

# 9. Grabill, Huntertown, Monroeville and Woodburn

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## Introduction

At a point in each of their histories, the Allen County Towns of Grabill, Huntertown and Monroeville, and the City of Woodburn have been centers of agricultural commerce in the region, each with a discrete development pattern. Then as now, the communities' compact, village-like form marks them as distinct from, but firmly connected to, the open countryside that surrounds them.

Furthermore, each area has a unique character – the qualities that give them a sense of place. These characteristics include, but are not limited to, the following:

- Strong sense of community and place among residents;
- Compact development pattern, particularly at the core;
- Discernable downtowns, with street-edge buildings, mixed uses, gathering places, public buildings, parks and other open spaces;
- Residential neighborhoods close to the center and amenities within walking distance;
- Civic open spaces within the community (e.g. schools, town halls, etc.) and rural open space nearby at the edges;
- Both pedestrian friendly and generally walkable in size; and
- Streets scaled to adjacent uses.

The Allen County Department of Planning Services provides planning support to Grabill, Huntertown, Monroeville and Woodburn. Because of this, these four communities are included in this Comprehensive Plan. The City of New Haven and the Town of Leo-Cedarville provide planning services for their incorporated areas. Although they are not part of the adoption of this Plan, both communities have played an important role in its development and will be instrumental in the implementation of these Countywide strategies.

Grabill, Huntertown, Monroeville and Woodburn are similar in population. Each has less than 2,000 persons (based on the 2000 U.S. Census) and varies one from another by only a few hundred residents. Single-family subdivisions have developed at the periphery of these areas with curvilinear street patterns – in contrast to the original, more grid-like street network – disconnected from the historic center. Incremental growth is also occurring outward from the core of each community.

Recent growth within each of the four communities has occurred in the form of single-use areas (e.g. residential, commercial and industrial) that are reinforced by single-use zoning districts. This type of land classification has contributed significantly to the segregated land use pattern (see the Land Use Chapter of the Existing Conditions Report). The resulting form is in contrast to the historic, mixed-use development pattern that occurred prior to zoning. The implications of development patterns are important considerations for communities in planning for the future.

As part of the planning process, a Conceptual Development Plan was prepared that outlines geographic boundaries for growth surrounding each community. The growth boundary surrounding each City and Town within Allen County reflects the amount of land area necessary to support population growth over the next several decades (see Land Use Chapter for Map and further explanation of the growth boundary).

Grabill, Huntertown, Monroeville and Woodburn are encouraged to expand within their respective boundaries, and to do so in a pattern that uses land resources more efficiently. The boundary is not intended to be a hard edge, designed to restrict growth. It is intended to set a direction

or framework in which each community can plan for growth. The boundary reflects where and how much growth is anticipated in the County. The next step is to identify how that growth should occur.

A theme expressed by many involved in the Plan-it Allen! public participation process was the need to preserve the “small-town character” of these communities. Communities that are not experiencing significant population growth can be in danger of losing their distinctiveness. The challenge is to preserve small-town character while also accommodating growth and change.

## Overview

This chapter outlines background information, population statistics, land use data and strategies for Grabill, Huntertown, Monroeville and Woodburn. In addition to recommendations outlined in the overall text of the Plan, strategies for each community are outlined within this chapter to help preserve the character of each community, and at the same time, promote new development.

## Town of Grabill

### **Background**

In 1900, surveying work began on the Wabash Railroad project. The route cut through what are now northeast Allen County and the Joseph Grabill farm. Aptly, the railroad named its newly built railroad station, Grabill. In 1902, the first steam engine rolled through the young community.

Joseph Grabill platted the original Town of Grabill in that same year. A total of 23 lots were established located near the Wabash Railroad. Early investment in the Town included a grain mill, lumberyard, bank, department store, harness shop and other businesses serving this growing community. Telephone service came to Grabill in 1903 and electricity in 1915.

The Town of Grabill incorporated in 1912 to enable it to have its own school and voting place. Joseph Grabill remained active in the early development of Grabill. The Town has since grown to nearly 450 homes. Grabill provides water and sewer utilities with sewage treatment contracted with the City of Fort Wayne.

Grabill can be considered a compact, walkable Town with its neighborhoods in close proximity to the Town center. There is an established network of sidewalks throughout the Town. Most of the land within the Town limits is developed with residential, commercial and industrial uses.

There are two parks located within Grabill. The park in the northern portion of the Town has ball field, and an expansion has been proposed. The Town’s other park is a smaller neighborhood park surrounded by a residential area.

The Town Hall is located off the main roads near a relocated church that has been converted into a museum. The Grabill Branch of the Allen County Library is located on State Street by the fire station. The newer subdivisions are on the north and south sides of Town. Some of the established homes close to the center of Town have been converted into small shops. A sidewalk connects Grabill to Leo-Cedarville along Grabill Road. A majority of Grabill’s industry is located on the east side of Town across the railroad tracks.

Grabill’s commercial needs are increasing as the community continues to grow, and as it works to attract tourists. There is a traditional commercial center on the eastern edge of Town on Main Street. On the western edge of Town there are newer commercial areas including grocery and ice cream stores, a restaurant, gas station with a convenience store, and a car dealership.

### **Population**

The community grew at a steady rate between 1970 and 1990 averaging 15 percent per decade. Grabill’s population reached 1,113 in 2000. The population more than doubled between 1970 and 2000 with the largest increase (over 48 percent) occurring between 1990 and 2000.

**Table 1.0: Population: 1970-2000**

Town Population History								
Location	1970		1980		1990		2000	
	Population	% change	Population	% change	Population	% change	Population	% change
Grabill	570	15.2%	658	15.4%	751	14.1%	1,113	48.2%

Source: U.S. Census

### Land Use

As Table 1.1 shows, agriculture (15.4 percent), single-family residential (26.9 percent), and industrial (15.5 percent) take up the largest amount of land area. Of the developed land area, single-family residential is the largest land user. Single-family residential growth has taken place at the edges of the community on lots that are larger than in the established residential areas. Grabill supports various industries, several of which make furniture. Some industries utilize the railroad to transport goods. Newer commercial development is occurring along State Street and Main Street.

**Table 1.1: Existing Land Use**

	Grabill	
	Acreage	%Total Area
Agriculture	57.39	15.4%
Single Family	99.98	26.9%
Multi-Family	3.26	0.9%
Commercial	34.26	9.2%
Parks/Open Space	19.71	5.3%
Industrial	57.48	15.5%
Vacant	19.87	5.3%
Other	16.07	4.3%
ROWs and Rivers	63.74	17.2%
<b>Total</b>	<b>371.76</b>	<b>100.0%</b>
Preserve/Reserve	84.7	22.8%
Undeveloped	50.0	13.4%
Total Developed	237.0	63.8%

Source: Allen County Department of Planning Services

### Strategies

Outlined below are strategies to support the future growth and development of the Town of Grabill.

#### **G1. ALL DEVELOPMENT**

**G1.A** Continue to encourage new growth and development where there is available public sewer and water.

**G1.B** Discourage development where there is a need for septic systems.

**G1.C** Promote the preservation of historic structures.

**G1.D** Building scale for new construction and infill development should be consistent with the surrounding neighborhood.

**G1.E** Building materials, style and height should be consistent with the surrounding buildings.

**G1.F** Provide for street interconnections.

## **G2. RESIDENTIAL DEVELOPMENT**

**G2.A** Front porches are encouraged in new construction and infill development to blend with existing residences in the Town center.

**G2.B** Promote street design consistent in size and layout to the residential area south of State Street.

**G2.C** Encourage adjacent residential growth to the north, south and west.

## **G3. COMMERCIAL DEVELOPMENT**

**G3.A** Encourage building re-use and infill development consistent with the character of the Town center.

**G3.B** New commercial development should place buildings closer to the street with parking and services on the side or rear of the building.

**G3.C** Provide for pedestrian sidewalks linking to existing residential areas.

**G3.D** Building-mounted signage should be encouraged in the Town center.

**G3.E** New commercial development should be located at major intersections along State Street, similar in scale to existing commercial development.

**G3.F** Vacant parcels along major corridors should be encouraged to develop prior to expansion along Grabill Road.

**G3.G** Concentrate new commercial development in areas that will enhance existing commercial centers in Grabill.

**G3.H** Encourage mixed-use commercial development to serve the needs of Grabill residents.

## **G4. INDUSTRIAL DEVELOPMENT**

**G4.A** Concentrate industrial development adjacent to existing industrial sites on the east side of Grabill.

**G4.B** Encourage building-mounted and monument-style signage with appropriate scale to the existing signage.

**G4.C** Cluster industrial uses and provide a shared access point with interconnection where feasible.

## Town of Huntertown

### Background

The Huntertown area was first settled in 1837 by William T. Hunter, a native of England. He cleared a farm and established a tavern along a heavily traveled road that extended from Fort Wayne north to Lima (now Howe), Indiana. The site of Huntertown was a natural place for settlers to build homes since this was an open area surrounded by forest. The area was referred to as “the opening”. The Town prospered with the arrival of a railroad connecting Huntertown to Fort Wayne and other towns further north.

The building of the Grand Rapids and Indiana Railroad in the area led to the organization and platting of what was already an existing settlement in 1869. After World War II, Huntertown experienced a new growth spurt when people began to build homes in the community. The Town of Huntertown was eventually incorporated in 1967.

State Road 3 provides easy access to Huntertown. Newer commercial development is occurring along this heavily traveled corridor. Residential development is occurring to the south along Carroll Road and also to the east of Huntertown. Two main areas of industrial development are located within the Town. The most visible area is to the south along State Road 3, featuring the Lima Plank Industrial Park as well as other established industrial sites. To the north of Town is an area that also has established industrial users. Huntertown provides water and sewer utilities with sewage treatment contracted with the City of Fort Wayne.

The Town Hall is located on Old State Road 3 in the heart of Town. The fire station, post office and Huntertown Elementary School are located in close proximity. Several offices and commercial developments are also located along Old State Road 3.

### Population

Huntertown’s population has more than doubled since 1970. Huntertown’s total population in 2000 was 1,771. The community grew by 63.2 percent between 1970 and 1980. Between 1990 and 2000, the community grew by another 33.2 percent.

**Table 1.2: Population: 1970-2000**

Town Population History								
	1970		1980		1990		2000	
Location	Population	% change	Population	% change	Population	% change	Population	% change
Huntertown	775	NA	1,265	63.2%	1,330	5.1%	1,771	33.2%

Source: U.S. Census

### Land Use

As Table 1.3 shows, agriculture (49.0 percent) and single-family residential (20.2 percent) take up the largest amount of land area within Huntertown. Vacant land ranks third at 9.7 percent. Of the developed land area, residential is the largest land user. About half of the community remains undeveloped. This undeveloped land – along with the land that is outside the community, but within the growth boundary – is the most susceptible to development not consistent with the community’s unique character.

Most of the residential growth has been at the eastern and southern edges of the community. More recent commercial development on the southern end of Old State Highway 3 exhibits parking in front yards and deep, varied setbacks. This is in contrast to the siting of existing buildings on Old State Highway 3 north of West Gump Road.

In 2005, Huntertown adopted an overall Master Plan for the Town. This plan investigated the land use, infrastructure and environmental issues facing Huntertown. Many of the objectives included in the Master Plan are incorporated as strategies in this Plan.

**Table 1.3: Existing Land Use**

	Huntertown	
	Acreage	% Total Area
Agriculture	1090.20	49.0%
Single Family	450.46	20.2%
Multi-Family	30.44	1.4%
Commercial	161.32	7.2%
Parks/Open Space	15.25	0.7%
Industrial	30.08	1.3%
Vacant	214.83	9.7%
Other	70.29	3.2%
ROWs and Rivers	162.59	7.3%
<b>Total</b>	<b>2225.46</b>	<b>100.0%</b>
Preserve/Reserve	158.36	7.1%
Undeveloped	1083.38	48.7%
Total Developed	983.72	44.2%

Source: Allen County Department of Planning Services

## Strategies

Outlined below are strategies to support the future growth and development of the Town of Huntertown.

### **HT1. ALL DEVELOPMENT**

**HT1.A** Continue to encourage new growth and development where there is available public sewer and water.

**HT1.B** Discourage development where there is a need for septic systems.

**HT1.C** Closely coordinate with Huntertown on the objectives established in the Huntertown Master Plan.

**HT1.D** Huntertown should identify land best suited for meeting future land use needs, and adjacent to the existing municipal boundaries, that can be served by the Town utilities.

**HT1.E** Work with Huntertown to identify potential areas of development that do not require extending existing utilities.

**HT1.F** Building scale for infill development should be consistent with the surrounding neighborhood.

**HT1.G** Provide for street interconnections.

**HT1.H** Work with Huntertown to adopt a Wellhead Protection Plan that will delineate wellhead protection areas.

**HT1.I** Identify appropriate land uses in the wellhead protection areas.

**HT1.J** Promote the protection, preservation and enhancement of existing water courses, floodplains and wetlands as an integral part of new development.

**HT1.K** Land currently located in floodplains or containing wetlands should be considered for recreational uses.

**HT1.L** Work with Huntertown to protect the agricultural areas adjacent to State Road 3.

**HT1.M** New developments along State Road 3 should be setback away from the roadway to retain the rural character of the road.

## **HT2. RESIDENTIAL DEVELOPMENT**

**HT2.A** Encourage new residential development in the northeast, east, southeast and west areas of the existing Town.

**HT2.B** Encourage new residential development to provide interconnecting roadways, sidewalks and bike paths.

**HT2.C** Encourage the incorporation of open spaces into residential development design.

**HT2.D** Work with Huntertown to promote connections between proposed new residential development and the existing community.

**HT2.E** Explore options to facilitate the development of infill housing near existing residential areas with available, existing utilities.

## **HT3. COMMERCIAL DEVELOPMENT**

**HT3.A** Commercial developments should be considered in the downtown core district.

**HT3.B** Encourage new commercial development on the north and south sides of Town, along major thoroughfares.

**HT3.C** Encourage a mix of small offices and small retail shops in the historic downtown district.

**HT3.D** Encourage community parking lots for new development in the downtown district to encourage pedestrian usage, as well as to blend with surrounding developments.

**HT3.E** Encourage mixed-use commercial development to serve the needs of Huntertown residents.

## **HT4. INDUSTRIAL DEVELOPMENT**

**HT4.A** Encourage industrial development in areas that are adequately served by existing infrastructure.

**HT4.B** Locate new industrial development in a way that will provide efficient access to regional transportation networks and adequate access for employees.

**HT4.C** Encourage new industrial development on the north and south sides of Town, along major thoroughfares.

**HT4.D** Encourage new industrial development in areas that are currently zoned for industrial uses.

## Town of Monroeville

### Background

The Town of Monroeville was platted in 1851 by Jacob and John Barnhart. The area had been an Indian territory. It was surrounded by thick, swampy forests due to poor drainage. As with many other communities, the Town was platted next to a railroad that connected Chicago to Pittsburgh.

For the first 10 years, Monroeville existed primarily as a mail-station stop on the railroad. After the start of the Civil War, the Town experienced rapid growth. There was a great demand for wood products provided by the area sawmills. As the forested land was cleared, the ground was drained for farming. The soil was rich and productive, creating a need for farm-related operations. Grain elevators, feed mills and other businesses began to develop.

Monroeville was incorporated as a Town in 1866. Industries and businesses continued to develop as Monroeville gained in population. At one time, Monroeville was second only to Fort Wayne in population and number of businesses within Allen County.

Currently, there are several civic and recreational opportunities in Monroeville. Monroeville Elementary School is located along Elm Street. A community park and the Monroeville Branch of the Allen County Public Library are also located in Town. Adams County Hospital opened a long-term care facility on the west side of Town in 2000. The Community Park in Monroeville is noted on maps as a resting place for cross-country bicyclists.

The existing street network within the core area and the proximity of neighborhoods surrounding the core create a very compact, walkable area with a mix of civic, residential, commercial and institutional uses. Monroeville Road and State Road 101 provide major access routes to Monroeville. There are a number of opportunities for infill development and redevelopment along the South Street corridor. Public sewer and water are provided by the Town of Monroeville.

### Population

Unlike the other Towns, Monroeville's population has remained stable over the past three decades, with a 10.2 percent loss between 1980 and 1990. Monroeville's total population in 2000 was 1,236. Between 1990 and 2000 the community grew by 0.3 percent. This generally reflects the population growth of the southeast region of the County, where there has been very little change.

**Table 1.4: Population: 1970-2000**

Town Population History								
Location	1970		1980		1990		2000	
	Population	% change	Population	% change	Population	% change	Population	% change
Monroeville	1,353	4.6%	1,372	1.4%	1,232	-10.2%	1,236	0.3%

Source: U.S. Census



## Land Use

As Table 1.5 shows, single-family residential development (31.3 percent) takes up the largest amount of land area. Industrial uses and vacant land rank second and third, at 8.9 percent and 12.4 percent respectively. Most of Monroeville is developed, approximately 14 percent, or about 68 acres within the Town limits, remains undeveloped.

New residential development is located to the west of Monroeville. Most commercial development is located along South Street and State Road 101 through Town. Recent commercial development on West South Street is set back farther and occupies more land area than other commercial uses within the core part of the community near the State Road 101 intersection. The East Allen Industrial Park is located on the northeast side of Town with the CME Corporation as its major development.

**Table 1.5: Existing Land Use**

	Monroeville	
	Acreage	% Total Area
Agriculture	26.43	5.6%
Single Family	147.19	31.3%
Multi-Family	3.90	0.8%
Other Residential	23.01	4.9%
Commercial	8.62	1.8%
Parks/Open Space	21.79	4.7%
Industrial	41.47	8.9%
Vacant	58.30	12.4%
Other	105.44	22.4%
ROWs and Rivers	33.87	7.2%
<b>Total</b>	<b>470.02</b>	<b>100.0%</b>
Reserve/Preserve	98.34	20.9%
Undeveloped	67.71	14.4%
Total Developed	303.97	64.7%

Source: Allen County Department of Planning Services

## Strategies

Outlined below are strategies to support the future growth and development of the Town of Monroeville.

### **M1. ALL DEVELOPMENT**

**M1.A** Continue to encourage new growth and development where there is available public sewer and water.

**M1.B** Discourage development where there is a need for septic systems.

**M1.C** Work with Monroeville to identify potential areas of development that do not require extending utilities.

**M1.D** Building scale for infill development should be consistent with the surrounding neighborhood.

**M1.E** Provide for street interconnections.

**M1.F** Work with Monroeville to investigate areas of floodplain or undevelopable land along the Flat Rock and Adams-Schlemmer-Baker Ditches that can serve as potential recreational areas.

**M1.G** Work with Monroeville to establish a unified pedestrian network.

**M1.H** Promote infill and redevelopment of the existing Town core.

**M1.I** Infill and redevelopment of existing buildings should be sensitive to adjacent areas with respect to building-materials use, setbacks, height and parking areas.

## **M2. RESIDENTIAL DEVELOPMENT**

**M2.A** Encourage new residential development north and south of Villa Nova Estates, between Washington Street and Whittern Road.

**M2.B** Encourage new residential development on the north side of Monroeville Road, west of State Road 101 and east of State Road 101, across from the Community Park.

**M2.C** Interconnect new residential development with existing neighborhoods.

**M2.D** Provide for a pedestrian network with paths, trails and sidewalks linking to the Town's core.

**M2.E** Encourage a mix of residential densities throughout Monroeville.

**M2.F** Provide for open spaces in new residential development.

**M2.G** Blend new residences with existing residences through sidewalks, street layout and design, and setbacks.

## **M3. COMMERCIAL DEVELOPMENT**

**M3.A** New commercial development should be sensitive to adjacent residential uses through controlled lighting, parking lot screening and other site design considerations.

**M3.B** Encourage continued and enhanced commercial development in Monroeville's core area of Town.

**M3.C** A potential area for new commercial development is on the west side of State Road 101 to serve as a gateway to the community.

**M3.D** Encourage mixed-use commercial development to serve the needs of Monroeville residences.

#### **M4. INDUSTRIAL DEVELOPMENT**

**M4.A** Encourage new industrial development in and adjacent to the East Allen Industrial Park and the undeveloped parcels west of Town zoned for industrial uses.

**M4.B** Provide for extensive buffering when industrial uses are adjacent to existing residential uses.

**M4.C** Industrial development downtown near the grain storage silos should respect the neighboring residential and commercial areas.

**M4.D** Industrial development downtown should provide for sidewalks to build connectivity throughout the community.

### City of Woodburn

#### **Background**

The City of Woodburn, known for being the smallest city in Allen County, also has been known historically as Phelps Station and Shirley City. Although short-lived, the name Phelps Station refers to the railway station that existed prior to the community's incorporation as Shirley City in 1897. Even today, the railroad remains a dominant presence in Woodburn, bisecting the city from east to west.

While the railway connected the settlement to other communities in the late 1800s, today the City of Woodburn has the benefit of being located on State Route 101, the main north-south route in eastern Allen County, and being within close proximity to U.S. Highway 24. Woodburn is just minutes from New Haven and Interstate 469. The Fort-to-Port transportation project will bring U.S. Highway 24 even closer to the City limits of Woodburn, posing planning opportunities and challenges in the years to come. Another important transportation link to the city is Bull Rapids Road which enters Woodburn from the north to intersect Main Street. This north-south corridor is a well-traveled connection to Harlan and the Grabill/Leo-Cedarville area.

Leave the City of Woodburn along any one of these main routes and there is an abrupt change from developed, compact parcels to agricultural fields. Once the earliest families had cleared the hardwood forest and begun to drain the fertile, muck soil, farming practices flourished in this area of Maumee Township. Large family farms remain active in all directions outside the city limits. There are relatively few metes and bounds parcels in the immediate vicinity, compared with the other incorporated towns. The importance of agriculture to this community is evidenced today by the agribusinesses that flank the railway and main intersections of Woodburn.

Despite the long-held dominance of agriculture in the region, the City of Woodburn has always had, and retains, a diverse mix of businesses in the downtown core. From the west end of Main Street where State Road 101 enters the city to the east end where it turns north, Woodburn displays uses as varied as a grocery store, bowling alley, credit union, eat-in restaurant, salon, florist and convenience store. In addition, retail uses and services are located along Main Street; industrial uses and agribusinesses are concentrated along Front Street near the railroad and State Road 101 North; and residential streets expand out in a grid from Main Street to the north and the south. While this pattern remains today, new development is occurring on the west, north and east edges of the city. The City of Woodburn provides both water and public sewer services to its businesses and residents.

## Population

Woodburn has experienced a steady growth between 1970 and 2000 that has been higher each decade than the aforementioned Towns. The largest increase (45.6 percent) occurred between 1970 and 1980. Woodburn's total population in 2000 reached 1,579.

**Table 1.6: Population: 1970-2000**

Town Population History								
Location	1970		1980		1990		2000	
	Population	% change	Population	% change	Population	% change	Population	% change
Woodburn	688	17.6%	1,002	45.6%	1,321	31.8%	1,579	19.5%

Source: U.S. Census

## Land Use

As Table 1.7 shows, agriculture (30.3 percent) and single-family residential (25.1 percent) take up the largest amount of land area. Commercial land use ranks third at 6.7 percent. Of the developed land area, residential is the largest land user.

Woodburn is much like Monroeville with rail lines bisecting the core part of the community. The existing street network within the core area and the neighborhoods surrounding the core create a very compact, walkable area with a mix of uses.

**Table 1.7: Existing Land Use**

	Woodburn	
	Acreage	% Total Area
Agriculture	191.23	30.3%
Single Family	158.60	25.1%
Multi-Family	2.31	0.4%
Other Residential	13.99	2.2%
Commercial	42.49	6.7%
Parks/Open Space	8.82	1.4%
Industrial	14.93	2.4%
Vacant	30.88	5.0%
Other	85.39	13.5%
ROWs and Rivers	82.18	13.0%
<b>Total</b>	<b>630.82</b>	<b>100.0%</b>
Preserve/Reserve	52.51	8.3%
Undeveloped	222.11	35.2%
Total Developed	356.20	56.5%

Source: Allen County Department of Planning Services

New commercial development has recently occurred at the west end of Main Street and Woodburn Road, encouraged by the efforts of the City of Woodburn to extend Hickory Street south from Bull Rapids Road to Woodburn Road. This eventual connection will avoid the railroad on the north side of the city. This area is still within walking distant of downtown shops and services.

On the northeast end of the city, the City of Woodburn recently rezoned a large tract of land for single-family and two-family residential development with the intent that adjacent frontage along State Road 101 would develop with retail-commercial uses. The residential proposal included the extension of Ash Street and Maple Street, from Bull Rapids to State Road 101. This plan would provide connectivity for the north side of Woodburn, allowing the residents of existing and new neighborhoods to walk to future shops and services. This area is also within walking distance of the Woodburn Community Park, Woodburn Branch of the Allen County Public Library and City Hall.

The City of Woodburn has invested in an industrial park with a grant from the Rural Economic Community Development Program. Located on State Road 101 and Roemer Road, on the north end of the city, the Woodburn Industrial Park provides over 140 acres of industrial ground with public utility services.

## Strategies

Outlined below are strategies to support the future growth and development of the City of Woodburn.

### **W1. ALL DEVELOPMENT**

**W1.A** Continue to encourage new growth and development where there is available public sewer and water.

**W1.B** Discourage development where there is a need for septic systems.

**W1.C** Building scale for infill development should be consistent with the surrounding neighborhood.

**W1.D** Provide street interconnections.

**W1.E** Discourage the immediate extension of utilities to the U.S. Highway 24 interchange at State Road 101.

**W1.F** Work with Woodburn to enhance the three existing, significant gateway corridors into the City.

**W1.G** Promote infill and redevelopment of the existing City core.

**W1.H** Infill and redevelopment of existing buildings should be sensitive to the adjacent areas with respect to building-materials use, setbacks, height and parking areas.

### **W2. RESIDENTIAL DEVELOPMENT**

**W2.A** Encourage new residential development on the west side of State Road 101 north of the railroad and south of Woodburn, west of Fahlsing Road.

**W2.B** Work with Woodburn on additional areas zoned for residential purposes when the Fort-to-Port project is in progress.

**W2.C** Encourage infill development of the existing platted residential lots in Woodburn.

**W2.D** Multiple-family residential development should locate within close proximity to goods and services.

**W2.E** Future neighborhoods should be compact, pedestrian friendly, and mixed use similar to the neighborhoods that surround the core part of the community.

**W3. COMMERCIAL DEVELOPMENT**

**W3.A** Encourage new commercial development at the west end of Main Street and Woodburn Road, where the City of Woodburn is working to extend Hickory Street south from Bull Rapids Road to Woodburn Road.

**W3.B** Encourage mixed-use development to the west end where Hickory Street will be extended.

**W3.C** Promote the use of attractive materials, signage and landscaping for new, expanding and existing business to create compatibility with surrounding neighborhoods.

**W3.D** Consider additional small-lot retail development that could be compatible with the existing neighborhoods.

**W3.E** Keep new development compact and adjacent to the current City limits.

**W3.F** Encourage the use of traditional small-community development patterns to help the downtown core stay viable and attractive to local businesses and residents.

**W4. INDUSTRIAL DEVELOPMENT**

**W4.A** Discourage the rezoning of additional ground or the extension of utilities outside of the City limits until the industrial park on the north side of Town is developed.

**W4.B** Encourage additional industrial development to the south and west of the existing industrial park. Because of its proximity to the future U.S. Highway 24 interchange at State Road 101, this site will have excellent access to this four-lane, limited-access road.