmentally integrating the industrial areas with the rest of the community through the development of supplemental thoroughfare connections.
6. Consider using TIF revenues to address those portions of the cost of enhanced sewage treatment, which are attributable to the RD Area and ED Areas, especially for addressing clear-water problems from the RD Area. Reports from the Clerk-Treasurer of the Town of Mooresville indicate 27% of the sewer usage comes from TIF I and II districts (See Appendix D). The TIF revenues to be considered for enhancement of sewer treatment, will be as follows: Phase I \$458,460 and Phase II \$235,980.
7. Consider TIF-based projects to enhance municipal services (such as fire protection) to the ED Area, especially in the far southern portions of the ED Area.

8. Consider TIF-based projects to improve the aesthetics of the Town's "Gateways," including SR67 (north and south), and SR144.
9. Consider using TIF for matching funds with CDBG (Community Development Block Grant) for downtown projects (in the RD Area).
10. Consider various forms of downtown enhancements, including the addition of parking facilities to increase retail activity in RD Area.
11. Continue to fund street improvements, specifically improvements that enhance the efficient flow of traffic.

(We cannot find anything that makes us comfortable with funding school-related projects, or with paying anything more than a justifiable/proportionate share of the sewage treatment plant project. Also, we cannot find any provision which would allow the MRC to fund a general purpose government building, except possibly for support of historic buildings.)

#### *Recommended Boundary Changes*

The boundary analysis indicates only one imminent need for changing the boundaries of the ED Area (to reflect development of the Adams property – See Appendix C). There are no changes proposed for the RD Area. All of the recommendations with regard to boundaries, below, are offered to enhance the potential for TIF revenue capture, as well as supporting growth for the Town.

It should be understood that virtually none of the areas suggested for consideration, below, are currently within the Town's corporate limits and thus cannot be added to the ED or RD Areas.

#### *POSSIBLE FUTURE RD AREA ADJUSTMENTS*

1. The MRC might consider adding the territory along the SR67 corridor, south of Bridge Street to the RD Area, for future TIF purposes. Development of this vacant land will likely require some major solutions regarding flooding, as well as needing enhanced thoroughfare access to local Mooresville streets. *However, these areas cannot be added until they are annexed by the Town.*
2. A second area which might be considered for RD Area expansion after annexation is the northern gateway area on SR67.

After careful consideration, however, *we cannot recommend* that the residential area be removed from the RD Area, due to the potential benefits which otherwise accrue to these residents.

#### *POSSIBLE FUTURE ED AREA ADJUSTMENTS*

The ED Area cannot add any land until it is annexed to the Town of Mooresville. Having said that, there are two major areas which

could/should be logically considered for expansion of the ED Area. Such annexation actions may not be the priority of the Town, however.

- 1 The MRC should consider adding the land between the current corporate limits and Bethel Road immediately west of the ED Area. This land is logically a valid site for expanding corporate business in this area.
2. We also recommend that the MRC consider adding the frontage areas east of SR67 and south of the creek to the ED area as soon as the area can be annexed.

#### *Critical Needs Areas*

The research on the ED Plan revealed that there are at least three areas of Mooresville which are or will be facing critical needs which will affect the long term development of the community. These critical needs are not necessarily under the jurisdiction of the Redevelopment Commission, however, it is felt that the ED Plan should address these areas and make suggestions as to the method of addressing the critical needs.

#### *CRITICAL NEEDS AREA #1: THOROUGHFARE CONNECTOR BETWEEN SR267 AND SR67 IN HENDRICKS COUNTY*

The area north of the Morgan/Hendricks County line will be developed in the near future. The Town of Plainfield has been aggressive in developing the north side of the intersection between I70 and SR267. Development of the southern portion of that intersection, however, has been limited by the route of SR267 as it enters Mooresville. Plainfield now appears prepared to develop this area in the extreme southwest corner of Hendricks County.

Development of the area between the Morgan/Hendricks County line and I70 is already being planned. It is also outside of the control of the Town of Mooresville, despite the fact that Mooresville will experience substantial impact as a result of this development. As utilities are extended into the area, it should be expected that Hendricks County planners will require developers to set aside major easements and rights-of-way for an ultimate connector between SR267 and SR67, north of the Morgan County line. This connector can be predicted to generate a substantial amount of commercial and industrial development, again, over which Mooresville has no control. Although there are currently environmental constraints which limit the designation and construction of the route of this connector thoroughfare, it is believed that the increasing value of the land will eventually make it cost-effective to develop this area.

It is therefore recommended that the Mooresville Redevelopment Commission, Plan Commission, and Town Council carefully consider a comprehensive range of diplomatic, inter-governmental actions to assure that Mooresville's needs and concerns with regard to such development are carefully presented to the authorities of neighboring communities, and that Mooresville's needs and concerns are not altogether ignored in designing these developments. To name two major concerns, it is important that any new development connect cleanly to the Mooresville thoroughfare system, and it is equally important that major truck traffic be routed away from downtown Mooresville. In addition, discussions with Mooresville's leadership should help to identify other important developmental and operational issues which will have an impact on the future of the town of Mooresville.

It is understood that Mooresville cannot directly control developmental issues in Hendricks County. It is predictable that Mooresville's attempts to present its needs and concerns will not always be accepted by potential developers with enthusiasm. Nonetheless, these developmental issues must be presented to these neighboring authorities for fair consideration. The people of Hendricks County and of the Town of Plainfield are good people, and they are unlikely to be completely cold to the needs of adjacent communities.

**CRITICAL NEEDS AREA #2: SR67 AND THE NORTHERN GATEWAY TO MOORESVILLE**

The Northern Gateway to the Town of Mooresville will become a critical needs area, particularly as the SR67 corridor develops with commercial uses. Substantial commercial development has already occurred immediately north of Mooresville, in Marion County. The intensity of this development will predictably increase as the connector between SR267 and SR67 is developed. It is critically important to the future development of the Town of Mooresville that the thoroughfares, traffic control, and development patterns along the SR67 corridor are integrated and coordinated in order to optimize development in this area, while continuing to preserve the efficient flow of traffic along the corridor.

Currently, a traffic light is located at the intersection of SR67 and old 67. In addition, there are a number of Morgan County and Mooresville thoroughfares that intersect with SR67 in the immediate vicinity of this northern gateway. It is imperative that Mooresville authorities work closely and cooperatively with INDOT authorities to perform the following tasks:

1. Coordinate and control access to SR67 from properties along the corridor. Smooth and efficient traffic flow along the corridor cannot be maintained through a series of lot-by-lot, uncoordinated, incremental, strip development. As new developments are proposed, the MRC and Plan Commission should require planning and dedication of suitable right of way for future thoroughfares to connect the new/developed site with additional off-corridor sites for future development. Ultimately, the goal is to provide internal traffic planning for a network of off-corridor sites.
2. Develop a traffic control plan for the Mooresville section of the SR67 corridor in cooperation with INDOT. This would include location of traffic lights, timing of lights to optimize traffic flow (especially during peak/rush hours), and improvement of intersections to facilitate turning movements through these intersections.
3. Plan, design, and construct major intersection improvements throughout the Mooresville portion of the SR67 corridor. This would include the entire corridor from the existing intersection with old 67 (on the north) all the way through town, and including the industrial portion of the corridor south of Mooresville.

There is no projectable development scenario in which Mooresville could replace SR67 as its central thoroughfare and traffic corridor. Since this corridor is controlled by the State, Mooresville must be prepared to take extraordinary measures to patiently coordinate the planning and design of the future of this critical thoroughfare with INDOT.

### *CRITICAL NEEDS AREA #3: MOORESVILLE'S SOUTH SR67 INDUSTRIAL CORRIDOR*

Over the last ten years, Mooresville has enjoyed an extremely competitive position with regard to attracting major economic development opportunities to the Town. The new industries recruited over the past decade have made maximum use of SR67 access and the proximity to the Indianapolis market, as well as the Indianapolis international airport.

In order for Mooresville to retain its competitive position in the economic development marketplace, it will become increasingly important over the next ten years for Mooresville to be able to offer industrial sites which may not have direct access to SR67 (off-corridor sites). Mooresville has already invested in the infrastructure along the SR67 corridor. In order to optimize that infrastructure investment, the development of off-corridor sites will prove to be far more cost-effective for the Town and the Redevelopment Commission than the alternative of continually extending sewers and water lines southward along the SR67 corridor.



However, a substantial portion of the development along the industrial section of the corridor has been single-site development. This development pattern has been acceptable for past 10-15 years, however, as additional development is recruited, the need to develop off-corridor sites will become more critical, AND it will be necessary to have corridor access through internally-developed thoroughfares.

Given these realities, it is recommended that the Mooresville Redevelopment Commission consider the following as long-term suggestions for addressing what will become a critical developmental issue:

1. Most importantly, the development of new industrial sites should contain future thoroughfare provisions which would facilitate the construction of thoroughfares and access roads to off-corridor sites. In its simplest form, this policy would require the dedication of public easements/rights-of-way from each parcel as it is developed for the development of future roads. Mooresville is already beginning to address this issue, and it is suggested that the need for the future development of internal roadway corridors will become increasingly critical over time.
2. The Mooresville Redevelopment Commission should also work closely with the Plan Commission to develop adequate planning for future traffic volumes resulting from future development -- including residential, commercial, and industrial traffic -- to have access to the SR67 corridor. This recommendation ties directly to the recommendation for critical needs in the northern portions of the SR67 corridor (above).
3. The Mooresville Redevelopment Commission should work closely with the Plan Commission to develop and require setbacks for new development along SR67, to enable the SR67 corridor to be widened in the future, as well as providing adequate setbacks for proposed major intersections and future access points in order to facilitate future intersection improvement projects undertaken by INDOT.

By taking these recommended steps, the Mooresville Redevelopment Commission and the Town of Mooresville will make it easier for INDOT to improve the SR67 corridor as traffic volumes increase. It is clear to even the most casual observer that the economic health and vitality of the SR67 corridor is critical to the future of Mooresville. It is equally clear that construction/reconstruction of the state highway facility is not within Mooresville's control. Consequently, it is imperative that Mooresville authorities, including the Redevelopment Commission, the Plan Commission, and Town Council, work together to minimize the difficulty INDOT might face in making corridor improvements. By requiring adequate setbacks, and possibly even requiring the dedication of additional right-of-way for future road-widening and intersection improvements,

Mooresville will have taken important steps in assuring that this critical transportation lifeline remains functional as traffic volumes increase over the next decades.

**Appendix A: MRC Performance in Attracting Economic  
Development to Mooresville**

## Major Projects Assisted by the Economic Development Office

Year	Company	Product	New Jobs	New Payroll	Assistance	New Investment
1991	Ambassador Steel	Reinforcement bar fabrication	39	\$700,000	Site selection, \$40,000 rail improvements and \$20,000 training funds. County 10-year abatements	\$3,000,000
1991	MAG Plastics	Plastic Injection	40	\$500,000	\$100,000 zero-interest REMC loan, training, SBA loan	\$700,000
1991	Overton Tool, Die & Mold (2 Expansions)	Tool & Die, Plastic mold production	62	\$1,539,754	\$100,000 zero-interest REMC loan, 6-year building and 5-year equipment county abatement, training grants - 6-year County abatement on building, 5-year on equipment; \$400,000 REMC zero-interest loan - 5-year abatement on equipment - 10 year abatement on building (rebuild from fire)	\$2,902,250
1991	Town of Mooresville Redevelopment District*	Sewer infiltration removal and street repairs	0	\$0	\$500,000 community development block grant, Tax Increment Financing	\$1,500,000
1992	Amerifab	Structural steel & deck	2	\$150,000	Zoning, site selection	\$160,000
1993	Lin-El, Inc.	Skylights and panels	96	\$3,750,000	10-year abatements, \$270,000 state infrastructure and \$38,000 training assistance. 10-year zero-interest loan from REMC, \$1 million SBA loan	\$9,121,153
1993	Majestic Block	Concrete materials	14	\$75,000	Abatement offered, but not used	\$310,000
1993	Mooresville Block	Concrete blocks	5	\$75,000	Abatement offered and used	\$310,000
1993	Town of Mooresville Redevelopment District*	Sewer expansion	0	\$0	\$220,000 zero-interest REMC loan	\$250,000
1994	Arco Steel	Steel slitting	1	\$120,000	Site & utility information	\$500,000
1994	Claybaugh-Weathes	Automotive parts	5	\$140,000	Site and financial information	\$250,000
1994	G.R. Wood	Wood fabrication	26	\$180,000	Abatement offered, but not used	\$2,500,000
1995	Federal Mogul (now Sani-Serv)	Sleeve bearings	120	\$3,000,000	\$40,000 Training grant	\$1,778,000
1995	Town of Mooresville Redevelopment District*	Sewer extension	0	\$0	\$410,000 EDIT funding for extension	\$400,000
1995	Woods Wire (now Indiana Copper Fabricators)	Electrical wire	20	\$760,000	5-year abatement on equipment, 6-year abatement on building; \$75,000 infrastructure grant	\$8,000,000
1996	Capital Adhesives	Industrial mastics	25	\$1,200,000	Site & utility information	\$1,785,000
1996	Reed City Power Supply	Electrical equipment	15	\$500,000	Site & utility information	\$1,000,000
1997	Molex, Inc.	Computer and microwave connectors	24	\$2,500,000	10-year abatements, \$25,000 training, \$551,000 property purchase & infrastructure improvements	\$4,120,000

## Major Projects Assisted by the Economic Development Office

1997	Nice-Pak Products	Sanitary wipes	396	\$12,480,000	Utility information, 2 separate tax abatements for equipment	\$14,686,332
1997	Sun Polymers International	Powder painting	26	\$750,000	10-year abatements on building and equipment	\$3,976,000
1997	Fisher/Perry (Southbridge Development)*	Commercial Development	65	N/A	6-year abatement on building	\$3,460,000
1997	Elrod Corporation	Stadium Seating	110	\$4,006,270	10-year abatement on building & equipment	\$14,105,729
1998	Equipment Technologies, Inc.	Farming Tractors	35	\$1,211,613	10-year abatement on building & 5-year abatement on equipment	\$2,852,313
1998	Wellever & Sons	Automobile Dealer	64	\$1,174,011	3-year abatement on building	\$1,850,848
2000	Riverside Stone	Limestone Cutter	11	\$303,622	3-year abatement on building & 5-year abatement on equipment	\$995,987
2000	Sani Serv*	Food Processing Equipment	43	N/A	Community Information	N/A
2000	Therthocore	Thermal wall panels	10	\$200,000	6-year abatement on building & 5-year abatement on equipment	\$1,461,584
2000	TOA (USA) LLC (Orig. & 2 Expansions)	Automotive parts	400	\$13,000,000	10-year abatement on building & equipment	\$134,380,526
2001	Carter-Lee Building Components	Building trusses & wall panels	42	\$1,089,965	10-year abatement on building & equipment; state grant for sewer extension	\$3,281,293
2003	Cougar Bag, Inc.	Plastic bag manufacturer	35	\$691,600	6-year abatement on building & 5-year abatement on equipment offered	\$1,600,000
2003	Flag 1, LLC*	Spec. Building	0	N/A	3-year abatement on building offered	\$450,000
2003	Honey & Mfg. Inc.	Distribution Center	30	\$1,572,500	10-year abatement on building	\$1,350,000
2003	NuGenesis, Inc.	White goods recycler	11	\$366,000	3-year abatement on building offered	\$725,000
2004	Capital Adhesives	Industrial mastics	4	\$100,000	Tax abatement requested	\$625,000
2004	Orchard Country Store*	Commercial Development	7	N/A	Site & Information Services	\$400,000
<b>Total</b>			<b>1783</b>	<b>\$52,135,335</b>		<b>\$224,787,015</b>

\* Non-manufacturing projects and manufacturing companies without abatement do not have payroll information listed

Appendix B: 2004 CF-1 Tax Abatement Report