

# Loogootee

## Comprehensive Plan

### Final



Prepared for: **The City of Loogootee**  
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Draft Final Plan published: July 20, 2009  
Loogootee Advisory Plan Commission public hearing and adoption: August 3, 2009  
Loogootee City Council adoption: August 10, 2009



## Acknowledgements

### **City of Loogootee Common Council**

Donald F. Bowling, Mayor	Joe Mattox, Member
Richard Taylor, President	Rick Norris, Member
Susan Brewer, Member	Nancy Jones, Clerk-Treasurer
Phyllis Ferry-Parker, Member	

### **City of Loogootee Advisory Plan Commission**

Robert Prather, President	Alan Crane, Member
Rick Norris, Vice President	James E. "Bo" Wilson, Member
Richard Barber, Member	Richard Taylor, Member
Paul Bruner, Member	Nancy Jones, Non-Voting Secretary

### **Comprehensive Plan Steering Committee**

Don Bowling	Kenny Frye	Steve Gonzales
Susan Brewer	Noel Harty	David Sherfick
Robert Prather	Connie Norris	
Jason Jones	Rick Norris	

### **Southern Indiana Development Commission**

Greg Jones, Executive Director	Matt Sward, Development Specialist
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### **Bernardin, Lochmueller & Associates, Inc.**

David Ripple, Project Manager	Matt Schriefer, Planner II	Erin Mattingly, Planner I
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The plan was funded in full with State funds through the Interstate 69 Community Planning Grant Program of the Indiana Department of Transportation with the assistance of the Indiana Office of Community and Rural Affairs.

RESOLUTION NO. 2009-11

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF LOOGOOTEE, INDIANA  
ADOPTING THE COMPREHENSIVE PLAN OF THE CITY OF LOOGOOTEE, INDIANA

WHEREAS, the Advisory Plan Commission of LOOGOOTEE, Indiana, did on August 3, 2009 hold a legally advertised public meeting to consider adoption of the attached Comprehensive Plan (Exhibit A) for the city; and

WHEREAS, the Plan Commission did consider said Comprehensive Plan until all comments and objections were heard, and

WHEREAS, the Plan Commission found that the plan meets the requirements of Indiana Code 36-7-4-500, and that the adoption of this plan is found to be in the best interests of LOOGOOTEE, Indiana, and

WHEREAS, the Common Council finds that it is in the best interest of the City to adopt said plan.

NOW THEREFORE, BE IT RESOLVED, that the Common Council of LOOGOOTEE, Indiana, hereby adopts Exhibit A, attached and made a part hereof, as the Comprehensive Plan of the City of LOOGOOTEE, Indiana.

This resolution shall take effect from and after its passage as provided by law.

DULY ADOPTED BY THE COMMON COUNCIL OF THE CITY OF LOOGOOTEE, INDIANA, ON  
THIS THE 10 DAY OF August, 2009.

<u>Aye</u>	<u>Nay</u>		<u>Abstain</u>	<u>Absent</u>
<u>X</u>	—	Richard Taylor	—	—
—	—	Susan Brewer	—	<u>X</u>
<u>X</u>	—	Phyllis Ferry-Parker	—	—
<u>X</u>	—	Joe Mattox	—	—
<u>X</u>	—	Rick Norris	—	—

Donald F. Bowling  
Donald F. Bowling, Mayor

ATTEST:

Nancy Jones  
Nancy Jones, Clerk-Treasurer

**RESOLUTION NO. 2009-1**  
**RESOLUTION OF THE PLAN COMMISSION**  
**ADOPTING THE COMPREHENSIVE PLAN**

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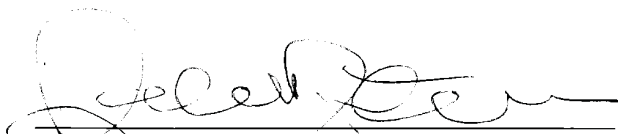
A RESOLUTION RECOMMENDING THAT THE COMMON COUNCIL OF THE CITY OF LOOGOOTEE ADOPT THE ATTACHED COMPREHENSIVE PLAN FOR THE CITY OF LOOGOOTEE, CONSISTENT WITH INDIANA STATE LAW REQUIREMENTS, WHICH STATE THAT A COMPREHENSIVE PLAN MUST CONTAIN THE FOLLOWING ELEMENTS:

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.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

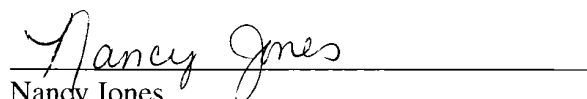
WHEREAS, the Advisory Plan Commission of Loogootee, Indiana, did on August 3, 2009, hold a legally advertised public hearing on the proposed Comprehensive Plan of the City of Loogootee, Indiana until all comments and objections were heard; and

WHEREAS, the Advisory Plan Commission found that said plan is in the best interest of the citizens of Loogootee, Indiana.

NOW THEREFORE, BE IT RESOLVED, that the Advisory Plan Commission of Loogootee, Indiana, recommends to the Common Council the adoption of said Comprehensive Plan attached hereto named Comprehensive Plan of Loogootee, Indiana, dated July 2009.

  
\_\_\_\_\_  
Robert Brather  
President  
Loogootee Advisory Plan Commission

8/3/2009  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Nancy Jones  
Secretary  
Loogootee Advisory Plan Commission

August 3, 2009  
\_\_\_\_\_  
Date

**COMPREHENSIVE PLAN  
CERTIFICATION**

I, Nancy Jones, Secretary of the Loogootee Advisory Plan Commission do hereby certify to the City Council of Loogootee, that the Comprehensive Plan of the City of Loogootee, a true copy of which is attached, was considered and approved by the Loogootee Advisory Plan Commission at their meeting held on August 3, 2009 by a vote of 7 in favor, 0 against, 0 abstaining, and 0 absent and do herewith forward the same to you for your consideration and approval.

Nancy Jones  
Nancy Jones  
Secretary  
Loogootee Advisory Plan Commission

August 3, 2009  
Date







## Comprehensive Plan for Loogootee, Indiana

### Presentation

Loogootee Advisory Plan Commission  
Loogootee City Hall  
401 North John F. Kennedy Avenue  
Loogootee, Indiana 47553

August 3, 2009  
At 6:30 PM



BERNARDIN • LOCHMULLER & ASSOCIATES, INC.  
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## OUTLINE

- A. What is it?
- B. What does it include?
- C. What brought it about?
- D. What geographic area does it cover?
- E. What did the plan find?
- F. How was it developed?
- G. What are the plan recommendations?
- H. What commitments are needed?
- I. Why act now?

## A. What is it?

1. Framework for future physical development of the community
  - General guide, NOT law
  - Does NOT affect land use rights
  - Does NOT recommend, suggest or even hint about the adoption of land use controls
2. Addresses:
  - Land use to accommodate future activities
  - Infrastructure (roads and utilities) to sustain development
  - Provision of community and recreation facilities to meet the needs of residents
  - Preservation of the historic and natural amenities to protect the community heritage
3. Recommendations on the fringe of Loogootee reflected in both the Loogootee and Martin Comprehensive Plans

## A. What is it? (continued)

5. Vision Statement -- "Loogootee is a community proud of its accomplishments; reaches out to persons of all ages, incomes, interests, circumstances, and perspectives; and shows hospitality to all persons living inside and outside the community. The city strives to be a great place to live, work and visit by embracing change that fosters economic development opportunities. Preserving historic, natural and small community features that foster a unique living environment, increasing quality employment opportunities, and promoting recreational opportunities that increase tourism are all high priorities."

## B. What does it include?

1. A community profile →
  - Inventory of historic structures and field survey of housing conditions
  - Description of environmental features – steep slopes, soils and prime farmlands, forests, ground water resources, streams, floodplains, wetlands, wildlife habitats, managed lands and natural areas, recreation, areas and waste disposal
  - Generation of existing and projected population, housing and employment
  - Assessment of existing and projected land use and infrastructure
  - Identification of development issues through the Steering Committee, a communitywide survey and community leader interviews
2. A future vision → Development Goals and Guidelines
3. Recommendations →
  - Land use development,
  - Transportation, Utilities, Community facilities and services,
  - Open space and recreation, Environmental protection,
  - Economic development, Downtown revitalization,
  - Housing preservation and
  - Comprehensive plan implementation

## C. What brought it about?

1. INDOT I-69 Community Planning grants to Martin County and Loogootee to address economic development and growth opportunities induced by I-69 and to protect natural resources
2. Collaborative Effort Between Martin County and Loogootee →
  - First comprehensive plans for each with consistent future land use and infrastructure recommendations on the fringe of Loogootee

## D. What geographic area does it cover?

1. Incorporated Loogootee only



## E. What did the plan find?

1. Rich historic heritage →
  - Historic structures -- Houghton House and Routt House to southeast
  - Historic sites -- West Boggs Lake to the north
  - Significant geological features -- Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock to the east
2. Limited steep slopes along Friends Creek in city, but significant slopes east of city along White River East Fork
3. Poor soils for on-site septic fields
4. Prime farmland → west and south of city
5. Forestlands → along Friends Creek and west escarpment of the White River East Fork
6. No karst features near Loogootee, but 69 caves and 17 springs in eastern Martin County
7. Wellhead protection area along White River near Boggs Creek

## E. What did the plan find? (continued)

8. Limited floodplains along Friends Creek with wetlands and Boggs Creek northeast of city
9. Major floodplains of the White River East Fork with wetlands beginning about one mile east of city
10. No wildlife habitats in or near city, a few endangered species sightings about two miles west of the city, major concentration of habitats along the floodplain of the White River East Fork
11. Few managed lands in city → City Park and Fountain Park
12. 40% of county land area exempt from property taxes due to managed lands → nearest large managed land → West Boggs Lake about two miles north of city
13. Few severe constraints to expanded urban growth in city compared to rest of Martin County

## Historic Structures



## Steep Slopes



## Septic Field Limitations





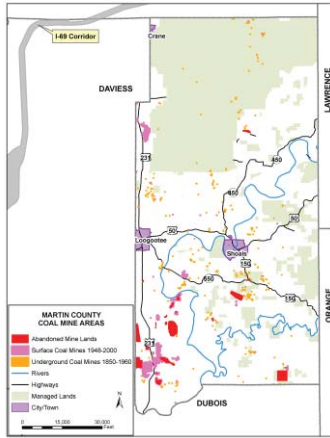
## Wildlife Habitats



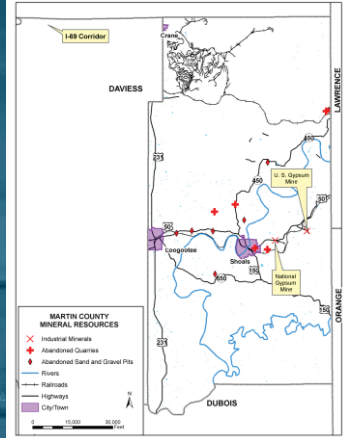
## Managed Lands



## Coal Mines

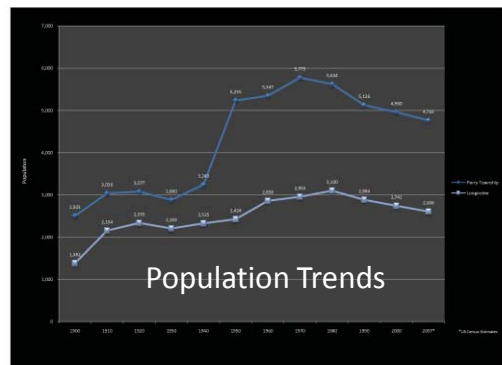


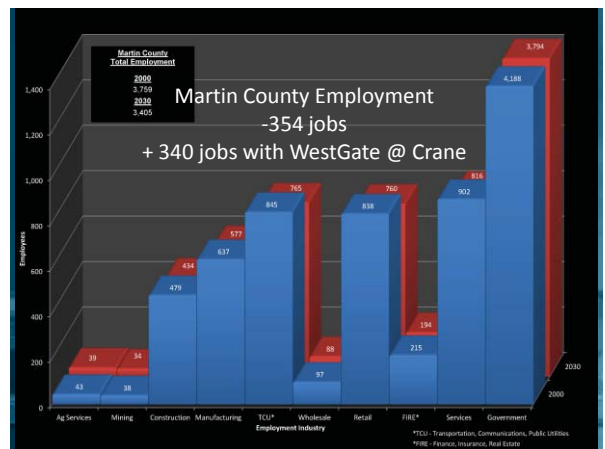
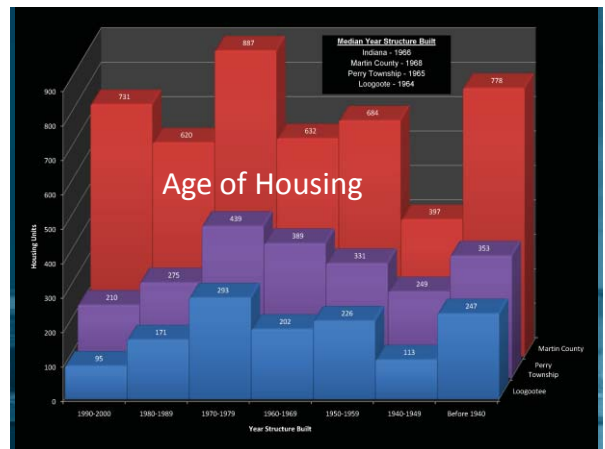
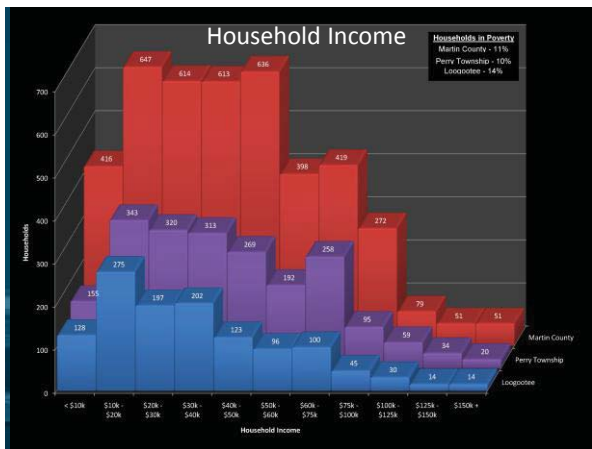
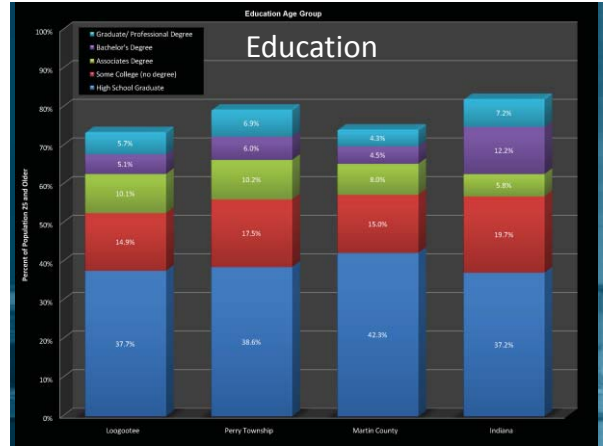
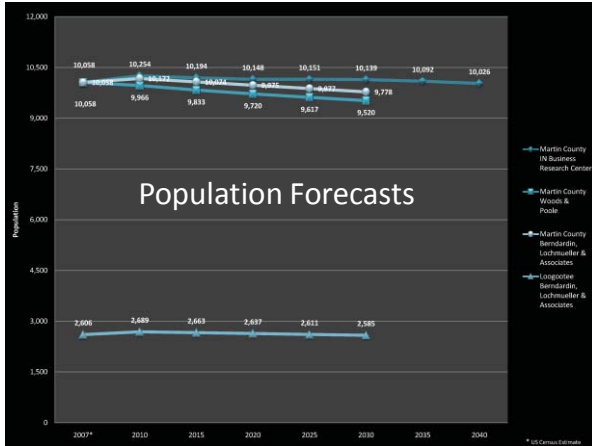
## Other Mineral Resources

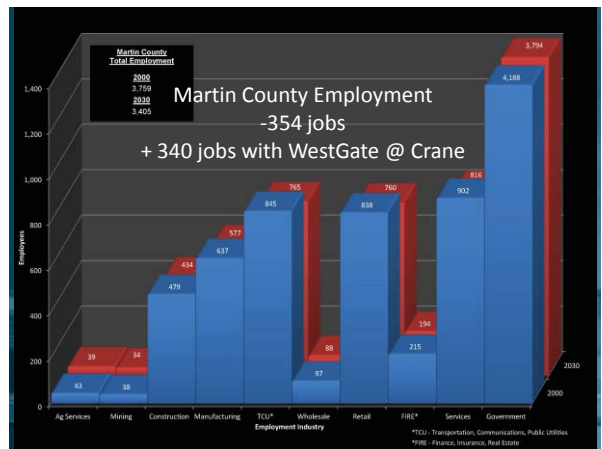
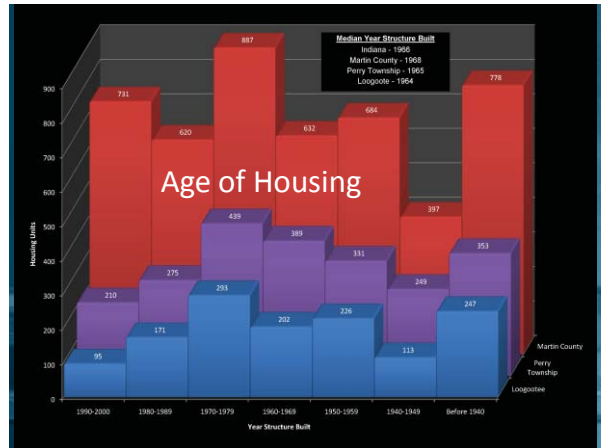
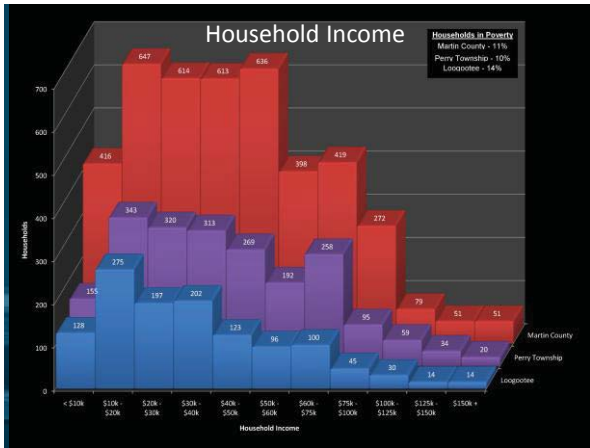
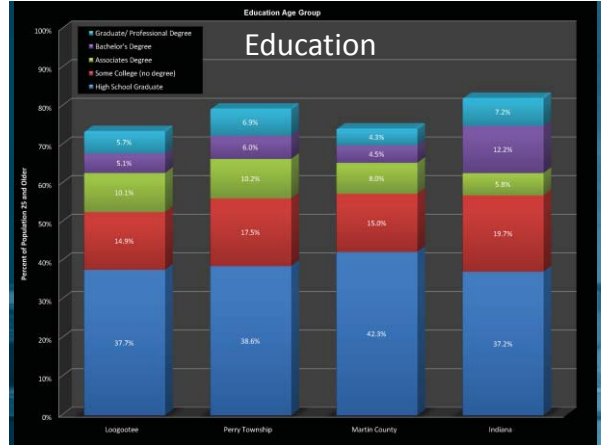
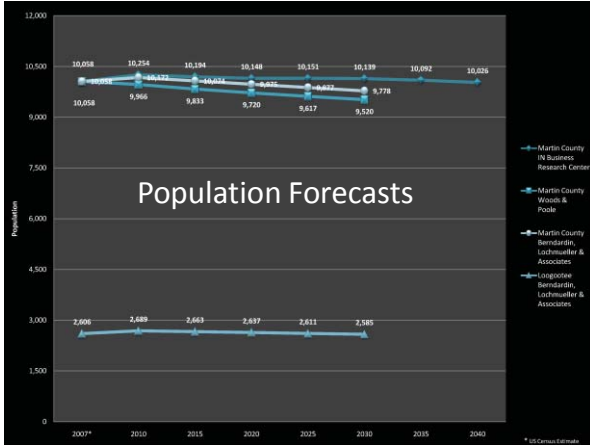


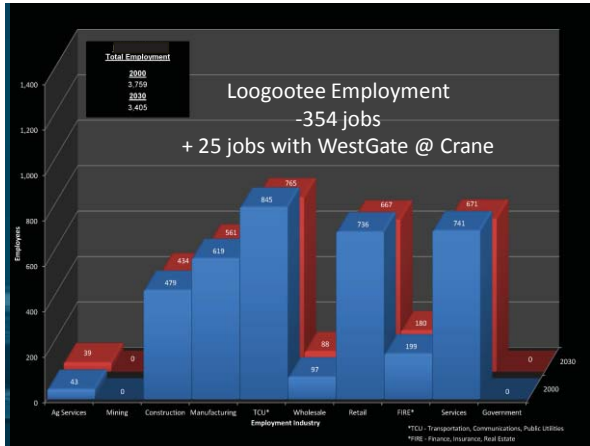
## E. What did the plan find? (continued)

14. No population growth → 21 person loss to year 2030  
→ offset by 149 person gain with WestGate @Crane Tech Park
15. Median age of 41 years, greater than Indiana at 35 years
16. Lower education attainment than Indiana as whole
17. Median household income 73% of Indiana and higher percent of households in poverty than Indiana
18. Higher percent of people living in mobile homes at 22% compared to 7% statewide
19. Aging housing stock → nearly half the homes over 45 years old
20. Projected decrease of 44 housing units from 2000 to 2030  
→ offset by 66 housing units with WestGate @ Crane Tech Park
21. Projected decrease of 354 jobs between 2000 and 2030 → offset by only 25 jobs with WestGate@Crane Tech Park









## E. What did the plan find? (continued)

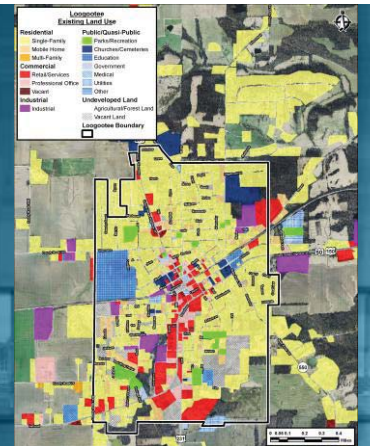
- Projected demand for 274 acres to accommodate growth to year 2030 → plus 23 more acres for residential and support retail/services for WestGate @ Crane Tech Park employees living in Loogootee → Insufficient vacant land suitable for development inside incorporated area
- I-69 access 11 miles to the west via US 50 and 17 miles to the north via US 231
- No major roadway improvements as relocation of US 50 unfunded → although projects underway for resurfacing, bridge replacement, intersection improvements and sidewalk improvements
- Adequate water and wastewater treatment plants for growth → but systems must be extended to accommodate growth
- Need neighborhood park on north side and improvements to recreation facilities at City Park ← valid park plan for federal fund eligibility
- No identified new schools → but improvements to existing schools likely to be needed over the next decades

## Existing and Future Land Use Demand

2008 Existing Land Use			
Land Use Category	Acres	Percent of Category	Percent of Total Area
<b>Residential</b>	<b>541.7</b>	<b>70.4%</b>	<b>59.5%</b>
Single-Family	415.5	67.2%	52.2%
Mobile Home	61.3	9.5%	6.7%
Multi-Family	14.9	2.7%	1.6%
<b>Commercial</b>	<b>166.5</b>	<b>13.8%</b>	<b>11.7%</b>
Detail/Services	55.9	80.6%	9.4%
Professional Office	16.4	15.4%	1.8%
Vacant	4.3	4.0%	0.6%
<b>Industrial</b>	<b>23.7</b>	<b>3.1%</b>	<b>2.6%</b>
<b>Public/Quasi-Public</b>	<b>97.6</b>	<b>12.7%</b>	<b>10.7%</b>
Parks/Recreation	7.6	7.8%	0.8%
Churches/Cemeteries	27.5	28.1%	3.0%
Education	44.6	45.7%	4.9%
Government	1.7	1.8%	0.4%
Medical	3.3	3.4%	0.4%
Utilities	9.3	9.3%	1.2%
Other	1.6	1.6%	0.2%
<b>Developed Subtotal</b>	<b>769.4</b>	<b>100.0%</b>	<b>84.5%</b>
<b>Undeveloped Land</b>	<b>141.4</b>		<b>15.5%</b>
Cultural/Forest Land	13.8	56.4%	8.8%
Vacant Land	61.6	43.6%	6.8%
<b>Total</b>	<b>910.9</b>		<b>100.0%</b>

+ 274 acres for normal demand  
+ 23 more acres for WestGate @ Crane  
Not enough vacant land in incorporated areas

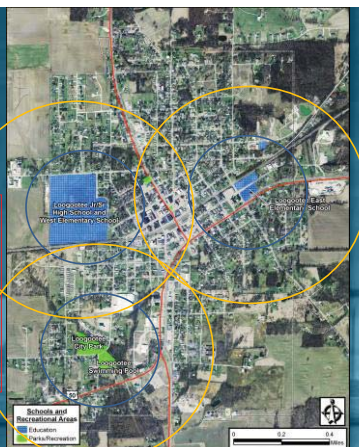
## Existing Land Use



## Community Facilities

¼-mile service area in blue ← playgrounds  
← access by walking

½-mile service area in orange ← courts  
← access by bike



## F. How was it developed?

- Four meetings of Martin County and Loogootee Steering Committees
  - Identify issues, develop communitywide survey and identify leaders to be interviewed (9/10/2008)
  - Develop future vision (12/04/2008)
  - Develop future alternatives (2/26/2009)
  - Develop recommendations (4/23/2009)
- Steering Committees met jointly to address common issues
- Two rounds of public information meetings
  - Review background information and the future vision (1/15/2009)
  - Review future land use/transportation alternatives (3/18/2009)
- Steering Committee → Issues identification
- Communitywide survey
- Interviews of community leaders

## G. What are the plan recommendations?

### 1. Stated Priorities:

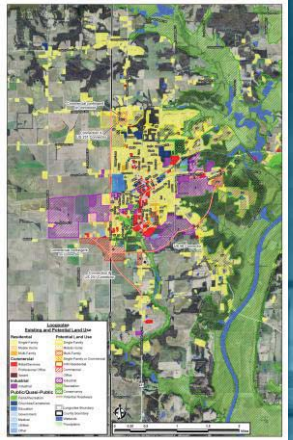
- Enhancing economic growth →
  - Promoting new retail and personal services
  - Working with Martin County Alliance for Economic Growth
  - Extending water and sewer lines to create shovel ready development sites
- Continuing housing and downtown revitalization programs to →
  - To encourage structure rehabilitation
  - To return properties as tax revenue generators
  - To improve sidewalks

## G. What are the plan recommendations?

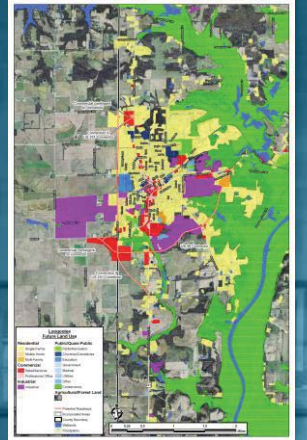
### 2. Future Land Use:

- Locations for future land use in and around Loogootee →
  - Future industrial areas → along US 50 east of Loogootee, along west side of Loogootee from US 50 to CSX RR, and southeast side of Loogootee between US 231 and US 50
  - Future commercial areas → infill commercial along Broadway and at intersections of future US 50 Connector/US 231 Connector southwest of City and future US 231 Connector/existing US 231 north of City
  - New residential areas → infill on vacant lots in City, along Bloomfield Road and Brickyard Road northeast of City, and along US 231 south of City
  - Potential conservation areas → along floodplains of Friends Creek, West Boggs Creek and White River East Fork

## Existing and Potential Land Use



## Future Land Use

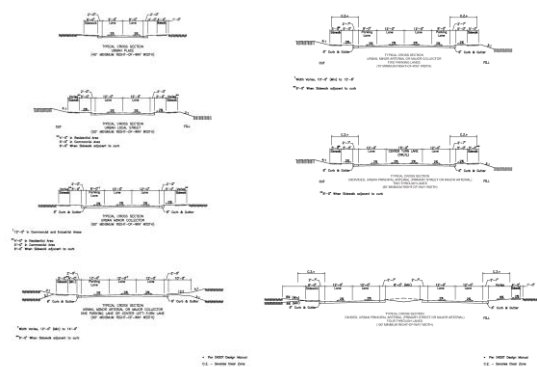


## G. What are the plan recommendations?

### 3. Transportation/Thoroughfare Plan

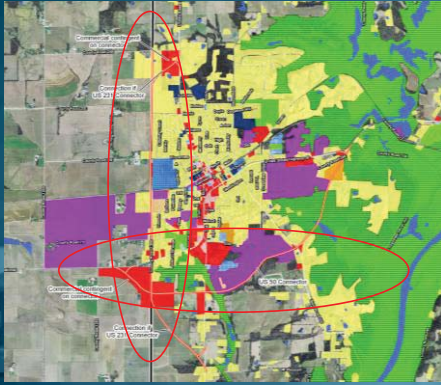
- Typical cross sections for thoroughfare design and right-of-way preservation
- Need to improve US 50 through Loogootee with US 50 Connector around south side of Loogootee
- Possible improvement of US 231 along the county line on the west side of Loogootee from Mt. Pleasant Road to CR 132 (north of City)
- Extension of County Line Road from Park Street across CSX RR to CR 132 to provide continuous route west of Loogootee for school complex
- Reconstruction and addition of sidewalks along Broadway
- Trails connecting incorporated communities and major recreation areas such as West Boggs Lake and Martin State Forest

## Typical Roadway Cross Sections





## US 50 Connector and US 231 Connector



## G. What are the plan recommendations?

### 4. Utilities Plan

- Monitoring water and wastewater treatment plants to ensure adequate capacity for growth
- Addressing problems of aging clay sanitary sewers and stormwater inflow/infiltration into sanitary sewers
- Provision of sanitary sewers and water lines to accommodate new development on the edge of the City, including industrial sites east of City along US 50 and southeast of City from US 231 to US 50.

### 5. Community Facilities/Services Plan and Open Space/Recreation Plan

- Implementation of the 2008 Loogootee Parks and Recreation Master Plan

## G. What are the plan recommendations?

### 6. Environmental Plan

- Educate community about historic preservation and the grants and tax incentives for rehabilitation of historic structures
- Participate with Martin County to complete inventory of historic structures
- Check archaeological records for major construction projects
- Minimize prime farmland impacts by focusing future development in and adjacent to Loogootee where centralized sanitary sewers can be extended
- Create conservation areas → private dedication or voluntary acquisition → along floodplains of Friends Creek, West Boggs Creek and White River East Fork → to protect steep slopes, floodplains, wetlands and wildlife habitats
- Follow IDEM rules to protect steep slopes, floodplains and wetlands from improper site development
- Continuing the cleanup of leaking underground storage tanks

## Environmental Composite



## G. What are the plan recommendations?

### 7. Economic Development Plan →

- Improving economic development opportunities by →
  - Addressing decaying and blighted properties through incentives and enforcement actions
  - Promoting economic development opportunities in and around the City
  - Promoting the transportation opportunities of I-69 and CSX RR
  - Encouraging the development of additional retail and personal services
  - Encouraging new commercial structures on vacant commercial properties
  - Promoting programs that facilitate capital startup for small businesses
  - Encouraging the development of lodging for tourists and visitors
  - Providing adequate infrastructure for existing and proposed development sites
  - Promoting more opportunities for export business development
  - Providing incentives to attract and retain businesses, reuse vacant commercial and industrial buildings
  - Placing an emphasis on downtown revitalization efforts
- Preparing an economic development strategy and action program for Loogootee

## G. What are the plan recommendations?

### 8. Downtown Revitalization Plan →

- Creating a comprehensive, coordinated and continuing program by →
  - Establishing a public/private partnership to oversee downtown revitalization
  - Marketing downtown
  - Continued streetscape improvement
  - Providing adequate parking

### 9. Housing Preservation Plan →

- Developing a dilapidated housing program to return abandoned properties to tax rolls, pursuing federal and state programs for housing rehabilitation loans

### 10. Comprehensive Plan Implementation Program

- Adopt new comprehensive plan to better compete with other communities for State and Federal grants

## H. What commitments are needed?

1. Adoption of Plan by Plan Commission after public hearing and recommendation to City Council
2. Adoption of Plan by City Council through a resolution (resolution = guidance) not ordinance (ordinance = law) → Does not affect land use rights

## I. Why act now?

1. Guides public and private decisions relative to land use development and infrastructure improvements to capture the development opportunities of I-69 and WestGate @ Crane
2. Enables the City to better compete with other communities for State and Federal grants and loans
3. Establishes the foundation for planning under State statutes, enables the city to investigate land use controls at anytime in the future of the city's own choosing, and avoids starting over again from scratch in the future

**Thank You!**



**BERNARDIN · LOCHMUELLER & ASSOCIATES, INC.**

Engineering • Surveying • Planning • Environmental Services • Water & Wastewater



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## What is it?

The comprehensive plan for Loogootee directs the future physical development of the community. It addresses the use of land to accommodate future activities, the improvement of the infrastructure (roads and utilities) to sustain development, the provision of community and recreation facilities to meet the needs of its residents, and the preservation natural and historic amenities to protect the heritage of the community. Ultimately, the comprehensive plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the physical future of Loogootee.

## What does it include?

Exceeding the minimum state statutory requirements for a comprehensive plan (IC 36-7-4-500 series), the comprehensive plan includes:

1. A community profile containing –
  - a) a review of historic structures, a field survey of housing conditions, a description of environmental features (steep slopes, soils and prime farmlands, forests, groundwater resources, streams, floodplains, wetlands, wildlife habitats, managed lands and natural areas, recreation areas, and waste disposal), and generation of existing and projected demographic and economic characteristics;
  - b) an assessment of existing and projected land use (derived from a field survey) and an examination of existing and planned transportation, utility and community facility improvements; and
  - c) an identification of growth and development issues through the Land Use Plan Steering Committee, a communitywide survey and interviews of community leaders.
2. A future vision for the community setting forth development policies, goals, objectives, and guidelines.
3. Recommendations covering land use development, transportation, utilities, community facilities and services, open space and recreation, environmental protection, economic development, downtown revitalization, housing preservation, and plan implementation.

## What brought it about?

The Indiana Department of Transportation provided an I-69 Community Planning Program grant to Loogootee to assist the community in responding to the economic development and growth opportunities of I-69 and in protecting natural resources. These grants were made available to all counties and major communities in the I-69 corridor from Evansville to Indianapolis. Loogootee joined with Martin County in a collaborative effort to qualify for the maximum grant amount to produce a Loogootee Land Use Plan and a Martin County Land Use Plan.

## What geographic area does it cover?

The comprehensive plan covers the incorporated area of Loogootee and the contiguous unincorporated area within two miles of the city limits. If the city wishes to exercise extra-territorial planning authority within the unincorporated area of its two-mile fringe, permission must be sought from the Martin County and Daviess County Boards of Commissioners.

## What did the plan find?

The Comprehensive Plan Community Profile revealed that Loogootee has:

- A rich heritage of historic structures (Houghton House and Routt House on SR 550 southeast of the



city), historic sites (West Boggs Lake north of the city) and significant geological features (Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock) east of the city near Shoals. While only the Old County Courthouse is on the National Register of Historic Sites in Martin County, many more sites in and around downtown Loogootee (such as the St. John Catholic Church and Cemetery) would be eligible for the National and Indiana Registers of Historic Sites and Structures if an inventory were conducted.

- Limited steep slopes along the edge of Friends Creek in southwest Loogootee and significant steep slopes in the two-mile fringe approaching the East Fork of the White River east of the city.
- Poor soils beyond the city that pose very limited conditions for on-site septic fields.
- Prime farmland located on the west side of the city in Daviess County and an area south of the city at US 231 and Mt. Pleasant Road.
- Forestlands associated with Friends Creek in southwest Loogootee and with the western escarpment of the East Fork of the White River.
- No karst topographic within the two-mile fringe of the city, although significant karst features (69 caves and 17 springs) existing in the eastern Martin County.
- A wellhead protection area along the White River east of Loogootee near the confluence with Boggs Creek.
- A limited floodplain corridor along Friends Creek with some wetlands, a narrow floodplain along a tributary of Boggs Creek on the northeast of Loogootee, and a major floodplain with wetlands along the East Fork of the White River about one mile east of Loogootee.
- No wildlife habitats or “high quality natural communities” in or abutting the city, a few threatened and endangered species sightings on the agricultural lands in Daviess County toward the edge of the two-mile fringe, and a concentration wildlife habitats along the floodplain of the East Fork of the White River. Most endangered species sightings and high quality natural communities in Martin County are presently protected by publicly managed land areas or conservation easements. The now protected fanshell mussels found in several bends of the White River were once exploited for a thriving button manufacturing industry until 1947.
- Few publicly managed lands such as the Loogootee City Park and Fountain Park. The nearest large managed land area is West Boggs Lake beyond two miles of the Loogootee city limits. Yet, Martin has significant managed lands (Crane Naval Weapons Center, Hoosier National Forest and Martin State Forest). Nearly 40 percent of the land area in Martin County is exempt from property taxes; federal and state payments in lieu of property taxes have evaporated; and little income from timber sales on federal and state lands are shared with the county.
- Few severe environmental constraints to expanded urban growth compared to the balance of Martin County. Severe environmental constraints to urban growth grow as one approaches the East Fork of the White River and passes from the Wabash Lowland region into the Crawford Update region.
- No forecasted population growth between the year 2007 (with 2,606 persons) and the year 2030 (with 2,585 persons) regardless of the forecast source. However, the WestGate @ Crane Technology Park may boost Loogootee’s population by about 149 persons by the year 2030, offsetting the forecasted population loss.
- A median age of 41 years, far greater than Indiana at 35 years.
- A population with a lower educational attainment than the whole of Indiana.
- A median household income that is 84 percent of that in Martin County and 73 percent of that of Indiana; and a higher percent of the households in poverty than Indiana.
- A greater percentage of the households living in mobile homes at 22 percent compared to 7 percent statewide.
- An aging housing stock with more than half of its housing units over 45 years old.



- A projected decrease of 44 housing units from 2000 to 2030. However, the WestGate @ Crane Technology Park may require 60 housing units to accommodate the new employees who choose to live in Loogootee, offsetting the decline in demand for housing units.
- A projected decline of 354 jobs between 2000 (at 3,759 jobs) and 2030 (at 3,405 jobs) that could be offset by 25 jobs due to resident employees of the WestGate @ Crane Technology Park.
- A projected demand for 274 acres of land to accommodate internal growth and redistribution of development to the year 2030. The stimulus of the WestGate @ Crane Technology Park could add another 23 acres for residential and other nonindustrial uses to support the employees who chose to live in Loogootee.
- **Insufficient vacant land suitable for development within the existing city limits to accommodate forecasted growth.**
- Future access to I-69 about 11 miles to the west via US 50 and about 16 miles to the north via US 231, proposed for construction by year 2015.
- No major roadway improvement projects because the relocation of US 50 for 13.5 miles through Martin County for \$255 million remains unfunded. Most funded transportation projects in or near the city involve roadway resurfacing (SR 550 from US 50 to US 150), bridge replacements (US 231 over Friends Creek), intersection improvements (US 50 at Pine Street) and sidewalk improvements.
- Recently upgraded water treatment and wastewater treatment plants that can accommodate growth. However, old clay sanitary sewers with stormwater inflow/infiltration issues remain a concern, and waterlines and sewer lines must be extended to accommodate growth on the edges of Loogootee.
- A need for a neighborhood park on the north side of the city and a need for improvements to recreation facilities at the existing City Park.
- An existing parks and recreation plan that ensures the community is eligible for federal recreation grants for park improvements.
- No identified new schools, but improvements to existing schools in the Loogootee Community School Corporation of 1,047 students in 2009 is likely to be needed over the next decades.

### How was it developed?

The comprehensive plan was developed through four meetings of a steering committee of local residents, two public open houses on the future vision of the community and future land use/infrastructure alternatives, a communitywide survey and interviews of community leaders. The top issues indentified by the Land Use Plan Steering Committee were:

- Need for intense sense of community (community pride).
- We need to better market and celebrate ourselves.
- Need to facilitate capital startup for entrepreneurs (need to create successes).
- Concern about vacant properties.
- Need a comprehensive educational approach.
- Need for shovel ready commerce area for new development.
- Need businesses that attract visitors.
- Lack of housing for tourists and visitors.
- Need to address cultural differences (people's different paradigms).
- Need to address junk vehicles and trashy properties.



The questions receiving 83 percent or more agreement for the community surveys returned were:

- Need to address dilapidated buildings.
- Need to address junk vehicles and trashy properties.
- Sidewalk improvements should be made where needed.
- Loogootee should encourage new quality industry (recognizing the railroad and proposed I-69 as assets).
- Economic development needs to be promoted in Loogootee.
- Loogootee should encourage and increase retail businesses and personal services.
- Concern about vacant properties.
- Need for intense sense of community (community pride).
- We need to better market and celebrate ourselves.
- Development standards (zoning and subdivision regulation) are needed to protect property values.

### What are the plan recommendations?

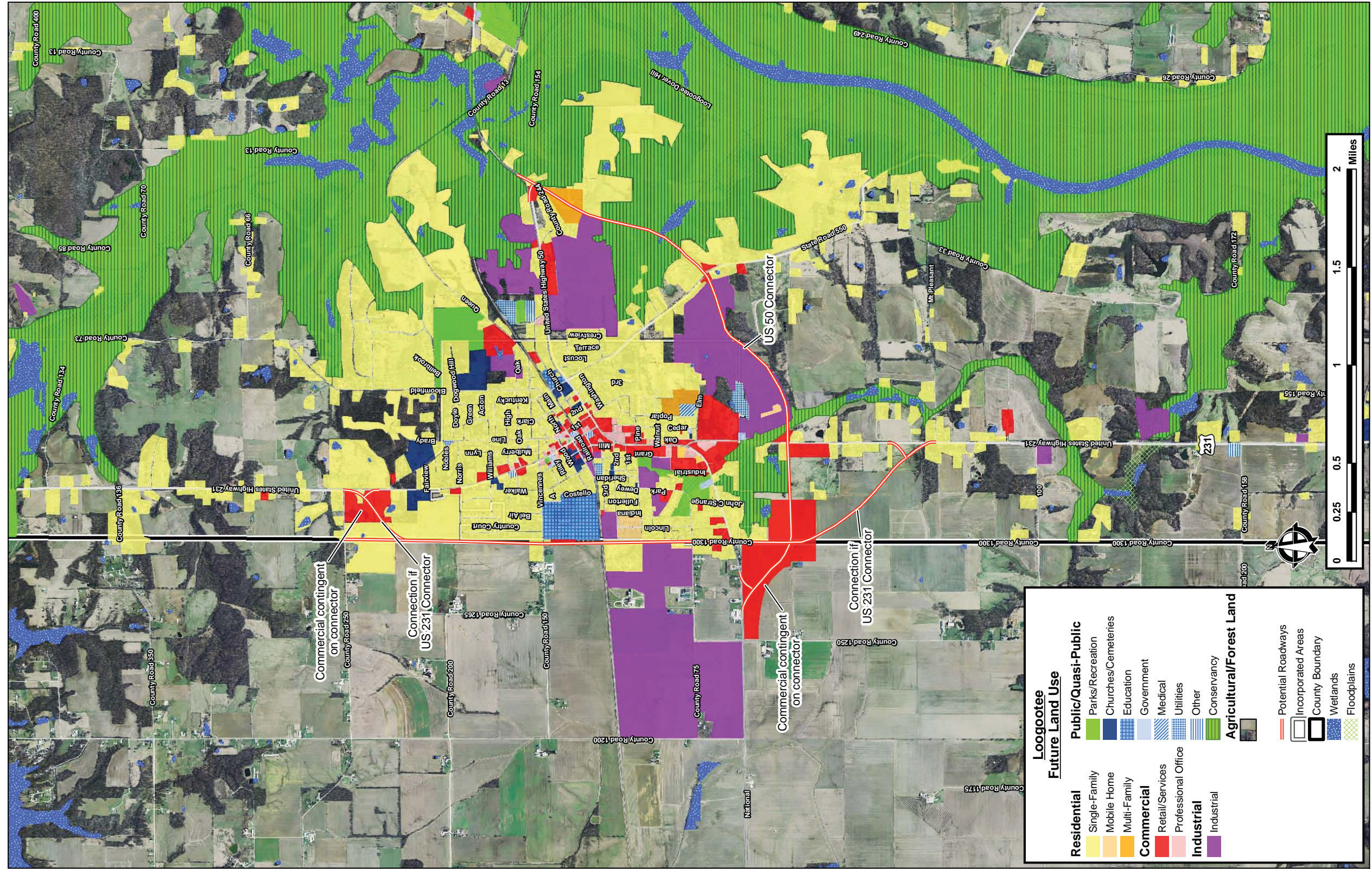
The stated priorities of the comprehensive plan are:

- Enhancing economic growth by promoting new retail and personal services businesses, working with the Martin County Alliance for Economic Growth on economic development opportunities, and extending water and sewer lines to create shovel ready development sites.
- Continuing housing and downtown revitalization programs to encourage structure rehabilitation, to return properties to the tax rolls as revenue generators, and to improve sidewalks.

The comprehensive plan makes the following recommendations:

- Locations for future land use opportunities in and around Loogootee (see Figure ES-1).
  - Future industrial areas on the east side of Loogootee along the south side of US 50, on the west side of Loogootee to Daviess CR 1200E between US 50 to the CSX Railroad, and on the southeast side of Loogootee between US 231 and SR 550.
  - Infill commercial development along Broadway Street (US 50).
  - Future commercial areas on US 50 east of the city, at the intersection of the proposed US 50 Connector and proposed US 231 Connector on the southeast side Loogootee, and at the intersection of the proposed US 231 Connector and existing US 231 north of Loogootee.
  - Infill residential development on existing vacant lots in the city.
  - New residential areas along US 231 north and along Bloomfield Road and Brickyard Road northeast of the city.
  - Potential conservancy areas along the floodplains of Friends Creek, West Boggs Creek, and the East Fork of the White River.
- Typical cross sections for thoroughfare right-of-way preservation and design.
- The need to improve US 50 through Loogootee with a US 50 Connector shown around the south side of Loogootee.
- The possible future improvement of US 231 along the county line on the west side of Loogootee from Mt. Pleasant Road (south of Loogootee) to CR 132 (north of Loogootee).

Figure ES-1: Loogootee Future Land Use







- The extension of County Line Road from Park Street across the CSX Railroad to CR 132 to provide a continuous north-south facility on the west side of Loogootee improving access to the Loogootee Community School Complex.
- Reconstruction and addition of sidewalks along Broadway Street (US 50) from the Daviess County Line to East Second Street and along John F. Kennedy Avenue (US 231) from Broadway Street to Church Street. (Sidewalk improvements of 8,600 feet are already underway on local streets using Federal Transportation Enhancement funds.)
- Trails connecting incorporated communities and major recreation areas such as West Boggs Lake and the Martin State Forest.
- Monitoring water and wastewater treatment plants to ensure adequate capacity to accommodate anticipated growth.
- Addressing the problems of aging clay sanitary sewers and stormwater inflow/infiltration into sewers.
- Provision of sanitary sewers and water lines to accommodate new development on the edge of the city, including possible industrial sites along US 50 east of the city and between US 231 and SR 550 southeast of the city.
- Implementation of the Loogootee Parks and Recreation Master Plan of 2008.
- Educating the community about historic preservation and the grants and tax incentives available for maintenance and rehabilitation of historic structures.
- Participating with Martin County in the completion of an inventory of historic structures comparable to the other 84 counties in Indiana.
- Check of archaeological site records for major construction projects.
- A future land use pattern that focuses on infill and contiguous development to the City of Loogootee where centralized sewers can be readily extended to minimize the adverse impact on prime farmlands.
- The creation of conservancy areas (through private dedication or voluntary acquisition by non-profit entities) along the floodplains of Friends Creek, West Boggs Creek and the East Fork of the White River to protect steep slopes, floodplains, wetlands and wildlife habitats.
- Following IDEM rules to protect steep slopes, floodplains and wetlands from inappropriate development.
- Cleaning up leaking underground storage tanks through actions of IDEM and private property owners.
- Improving economic development opportunities by:
  - Addressing decaying and blighted properties through a combination of incentives and enforcement actions.
  - Promoting economic development opportunities in and around Loogootee.
  - Promoting the transportation opportunities associated with I-69 and the CSX railroad.
  - Encouraging the development of additional retail businesses and personal services for residents.
  - Encouraging new commercial structures on vacant commercial properties.
  - Promoting programs that facilitate capital startup for small businesses.
  - Encouraging the development of hotels and motels for tourists and visitors.
  - Providing adequate infrastructure to existing and proposed industrial, commercial and residential sites for immediate development.
  - Promoting more opportunities for export business development.
  - Providing incentives to attract and retain businesses.
  - Providing incentives to reuse vacant industrial and commercial structures.
  - Placing an emphasis on downtown revitalization efforts.



- Preparing an economic development strategy and action program for Loogootee identifying assets, defining emerging business sectors, creating a business retention and attraction program, developing and marketing of existing and potential sites, promoting small businesses, developing financial resources and developing a regional approach. This will capitalize on the economic development opportunities fostered by Interstate 69.
- Creating a comprehensive, coordinated and continuing downtown revitalization program by establishing a public-private partnership to oversee the downtown revitalization addressing everything from marketing through improving streetscape and buildings to providing adequate parking.
- Considering the development of a dilapidated housing program and pursuing grants and loans to assist in housing rehabilitation and maintenance.
- Adoption of the comprehensive plan to be better compete with other communities for state and federal programs for economic development and downtown revitalization, commercial and residential structure rehabilitation, historic structure preservation, recreation land and facility improvements, bicycle and pedestrian facilities, sanitary sewer/potable water/stormwater facility improvements, and protection of floodplains/wetland/wildlife areas.

### What commitments are needed?

The following actions are recommended:

1. The Loogootee Advisory Plan Commission to hold a public hearing on the plan and recommend adoption by the City Council.
2. Adoption of the Loogootee Comprehensive Plan by resolution of the Plan Commission and the City Council after a public hearing fulfilling state requirements.

### Why act now?

Adoption of the Loogootee Comprehensive Plan:

1. Guides public and private decisions relative to land use development and infrastructure improvements to take advantage of the economic development opportunities associated with I-69 and the WestGate @ Crane Technology Park. Economic development impact studies have shown that communities that plan ahead and cooperate with other levels of government repeat the benefits of the economic opportunities.
2. Enables the city to better compete with other communities for state and federal program grants and loans. There are immediate and on-going needs for which the city may obtain financial assistance.
3. Establishes the foundation under state statute for land use planning by meeting the state prerequisite for such planning, and enables the city to investigate land use controls anytime in the future at a time of the city's own choosing. Loogootee must start over again in the future if the community passes up this opportunity to meet the state planning prerequisites today, and others may be planning the future vision for Loogootee in the interim.





## A. FOUNDATION

### 1. INTERSTATE 69 COMMUNITY PLANNING PROGRAM

The Loogootee Comprehensive Plan is being completed through a grant from the Indiana Department of Transportation (INDOT). As the Loogootee Comprehensive Plan will fulfill the Indiana Statutory requirements for a comprehensive plan (IC 36-7-4-500 et seq.), the document will become the Loogootee Comprehensive Plan if the Loogootee City Council adopts the plan by resolution after a public hearing and recommendation of the Advisory Plan Commission. The I-69 Community Planning Program was created by INDOT to aid the local communities along the proposed I-69 corridor in planning for their future. The Indiana Department of Transportation recognized the need to encourage local communities to protect natural resources, manage growth and promote economic development associated with I-69. The Community Planning Program was established in the I-69 Tier 1 Final Environmental Impact Statement (FEIS). Following the FEIS, the Tier 1 Record of Decision (ROD) established 31 counties, cities and towns along the selected corridor to be eligible for a community planning grant. Loogootee is one of the eligible places and received grant approval on October 25, 2007 from INDOT to create a Loogootee Comprehensive Plan taking the proposed I-69 corridor into account. The State of Indiana executed the grant agreement with Martin County, who is serving as the lead agency in an inter-local agreement between Loogootee and Martin County. The city retained Bernardin, Lochmueller and Associates, Inc. on April 29th, 2008 to prepare the Loogootee Comprehensive Plan for the incorporated area and two-mile fringe.

### 2. PURPOSE

The Loogootee Comprehensive Plan directs the future physical development of the community by serving as the key policy guide for public and private decision makers if adopted as a comprehensive plan under state statute. It addresses the use of land to accommodate future activities, the phasing of infrastructure (roads and utilities) to support development, the provision of community facilities to meet the needs of residents, and the preservation of natural and man-made amenities to protect the heritage of the community. Ultimately, the comprehensive plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the future of Loogootee.

According to the Indiana Code (IC 36-7-4-501), the purpose of the comprehensive plan is to provide for “the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.” Finally, its adoption is a prerequisite to adoption (if the community so chooses) of a variety of land use controls (zoning, subdivision, planned unit development, site plan review and thoroughfare regulations) for achieving the community’s future vision, and provides a long-range framework for developing capital improvement programs.

The City of Loogootee has never had a comprehensive or any type of land use control such as a zoning ordinance or subdivision control ordinance. The community issues local building permits. Indiana Code requires that a comprehensive plan be completed before a community decides (if ever) to create zoning or subdivision control ordinances. The adoption of this comprehensive plan will allow Loogootee to create and adopt, if so desired, zoning and subdivision control ordinances that are consistent with the plan.

### 3. ORGANIZATION

The comprehensive plan is being prepared by Bernardin, Lochmueller and Associates, Inc. under contract to the Martin County Board of Commissioners on behalf of the City of Loogootee through an Indiana Department of Transportation (INDOT) I-69 Community Planning Program grant. The purpose of the INDOT grant is to assist the community in responding to the economic development and growth opportunities of I-69 and in protecting natural resources. It will be reviewed and adopted by the Loogootee Advisory Plan Commission (created May 11, 2009) and the Loogootee City Council after several public forums and a formal public hearing. However, adoption of the comprehensive plan may not compel the City Council to prepare and adopt any land use control.



#### 4. PLANNING PROCESS

This first comprehensive plan will be prepared through an interactive process with community leaders and citizens over an eight-month period. The process involves four major steps:

- 1) developing a profile of where the community has been and where it may be going if existing trends and development policies continue,
- 2) preparing a vision of where the community desires to be in the future,
- 3) evaluating alternative future development patterns and supporting infrastructure to achieve the future vision,
- 4) documenting the desired land use pattern and associated infrastructure.

The Loogootee Land Use Plan Steering Committee will meet every other month to develop this first plan. Broader community input will be achieved through interviews with community leaders, a public opinion survey, two public forums at major project milestones and a formal public hearing.

#### 5. PLANNING PERIOD

The comprehensive plan will use the year 2030 as the horizon year for development of the community. Thus, population and economic forecasts have been prepared for the year 2030 to guide the determination of future land use needs. The desired future land use pattern addresses the preferred location for satisfying these land use needs. Because conditions and development assumptions change over time, forecasts for the immediate future are always more accurate than the distant future. Accordingly, it is desirable to review the underlying assumptions and to make mid-course adjustments as needed to achieve the future as envisioned by the comprehensive plan through a review every five years and an update every ten years.

#### 6. PLANNING AREA

The Loogootee Comprehensive Plan encompasses the incorporated area of Loogootee and the extraterritorial (two-mile fringe) area beyond the city's boundary. Figure 1 shows the location of the two-mile fringe around Loogootee. Under the same I-69 Community Planning Program grant, Martin County is also working on a comprehensive plan at the same time as the city is working on its plan. Accordingly, Martin County and the City of Loogootee will collaborate on recommendations for the development of the fringe area of Loogootee, and these recommendations, will be the same for both plans.

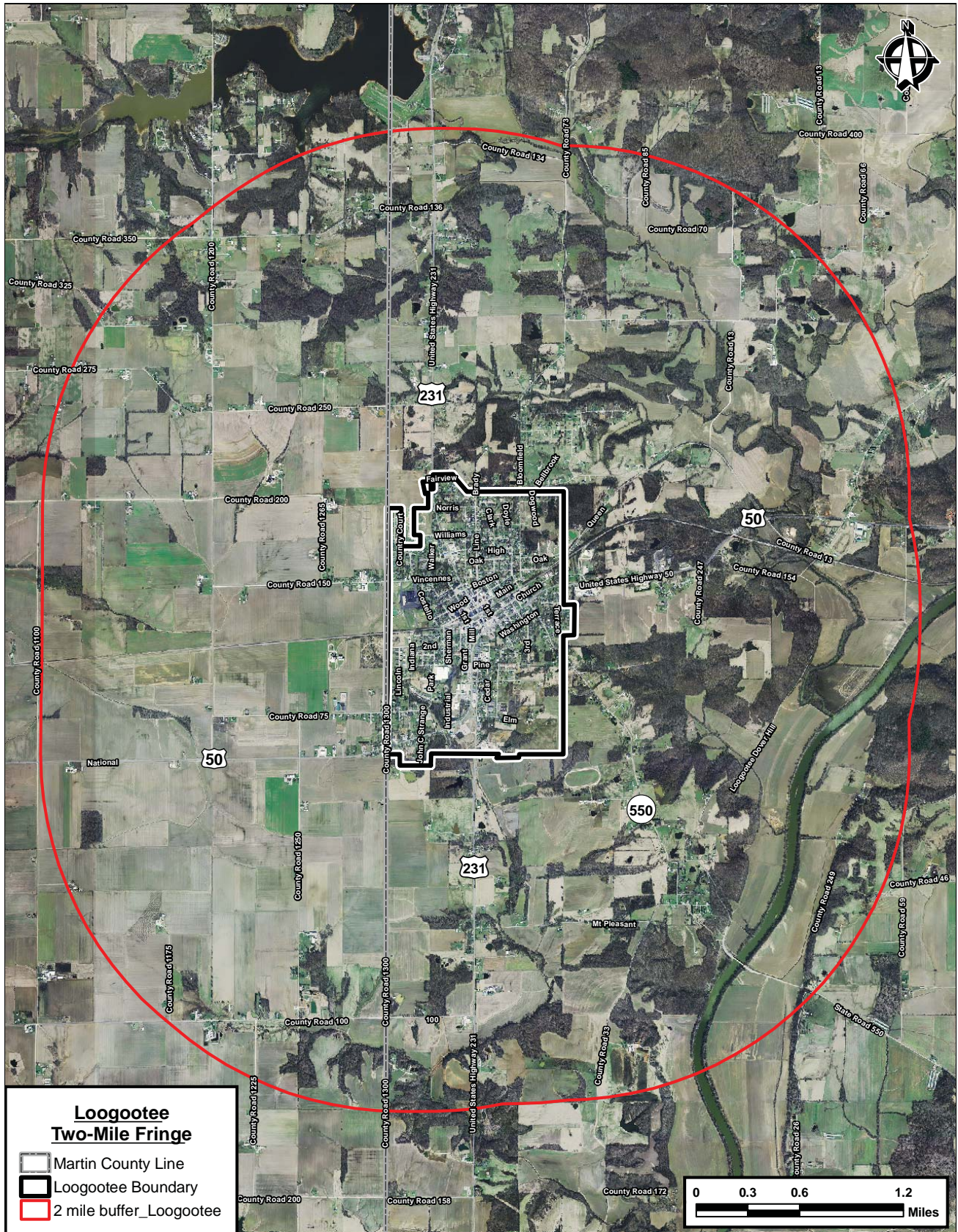
### B. USE

The comprehensive plan is a framework and guide for land use regulations (if any are adopted), development actions and decisions, and public expenditures on infrastructure to support land use activities. Prior to approval of requests for changes in land use (i.e., rezoning proposals and Future Land Use Map amendments, if a zoning ordinance is adopted) by the Plan Commission, the proposed changes are to be considered and evaluated in relation to the plan. The plan also serves as a guide for subdivision regulations, zoning ordinances and capital improvement programs, if such tools are adopted. Finally, the comprehensive plan provides guidance on a variety of public programs ranging from economic development and housing improvement to environmental protection, historic preservation and downtown revitalization.

#### 1. REVIEW OF LAND USE CHANGE PROPOSALS (IF ZONING ADOPTED)

The comprehensive plan must be considered by the Plan Commission in recommendations on rezonings (amendments to the zoning district map) or Future Land Use Map amendments, if zoning controls are subsequently adopted. In the case of rezoning applications, consideration should be given to the Future Land Use Map as well as applicable development review guidelines of the comprehensive plan. The rezoning proposal should be consistent with the future land use designation on the Future Land Use Map and should comply with applicable development review guidelines.

Figure 1: Loogootee's Potential Extraterritorial Area





### a. Consistency with Future Land Use Map (Test 1)

If the proposed land use change is of a comparable or lesser intensity land use than the future land use designation, the proposed land use change may be considered consistent with the future land use designation. For example, a land use change to offices or apartments would be generally consistent with the future land use designation for commercial use because offices and apartments less intensive uses and are generally permitted uses in commercial zoning districts.

If the proposed land use change is of a significantly different intensity than the future land use designation, the proposal may not comply with the future land use designation. In such cases, the applicant may seek an amendment to the future land use designation using the development review guidelines to support the Future Land Use Map amendment.

### b. Consistency with Development Review Guidelines (Test 2)

If the proposal is consistent with the future land use designation, but does not comply with all applicable development review guidelines, the rezoning applicant should identify mitigative actions to bring the development proposal into compliance with the development review guidelines. For a zoning district map amendment or Future Land Use Map amendment to be consistent with the comprehensive plan, it should normally be consistent with applicable development review guidelines.

### c. Exceptions to General Consistency Tests

Lack of consistency with the future land use designation or violation of any applicable guideline will typically constitute sufficient reason to find the proposed land use change to be inconsistent with the comprehensive plan. However, there may be exceptions to this rule including:

- 1) If the proposed land use is not consistent with the future land use designation, consistency with all applicable development review guidelines may be sufficient to demonstrate consistency with the comprehensive plan.
- 2) If the proposed land use is in violation of a guideline, it may be considered consistent with the comprehensive plan when:
  - a) The overall intent of the comprehensive plan is followed.
  - b) The proposal does not substantially violate the applicable guideline or the adverse impact of the proposal on the community is minimal or nonexistent.
  - c) All feasible and practical methods have been exhausted for bringing the proposal into consistency with the applicable guideline.

## 2. FOUNDATION FOR LAND USE CONTROLS

Adoption of the comprehensive plan is a prerequisite to the adoption of land use controls such as the zoning ordinance, planned unit development ordinance, condominium control ordinance, subdivision control ordinance and thoroughfare ordinance by the local legislative body.

The zoning ordinance identifies permitted land uses and development standards relating to the intensity of the use. Development standards encompass such features as minimum lot size, housing unit density, lot coverage, floor area to lot area ratios, yard requirements, height restrictions, off-street parking space requirements, signing limitations and landscaping requirements. Loogootee has never adopted a zoning ordinance.

The planned unit development ordinance is usually a special zoning district designation that permits the mixture of uses (which normally fall in multiple zoning district designations) and deviation from usual development



standards. The planned unit development ordinance is usually a special district which is part of a zoning ordinance. Loogootee has never had any type of planned unit development ordinance.

The condominium control ordinance may be used to control the development of condominium type projects. It often defines the arrangement of horizontal and vertical property rights in such developments. Loogootee has never had a condominium control ordinance. This type of ordinance is probably the least likely of the ordinances to be needed in Loogootee.

The subdivision control ordinance establishes rules under which property owners may divide tracts of land. Exceptions from the rules are often established for land trades, the division of tracts for agricultural purposes and the division of tracts where public infrastructure improvements are not needed. Subdivision regulations generally cover the design of physical improvements to land such as roads, sanitary sewers, waterlines and drainage facilities. They are intended to protect the property owner from inadequate services essential to the use of the property and to protect the community from excessive maintenance costs associated with improperly constructed facilities. Loogootee has never had a subdivision control ordinance.

The transportation element of a comprehensive plan may be adopted as a thoroughfare plan. The thoroughfare plan is crucial to the preservation of right-of-way and the designation of consistent design standards for arterials when subdivisions are created or land is developed abutting arterials. Loogootee has never adopted any type of thoroughfare plan.

### **3. BASIS FOR CAPITAL IMPROVEMENT PROGRAMS**

The comprehensive plan may also serve as the framework for local capital improvement programs. The future land use pattern must be associated with infrastructure improvements to sustain development. Thus, the comprehensive plan provides guidance on the long-term location and phasing of roadway, sanitary sewer, waterline and drainage improvements to support development. Annual or short-range capital improvement programs usually draw projects from the long-range capital improvement program defined by the comprehensive plan.

### **4. OTHER USES**

The comprehensive plan has numerous other uses governing public and private decisions concerning physical improvements to the community. Of greatest significance, it guides private land owners. If land owners want to use their land in a new way, they need to identify the current zoning district designation (if zoning adopted) of their property and determine if the new use is permitted. If the proposed use is not permitted by the current zoning designation of the property, the comprehensive plan will be considered in determining the appropriateness of the proposed change in zoning (if adopted) to permit the new use.

Finally, the comprehensive plan is a resource and foundation for funding and grants from federal, state and private resources because the plan documents needs relative to community infrastructure, community facilities (including park and recreation facilities), economic development, housing, downtown revitalization, historic preservation and natural environment protection.





# Chapter 2: Community Setting

## A. LOCATION

Loogootee is located in southwestern Indiana at the intersection of US 231 and US 50/150 in western Martin County. The city is located within Perry Township, south of Crane and west of Shoals (See Figure 2 for the location map). The Loogootee metropolitan area is located approximately 69 miles northeast of Evansville, and the Washington and Vincennes and urban areas are 11 and 36 miles, respectively, to the west. Loogootee is the largest of the three incorporated communities in Martin County and had a population of 2,606 persons in 2007 according to U.S. Census estimates. The city's 2007 population was just over two-thirds higher than the population of Shoals (791 persons) and had over 90 percent more persons than Crane (216 persons). There are two U.S. Highways in Martin County, US 231 and US 50/150. US 231 links Loogootee to I-70 and I-64 and gives access to the closest interstate, I-64, which is about 35 miles south of Loogootee. US 50/150 provides access to Washington, Bedford and Paoli. When I-69 is completed from I-64 in Evansville to Indianapolis, Loogootee will have access within 11 miles of the proposed US 50/150 interchange with I-69 and 16 miles of the of the US 231 interchange. Figure 3 shows major points of interest in Loogootee including parks and recreational areas, schools, churches and cemeteries, while Figure 28 includes the schools and recreational areas with specific names and locations.

## B. HISTORIC

### 1. HISTORY OF COMMUNITY

Many businesses have shaped the City of Loogootee and its people. Loogootee was incorporated in 1853. In the mid 1800's, Upton Stuckey discovered the abundance of high quality yellow-loess clay located between Shoals and Loogootee. Between 1870 and 1892, Devol and Catterson operated two pottery kilns that produced over 92,000 gallons of stoneware annually. Near that time, John Doyle opened the first Brick yard. Doyle's success led William Lawhead to create his own brick kiln which is now the location of the Loogootee Clay Products Corporation. Lawhead's bricks and tiles were known as the finest on the market. Many of the homes built during this time feature Lawhead bricks. Around 1902, large amounts of sand and natural gas were discovered, leading to the creation of multiple glass companies. By 1915, however, these glass companies closed due to the severe decline in natural gas resources.

### 2. HISTORIC STRUCTURES

There are no structures in Loogootee listed on the National Register of Historical Places<sup>1</sup>. The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana jointly conduct historic structures inventories throughout the state. However, Martin County is one of the few counties that have never had an inventory completed. For this reason, additional studies may be warranted in any future developments.

The Martin County Historic Society identifies ten sites and four structures as being historic in the county. Two of those structures are located near Loogootee. They are two Stage Coach Houses located southeast of the city on SR 550, Routt House and Houghton House. State Road 550 was once known as the New Albany-Vincennes Trace in the mid 1800's. Houghton House, built in 1835 by a Civil War veteran Major William Houghton, was part of the Underground Railroad. Routt House was constructed in 1832 and is the only remaining building in, what was once known as, the Town of Mount Pleasant. Both historic homes are private residences.

## C. NATURAL ENVIRONMENT

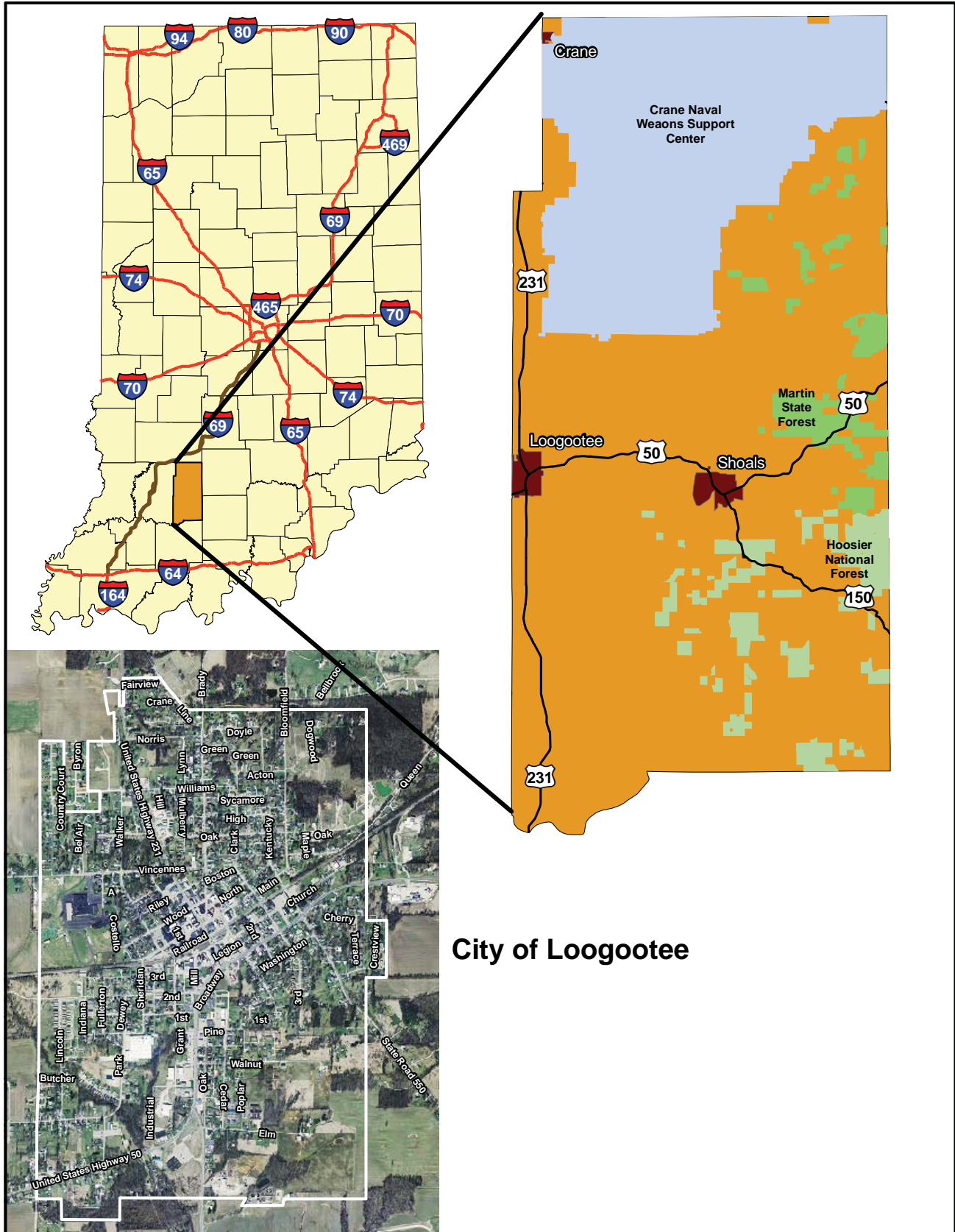
### 1. RELATION TO COMMUNITY GROWTH

The natural setting of a community generally determines constraints to urban development. The natural resources (i.e., mineral resources, topography, forested areas, etc.) of a community are an indicator of economic development opportunities. While some natural resources facilitate economic development, others

<sup>1</sup> Martin County Historical Places. Accessed on 06/01/09. <http://www.nationalregisterofhistoricplaces.com/>



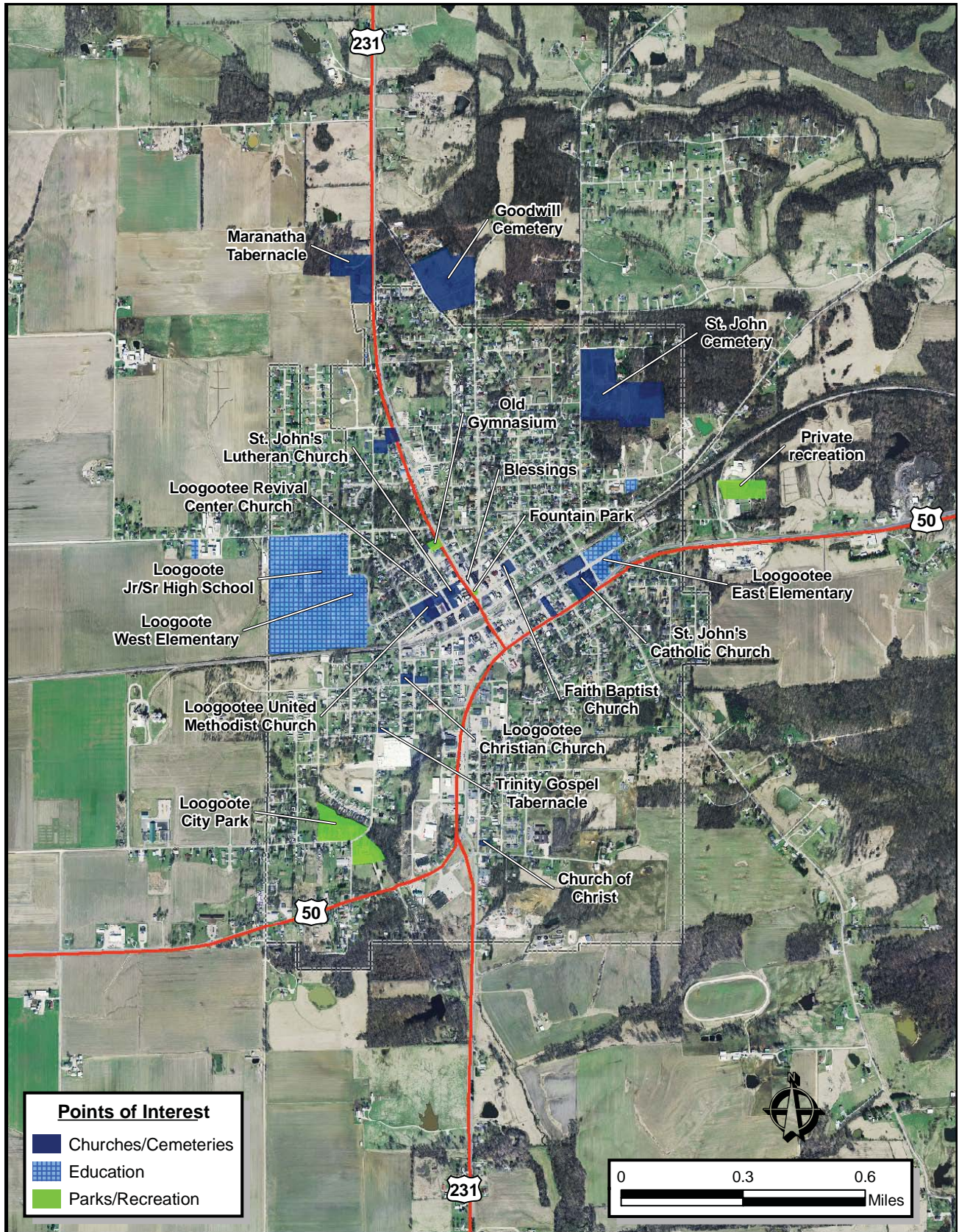
Figure 2: Loogootee Location Map



City of Loogootee



Figure 3: Loogootee Points of Interest





can hinder development. Only environmental factors within the Loogootee city limits are discussed in the Natural Environment section. Refer to the *Martin County Comprehensive Plan* Natural Environment section for environmental information located outside the Loogootee city limits.

## 2. TOPOGRAPHY AND LAND FEATURES

### a. Terrain and Topography

Loogootee is located on the edge of the Wabash Lowland before the transition to Crawford upland with much more topographic relief. Elevations range from 500 to 600 feet. The terrain and other features can be seen on the USGS topographic map of the area (Figure 4).

The Wabash Lowland is a broad lowland about 500 feet above sea level. The major drainages, such as the West Fork of the White River, have extensive floodplains with sand dunes along major river valleys. Almost all of this section has been glaciated. Much of the land in this section is in agricultural use. Strip mines for coal are also common.

### b. Soils

There are 12 soil map units present within the incorporated boundary of the City of Loogootee. The three most dominant soils are the Hosmer silt loam (HsaB2, 2 to 6 percent slopes) and Wakeland silt loam (WaaAH, 0 to 2 percent slopes), and the Apaloma silt loam (AgrC2, 6 to 12 percent slopes). Soil type WaaAH is described as very limited to development because of flooding hazards. Many soils may be moderately well drained, but have very slow permeability.

### c. Agriculture

Prime farmland is defined by the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) as “land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and that is available for these uses (i.e., land that could be cropland, pastureland, rangeland, forest land or other land, but not urban built-up land or water).” It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if treated and managed according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or it is protected from flooding<sup>2</sup>.

The City of Loogootee is bordered on the west by cropland in Daviess County that transitions into forest land and topography with more relief as you move east. Within the incorporated boundary, the land cover is dominantly urban development with some forest land and pasture land open, mainly in the eastern corners. Prime farmland is dominantly in the west, but is already developed. Most areas to the east of Loogootee are considered not prime farmland, mainly due to frequent flooding and higher slopes.

Figure 5 shows the NRCS soil layer and three different prime farmland categories. Most of the farmland and prime farmland soils are associated with the rivers and drainages.

### d. Ratings for Septic Tank Absorption Fields

Review of the engineering ratings for septic tank absorption fields for each soil unit using the digital files for Natural Resources Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) soils, showed

<sup>2</sup> USDA Natural Resources Conservation Service. “Definitions.” Accessed 07/28/09. <http://www.nrcs.usda.gov/TECHNICAL/NRI/maps/meta/m5566.html>

Figure 4: USGS Topographic Map

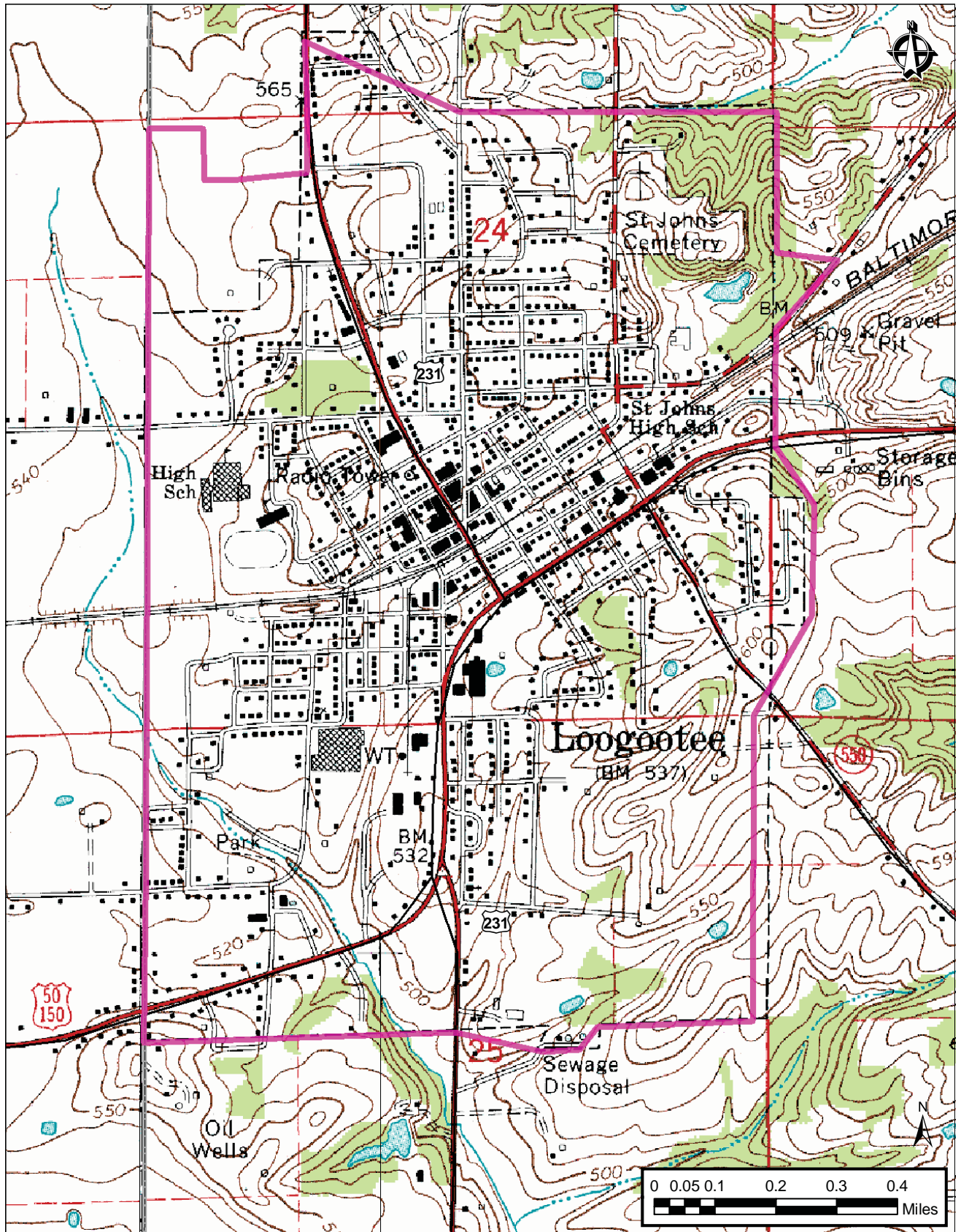
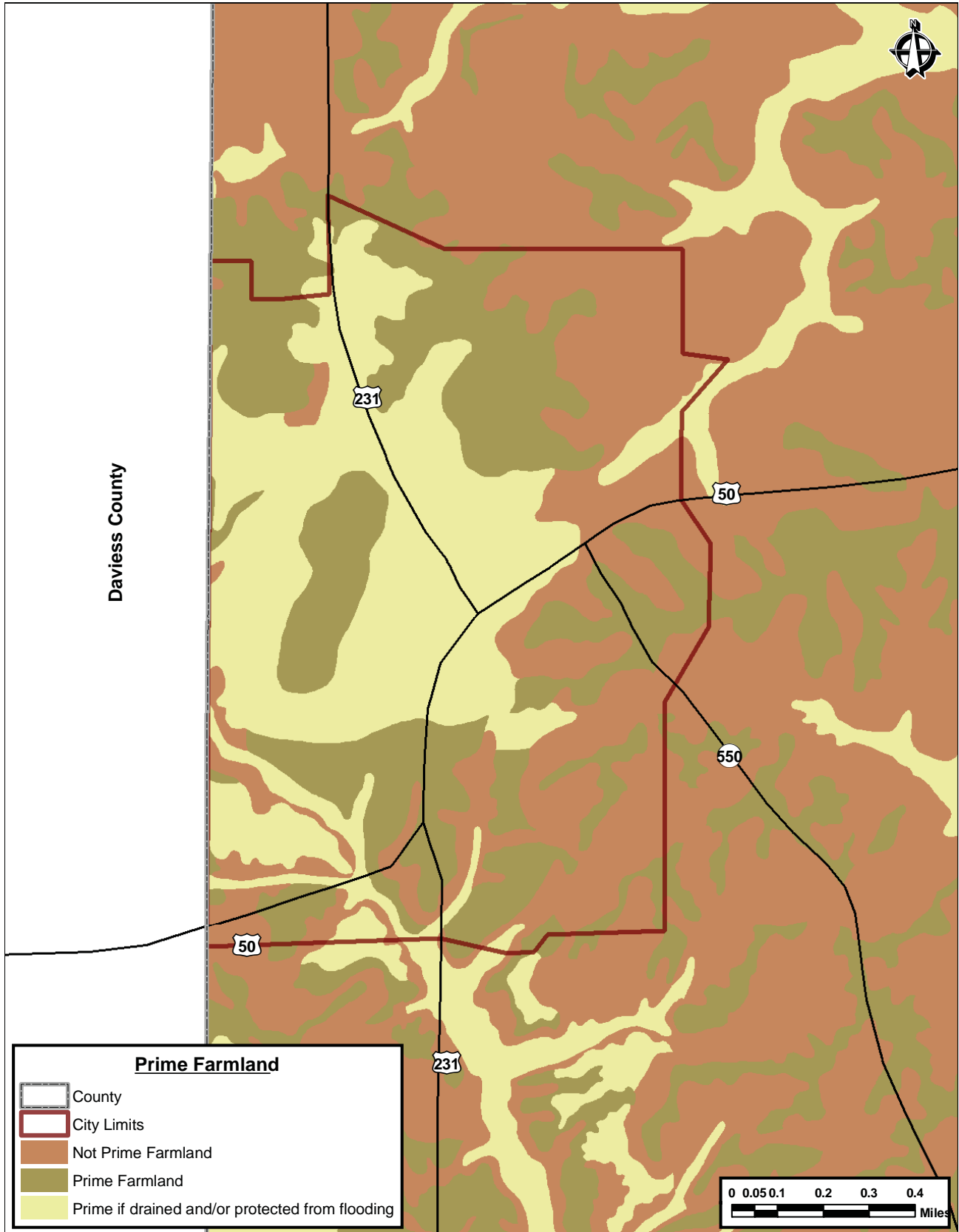




Figure 5: Loogootee Soils





ratings of “very limited” through the city limits with the exception of one area in the west between US 50 and US 231. Figure 6 shows the location of the ratings throughout the city.

#### e. Forest Lands

Based on the Multi-Resolution Land Characteristics Consortium (MRLC) Land Cover GIS data for the year 2001, the incorporated area of Loogootee contains 584 acres of forest. This does not include most of the trees in residential and developed areas. In this context, forest is defined as an area with delineated tree cover. Forest land is often present on topography where the land is less conducive to agriculture and urban development. Figure 7 shows the location of forested areas.

#### f. Karst

No karst geology has been identified in the Loogootee city limits.

### 3. WATER FEATURES

#### a. Groundwater Resources

##### i) *Bedrock Aquifer*<sup>3</sup>

The City of Loogootee overlays the Pennsylvanian—Raccoon Creek Group Bedrock Aquifer System. Aquifers contained within the Pennsylvanian age bedrock have generally low-yielding capability. However, their value is most significant to the homes and farms using these sources. In general, well depths are greater in the Pennsylvanian rocks than in other aquifer systems in the state, and depths over 200 feet are common. Well casing diameters are usually six inches or greater, indicating the low yield capabilities of these aquifers. Because of the low permeability of the bedrock, the abundance of shale confining zones both above and below aquifer systems, and the limitation in available drawdown, it is seldom possible to divert large volumes of water into any particular pumping center.

The outcrop/subcrop area of the Raccoon Creek Group covers most of western Martin County. The Mansfield Formation rests unconformably on rocks of late Mississippian age. This erosional contact surface is quite irregular in elevation, resulting in quite variable thickness of Mansfield rocks.

The depth to the bedrock surface is typically less than 25 feet. Exceptions are the larger stream valleys and small areas of western Martin County where the depth to bedrock may be over 100 feet. Depths of wells finished in the Raccoon Creek Group are highly variable, ranging from 22 to 335 feet. However, most are constructed at depths of 90 to 220 feet.

In general, the Raccoon Creek Group is considered a minor ground-water source in Martin County with many wells producing from the basal Mansfield Formation. Most domestic wells have reported testing rates between 4 and 30 gallons per minute (gpm). However, a few dry holes have been reported. Well yields for light industrial, irrigation, farm operation, or small municipal usage of up to 50 gpm may be obtained in isolated areas.

Water quality is generally good, with some wells producing hard water (calcium magnesium-bicarbonate type) and some soft water (sodium bicarbonate type). Records of a few of the deeper wells note salty water. Such water quality may also be noted in shallower wells in scattered low-lying areas. The aquifer system is not very susceptible to contamination from the land surface because of the typical presence of low permeability materials above the water-bearing zones. However, in the limited areas of surface and underground coal mining, some localized contamination may have occurred. Contaminants are typically dissolved solids, including calcium, magnesium, sulfate, bicarbonate, and iron. Generally, natural water quality gets progressively worse (more

3 Herring, W. C. 2003. “Bedrock Aquifer Systems of Martin County, Indiana”, Indiana Department of Natural Resources, Division of Water, Resource Assessment Section. Accessed 07/28/09. [http://www.in.gov/dnr/water/files/martin\\_bedrock.pdf](http://www.in.gov/dnr/water/files/martin_bedrock.pdf)



Figure 6: Soil Suitability for Septic Tanks

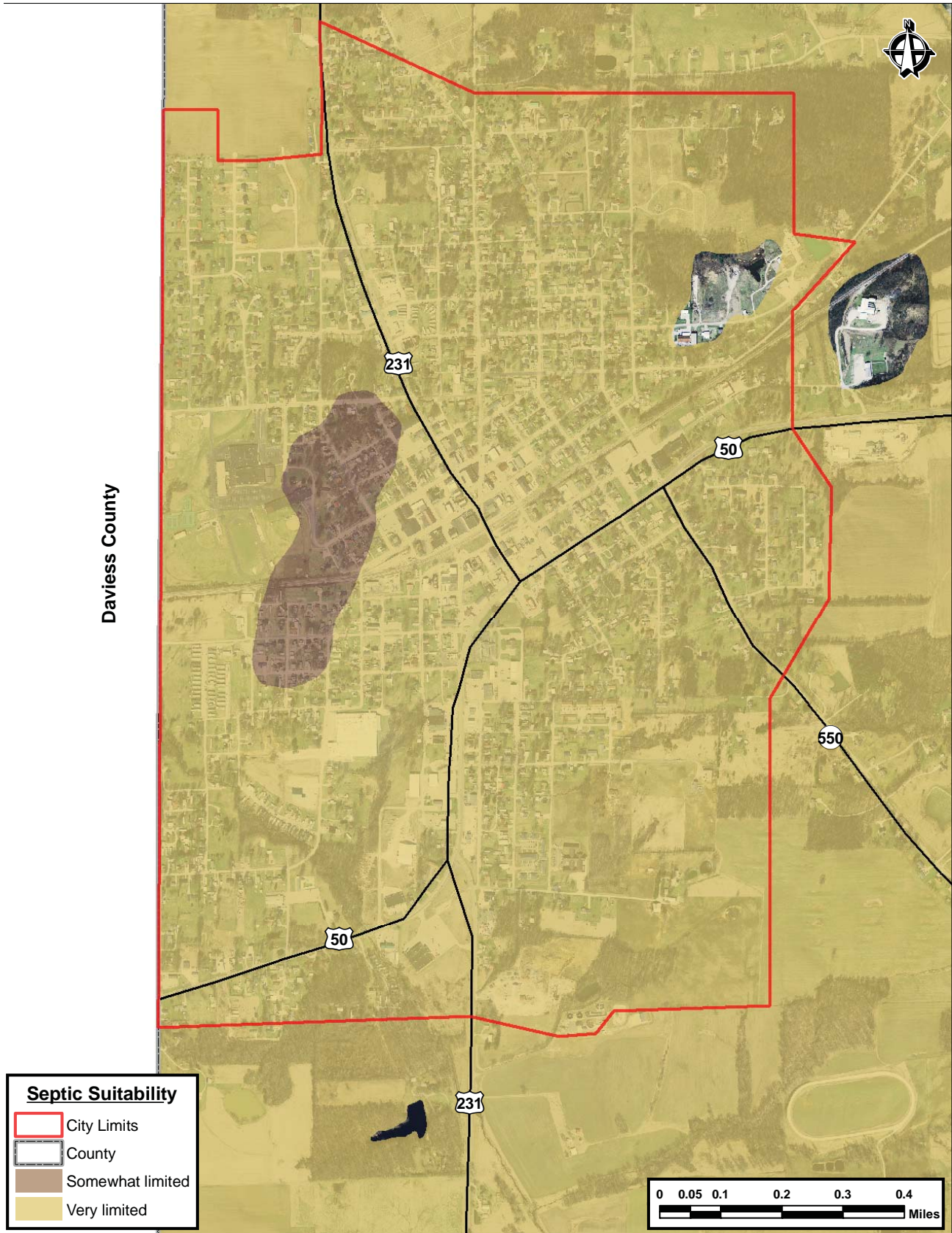
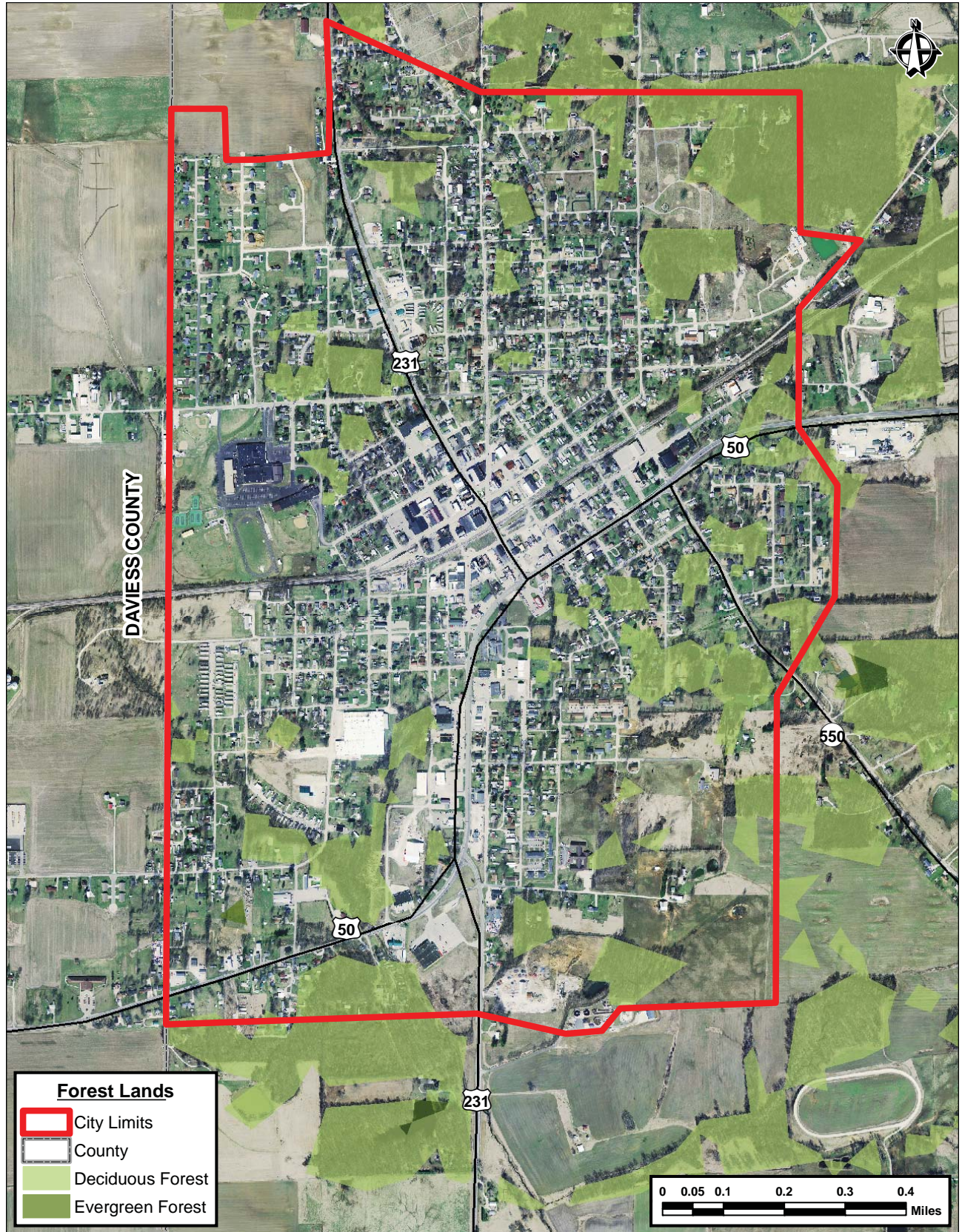


Figure 7: Forest Lands





salty) in wells ranging in varying depths from roughly 250 to 450 feet as the strata dips beneath younger rocks to the southwest.

### ***ii) Unconsolidated Aquifer<sup>4</sup>***

The City of Loogootee overlays the Dissected Till and Residuum Aquifer System, which covers most of Martin County, and has the most limited ground-water resources of the unconsolidated aquifer systems in the county. Unconsolidated materials of the Dissected Till and Residuum Aquifer System consist of thin, eroded residuum, and (along the western edge of the county) predominantly pre-Wisconsin tills. A few small areas of eolian (wind-blown) silt and sand, primarily along the East Fork of the White River, are also included in this system. Clay, often mixed with some silt and sand, is the predominant material in the Dissected Till and Residuum Aquifer system. However, the area around Loogootee is covered by a sandy, silty till in which a few small lenses (typically less than 5 feet thick) of sand and gravel may be present.

Aquifer elevations are typically between 450 and 800 feet mean sea level (m.s.l.). Because the materials covering the bedrock are so thin in most places, the aquifer elevations closely match the elevation of the bedrock surface. Because this aquifer system is so thin, nearly all wells in the area are completed in bedrock.

The Division has no records of drilled or bored (bucket-rig) wells in this aquifer system. Although a few such wells may exist, yields would likely be very low. The overwhelming majority of the area of this aquifer system exhibits little or no potential for successful wells. Some old dug wells probably still exist, but yields would also be quite low.

Because of the low permeability of the surface materials, this system is not very susceptible to contamination from surface sources.

### ***iii) Wells and Wellhead Protection***

Indiana Department of Environmental Management (IDEM) keeps a Drinking Water Facilities Database<sup>5</sup>. A search of that database showed that the City of Loogootee is served by Loogootee Water Works (Water System No. IN5251005). The community facility serves an estimated population of 3,800 with 7 groundwater wells.

Wellhead protection areas are associated with public water supply wells. A wellhead protection area is the surface and subsurface area surrounding a public water supply well, through which contaminants are reasonably likely to move toward and reach the well. Wellhead protection areas are delineated in order to prevent the contamination of groundwater used as drinking water. Wellhead protection areas may have a detailed delineation and unique shape or a fixed 3,000-foot radius.

The IDEM Ground Water Section administers the Wellhead Protection Program<sup>6</sup>, which is a strategy to protect ground water drinking supplies from pollution. The Safe Drinking Water Act and the Indiana Wellhead Protection Rule (327 IAC 8.4-1) mandates a wellhead program for all Community Public Water Systems. The Wellhead Protection Programs consists of two phases. Phase I involves the delineation of a Wellhead Protection Area (WHPA), identifying potential sources of contamination, and creating management and contingency plans for the WHPA. Phase II involves the implementation of the plan created in Phase I, and communities are required to report to IDEM how they have protected ground water resources.

All community water systems were required to develop a plan, commonly referred to as a Phase I plan, to protect the areas around their wellheads. All Phase I plans were required to contain, at a minimum the following:

<sup>4</sup> Spaeth, R. H. and W. C. Herring. 2003. Map: "Unconsolidated Aquifers of Martin County, Indiana", Indiana Department of Natural Resources, Division of Water, Resource Assessment Section. Accessed 07/28/09. [http://www.in.gov/dnr/water/files/martin\\_unconsolidated.pdf](http://www.in.gov/dnr/water/files/martin_unconsolidated.pdf)

<sup>5</sup> Indiana Department of Environmental Management. Drinking Water Branch, SDWIS Ver. 1.1, Drinking Water Facility Database. Accessed 06/01/09. [http://www.in.gov/apps/idem/sdwis\\_state/](http://www.in.gov/apps/idem/sdwis_state/)

<sup>6</sup> Indiana Department of Environmental Management. Wellhead Protection Program. Accessed 06/01/09. <http://www.in.gov/idem/4289.htm#proxdet>





- Establishment of a Local Planning Team
- Delineation of the Wellhead Protection Area
- Identification and Inventory of Potential Contaminant Sources
- Development of a Management Plan for Potential Contaminant Sources
- Development of a Contingency Plan

IDEM provides a Wellhead Protection Program Tracking Database. This database provides tracking information on the status of Community Public Water Supply Systems' Wellhead Protection Plans. Results from a search of this database for Loogootee Water Works are shown in Table 1.

**Table 1: IDEM Wellhead Protection Program Tracking Database - Loogootee Water Works Records**

PWSID	System Name	Tracking Type	Tracking Action	Action Date
5251005	Loogootee Water Works	Phase1	Resubmit	10/15/03
		ModelDel	Approved	05/10/02
		ModelDel	Submit	03/28/01
		Phase1	Review	10/29/01
		Phase1	Returned	10/29/01
		Phase1	Submit	03/28/01
		RegLetter	Returned	08/12/03
		Phase1	Review	10/15/03
		Phase1	Approved	12/01/03
		ModelDel	Review	04/25/02

## b. STREAMS AND FLOODPLAINS

Loogootee is located within the Lower East Fork White (05120208) 8-digit watershed. There are no significant streams within the city limits. One floodplain is present associated with a tributary of Friends Creek.

## c. Wetlands

All wetlands in or near the City of Loogootee are forested wetlands (PFO1A). There are two forested wetlands associated with the floodplain of a tributary of Friends Creek. They are sections of the stream 601 feet and 1288 feet long. They are on the southwest side of the city roughly near and between US 231 and US 50. The location of these wetlands, as mapped by the National Wetland Inventory (NWI) of the U. S. Fish and Wildlife Service (USFWS) are shown in Figure 8.

## 4. NATURE

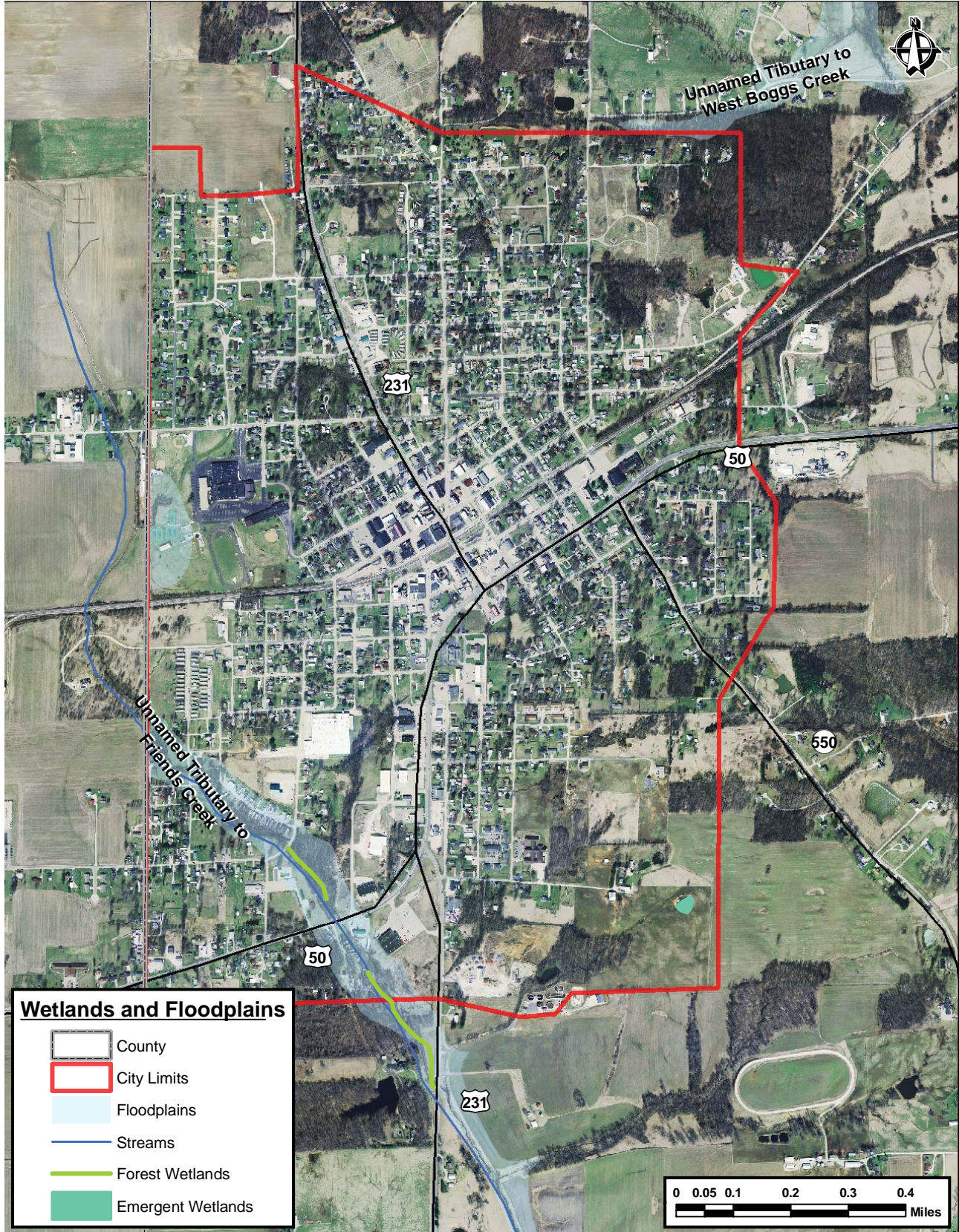
### a. Conservancy District<sup>7</sup>

The Indiana Conservancy Act, IC 14-33, provides a vehicle by which landowners can organize a special taxing district to solve problems related to water resources management. Martin County is served by the Prairie Creek Conservancy District headquartered in Washington, Indiana. Its stated purpose is drainage, erosion,

<sup>7</sup> Indiana Department of Natural Resources, Department of Water. Community Assistance and Information. Conservancy Districts Directory. Accessed 06/01/09. [http://www.in.gov/dnr/water/files/con\\_dist\\_dir.pdf](http://www.in.gov/dnr/water/files/con_dist_dir.pdf)



Figure 8: Wetlands and Floodplains





flood control, and recreation. Problems that can be solved through the Indiana Conservancy District Act are as follows:

1. Flood prevention and control.
2. Improving drainage.
3. Providing for irrigation.
4. Providing water supply, including treatment and distribution, for domestic, industrial, and public use.
5. Providing for collection, treatment, and disposal of sewage and other liquid wastes.
6. Developing forests, wildlife areas, parks, and recreational facilities where feasible in connection with beneficial water management.
7. Preventing loss of topsoil from injurious water erosion.
8. Storage of water for augmentation of stream flow.
9. Operation, maintenance, and improvement of any work of improvement for water based recreational purposes, or other work of improvement that could have been built for any other purpose authorized by the Act.

### b. Wildlife Habitat and Threatened and Endangered Species

Natural Regions are “a major, generalized unit of the landscape where a distinctive assemblage of natural features is present. It is part of a classification system that integrates several natural features, including climate, soils, glacial history, topography, exposed bedrock, pre-settlement vegetation, species composition, physiography, and plant and animal distribution, to identify a natural region.”<sup>8</sup> The City of Loogootee is located on the edge of the Glaciated Section of the Southwestern Lowlands Natural Region. The following natural region and section descriptions are from “The Natural Regions of Indiana” by Homoya et al. (1985).

The **Southwestern Lowlands Natural Region** is known for its low relief and extensive aggraded valleys. Much of the region is nearly level, un-dissected and poorly drained. The northern portion was glaciated by the Illinoian ice sheet. The extant natural communities are mostly forest types.

The **Glaciated Section** has an abundance of acid to neutral silt loams with a thick layer of loess (usually Iva, Cincinnati, Avon, Vigo and Alford series). Natural communities are mostly forest types but several types of former prairies are known. The flatwood community type is common and includes shagbark hickory (*C. ovata*), shellbark hickory (*C. laciniosa*), pin oak (*Q. palustris*), shingle oak (*Q. imbricaria*), hackberry (*Celtis occidentalis*), green ash (*Fraxinus pennsylvanica*), red maple (*A. rubrum*) and silver maple (*A. saccharinum*). Black ash (*F. nigra*) swamps are near their southern limit here. Additional community types include swamp, marsh, pond and low-gradient streams (i.e. Eel River and Busseron Creek). The prairie kingsnake (*Lampropeltis calligaster*) and the crawfish frog (*Rana areolata circulosa*; state endangered) are characteristic species of this region.

The Indiana Natural Heritage Data Center is a comprehensive attempt to determine the state's most significant natural areas through a statewide inventory. This program is designed to provide information about Indiana's diversity of natural ecosystems, species, landscape features, and outdoor amenities, and to assure adequate methods for evaluating this information and setting land protection priorities. The inventory is a continuous process to update Indiana's high quality natural communities and endangered, threatened and rare species by county. No records of endangered species or high quality natural communities were present in the database as of July 2008 in or near the City of Loogootee. However, this does not indicate that species could not be present, therefore, it is important to consult with the IDNR and USFWS regarding concerns for site specific projects.

### c. Managed Lands, Natural Areas and Recreation

Indiana Department of Natural Resources, Division of Outdoor Recreation, maintains a database of all outdoor recreation facilities in the state that are publicly accessible. This includes access to playgrounds, picnic areas,

<sup>8</sup> Homoya, M. A., B. Abrell, J. R. Aldrich, and T. W. Post. 1985. Natural Regions of Indiana. In Proceedings of the Indiana Academy of Science For 1984, Vol. 94, edited by Donald R. Winslow, pp. 245-268, Indiana Academy of Science, Indianapolis.



sports fields, open spaces, and all manner of other outdoor recreation. The parks, schools and other facilities near Loogootee identified in this database (data currentness: June 2006) are shown in Figure 9.

Lark Ranch just north of Loogootee on US 231 offers a fun activities for families in the fall. They are most noted for their 15-acre corn maze. They have many activities such as the corn maze, pumpkin patch, wagon ride, gem mining, dinosaur dig, bouncy house, pony rides, a weaving exhibition, and many other activities. There are the buffalo, longhorn steers, donkeys, llama, pigs chickens, goats, cows, rabbits, etc. There are opportunities to see a wide variety of crops growing, making it an educational experience. Lark Ranch has become a very popular destination for field trips, hosting around 4,000 students each fall<sup>9</sup>.

#### **d. PERMITTED WASTE DISPOSAL AND STORAGE (Figure 10)**

##### ***i) Confined Feeding Operations***

Using IDEM data from January 2007, there is one CFO documented within the Loogootee city limits in the southeast corner.

Confined feeding is the raising of animals for food, fur or recreation in lots, pens, ponds, sheds or buildings, where they are confined, fed and maintained for at least 45 days during any year, and where there is no ground cover or vegetation present over at least half of the animals' confinement area. Livestock markets and sale barns are generally excluded. Indiana law defines a confined feeding operation as any animal feeding operation engaged in the confined feeding of at least 300 cattle, or 600 swine or sheep, or 30,000 fowl, such as chickens, turkeys or other poultry.

The animals raised in confined feeding operations produce manure and wastewater which is collected and stored in pits, tanks, lagoons and other storage devices. The manure is then applied to area fields as fertilizer. When stored and applied properly, this beneficial reuse provides a natural source of nutrients for crop production. It also lessens the need for fuel and other resources that are used in the production of commercial fertilizer.

Confined feeding operations, however, can also pose environmental concerns, including the following:

- Manure can leak or spill from storage pits, lagoons or tanks
- Improper application of manure to the land can impair surface or ground water quality

The IDEM CFO/CAFO approval/permit program is based on the Confined Feeding Control Law administered through regulations adopted under the Water Pollution Control Board. The focus of the regulations is to protect water quality. The program is intended to provide an oversight process to assure that waste storage structures are designed, constructed and maintained to be structurally sound and that manure is handled and land applied in an environmentally acceptable manner.

##### ***ii) Underground Storage Tanks (USTs)***

The IDEM, Underground Storage Tanks program is responsible for assuring that all regulated underground storage tanks meet the U.S. EPA's and Indiana's requirements for release detection, spill and overflow prevention and corrosion protection, and to insure that tanks not meeting those requirements are properly closed or upgraded. The section educates and assists underground storage tank owners and operators in order to encourage and promote voluntary compliance<sup>10</sup>.

Digital records current to June 2009 indicate 11 USTs in Loogootee, and 9 of these are documented as leaking. Figure 10 shows permitted waste disposal and storage sites. It is important to note that just because a site has been identified as leaking, it does not mean that remediation efforts have not been initiated.

<sup>9</sup> Lark Ranch. Accessed 06/01/09. <http://www.larkranch.com/>

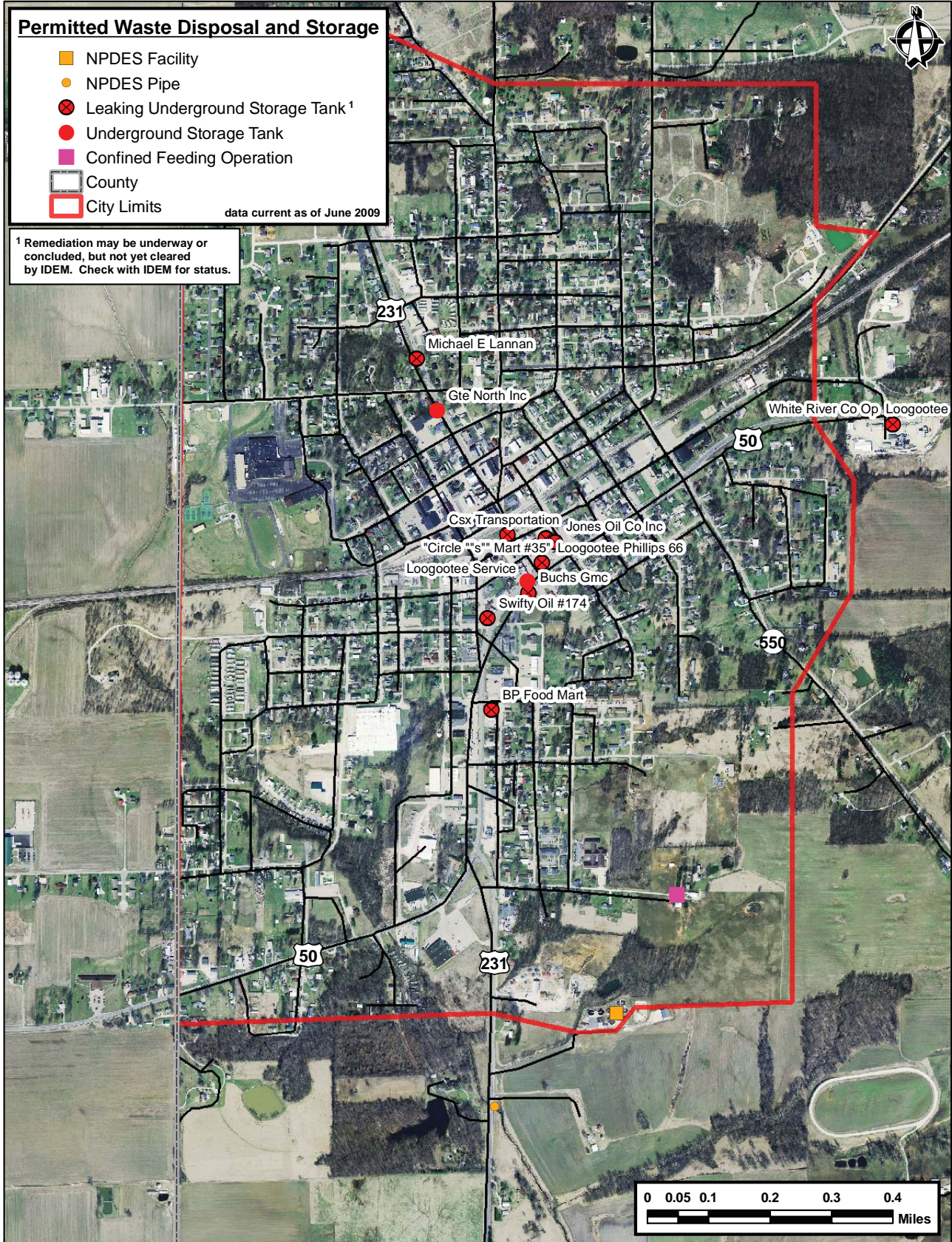
<sup>10</sup> Indiana Department of Environmental Management. Land Compliance. Underground Storage Tanks. Accessed 06/01/09. <http://www.in.gov/idem/4999.htm>

**Figure 9: Outdoor Recreation Facilities**





Figure 10: Permitted Waste Disposal and Underground Storage Tanks





### **iii) National Pollution Discharge Elimination System (NPDES)**

The purpose of the NPDES permit is to control the point source discharge of pollutants into the waters of the State such that the quality of the water of the State is maintained in accordance with the standards contained in 327 IAC 2. The NPDES permit requirements must ensure that, at a minimum, any new or existing point source must comply with technology-based treatment requirements that are contained in 327 IAC 5-5-2. According to 327 IAC 5-2-2, "Any discharge of pollutants into waters of the State as a point source discharge, except for exclusions made in 327 IAC 5-2-4, is prohibited unless in conformity with a valid NPDES permit obtained prior to discharge."<sup>11</sup>

According to IDEM data dated January 2007, there is one facility within Loogootee that discharges pollutants to state waters. It is the Loogootee Municipal Sewage Treatment Plant. The Loogootee Water Treatment Plant which also discharges to state waters, is located approximately 0.5 miles east of town.

## **D. SOCIAL CHARACTERISTICS**

Population, housing and income characteristics are important considerations in determining the future land use and infrastructure needs of the community. These characteristics help determine the magnitude of future housing demand, the ability of residents to afford housing, and the ability of residents to support commercial activities.

### **1. POPULATION CHARACTERISTICS**

#### **a. Existing Population**

Loogootee's population has increased by approximately 1,359 persons between 1900 and 2000. Loogootee's most dramatic change in population occurred between 1900 and 1910 when the population increased by 772 persons. After 1910, the growth remained steady until 1960, when the population increased by 434 persons. 1980 marked the pinnacle of the population boom, which stood at 3,100 persons. Since 1980, the population has slowly declined. From 1980 to 2000, the population decreased by 216. The population estimate from the U.S. Census for 2006 is lower than the population in 2000, by 135 persons.

Similarly, Perry Township has doubled in population between 1900 and 2000, but has experienced a steady decrease in population since 1980. The 2007 population estimate from the U.S. Census supports this trend. There are 197 less individuals in Perry Township in 2007 compared to the 2000 census data. Figure 11 shows the population trends for Loogootee and Perry Township since 1900.

#### **b. Projected Population**

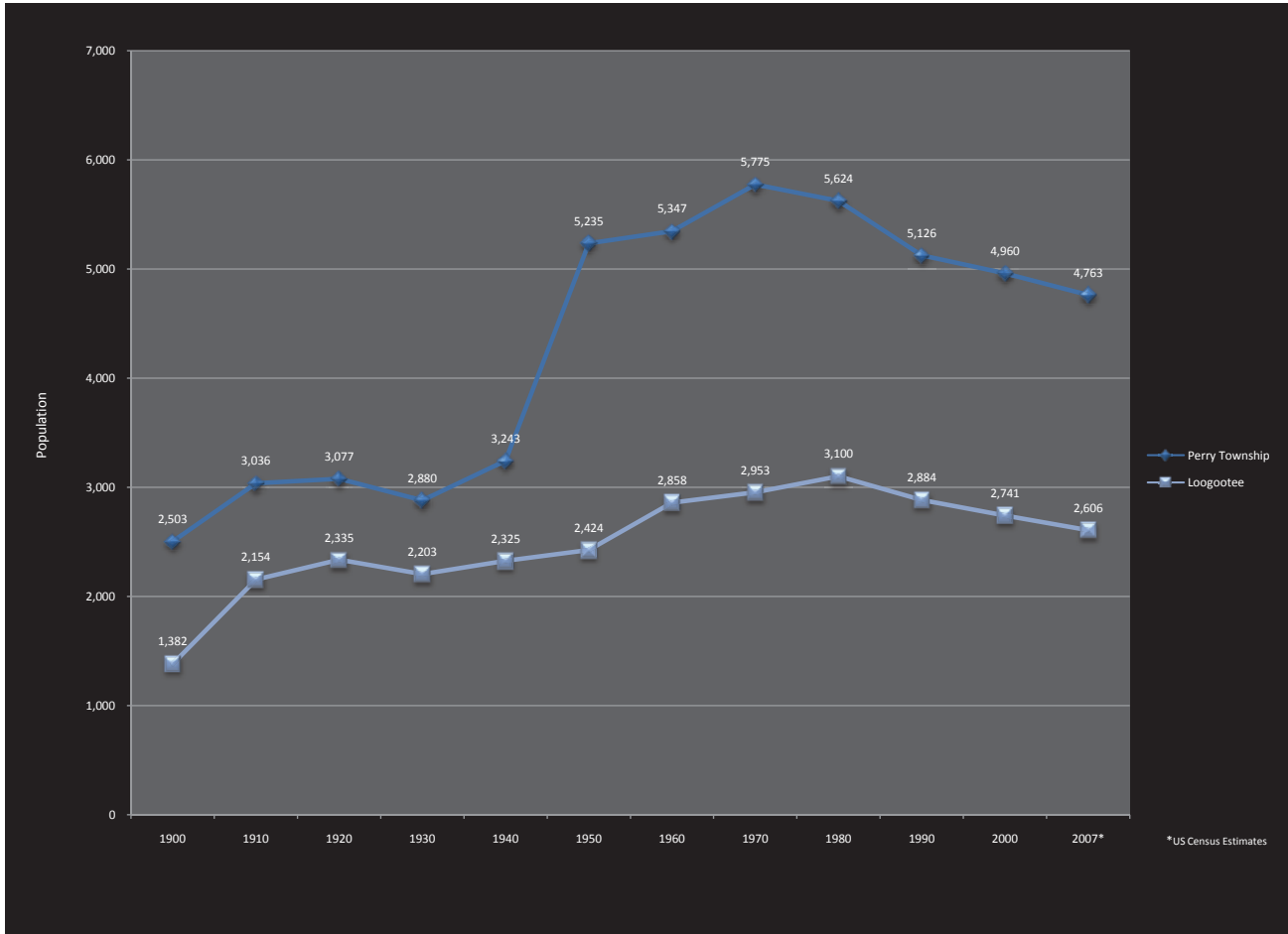
Population forecasts for Martin County and Loogootee were derived from the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) layer developed by Bernardin, Lochmueller and Associates that includes induced growth resulting from I-69. Population forecasts from Woods and Poole Economics, the Indiana Business Research Center, and the Regional Economics Model, Incorporated were examined to determine population projections to the year 2030 for counties through which I-69 will travel as well as neighboring counties. Figure 12 and Table A-5 in Appendix A show projections for Martin County based on the I-69 TAZ layer, the Indiana Business Research Center, and Woods and Poole Economics.

The Indiana Business Research Center forecasts to the year 2040 and is based on a regression analysis of historical population counts; whereas, Woods and Poole forecasts to 2040 and is based on economic forecasts of the U.S. Bureau of Economic Analysis. The I-69 TAZ population forecast for Martin County lies between the forecasts by the Indiana Business Research Center and Woods and Poole. The TAZ layer has a population of 9,778 and 4,039 households for Martin County in the year 2030. All three sources show a decrease in

<sup>11</sup> Indiana Department of Environmental Management. Permitting. Water Permits. Wastewater Permits. National Pollution Discharge Elimination (NPDES) Overview. Accessed 06/01/09. <http://www.in.gov/idem/4894.htm>



Figure 11: Population Trends



population for Martin County. Woods and Poole has the lowest population projection for 2030 with 9,520 people. The Indiana Business Research Center expects a slower population decrease with a 2030 population of 10,139. Woods and Poole and the Indiana Business Research Center both expect the population in Martin County to decrease further through the year 2040.

The population forecasts for Loogootee were derived using the I-69 TAZ layer. This forecast also shows a slow decrease in population for the city to the year 2030. The city is anticipated to have a 2030 population of 2,585 and 1,186 households. Figure 12 includes the population projections for Loogootee along with the three sources for Martin County. If employment at the WestGate @ Crane Technology Park reaches the forecasted 3,000 jobs, Martin County’s proportional share of resident employees would result in 595 additional persons and 238 households. Loogootee’s share of the Martin County increase would be about 25 percent. The resulting 149 additional persons and 60 households would reverse the population decline of Loogootee

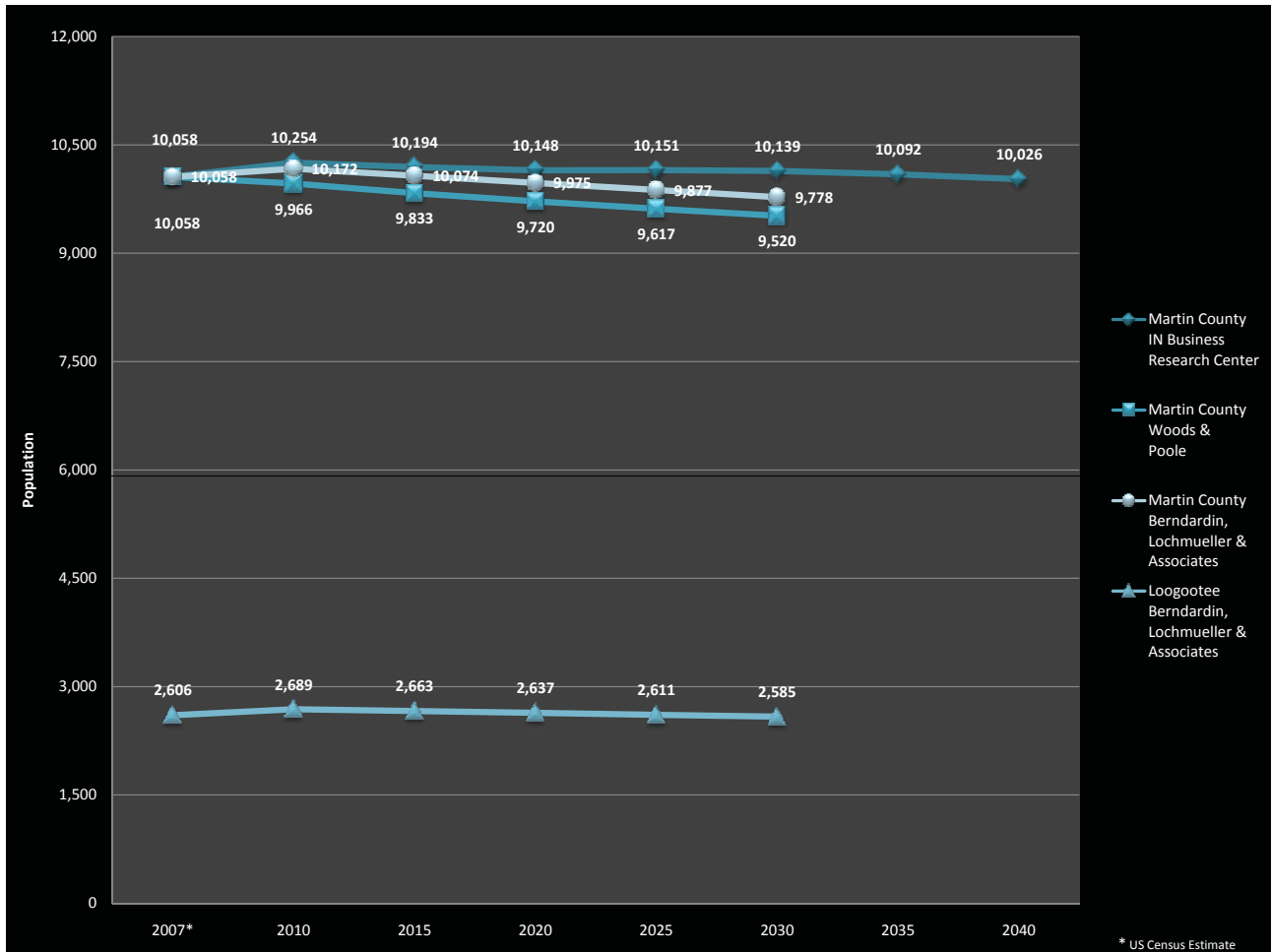
**2. DEMOGRAPHIC CHARACTERISTICS**

General demographic characteristics of the population are an indicator of the need for community facilities such as housing, education, and recreation. Table A-6 in Appendix A shows population, income and educational attainment data for Loogootee, Perry Township, Martin County and Indiana for comparison.





**Figure 12: Population Forecasts**



**a. Male/Female Population**

In 2000, the 48.1 percent male ratio in Loogootee was lower than the 49.0 percent male ratio for Indiana (see Table A-6 in Appendix A). The female ratio in Loogootee was higher than the state ratio; 51.9 percent and 51 percent, respectively. In comparison, Perry Township had a male and female population of 49.7 and 50.3 percent. Martin County had a male and female population of 50.6 and 49.4 percent, respectively.

**b. Age**

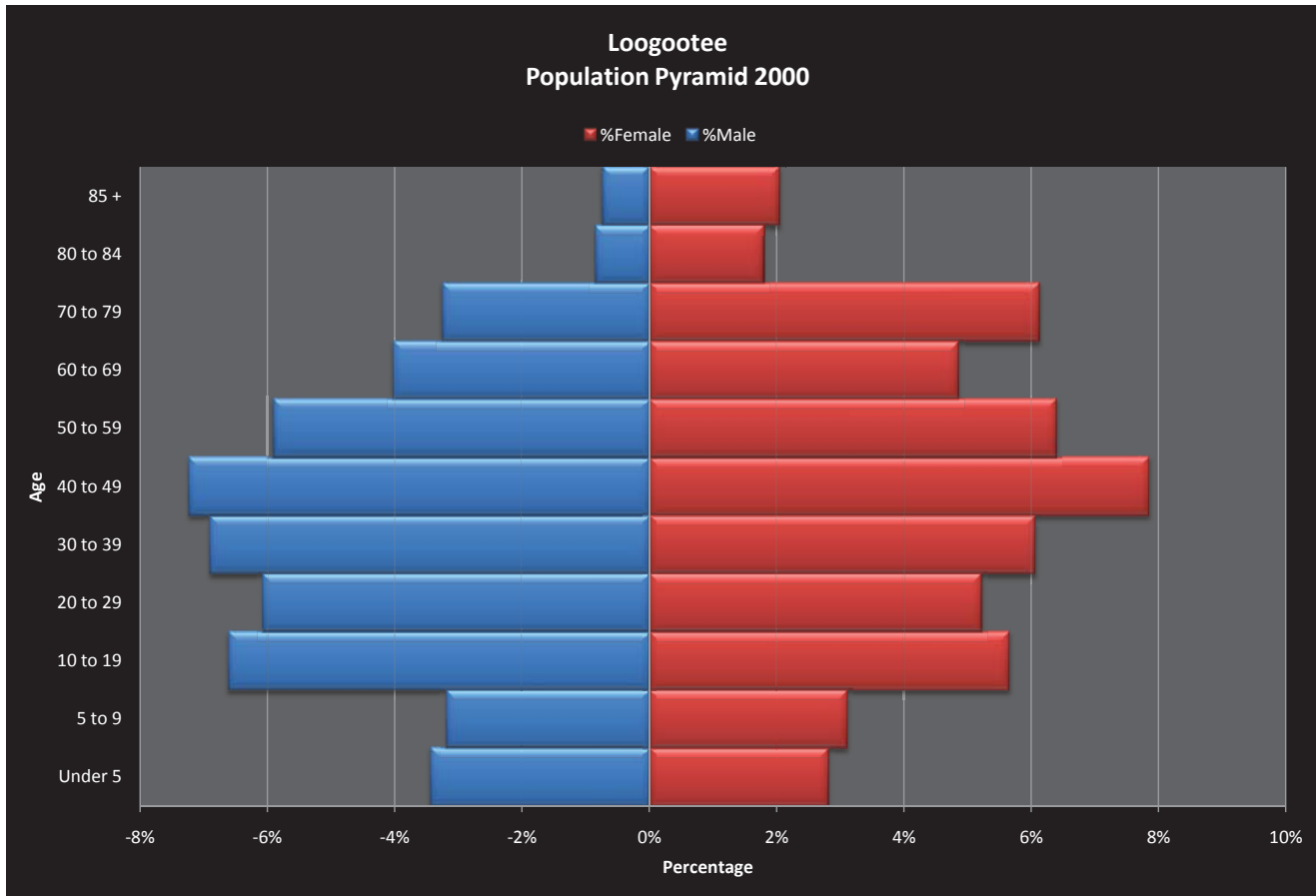
Loogootee had a higher median age (40.6 years) in 2000 than Perry Township (39.1), Martin County (38.5) and Indiana (35.2). Data from the U.S. Census revealed that in 2000, 23.7 percent of the total population in Loogootee was 60 years or older. Thirty-five percent of the total population in Loogootee was between the ages of 35 and 59 in 2000 (see Figure 13).

Loogootee has a higher female median age (44.0 years) than Perry Township and Martin County (41.3 and 39.8 years, respectively). Loogootee (37.6), Perry Township (37.5) and Martin County (37.3) all have similar male median age.

In Loogootee, 51.2 percent of the population that is less than 65 years old is male, making 48.8 percent of the same population group female. Almost 65.2 percent of the population that is 65 years or older is female, while only 34.8 percent of the same age group is male.



Figure 13: Population Pyramid



**c. Education**

Table A-6 in Appendix A shows that in 2000, 82.1 percent of the Indiana population 25 years and older had at least a high school diploma and 25.2 percent of the Indiana population 25 years and older had at least a college degree (Associates degree or higher). See Figure 14 for educational attainment in 2000. Loogootee, Perry Township, and Martin County all had lower percentages of high school graduates than Indiana (73.6 percent, 79.3 percent and 74.2 percent, respectively). Loogootee, Perry Township and Martin County all had lower percentages of the population with college degrees as well (20.9 percent, 23.2 percent and 16.8 percent, respectively). Percentages for individuals with at least a bachelor degree are much lower in Loogootee, Perry Township, and Martin County than Indiana. Less than 11 percent of Loogootee residents have a bachelor degree compared to over 19 percent of the state.

**d. Ethnicity**

Neither Loogootee nor Martin County has a very diverse population. In 2000, over 97 percent of the population in Loogootee, Perry Township, and Martin County was white. Loogootee has a significantly less diverse population than Indiana. In 2000, over 99.1 percent of the population of Loogootee was white. In Indiana in 2000, 89 percent of the population was white.



**Figure 14: Educational Attainment**



### 3. INCOME CHARACTERISTICS

Household income and family income are two sources of income information. The median household income for Loogootee was \$30,492 according to the 2000 U.S. Census, which is less than Perry Township (\$37,331), Martin County (\$36,411) and Indiana (\$41,567). The income grouping of \$10,000 to \$19,999 occupies the highest amount of households in Loogootee, Perry Township and Martin County. See Figure 15 for more household income data.

Family income is used to calculate the number of persons in poverty. The U.S. Census calculates the number of families below the poverty-level based on family income and family size. According to the 2000 U.S. Census, 13.1 percent of the families in Loogootee were below the poverty-level. This was not quite double the number of families in poverty in Indiana (6.7 percent) or Martin County (8.1 percent). See Table A-7 in Appendix A for more family income data.

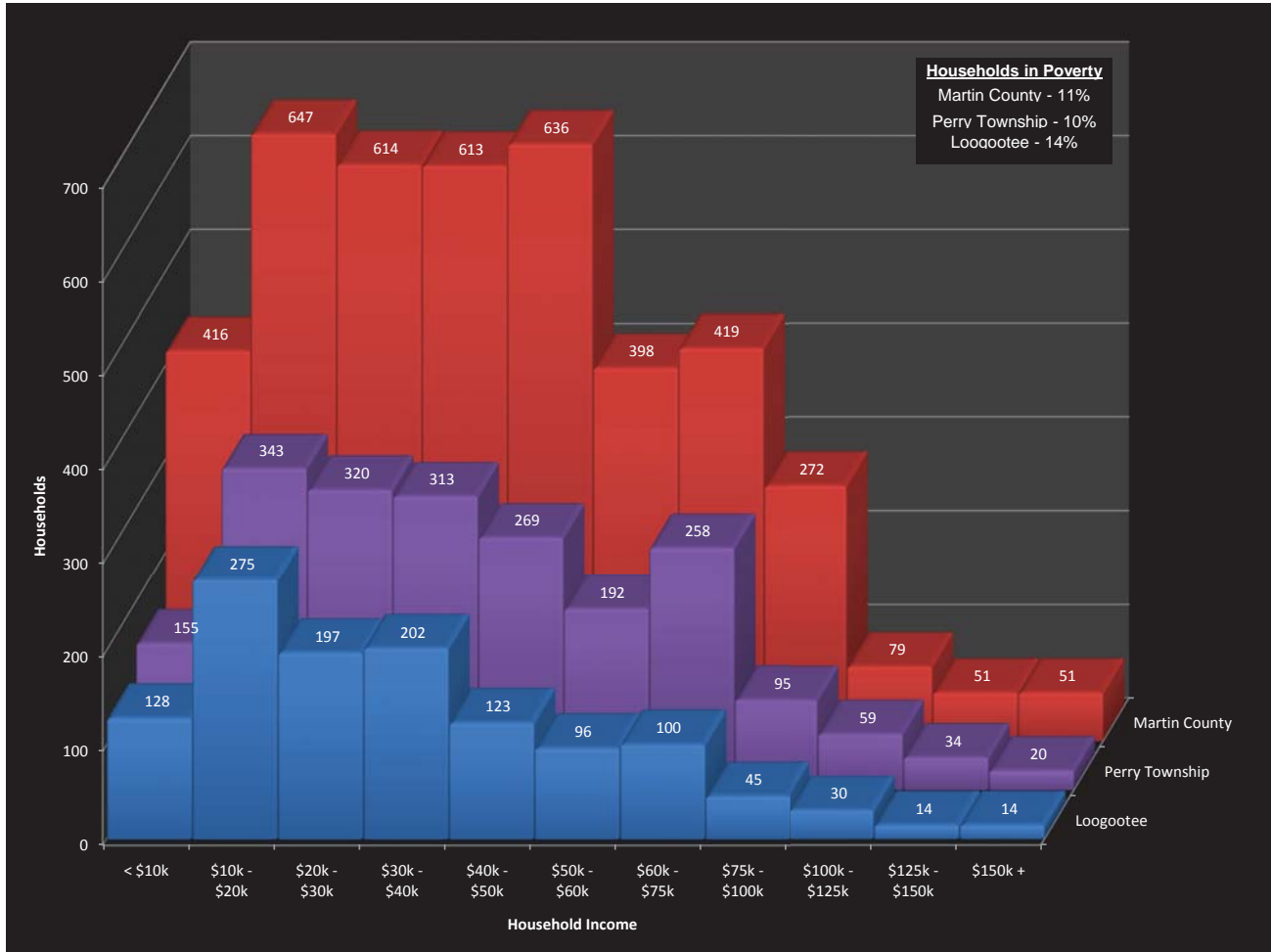
### 4. HOUSING CHARACTERISTICS

#### a. Existing Housing

Between 1990 and 2000, Loogootee's total housing units and number of households increased while the total population decreased. The increase in the ten-year time span was not much; housing units increased by 92



Figure 15: Household Income



and households increased by 45. The household size in Loogootee in 2000 was less than that of Martin County and Indiana (see Table A-8 in Appendix A).

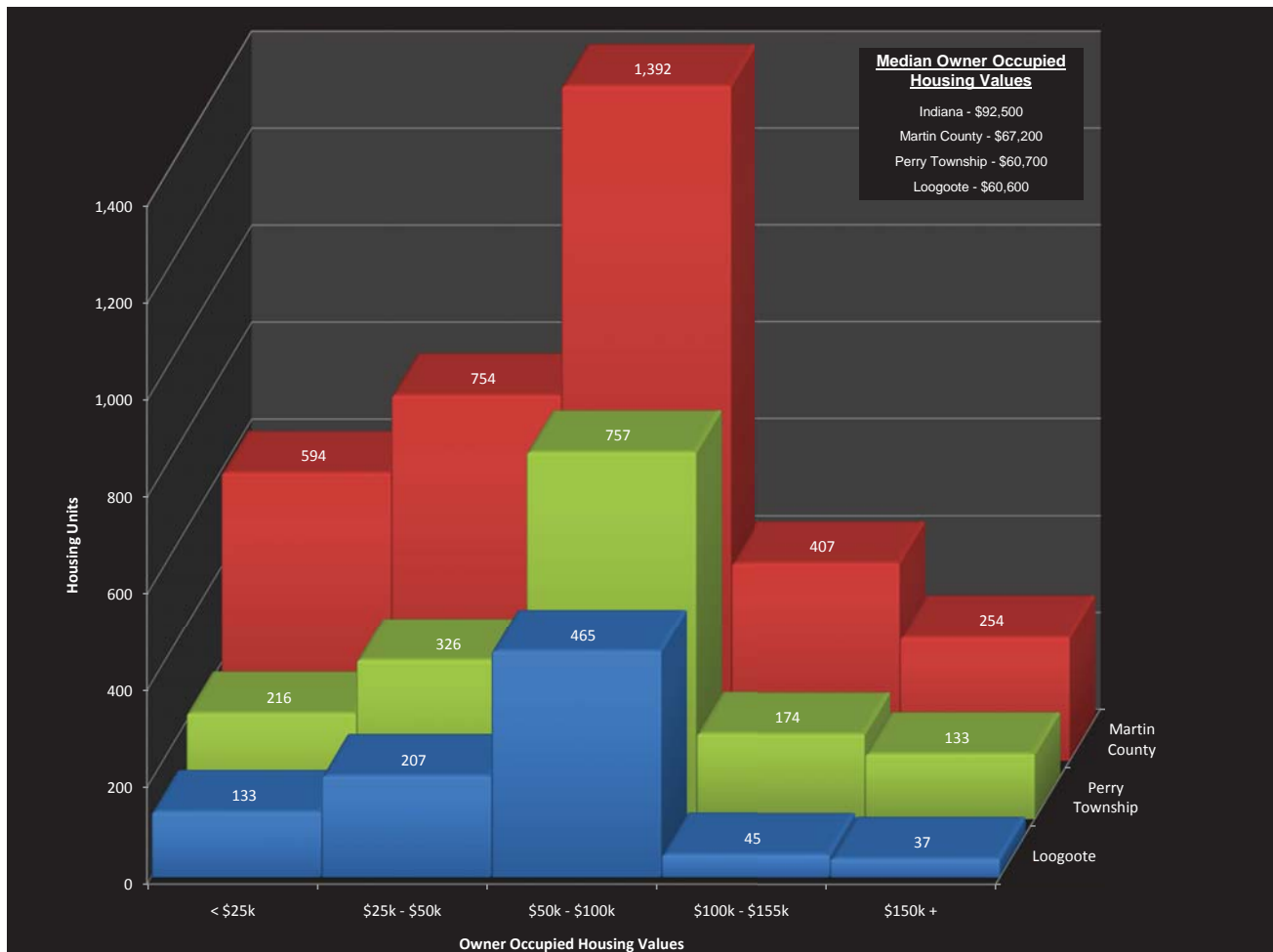
The vacancy rate for housing is an indicator of the strength of the housing market. Between 1990 and 2000, the number of vacant housing units in Loogootee increased by 47 units. The percent of vacant units in Loogootee was 8.3 percent while Perry Township was 9.2 percent in 2000. This was lower than the county-wide vacancy rate of 11.5 percent, but higher than the state-wide vacancy rate of 7.7 percent.

The median value of housing in 2000 was \$92,500 in Indiana, \$64,200 in Martin County, \$71,100 in Perry Township and \$66,600 in Loogootee. Along with Indiana, Martin County, Perry Township, the median value of housing in Loogootee increased between 1990 and 2000. Between 1990 and 2000, Loogootee's, Perry Township's and Martin County's median value of housing rose almost sixty percent; however, Indiana's median value of housing only rose 57.2 percent from 1990 to 2000. See Figure 16 for housing value data.

According to the U.S. Census, 61.1 percent of owner-occupied housing in Loogootee was valued between \$50,000 and \$99,999 in 2000. Two percent of owner-occupied housing in Loogootee was valued at \$25,000 or less (compared to 5.6 percent for Indiana) and only 11.2 percent were valued at \$100,000 or more (compared to 43.7 percent for Indiana).



**Figure 16: Housing Value**



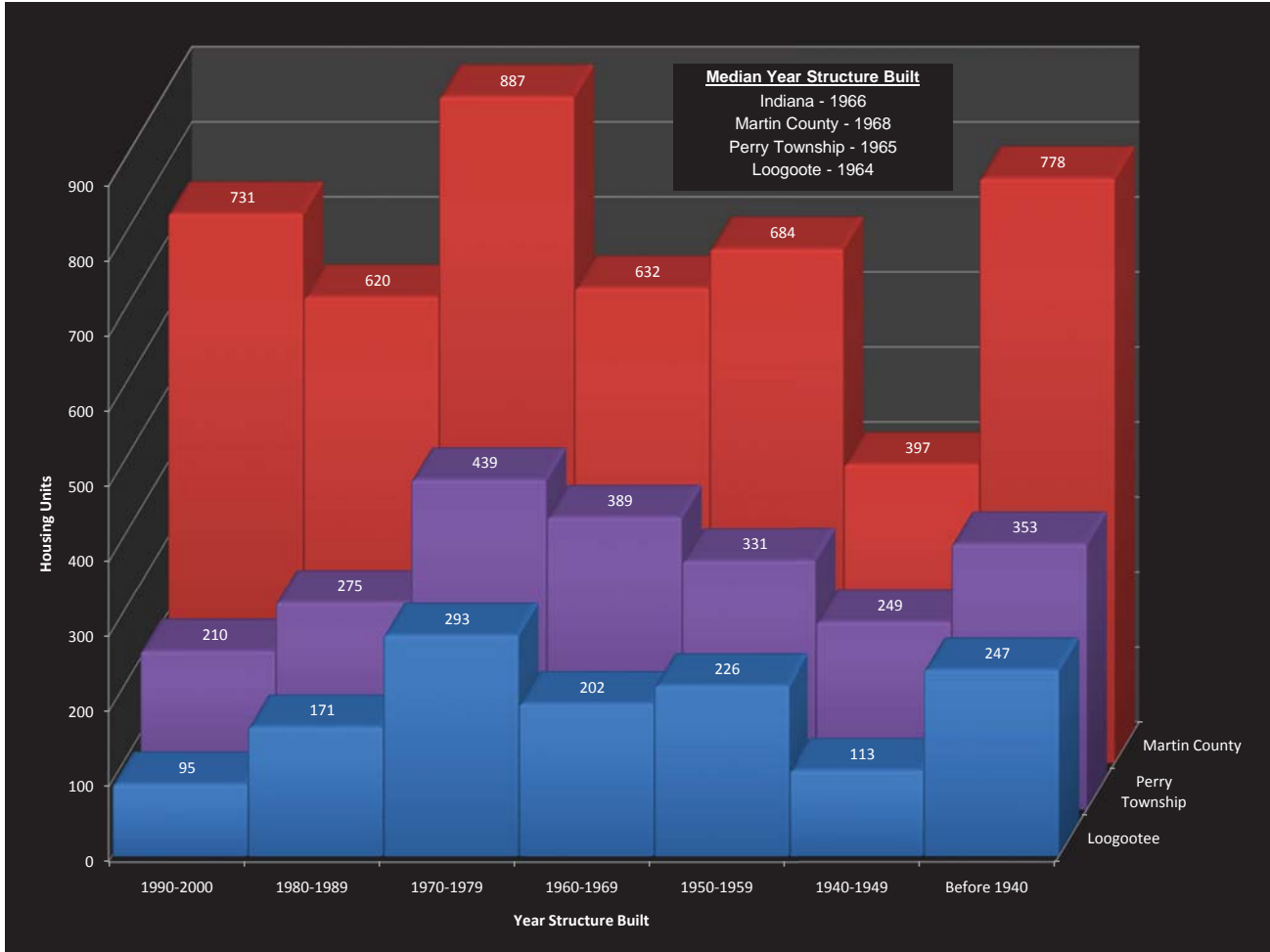
The median monthly contract rent was \$432 in Indiana, \$243 in Martin County, \$260 in Perry Township and \$263 in Loogootee in 2000. All experienced increasing monthly contract rents between 1990 and 2000. The rent in Loogootee raised \$80 compared to the \$141 rise in rent in the state.

The most significant variable explaining the lower median value of housing and lower median rent in Loogootee and Martin County versus other communities is the type of housing (see Table A-8 in Appendix A). Loogootee, Perry Township and Martin County all have a higher percentage of mobile homes than the state. While the housing mix in Indiana was 74.1 percent single-family, 19.2 percent multi-family and 6.6 percent mobile home, Perry Township housing mix was 73.0 percent single-family, 8.5 percent multi-family and 18.6 percent mobile home and Martin County's housing mix was 68.6 percent single-family, 6.4 percent multi-family and 25.0 percent mobile home. Loogootee's housing mix was 64.6 percent single-family, 13.4 percent multi-family and 22.0 percent for mobile home units.

The age of housing in the community is a reflection of the rate of growth of the community and is an indicator of the need for housing rehabilitation or housing replacement when rehabilitation is not economical. As shown in Table A-8 in Appendix A, the highest percentage of homes were built between 1960 and 1979 (36.8 percent). Over eighteen percent of the housing stock in Loogootee was built prior to 1940 (see Figure 17). Only seven percent of the housing stock in Loogootee was built between 1990 and March 2000. The median year built for Loogootee's housing stock is 1961, which is older than Martin County (1968) and Perry Township (1965).



Figure 17: Age of Housing



**b. New Housing Permits**

Although the City of Loogootee issues residential housing permits, Martin County does not. Based on the U.S Census data, Ninety-two housing units were gained between 1990 and 2000 in Loogootee. In that same time period, 47 additional housing units became vacant. The vacancy rate increased from 5.1 percent in 1990 to 8.3 percent in 2000.

**c. Projected Housing Units**

The population and household projections from the I-69 TAZ layer, described earlier under projected population, were used to determine projected housing units for Loogootee. Assuming a constant vacancy rate between 2000 and 2030, projected housing units could be calculated using the vacancy rate and projected number of households from the I-69 TAZ layer. Using these numbers, a projection of 1,293 housing units is calculated for 2030. This is a decrease of 44 housing units from the year 2000. However, unless houses are demolished, the number of housing units should not decrease. See Table A-9 in Appendix A for more information on projected housing units. Loogootee’s share of the resident employees at the WestGate @ Crane Technology Park would result in 60 new households, off-setting any decline in housing units in the future.



#### d. Housing Affordability

One way to look at affordable housing is to compare the median value of housing to the median household income. The median value of a house in Loogootee (\$66,600) is 2.18 times higher than the median household income (\$30,492) according to the year 2000 U.S. Census. In Indiana, the median value of housing (\$92,500) is 2.23 times higher than the median household income (\$41,567). For Martin County, the median value of housing (\$64,200) is 1.76 times higher than the median household income (\$36,411). Another important aspect of affordability is home ownership. Seventy-one percent of the occupied housing in Loogootee are owner occupied compared to 81 percent in Martin County and 71 percent in Indiana.

In conclusion, it would appear that the housing market in Loogootee is providing affordable housing needs for most people in Loogootee. Although the median household income in Loogootee is less than that of the state, the median value of housing is much lower than the state. There is some concern, however, in the low percentage of owner occupied housing in Loogootee. Nearly 29 percent of all occupied housing units are renter occupied, including 11 percent of the single-family housing units and 40 percent of the mobile homes.

#### e. Existing Housing Conditions

A field survey of the Loogootee area was completed to assist in determining existing land use and creating an inventory of existing housing in Loogootee. A rating system was created to rate houses based on their exterior appearance. (The field survey was conducted from the public right-of-way, therefore an interior inspection could not be made.) The rating system ranked houses from A through E as follows:

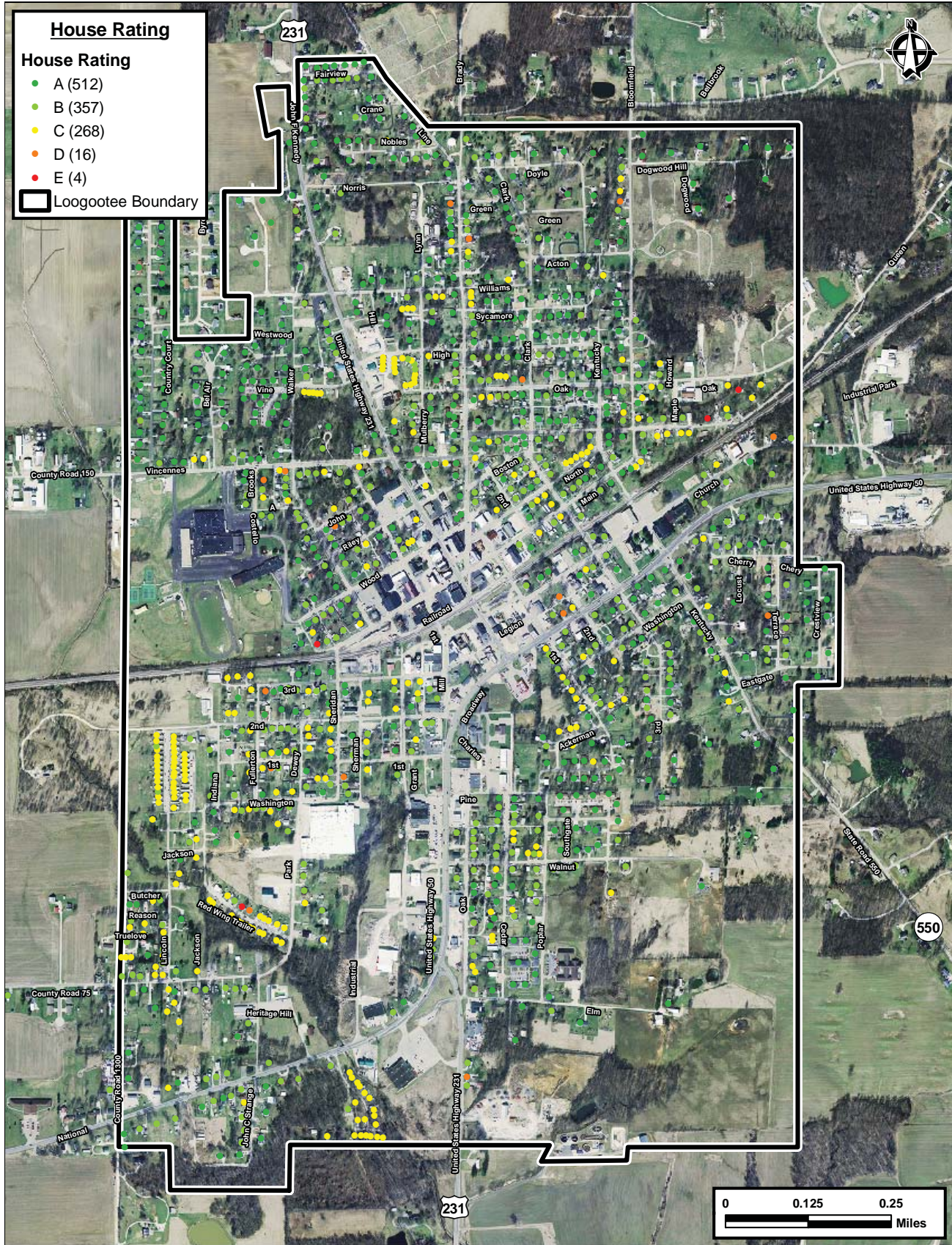
- A - Extremely well kept homes with no maintenance needs.
- B - Well kept homes with only small touch-ups or minor maintenance needs (such as paint and minor repairs to roofs, siding, gutters, windows, and doors).
- C - Deteriorating homes that needed several touch-ups or minor maintenance needs (such as deteriorated paint and shingles, and numerous minor repairs to roofs, gutters, siding, windows, and doors).
- D - Deteriorated homes with major maintenance needs (major repairs required to a combination of roofs, gutters, siding, windows, and doors), but such repairs appear to be economically viable and the structure is still livable.
- E - Dilapidated houses that had several major repair needs (the combination of major repairs or observable structural defects, including components of roof, siding, windows, or doors missing, which appear to be economically infeasible to repair) or appeared to be unlivable (burned out or boarded up structures are included in this category).

There were several key factors that helped determine the rating of each house. The condition of the roof was one of the most important factors. A house with an older roof that could use new shingles would suggest a B rating depending on the severity; if the roof also had small dips, it would more likely be rated C; if there were major dips in the roof, it would have been rated D; and if the roof had visible holes, it would have been rated E. The condition of the windows was also an important element. Houses with older windows that needed painting would receive a C rating, while houses with boarded up windows would normally receive an E rating. The condition of the yard was also considered when rating houses. Overgrown lawns, unkept flowerbeds, couches in the yard, and junk cars would bring down the rating of the house.

Figure 18 shows the rating of all homes in Loogootee. Overall, homes in Loogootee are in good shape and have been well maintained. In fact, 75.1 percent of homes had an A or B rating and only 1.7 percent had a D or E rating. Homes rated D and E are not concentrated in any particular location. The highest concentration of C rated homes are located at a few of the mobile home parks in Loogootee. These areas contain a concentration of older mobile homes that all need some sort of repairs or maintenance needs. None of these mobile homes are on a permanent foundation and most of them have flat roofs and older windows. Some of these homes had cracked windows or siding that was in bad shape and therefore received a D rating.

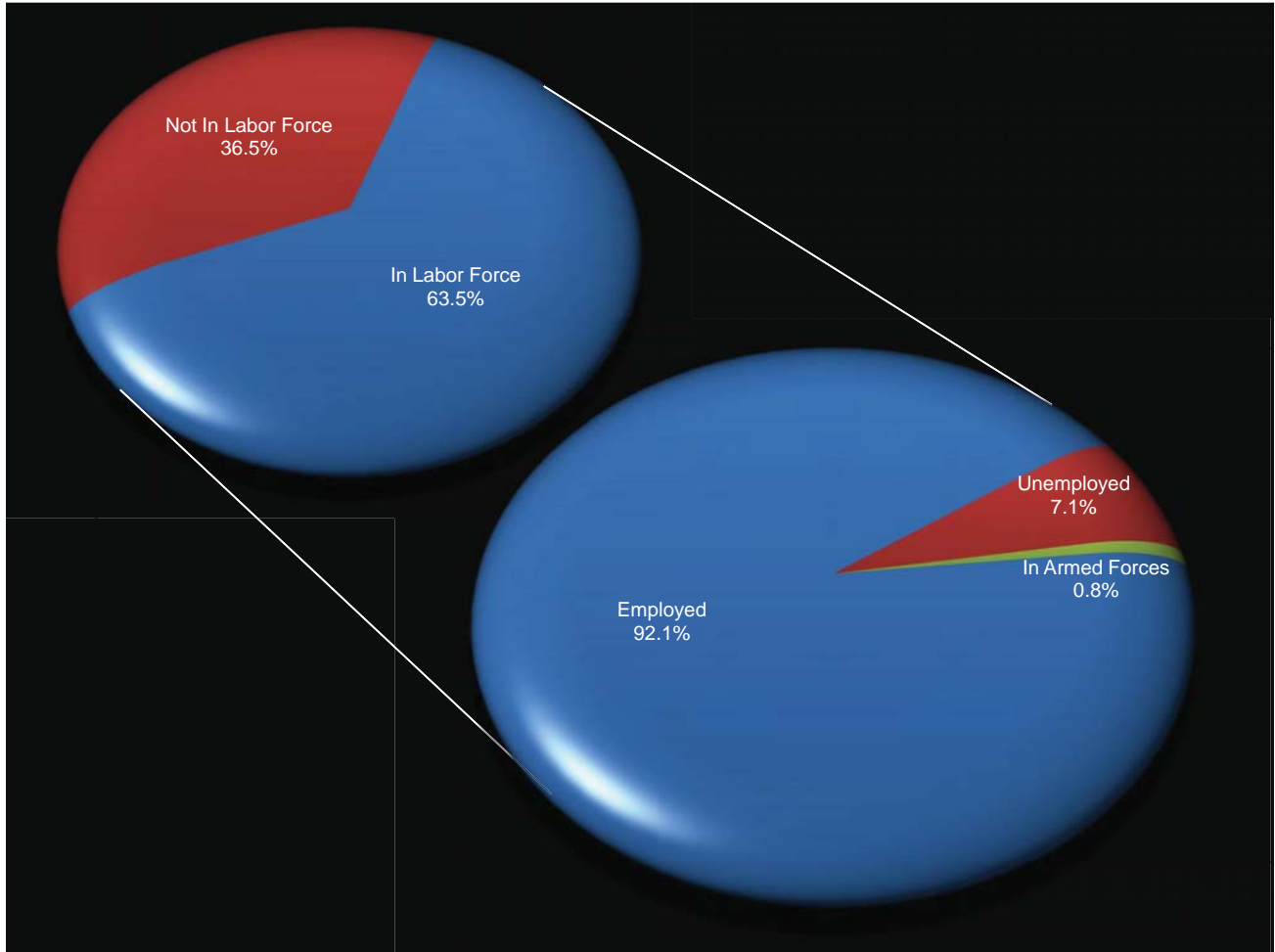


Figure 18: House Rating





**Figure 19: Labor Force**



## E. ECONOMIC CHARACTERISTICS

The economic overview of Loogootee consists of two components including the workforce (labor market) and the employment available (job market). The characteristics of the labor force involve employment characteristics by place of residence that are derived from the U.S. Census. The characteristics of the employment market are reported in employment by place of work from Woods and Poole’s Complete Economic and Demographic Data Source (CEDDS), as well as employment studies. Table A-11 in Appendix A highlights the economic characteristics for Loogootee and Martin County for the years 1990, 2000 and 2030.

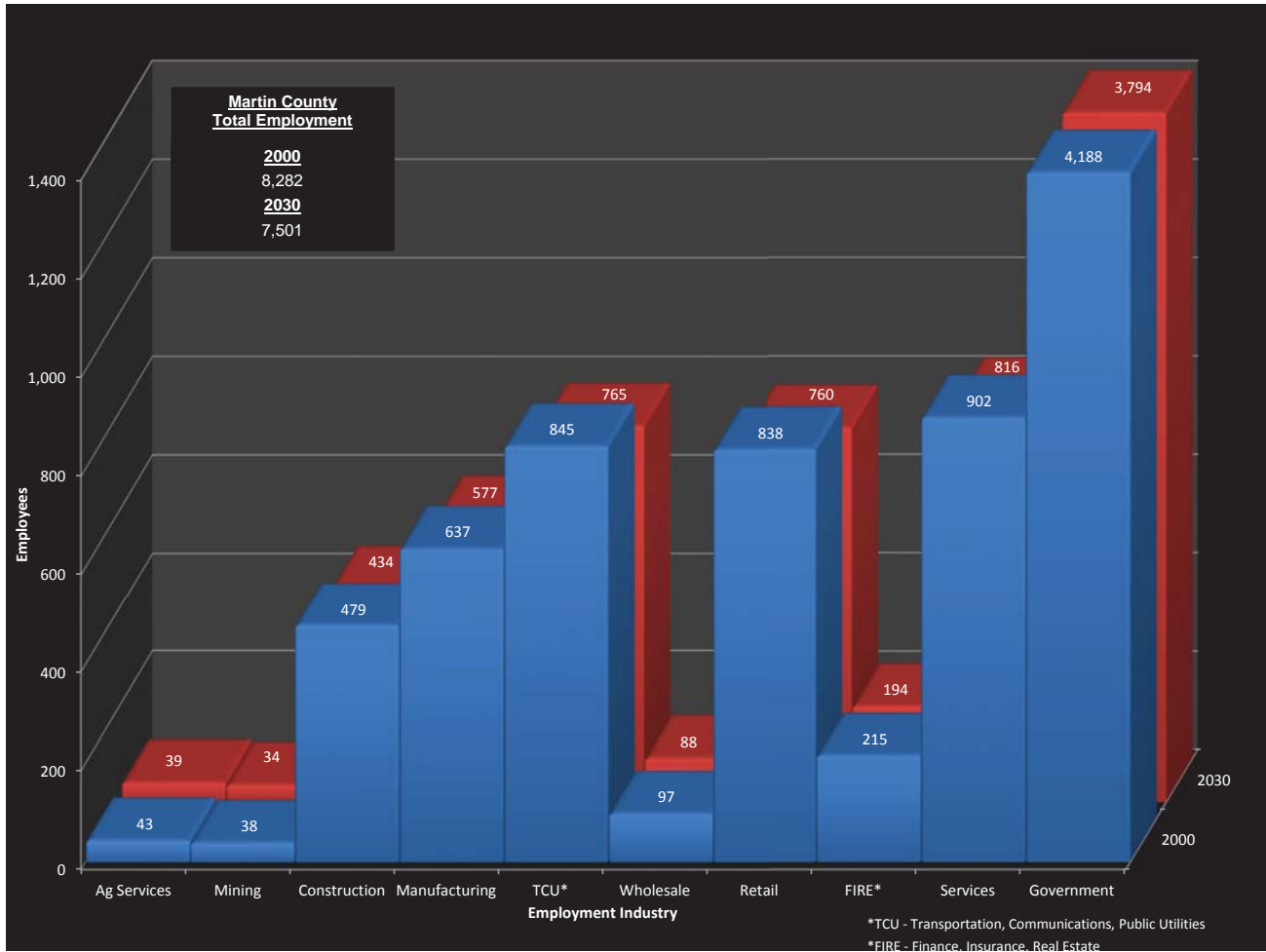
### 1. WORKFORCE CHARACTERISTICS

#### a. Existing Workforce

The labor force of a community is the community’s population 16 years and older that is working or is seeking employment. In 2000, Loogootee’s labor force was 1,410 or 63.5 percent of the population 16 years and older (see Figure 19). In 2000, Martin County’s labor force was 62.8 percent of the population 16 years and older. There were no people in the military component of the labor force in Loogootee in 2000. There were 11 people in the military in Martin County in 2000, according to the U.S. Census. The unemployment rate in Loogootee in 2000 was 7.2 percent. Martin County’s unemployment rate was 5.8 percent and the state’s unemployment rate was 4.9 percent in 2000.



**Figure 20: Employment by Major Sector for Martin County**



**b. Projected Workforce**

The number of people 16 years and older in the labor force increased slightly between 1990 and 2000. In 1990 there were 51 people in Loogootee that were unemployed (a 3.7 percent unemployment rate). In 2000 that number was nearly double at 101 people unemployed (a 7.2 percent unemployment rate). With no population increase expected in Loogootee, the number of people in the labor force should stay around 1,400 in the future. The unemployment rate should not increase in the future the way it did between 1990 and 2000. The unemployment rate is expected to stay around seven percent or even decrease slightly in the future.

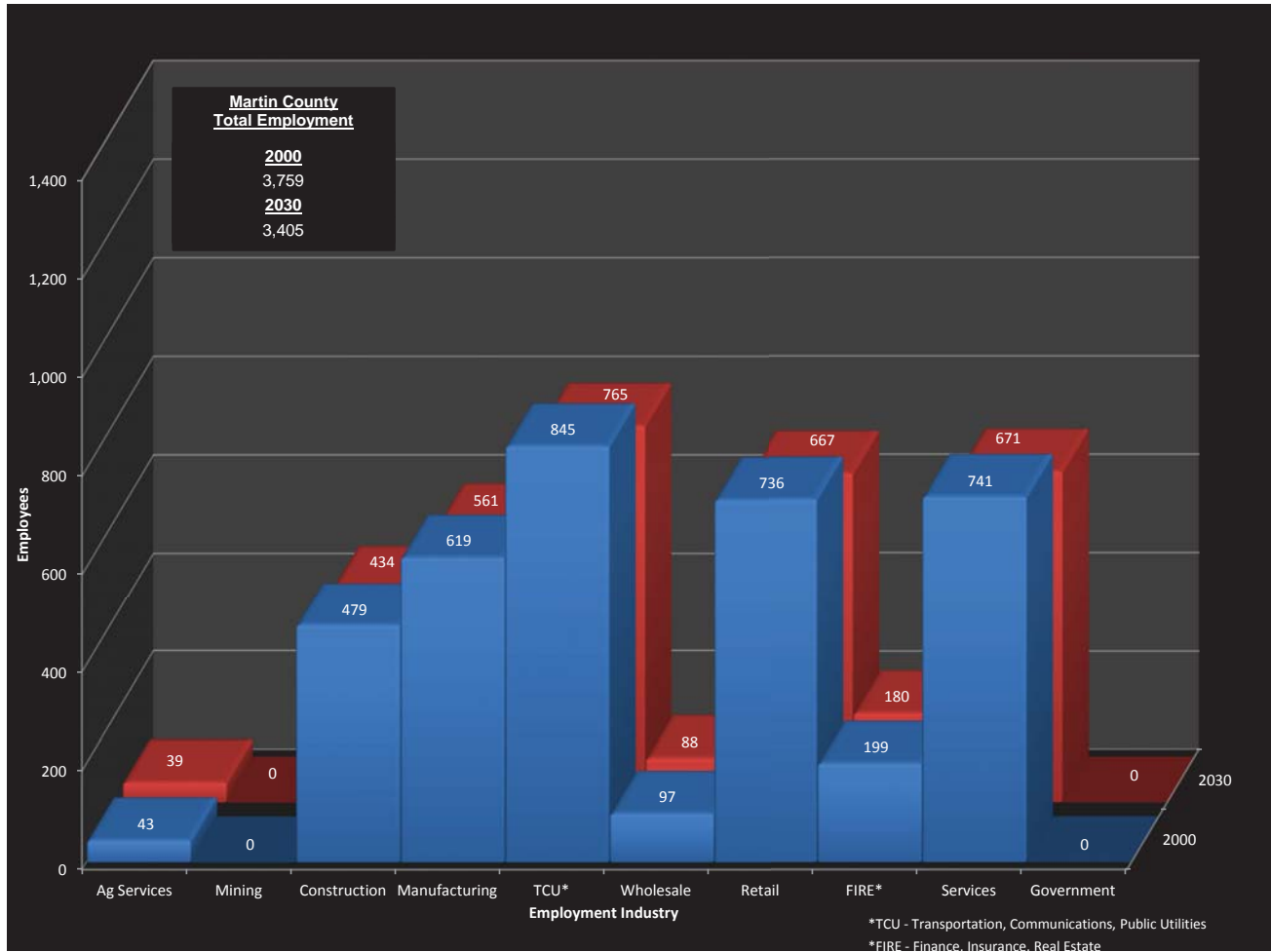
**2. EMPLOYERS/JOBS**

**a. Existing Jobs**

Employment reported by place of work from the I-69 TAZ layer is categorized by major industrial sectors in Table A-11 in Appendix A for Loogootee and Martin County. The Government sector employed the greatest number of people in Martin County in 2000 with 4,188 (50.6 percent). Employees at the Crane Naval Surface Warfare Center are in the Government sector, which makes up a majority of the county's governmental employment. The Educational, Health and Social Services sector was the next largest, employing 902 (10.9 percent). The Transportation, Communications, and Utilities sector employed 845 and the Retail Trade sector employed 838. (see Figure 20).



**Figure 21: Employment by Major Sector for Loogootee**



With the exception of governmental employment and a few retail and service jobs, the majority of employment in Martin County is located in Loogootee. The Transportation, Communications, and Utilities (TCU) sector is the largest employment sector in Loogootee. The I-69 TAZ layer shows all 845 jobs of Martin County's TCU employment in Loogootee. The Services sector (741 employees) and the Retail Trade sector (736 employees) are the next largest employment sectors in Loogootee. Although the table does not show any government employment in Loogootee, there is government employment with the City of Loogootee. (see Figure 21).

There are several large businesses located in and around Loogootee. Frito-Lay, Inc is located off of US 231, seven miles southeast of the city. Other businesses like the Dollar General, Pamida, O'Reilly Auto Parts, Car Quest Auto Parts, CVS Pharmacy, and Sofa's Plus are dispersed throughout the city.

Smaller locally-owned businesses can be found primarily in the downtown area along US 231 and US 50/150. These businesses include retail services such as Laurie's Flowers, Rosie's Shirt Shop, Greenwell Hardware, Co., Englert's Home Comfort, Cooper Plaza Antiques, and Patty's Flowers.

Graber's Insealators, Inc. is one of just a few manufacturing facilities around Loogootee. Loughmiller machine tools, J&M Mill Works, and Custom Door Manufacturing are all located within the two-mile fringe of Loogootee, but outside of Loogootee's corporate boundary. See Figure 21 for data on employment by major sector in Loogootee.



## b. Projected Jobs

According to projections made in the I-69 TAZ layer, the Government sector will continue to be half of the employment in Martin County. A small decrease in employment is shown in the I-69 TAZ layer for every employment sector in Martin County. This coincides with the small population decrease expected in the county over the next 30 years. Although different sources show a decrease in manufacturing employment in Martin County over the next 30 years, development at the WestGate @ Crane Technology Park may increase manufacturing employment in the county. However, there is very little land available in the WestGate @ Crane Technology Park that is actually in Martin County. The majority of available land is located west of Crane in Daviess County. Nevertheless, development at the WestGate @ Crane Technology Park may increase employment in Martin County by 340 jobs ( 238 jobs at WestGate inside Martin County and 102 jobs due to the additional resident households). Assuming Loogootee captures its 25 percent share of additional households, 25 jobs will be created to support the needs of the households for goods and services.

A decrease in each employment sector is also shown in Loogootee. The Transportation, Communications, and Utilities sector, Services sector, and Retail Trade sector will continue to be the largest employment sectors in Loogootee. Any increase in employment in Loogootee will more than likely be additional retail and personal service businesses. Some businesses may locate outside of Loogootee in the future, along US 50 and US 231, especially as these two highways will provide access to I-69 to the west and north of the city. New businesses locating west of Loogootee on US 50 would actually be located in Daviess County.

## 3. COMMUTING AND TRAVEL TIME

According to the 2000 U.S. Census, 55.7 percent of the Martin County labor force works in Martin County; therefore, 44.3 percent of Martin County workers commute outside of the county. Forty-five percent of Martin County residents that work outside of Martin County work in Dubois County. Another 20 percent work in Daviess County.

Only 43 percent of the Loogootee labor force works in Loogootee. Fifteen percent of the workers from Loogootee work in Martin County outside of Loogootee. The rest of the labor force (42 percent) commutes outside of Martin County for work.

There are approximately 3,285 residents from adjacent counties that travel into Martin County for work. Overall, 4,472 workers commute into Martin County. The majority of these commuters come from Daviess County (25.2 percent), Lawrence County (22.2 percent) and Greene County (20.3 percent).

Figure 22 and Table A-12 in Appendix A show which counties Martin County residents commute to and which residents from surrounding counties commute into Martin County.

Table A-13 in Appendix A shows the percentage of commuters by travel time. Forty-four percent of Loogootee workers 16 years and older in the commuter flow have a travel time to work that is less than 15 minutes. Twenty percent have a 15 to 29 minute commute to work. Only nine percent of commuters travel more than 30 minutes for their commute and only two percent travel more than 45 minutes. Figure 23 shows the approximate distance commuter can travel from Loogootee in 15 minute increments.

**Figure 22: Commuters to and from Martin County**

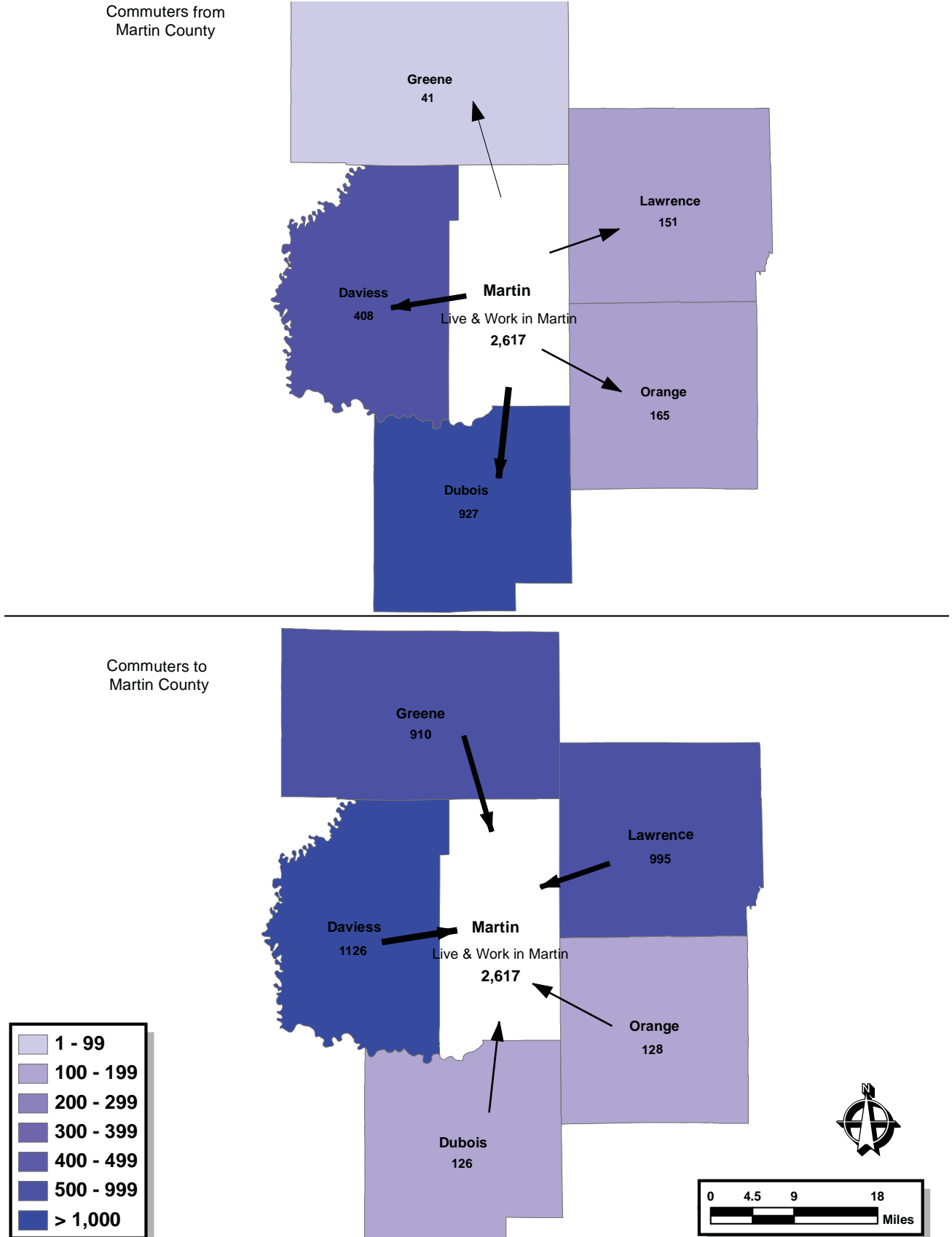
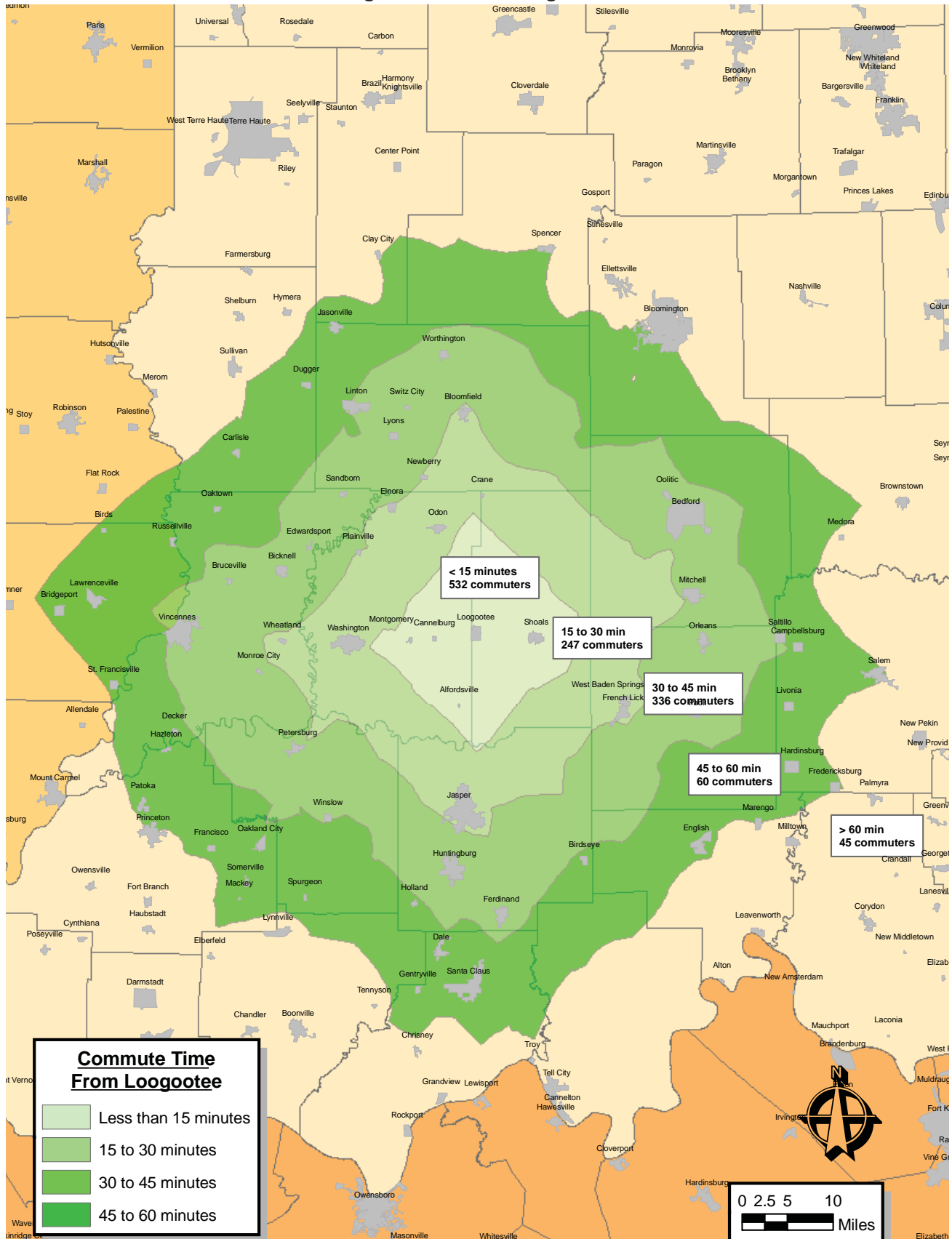




Figure 23: Commuting Time





# Chapter 3: Assessment of Existing Conditions

## A. LAND USE

### 1. EXISTING LAND USE

Using 2005 IndianaMap Natural Color Orthophotography of Martin County as a base map and a field survey of the Loogootee area, an inventory of existing land use within and around the corporate limits of Loogootee was completed. The 2005 IndianaMap Natural Color Orthophotography is a high resolution color aerial photograph used to locate structures and undeveloped land in and around Loogootee. A field survey of the Loogootee area, along with the 2005 Orthophotography was used to identify the existing land uses in and around Loogootee.

Figure 24 and Figure 25, along with Table 2 show the results of the field survey. Built urban land uses comprise 769 acres of the total 911 acres within the corporate limits of Loogootee (excludes roads, railroads and right-of-ways). This includes 4.3 acres of vacant commercial uses. The rest of the city is made up of 62 acres of vacant land and 80 acres of agricultural or forest land.

#### a. Residential

The residential land use category includes single-family detached dwellings, mobile homes and multiple-family attached dwellings. There are 542 acres of developed residential land uses in Loogootee which makes up 70 percent of the city's developed area and 60 percent of the city's total area. Table 2 shows a breakdown of the existing land use.

**Table 2: Loogootee Existing Land Use**

2008 Existing Land Use				
Land Use Category	Acreage	Percent of Category	Percent of Developed Area	Percent of Total Area
<b>Residential</b>	<b>541.7</b>		<b>70.4%</b>	<b>59.5%</b>
Single-Family	475.5	87.8%	61.8%	52.2%
Mobile Home	51.3	9.5%	6.7%	5.6%
Multi-Family	14.9	2.7%	1.9%	1.6%
<b>Commercial</b>	<b>106.5</b>		<b>13.8%</b>	<b>11.7%</b>
Retail/Services	85.9	80.6%	11.2%	9.4%
Professional Office	16.4	15.4%	2.1%	1.8%
Vacant	4.3	4.0%	0.6%	0.5%
<b>Industrial</b>	<b>23.7</b>		<b>3.1%</b>	<b>2.6%</b>
<b>Public/Quasi-Public</b>	<b>97.6</b>		<b>12.7%</b>	<b>10.7%</b>
Parks/Recreation	7.6	7.8%	1.0%	0.8%
Churches/Cemeteries	27.5	28.1%	3.6%	3.0%
Education	44.6	45.7%	5.8%	4.9%
Government	3.7	3.8%	0.5%	0.4%
Medical	3.3	3.4%	0.4%	0.4%
Utilities	9.3	9.5%	1.2%	1.0%
Other	1.6	1.6%	0.2%	0.2%
<b>Developed Subtotal</b>	<b>769.4</b>		<b>100.0%</b>	<b>84.5%</b>
<b>Undeveloped Land</b>	<b>141.4</b>			<b>15.5%</b>
Agricultural/Forest Land	79.8	56.4%		8.8%
Vacant Land	61.6	43.6%		6.8%
<b>Total</b>	<b>910.9</b>			<b>100.0%</b>



Figure 24: Loogootee Existing Land Use

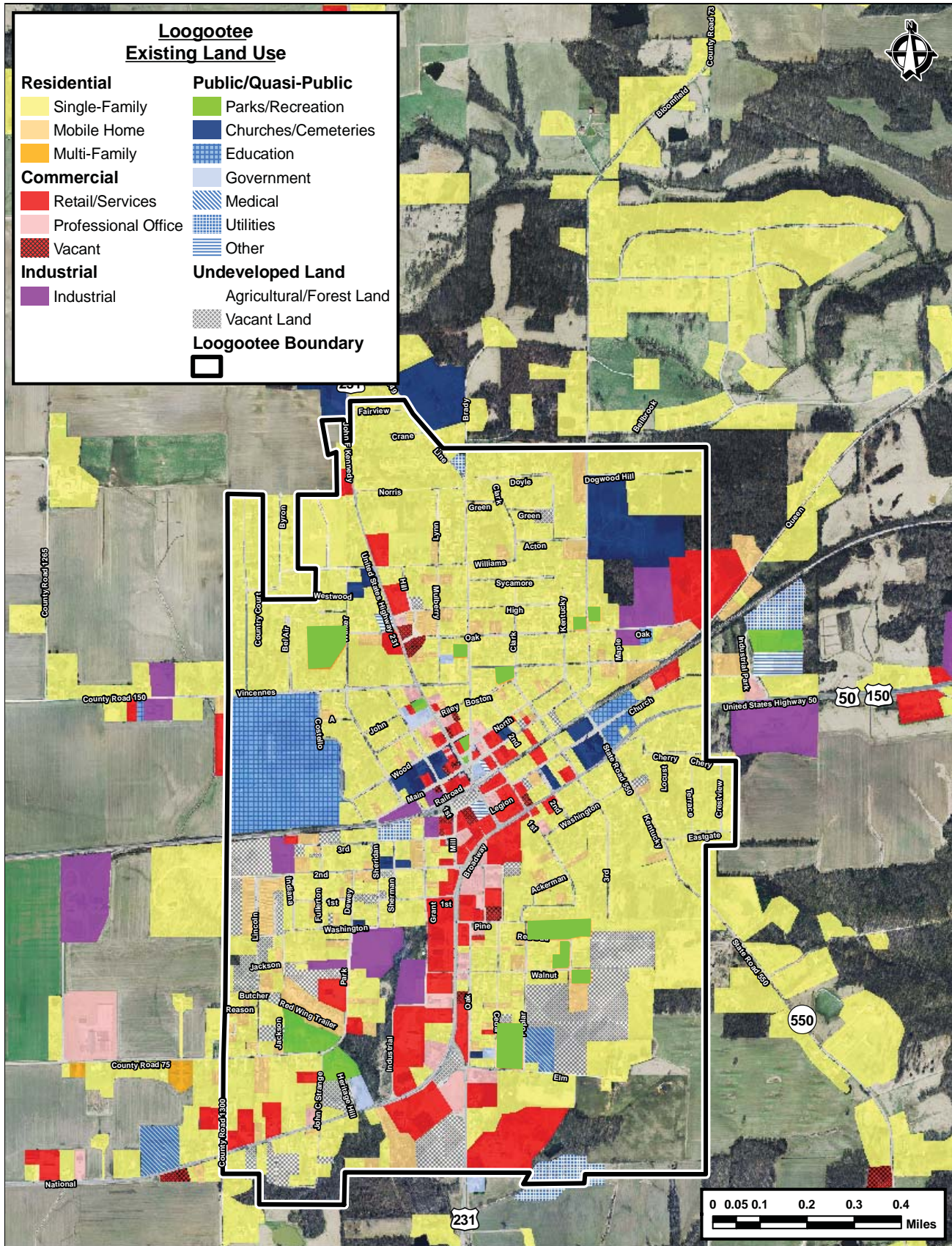
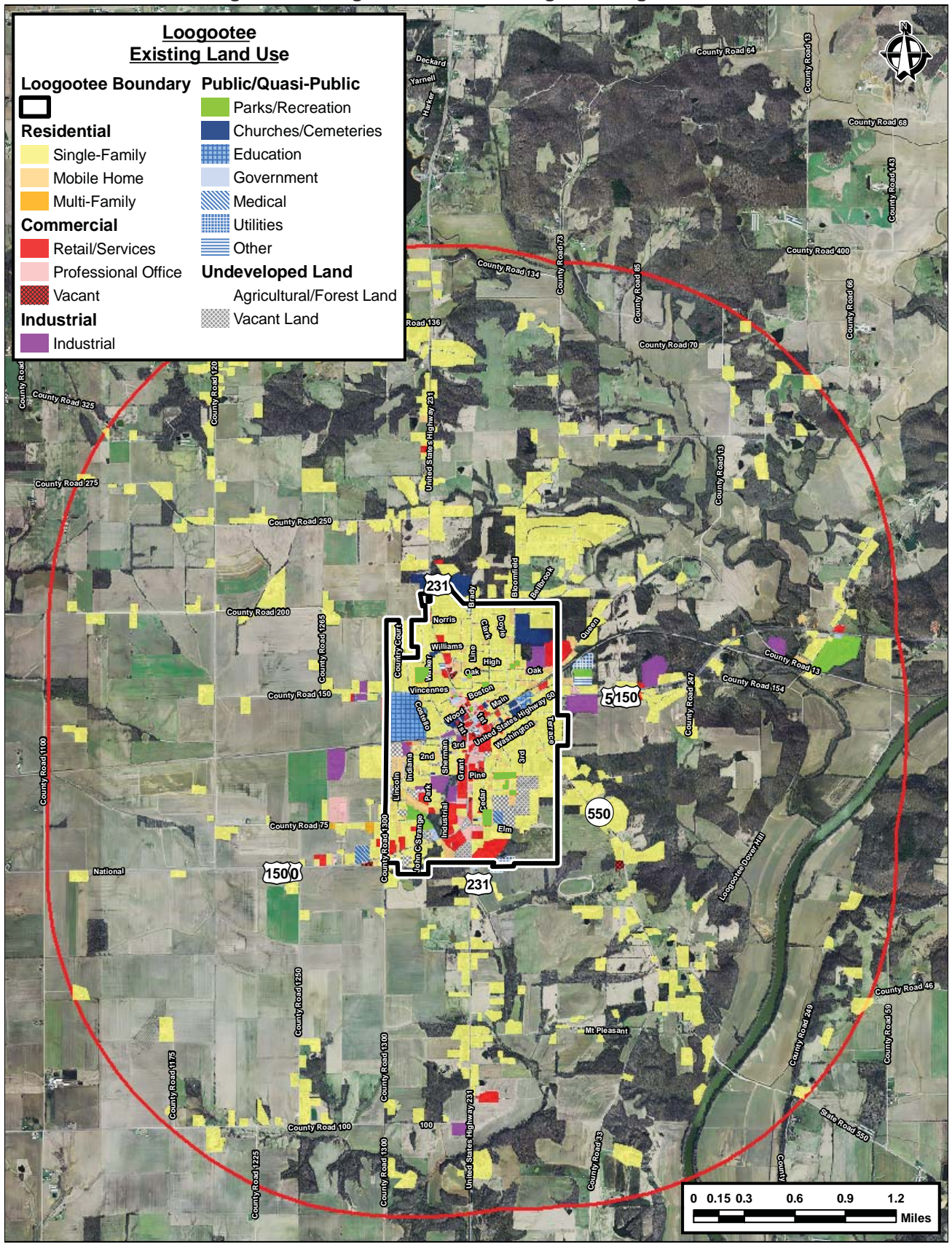






Figure 25: Loogootee Two-Mile Fringe Existing Land Use





Of the 542 acres of developed residential land, 476 acres (88 percent) are occupied by single-family detached homes. These include typical site-built homes, modular homes, and manufactured homes on a permanent foundation. Single-family houses are located throughout Loogootee. Figure 24 shows the location of single-family land uses.

Mobile home lots occupy 51 acres (ten percent) of the developed residential land in Loogootee. According to the Indiana Department of Health, there are three mobile home parks located in the city. Blake Shaded Estates, located on the city's south side along SR 50 west of Pamida, includes 19 approved lots and covers nearly four acres. Bowling Mobile Home Court is located on the city's north side just off of US 231 behind the Loogootee Tribune office. It includes 18 approved lots and covers around two acres. The Sunset Trailer Court is the largest of the three mobile home parks. It is located on the city's west side on Lincoln Avenue between Washington Street and Second Street. The park includes 49 approved lots and covers approximately five acres. There are a couple of groups of mobile homes in Loogootee not listed on the Department of Health Mobile Home Park Roster. Roughly 20 mobile homes are located along Red Wing Trailer Court just west of Park Street on the city's west side. There are also a few mobile homes located together along Vine Street between Walker Street and US 231. The rest of the mobile homes are located on individual lots throughout the city. Figure 24 shows the location of mobile home land uses.

Multiple-family attached homes occupy approximately 15 acres (2.7 percent) of developed residential land. Multi-family uses are located throughout Loogootee and include apartments, duplexes, and senior housing. The Country Place Apartments and Southwind Manor Apartments both cover more than three acres. There are two senior housing complexes. The Westway Martin County Senior Housing complex covers approximately four acres and the Eastway Martin County Senior Housing complex covers just less than one acre. There are apartment units located in downtown Loogootee in the Larkin Apartments. Figure 24 shows the location of multiple-family land uses.

## b. Commercial

The commercial land use category includes:

- Professional offices (doctors, dentists, optometrists, insurance agents, tax accountants, banks, real estate agents, engineers, surveyors),
- Retail/Services (retail stores including grocery stores, hardware stores, drug stores, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales; and services including hair and nail salons, barbershops, gyms, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment repair),
- Vacant (existing offices, retail stores or service businesses which were vacant at the time of the field survey).

There are 107 acres of developed commercial land use in Loogootee which makes up 14 percent of the city's developed area and 12 percent of the city's total area. Of the 107 acres of commercial land in Loogootee, 86 acres (81 percent) include retail stores and service businesses, 16 acres (15 percent) include professional offices, and four acres (four percent) include vacant commercial buildings. Table 2 shows a breakdown of the existing land use.

The majority of the commercial uses in Loogootee are located along US 231 and US 50/150. Several businesses are concentrated in downtown Loogootee at the intersection of US 231 and US 50/150 and a few blocks northwest of this intersection along US 231. A fountain located between John F Kennedy Avenue (US 231), Line Street, Main Street, and North Street marks the center of downtown Loogootee. Figure 24 shows the location of commercial land uses.



Loogootee includes two grocery stores, two hardware stores, multiple auto parts stores, hair salons, restaurants, and banks. The city's existing retail and service businesses are sufficient to support many of the resident's needs. However, they must travel to Washington to find the closest hospital, Wal-Mart, and other commercial uses found in larger communities.

There are four acres of vacant commercial structures within Loogootee. None of these structures cover a large area, but there are several small vacant buildings. There are two structures on north side of the city along John F Kennedy Avenue (US 231) south of High Street. There are also two structures on the south side of the city that are vacant. One is on US 231 just north of the US 231 and US 50/150 intersection. The other building is located at the corner of Copper Street and Pine Street, one block east of US 231. The rest of the vacant commercial structures are located in and around the downtown area. Figure 24 shows the location of the vacant commercial structures.

### **c. Industrial**

The industrial land use category includes light industrial uses, heavy industrial uses, junk yards, landfills, and mines. Uses that involve the manufacturing of products from secondary parts and can be normally contained within a structure are generally considered light industrial uses. Thus, light industrial uses include warehousing, wholesaling and manufacturing from parts supplied to the site.

Heavy industrial uses involve the manufacturing and processing of products from raw materials or the extraction and processing of raw materials. Heavy industrial uses involve the outdoor storage of raw materials and products.

There are 24 acres of existing industrial uses in Loogootee, which makes up three percent of the city's developed area and two and a half percent of the city's total area. Perfect Fit Manufacturing Company on the city's west side covers the largest area, with nearly six acres. There is also a large warehouse located southeast of Perfect Fit that covers three and a half acres. Red Door Industries, Holscaut, and a large tract of land used for storage of materials are all located together on the city's northeast side on Oak Street, west of Maple Street. These uses together cover just over eight acres. JP South and Graber Feed Service are both located along the railroad tracks west of downtown Loogootee. The rest of the industrial uses are located outside of the Loogootee city boundary and include Loughmiller Machine, Tool, and Design, Inc., Loogootee Jasper Livestock Center, the White River Co-Op and Mattingly Feed Store.

### **d. Public/Quasi-Public**

The public/quasi-public land use category includes public and nonprofit community facilities that serve the community including churches, medical offices, recreational facilities, schools, governmental facilities, and other institutional uses. These facilities cover 98 acres, which makes up 13 percent of the city's developed area and 11 percent of the city's total area.

Parks and recreational facilities account for nearly eight acres (eight percent) of the public/quasi-public land use in Loogootee. Over half of the park and recreational land is in the Loogootee City Park on Park Street, which covers nearly four and a half acres. The Loogootee Swimming Pool and Skate Park are located south of the City Park across from Park Street. These two facilities cover over two and a half acres in southwest Loogootee. The only other facilities shown in the parks/recreation category on the Existing Land Use Map are the fountain downtown and the gymnasium on US 231, just north of downtown. See Figure 28 for the location of parks and recreational facilities.

Churches and cemeteries make up 27.5 acres (28 percent) of the public/quasi-public land use within Loogootee. This includes eight different churches and their associated buildings, the St. John's Cemetery, two funeral homes, and the Loogootee Revival Center. The St. John's Cemetery covers over half of this land, taking up 17 acres. The Martin County 4-H Fairgrounds are located east of Loogootee along US 50/150. The fairgrounds cover 25 acres. See Figure 3 for the location of churches and cemeteries.



Governmental facilities cover nearly four acres (four percent) of the public/quasi-public land use. The Loogootee Municipal Building is the largest government building in downtown Loogootee. Located on John F. Kennedy Avenue, the Loogootee Municipal Building contains the Mayor's office, Clerk Office, Police Station, Fire Station, Utilities Office, Southern Indiana Development Commission Office, and the Loogootee City Garage. Other government uses located outside the downtown area include the Loogootee Public Library, the INDOT office, and the Loogootee Chamber of Commerce.

The educational category includes Loogootee East Elementary School, Loogootee West Elementary School and Loogootee Junior High/High School. These three schools make up the Loogootee Community School District. Loogootee West East Elementary School is located on US 50/150 at Kentucky Avenue. The school also uses the land across Church Street. Loogootee West Elementary and Loogootee Junior High/High School are located next to each other south of Vincennes Street at Brooks Avenue. The schools have several recreational facilities associated within them, including five baseball/softball fields, basketball and tennis courts, and a track. See Figure 28 for the location of the schools.

Medical facilities cover just over three acres (three percent) of the public/quasi-public land use in Loogootee. This category includes only one facility in Loogootee. The Martin County Health Care and Rehabilitation Center, which is located on Poplar Street in the south part of the city. It includes 62 beds and provides several services to residents, including clinical laboratory services, mental health services, occupational therapy, and physical therapy. Also categorized in medical is the Loogootee Nursing Home, located west of the city along US 50/150. The nursing home covers nearly five acres. (Doctor's offices fall under the professional offices category.)

The utilities category includes the Duke Energy offices and substation just west of downtown, the Loogootee Wastewater Treatment Plant on the city's south side, and the water tower located on the city's north side. These facilities cover just over nine acres (10 percent) of the public/quasi-public land use in Loogootee. Just west of Loogootee, on Industrial Park Drive, is the Martin County Solid Waste Management District Recycling Center, which is also categorized under utilities.

Other public/quasi-public land uses include those public/quasi-public uses that are not categorized under any of the previous land use categories. In Loogootee, these include clubs and organizations. This category covers a little more than one and a half acres (two percent) of the public/quasi-public land use in Loogootee. The American Legion, Knights of Columbus, and Veterans of Foreign Wars buildings are all included in this category.

#### **e. Agricultural/Forest Land**

The agricultural/forest land category includes all land used for farming and other agricultural purposes, land currently covered by trees, and land covered by wetlands or floodplains. This category covers 80 acres in Loogootee, which is nine percent of the city's total area. This category includes land on the northeast and southwest parts of the city that are covered by trees, and land on the southeast that is currently used for agricultural purposes.

#### **f. Vacant Land**

During the land use survey, any lots that were empty, were not covered in trees, and appeared to have no limitations to being developed were categorized as vacant land. This may include empty lots in residential areas, commercial areas or industrial areas. Loogootee includes 62 acres of vacant land. Vacant land is located throughout the city, with large tracts of vacant land in the south and southwest portions of the city. Because a large amount of this vacant land is located near single-family residential uses, most of it would be best suited for additional single-family uses. Vacant land along Second Street on the city's west side, near the existing Sunset Trailer Court, could be used for additional mobile homes. A large piece of vacant land located on US 231, south of Pamida could be used for commercial uses.



## 2. EXISTING LAND USE CONTROLS

This comprehensive plan will be the first plan prepared for Loogootee, and will become the community's first comprehensive plan if adopted. Loogootee has never adopted any type of land use controls, such as a zoning ordinance or subdivision control ordinance. The city does currently require a building permit to build within the city.

Martin County has never had a comprehensive plan, zoning ordinance or subdivision control ordinance.

## 3. PROJECTED LAND USE

Projected land use needs for the year 2030 for Loogootee were derived from a review of past trends and demographic projections made in the Interstate 69 Travel Demand Model Travel Analysis Zones (TAZ) GIS layer and the 2007 Complete Economic and Demographic Data Source by Woods & Poole Economics. While the population and jobs are not forecasted to increase in Loogootee, additional land will be converted from agricultural and vacant areas to accommodate the relocation and expansion of existing uses, including 154 acres for residential, 50 acres for commercial, 12 acres for industrial, 13 acres for recreation and 45 acres for other public/quasi-public uses.

### a. Residential

Between years 2008 and 2030, there is a projected loss of 32 dwelling units in Loogootee based on a projected population decrease of 114 people, a continuing decline in household size, and a continued vacancy rate of 8.3 percent from the 2000 Census. While these calculations show a decrease in population and housing units, it is unlikely that there will be a loss in actual housing units unless houses are demolished. There is a projected decrease in population and housing units in Loogootee, Perry Township, and all of Martin County as well, but there is an anticipated increase of around 1,000 people in Barr Township in Daviess County. Barr Township borders the City of Loogootee to the west and includes Cannelburg and Montgomery. Some of this increase is expected to be along US 50 to the west of Loogootee, where there is a large amount of available land. The City of Loogootee should work on ways to attract growth and development into vacant structures and lots within the city limits.

Between 1990 and 2000, there were five new dwellings in Loogootee and 35 new dwellings in all of Martin County added each year. Over the next 22 years (to year 2030), 770 dwellings will be added in all of Martin County. If Loogootee maintains its 30 percent proportional share of countywide households, 231 housing units will be added in Loogootee translating into about 77 acres. To provide a choice of residential areas and to account for a more aggressive share of the housing market, nearly 154 acres would be desirable to accommodate residential growth.

### b. Commercial

Commercial land is occupied by retail/services and professional office uses. As is the case with future population, commercial jobs and overall employment are expected to decrease in Loogootee between 2008 and 2030. Commercial employment in Barr Township in Daviess County is expected to increase only slightly. While projections do not show a demand for commercial development in the future, the city should work towards attracting new businesses into the city. The greatest aspect to population growth in a community is job growth and available amenities. By attracting new businesses into the city, there would be more jobs available and less need to travel to Washington or Jasper for everyday necessities. Having this would make the city more attractive for people to move into.

With the completion of I-69 from Evansville to Indianapolis, Loogootee will be within 11 miles of the proposed US 50/150 interchange with I-69 and 16 miles of the US 231 interchange. Traffic counts along US 231 and US 50/150 through and around Loogootee are anticipated to increase as more vehicles travel these roads to reach I-69. Increased traffic volumes through Loogootee in the future are very attractive to potential businesses that cater to travelers.



To accommodate the expansion, relocation and attraction of commercial uses to year 2030 upwards of 50 acres of land may be converted to retail and office uses.

### c. Industrial

Industrial land is occupied by agricultural services, mining, construction, manufacturing, transportation/communication/utility, and wholesale/warehouse uses. These uses average about 15 employees per acre or ten employees per net acre for sanitary sewer design. There are no additional industrial employees calculated for the city between 2008 and 2030. However, the general practice is to provide sufficient vacant industrial land to enable a 50 percent expansion of existing industrial uses to ensure their retainage plus acreage for expanded industrial employment. Since existing industrial uses cover about 24 acres, 12 acres would be needed to accommodate a 50 percent expansion of existing industrial uses.

Although there is no projected increase in industrial jobs for Loogootee in the future, the city should ensure that shovel-ready sites are available for industrial development. The city's location along two major highways (US 231 and US 50/150) and proximity to proposed I-69 interchanges make it attractive to industrial development. Any future industrial development around Loogootee will more than likely locate along US 231 north of the city and US 50/150 west of the city.

### d. Public/Quasi-Public

The National Recreation and Park Association suggests that a community should have at least five to eight acres of parkland per 1,000 people. With a projected 2030 population of 2,585 people, Loogootee would need 13 to 21 acres of parkland. The city currently has less than eight acres of parks and recreational space, which is not sufficient for the current population. Most of the park and recreational land includes the Loogootee City Park, Swimming Pool, and Skate Park which are all located near each other on the southwest side of the city. Based on these numbers, there is a demand for five to thirteen acres of additional parkland in the city. The city should consider constructing another park or two on the north side of the city.

Most of the other public/quasi public uses within Loogootee should be sufficient for the projected 2030 population. With no population increase projected, existing schools, governmental facilities, and churches should be sufficient for the 2030 population. However, about 45 acres would be desirable through year 2030 to accommodate the expansion and relocation of public/quasi-public uses in addition to recreation areas.

### e. Conclusion

Multiple sources do not project an increase in population or employment in Loogootee. Based on these projections, there is little demand for future land uses. However, the completion of I-69 to the west and north of Loogootee should increase traffic through the city on US 231 and US 50/150. The city's proximity to two proposed I-69 interchanges may also make the city attractive to business and industrial development. The city should be progressive in ensuring that there are shovel-ready sites available to potential commercial and industrial development.

An aggressive share of new housing in Martin County will absorb 154 acres in Loogootee. Expanded and relocated commercial uses may require another 50 acres by the year 2030. There is a demand for 12 acres of industrial land uses to accommodate a 50 percent expansion of existing industrial uses. There is also a demand for five to thirteen acres of additional parkland in the city to accommodate the 2030 population as well as existing population based on National Recreation and Park Association recommendations. The city should add a park in the northern part of the city providing parkland in closer proximity to residents in northern Loogootee. The relocation and expansion of other public/quasi-public uses may use another 45 acres.

The city currently has over 60 acres of vacant land available for development within the city limits to meet the future demand for nearly 262 acres. This vacant land should first be developed before any land outside of the city is developed, especially for residential uses. Most of the vacant land is located around existing single-



family uses and would be ideal for single-family uses in the future. Any commercial development in the future should locate first in vacant commercial structures. Some small scale commercial businesses may also locate on vacant land in existing neighborhoods. Any industrial development should locate along US 231 north of the city and US 50/150 west of the city. Nevertheless additional undeveloped lands outside the existing corporate limits will be necessary to accommodate the growth of Loogootee to year 2030.

## B. TRANSPORTATION

### 1. INTRODUCTION

The transportation system physically links the community to the land use activities within the community as well as activities outside of the community such as state and national activities. Only ground transportation is found in Martin County. The closest interstate to Loogootee is currently I-64, which is located approximately 35 miles south of the county and can be accessed via US 231. However, once completed, I-69 will travel through the central part of Daviess County (adjacent to Martin County). As currently projected, I-69 would be approximately 11 miles west of Loogootee via US 50 and 17 miles north of Loogootee via US 231. I-69 will connect to I-64 and I-164 (approximately 46 miles of straight-line distance to the southwest) and to I-465 (approximately 81 miles of straight-line distance to the northeast). There is no public bus system or any other type of transit within in Loogootee. The nearest intercity bus service is Greyhound Bus Lines in either Terre Haute or Evansville, Indiana, which are both approximately 60 miles in straight-line distance from Loogootee. There is no rail passenger service in Loogootee. The nearest AMTRAK station is located in Indianapolis.

There are thirteen public use airports located within a one hour drive (approximately) of Loogootee, including: Lake Monroe Airport (Bloomington), Monroe County Airport (Bloomington), V.I. Grissom Municipal Airport (Bedford, Lawrence County), French Lick Municipal Airport, Patoka Reservoir Landing Area (Orange County), Paoli Municipal Airport (Orange County), Orleans Airport (Orange County), Salem Municipal Airport (Washington County), Perry County Municipal Airport (Tell City), Huntingburg Airport (Dubois County), Boonville Airport (Warrick County), Daviess County Airport (Washington), and Shawnee Field (Bloomfield, Greene County). Evansville Regional Airport is the closest airport which is certified to handle scheduled air-passenger carrier operations. The nearest airport offering a full range of domestic and international flights is the Indianapolis International Airport.

### 2. HIGHWAY FUNCTIONAL CLASSIFICATION

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry traffic through properties. Streets are functionally classified as “local” if their primary purpose is to provide access to abutting properties. Streets are classified as “arterials” if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

#### a. Major Arterials

Major arterials include the interstates, freeways/expressways and principal arterials. The National Highway System of 155,000 miles includes the nation’s most important rural principal arterials in addition to interstates.

**Interstates/Freeways/Expressways.** Freeways and expressways are the highest category of arterial streets and serve the major portion of through-traffic entering and leaving metropolitan areas (i.e., inter-urban traffic). They carry the longest trips at the highest speeds and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are fully access-controlled facilities that are grade-separated from other roads and railroads,



such as Interstate 64. All roadways that are on the nation's interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully access-controlled facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially access-controlled facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville, US 41/US 50 Bypass in Vincennes or SR 37 in Bloomington or Bedford.

**Principal Arterials.** Principal arterials (sometimes termed other principal arterials under the Federal Functional Classification System) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving metropolitan areas. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although principal arterials may lack access control, some level of access control is highly desirable, such as the minimum spacing of intersections with public roads and the control of driveway entrances. For principal arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

#### **b. Minor Arterials**

Minor arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than principal arterials. This class augments the major arterials, distributing traffic to smaller geographic areas, and linking cities and towns to form an integrated network providing interstate highway and inter-county service. Minor arterials also provide urban connections to rural collectors.

#### **c. Collector Streets**

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate-to-low traffic volumes are characteristic of these streets. In rural areas, the major collectors provide service to county seats, larger towns (2,500 or more persons), and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

#### **d. Local Streets**

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Through-traffic on local streets is deliberately discouraged. This class of street is not part of any city or county thoroughfare network and is not eligible for federal aid, with the exception of bridges and bikeway/walkway facilities.

### **3. THOROUGHFARE NETWORK**

#### **a. Martin County**

There are two principal arterials in Martin County: US 231 and US 50. US 231 runs north-south through the western portion of the county. It connects to Kentucky (via a crossing of the Ohio River in Spencer County) to the south, and it connects to Gary, Indiana to the north. US 231 currently links Martin County to I-64 at Dale and to future I-69 near Crane. US 50 runs east-west through the center of the county. It connects to Washington and Vincennes to the west and to Bedford and Lawrenceburg to the east.

The only minor arterial in Martin County is US 150. US 150 is classified as a minor arterial from the county line northwest until its alignment coincides with US 50. US 150 generally runs east-west through the center of the county, connecting to Washington to the west and to Paoli to the east.





There are also several major collectors in Martin County, including SR 450, SR 550, SR 645, SR 650, and several other county roads. SR 450 travels northeast-southwest in the central portion of the county, from US 50 near Shoals northeast to the Lawrence County Line and Bedford. SR 550 travels east-west in the center of the county from US 50 at Loogootee to US 150 south of Shoals. SR 645 travels east-west a short distance in the northern portion of the county from Burns City west to the Daviess County Line and US 231. SR 650 travels north-south a short distance in the central portion of the county from US 50 south to the US Gypsum Mine facility.

#### **b. Loogootee**

Two arterials are located in Loogootee. US 231, a major arterial, approaches the center of Loogootee from the south and exits Loogootee to the north. US 50/150, also a major arterial, approaches the center of Loogootee from west and exits to the east.

Also in Loogootee, SR 550 is a major collector. SR 550 starts in Loogootee and exits the city to the southeast.

US 231, US 50/150, and SR 550 combine for three intersections in Loogootee. On the south side of Loogootee is a three-legged intersection of US 231 and US 50/150, with US 50 making the north and south legs and US 231 making the east leg. (Although US 50/US 150 is a predominantly east-west street, and US 231 is predominantly north-south, the curvature of the roadways at their intersection leads to the geometry described above.) Locally, the north leg is designated as Mill Street and the south leg is designated as West Broadway Street (the US 231 leg does not have another designation).

In the center of Loogootee is another three-legged intersection of US 231 and US 50/150 with US 50/150 making the east and west legs and US 231 making the north leg. Locally, the north leg is designated as North John F Kennedy Avenue and the east and west legs are designated as Broadway Street.

On the east side of Loogootee is an intersection of US 50/150 and SR 550, with US 50/150 making the east and west legs, SR 550 making the south leg, and a local street making the north leg. Locally, the east and west legs are designated as East Broadway Street, the south leg is designated as South Kentucky Avenue, and the north leg is designated as North Kentucky Avenue.

Figure 26 shows the functional classifications of roadways in Martin County. All of the roadways in Loogootee are designated rural under the Federal Classification System because urban designations are only made for communities of 5,000 or more persons.

#### **c. Maintenance Responsibility**

Loogootee maintains 20.60 center-line miles of roadway within the corporate limits. US 50/150, US 231, and SR 550 are maintained by the Indiana Department of Transportation. Martin County is responsible for maintaining bridges on non-state roadways in incorporated areas. Loogootee is responsible for the maintenance of culverts and drainage ditches on non-state roads in the community. Loogootee received \$75,106 from the Motor Vehicle Highway fund, \$18,806 from Major Moves funding (an allocation for two years of the proceeds from the lease of the Indiana Toll Road), \$11,470 from the Local Road and Street fund, and \$5,915 from special distribution funds in fiscal year 2006.

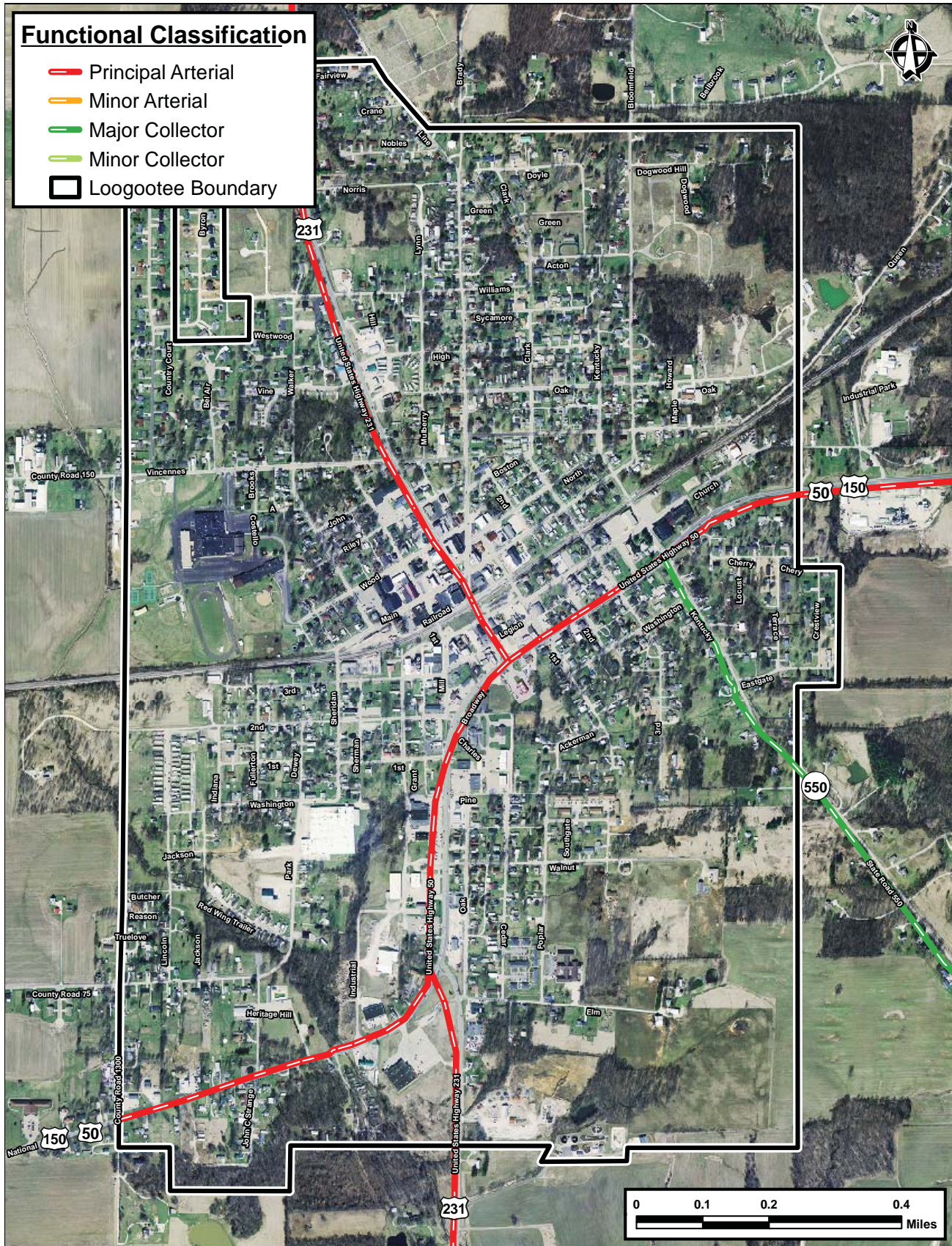
### **4. PHYSICAL CHARACTERISTICS**

#### **a. Roadways**

The physical characteristics of a roadway system provide insight regarding the structural adequacy (pavement and bridge loading capacities), geometric adequacy (horizontal and vertical curves and turning radii at intersections), and functional adequacy (ability to handle traffic).



Figure 26: Functional Classification





Road widths along US 50/150 through Loogootee range from 24 feet wide on the west and east sides of the city to 49 feet within the city center. West of US 231, US 50 is designated locally as West Broadway Street; between US 231 and SW 1st Street, US 50/US 150 is designated as Mill Street; and east of SW 1st Street, US 50/150 is designated as East Broadway Street. From the Martin/Daviess County Line to Industrial Avenue, US 50/150 is 24 feet wide with three-foot shoulders. From Industrial Avenue to US 231, US 50/US 150 is 36 feet wide with curb and guttering (no shoulders). There is a short section from US 231 to north of Walnut Street in which US 50/150 is 49 feet wide with curb and guttering. From north of Walnut Street to 1st Street, US 50/150 is 48 feet wide with curb and guttering. From 1st Street to 3rd Street, US 50/150 narrows back down to a width of 24 feet but without curb and guttering or shoulders. From 3rd Street to SR 550 (Kentucky Avenue), US 50/150 is 24 feet wide with six-foot shoulders. West of SR 550, US 50/150 is 24 feet wide with three-foot shoulders within Loogootee. East of Loogootee, US 50/150 is 24 feet wide with two-foot shoulders.

Road widths along US 231 through Loogootee range from 24 feet wide on the south and north sides of the city to 52 feet within the city center. South of Loogootee, US 231 is 24 feet wide with three-foot shoulders. From Elm Street to US 50/150, US 231 is 36 feet wide with curb and guttering (no shoulders). US 231 shares an alignment with US 50/150 (described above) for 0.47 miles before US 231 splits from US 50/150 and continues north. (Following the split north from US 50/150, US 231 is known locally as North John F Kennedy Avenue.) From US 50/150 north to American Legion Avenue, US 231 is 36 feet wide with curb and guttering. From American Legion Avenue to the CSX railroad, US 231 is 35 feet wide with curb and guttering and parking on the northbound side of the street. From the CSX railroad to Main Street, US 231 is 52 feet wide with curb and guttering and parking on the southbound side of the street. From Main Street to north of Vincennes Avenue/Butcher Boulevard, US 231 is 44 feet wide with curb and guttering and parking on both sides of the street. From north of Vincennes Avenue/Butcher Boulevard to north of Norris Street, US 231 is 24 feet wide with three-foot shoulders. From north of Norris Street and continuing north out of Loogootee, US 231 is 24 feet wide with four-foot shoulders.

Starting southeast from the E Broadway Street/S Kentucky Avenue intersection on the east side of Loogootee, SR 550 is 18 feet wide with two-foot shoulders. Locally, SR 550 is designated as South Kentucky Avenue. Continuing southeast out of Loogootee, SR 550 is 18 feet wide with three-foot shoulders.

Other streets throughout Loogootee range in width from 62 feet to around eight feet. Several roads in Loogootee are greater than 20 feet wide, allowing for two-way traffic and parking on one or two sides. There are also some alleys in the older parts of the city. Alleys are usually eight feet wide or wider and are gravel or paved.

#### **b. Bikeways/Walkways**

There are no separate bikeways/walkways in Loogootee. However, sidewalks exist throughout most of the downtown area and within the older residential areas. With the exception of US 50/150, US 231, and SR 550, the traffic volumes and speeds on most of the roadways in the city are low enough to permit the coexistence of automobile traffic and bicycles, especially in those areas without sidewalks.

### **5. TRAFFIC VOLUMES**

Traffic counts in Loogootee were completed by the Indiana Department of Transportation (INDOT) in 1997, 2001, and 2005. These counts covered US 50/150, US 231, and SR 550. Trends for traffic volumes within Loogootee are difficult to discern. All recorded volumes decrease from 1997 to 2001. However, from 2001 to 2005, some locations show traffic growth, some locations show a decrease in traffic, and some other locations show little change. Figure 27 shows the traffic counts at these locations.



## 6. ROADWAY IMPROVEMENTS

### a. Improvement Types

Roadway improvements fall into two major categories: “preservation” projects and “expansion” projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

### b. Planned Roadway Improvements

Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 and the Major Moves 2006-2015 Construction Plan. The Long Range Transportation Plan focuses on expansion projects (i.e., added travel lanes, new road construction, interchange modifications, and new interchange construction). Major Moves includes new construction projects, major preservation projects, and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) for 2008-2011 draws individual expansion projects from the Long Range Transportation Plan and Major Moves, and identifies individual or groups of preservation projects.

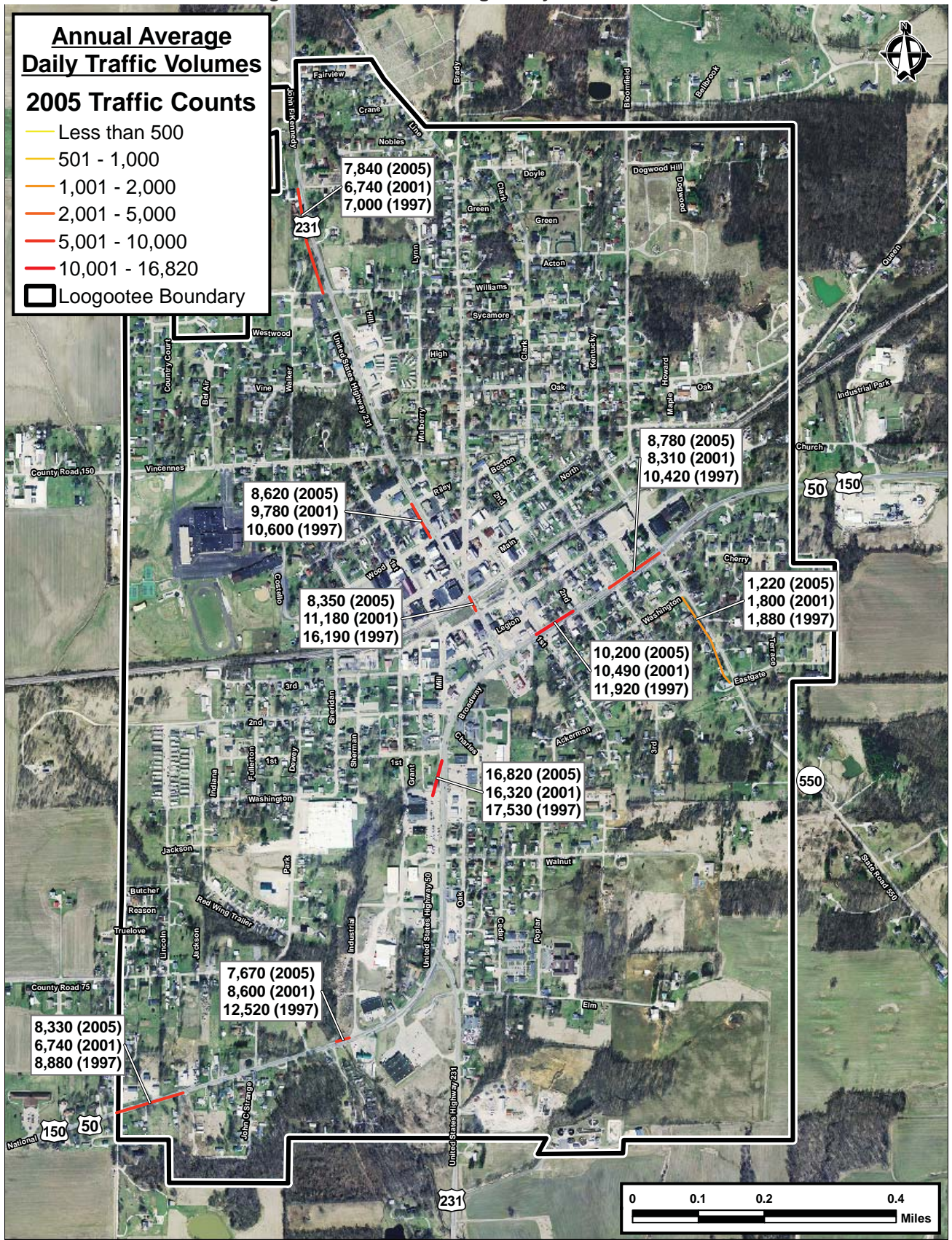
The 25-Year Long Range Transportation Plan (LRP) includes five unfunded long range plan projects in Martin County (which is in the Vincennes District), including one section in Loogootee. All five of these projects are for construction of new segments of US 50. The first section is located in Loogootee, from US 231 to East Fork White River (2.5 miles). The Ready-for-Construction date for all five sections is 2025. The LRP ID for the five sections are 334, 335, 336, 337, and 338.

There are no specific Major Moves projects listed for Loogootee. However, there is a total of \$18,805.52 in Major Moves funding earmarked for areas within Loogootee but not attached to specific projects.

The Indiana Statewide Transportation Improvement Plan (INSTIP) for 2008 through 2011 includes three projects near Loogootee:

- SR 550 – hot mix asphalt (HMA) pavement rehabilitation (US 50 to US 150)
- US 231 – bridge replacement at Friends Creek (2.4 miles south of US 50)
- US 50/US 150 – intersection improvement at Pine Street (Loogootee)

Figure 27: Annual Average Daily Traffic Volumes





## C. UTILITIES

### 1. INTRODUCTION

The utility infrastructure of the community is essential to supporting urban activities in the community and includes the water treatment and distribution system, the liquid waste treatment and collection system, the storm water collection, and the electric, gas, and communications utilities.

### 2. WATER TREATMENT AND DISTRIBUTION SYSTEM

#### a. Water Treatment and Existing Capacity

The Loogootee water treatment plant is located on Scenic Hill Drive. The plant has a maximum capacity of 1.4 million gallons per day (MGD). The plant is currently operating at 340,000 MGD.

#### b. Distribution System

Water is distributed to all residents of Loogootee. There are also water lines that extend beyond the city's boundary.

#### c. Water Storage

Loogootee stores its water in two separate water towers in the city. A 250,000 gallon tower is located in the southern part of the city on Grant Street. A 750,000 gallon tower is located in the northern part of the city at the intersection of Line Street and Brady Street.

#### d. Water System Improvements

The water treatment plant recently went through a \$4 million upgrade. There are very few issues with the distribution system. Between 85 and 90 percent of the lines are PVC. There is good water pressure throughout the system, with the exception of only a couple of areas.

#### e. Future Water Needs

There is no population or commercial growth anticipated for Loogootee. Therefore, the existing water treatment and distribution system should be adequate for the 2030 population. The city may wish to extend lines to areas that do not have water lines. Applying water lines to areas that currently lack water will increase development potential in those areas.

### 3. LIQUID WASTE TREATMENT AND COLLECTION

#### a. Sewage Treatment and Existing Capacity

The Loogootee sewage treatment plant is located on the south side of the city on US 231. The plant has a maximum capacity of one MGD. The current utilization rate is 500,000 gallons per day.

#### b. Sewage Collection System

Sewage collection is provided to all residents of Loogootee, as well as those residents within an approximate one-mile fringe of the city. The system includes seven lift stations. The facility discharges into Plaster's Creek.



### **c. Sanitary System Improvements**

The sewage treatment plant also went through a \$4 million upgrade recently. However, the upgrade was only done on the treatment plant itself. The collection system is made up of 45 year old clay lines which have infiltration and inflow issues because of broken or disconnected lines. There are acceptable levels of infiltration and inflow into a sanitary system, which the system should be at or below. A sanitary system evaluation study should be completed to determine the areas of the community with the greatest infiltration and inflow problems. The problem areas should be prioritized so that upgrades to the lines can be made where they are most needed.

### **4. STORM WATER DRAINAGE**

Storm water drainage is separate from the sanitary sewer system. Curb and guttering is found throughout downtown Loogootee and along parts of US 231 and US 50/150. Other areas of the city use natural drainage to remove storm water.

### **5. OTHER UTILITIES**

Natural gas in Loogootee is provided by Vectren. Vectren covers most of western and northern Martin County and an area around Shoals. Areas east of Loogootee and west of Shoals do not receive natural gas. Duke Energy provides electricity to all of Martin County.

### **6. SOLID WASTE DISPOSAL**

The Martin County Solid Waste Management District (SWMD) is located at 500 Industrial Park Drive in Loogootee, just off of US 50. The SWMD accepts all sorts of recycling, including newspapers, magazines, office paper, glass, plastic, tin, steel, aluminum, clothing, and electronics. The center can also recycle home appliances for a small fee, such as water heaters, washers, dryers, refrigerators, and scrap metals. Household hazardous wastes are also accepted at the recycling center. The SWMD also accepts regular trash. Garbage bags can be brought to the center at a charge of one dollar per 33 gallon bag. They also accept larger items at a cost.

## **D. COMMUNITY FACILITIES**

### **1. INTRODUCTION**

Community facilities are the recreation, education, government, medical, institutional, and cultural facilities that provide services and amenities to the residents of Loogootee and the immediate area. These facilities provide essential services as well as other services that affect the quality of life in the community.

### **2. RECREATIONAL FACILITIES**

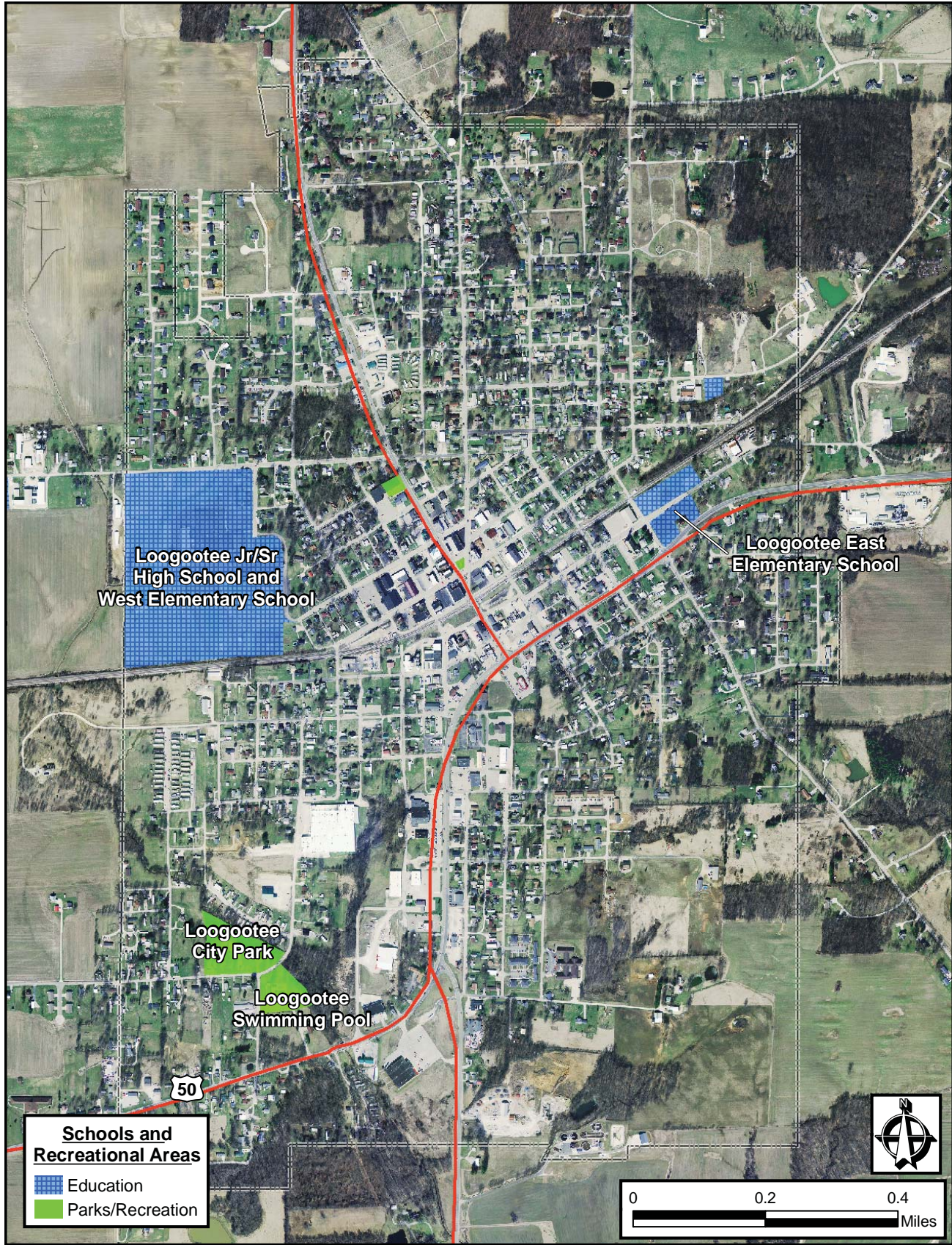
#### **a. Existing Facilities**

There is one park, a swimming pool, and a skate park located in Loogootee. Loogootee City Park, located on Park Street, contains shelters and playground equipment. The Loogootee Swimming Pool and Skate Park are located south of the City Park. These three facilities are all located on the city's southwest side.

There are also a few recreational facilities located outside of Loogootee. There is a small private park located on Industrial Park Drive east Loogootee, near the Martin County Solid Waste Management District Recycling Center. West Boggs Lake, located two miles north of downtown Loogootee on US 231, offers a variety of recreational activities including camping, fishing, swimming, hiking, and boating. The Lakeview Golf Course is a nine-hole course located on US 231 adjacent to West Boggs Lake. The Martin County 4-H fairgrounds are



Figure 28: Schools and Recreational Areas







located approximately two miles east of Loogootee, off of US 50/150. Figure 28 shows the location of parks and recreational areas in and around Loogootee. A Park Plan was completed in 2008 so that the community could meet requirements for federal recreation grants.

### **b. Park Land and Recreation Facilities Standards**

Parks are functionally classified according to the population they serve: neighborhood, community, or regional.

Neighborhood parks are oriented toward the surrounding neighborhood, and provide a multi-purpose area with playground facilities for young children, court sports (e.g., basketball, tennis, volleyball) for older children and picnic areas within walking distance of where they live. Neighborhood parks focus on active recreation facilities for abutting residential areas, but also address passive recreation activities such as walking, picnicking, sitting and viewing. For neighborhood parks, the service area radius is one-quarter mile (1,320 feet) reflecting an acceptable or convenient walking distance for 85 percent of the people. For access by bicycle, the park service radius may be increased to one-half mile which is also the maximum walking distance. The National Recreation and Park Association suggests that a community should have at least 1.25 to 2.5 acres of neighborhood parkland per 1,000 people.

Community parks provide for the recreational needs of the larger community and include field sports facilities (e.g., baseball, softball, football and soccer fields) in addition to the facilities commonly found at neighborhood parks. Community parks also focus on active recreation facilities for the community, but may also have some passive recreation facilities. For community parks, the service area radius is one-quarter mile for playground and court sports facilities, and one to two miles for field sports activities. One-half mile is considered the upper limit for walking and is considered a convenient biking distance to recreational facilities. Greater distances involve the automobile as the primary means of access. Community parks may include community centers, indoor gyms, outdoor stages and swimming pools as well as major picnic facilities. The National Recreation and Park Association suggests that a community should have five to eight acres of community parkland per 1,000 people.

Regional or metropolitan parks address outdoor recreation activities such as picnicking, boating, fishing, swimming, camping, and hiking. These parks concentrate on passive recreation facilities and active recreation facilities that are unique to the region. The primary means of access to regional parks is by automobile. Regional parks contain 200 or more acres and are required to have five to 10 acres per 1,000 people. The National Recreation and Park Association suggests that a community should have 15 to 20 acres of regional/metro parkland per 1,000 people.

Because of Loogootee's size, only neighborhood and community parks are relevant. Regional parks must be provided by larger jurisdictions such as the county or state.

### **c. Park Land and Recreation Facility Adequacy**

The National Recreation and Park Association suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1,000 people. With a projected 2030 population of 2,585, Loogootee would need 3.25 to 6.5 acres of neighborhood parkland. The Loogootee City Park has facilities that are common to neighborhood parks. The park covers approximately four and a half acres on the city's southwest side. The need for additional neighborhood park within convenient walking distance of all residential areas indicates that additional neighborhood park land should be examined on sides of the town opposite the Loogootee City Park. The city should consider at least one new neighborhood park of two or more acres on the north side of the city.

The National Recreation and Park Association also suggests that a community should have at least five to eight acres of community parkland per 1,000 people. With a projected 2030 population of 2,585 people, Loogootee would need 13 to 21 acres of community parkland. The Loogootee City Park, Swimming Pool, and Skate Park



provide some of the facilities common to community parks. Together, they cover approximately seven acres. With the exception of baseball and softball fields at Loogootee Junior High/High School, there are no facilities for field sports in Loogootee. Baseball/softball, football, and/or soccer fields should be added in Loogootee for use by the general public. Vacant land south of the Loogootee Swimming Pool could be used as a multi-purpose field by adding a baseball backstop and soccer goals. A basketball court should also be added near the Loogootee City Park or Swimming Pool.

In addition to park acreage, different recreational facilities are needed for a specific amount of people. Table 6 shows the standards for recreational facility needs. Although Loogootee's population only qualifies it as needing a tennis court, some consideration should be given to several of these facilities. There are no basketball courts, baseball/softball fields, soccer fields, or football fields in Loogootee with the exception of facilities at Loogootee Junior High/High School. Due to space constraints around the Loogootee City Park and Swimming Pool, a multi-purpose field would be useful as mentioned previously. A multi-use court with basketball, volleyball, and tennis facilities should also be considered near the park. These types of facilities should also be considered elsewhere in Loogootee. A neighborhood park created in northern Loogootee could include a basketball court, tennis court, soccer field, and/or baseball field.

### 3. EDUCATIONAL FACILITIES

The Loogootee Community School District is one of two districts in Martin County. The district has the highest number of enrolled students. The corporation includes only three schools; the Loogootee East Elementary, Loogootee West Elementary, and the Loogootee Junior/Senior High School. Loogootee West Elementary and the Loogootee Junior/Senior High School are located next to each other on the city's west side. The school facilities also include five tennis courts, five baseball fields, an outdoor basketball court, and a football/soccer field surrounded by a running track. Loogootee East Elementary contains a small gymnasium used for various activities. Figure 28 shows the location of these schools.

According to preliminary counts by the Indiana Department of Education, there are 1,047 students enrolled for the 2008-2009 school year in the Loogootee Community School District. Loogootee East Elementary School had 267 students, Loogootee West Elementary School had 293 students and the Loogootee Junior/Senior High School had 487 students. Because the population growth expected between 2008 and 2030 is not substantial, existing schools should be sufficient for the future population.

### 4. GOVERNMENTAL FACILITIES

The primary residence for Loogootee Government facilities is located north of downtown Loogootee on John F. Kennedy Avenue, at the municipal building. The municipal building contains the Mayor's office, Clerk Office, Loogootee Police Station, the City of Loogootee Fire Department, Utilities Office, Southern Indiana Development Commission Office and the Loogootee City Garage. Also located downtown is the Loogootee Public Library at the corner of Line Street and Oak Street. The Loogootee Fire Station is located on the corner of Heritage Hill Road and US 50/150. Because the 2030 population is not expected to increase, and the number of governmental employees is not anticipated to increase, existing governmental facilities should be sufficient for the 2030 population.

### 5. MEDICAL FACILITIES

There are two medical facilities located in Loogootee. The Loogootee Nursing Center, located on US 50 southwest of downtown, includes 60 beds and provides several services to senior and disabled residents, including clinical laboratory services, mental health services, occupational therapy and physical therapy. Martin County Rehabilitation Center, located at 313 Poplar Street, includes 62 beds and provides a range of services similar to the Loogootee Nursing Center.



There are no hospitals located in Martin County. The closest hospital for Loogootee residents is the Daviess Community Hospital located in Washington. The hospital is approximately 13 miles west of Loogootee. The hospital is an 80-bed facility and has an emergency room. Daviess Community hospital has two specialty units, Pediatric and Adult intensive care.

The next closest hospitals near Loogootee are located in Jasper, Bedford, Linton, and Bloomington. Memorial Hospital and Health Care Center is located in Jasper, approximately 20 miles south of Loogootee. It has 104 beds, an emergency room, and is considered to be a short-term hospital.

There are two hospitals in Bedford. Dunn Memorial Hospital and Bedford Regional Medical Center each have 25 beds. Both are approximately 30 miles northeast of Loogootee.

Greene County General Hospital in Linton is a short-term hospital with 25 beds and an emergency room. The hospital is about 35 miles northwest of Loogootee.

There are three hospitals in Bloomington. Bloomington Hospital is the largest hospital in Monroe County with 293 beds. Bloomington Hospital includes a trauma center and multiple specialty units. Bloomington Meadows Hospital is a psychiatric hospital with 52 beds. Monroe Hospital is a short-term hospital with 32 beds. All three hospitals are 50 to 60 miles northeast of Loogootee.

There are several small clinics and doctor offices in the Loogootee area. The Daviess Martin Medical Clinic, associated with the Daviess Community Hospital of Washington, is located southwest of Loogootee. Another small clinic, located on Cooper Street, is the Loogootee Family Medical Clinic, affiliated with Memorial Hospital and Health Care Center of Jasper.

There are multiple independent practices located in Loogootee that specialize in Chiropractics, Family Medicine, and Dentistry.





# Chapter 4: Community Issues

## A. LAND USE PLAN COMMITTEE MEETING

On Wednesday, September 10, 2008 urban planners from Bernardin, Lochmueller and Associates, Inc. met with the Loogootee Land Use Plan Committee at the St. John's Center at St. John's Catholic Church in Loogootee. This meeting included a review of the comprehensive plan process, the content of the proposed plan and the schedule for preparation of the plan. Members of the committee identified community leaders to be interviewed about community growth and development issues, and developed a community survey to be sent to citizens of Loogootee. An exercise was also completed during the meeting to determine the growth and development issues of the city. Each committee member was given an opportunity to list the issues they believed were important to Loogootee. The committee then scored these issues by importance. The top ten issues were included in the community survey, and additional issues were added as survey size permitted. The plan committee ranked these issues as follows: (Issues that were scored the same are given the same rank.)

- 1) Need for intense sense of community (community pride). (score = 24)
- 2) We need to better market and celebrate ourselves. (score = 22)
- 3) Need to facilitate capital startup for entrepreneurs (need to create successes). (score = 21)
- 4) Concern about vacant properties (score = 17)
- 4) Need a comprehensive educational approach. (score = 17)
- 5) Need for shovel ready commerce area for new development. (score = 14)
- 5) Need businesses that attract visitors. (score = 14)
- 6) Lacking of housing for tourists and visitors. (score = 13)
- 6) Need to address cultural differences (people's different paradigms). (score = 13)
- 7) Need to address junk vehicles and trashy properties. (score = 11)
- 8) Need to address dilapidated buildings. (score = 10)
- 9) City limits are restricting growth. (score = 9)
- 9) Lack of export businesses. (score = 9)
- 10) Need for urgent care center. (score = 8)
- 11) Lack of community involvement. (score = 7)
- 12) Need to address continued and improved viability of the workforce (education leading to availability). (score = 6)
- 13) Need for elderly living residences. (score = 5)
- 14) Lack of taxable properties (due to numerous tax exempt properties). (score = 4)
- 15) Tendency to view assets as liabilities (e.g., railroad). (score = 0)

## B. COMMUNITY SURVEY

As part of the comprehensive plan process, 1,382 surveys were sent out to residents of Loogootee by direct mailing the city's utility customers on Friday, October 10, 2008. Residents were asked to fill out the survey and mail it back to Bernardin, Lochmueller and Associates, Inc. The surveys began to be returned the following week and were collected through November 20, 2008. The results of the surveys were used to determine community issues that need to be addressed in the comprehensive plan. Nearly 25 percent (344) of the surveys were completed and returned. Table 6 shows a list of issues from the survey, composite scores and percent agreement with the issues.

## C. COMMUNITY LEADER INTERVIEWS

In addition to the surveys, community leaders were contacted by phone to do an interview regarding current and future growth in Loogootee. Community leaders are those persons representing one of eight interest groups including Industrial, Banking and Financial, Real Estate, Developers and Builders, Civic Leaders, Education, Religion and Other Interest Groups.

Of the leaders selected to be interviewed, nine people were available and agreed to discuss current and future growth in Loogootee. In the various categories, the number of respondents equaled: two (2) from Industry, two



(2) from Banking and Financial, one (1) from Real Estate, zero (0) from Developers and Builders, one (1) from Civic Leaders, one (1) from Education, one (1) from Religious, and one (1) from Other Interest Groups.

### 1. CURRENT ASSETS TO GROWTH AND DEVELOPMENT

Several respondents named Crane Naval Base and the WestGate @ Crane Tech Park as the largest assets to growth and development. One respondent felt the two bring more high paying jobs to the community. Many of the people surveyed mentioned Loogootee residents and their attitude towards Loogootee as an asset. One person surveyed stated that people within the community are open to change and are willing to assist, while another respondent felt that the members of the community had a strong work ethic. Several people felt the proximity to major arterial roadways, available infrastructure and available land for development were key assets to Loogootee. Other assets included: Loogootee's tourism potential, relatively low tax rate on a national level, and the community leadership.

### 2. CURRENT OBSTACLES TO GROWTH AND DEVELOPMENT

Many of the respondents mentioned the lack of skilled workforce and employment opportunities as a current obstacle to growth and development. One person felt that there were not enough employment opportunities to keep young folks within the community. Another person surveyed stated that there was a need for more manufacturing and white collar jobs. Another major obstacle referred to was the high tax rates for businesses due to the abundance of public lands. One respondent felt the distance of the community from WestGate @ Crane Tech Park and Crane hindered the development of the city, while another person felt the lack of a public transportation system was an obstacle. Other obstacles revealed included: the lack of zoning ordinances, the lack of quality housing and entertainment attractions, the need for more street furniture and lighting, the need for local government to attract new businesses to the area and the need to increase public involvement through improved communication between community leaders and residents.

### 3. DESIRES FOR FUTURE GROWTH

Seven respondents desire to see an increase in local high paying jobs and skilled workers. Many of these respondents mentioned the hope of increasing the number of manufacturing jobs around the Crane Naval Base. Three people surveyed stated the need to improve infrastructure to entice development around Loogootee. Two respondents talked about the need for better upkeep of the city by adding improved sidewalks, lighting and street furniture. A few people felt that keeping smaller schools in Loogootee would be a great incentive to entice Crane Naval Base employees to settle in the area. Other desires included: stricter enforcement of local ordinances, the implementation of zoning, creating additional businesses associated with Crane Naval Base, and creating more recreational and entertainment opportunities in the area.



**Table 3: Community Survey Results**

	Composite Score	% Strongly Agree	% Somewhat Agree	% Somewhat Disagree	% Strongly Disagree	Did not respond
<b>Strongly Agree (1.0 - 1.5)</b>						
Need to address dilapidated buildings.	1.3	77.0%	17.2%	1.7%	1.5%	2.6%
Need to address junk vehicles and trashy properties.	1.3	76.7%	14.8%	4.1%	1.7%	2.6%
Sidewalk improvements should be made where needed.	1.3	74.71%	19.48%	1.74%	0.87%	3.20%
Loogootee should encourage new quality industry (recognizing the railroad and proposed I-69 as assets).	1.3	69.8%	22.7%	1.7%	2.3%	3.5%
Economic development needs to be promoted in Loogootee.	1.3	69.5%	23.3%	1.5%	1.7%	4.1%
Loogootee should encourage and increase retail businesses and personal services.	1.4	65.1%	27.3%	2.0%	1.7%	3.8%
Concern about vacant properties.	1.5	62.5%	24.1%	8.4%	2.3%	2.6%
Need for intense sense of community (community pride).	1.5	56.7%	33.1%	4.1%	1.2%	4.9%
We need to better market and celebrate ourselves.	1.5	50.6%	40.4%	3.2%	2.0%	3.8%
<b>Somewhat Agree (1.6 - 2.4)</b>						
Development standards (zoning and subdivision regulation) are needed to protect property values.	1.6	56.40%	27.03%	4.94%	6.40%	5.23%
Loogootee needs to make gateways to the community more attractive.	1.6	53.5%	32.3%	5.5%	3.8%	4.9%
Loogootee needs to expand elderly living residences such as those for assisted and independent living.	1.6	53.2%	36.9%	4.9%	2.9%	2.0%
Need to facilitate capital startup for entrepreneurs (need to create successes).	1.6	51.7%	33.7%	5.8%	3.5%	5.2%
Storm water drainage facilities should be improved in Loogootee.	1.6	50.9%	33.4%	8.7%	3.2%	3.8%
Lacking of housing for tourists and visitors.	1.6	50.0%	33.4%	9.6%	2.3%	4.7%
Need for shovel ready commerce area for new development.	1.7	47.4%	31.1%	12.8%	2.6%	6.1%
Need a comprehensive educational approach.	1.7	45.3%	38.4%	7.3%	3.2%	5.8%
There is a need for additional recreational facilities in Loogootee.	1.7	45.3%	37.8%	9.3%	3.5%	4.1%
Loogootee needs to increase downtown activities and events.	1.7	43.3%	40.1%	9.6%	2.6%	4.4%
Additional moderately priced housing growth should be planned for Loogootee.	1.7	41.0%	42.4%	10.8%	2.0%	3.8%
Mobile homes (single wide trailer, on chassis, no permanent foundation) should only be located in mobile home parks or subdivisions.	1.8	53.5%	21.5%	12.2%	10.5%	2.3%
Loogootee should create bikeways and walkways throughout the city.	1.8	46.51%	31.40%	11.92%	5.52%	4.65%
Loogootee needs to address traffic flow, especially congestion and heavy truck flow.	1.8	45.6%	32.8%	14.8%	4.1%	2.6%
A minor needs medical facility should be developed in Loogootee.	1.8	40.7%	34.0%	17.7%	2.6%	4.9%
Lack of export businesses.	1.9	32.3%	37.8%	15.4%	5.5%	9.0%
Manufactured homes (factory assembled homes constructed after the federal Manufactured Housing Construction and Safety Standards of 1974, with sloped roofs and often set on a permanent foundation) are appropriate on lots in traditional single-family home areas.	2.0	33.1%	42.7%	12.2%	9.6%	2.3%
Loogootee should pursue growth through annexation.	2.1	29.7%	38.1%	17.2%	8.7%	6.1%
Need to address cultural differences (people's different paradigms).	2.2	21.5%	37.5%	25.9%	8.7%	6.4%
City limits are restricting growth.	2.3	20.3%	31.4%	31.7%	8.7%	7.8%

Note: Disagree is 2.5+; however, there were no scores higher than 2.3







## A. INTRODUCTION

### 1. FUTURE VISION

The future vision for the physical development of Loogootee for the year 2030 is reflected in the policy and objectives statements (and associated development review guidelines) of the community. These policies, objectives and guidelines serve as the basis for developing and evaluating future land use patterns for the community, and as the basis, in conjunction with the Future Land Use Map, for determining consistency of proposed development and infrastructure investments with the comprehensive plan.

### 2. DEVELOPMENT OF THE VISION

With the assistance of the Land Use Plan Steering Committee, the future vision for Loogootee was developed through a community survey, interviews of community leaders, a general public meeting, and written public comment. The initial input of the Land Use Plan Steering Committee, community survey and community leader interviews helped identify growth and development issues of concern unique to Loogootee. These are documented in Chapter 4 of the comprehensive plan.

### 3. VISION STATEMENT

Loogootee is a community that is proud of its accomplishments; reaches out to persons of all ages, incomes, interests, circumstances, and perspectives and shows hospitality to all persons living inside and outside the community. The city strives to be a great place to live, work and visit by embracing change that fosters economic development opportunities. Preserving historic, natural and small community features that foster a unique living environment, increasing quality employment opportunities, and promoting recreational opportunities that increase tourism are all high priorities.

## B. POLICIES AND OBJECTIVE STATEMENTS

Many people think of a comprehensive plan as only a Future Land Use Map. While a Future Land Use Map may be one of the end products of the comprehensive plan, it is not the foundation of the plan. Throughout the Midwest (including Indiana and surrounding states), the foundation for the comprehensive plan is the future vision for the community as expressed in goals, objectives, principles, policies or guidelines. The Indiana state enabling legislation for comprehensive planning (I.C. 36-7-4-500) implicitly recognizes that a plan must be more than a map.

A well-designed plan is based on a set of objectives and policies. It is this collection of objectives and policies that is essential to good planning, not the map. Indiana's planning enabling statute recognizes this fact by requiring only three elements in a comprehensive plan. Indiana Code 36-7-4-502 states:

*“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.*
- 3. A statement of policy for the development of public ways, public places, public lands, public structures and public utilities.”*

Governed by a well-enunciated set of objectives and policies, development decisions will be made in a predictable, orderly manner. While these objectives and policies are the foundation for the Loogootee Comprehensive Plan, the plan includes several other elements (including a land use development plan or Future Land Use Map, a transportation/thoroughfare plan, a utilities plan, a community facilities plan, an open space and recreation plan, and an environmental plan) to assist in the interpretation and application of the objectives and policies. These additional elements of the comprehensive plan are expressly permitted by Indiana Code 36-7-4-502 and 506.



In determining consistency of a development proposal with the comprehensive plan, the Loogootee comprehensive plan establishes two tests: Consistency with the Future Land Use Map and consistency with development guidelines. If the first test fails, the second test becomes paramount as the development guidelines are an expression of the development objectives and policies of the community.

The development policies and objectives that follow have been drafted to reflect the input of the community as expressed by the community survey, community leadership interviews, Land Use Plan Steering Committee and public comments expressed through workshops and hearings during the process.

## 1. LAND USE DEVELOPMENT POLICY

In implementing this comprehensive plan, the land use development policy of Loogootee is to foster orderly growth and development that expands future employment opportunities and meets living needs of all people while maintaining the integrity of Loogootee as a small city and protecting its unique natural and man-made environmental assets. Economic development opportunities will be encouraged to expand job opportunities in and around Loogootee, building on the transportation assets of US 231, US 50/US 150, rail and the future I-69. This policy will encourage the establishment and expansion of commercial facilities in an orderly and safe manner that reinforces downtown revitalization efforts while serving the needs of residents and visitors. This policy will promote land use practices designed to continue development of Loogootee as a desirable place to live and work. Further, it fosters revitalization, rehabilitation, reuse and redevelopment of residential and commercial properties where appropriate, to improve property values, stabilize public revenues and enhance the visual appearance of the community. This policy encourages residential development that provides the appropriate mix of housing opportunities for all ages and incomes. Development will be encouraged to make the most efficient use of existing and planned infrastructure. The unique historic and natural assets of the community will be preserved and enhanced for the enjoyment of the community and to strengthen associated economic development opportunities.

## 2. COMMUNITY INFRASTRUCTURE POLICY

In implementing this comprehensive plan, the community infrastructure policy of Loogootee is to develop public ways, public places, public lands, public structures and public utilities necessary to assure orderly and cost-effective development and to ensure the continued high quality of life for all citizens while protecting Loogootee's historic heritage and its surrounding natural and scenic beauty. This policy promotes infrastructure improvement practices that emphasize maintenance and enhancement of existing facilities, and the expansion of facilities only when such an expansion addresses a specific need (such as the creation of marketable commercial and industrial sites for expanded employment opportunities) and improves the overall cost-effectiveness of the particular public infrastructure system (whether roads, sewers, waterlines, stormwater drainage, recreation facilities, etc.). Adequate infrastructure is necessary for all new and expanded development, and new development is to bear the cost of infrastructure improvements that it necessitates whenever possible. Finally, the community should ensure infrastructure decisions enhance community excellence in education, recreation and support downtown and neighborhood revitalization efforts.

## 3. GOALS AND OBJECTIVES FOR FUTURE DEVELOPMENT

### **Goal 1 (Growth Management):**

Promote appropriate and orderly development and growth in and around Loogootee.

**Objective 1.1:** Consider the creation of land use controls (zoning and subdivision control ordinances) to protect investment in properties and infrastructure and to preserve the revenue base of the community.

**Objective 1.2:** Encourage appropriate future commercial and industrial development to locate along US 231 and US 50, which are both routes to future I-69 interchanges.



**Objective 1.3:** Consider annexation to increase the population and economic development opportunities of the city.

**Goal 2 (Economic Development):**

Enhance economic development opportunities in areas appropriate for the expansion of commercial and industrial uses.

**Objective 2.1:** Address decaying and blighted properties through a combination of incentive opportunities and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.

**Objective 2.2:** Promote economic development opportunities in and around Loogootee.

**Objective 2.3:** Promote the transportation opportunities associated with the future I-69 north and west of Loogootee and the railroad to attract new quality industry.

**Objective 2.4:** Encourage the development of additional retail businesses and personal services so that residents do not have to shop outside of Loogootee for common necessities.

**Objective 2.5:** Encourage new commercial structures to be constructed on vacant property within Loogootee rather than in new commercial developments outside of the city's limits.

**Objective 2.6:** Promote programs that facilitate capital startup for entrepreneurs and small businesses.

**Objective 2.7:** Encourage the development of hotels, motels, and other housing to make Loogootee more desirable for tourists and visitors.

**Objective 2.8:** Provide adequate infrastructure to existing and proposed industrial, commercial and residential sites to ensure suitable areas for immediate development (shovel ready sites).

**Objective 2.9:** Promote more opportunities for export business developments.

**Objective 2.10:** Provide incentive opportunities to encourage new industry and assist existing businesses in Loogootee.

**Objective 2.11:** Provide incentive opportunities to encourage the reuse of vacant industrial and commercial structures and properties within and around Loogootee in a manner compatible with surrounding uses.

**Objective 2.12:** Place an emphasis on downtown revitalization efforts in the preservation, attraction of businesses, the marketing of structures and commercial activities, the provision of amenities (parking, lighting, signing and streetscape), the provision of incentive opportunities for business and structure investment, and the assistance of business support activities.

**Goal 3 (Housing):**

Ensure residential development that is compatible with existing residential areas, consistent with the small city character, preserves property values, provides opportunities for affordable housing and serves all age and income groups.



- Objective 3.1:** Address decaying and blighted residential properties through a combination of incentive opportunities (such as low cost housing rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.
- Objective 3.2:** Encourage new housing structures to be constructed on vacant property within Loogootee rather than in new housing developments outside of the city's limits.
- Objective 3.3:** Encourage new residential development that provides housing opportunities for the ageing population, such as assisted and independent living housing.
- Objective 3.4:** Encourage the development of additional moderately priced housing in and around Loogootee.
- Objective 3.5:** Encourage new housing development by permitting innovative housing types and designs that encourage infill housing on vacant lots and that are compatible with surrounding land uses.
- Objective 3.6:** Locate mobile homes (manufactured homes on a chassis that are not placed on a permanent foundation or may not exceed 16 feet in width or have a flat roof) in mobile home parks or subdivisions with appropriate screening and buffering to ensure compatibility with surrounding land uses (particularly traditional single-family detached housing).
- Objective 3.7:** Permit manufactured homes and modular homes on lots in traditional single-family detached home areas provided the structures are compatible with surrounding homes by ensuring such homes have a floor area, a permanent foundation, sloped roof with overhangs and other design features that give the appearance of a site-built home.

**Goal 4 (Environment):**

Protect man-made and natural environmental features in Loogootee and the surrounding area that contribute to the historic, natural and small city character.

- Objective 4.1:** Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.
- Objective 4.2:** Facilitate the adaptive reuse of blighted/decaying historic structures, especially in downtown Loogootee, through incentive opportunities (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements) while ensuring the reuse is compatible with surrounding land use.
- Objective 4.3:** Discourage development in areas subject to severe environmental constraints (floodplains, steep slopes, wetlands, significant natural wildlife habitats, etc.) and ensure any development in such areas minimize adverse environmental impacts.

**Goal 5 (Transportation):**

Preserve and enhance existing transportation corridors in and around Loogootee while providing new corridors to address congestion, to facilitate goods movement and to stimulate economic growth.

- Objective 5.1:** Improve sidewalk conditions and ensure that all future and existing sidewalks are accessible to the handicapped.
- Objective 5.2:** Create bikeways and walkways that connect recreational areas, schools, and government facilities throughout the city.



- Objective 5.3:** Improve truck traffic flow to improve safety and to relieve congestion.
- Objective 5.4:** Improve existing roads and consider the construction of new roads to provide easier access, and consider the establishment of a truck bypass route.
- Objective 5.5:** Provide adequate maintenance of local street surfaces.

### **Goal 6 (Utilities):**

Ensure adequate availability of a sanitary sewer system, water distribution system, stormwater facilities and other utilities for existing development while taking advantage of new growth opportunities that strengthen the economic performance of the public utilities and that support economic development initiatives.

- Objective 6.1:** Ensure that the city has appropriate natural or man-made drainage systems to adequately accommodate stormwater flows in all parts of the city, and make improvements where necessary.
- Objective 6.2:** Consider upgrading and expanding the city's wastewater system to ensure the system is adequate for existing businesses and residents and provides residual capacity to accommodate anticipated future development.
- Objective 6.3:** Encourage the development of a long-term capital assets program (maintenance program) in Loogootee to ensure the effective use of financial resources for repairs to the city's infrastructure.
- Objective 6.4:** Consider an improvement of the town's water filtration and distribution system to ensure the system is adequate for existing businesses and residents and provides residual capacity to accommodate anticipated future development.
- Objective 6.5:** Take advantage of new development tap-ins and minor main extensions to the water distribution system that improves the economic performance of the drinking water system.
- Objective 6.6:** Examine the financial policies regarding sanitary sewer and water line extensions tap-ins and lateral line extensions to ensure new development pays its own way and examine utility user rates on an annual basis to ensure sufficient revenues to operate and maintain existing capital investments.
- Objective 6.7:** Perform an annual review of sewer and water rates to ensure adequate short and long term revenue, to operate and maintain the existing systems.

### **Goal 7 (Recreation):**

Preserve and enhance the parks and recreational facilities serving the residents of Loogootee.

- Objective 7.1:** Consider the addition of more parks and public areas in Loogootee to offer residents more recreational opportunities.
- Objective 7.2:** Encourage businesses that provide quality recreational activities such as skating, miniature-golf, a movie theater, and/or a public golf course to locate in and around Loogootee.
- Objective 7.3:** Ensure neighborhood parks are appropriately located to serve existing and future major residential areas and are sufficient size to accommodate the full range of neighborhood park facilities and to be cost-effectively maintained.



- Objective 7.4:** Encourage development of bicycle, walkway and trail connections between education, recreation and other community facilities.
- Objective 7.5:** Consider the addition of new facilities and activities at existing parks to meet Indiana Outdoor Recreation Standards.
- Objective 7.6:** Adequately maintain, rehabilitate and replace recreation facilities at existing parks.

**Goal 8 (Community):**

Ensure adequate availability of entertainment, recreation, education and medical services to meet all necessities for all residents and visitors of Loogootee.

- Objective 8.1:** Increase the visual appearance of Loogootee by ensuring that individuals maintain personal property, including junk vehicles and littered yards.
- Objective 8.2:** Increase the general visual appearance of Loogootee by the addition of streetscape elements such as unique street lighting, seating along sidewalks, landscape and planters, signage and restored building facades in downtown.
- Objective 8.3:** Market and celebrate Loogootee by promoting the city's unique character.
- Objective 8.4:** Create attractive gateways into the community which welcome visitors and increase community pride.
- Objective 8.5:** Create a comprehensive educational approach for the Loogootee Community School Corporation schools.
- Objective 8.6:** Increase downtown activities and events to make downtown Loogootee more attractive to both residents and visitors.
- Objective 8.7:** Consider the addition of a minor needs medical facility in Loogootee.
- Objective 8.8:** Promote and encourage the development of programs and activities that help residents embrace the diversity of the community.
- Objective 8.9:** Develop a cooperative, continuing and comprehensive economic development program to retain and attract business to Loogootee and to capitalize on the opportunities of I-69.
- Objective 8.10:** Encourage a higher community morale and unification of Loogootee and its citizens through public involvement and increased communication with government agencies.

**Goal 9 (Government):**

Encourage greater communication between county and local governments and between the city and its residents to ensure the accomplishment of future goals.

- Objective 9.1:** Increase the coordination of community planning efforts in Loogootee.
- Objective 9.2:** Increase the enforcement of building codes to ensure existing and future buildings are safe and appropriate for residents.
- Objective 9.3:** Consider the creation of development standards such as zoning and subdivision regulations.



**Objective 9.4:** Improve and maintain an adequate tax base to support public expenditures.

## C. GUIDELINES

In addition to the Land Use Development Policy Statement, the Public Infrastructure Policy Statement and the Development Objectives, the following guidelines are to be used to determine consistency of the proposed development and infrastructure investment with the comprehensive plan.

### 1. LAND USE DEVELOPMENT

#### a. Residential Uses

R-1: Ensure new residential development is compatible with existing, abutting residential or non-residential development in size, height (not to exceed two stories), mass and scale.

R-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new residential development adjoins existing higher density residential uses or existing non-residential uses.

R-3: Encourage the design of new residential development to provide adequate lot sizes and shapes for housing, to preserve natural tree stands to the extent practical, to use natural drainage channels where possible, to discourage speeding and through-traffic on streets, and to provide amenities such as walkways, curbs, trees and vegetation.

R-4: Evaluate residential development on the basis of the following gross densities:

Low: Up to four dwelling units per acre.

Medium: Greater than four and up to eight dwelling units per acre.

High: Greater than eight and up to 15 dwelling units per acre.

R-5: Limit residential development to the “low density” category when major access is not from a “collector” or “arterial” street or primary access passes through a “low density” residential area.

R-6: Limit residential development to the “medium” or “low” density category when the site has environmental constraints (wetlands, floodplains, steep slopes) other severe environmental limitations or a “collector” street is the highest available functional class for primary access to the site.

R-7: Locate “high” density residential development only where the major access point is to an “arterial” street and where the site is not affected by wetlands or within a floodplain, on steep slopes or affected by other severe environmental limitations.

R-8: Discourage dwelling unit densities in excess of 15 dwelling units per acre and structures in excess of two stories.

R-9: Limit “medium” and “high” density residential structure types to no more than 15 dwelling units per structure.

R-10: Prohibit new residential development in the 100-year floodplain.



R-11: Allow manufactured homes and modular homes on lots created in older areas provided such homes are on permanent foundations and are compatible in size, mass and character of adjoining residential development.

R-12: Permit new mobile homes (manufactured home on a chassis that is never placed on a permanent foundation, or does not exceed 16 feet in width, or has a flat roof) in mobile home parks or mobile home subdivisions with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-13: Encourage innovative residential developments that mix housing types and densities with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-14: Permit innovative housing types and designs that enable infill housing on vacant lots while remaining compatible with adjacent residential uses.

#### **b. Office Uses**

O-1: Encourage the location of offices in planned commercial centers and planned office centers, and as transitional uses from residential to retail uses when the office use involves the conversion of a residential structure or any new structure that has the character of the abutting residential use relative to size (not to exceed 10,000 square feet), height (not to exceed two stories), mass, scale, yards and parking to the rear or side.

O-2: Ensure office development is compatible with existing, abutting residential or other non-residential development in size, height (not to exceed two stories outside downtown), mass and scale.

O-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new office development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

O-4: Ensure office building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.

#### **c. Commercial Uses**

C-1: Encourage the location of new commercial uses in planned centers, permit the expansion of existing commercial uses as long as the expansion is compatible with abutting uses, and permit the conversion of non-commercial structures to retail uses as long as the converted structure is compatible in character with abutting residential uses.

C-2: Encourage commercial uses serving residential areas (such as nondurable and convenient goods sales and personal services) to be located within or adjacent to residential areas.

C-3: Encourage commercial uses serving the greater community (such as durable goods sales, land-extensive uses, structures over 10,000 square feet and auto-oriented retail uses) to be located on "arterial" streets.

C-4: Ensure retail development is compatible with existing, abutting residential development or residentially zoned areas in size (10,000 square feet), height (not to exceed two stories), mass and scale.

C-5: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded commercial development adjoins existing residential uses or adjoins office uses.





C-6: Ensure commercial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.

C-7: Limit outdoor storage and displays when commercial uses are adjacent to residential, office and other commercial uses.

C-8: Prohibit non-premises signs (i.e., billboards) in commercial areas.

C-9: Locate businesses serving or selling alcoholic beverages away from residential uses and community facilities such as parks, schools, public buildings, medical facilities, churches and other public/quasi-public institutions.

C-10: Confine adult entertainment or the sale of adult materials to industrial areas with adequate separation from residential, public recreation uses (parks and playgrounds), educational uses (schools and daycare centers) and institutional uses (libraries, museums, churches, etc.).

C-11: Provide financial incentive opportunities and regulatory waivers to encourage the reuse and occupancy of structures in downtown Loogootee.

#### **d. Industrial Uses**

I-1: Encourage the location of new industrial uses in planned industrial centers or adjacent to existing industrial areas; and permit the expansion of existing industrial uses as long as the expansion is compatible with abutting uses.

I-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded industrial development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

I-3: Ensure industrial building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining non-industrial use.

I-4: Prohibit the outdoor display or storage of materials in areas zoned for light industrial use.

I-5: Confine the commercial sale, repair and storage of trucks, trailers, modular homes, boats and farm equipment to industrial areas.

#### **e. Public/Quasi-Public Uses**

P-1: Locate or expand public and quasi-public facilities where there is a demonstrated need.

P-2: Ensure public/quasi-public development is compatible with existing, abutting residential development in size, height (not to exceed two stories), mass and scale.

P-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded public/quasi-public uses adjoin existing residential uses.

P-4: Ensure public/quasi-public building setbacks from all property lines, with parking location, signing and lighting that are compatible with any adjoining residential use.



P-5: Give priority to the maintenance and improvement of recreation facilities at existing parks before acquiring additional park land.

P-6: Ensure the improvement of recreation facilities with a demonstrated need that serves the residents of Loogootee and that does not duplicate other facilities in Loogootee.

P-7: Improve pedestrian and bicycle access to and within existing parks, historic and nature areas.

P-8: Emphasize the expansion of existing parks over the acquisition of new parks to address the recreation needs of Loogootee residents.

P-9: Take advantage of opportunities to expand parkland when such parcels become available adjacent to existing parks, provided such parkland meets a demonstrated need and can be adequately developed and maintained.

P-10: Provide neighborhood parks that are accessible (1/4-mile walking radius and 1/2-mile biking radius) to community residents ensuring the parks are of a minimum size (at least two acres) to accommodate typical neighborhood recreational facilities and to facilitate park maintenance.

P-11: Consider the reuse of playgrounds and parks that lack sufficient size to accommodate typical neighborhood recreational facilities and are poorly located relative to the residential areas being served.

## **2. DEVELOPMENT INFRASTRUCTURE**

### **a. Transportation**

T-1: Ensure all development and land use changes are served by adequate streets that have the capacity to accommodate the site-generated traffic.

T-2: Provide for the movement of pedestrians through the provision of walkways and sidewalks for all new development; and enhance pedestrian access to educational and recreational facilities, to neighborhood serving retail and office uses, and to churches and other institutional uses.

T-3: Provide adequate right-of-way to accommodate required and anticipated roadway, walkway and bikeway improvements, utilities and landscaping through dedication; and is consistent with the functional designation and roadway cross section as defined by the thoroughfare plan.

T-4: Provide adequate access to, from and through development for the proper functioning of streets, walkways and bikeways, and for emergency vehicles.

T-5: Avoid the creation of streets or traffic flows for higher intensity uses through low intensity use areas.

T-6: Ensure adequate access control, location and design of driveways along arterial streets to reduce vehicle conflicts and to preserve traffic carrying capacity while providing access to abutting properties.

T-7: Provide adequate off-street parking and loading for the type and intensity of proposed uses and for the mode of access to the development.

T-8: Give preference to the preservation of existing transportation facilities over the construction of new, extended or expanded transportation facilities.

T-9: Give priority to the provision of roadway infrastructure to areas of vacant industrial structures or land when projects that involve new or expanded transportation facilities are evaluated.



T-10: Emphasize low-cost capital improvements to streets to improve safety and facilitate the flow of delivery and service trucks such as minor widenings of town thoroughfares and pavement widenings at corners.

T-11: Confine through-trucks to collector and arterial streets.

T-12: Develop a strategy to preserve and construct new roadway corridors to relieve congestion, facilitate goods movement and foster economic growth, and take advantage of any opportunities that will be created by I-69.

### **b. Sewage Treatment and Collection System**

S-1: Maintain the existing sewage treatment plant and sewage collection system so that they can adequately accommodate existing development.

S-2: Ensure all development and land use changes are served by an adequate centralized sanitary sewer system that has the capacity to accommodate the magnitude and type of the site-generated liquid waste effluent.

S-3: Take advantage of opportunities to strengthen the economic performance of the sewage treatment and collection system through new development tap-ins and minor trunk line extensions.

S-4: Examine the rate structure of the sanitary sewer system on an annual basis to ensure sufficient revenues to operate and maintain the system.

S-5: Examine the financial policies regarding sanitary sewer tap-ins and lateral line extensions to ensure new development pays its own way.

S-6: Prohibit any new development involving on-site sewage treatment systems (septic tanks with lateral field, holding pits, etc.) with the exception of industrial pretreatment facilities.

S-7: Examine financial assistance programs for any low- and moderate-income households on septic systems to connect to a centralized sewer system.

S-8: Prohibit the connection of stormwater drains to the sanitary sewer system.

### **c. Potable Water Treatment and Distribution System**

W-1: Ensure the water filtration plant and distribution lines are adequately maintained for existing development while taking advantage of new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

W-2: Examine the rate structure of the water treatment and distribution system on an annual basis to ensure sufficient revenues to operate and maintain the system.

W-3: Ensure all development and land use changes are served by adequate potable water facilities that have the capacity to accommodate the domestic and fire needs of the proposed development

### **d. Stormwater Drainage**

D-1: Explore the management structures, capital costs and financing mechanisms associated with the improvement of natural and man-made drainage systems to adequately accommodate storm water flows.

D-2: Ensure adequate stormwater retention/detention facilities in conjunction with any new or expanded development to prevent increased water flows onto abutting property.



D-3: Examine the adequacy of flood protection facilities and define appropriate actions to address deficiencies.

### 3. ENVIRONMENTAL

E-1: Restrict development in the 100-year floodplain by prohibiting new or expanded structures except when no increase in flood elevation and velocity will result and when the area of floodwater storage will not be reduced.

E-2: Prohibit new residential dwellings in the 100-year floodplain unless the first occupied floor is above the 100-year flood elevation, utilities to the house have appropriate flood proof design, and year around access is available to the dwelling above the 100-year flood elevation.

E-3: Avoid alterations or significant modifications to natural stream channels unless flooding is reduced, any increase in erosion or flood velocity will not affect other areas, and only minor impacts will occur to wetlands or endangered species.

E-4: Use best management practices for erosion and sedimentation control during and after site preparation.

E-5: Buffer streams and lakes to prevent water quality degradation.

E-6: Protect, to the extent economically feasible, historic structures that have recognized historic, cultural and architectural value.

E-7: Protect, to the extent possible, areas of endangered species, wetlands, public parks, unique natural areas and other areas with significant natural features.

### 4. GOVERNMENT

G-1: Develop a comprehensive, coordinated and continuing economic development program for Loogootee and Martin County for the retention and attraction of businesses.

G-2: Support the creation of more skilled and high-tech jobs in Loogootee by targeting basic industries with skilled and high-tech jobs and by providing the infrastructure and trained labor force to support such industries.

G-3: Promote effective communication between city and county governments, chambers of commerce and economic development organizations to market available and potential industrial and commercial sites for business retention and attraction.

G-4: Provide financial incentive opportunities (low interest loans, public infrastructure improvements and tax incentives) to encourage the reuse of vacant industrial, commercial and office commercial structures and properties in and adjacent to Loogootee.

G-5: Develop appropriate marketing strategies to promote the assets of Loogootee to encourage economic development and to promote tourism.

G-6: Develop a program to provide adequate infrastructure to existing and proposed industrial and commercial sites to ensure suitable sites for immediate occupancy.

G-7: Work with educational institutions in the region to develop educational programs to train and retrain the labor force to match the workforce needs of emerging businesses.

G-8: Provide incentive opportunities (such as low cost rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to address decaying, blighted,



deteriorated or abandoned properties while ensuring sensitivity to the economic capacity of the residential property owner.

G-9: Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

G-10: Provide incentive opportunities (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements, etc.) to encourage adaptive reuse of historic structures.

G-11: Create a downtown revitalization program that encourages the cooperation and interaction between downtown business owners and occupants, provides incentive opportunities for the rehabilitation of structures in downtown, provides improved streetscape and adequate off-street parking, and facilitates the marketing of downtown.

G-12: Develop a streetscape program to improve the visual appearance of Loogootee focusing on the downtown, then outward to surrounding neighborhoods.

G-13: Provide incentive opportunities (such low cost interest loans and public infrastructure improvements) to improve the maintenance of older building exteriors.

G-14: Continue to implement programs to assist in housing maintenance, rehabilitation and new construction for low- and moderate-income families, the disabled and the aging population.





# Chapter 6: Recommendations

## A. LAND USE DEVELOPMENT PLAN

### 1. LAND USE DEVELOPMENT RECOMMENDATION

Before land use recommendations could be developed, existing land use had to be determined. An Existing Land Use Map was created to identify all developed land, vacant land and undeveloped land in Loogootee and surrounding Perry Township. Potential future land uses for these vacant and undeveloped areas were determined based on projected future land use needs and the goals and objectives of the community. A Future Land Use Alternatives Map was generated from recommendations identified during the potential future land use analysis. The map also considered appropriate changes in the existing land use, such as replacing single-family residential uses located between commercial uses with more commercial uses. On February 26, 2009, the Land Use Plan Committee reviewed and edited the Future Land Use Alternatives Map. The Future Land Use Alternatives Map was also presented to the public on March 18, 2009, at an open house at the St. Johns Catholic Church to receive additional comments. Figure 29 shows existing land uses and Figure 30 shows potential future land uses for the vacant/undeveloped land in and around Loogootee.

A Future Land Use Map was created based on the Future Land Use Alternatives Map and comments made during the meeting on February 26th and the open house on March 18th. Based on the committee's knowledge of site conditions, surrounding land uses, available development infrastructure and the Future Vision for Loogootee (Chapter 5), the committee reviewed and made edits to the Future Land Use Map during the committee's final meeting on April 23, 2009. While the committee validated many of the suggestions on future land use potential (as displayed in Figure 30), it also indicated a preference among the future land use potential options. The resulting future land use designations are found in Figure 31.

The future land use pattern designates major land uses within Loogootee and the immediate surrounding area to accommodate the future land use needs of the city consistent with the Future Vision (goals and objectives) for development. The adopted version of the future land use pattern is shown in the Future Land Use Map. This map will be used in conjunction with goals, objectives, and development review guidelines to determine consistency of a proposed development or infrastructure improvement with the comprehensive plan.

The future land use pattern generally reflects the existing land use pattern of developed properties and designates appropriate future urban uses for properties with existing vacant or agricultural uses. Because the predominant land use pattern is shown for existing land uses, isolated uses may not always be identified, such as small commercial uses surrounded by a single-family housing development. Figure 31 shows the Future Land Use Map for land in and around Loogootee.

The future land use pattern consists of 13 future land use designations: one agricultural/forest land category, three residential categories, two commercial categories, one industrial category, and five public/quasi public categories.

#### a. Agricultural/Forest Land

The Future Land Use Map shows one agricultural/forest land designation. The agricultural/forest land designation is applied to areas beyond the Loogootee boundary that are a) currently used for agricultural purposes and are likely to continue as such to the year 2030, b) covered by trees, c) in the 100-year floodplain, and d) contain wetlands.

Loogootee is currently surrounded by agricultural land. There are many areas surrounding the city that include development constraints, including floodplains and wetlands. There are floodplains located along a tributary of Friends Creek in the city's southwest side and all around the White River east and southeast of the city. Wetlands are located in and adjacent to these floodplains as well as a few small scattered locations around the city. Forest land around the city will also create some constraints to development outside of the city.



Agricultural areas adjacent to the city, with no development constraints, may be used for single-family residential, commercial and industrial purposes. Future industrial uses may be developed in existing agricultural land along US 50/150 to the east and west of the city and between SR 550 and US 231 to the southeast, especially if the southern bypass of US 50/150 is created. (More detail about this potential bypass and a US 231 bypass to the west of the city will be described later.) Commercial uses may also occur in these same areas, especially at the major intersections that will be created by a US 50/150 bypass and the potential US 231 bypass to the west of the city. Figure 31 shows the future land use of land around Loogootee currently used for agricultural purposes.

## **b. Residential**

The Future Land Use Map shows three residential designations: single-family, mobile home and multiple-family. A mobile home is defined as a dwelling unit on a chassis not more than 16 feet in width, with or without a permanent foundation. A single-family unit is defined as a site built, manufactured or modular home with a width of at least 23 feet on a permanent foundation. If the map designates an area for “single-family” use, mobile homes and apartments are generally not appropriate. On the other hand, if the map designates an area for “multi-family” use, single-family uses and mobile homes may be appropriate.

Single-Family areas permit single-family detached dwelling units. Single-family lots range from medium-density (starting at 5,000 square feet) to low-density (one-half of an acre or more). Currently, single-family lots can include site-built homes, mobile homes, manufactured homes, and modular homes. Although they may be placed on any single-family lot, any new mobile homes brought into the city should first be placed in mobile home parks before being placed on a single-family lot.

New single-family detached housing units should first fill in vacant lots located next to existing residential uses. There are several locations around the city where vacant land is located within or adjacent to existing neighborhoods. The Future Land Use Map identifies areas within and adjacent to the city limits where future single-family uses may be appropriate. There are a few areas within the city where undeveloped land is located between other single-family uses. These areas are identified for single-family uses in the future. Areas adjacent to the city limits which identified for future single-family uses include undeveloped land to the northeast of the city and along US 231 to the north of the city.

Multiple-Family areas permit multiple-family attached dwelling units with a density of up to 15 units per acre. These areas may include duplexes, four-plexes, and apartments.

There are two areas on the Future Land Use Map identified for future multiple-family uses. One area is located within the city to the east of Poplar Street and north of Elm Street on the city’s southeast side. This area surrounds the existing Martin County Rehab Center. This area is currently undeveloped with trees covering part of the land. The other future multiple-family use identified on the map is to the east of Loogootee along the potential US 50/150 bypass, near existing US 50/150. This area to the west of County Road 247 is currently undeveloped with the exception of a utility tower.

Mobile home areas permit densities up to ten dwelling units per acre. There are mobile homes currently located in mobile home parks and on individual lots in a few areas in Loogootee. The city should continue to discourage mobile homes on individual lots and encourage the location of mobile homes in mobile home parks in the future.

One area on the Future Land Use Map has been identified for future mobile home uses. There is undeveloped land currently surrounding the Sunset Trailer Court on West 2nd Street, which would allow for expansion of the existing park. Mobile homes brought into the city should be placed in this area before being placed on individual lots. Any new mobile home parks should first be located in areas designated multiple-family, but may also be located in single-family areas, provided that the new parks have appropriate screening and buffering to ensure compatibility with adjacent single-family neighborhoods and apartment complexes.



Figure 29: Loogootee Existing Land Use

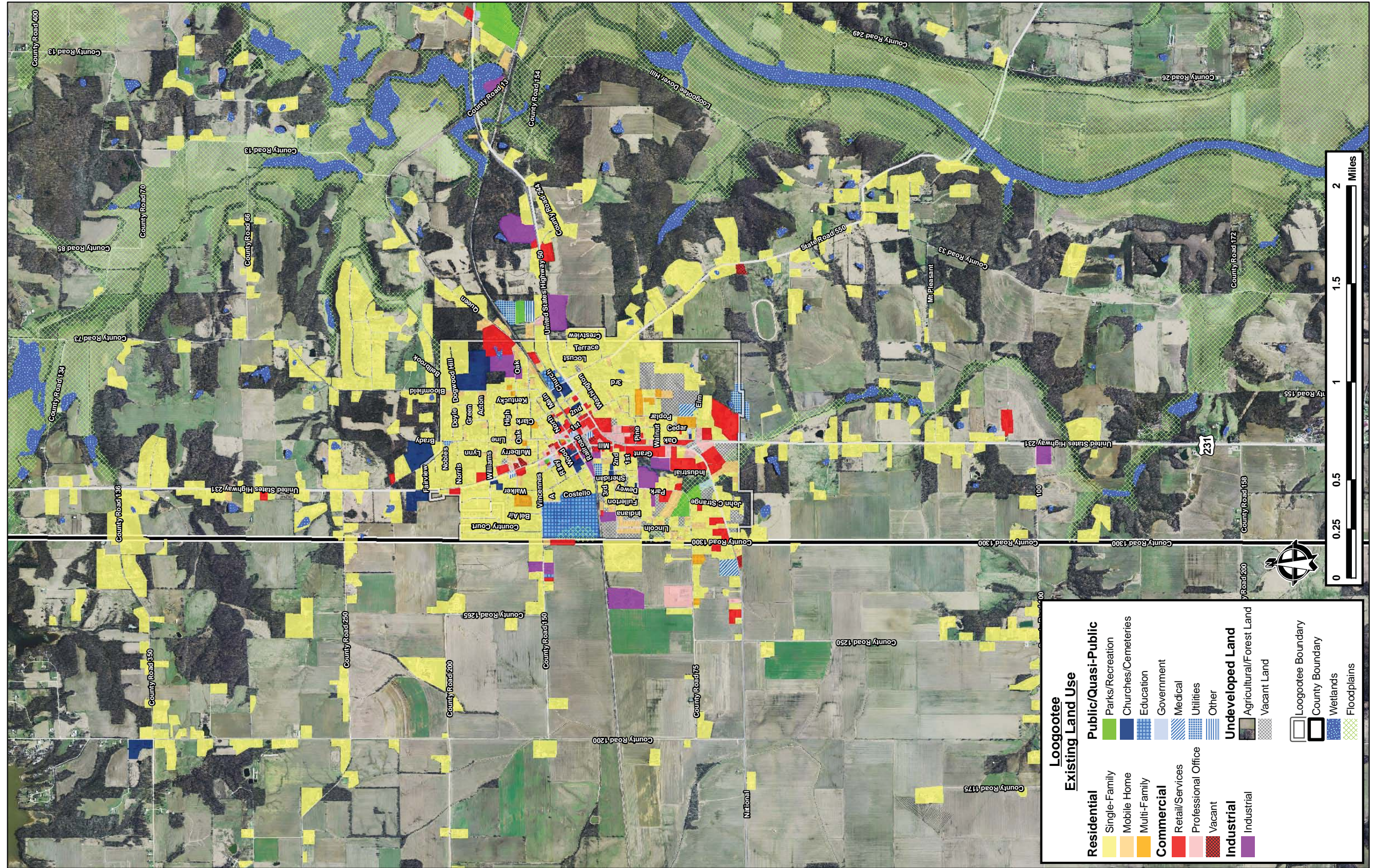
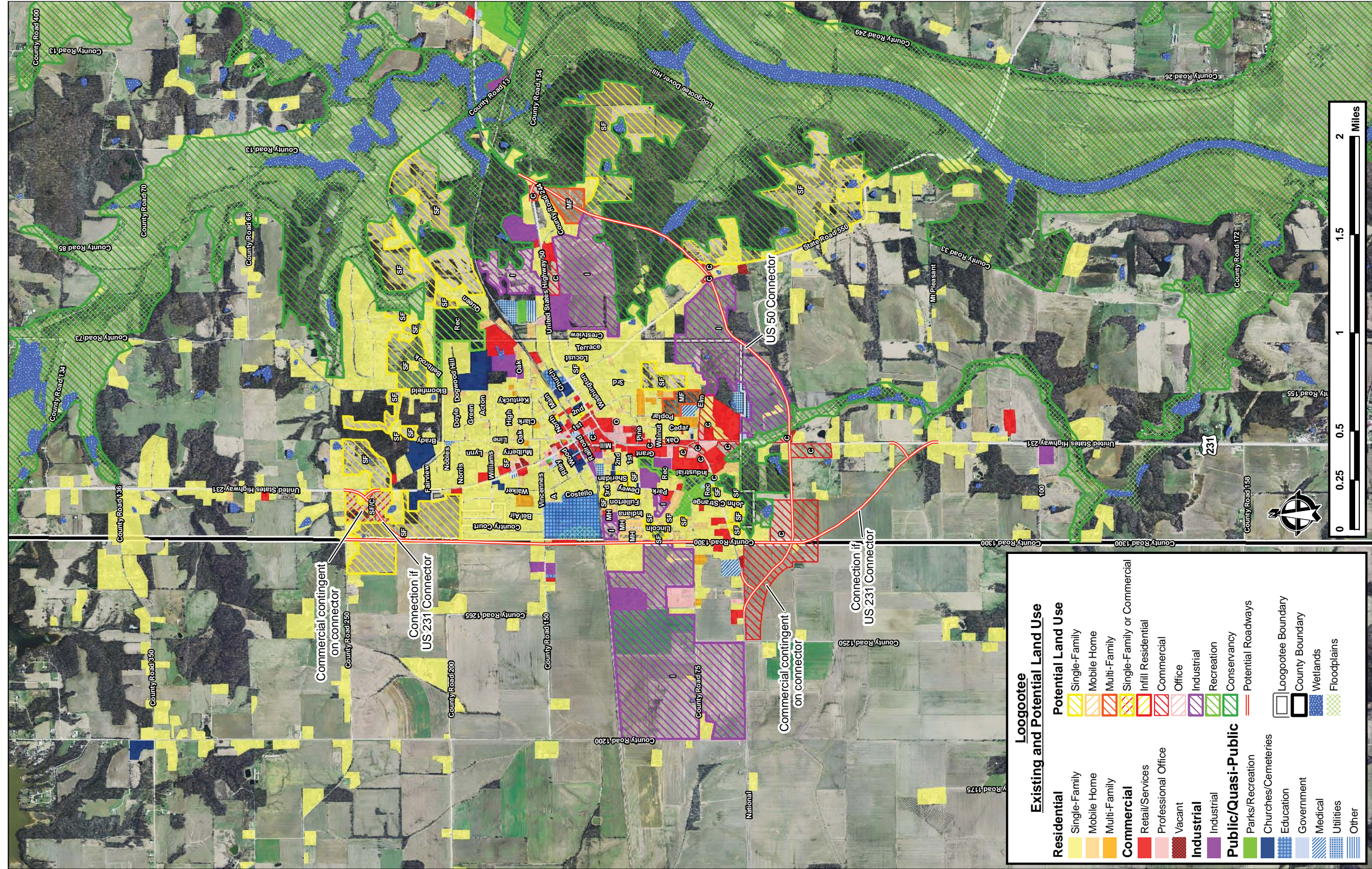
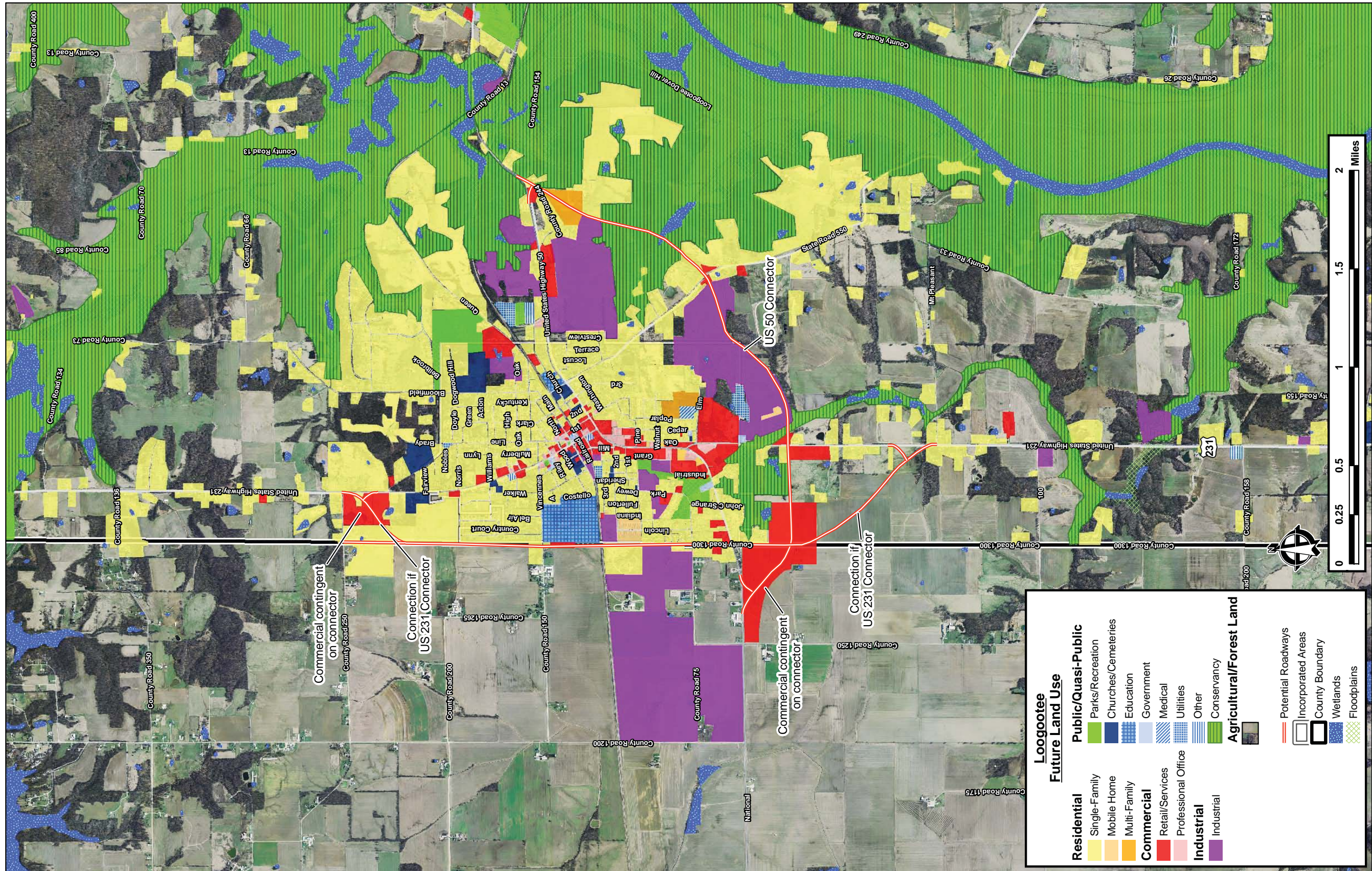


Figure 30: Loogootee Land Use Alternatives



Loogootee Existing and Potential Land Use	
<b>Residential</b>	<b>Potential Land Use</b>
Single-Family	Single-Family
Mobile Home	Mobile Home
Multi-Family	Multi-Family
<b>Commercial</b>	Single-Family or Commercial
Retail/Services	Infill Residential
Professional Office	Commercial
Vacant	Office
<b>Industrial</b>	Industrial
Industrial	Recreation
<b>Public/Quasi-Public</b>	Conservancy
Parks/Recreation	Potential Roadways
Churches/Cemeteries	Loogootee Boundary
Education	County Boundary
Government	Wetlands
Medical	Floodplains
Utilities	
Other	

Figure 31: Loogootee Future Land Use







### c. Commercial

The Future Land Use Map shows two commercial designations: retail/personal services and professional offices. If an area is designated for “retail” use, less intensive uses (such as offices, residential uses, and public/quasi-public uses) are permissible.

The professional office designation includes doctors, dentists, insurance agents, tax accountants, banks, real estate agents, engineers, and surveyors. In Loogootee, these offices are primarily located along Broadway Street (US 50/US 150), Mill Street (US 50/US 150/US 231) and John F. Kennedy Avenue (US 231) in the downtown area. Some smaller professional offices are also located within existing residential and retail areas. Limited personal service businesses (such as barber and beauty shops, business services, mailing and reproduction services) may also be permitted in this designation. This designation is considered appropriate for the transition between residential and retail uses.

There are several vacant structures in the downtown area of Loogootee that could be used for either retail or professional office uses. Future professional office uses should first be located in existing vacant commercial structures in the downtown area and along Mill Street, Broadway Street and John F. Kennedy Avenue. New commercial structures could also be built to fill in vacant lots between existing structures in these areas. Only one area has been identified for additional office uses on the Future Land Use Map. The lot is currently vacant and sits behind the Loogootee Family Medicine building to the east of the Broadway Street and Charles Street intersection. However, professional offices may also be placed in areas identified for retail uses.

The retail/personal services designation includes general office and retail activities such as grocery stores, hardware stores, drug stores, restaurants, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales and repair.

Future retail land uses should also locate first in existing vacant commercial structures in the downtown area and along Mill Street, Broadway Street and John F. Kennedy Avenue. Other areas in the city identified on the Future Land Use Map for additional retail and personal service businesses include both sides of US 231 south of the US 50/150 intersection. This area currently includes a vacant parcel of land to the southeast of the Pamida, as well as vacant land and land currently used for residential purposes south of Elm Street. Several areas have also been identified for future retail uses outside of the city limits. A potential US 50/150 bypass to the south of the city and potential US 231 bypass to the west of the city is shown on the Future Land Use Map. Retail uses are will likely be developed where these bypass roads intersect with existing US 50/150 and US 231.

### d. Industrial

The Future Land Use Map shows one industrial designation for two categories of industrial use: light and heavy. The appropriateness of light industrial use versus heavy industrial use is dependent upon compliance with industrial development guidelines (see Chapter 5). While very limited retail and office uses may be permitted in industrial areas, extensive retail and office uses, public/quasi-public uses and residential uses are inappropriate due to the nuisances typically associated with industrial development.

A light industrial use includes wholesaling; warehousing; truck, mobile home and boat sales, storage and repair; lumber yards; and fabrication activities. Most of these activities are conducted in interior buildings. No general storage is visible from the public way or from non-industrial properties. However, the display of trucks, mobile homes and boats for sale may be visible from the public way and other nonresidential properties. In general, this industrial category involves the processing of products from secondary materials rather than raw materials.

A heavy industrial use permits the full range of industrial uses, rail yards and utilities. Active coal mines fall in this category. This category permits manufacturing involving raw materials in outside buildings. However, outdoor processing and materials must be screened from the public way and adjacent non-industrial purposes.



Large areas of land have been identified for future industrial uses along US 50/150 to the east and west of the city and between SR 550 and US 231 to the southeast. If the US 50/150 bypass is created, industrial uses would be most appropriate near the intersections of the bypass and existing US 50/150, US 231 and SR 550.

#### **e. Public/Quasi-Public**

The Future Land Use Map places publicly owned uses, as well as institutional uses in the public/quasi-public use designation. The four public/quasi-public designations are parks/recreation, conservancy, churches/cemeteries, and other uses. In general, these uses are also permitted in areas designated for residential or commercial uses, but are undesirable in areas designated for industrial use.

The public use designation includes governmental uses and educational uses. Governmental uses are comprised of the city hall, the fire station and police station, the public library, the city garage, and other administrative offices. Educational uses include the Loogootee East Elementary School, Loogootee West Elementary School, and the Loogootee Junior/Senior High School.

The quasi-public use designation includes churches/cemeteries, utilities, and other institutional uses. The churches/cemeteries subcategory includes all places of worship, associated offices, cemeteries, and funeral homes/mortuaries. Utilities includes both public and private utility uses, such as recycling centers, water and wastewater treatment plants, electrical substations, and cell phone towers. Other institutional uses include all other public/quasi-public uses that are not categorized in any other category, such as clubs and social organizations.

There are no areas that have been identified on the Future Land Use Map for additional governmental, educational, church/cemetery, utility, or other institutional land uses. These land uses may be located throughout Loogootee in the future in areas designated for commercial, residential, or agricultural uses.

The public/quasi-public category also includes parks/recreational areas, state/federally managed lands, and conservancy areas. Parks and recreational uses can be either public or quasi-public, depending on whether they are publicly or privately owned. In general, recreational uses are permitted in areas designated for residential or commercial uses, but are undesirable in areas designated for industrial use. Two areas have been identified on the Future Land Use for additional recreational areas Loogootee. Undeveloped land around the Loogootee Swimming Pool and Skate Park could be used in the future for more recreational facilities. Another area, north of Queen Street and east of St. John's Cemetery may also be used for future recreational uses. The land is currently covered by trees. It could be used for trails, picnic areas, or other passive recreational uses. Portions of the land could also be cleared and used for additional active recreational uses, such as a basketball court, tennis courts, or baseball fields.

The Future Land Use Map also includes conservancy areas. These areas include land that is currently covered by wetlands, within the 100-year floodplain, or may have other environmental constraints. Although some of this area could be developed with the proper permits if so desired, it is recommended that these areas are protected from any development in the future.

## **2. LAND USE IMPLEMENTATION**

The Future Land Use Map (Figure 31) designates major land uses within and adjacent to Loogootee to accommodate the future land use needs of the city consistent with the future vision (goals and objectives) for development. The Future Land Use Map is incorporated into the recommendations of the comprehensive plan. If Loogootee decides to adopt this comprehensive plan, they could create land use regulations (zoning and/or subdivision control ordinances) in the future. If they were to create these regulations, the Future Land Use Map and goals and objectives should be considered when making any development reviews. The Future Land Use Map and goals and objectives should be reflected in the development of zoning and subdivision regulations, if the city chooses to create these ordinances.



## B. TRANSPORTATION/THOROUGHFARE

### 1. TRANSPORTATION/THOROUGHFARE RECOMMENDATION

#### a. Definition of Thoroughfare Plan

The Transportation Element of this comprehensive plan fulfills the requirements of a thoroughfare plan under state legislation (IC 36-7-4-506) if adopted as the community's comprehensive plan under state statute. The thoroughfare plan establishes the general location of new, extended, widened or narrowed public ways. For the Loogootee Thoroughfare Plan, thoroughfares are those streets functionally classified as arterials and collectors according to the Federal Functional Classification System designations plus a few minor collectors identified below. In general, the thoroughfare plan defines functional classes, appropriate cross sections and access control requirements, and major street improvements.

#### b. Purpose of the Thoroughfare Plan

The thoroughfare plan addresses the use and improvement of the street system within and around Loogootee. Overall, the thoroughfare plan serves four purposes:

1. Preservation of right-of-way to accommodate existing and future transportation needs. It establishes right-of-way requirements according to the functional classification of the street, application of urban (i.e., curb and gutter) versus rural (i.e., side ditches or swales) design standards, and location on existing versus new alignment.
2. Continuity of the functional, physical and aesthetic character of each functional class of street. It defines typical cross-sections for thoroughfares (arterials and collectors) by functional class to serve as initial design parameters for new, widened or reconstructed streets.
3. Preservation of thoroughfare capacity through access control. It describes appropriate access management policies by functional class.
4. Identification of transportation improvements to address existing and future transportation needs.

#### c. Functional Classification

**Overview:** The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through traffic. Roads are functionally classified as local if their primary purpose is to provide access to abutting properties. Roads are classified as arterials if their primary purpose is to carry traffic. If a road equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

The functional classification of roadways is broken down into several categories. Major arterials include interstates, freeways/expressway, and principal arterials. The National Highway System of 155,000 miles includes the nation's most important rural principal arterials in addition to interstates, and links metropolitan areas (50,000 or more persons) and most urban areas over 25,000 persons. Minor arterials, the lowest category of arterial streets, serve trips of moderate length, offer a lower level of mobility than principal arterials, and link larger towns to the arterial system. Collector roads serve as the link between local roads and the arterial system. They provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these roads. In rural areas, major collectors link county seats and larger towns (2,500 or more persons) to the arterial system, and minor collectors link the smallest towns (under 2,500 persons) and unincorporated areas to the arterial system. Local roads are composed of all roads not designated as collectors or arterials. Primarily serving abutting properties, local roads provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Finally, the functional classification of roadways is divided into rural and urban if a community has 5,000 or more persons. Because Loogootee is



below the 5,000 population threshold, there are no federally classified roadways with an urban designation in Loogootee, let alone the balance of Martin County. More detail on functional classification can be found in the Transportation section of Chapter 3.

**Loogootee Functional Classification:** There are two arterials located in Loogootee: US 231 and US 50. US 231, a rural principal arterial, runs north-south through Martin County and through the middle of Loogootee as Broadway Street (where the route coincides with US 50) and John F. Kennedy Avenue. US 231 is the rural principal arterial that falls between two other rural principal arterials -- US 41 along the west edge of Indiana and I-65 through the center of Indiana (which superseded US 31). Interstate 69 will supersede SR 57 south of US 50 and SR 37 north of Bloomington as a rural principal arterial. US 231 passes southward from Martin County through Jasper and Huntingburg to Interstate 64 and continues southward to the Owensboro (KY) metropolitan area. INDOT has been upgrading US 231 from Owensboro to Jasper as divided four-lane limited access facility. About 16 miles north of Loogootee, US 231 will interchange with Interstate 69 just beyond the northwest edge of Martin County, and continues north to I-70 at Cloverdale and to I-65 in the Lafayette metropolitan area.

US 50, a rural principal arterial, runs east-west through the center of Loogootee as Broadway Street. It is the rural principal arterial falling between I-64 and I-70. About 11 miles west of Loogootee, US 50 will interchange with Interstate 69 on the east side of the Washington urban area, and continues westward through the Vincennes urban area to St. Louis (MO). Eastward, US 50 passes through the Bedford, Seymour, North Vernon, Aurora and Lawrenceburg urban areas to Cincinnati (OH). In previous INDOT Long Range Transportation Plans, INDOT had proposed the reconstruction of US 50 across Indiana as a divided four-lane limited access facility. However, as a result of fiscal constraints, the portion of US 50 from Washington through Martin County to Bedford fell into the unfunded category with the 2007 update to the INDOT Long Range Transportation Plan.

The only other functionally classified roadway in Loogootee is Kentucky Street south of Broadway. On the State Highway System as SR 550, Kentucky Street is designated a rural major collector. There are other local roads in Loogootee that may be locally designated as minor collectors because of the major uses served within Loogootee and their connection to county routes:

- Park Street and John C. Strange Street from US 50 to the Loogootee Park continuing westward as Martin County Route 184 into Daviess County as CR 75N.
- Butcher Boulevard from John F. Kennedy Avenue (US 231) serving the Loogootee School Complex and continuing westward as Martin County Route 188 into Daviess County as CR 150N.
- Line Street from John F. Kennedy Avenue (US 231) north of the CSX Railroad to US 231 north of the city.
- Kentucky Avenue from Broadway Street (US 50) to Main Street and Main Street/Bloomfield Road continuing northward into Martin County as CR 73
- Queen Street from Bloomfield Road eastward to US 50 as Brickyard Road (CR 127).

All new roads created in Loogootee must conform in width and alignment to the comprehensive plan and any official thoroughfare plan (if adopted). If Loogootee were to create a subdivision control ordinance in the future, new streets would also have to conform to the requirements in that ordinance.

Requirements in a subdivision control ordinance would apply to local roads, collectors and arterials, and should be consistent with the thoroughfare plan. A subdivision control ordinance would also specify vertical and horizontal design requirements and pavement design standards for all locally maintained roadways. The Indiana Department of Transportation (INDOT) and Loogootee maintained roadways may require more or less right-of-way based on their adopted policies, procedures, and practices.





#### d. Thoroughfare Typical Cross-Sections

**Purpose.** To address existing and future mobility needs, the appropriate cross-section for initial design of thoroughfare improvements should consider the following:

- The physical roadway standards (i.e., right-of-way, lane width, median, curb and gutter) necessary to support anticipated truck and automobile traffic volumes and vehicular maneuvers, to accommodate bicycle and pedestrian movements, and for design speed.
- The capacity standards of different street types in terms of traffic-carrying capacity.
- Continuity of urban design considering the need for bicycle and pedestrian facilities and the appropriateness of an urban (curb and gutter) versus rural (swales) design.
- The accommodation of utilities.
- Right-of-way constraints for widenings versus new alignments.

**Non-Motorized Vehicles.** There are presently no trails in or around Loogootee. However, with the exception of state-maintained facilities (US 50, US 231 and SR 550), traffic volume and speed are low enough to permit the co-existence of automobile traffic with bicycles

If a jurisdiction were to add bike lanes to existing roads or right-of-way, a bike lane sharing the travel-way must be at least six feet wide when the speed limit is over 35 miles per hour and at least four feet when the speed limit is at or below 35 miles per hour. If the two-foot curb and gutter section is continuous and bicycles can pass over storm grates, the bike lane requirements can be reduced by one foot. A separate bikeway facility (either sharing right-of-way with a street or on independent right-of-way) must be at least ten feet wide with one-foot shoulders for two-way bike travel. If horse-drawn vehicle traffic is significant on any functionally classified facility (particularly a major collector or arterial), a ten-foot shoulder (eight-foot paved and two-foot gravel) is needed to accommodate the buggy. (Some suggested locations for buggy paths are identified later in this section.)

Sidewalks are appropriate along arterials and collectors as well as local streets in incorporated areas. With the exception of Mill Street (US 50) west of John F. Kennedy Avenue, most streets in Loogootee have sidewalks. In residential areas along major or minor arterials, sidewalks should be at least five feet in width when the border area (distance between sidewalk and back of curb) is at least four feet. In residential areas along major and minor collectors, sidewalks should be at least four feet in width when the border area is at least four feet, and six feet wide when there is no border area. Handicapped ramps are required for sidewalks at all intersections. Border areas of less than four feet are strongly discouraged because they lack inadequate width for vegetation (trees or bushes) and are inefficient for grass maintenance.

**Urban Cross-Sections.** Typical cross-sections are illustrated for urban roads in Figure 32 and Figure 33. Figure 32 shows a typical cross-section for an “urban place” for short streets, short cul-de-sacs and short frontage roads with no anticipated on-street parking. This would be appropriate where there are no more than five or three small businesses, where severe right-of-way constraints exist due pre-existing lots, topography or environmental constraints, or where continuity is desirable for pre-existing narrow right-of-way of 40 feet. The typical cross section for an “urban local street” may use a two-foot integral roll-curb-and-gutter rather than a barrier-curb-and-gutter so that the pavement width to the back of curb is 28 feet. This “urban local street” cross section can be accomplished within a minimum of 50 feet to match existing 50 foot right-of-ways or to reduce development costs for new streets, and can be used for secondary streets in most residential subdivisions. Fitting within the maximum 60 feet of right-of-way found in most built-up communities, the “urban minor collector” street typical cross section permits parking for primary streets in most residential subdivisions, and can be configured with a left-turn lane or continuous center left-turn lane in lieu of the parking lane to accommodate left-turns at major intersections or frequent driveways into commercial establishments in commercial and industrial areas. In high density residential areas where on-street parking is likely on both sides of the street and through travel in both directions must be maintained, the “urban minor arterial/urban major collector” cross-section with two parking lanes may be appropriate as shown in Figure 33. The typical cross section for the “urban minor



arterial/urban major collector” handles moderate traffic volume streets where heavy left-turn movements occur at major cross streets or into frequent commercial and industrial driveways. It also fits within the maximum right-of-way widths found in most incorporated areas.

Figure 33 shows a typical cross-section for an “urban minor arterial/urban major collector” with parking on both sides. Due to the minimum right-of-way width of 70 feet, this may only be applicable in new suburban areas. The “urban principal arterial” is intended for high traffic volume streets with heavy left-turn movements at crossroads and into frequent commercial and industrial driveways and for posted speeds of more than 35 mph. The last typical cross-section is for a divided, urban principal arterial. Experience has shown that four-lane undivided facilities do not function as well as a two-lane facility with a continuous center left-turn lane.

**Rural Cross-Sections.** These urban typical cross-sections may be converted to a rural typical cross-section by replacing the two-foot standard curb-and-gutter by a paved or gravel shoulder, and replacing the sidewalk and border area with a side ditch swale. For a rural “place” or “local street”, the shoulder would be two to three feet (paved or compacted aggregate); the front slope to the ditch would be 3:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 2:1. For a rural “minor collector”, the eight-foot parking lane would be dropped if on-street parking were prohibited, and the shoulder would be four to six feet (compacted aggregate or bituminous paved or combination thereof); the front slope to the ditch would be 3:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 2:1. Where on-street parking is likely for a “minor collector” through a residential subdivision, an eight-foot parking lane must be added to each side where the residential subdivision exists or is proposed (similar to the minor arterial of Figure 33). If a bike lane is proposed, the shoulder must be six-foot paved plus one-foot compacted gravel. If a horse-drawn vehicle lane is proposed, the shoulder must be eight-foot paved plus one-foot compacted gravel.

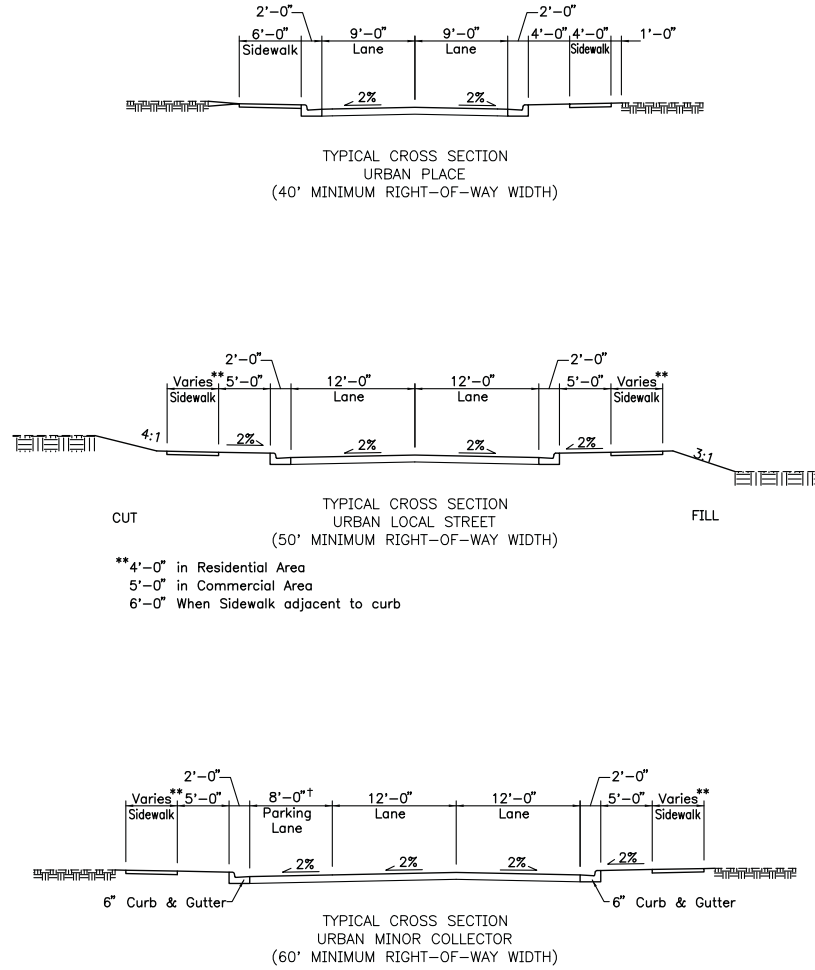
For a rural “minor arterial street” or “rural major collector”, the shoulder would be eight to ten feet (compacted aggregate or bituminous paved or combination thereof); the front slope to the ditch would be 4:1; the ditch would be at least two feet wide and one-foot deep; and the back slope would be 3:1. If a bike lane is proposed, the shoulder must be six-foot or eight-foot paved plus two-foot compacted gravel. If a horse-drawn vehicle lane is proposed, the shoulder must be eight-foot paved plus two-foot compacted gravel. In rural areas where left-turning activity is minimal, the center left-turn lane may be dropped in Figure 32 and the on-street parking dropped in Figure 33.

While Figure 33 shows typical cross-sections for an “undivided principal arterial” and a “divided principal arterial”, a rural principal arterial is more likely to be a state-maintained facility rather than a locally maintained facility in Martin County. Figure 34 shows the INDOT design standards of typical cross sections for rural interstates, arterials and collectors.

#### e. Access Management

The purpose of access control management is to preserve the through-traffic carrying capacity of roadways and to ensure safe and properly functioning exits and entrances to property. The higher the functional class, the greater concern for access control management. In the case of freeways, access is permitted only at freeway interchanges with public cross roads. In the case of major arterials, access is considered appropriate only at public cross roads with exceptions for regional commercial and employment centers, and the desirable spacing between intersections is 1,320 feet and not less than 1,000 feet. For minor arterials, access is usually managed through the location, spacing and design of driveways. To the extent possible, design practices to minimize entrances and exits to minor arterials are encouraged including frontage or service roads, joint driveway entrances, access from cross roads, and rear access to properties. In the case of collectors, access is usually managed through the location and design of entrances. Entrances are located where there is adequate sight distance; and are designed so that the driveway is not less than 20 feet nor more than 30 feet for commercial properties, the curb radii do not cross over side property lines, there is a relatively flat (one or two percent slope) vehicle landing area before entering the road when the driveway is sloped, the driveway drains toward the property, and the driveway is paved from the edge of street pavement to the property line. The jurisdiction maintaining the street or road is responsible for access control. Thus, access to US 231, US 50, US 150, SR

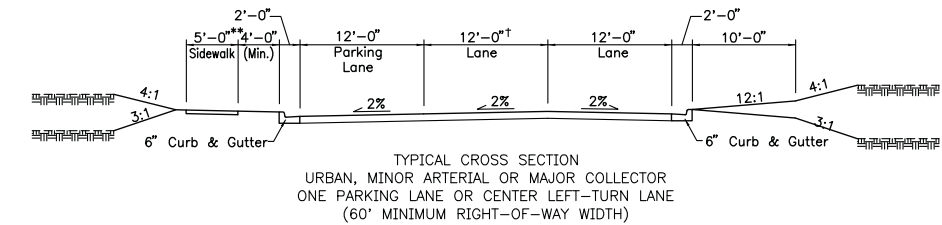
**Figure 32: Loogootee Typical Cross Sections**



\*\* 4'-0" in Residential Area  
5'-0" in Commercial Area  
6'-0" When Sidewalk adjacent to curb

† 12'-0" in Commercial and Industrial Areas

\*\* 4'-0" in Residential Area  
5'-0" in Commercial Area  
6'-0" When Sidewalk adjacent to curb



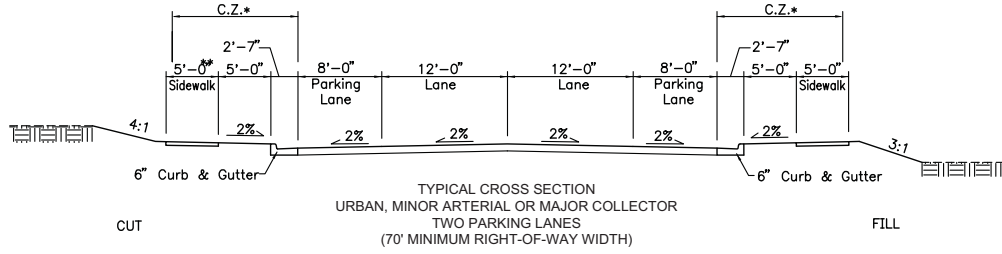
† Width Varies, 12'-0" (Min) to 14'-0"

\*\* 6'-0" When Sidewalk adjacent to curb

\* Per INDOT Design Manual  
C.Z. - Denotes Clear Zone

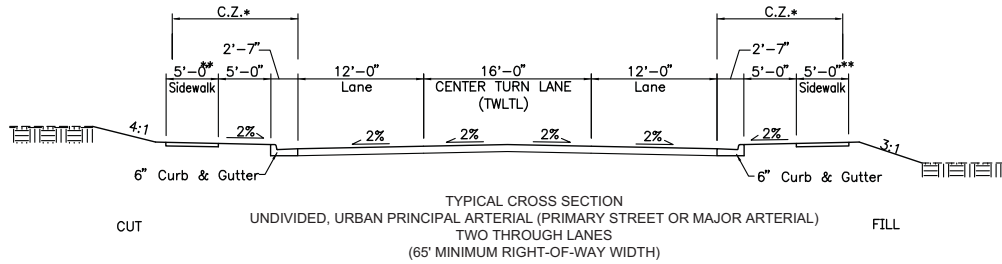


**Figure 33: Loogootee Typical Cross Sections**

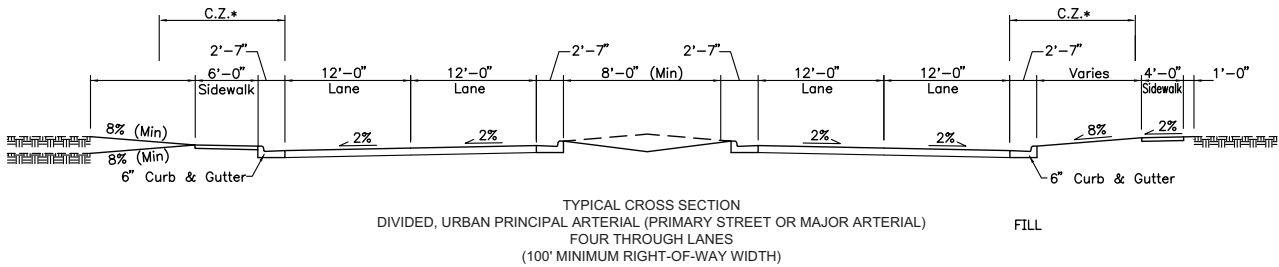


† Width Varies, 10'-0" (Min) to 12'-6"

\*\*6'-0" When Sidewalk adjacent to curb



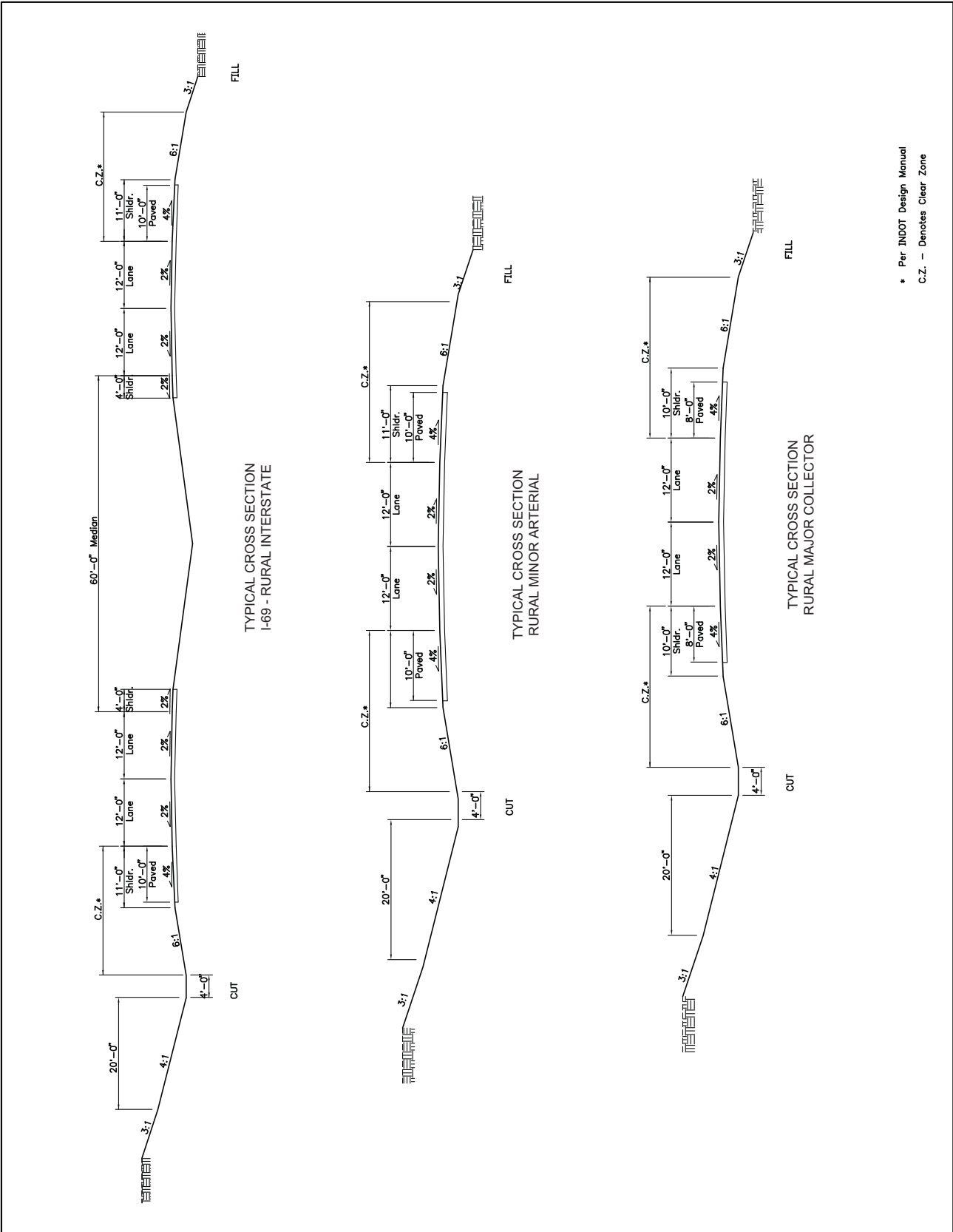
\*\*6'-0" When Sidewalk adjacent to curb



\* Per INDOT Design Manual

C.Z. - Denotes Clear Zone

Figure 34: INDOT Design Standards for Rural Roads



\* Per INDOT Design Manual  
C.Z. - Denotes Clear Zone



450, SR 550, SR 645, and SR 650 is under the authority of INDOT. Access to other streets within the corporate limits of Loogootee, Shoals, and Crane is controlled by those communities, and access to other streets in unincorporated Martin County is controlled by the county. The “Indiana Statewide Access Management Study” was completed in August of 2006, and includes the “INDOT Access Management Guide” that provides guidelines for access management by INDOT and local jurisdictions. (This is available on INDOT’s website.)

## f. Thoroughfare Improvements

### i) Improvement Types

Roadway improvements fall into two major categories: “preservation” projects and “expansion” projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

### ii) Roadway Improvements

**Improvement Programs.** Planned roadway improvements are found in the Indiana 25-Year Long Range Transportation Plan that was updated in 2007 (2006-2030) and the Major Moves 2006-2015 Construction Plan. The Long Range Transportation Plan focuses on expansion projects (i.e. added travel lanes, new road construction, interchange modifications and new interchange construction). Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the Long Range Transportation Plan and Major Moves, and identifies individual or groups of preservation projects.

**State Expansion Projects.** Under Major Moves and INSTIP, construction on Interstate 69 began on July 16, 2008 from I-64 to SR 68. The balance of Section 1 of Interstate 69 from SR 68 to SR 64 near Oakland City is presently under design. The Draft Environmental Impact Statements for I-69 Section 2 from SR 64 to US 50 (on the east side of Washington) and Section 3 from US 50 to US 231 (northwest of the Crane Naval Weapons Support Center) were released on February 9, 2009, and public hearings were held on March 19 and 26, 2009. Design is to begin on I-69 from SR 64 to US 231 later this year, and construction is programmed to begin by 2015.

No Major Moves capacity “expansion” projects were listed for Loogootee or Martin County. However, there was a total of \$18,806 earmarked for Loogootee in 2006-2007 for street maintenance and improvements.

The 25-Year Long Range Transportation Plan includes five (5) unfunded long range plan projects in Martin County. The unfunded projects are the five (5) segments of US 50 reported as “new road construction” (Project Numbers 333, 334, 335, 336, and 338) – 13.5 miles at \$255 million for construction in Martin County.



The comprehensive plan recognizes the need to improve US 50 through Martin County and shows a US 50 connector on the south side of Loogootee from US 50 about 0.5 mile of the Daviess-Martin County Line to US 50 about 0.5 mile west of the CSX railroad grade separation. The comprehensive plan also envisions the possible future improvement of US 231 on the west side of Loogootee from US 231 at Mt. Pleasant Road (CR 156 south of Loogootee) to US 231 at CR 132 (north of Loogootee) along the Daviess-Martin County Line. Because US 50 and US 213 are both rural principal arterials, these facilities are proposed as ultimate divided four-lane limited access facilities. If these are initially built as two-lane facilities, adequate right-of-way should be acquired initially for an eventual four-lane facility. Further, while the US 231 Connector may not be initially built as a relocation of US 231, the extension of the County Line Road (Martin County Road 151 or Daviess County Road 1300E) from Park Street (Daviess County Road 75N) across the CSX Railroad to CR 132 (Daviess County Road 250N) is proposed to provide a continuous north-south facility on the west side of Loogootee that provides improved access to the Loogootee Community School Complex (Loogootee High School, Loogootee Junior High School and Loogootee West Elementary School).

**State Preservation Projects.** While there are no capacity “expansion” projects programmed for Martin County, the Indiana Statewide Transportation Program (INSTIP) for 2008 through 2011 contains six capacity “preservation projects for Martin County. Of these, three are in or near Loogootee:

- SR 550 from US 50 to US 150 – pavement overlay in 2009
- US 231 bridge replacement over Friends Creek in 2009
- US 50 at Pine Street in Loogootee – install traffic loop detector in 2008

**Local Projects.** Loogootee should continue to maintain roads and extend roads where necessary. The Future Land Use Map and development trends should be used to determine the best location for the extension of roads to accommodate new residential and commercial development. Loogootee should work with Martin County and developers to ensure that roads in and abutting the incorporated area are constructed appropriately.

Railroad grade crossings will need reconstruction and improved protection over time. The possibility of a CSX railroad grade separation on West Main Street was discussed, but declining rail traffic on this division of the CSX railroad appears to have deminished the need for a railroad grade separation.

Annual maintenance cost for 20.60 miles of streets roadway maintained by Loogootee is approximately \$206,000 (at \$5,000 per lane-mile in 2008). Total resurfacing cost for Loogootee’s streets is about \$3,296,000 (at \$80,000 per lane-mile in 2008 dollars). If resurfacing is completed every 16 years, the average cost would be approximately \$206,000 (in 2008 dollars) per year. If resurfacing is completed every 20 years, the average cost would be approximately \$164,800 (in 2008 dollars) per year.

Loogootee received \$111, 297 (\$75,106 from the Motor Vehicle Highway Fund, \$11,470 from the Local Road and Street fund, \$18,806 for Major Moves and \$5,915 from a special state road-aid distributions) for street maintenance and resurfacing in fiscal year 2007. The average roadway maintenance and resurfacing on a twenty-year cycle, current state-aid covers only 30 percent of the cost. As of 2007, Martin County was among the 49 counties in Indiana that had not adopted a Local Option Highway User Tax (known as the Wheel Tax). As of 2006, Martin County had not used County Economic Development Income Tax (CEDIT), County Adjusted Gross Income Tax (CAGIT) or County Option Income Tax (COIT) for roadway maintenance or improvement. Of federal funding sources (bridge, enhancement, Group IV and safety), Martin County had tapped only \$59,200 in 2005 and \$53,620 in 2006 for bridges. In past years, Loogootee has not tapped federal funds for transportation improvement, but recently received \$780,000 for construction of sidewalks from Transportation Enhancement funds.

### **iii) Other Improvements**

The Indiana State Trails, Greenways and Bikeways Plan (also known as Hoosiers on the Move) was completed in July 2006 by the Indiana Department of Natural Resources (DNR) Division of Outdoor Recreation. The



plan includes future and visionary trails for the entire state. One of the priority visionary trails mapped in the plan follows the I-69 Corridor from Evansville to Indianapolis. The entire trail is not feasible as part of the I-69 Evansville to Indianapolis Tier 2 studies; however, further coordination with the Indiana DNR is encouraged for the possible development of the trail linking Daviess, Greene and Martin County.

Many counties and communities throughout Indiana are creating trails connecting parks/recreational areas, community buildings, and other public use spaces. Although not included in the Future Land Use Map, consideration should be made to creating trails connecting protected historic sites (such as Mustering Elm in Trinity Springs, Hindostan Falls, Overlook Park at the intersection of US 50 and SR 450, Martin State Forest and West Boggs Lake) and significant geological sites (such Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock). Trails connecting the incorporated areas with one another and these historic and geological sites would create additional recreational opportunities as well. The City of Loogootee should working with Martin County and other incorporated communities within the county to create trails connecting these assets.

Horse-drawn vehicle access to Loogootee is important via St. Mary's Road (Daviess CR 1200E) and Butcher Boulevard (Daviess CR 150N). North of Loogootee, there is a need to ensure the safe crossing of US 231 by horse-drawn vehicles such as Ranglesville Road (Daviess CR 950N, Martin CR 131) and other locations.

As previously noted, Loogootee has secured Federal Transportation Enhancement funds to replace 8,600 feet of deteriorated sidewalks in the city. The city may desire to reconstruct other sidewalks and to add sidewalks along such streets as Broadway Street (US 50) from East Second Street to John F. Kennedy Avenue onto to the Daviess County Line, and John F. Kennedy Avenue (US 231) from Church Street to Broadway Street (US 50).

## 2. TRANSPORTATION/THOROUGHFARE IMPLEMENTATION

Those projects listed in the State's 25-year Long Range Plan, Major Moves, and INSTIP are all funded by the state. INDOT completes any construction and maintenance of roads listed in these plans. The incorporated communities of the county are responsible for the maintenance, resurfacing and reconstruction of all locally maintained roads. The state maintains all state toads, state highways and interstates. The county is responsible for maintaining the rest of the roads in the county and all bridges off the state system. When roadway surfaces and curbs deteriorate beyond repair accomplished through maintenance or resurfacing, the road must be reconstructed. Roadway reconstruction may also be necessary to accommodate significant commercial and industrial development in the future.

Loogootee, Martin County and other incorporated areas are each eligible for the Federal Surface Transportation Program Group IV funds up to \$2.5 million each year with a 20 percent match, Federal Transportation Enhancement funds with a 20 percent match, and Federal Safety funds with no match. Martin County is also eligible Federal Bridge Replacement and Rehabilitation funds with a 20 percent match. In recent years, Martin County has only tapped the Federal Bridge funds and the City of Loogootee has tapped only Transportation Enhancement funds.

The INDOT Long Range Transportation Plan lists new road construction for US 50 through Martin County for 13.5 miles at an estimated \$255 million for construction in 2007 dollars. The segment of the US 50 Connector around the south side of Loogootee is estimated to be about \$38 million for about 3.0 miles in 2008 dollars. The US 231 Connector around the west side of Loogootee is estimated to cost about \$48 million for 3.4 miles with a railroad grade separation in 2008 dollars. If the US 231 Connector were built as a two-lane rural collector from Park Street to CR 132, the estimated project cost would be about \$9.8 million for 1.75 miles.

Although funds for roadway maintenance and resurfacing may be low, there is a tool that communities can use to make the most of existing funds. Pavement management systems are being used by many counties to help extend the life of roadways. Pavement management is a tool to help counties determine which roads are most in need of repair and what work is needed on those roads. Using this data, a priority list of maintenance and resurfacing projects can be prepared. Communities use this to determine which roads need to be repaired





within the calendar year and which can be delayed to another year. This saves communities from putting money into roadway projects that are not currently necessary. There are several companies that provide pavement management systems to communities.

In addition to roadway improvements such as the US 50 Connector and US 231 Connector, the Transportation/Thoroughfare Plan may also include the locations of new pedestrian/bicycle paths. The Indiana Trails Summit has a goal of a trail within 15 minutes (measured by 7.5 miles) of every Hoosier by 2016. There are currently no major trail systems located in Martin County. Based on the historic and geological features nearby, the City of Loogootee may want to consider working with Martin County to create trails from the city to West Boggs Lake and Hindostan Falls and possibly to Shoals and Trinity Springs.

The City of Loogootee may also consider building its current sidewalk reconstruction efforts that involved the reconstruction of downtown sidewalks using OCRA Community Focus funds and the current effort using Transportation Enhancement funds. The construction of sidewalks along US 50 from John F. Kennedy Avenue to the west side of the City is but one possibility.

One alternative for funding trails, bikeways and pedestrian facilities would be to use funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). There are three programs under the Act that aid in the development of these facilities: the Transportation Enhancement Program, the Safe Routes to School Program, and the Recreational Trails Program. The Transportation Enhancement Program and Safe Routes to School Program are administered by the Indiana Department of Transportation (INDOT). The Indiana Department of Natural Resources' Division of Outdoor Recreation administers the monies available from Indiana's share of funds from the Recreational Trails Program to help government agencies and not-for-profit organizations develop recreational trail facilities for public use. Grant money from these programs can be used to design, acquire land and build bikeways, pedways and trails. The Transportation Enhancement Program and Recreational Trails Program require a local match of twenty percent (20 percent), but have different eligibility requirements and grant limitations. There is no required local or state match for the Safe Routes to School Program. While Loogootee recently obtained Transportation Enhancement funds to replace 8,600 feet of existing sidewalk, the city has not pursued the other funding sources.

## C. UTILITIES

### 1. UTILITIES RECOMMENDATION

The City of Loogootee recently upgraded its water treatment plant and wastewater treatment plant. Thus, the treatment plants should be adequate to accommodate existing and future growth. On the other hand, the water distribution system will need continuous improvement to replace old and undersized lines and to address water pressure problems in a couple of geographic areas. In the case of the sewage collection system, older lines and stormwater inflow/infiltration problems must be address. Finally, the City of Loogootee will have to extend to extend its water and sewer systems to accommodate new development on the edge of the city. Future industrial sites are possible along US 50 east of Loogootee and between US 231 and SR 550 southeast of the city. The industrial sites along US 50 have the greatest potential for industrial park development if utilities are extended to create a shovel-ready industrial park. While the industrial area southeast of Loogootee is adjacent to the Loogootee wastewater treatment plant, significant roadway improvements are needed to make the site accessible to US 231 and SR 550.

The Loogootee water and sewer treatment plants should be monitored on a regular basis to determine if the capacities of the plants remain adequate for current use and can accommodate future growth. Further, a sanitary sewer system evaluation study is suggested to address the stormwater inflow/infiltration problem and the replacement of deteriorating older sewer lines.

### 2. UTILITIES IMPLEMENTATION

The Indiana Department of Environmental Management provides a few funding options for water and sewer



projects. Most of these grants are for pollution prevention and water quality impairment projects. The State Revolving Fund Wastewater and Drinking Water Loan program provides low interest loans for planning, design, construction, renovation, improvement, or expansion of water and sewer systems. The loans could be used to make water and sewer system improvements and to extend lines to developing areas including the creation of a shovel ready industrial park for Loogootee.

The Office of Community and Rural Affairs (OCRA) also provides funding for water, sewer, and storm drainage projects through the Community Development Block Grant Program. The Community Focus Fund can be used towards utility projects that assist in long-term community development. The area served by these projects must have a substantial low- and moderate-income population for a community to be eligible for the grant. The Planning Grant can be used for water system, sewer system, and storm drainage plans. The United States Department of Agriculture's Rural Affairs Program also provides grants and loans for sanitary sewer, water and drainage systems improvements for low and moderate income areas. (The City of Loogootee recently used an OCRA grant of \$500,000 for surface stormwater drainage improvements along Friend's Creek that totalled \$640,000 upon completion.)

## **D. COMMUNITY FACILITIES AND SERVICES**

### **1. COMMUNITY FACILITIES AND SERVICES RECOMMENDATION**

The Fire Station, Police Station, and City Hall should all be adequate for current and future use. The primary location for Loogootee government facilities is located north of downtown on John F. Kennedy Avenue, at the municipal building. The municipal building contains the Mayor's Office, Clerk's Office, Loogootee Police Station, the City of Loogootee Fire Department, Utilities Office, Southern Indiana Development Commission Office and the Loogootee City Garage. The Loogootee Public Library is located at the corner of Line Street and Oak Street. The Loogootee Fire Station is located on the corner of Heritage Hill Road and US 50/ 150.

### **2. COMMUNITY FACILITIES AND SERVICES IMPLEMENTATION**

The Community Focus Fund (a \$500,000 grant), which is part of the Community Development Block Grant Program, from the Office of Community and Rural Affairs (OCRA) can be used towards community facilities and services projects. The funds can be used for senior centers, daycare centers, community centers, downtown revitalization, libraries, healthcare centers, and fire stations. The area served by the project must have a substantial low- and moderate-income population.

## **E. OPEN SPACE AND RECREATION**

### **1. OPEN SPACE AND RECREATION RECOMMENDATION**

Loogootee Park, Loogootee Swimming Pool and Loogootee Skate Park are the only recreational facilities located in the Loogootee city limits. Within the city's two-mile fringe, residents have access to a West Boggs Lake and the Lakeview Golf Course. The Martin County 4-H Fairgrounds are located approximately two mile east of Loogootee, off of US 50/150. More detail on these parks can be found under "Community Facilities" in Chapter 3.

The National Recreation and Park Association suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1,000 people. With a projected 2030 population of 2,585, Loogootee would need 3.25 to 6.5 acres of neighborhood parkland. The Loogootee City Park, which covers about four and a half acres, is the only park located in the city. The city should consider at least one new park of two or more acres. The park should be located on the north side of the city, opposite of the City Park on the south. This would allow parkland within convenient walking distance for residents in the northern portions of the city.

The National Recreation and Park Association also suggests that a community should have at least five to eight



acres of community parkland per 1,000 people. With a projected 2030 population of 2,585 people, Loogootee would need 13 to 21 acres of community parkland. The Loogootee City Park, Swimming Pool, and Skate Park provide some of the facilities common to community parks. Together, they cover approximately seven acres. There are no facilities for fields sports currently located in Loogootee. The city should consider adding baseball/softball, football, and/or soccer fields for use by the general public. Vacant land south of the Loogootee Swimming Pool could be used as a multipurpose field by adding a baseball backstop and soccer goals. A basketball court should also be added near the Loogootee City Park or Swimming Pool. If the city were to create a new park on the north side, some of these facilities could also be added at the new park.

## 2. OPEN SPACE AND RECREATION PLAN IMPLEMENTATION

The Future Land Use Map includes the addition of parkland near the City Park and City Pool as well as northeast of the city, north of Queen Street and east of east of St. John's Cemetery. As mentioned above, the city should consider adding baseball/softball, football, and/or soccer fields at both of these locations. Space is available near the City Park for some of these facilities. The area identified for future recreational use on the northeast side of the city is currently covered by trees, some of which would have to be cleared for these facilities.

Another possibility to open up more recreational opportunities in Loogootee is to allow residents to use the facilities at the local public schools. Some residents may use these facilities already, but informing the public of which facilities they may use will provide more recreational opportunities for city residents.

The city should investigate Federal Open Space and Recreation Grant Programs, the Federal Rural Affairs Program, and other possibilities for the acquisition of parkland and for the addition of recreation facilities. The Land and Water Conservation Fund is a federal fund that can be used for land acquisition and/or outdoor recreation facility construction or renovation. This fund requires a 50 percent match and is eligible to communities with a park board and five-year park and recreation master plan (which Loogootee completed in 2008).

## F. ENVIRONMENTAL

### 1. ENVIRONMENTAL RECOMMENDATION

The environmental plan covers the protection of both man-made and natural resources. Man-made resources include historic structures (buildings and bridges), geological and archaeological sites. Figure 35 is a composite map of significant natural environmental features. As a result of the combination of steep slopes, floodplains, wetlands and forests in the Crawford Uplands physiographic region, Martin County has one of the greatest concentrations of "high quality natural communities" in southwest Indiana, and encounters extensive environmental constraints to urban development. In contrast to the balance of Martin County, the City of Loogootee and the US 231 corridor fall in the Wabash Lowland physiographic region where only isolated environmental constraints exist to urban development.

#### a. Historic Buildings

While the Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state, Martin County is one of only eight counties in Indiana for which no inventory has been completed.

The Martin County Courthouse in Shoals is the only property in Martin County listed in the National Register of Historic. The Martin County Historical Society identifies four historic structures of significance in Martin County -- the Old County Courthouse in Shoals, the Old County Jail in Dover Hill, and the Houghton House and Routt House along SR 550. The Routt House is about one mile southeast of Loogootee on the west side of the East Fork of the White River, and the Houghton House is on the east side of the East Fork of the White River about two miles from Loogootee. The Society also lists five historic sites (the Mustering Elm in Trinity Springs, Hindostan Falls, Overlook Park at the intersection of US 50 and SR 450, Martin State Forest and West Boggs



Lake). Only West Boggs Lake is within two miles of the north edge of Loogootee. The Society reports five significant geological sites (Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock), but none are near Loogootee.

As a complete historic inventory has not been conducted in and about Loogootee, there are undoubtedly many structures in and around Loogootee that may be eligible for the National and State Registers of Historic Landmarks. Older churches and cemeteries are prime candidates for the historic registers such as Saint John's Church, Saint John's Cemetery, and Goodwill Cemetery. Several commercial buildings in the downtown area of Loogootee are potential historic candidates at the intersection of John F. Kennedy and Line Street from the CSX Railroad to Vincennes Street.

#### **b. Prime Agricultural Lands**

The City of Loogootee is bordered on the west by cropland in Daviess County that transitions into forest land and topography with more relief east of the city. Within the incorporated boundary, the land cover is dominantly urban development with some forest land and pasture land open, mainly in the eastern corners. Prime farmland is dominantly in the west, but is already developed. There is some prime farmland some of Loogootee along the US 231 corridor in the vicinity of Mt. Pleasant Road.

#### **c. Forest Lands**

Figure 7 shows the forest land in and around Loogootee. The forest lands are generally concentrated along the tributary of Friends Creek west of Loogootee between US 50 and US 231, and the east of Loogootee between the city limits and the East Fork of the White River.

#### **d. Karst Topography**

Karst topography is not found in Loogootee. However, karst topography is found in the eastern portion of Martin County.

#### **e. Steep Slopes**

Figure 4 shows the change in elevation in and around Loogootee. The Crawford Upland physiographic region begins to the east of Loogootee, where the elevation is around 600 feet. The city is located within the Wabash Lowland where the elevation is around 500 feet.

Steeper slopes are found on the outer edges of major stream valleys. Thus, steeper slopes are found along Friends Creek in southwest Loogootee and to the east of Loogootee toward the East Fork of the White River.

#### **f. Streams, Wetlands and Floodplains**

Figure 8 shows the floodplains and wetlands in Loogootee. These include the tributary of Friends Creek, and the wetlands and floodplains associated with it. Outside of the city limits, the floodplains of the East Fork of the White River begin about one mile east of Loogootee. The greatest concentration of wetlands is along the East Fork of the White River.

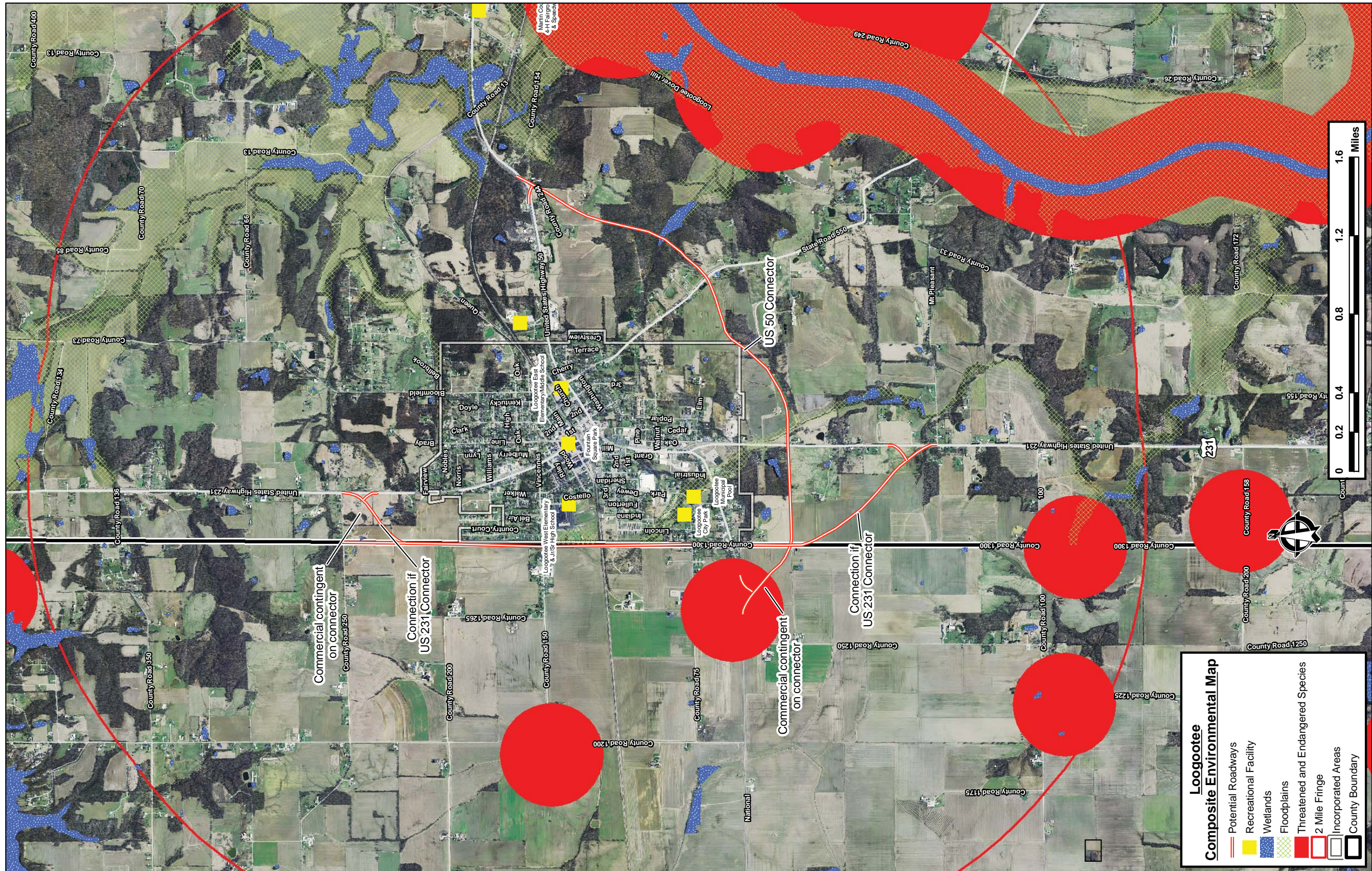
#### **g. Ground Water Resources**

The Loogootee Water Works uses seven ground water wells at the intersection of Boggs Creek and the East Fork of the White River for its water source.

#### **h. Wildlife Habitats, Preserved Natural Areas and High Quality Natural Communities**

There are no known locations of sighted endangered species in Loogootee. Most endangered species sightings

Figure 35: Loogootee Composite Environmental Map







and “high quality natural communities” in Martin County are located along the East Fork of the White River, Martin State Forest, Hoosier State Forest, or are located in the Crane Naval Base. There are no separate “high quality natural communities” near Loogootee, and the nearest such communities are along the East Fork of the White River at Shoals protected by the Bluffs of Beaver Bend and the Bluffs of Beaver Bend Nature Preserve. The nearest endangered species sightings to Loogootee are along the East Fork of the White River near the confluence of Boggs Creek with the White River.

#### **i. Locally-Defined Natural Resources**

None of the five significant geological sites (Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock) reported by the Martin County Historical Society are near Loogootee. The nearest coal resources are found on US 231 near the community of South Martin about eight (8) miles south of Loogootee. The gypsum mines of the National Gypsum Company and US Gypsum Company have been active for more than a century off US 50 in eastern Martin County.

#### **j. Permitted Waste Disposal and Storage**

Figure 10 shows the location of underground storage tanks (USTs), confined feeding operations and leaking underground storage tanks. According to the IDEM, there are eleven (11) USTs in Loogootee, nine (9) of which are documented as leaking.

### **2. ENVIRONMENTAL IMPLEMENTATION**

#### **a. Historic Buildings**

It is important to maintain the historic structures in Loogootee to preserve the historic heritage and character of the community. The city should not favor any significant changes to historic structures that would destroy their historic integrity, but encourage appropriate maintenance, rehabilitation and reuse. The city should assist in educating citizens and organizations about the potential grants and tax incentives for historic home maintenance and the rehabilitation of historic commercial properties. The city should also work with the Indiana Department of Natural Resources and Historic Landmarks Foundation to complete an inventory of historic structures in Loogootee, Shoals and Martin County so that there is a record of those structures worthy of protection.

The housing rehabilitation grant and loan programs for all types of housing are applicable to historic homes as well. The primary sources for funding such programs are the Federal Community Development Block Grant programs for grants and loans through the Indiana Housing and Community Development Authority, as well as several grant and loan programs of the US Department of Agriculture’s Rural Development Program. The Community Focus Fund program of the Indiana Office of Community and Rural Affairs (OCRA) may be used to fund historic preservation projects, and tax incentives are available for the dedication of historic façades in the case of commercial structures.

Unless historic properties are placed on a local, state or national register of historic properties, there are no restrictions on the use, rehabilitation or demolition of such properties above applicable building code requirements and any land use controls that may be imposed in the future. However, the National Environmental Policy Act and National Historic Preservation Act would generally protect these structures from the adverse impact of federally funded improvement projects. Planning grants are available from OCRA to develop an historic preservation program and the administrative capacity for historic preservation such as an inventory of historic places. In addition, historic preservation education grants are available through the Indiana Humanities Council, and the Historic Landmarks Foundation of Indiana also has the Indiana Preservation Grants Fund to assist nonprofit preservation entity programs and the Statewide Revolving Loan Fund to assist nonprofit preservation entities to saved significant endangered historic structures.

With the decline in population of Loogootee and most communities in Martin County since 1980 and the concentration of major retail and medical facilities in metropolitan areas and larger urban areas such as



Washington, Jasper and Bedford, the role of downtown been relegated to providing disposable goods retail services, finance, insurance, real estate and other services personal services to eastern Daviess and central Martin County between the larger urban areas. Downtown Loogootee is a likely concentration of historic structures, and the continuation of these historic structures is in large part dependent on long-term economic viability. Yet, the rehabilitation of historic structures in downtown can be a major step toward revitalization of downtown Loogootee to improve economic viability as has been demonstrated by the efforts in Loogootee. In addition to the historic preservation grant and loan programs described above, there are many grant and loan programs applicable downtown revitalization that would also help preserve historic structures:

- The Indiana Main Street Program of OCRA for technical assistance in developing and implementing downtown programs.
- The Federal Community Development Action Grant programs from the Indiana Economic Development Corporation to assist in administration capacity and program development for economic development commissions, redevelopment commissions, community or neighborhood corporations, and similar entities.
- Loans and grants to improve building façades and rehabilitate commercial buildings from OCRA's Downtown Enhancement grants and Community Focus Fund grants and from the Historic Landmarks Foundation of Indiana's Statewide Revolving Loan Fund.
- Hazardous material cleanup from the Indiana Development Authority's Brownfields grants.
- Sidewalk and streetscape improvements from the OCRA Community Focus Fund grants and the Transportation Enhancement Program administered by INDOT under the Federal Surface Transportation Program.

Loogootee has previously taken advantage of an OCRA Community Focus Fund grant to improve the streetscape (sidewalks, lighting, landscaping and water feature) in downtown at the intersection of John F. Kennedy Avenue and Line Street. The city recently received Transportation Enhancement funds to extend sidewalk improvements downtown.

#### **b. Prime Agricultural Lands**

Since 1900, Martin County has seen a decline in population and the population has remained around 10,500 persons since 1930. While the City of Loogootee tripled in population from 1900 to 1980, the city has seen a modest decline in population since 1980 that is forecasted to continue to the year 2030. Thus, Loogootee has seen little physical growth beyond the increase in scattered private homes in the unincorporated areas and minor growth of residential areas adjacent to Loogootee. Accordingly, the impact on prime farmland has been minimal in the past 100 years in Martin County. Further, anticipated growth in Martin County is anticipated to be contiguous to Loogootee where little prime farmland exists.

In general, the future land use pattern for Loogootee encourages infill development of vacant and agricultural lands inside and adjacent to the City of Loogootee. This ensures that future urban development is served by a centralized sanitary sewer system. Further, the Loogootee Comprehensive Plan development review guidelines encourage centralized sanitary sewer system service for most new development and prohibit on-site sewage treatment systems except for industrial pretreatment. This is to help ensure higher density residential development that makes the provision of centralized sanitary sewers more economical and reduces the amount of agriculture land that must be converted to support housing growth. Thus, the proposed future land use pattern and development review guidelines are intended to minimize the impact on agricultural lands.

#### **c. Forest Lands**

The forestlands around Loogootee are associated with Friends Creek and the East Fork of the White River. Because of a combination of steep slopes, floodplains and wetlands, the areas adjacent to Friends Creek and the East Fork of the White River pose severe constraints to urban development and are suggested as conservation





easements. The existing Loogootee Park is at the upper end of Friends Creek and may be logically expanded to the surrounding floodplain and wetlands area. Conservation easements along the balance of Friends Creek and the East Fork of the White River may be created through the private dedication of property development rights or through voluntary acquisition by non-profit entities.

#### **d. Steep slopes**

The City of Loogootee has limited areas with slopes of ten percent or more along Friends Creek and the East Fork of the White River. The floodplains of both of these major stream corridors are suggested as conservation easements, and the Future Land Use Map does not recommend future development on steep slopes. As steep slopes are not likely to be converted to urban uses in Loogootee, special hillside/steep slopes provisions are not likely to be included in any proposed zoning ordinance (if ever developed) for Loogootee. On the other hand, basic requirements for site preparation and construction materials in the event of steep slopes are suggested for any zoning and subdivision controls regulations that may be prepared in the future for the community. While INDEM Rule 5 concerning erosion and sedimentation control may catch larger developments, local regulations may be desirable to address development that fall below the INDEM Rule 5 threshold.

#### **e. Streams, Wetlands and Floodplains**

As described above, the wetlands in and near Loogootee are associated with the floodplains of Friends Creek and the East Fork of the White River. Accordingly, conservation easements are suggested along the floodplains of these major stream corridors to protect wetlands and wildlife habitats and discourage urban development within the floodplains.

Further, the comprehensive plan includes a series of development review guidelines that prohibit new residential development in the floodplain unless the first floor is elevated above the 100-year flood elevation and the site has year around access unencumbered by seasonal flooding, require best management practices for erosion and sedimentation control during site preparation, and require stream buffers.

For the time being, IDEM rules requiring permits for erosion and sedimentation control (Rule 5) when sites of five acres or more are disturbed and for filling in the 100-year floodplain should prevent abuse of the 100-year floodplain. If a subdivision control ordinance or local erosion and sedimentation control ordinance were developed, development sites below five acres may be subject to erosion and sedimentation controls. As the conversion to urban uses occur, it is also possible that any floodplains or stream corridors be dedicated as drainage easements or be given as conservation easements to a non-profit entity with tax credits going to the property owner.

#### **f. Ground Water Resources**

Future development is not recommended in the vicinity of the ground water wells of the Loogootee Water Works, and the well-head area falls within suggested conservation areas along the East Fork of the White River floodplains.

#### **g. Wildlife Habitats, Preserved Natural Areas and High Quality Natural Communities**

Most significant wildlife habitats and “high quality natural communities” fall within the publicly managed lands of the Hoosier National Forest, Martin State Forest, Crane Naval Weapons Support Center and other existing nature preserves in Martin County. There have been no sightings of threatened and endangered species in or near Loogootee, and there are no significant wildlife habitats near Loogootee. The nearest wildlife sightings are near the confluence of Boggs Creek and the East Fork of the White River, and this area is suggested as a conservation area. Again, conservation areas may be created through the private dedication of property or the voluntary acquisition of such property by non-profit entities.



The comprehensive plan development review guidelines protect unique natural areas, and other areas with significant natural features. The best method of preserving any “high quality natural community” is through the private dedication of conservation easements with tax advantages accruing to the private property owner or voluntary acquisition of private property through special funding established by state entities such as INDOT or Indiana Department of Natural Resources or by federal entities through the Federal Land and Conservation Fund. The US Department of Agriculture (USDA) has also established a Wildlife Habitat Incentives Program to protect wildlife habitats, and wildlife organizations (such as Quail Unlimited and Ducks Unlimited) have used the program to protect wildlife sites.

#### **h. Locally-Defined Natural Resources**

No unique natural resources have been identified in or near Loogootee. If locally identified natural resources are identified, the development review guidelines of the comprehensive plan encourage protection.

#### **i. Permitted Waste Disposal and Storage**

The cleanup of leaking underground storage tanks may be addressed through actions of IDEM and the private property owner. A municipality may assist in the cleanup of proposed sites contaminated by hazardous materials through the state’s Brownfield Program.

### **G. ECONOMIC DEVELOPMENT**

#### **1. ECONOMIC DEVELOPMENT RECOMMENDATION**

Improving economic development opportunities is one of the top concerns of the citizens of Loogootee. As part of the Future Vision for Loogootee, the objectives for expanding employment opportunities included:

- Address decaying and blighted properties through a combination of incentive opportunities and enforcement (such as building and property condition enforcement targeted at absentee property owners) while ensuring sensitivity to the economic capacity of the property owner.
- Promote economic development opportunities in and around Loogootee.
- Promote the transportation opportunities associated with the future I-69 north and west of Loogootee and the railroad to attract new quality industry.
- Encourage the development of additional retail businesses and personal services so that residents do not have to shop outside of Loogootee for common necessities.
- Encourage new commercial structures to be constructed on vacant property within Loogootee rather than in new commercial developments outside of the city’s limits.
- Promote programs that facilitate capital startup for entrepreneurs and small businesses.
- Encourage the development of hotels, motels, and other housing to make Loogootee more desirable for tourists and visitors.
- Provide adequate infrastructure to existing and proposed industrial, commercial and residential sites to ensure suitable areas for immediate development (shovel ready sites).
- Promote more opportunities for export business developments.
- Provide incentive opportunities to encourage new industry and assist existing businesses in Loogootee.
- Provide incentive opportunities to encourage the reuse of vacant industrial and commercial structures and properties within and around Loogootee in a manner compatible with surrounding uses.
- Place an emphasis on downtown revitalization efforts in the preservation, attraction of businesses, the marketing of structures and commercial activities, the provision of amenities (parking, lighting, signing and streetscape), the provision of incentive opportunities for business and structure investment, and the assistance of business support activities.



An economic development strategy and action program for Loogootee should translate the previous objectives into an effective implementation program. The essential ingredients of a comprehensive economic development program include:

- Identifying the assets of Loogootee relative to -
  - Infrastructure such as the residual sanitary sewer and water capacity.
  - Access to multiple forms of transportation including US 50/150, US 231, SR 550, the future I-69, and the railroad that runs through the city.
  - A well educated and skilled workforce.
  - Amenities such as small community atmosphere, strong primary and secondary educational system, natural and recreational amenities, affordable housing, etc.
- Identifying emerging business sectors --
  - Targeting those businesses for which Loogootee has a competitive advantage.
- Developing a business retention and attraction program --
  - Annual surveys of existing businesses to determine concerns that government can address to make them more competitive.
  - Examination of emerging businesses to find out their needs and location decision criteria.
- Developing and marketing existing and potential sites --
  - Creating an inventory of shovel ready sites and immediate move-in structures.
  - Removing environmental constraints to sites such as removal of environmental contamination, provision of adequate storm drainage, elevation of site above 100-year floodplain, etc.
  - Providing roadway access, sanitary sewers, waterlines and other utilities to the perimeter of shovel ready sites.
- Developing financial and technical assistance programs for small business development -
  - Business incubators.
  - Retired executive's corps.
  - Business venture capital programs.
- Developing financial resources for government and incentives for businesses --
  - Tax increment financing for infrastructure improvements.
  - Revenue bonds and tax abatement programs for businesses.
  - Employee training programs for businesses.
- Building relationships with other economic development entities at the county and state levels for the marketing of available sites and buildings, infrastructure improvement programs, financial and technical assistance programs and technical training programs.
- Maintaining a good working relationship with the Martin County Alliance for Economic Growth and the Southern Indiana Development Commission so they can stay abreast of potential funding opportunities.

## 2. ECONOMIC DEVELOPMENT IMPLEMENTATION

A variety of federal, state, and nonprofit programs are available to assist Loogootee in developing and implementing an economic development program. The Community Development Block Grant Program from the Indiana Office of Community and Rural Affairs includes funding opportunities for economic development. The Planning Grant provides funding for a community to create a Downtown Revitalization Plan or Economic Development Plan. The program also includes the Community Economic Development Fund which provides funding for a variety of job creation or retention activities. The Microenterprise Assistance Program is used to



encourage communities to focus on long-term community development. The program is used to assist micro-enterprise businesses owned by low- to moderate-income persons and/or create jobs for low- to moderate-income persons.

The city should continue to work with the Martin County Alliance for Economic Growth and the Southern Indiana Development Commission. These groups should not only stay informed of and understand the projects that each are working towards in and around Loogootee, they should also work together to make the most of funding opportunities and limited staff resources. Working through the Southern Indiana Development Commission, the city should also keep in contact with the South Central District of the Indiana Office of Community and Rural Affairs for funding opportunities.

## H. DOWNTOWN REVITALIZATION

### 1. DOWNTOWN REVITALIZATION RECOMMENDATION

The revitalization of downtown Loogootee is identified in the comprehensive plan as part of the community's Land Use Policy and supported by the Goals and Objectives for Future Development. Downtown Loogootee has a variety of retail uses (hardware store, restaurants, florist, gift shop, movie rental, auto parts, electronics, drugstore), financial services (banks, credit unions, insurance, investment, tax, real estate), professional services (legal, medical, dental, chiropractic), personal services (newspaper, hair dresser, dry cleaning, etc.), governmental services (city hall and police department, school administrative offices, library and post office), and quasi-public uses (churches, funeral homes, chamber of commerce and other economic development organizations, social services, etc.).

A comprehensive, coordinated and continuing program is needed to ensure the long-term revitalization of downtown Loogootee. This program requires the accomplishment of a number of activities:

- Marketing downtown to the community to encourage those living in Loogootee to shop in downtown Loogootee.
- Identifying a unique marketing niche for downtown Loogootee to attract clientele from the greater region.
- Creating special events and festivals in downtown Loogootee to provide greater exposure of downtown to the community and region.
- Improving the façades and rehabilitation of the interiors of historic buildings along Mill Street, Broadway Street and John F. Kennedy Avenue.
- Providing adequate parking for clientele. Many businesses and structures lack adequate parking to ensure viable businesses. This may involve the city acquiring and consolidating properties that have deteriorated and obsolete structures to provide common parking or private land owners doing the same.

It may be desirable to create some entity of city government to oversee the downtown revitalization effort. This could be a "Main Street Board" or Downtown Redevelopment Commission. The Indiana Main Street Program of the Indiana Office of Community and Rural Affairs (OCRA) can offer technical assistance in developing a downtown program and the entity to implement the programs. The Indiana Economic Development Corporation provides grants under the Federal Community Development Action Grant program to assist in administrative capacity building and program development for economic development commissions, redevelopment commissions, community and neighborhood development corporations and similar entities.

### 2. DOWNTOWN REVITALIZATION IMPLEMENTATION

Loans and grants to improve building façades and rehabilitate buildings are available through a variety of sources including OCRA Downtown Enhancement Grants (up to \$20,000 façade rehabilitation and signage)



and Community Focus Fund grants (up to \$500,000), Historic Landmarks Foundation of Indiana's Statewide Revolving Loan Fund (primary for non-profit preservation organizations) and Indiana Development Authority's Brownfields Grants for hazardous material cleanup. The City of Loogootee previously completed a streetscape improvement project in the core of downtown using an OCRA Community Focus Fund Grant of \$500,000, and has used OCRA Façade grants for downtown buildings. The city anticipates applying for a second OCRA Façade grant in 2009.

A variety of programs are potential funding sources for sidewalk replacement and reconstruction of curbs and pavement, including the OCRA Community Focus Fund grants for downtown revitalization (grants up to \$500,000), the Transportation Enhancement Program administered by INDOT under the Federal Surface Transportation Program (grants up to \$1,000,000 with a 20 percent local match), and the Federal Surface Transportation Program Group IV grant funds administered by INDOT (grants up to \$2,500,000 with a 20 percent local match). These funding sources could be used to replace sidewalks and reconstruct curbs and pavement where needed in downtown Loogootee, especially along Mill Street, Broadway Street and John F. Kennedy Avenue

## **I. HOUSING**

### **1. HOUSING RECOMMENDATION**

A housing survey was completed as part of this comprehensive plan. The survey rated all houses located in incorporated Loogootee from A (extremely well kept homes with no maintenance needs) to E (houses that have several major repair needs and appear to be unlivable). The resulting map is shown in Figure 18 in Chapter 2. The map reveals areas of Loogootee where groups of homes in need of repair are located. The city can use this map to assist in targeting particular areas where the city should focus its efforts on a housing rehabilitation program.

Loogootee should consider adding a dilapidated housing program that requires individual home owners to repair or remove dilapidated housing. The program would identify housing that is in such poor condition that it causes health and safety concerns. The city would contact homeowners and present a timeline for the house to be repaired or removed. If no changes are made or the homeowner does not respond to messages by the city, the city can declare the structure unsafe for habitation, demolish the structure, and place a lien against the property for demolition. If the homeowner fails to pay property taxes, the property may be seized and auctioned off at a sheriff's sale for delinquent taxes.

### **2. HOUSING IMPLEMENTATION**

There are several sources of funding and support for housing rehabilitation programs including the Indiana Affordable Housing Fund and several programs from the Indiana Housing and Community Development Authority, including Community Development Block Grants for housing rehabilitation, the Home Investment Partnership Program, and the Neighborhood Assistance Program. Some of these grants are geared toward the assistance of not-for-profit organizations. Grants for economic development use, downtown revitalization, utilities, and community facilities and services can all be used to directly or indirectly improve neighborhoods within a community. The City of Loogootee has used Hoosier Uplands funds for a housing weatherization program in the past, and may use this source for home improvements in the future.

## **J. CONCLUSION**

### **1. COMPREHENSIVE PLAN IMPLEMENTATION**

The comprehensive plan may ultimately be adopted for the City of Loogootee. If the county wishes to adopt the plan as a comprehensive plan, it must:



1. Be reviewed and adopted by the Loogootee Advisory Plan Commission and Loogootee City Council,
2. Recording of the comprehensive plan at the Martin County Recorder's Office, and
3. Creating the extra-territorial planning authority that would encompass the two-mile fringe at some point in the future.

In conclusion, the effectiveness of the comprehensive plan depends on the extent to which it is integrated into the development review and infrastructure planning and programming processes. Because the economy and county demographics are always changing, the comprehensive plan is a work in progress. Elements of this comprehensive plan may be out of date a few years after completion. To ensure the continued relevance to the decision-making process, the plan should be reviewed at least every five years and should be updated at least every ten years to reflect changing economic conditions in order to keep the comprehensive plan on course to achieve the desired future vision for Loogootee.

## 2. FINANCIAL ASSISTANCE PROGRAMS

To assist in the implementation of the comprehensive plan, there are a variety of technical and financial assistance programs to address a variety of issues in Loogootee including:

- economic development and downtown revitalization,
- commercial and residential structure preservation and rehabilitation,
- recreation facility preservation and new construction,
- bicycle, pedestrian and trail facilities,
- landscaping, signing and lighting,
- sanitary sewer, potable water and stormwater drainage programs and facilities, and
- natural resource preservation programs for wetlands and floodplains.

This comprehensive plan will provide the documentation for a wide variety of community needs that will place Loogootee at a competitive advantage for grants for all kinds of federal, state and private programs. Loogootee should continue to stay in contact with economic development and regional planning organizations to stay informed of potential funding opportunities for these projects. The Martin County Alliance for Economic Growth and the Southern Indiana Development Commission provide Economic Development and Planning Assistance in Loogootee and all of Martin County. Working through the Southern Indiana Development Commission, the city should also keep in contact with the South Central District of the Indiana Office of Community and Rural Affairs for funding opportunities. For further information on financial assistance and implementation tools, refer to the Ball State University "Center for Economic and Community Development: Toolbox Guide" ([www.bsu.edu/cecd/toolbox](http://www.bsu.edu/cecd/toolbox)) and the INDOT "I-69 Planning Toolbox" ([www.in.gov/indot/projects/i69planningtoolbox](http://www.in.gov/indot/projects/i69planningtoolbox)).

## 3. PRIORITIZATION

Prioritizing the many potential projects that have been listed in this comprehensive plan is essential to ensuring that they are completed efficiently. In Loogootee, the highest priority projects should include economic growth. Promoting economic development and new retail and personal service businesses were two of the highest ranked needs by the public based on the community survey. The City of Loogootee should continue to work with the Martin County Alliance for Economic Growth to enhance economic development opportunities around the city. The city should ensure that water and sewer lines are extended to potential development sites, and that all other necessary utilities are available to create shovel ready sites. This should especially be the case along US 50/150 and US 231. If a southern bypass of US 50/150 and western bypass of US 231 is created around Loogootee, the locations where the bypass intersects the existing highways will be prime commercial and industrial development sites.

Another high priority project is to develop some kind of housing and/or downtown revitalization program. The community survey revealed that dilapidated buildings, junk vehicles, trashy properties and sidewalk



improvements were the most important issues according to the general public. If the city were to create a dilapidated housing program, individual home owners would be required to repair or remove dilapidated housing. If the city contacts a homeowner and no repairs are made, the city can declare the structure unsafe for habitation, demolish the structure and place a lien against the property for demolition. If the homeowner fails to pay property taxes, the property may be seized and auctioned off at a sheriff's sale for delinquent taxes. The city could also consider a downtown revitalization plan instead of or in addition to the dilapidated housing program. A downtown revitalization plan would help to fix dilapidated commercial and residential structure in and near downtown and improve sidewalks around downtown.







## Socioeconomic Tables



**Table A-1: Population Trends**

	1900	1910	1920	1930	1940	1950
<b>Martin County</b>	14,711	12,950	11,865	10,103	10,300	10,678
<b>Perry Township</b>	2,503	3,036	3,077	2,880	3,243	5,235
<b>Loogootee</b>	1,382	2,154	2,335	2,203	2,325	2,424
	1960	1970	1980	1990	2000	2007*
<b>Martin County</b>	10,608	10,969	11,001	10,369	10,369	10,058
<b>Perry Township</b>	5,347	5,775	5,624	5,126	4,960	4,763
<b>Loogootee</b>	2,858	2,953	3,100	2,884	2,741	2,606

Source: Indiana Business Research Center

\*U.S. Census Estimate

**Table A-2: Population Forecasts**

Year	2007*	2010	2015	2020	2025	2030	2035	2040
<b>Indiana Business Research Center (IBRC)</b>								
<b>Martin County</b>	10,058	10,254	10,194	10,148	10,151	10,139	10,092	10,026
<b>Woods &amp; Poole Economics, Inc.</b>								
<b>Martin County</b>	10,058	9,966	9,833	9,720	9,617	9,520	9,426	9,336
<b>BLA</b>								
<b>Martin County</b>	10,058	10,172	10,074	9,975	9,877	9,778	**	**
<b>Loogootee</b>	2,606	2,689	2,663	2,637	2,611	2,585	**	**

Source: Indiana Business Research Center; Woods & Poole Economics

\*U.S. Census Bureau Estimate

\*\*data were not available



**Table A-3: Demographic Characteristics**

	Loogootee	Perry Township	Martin County	Indiana
<b>Total Population</b>	2,741	4,960	10,369	6,080,485
<b>Sex</b>				
Male	1,319	2,464	5,248	2,982,474
Female	1,422	2,496	5,121	3,098,011
<b>Age</b>				
Under 5 years	171	322	654	423,215
5 to 9 years	172	338	697	443,273
10 to 19 years	336	697	1,520	896,898
20 to 29 years	309	516	1,140	834,766
30 to 39 years	355	678	1,420	900,297
40 to 49 years	413	778	1,636	919,618
50 to 59 years	337	628	1,347	673,912
60 to 69 years	243	427	908	439,412
70 to 79 years	257	390	719	351,489
80 to 84 years	72	99	180	106,047
85 years and over	76	87	148	91,558
<b>Income</b>				
Households Reporting	1,224	2,058	4,196	2,337,299
Less than \$10,000	128	155	416	188,408
\$10,000 to \$19,999	275	343	647	298,127
\$20,000 to \$29,999	197	320	614	323,872
\$30,000 to \$39,999	202	313	613	306,163
\$40,000 to \$49,999	123	269	636	269,532
\$50,000 to \$59,999	96	192	398	235,515
\$60,000 to \$74,999	100	258	419	264,202
\$75,000 to \$99,999	45	95	272	237,299
\$100,000 to \$124,999	30	59	79	104,007
\$125,000 to \$149,999	14	34	51	43,838
\$150,000 or more	14	20	51	66,266
Median HH income	\$30,492	\$37,331	\$36,411	\$41,567
<b>Poverty</b>				
Households Reporting	1,224	2,058	4,196	2,337,229
Households in poverty	171	209	479	221,437
Family Households	709	1,361	2,892	1,611,045
Families in poverty	93	122	234	107,789
<b>Education</b>				
Age 25 and older	1,940	3,411	7,066	3,893,278
High School Graduate	37.7%	38.6%	42.3%	37.2%
Some College (no degree)	14.9%	17.5%	15.0%	19.7%
Associate Degree	10.1%	10.2%	8.0%	5.8%
Bachelor's Degree	5.1%	6.0%	4.5%	12.2%
Graduate of Professional Degree	5.7%	7.0%	4.3%	7.2%

Source: U.S. Census Bureau Census 2000

Total Pop, Sex, Age from SF 1

Income, Poverty, Education from SF 3



**Table A-4: Family Income**

	Indiana	Martin County	Perry Township	Loogootee
Total Families	1,611,045	2,892	1,361	709
Less than \$10,000	4.3%	4.3%	3.9%	5.1%
\$10,000 to \$14,999	3.5%	6.6%	7.8%	11.7%
\$15,000 to \$19,999	4.6%	7.5%	5.7%	10.0%
\$20,000 to \$24,999	5.6%	7.1%	5.0%	5.9%
\$25,000 to \$29,999	6.2%	8.7%	6.4%	7.1%
\$30,000 to \$34,999	6.4%	8.3%	7.0%	8.3%
\$35,000 to \$39,999	6.4%	6.2%	7.0%	8.6%
\$40,000 to \$44,999	6.5%	9.0%	5.1%	3.1%
\$45,000 to \$49,999	6.0%	9.1%	9.2%	7.6%
\$50,000 to \$59,999	11.7%	11.4%	12.1%	9.4%
\$60,000 to \$74,999	13.9%	12.9%	17.6%	12.4%
\$75,000 to \$99,999	12.9%	8.6%	6.5%	5.4%
\$100,000 to \$124,999	5.8%	2.3%	3.5%	2.5%
\$125,000 to \$149,999	2.4%	1.8%	2.5%	2.0%
\$150,000 to \$199,999	1.8%	0.8%	0.4%	0.0%
\$200,000 or more	1.9%	0.4%	0.4%	1.1%
Median Family Income in 1999	\$50,261	\$43,550	\$45,858	\$41,750
Families with income in 1999 below poverty level (%)	6.7%	8.1%	9.0%	13.1%
Individuals with income in 1999 below poverty level (%)	9.5%	11.2%	11.4%	16.4%

Source: U.S. Census Bureau Census 2000, SF3



**Table A-5: Housing Characteristics**

	Loogootee	Perry Township	Martin County	Indiana
<b>Total Population</b>	2,741	4,960	10,369	6,080,485
Household Population	2,684	4,900	10,261	5,902,164
<b>Households</b>	1,226	2,049	4,183	2,336,306
Household Size	2.19	2.39	2.45	2.53
<b>Total Housing Units</b>	1,337	2,246	4,729	2,532,319
Vacant Housing Units	111	206	546	196,013
Percent Vacant Units	8.3%	9.2%	11.5%	7.7%
Occupied Housing Units	1,226	2,040	4,183	2,336,306
Percent Occupied Units	91.7%	90.8%	88.5%	92.3%
Owner Occupied	873	1,606	3,396	1,669,083
Percent Owner Occupied Units	71.2%	78.7%	81.2%	71.4%
Renter Occupied Housing Units	353	434	787	667,223
Percent Renter Occupied Housing Units	28.8%	21.3%	18.8%	28.6%
<b>Owner Occupied Housing Value</b>				
Total Units Reported	681	1,169	1,898	1,669,083
Less Than \$25,000	14	53	145	93,736
\$25,000 to \$49,999	176	263	487	168,811
\$50,000 to \$99,999	416	633	953	677,173
\$100,000 to \$149,999	45	141	224	407,895
\$150,000 or more	31	79	89	321,468
Median Value	\$66,600	\$71,100	\$64,200	\$92,500
<b>Monthly Contract Rent</b>				
Total Units Reported (with cash rent)	298	346	542	618,575
Less Than \$200	80	88	169	59,829
\$200 to \$399	196	232	337	199,136
\$400 to \$599	14	18	28	250,142
\$600 or more	8	8	8	109,468
Median Rent	\$263	\$260	\$243	\$432
<b>Units in Structure</b>				
Total Housing Units	1,347	2,246	4,729	2,532,319
1 Unit, Detached	859	1,623	3,206	1,802,259
1 Unit, Attached	11	16	37	74,224
2 Units, Attached	87	89	112	84,902
3 to 4 Units, Attached	53	59	83	100,805
5 to 9 Units, Attached	23	23	62	115,303
10 or more Units, Attached	17	19	45	186,316
Mobile home	297	417	1,176	166,733
Other	0	0	8	1,777
<b>Age of Structure</b>				
Total housing Units	1,347	2,246	4,729	2,532,319
1990 to March 2000	95	210	731	437,347
1980 to 1989	171	275	620	286,089
1970 to 1979	293	439	887	415,562
1960 to 1969	202	389	632	345,252
1940 to 1959	339	580	1,081	535,312
Before 1940	247	353	778	512,757
Median Year Built	1961	1965	1968	1966

Source: U.S. Census Bureau Census 2000, SF 3



**Table A-6: Housing Forecasts**

City/Town	Year	Population	Households	Household Population	Group Quarters Population	Vacancy Rate	Household Units
Martin County	1990	10,369	3,836	10,113	256	6.8%	4,116
	2000	10,369	4,183	10,261	108	11.5%	4,729
	2005	10,271	4,159	10,163	108	11.5%	4,702
	2008	10,211	4,145	10,103	108	11.5%	4,686
	2010	10,172	4,135	10,064	108	11.5%	4,675
	2015	10,074	4,111	9,966	108	11.5%	4,648
	2020	9,975	4,087	9,867	108	11.5%	4,620
	2030	9,877	4,063	9,769	108	11.5%	4,593
Loogootee	1990	2,884	1,181	2,846	38	5.1%	1,245
	2000	2,741	1,226	2,684	57	8.3%	1,337
	2005	2,715	1,219	2,658	57	8.3%	1,330
	2008	2,699	1,215	2,642	57	8.3%	1,325
	2010	2,689	1,213	2,632	57	8.3%	1,322
	2015	2,663	1,206	2,606	57	8.3%	1,315
	2020	2,637	1,199	2,580	57	8.3%	1,308
	2030	2,611	1,193	2,554	57	8.3%	1,301
	2030	2,585	1,186	2,528	57	8.3%	1,293

Source: Bernardin, Lochmueller & Associates



**Table A-7: Labor Force**

	2000		1990	
	Martin County	Loogootee	Martin County	Loogootee
<b>Population 16 &amp; older</b>	8,115	2,221	0	0
Labor Force	5,099	1,410	0	0
Civilian Labor Force	5,088	1,410	0	0
Unemployed	295	101	0	0
Employed Civilians	4,793	1,309	0	0

Source: U.S. Census Bureau Census 2000, SF 3

**Table A-8: Employment**

	2000				2030			
	Loogootee		Martin County		Loogootee		Martin County	
<b>Agriculture Services</b>	43	1.1%	43	0.5%	39	1.1%	39	0.5%
<b>Mining</b>	0	0.0%	38	0.5%	0	0.0%	34	0.5%
<b>Construction</b>	479	12.7%	479	5.8%	434	12.7%	434	5.8%
<b>Manufacturing</b>	619	16.5%	637	7.7%	561	16.5%	577	7.7%
<b>Transportation/Communication/Utilities</b>	845	22.5%	845	10.2%	765	22.5%	765	10.2%
<b>Wholesale Trade</b>	97	2.6%	97	1.2%	88	2.6%	88	1.2%
<b>Retail Trade</b>	736	19.6%	838	10.1%	667	19.6%	760	10.1%
<b>Finance/Insurance/Real Estate</b>	199	5.3%	215	2.6%	180	5.3%	194	2.6%
<b>Services</b>	741	19.7%	902	10.9%	671	19.7%	816	10.9%
<b>Government</b>	0	0.0%	4,188	50.6%	0	0.0%	3,794	50.6%
<b>Total</b>	3,759	100.0%	8,282	100.0%	3,405	100.0%	7,501	100.0%

Source: Bernardin, Lochmueller & Associates



**Table A-9: Commuters**

	From Martin County to:	Into Martin County from:
Greene Co. IN	41	910
Vanderburgh Co. IN	45	34
Pike Co. IN	46	33
Knox Co. IN	56	100
Monroe Co. IN	136	720
Lawrence Co. IN	151	995
Orange Co. IN	165	128
Daviess Co. IN	408	1,126
Dubois Co. IN	927	126
Other Indiana Counties	76	253
Outside of IN	30	47
<b>Total</b>	<b>2,081</b>	<b>4,472</b>
<b>Live &amp; Work in Martin Co.</b>	<b>2,617</b>	

Source: U.S. Census Bureau

Count: Number of workers 16 years old and over in the commuter flow.

**Table A-10: Travel Time**

Travel Time	2000			
	Martin	% Commuters	Loogootee	% Commuters
less than 15 minutes	1,467	32%	532	44%
15 to 29 minutes	1,101	24%	247	20%
30 to 44 minutes	1,153	25%	336	7%
45 to 59 minutes	447	10%	60	1%
60 or more minutes	357	8%	45	1%

Source: U.S. Census Bureau Census 2000, SF 3





## Loogootee Land Use Survey



Dear Resident:

The City of Loogootee is striving to attract new jobs and promote growth. Thus, a land use plan is being prepared to guide future growth and development. The Plan is being funded through the Interstate 69 Community Planning Grant Program created by the Indiana Department of Transportation to aid local communities along the proposed I-69 corridor in planning for their future.

The Land Use Plan is being prepared under the direction of the Loogootee City Council. As part of the process for developing this Plan, this survey was created to better understand your ideas on how growth should occur in our community. Your participation is greatly encouraged and will help determine the future of this community. Thank you.

Sincerely,

*Donald F. Bowling*  
 Donald F. Bowling  
 Mayor

Where do you live?  **Inside** Loogootee City Limits  **Outside** Loogootee City Limits  
 Do you own a business in Loogootee?  Yes  No

Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
1. Need for intense sense of community (community pride).	1	2	3	4
2. We need to better market and celebrate ourselves.	1	2	3	4
3. Need to facilitate capital startup for entrepreneurs (need to create successes).	1	2	3	4
4. Concern about vacant properties.	1	2	3	4
5. Need a comprehensive educational approach.	1	2	3	4
6. Need for shovel ready commerce area for new development.	1	2	3	4
7. Lacking of housing for tourists and visitors.	1	2	3	4
8. Need to address cultural differences (people's different paradigms).	1	2	3	4
9. Need to address junk vehicles and trashy properties.	1	2	3	4
10. Need to address dilapidated buildings.	1	2	3	4
11. City limits are restricting growth.	1	2	3	4
12. Lack of export businesses.	1	2	3	4
13. Loogootee should encourage and increase retail businesses and personal services.	1	2	3	4
14. Loogootee needs to address traffic flow, especially congestion and heavy truck flow.	1	2	3	4
15. Storm water drainage facilities should be improved in Loogootee.	1	2	3	4
16. Additional moderately priced housing growth should be planned for Loogootee.	1	2	3	4
17. Loogootee needs to increase downtown activities and events.	1	2	3	4
18. A minor needs medical facility should be developed in Loogootee.	1	2	3	4
19. Loogootee should encourage new quality industry (recognizing the railroad and proposed I-69 as assets).	1	2	3	4
20. Economic development needs to be promoted in Loogootee.	1	2	3	4
21. Loogootee should pursue growth through annexation.	1	2	3	4



Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
22. Manufactured homes (factory assembled homes constructed after the federal Manufactured Housing Construction and Safety Standards of 1974, with sloped roofs and often set on a permanent foundation) are appropriate on lots in traditional single-family home areas.	1	2	3	4
23. Mobile homes (single wide trailer, on chassis, no permanent foundation) should only be located in mobile home parks or subdivisions.	1	2	3	4
24. Loogootee needs to expand elderly living residences such as those for assisted and independent living.	1	2	3	4
25. Loogootee needs to make gateways to the community more attractive.	1	2	3	4

-----fold here-----

26. There is a need for additional recreational facilities in Loogootee.	1	2	3	4
27. Loogootee should create bikeways and walkways throughout the city.	1	2	3	4
28. Sidewalk improvements should be made where needed.	1	2	3	4
29. Development standards (zoning and subdivision regulation) are needed to protect property values.	1	2	3	4
30. Do you have any comments on the future of Loogootee? Write your comments here or enclose additional paper if needed.				
<hr/> <hr/> <hr/> <hr/>				

The Loogootee City Council thanks you for taking the time to share your ideas for the future growth and development of our community. Please **fold** the survey so the return address shows, use a piece of **tape** (no staples) to secure the top, and **mail** the postage-free form back to: Bernardin, Lochmueller & Associates, Inc.

**PUBLIC MEETING FOR THE LAND USE PLAN**

The first public meeting to discuss the Land Use Plan for Loogootee will be held in late January of 2009 at a time and place to be announced in the local newspaper. The results of this survey and the future of our community will be discussed.

-----fold here-----



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 6200 VOGEL RD  
 EVANSVILLE IN 47715-9923







## Sign-In Sheets





### SIGN-IN SHEET

Loogootee Steering Committee: Workshop No. 1 on Loogootee Land Use Plan  
St. John's Center at St. John's Catholic Church, 405 Church St., Loogootee, Indiana 47553  
6:30 PM September 10, 2008

Name

1. Jason Brewer

2. Noel Hartz

3. Bob Pratten

4. Jason Jones

5. David Sheriffick

6. Don Bowling

7. Steve Gouzales

8. Kevin Fife

9. David Ripple

10. Eric Swickard

11. \_\_\_\_\_

12. \_\_\_\_\_

13. \_\_\_\_\_

14. \_\_\_\_\_



**SIGN-IN SHEET**

Loogootee Steering Committee: Workshop No. 2 on Loogootee Land Use Plan  
St. John's Center at St. John's Catholic Church, 405 Church St., Loogootee, Indiana 47553  
6:30 PM December 4, 2008

- Name \_\_\_\_\_
1. MASON T. JONES
  2. Noel D. Herty
  3. Susan Brown
  4. Bob Walker
  5. Steve Conrads
  6. Don Bowling
  7. Matt Sward
  8. David Ripple
  9. \_\_\_\_\_
  10. \_\_\_\_\_
  11. \_\_\_\_\_
  12. \_\_\_\_\_
  13. \_\_\_\_\_
  14. \_\_\_\_\_





## SIGN-IN SHEET

Future Vision for Loogootee – Public Open House #1  
St. John's Catholic Church, 405 Church Street, Loogootee  
Thursday, January 15, 2009  
6:30 – 8:00 PM

Name (Please Print)

1. Bob Trathen
2. Paul Hartz
3. Steve Gunders
4. Tom King
5. Donald Bunker
6. Bill Eason Jones
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_

**SIGN-IN SHEET**

Loogootee Steering Committee: Workshop No.3 on Loogootee Land Use Plan  
4-H Center, US 50 East, Loogootee, Indiana 47553  
6:30 PM February 26, 2009

- Name \_\_\_\_\_
1. Jason Jones
  2. DAN GREGORY
  3. Don Bowling
  4. Matt Sward
  5. David Ripple
  6. Eric Swickard
  7. \_\_\_\_\_
  8. \_\_\_\_\_
  9. \_\_\_\_\_
  10. \_\_\_\_\_
  11. \_\_\_\_\_
  12. \_\_\_\_\_
  13. \_\_\_\_\_
  14. \_\_\_\_\_





### LOOGOOTEE SIGN-IN SHEET

Alternative Future Land Use for Loogootee – Public Open House  
Martin County 4-H Fairgrounds, 2264 US Highway 50, Loogootee  
Wednesday, March 18, 2009  
6:30 – 8:30 PM

Name (Please Print)

1. GROSS SHAW
2. CIMMY NORRIS
3. RICK NORRIS
4. Jessan Brewer
5. DANIEL BOUTCHER
6. BOB BAUMBACH
7. DAN STREY
8. Steve Campbell
9. Paul H. Fox
10. JOE PATTEN
11. Mael Hartly
12. ANDY RINGWALD
13. David Ripple
14. Eric Swickard
15. \_\_\_\_\_



**SIGN-IN SHEET**

Loogootee Steering Committee: Workshop No.4 on Loogootee Land Use Plan  
4-H Center, US 50 East, Loogootee, Indiana 47553  
6:30 PM April 23, 2009

- 1. Name  
JASON JONES
- 2. MURAN BREWER
- 3. GARY MORIS
- 4. RICK JONES
- 5. STEVE CONZLES
- 6. DON BOWLING
- 7. DAVID RIPLE BLA
- 8. ERIC SWICKARD BLA
- 9. \_\_\_\_\_
- 10. \_\_\_\_\_
- 11. \_\_\_\_\_
- 12. \_\_\_\_\_
- 13. \_\_\_\_\_
- 14. \_\_\_\_\_



## Public Hearing and Written Comments





**ORDINANCE NO. 2009- 1**  
**AN ORDINANCE ESTABLISHING THE LOOGOOTEE**  
**ADVISORY PLAN COMMISSION**

WHEREAS, on May 11, 2009, the Common Council of the City of Loogootee, Indiana, entered into an Inter-Governmental Cooperation Agreement with the Board of Commissioners of Martin County, Indiana, under which the County sought and subsequently obtained grant funds from the State of Indiana to develop a Land Use Plan specific to the City of Loogootee and a County-wide Land Use Plan; and

WHEREAS, in order for the Common Council to consider the adoption of a Land Use Plan for Loogootee as a Comprehensive Plan for the City of Loogootee under IC 36-7-4-500 seq., it is necessary for an Advisory Plan Commission to be formed; and

WHEREAS, pursuant to IC 36-7-4-202, the Common Council of the City of Loogootee, Indiana, as the legislative body of the City, may establish a municipal advisory plan commission by ordinance; and

WHEREAS, the adoption of a comprehensive plan and the creation of a municipal plan commission will assist Loogootee in competing for federal funds available for infrastructure projects within Loogootee, in promoting economic development in Loogootee, in improving the health, safety, convenience and welfare of its citizens, and in planning for future development of Loogootee to the end that highway systems be carefully planned, that the community grows only with adequate public way, utility, health, educational and recreational facilities, that the needs of agriculture, industry and business be recognized in future growth, that residential areas provide healthful surroundings for family life, and that growth of the city is commensurate with and promotive of the efficient and economical use of public funds ; and

WHEREAS, the Common Council has determined that it is in the best interests of the citizens of Loogootee, Indiana, that a municipal advisory plan commission be established.

**NOW THEREFORE, BE IT ORDAINED** by the Common Council of the City of Loogootee, Indiana, as follows:

**Section 1. Establishment of the Loogootee Advisory Plan Commission.**  
The Common Council hereby establishes the Loogootee Advisory Plan Commission ("Plan Commission") under IC 36-7-4-207.



**Section 2. Members.** The Plan Commission shall consist of Seven (7) members, who shall be appointed as follows: (a) Three (3) members appointed by the Common Council who must be elected or appointed municipal officials, or employees in the municipal government of Loogootee; and (b) Four (4) citizen members appointed by the Mayor of Loogootee, of whom not more than two (2) may be of the same political party.

**Section 3. Qualifications of Citizen Members.** The four (4) citizen members appointed by the Mayor of Loogootee must be residents of Loogootee. Each citizen member shall be appointed because of the member's knowledge and experience in community affairs, the member's awareness of the social, economic, agricultural, and industrial problems of the area, and the member's interest in the development and integration of the area. A citizen member may not hold other elective or appointive office in municipal, county, or state government.

**Section 4. Term.**

(A) The term of office of a member who is appointed by the Common Council is coextensive with the member's term of office or employment unless the City Council appoints another member to serve at its first regular meeting in any year.

(B) The citizen members appointed by the Mayor of Loogootee shall initially be appointed for the following terms of office: Two (2) members for a term of three (3) years; and Two (2) members for a term of four (4) years. Each member's term expires on the first Monday of January of the third or fourth year, respectively, after the year of the member's appointment. When an initial term of office of a citizen member expires, each new appointment of a citizen member is for a term of four (4) years. A citizen member serves until his successor is appointed and qualified. A citizen member is eligible for reappointment.

**Section 5. Removal of Citizen Members.** The appointing authority may remove a citizen member of the Plan Commission for cause. The appointing authority must mail notice of the removal, along with written reasons for the removal, to the citizen member at his residence of address. A citizen member who is removed may, within thirty (30) days after receiving notice of the removal, appeal the removal to the circuit or superior court of the county. The court may, pending the outcome of the appeal, order the removal or stay the removal of the citizen member.

**Section 6. Vacancies.** If a vacancy occurs among the Plan Commission members who are appointed, then the appointing authority shall appoint a member for the unexpired term of the vacating member.





**Section 7. Statutory Provisions Incorporated by Reference.** The provisions of IC 36-7-4 governing the powers, duties, and procedures of municipal advisory plan commissions, and as may be amended from time to time, are herein incorporated by reference.

PASSED and ADOPTED by the Common Council of the City of Loggootee on this 17th day of May, 2009

**COMMON COUNCIL OF  
LOGGOOTEE, INDIANA**

By: Richard Taylor  
Richard Taylor, President

By: Susan Brewer  
Susan Brewer, Member

By: Phyllis Ferry  
Phyllis Ferry-Parker, Member

By: Joe Mattox  
Joe Mattox, Member

By: Rick Norris  
Rick Norris, Member

PRESIDING OFFICER:  
Donald F. Bowling  
Donald F. Bowling, Mayor

ATTEST:  
Nancy Jones  
Nancy Jones, Clerk Treasurer



MINUTES

Loogootee Advisory Plan Commission  
Loogootee City Hall

401 North John F. Kennedy Avenue, Loogootee, IN 47553  
6:30 PM, Monday, August 3, 2009

Present: Mayor Don Bowling, Dr. David Ripple of Bernardin-Lochmueller and Associates, Rich Taylor, Rick Norris, James E. Wilson, Alan Crane, Richard Barber, Paul Bruner, Robert Prather, Nancy Jones, Clerk-Treasurer for the City of Loogootee and Matt Sward of SIDC.

1. Public Hearing: President Prather opened the floor for a public hearing. There were not citizens present.
2. Recommend adoption of plan: President Prather recommended that the commission move forward and asked for a motion to recommend to the Loogootee City Council that they pass a resolution to adopt the I-69 Land Use plan as presented at their next regularly scheduled meeting. Rick Norris made said motion, 2<sup>nd</sup> by Rich Taylor, all ayes.
3. Presentation: Dr. Ripple presented a 20 minute overview of the plan including data collection, historic structures, topography, water features, social characteristics, demographic characteristics, income, housing and economic characteristics.
4. Next meeting: President Prather announced that the commission would not meet again until January 2010 unless they were given a task by the Mayor or City Council.
5. Adjourn: Rich Taylor made a motion to adjourn, 2<sup>nd</sup> by James (Bo) Wilson, all ayes.

\_\_\_\_\_  
Robert Prather, President

\_\_\_\_\_  
Nancy Jones, Secretary



## SIGN-IN SHEET

Loogootee Advisory Plan Commission: Public Hearing on Loogootee Comprehensive Plan  
Loogootee City Hall – 401 North John F. Kennedy Avenue, Loogootee, Indiana 47553  
6:30 PM August 3, 2009

Name

1. Paul R Bruner
2. Lou Baylunig
3. Bob Hatten
4. Fred R...
5. Bob Wilson
6. Matt Sward
7. R B Barber
8. David Rippe
9. Nancy Jones
10. Alan Crum
11. Rich Skyles
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_




**Comprehensive Plan  
for Loogootee, Indiana**

**Presentation**

**Loogootee Advisory Plan Commission  
Loogootee City Hall  
401 North John F. Kennedy Avenue  
Loogootee, Indiana 47553**

**August 3, 2009  
At 6:30 PM**

 **BERNARDIN • LOCHMUELLER & ASSOCIATES, INC.**  
ENGINEERING • SURVEYING • PLANNING • ENVIRONMENTAL SERVICES

**OUTLINE**

- A. What is it?
- B. What does it include?
- C. What brought it about?
- D. What geographic area does it cover?
- E. What did the plan find?
- F. How was it developed?
- G. What are the plan recommendations?
- H. What commitments are needed?
- I. Why act now?

**A. What is it?**

1. Framework for future physical development of the community
  - General guide, NOT law
  - Does NOT affect land use rights
  - Does NOT recommend, suggest or even hint about the adoption of land use controls
2. Addresses:
  - Land use to accommodate future activities
  - Infrastructure (roads and utilities) to sustain development
  - Provision of community and recreation facilities to meet the needs of residents
  - Preservation of the historic and natural amenities to protect the community heritage
3. Recommendations on the fringe of Loogootee reflected in both the Loogootee and Martin Comprehensive Plans

**A. What is it? (continued)**

5. Vision Statement -- "Loogootee is a community proud of its accomplishments; reaches out to persons of all ages, incomes, interests, circumstances, and perspectives; and shows hospitality to all persons living inside and outside the community. The city strives to be a great place to live, work and visit by embracing change that fosters economic development opportunities. Preserving historic, natural and small community features that foster a unique living environment, increasing quality employment opportunities, and promoting recreational opportunities that increase tourism are all high priorities."

**B. What does it include?**

1. A community profile →
  - Inventory of historic structures and field survey of housing conditions
  - Description of environmental features – steep slopes, soils and prime farmlands, forests, ground water resources, streams, floodplains, wetlands, wildlife habitats, managed lands and natural areas, recreation, areas and waste disposal
  - Generation of existing and projected population, housing and employment
  - Assessment of existing and projected land use and infrastructure
  - Identification of development issues through the Steering Committee, a communitywide survey and community leader interviews
2. A future vision → Development Goals and Guidelines
3. Recommendations →
  - Land use development,
  - Transportation, Utilities, Community facilities and services,
  - Open space and recreation, Environmental protection,
  - Economic development, Downtown revitalization,
  - Housing preservation and
  - Comprehensive plan implementation

**C. What brought it about?**

1. INDOT I-69 Community Planning grants to Martin County and Loogootee to address economic development and growth opportunities induced by I-69 and to protect natural resources
2. Collaborative Effort Between Martin County and Loogootee →
  - First comprehensive plans for each with consistent future land use and infrastructure recommendations on the fringe of Loogootee

### D. What geographic area does it cover?

- Incorporated Loogootee only

### E. What did the plan find?

- Rich historic heritage →
  - Historic structures -- Houghton House and Routt House to southeast
  - Historic sites -- West Boggs Lake to the north
  - Significant geological features -- Spout Spring, Pinnacle Rock, House Rock, Bluffs of Beaver Bend and Jug Rock to the east
- Limited steep slopes along Friends Creek in city, but significant slopes east of city along White River East Fork
- Poor soils for on-site septic fields
- Prime farmland → west and south of city
- Forestlands → along Friends Creek and west escarpment of the White River East Fork
- No karst features near Loogootee, but 69 caves and 17 springs in eastern Martin County
- Wellhead protection area along White River near Boggs Creek

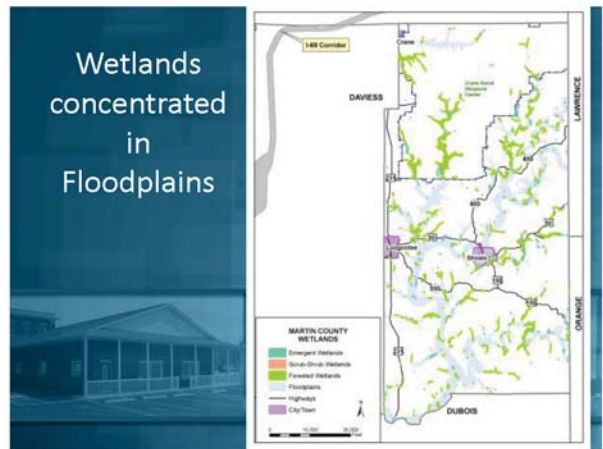
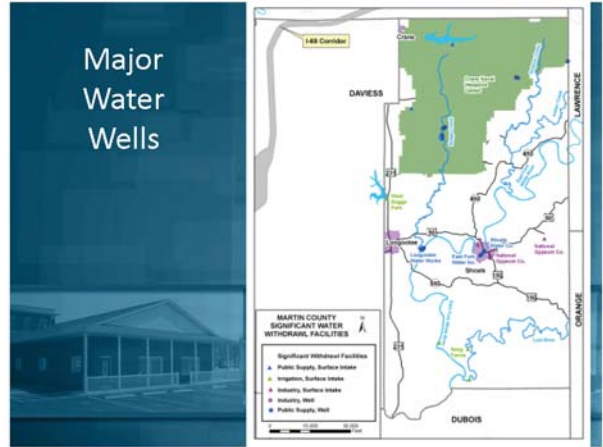
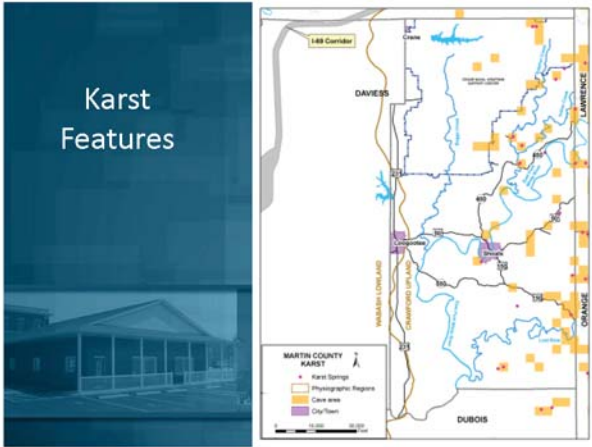
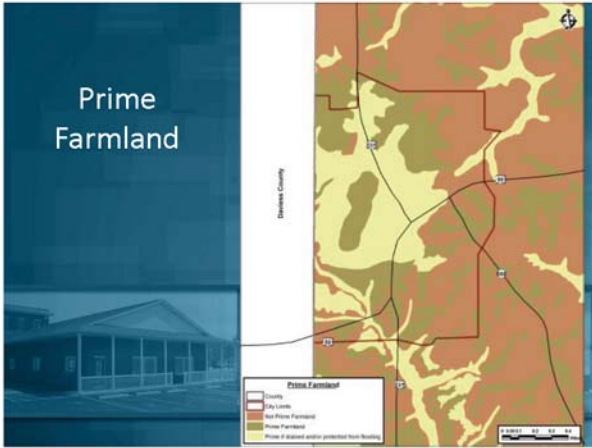
### E. What did the plan find? (continued)

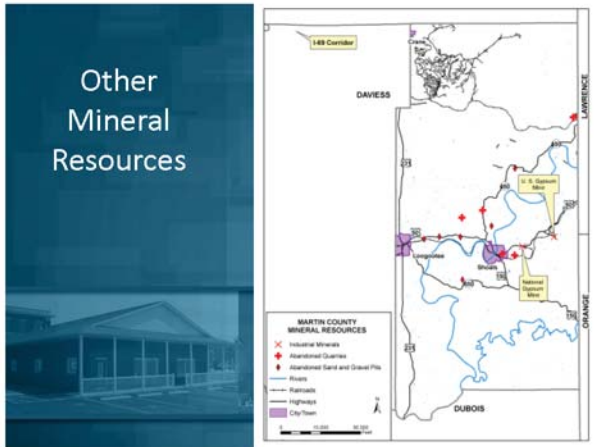
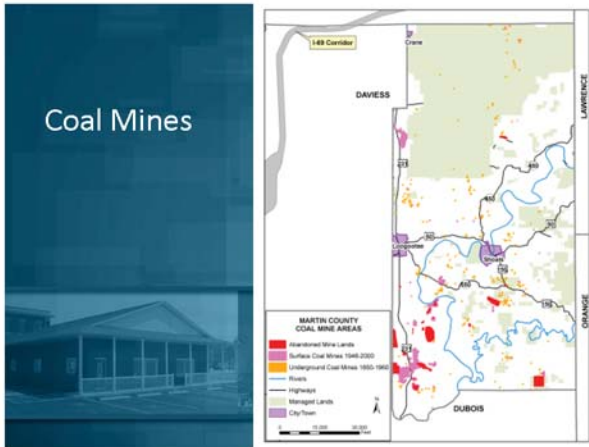
- Limited floodplains along Friends Creek with wetlands and Boggs Creek northeast of city
- Major floodplains of the White River East Fork with wetlands beginning about one mile east of city
- No wildlife habitats in or near city, a few endangered species sightings about two miles west of the city, major concentration of habitats along the floodplain of the White River East Fork
- Few managed lands in city → City Park and Fountain Park
- 40% of county land area exempt from property taxes due to managed lands → nearest large managed land → West Boggs Lake about two miles north of city
- Few severe constraints to expanded urban growth in city compared to rest of Martin County

### Historic Structures

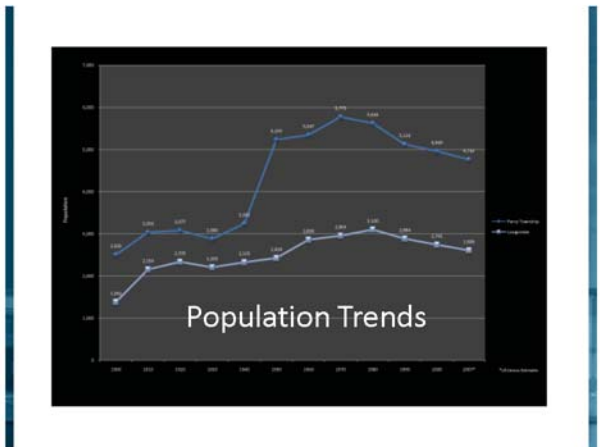
### Steep Slopes

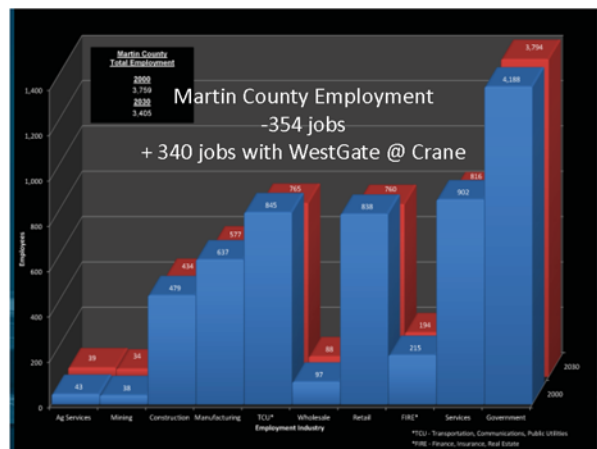
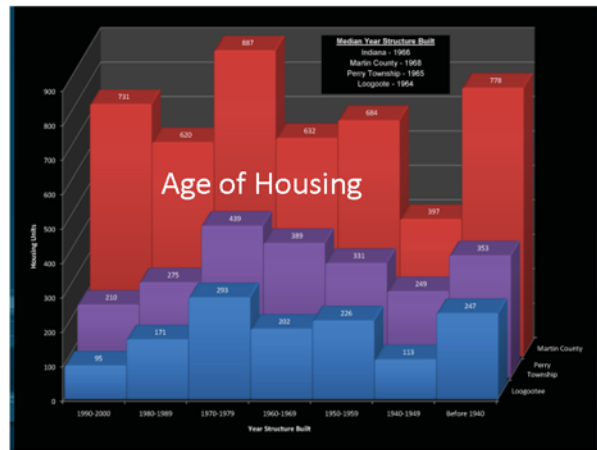
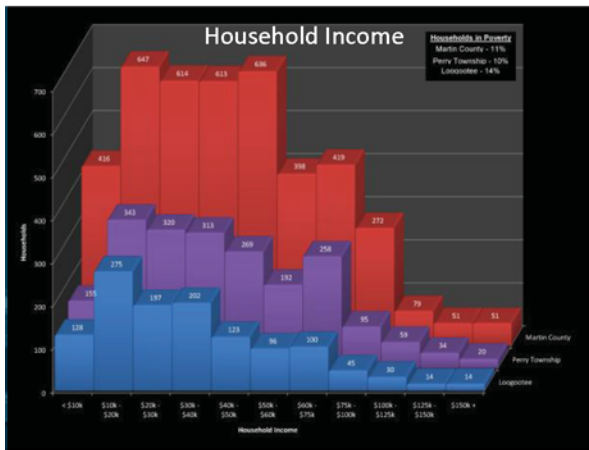
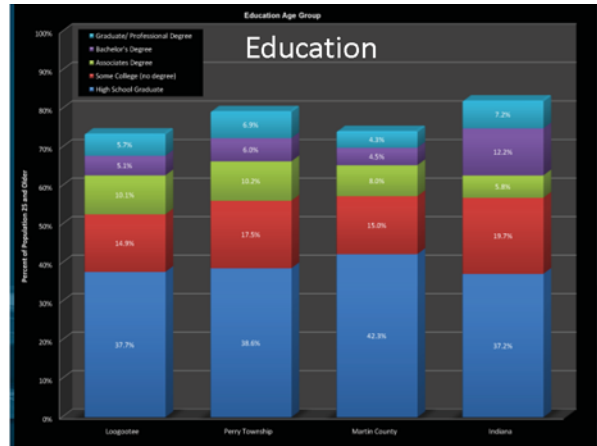
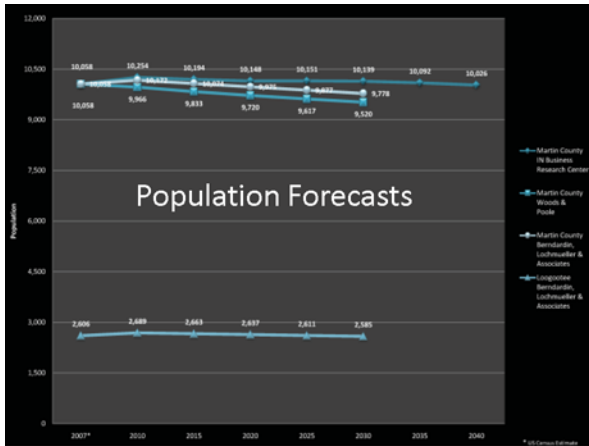
### Septic Field Limitations



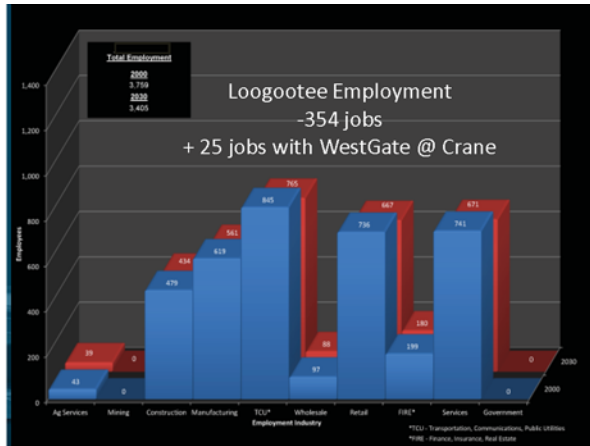


- ### E. What did the plan find? (continued)
14. No population growth → 21 person loss to year 2030  
→ offset by 149 person gain with WestGate @Crane Tech Park
  15. Median age of 41 years, greater than Indiana at 35 years
  16. Lower education attainment than Indiana as whole
  17. Median household income 73% of Indiana and higher percent of households in poverty than Indiana
  18. Higher percent of people living in mobile homes at 22% compared to 7% statewide
  19. Aging housing stock → nearly half the homes over 45 years old
  20. Projected decrease of 44 housing units from 2000 to 2030  
→ offset by 66 housing units with WestGate @ Crane Tech Park
  21. Projected decrease of 354 jobs between 2000 and 2030 → offset by only 25 jobs with WestGate@Crane Tech Park

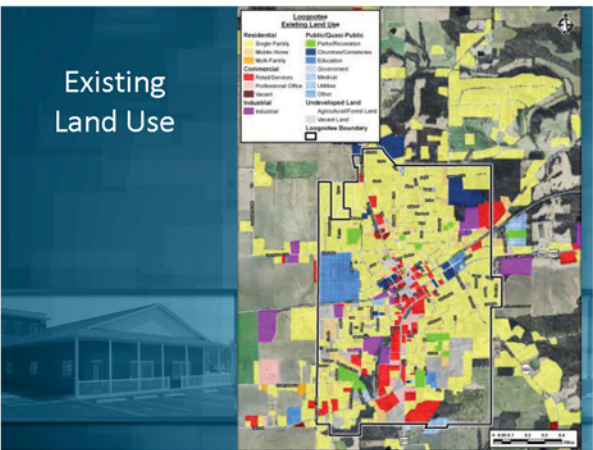
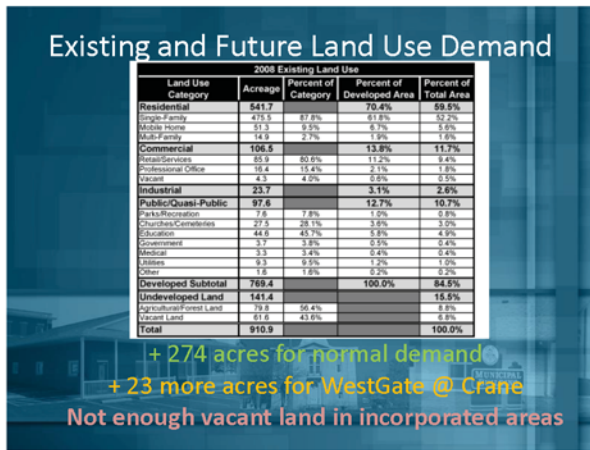








- ### E. What did the plan find? (continued)
- Projected demand for 274 acres to accommodate growth to year 2030 → plus 23 more acres for residential and support retail/services for WestGate @ Crane. Tech Park employees living in Loogootee → Insufficient vacant land suitable for development inside incorporated area
  - I-69 access 11 miles to the west via US 50 and 17 miles to the north via US 231
  - No major roadway improvements as relocation of US 50 unfunded → although projects underway for resurfacing, bridge replacement, intersection improvements and sidewalk improvements
  - Adequate water and wastewater treatment plants for growth → but systems must be extended to accommodate growth
  - Need neighborhood park on north side and improvements to recreation facilities at City Park ← valid park plan for federal fund eligibility
  - No identified new schools → but improvements to existing schools likely to be needed over the next decades



- ### F. How was it developed?
- Four meetings of Martin County and Loogootee Steering Committees
    - Identify issues, develop communitywide survey and identify leaders to be interviewed (9/10/2008)
    - Develop future vision (12/04/2008)
    - Develop future alternatives (2/26/2009)
    - Develop recommendations (4/23/2009)
  - Steering Committees met jointly to address common issues
  - Two rounds of public information meetings
    - Review background information and the future vision (1/15/2009)
    - Review future land use/transportation alternatives (3/18/2009)
  - Steering Committee → Issues identification
  - Communitywide survey
  - Interviews of community leaders



## G. What are the plan recommendations?

### 1. Stated Priorities:

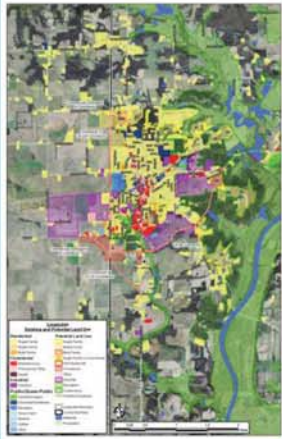
- Enhancing economic growth →
  - Promoting new retail and personal services
  - Working with Martin County Alliance for Economic Growth
  - Extending water and sewer lines to create shovel ready development sites
- Continuing housing and downtown revitalization programs to →
  - To encourage structure rehabilitation
  - To return properties as tax revenue generators
  - To improve sidewalks

## G. What are the plan recommendations?

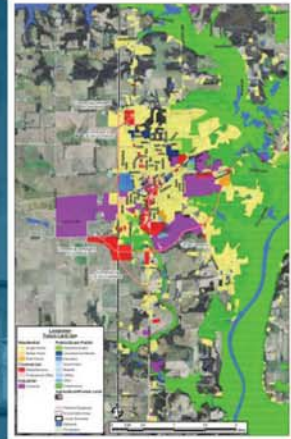
### 2. Future Land Use:

- Locations for future land use in and around Loogootee →
  - Future industrial areas → along US 50 east of Loogootee, along west side of Loogootee from US 50 to CSX RR, and southeast side of Loogootee between US 231 and US 50
  - Future commercial areas → infill commercial along Broadway and at intersections of future US 50 Connector/US 231 Connector southwest of City and future US 231 Connector/existing US 231 north of City
  - New residential areas → infill on vacant lots in City, along Bloomfield Road and Brickyard Road northeast of City, and along US 231 south of City
  - Potential conservation areas → along floodplains of Friends Creek, West Boggs Creek and White River East Fork

## Existing and Potential Land Use



## Future Land Use

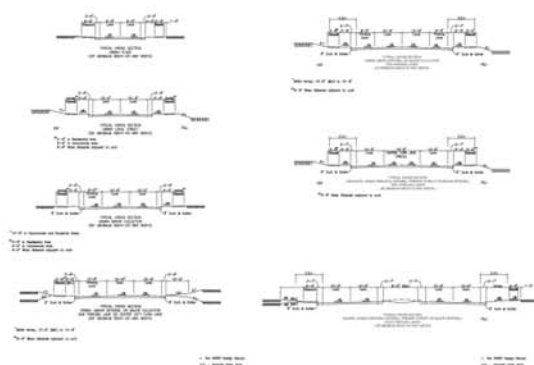


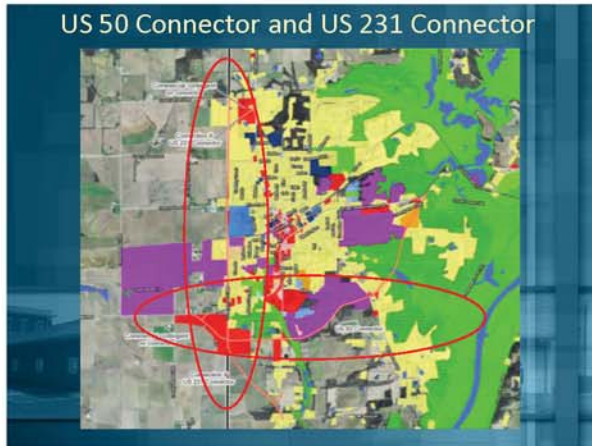
## G. What are the plan recommendations?

### 3. Transportation/Thoroughfare Plan

- Typical cross sections for thoroughfare design and right-of-way preservation
- Need to improve US 50 through Loogootee with US 50 Connector around south side of Loogootee
- Possible improvement of US 231 along the county line on the west side of Loogootee from Mt. Pleasant Road to CR 132 (north of City)
- Extension of County Line Road from Park Street across CSX RR to CR 132 to provide continuous route west of Loogootee for school complex
- Reconstruction and addition of sidewalks along Broadway
- Trails connecting incorporated communities and major recreation areas such as West Boggs Lake and Martin State Forest

## Typical Roadway Cross Sections





### G. What are the plan recommendations?

**4. Utilities Plan**

- Monitoring water and wastewater treatment plants to ensure adequate capacity for growth
- Addressing problems of aging clay sanitary sewers and stormwater inflow/infiltration into sanitary sewers
- Provision of sanitary sewers and water lines to accommodate new development on the edge of the City, including industrial sites east of City along US 50 and southeast of City from US 231 to US 50.

**5. Community Facilities/Services Plan and Open Space/Recreation Plan**

- Implementation of the 2008 Loogootee Parks and Recreation Master Plan

### G. What are the plan recommendations?

**6. Environmental Plan**

- Educate community about historic preservation and the grants and tax incentives for rehabilitation of historic structures
- Participate with Martin County to complete inventory of historic structures
- Check archaeological records for major construction projects
- Minimize prime farmland impacts by focusing future development in and adjacent to Loogootee where centralized sanitary sewers can be extended
- Create conservation areas → private dedication or voluntary acquisition → along floodplains of Friends Creek, West Boggs Creek and White River East Fork → to protect steep slopes, floodplains, wetlands and wildlife habitats
- Follow IDEM rules to protect steep slopes, floodplains and wetlands from improper site development
- Continuing the cleanup of leaking underground storage tanks



### G. What are the plan recommendations?

**7. Economic Development Plan →**

- Improving economic development opportunities by →
  - Addressing decaying and blighted properties through incentives and enforcement actions
  - Promoting economic development opportunities in and around the City
  - Promoting the transportation opportunities of I-69 and CSX RR
  - Encouraging the development of additional retail and personal services
  - Encouraging new commercial structures on vacant commercial properties
  - Promoting programs that facilitate capital start-up for small businesses
  - Encouraging the development of lodging for tourists and visitors
  - Providing adequate infrastructure for existing and proposed development sites
  - Promoting more opportunities for export business development
  - Providing incentives to attract and retain businesses, reuse vacant commercial and industrial buildings
  - Placing an emphasis on downtown revitalization efforts
- Preparing an economic development strategy and action program for Loogootee

### G. What are the plan recommendations?

**8. Downtown Revitalization Plan →**

- Creating a comprehensive, coordinated and continuing program by →
  - Establishing a public/private partnership to oversee downtown revitalization
  - Marketing downtown
  - Continued streetscape improvement
  - Providing adequate parking

**9. Housing Preservation Plan →**

- Developing a dilapidated housing program to return abandoned properties to tax rolls, pursuing federal and state programs for housing rehabilitation loans

**10. Comprehensive Plan Implementation Program**

- Adopt new comprehensive plan to better compete with other communities for State and Federal grants



### H. What commitments are needed?

1. Adoption of Plan by Plan Commission after public hearing and recommendation to City Council
2. Adoption of Plan by City Council through a resolution (resolution = guidance) not ordinance (ordinance = law) → **Does not affect land use rights**

### I. Why act now?

1. Guides public and private decisions relative to land use development and infrastructure improvements **to capture the development opportunities** of I-69 and WestGate @ Crane
2. Enables the City **to better compete** with other communities for State and Federal grants and loans
3. Establishes the **foundation for planning** under State statutes, enables the city to investigate land use controls at anytime in the future of the city's own choosing, and **avoids starting over again** from scratch in the future

**Thank You!**



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