

CITY OF LOGANSPORT

COMPREHENSIVE PLAN UPDATE

JULY 2016



HWC
ENGINEERING

CITY OF LOGANSPORT

COMPREHENSIVE PLAN UPDATE

MAY 2016



HWC
ENGINEERING

Table of Contents

Section 1: Introduction	1
Section 2: Vision Plan and Summary	7
Section 3: Implementation Plan	11
Section 4: Community Character	31
Section 5: Land Use	41
Section 6: Economic Development	53
Section 7: Housing.....	63
Section 8: Quality of Place.....	75
Section 9: Natural Resources and Recreation.....	83
Section 10: Transportation.....	95
Section 11: Infrastructure and Utilities.....	107
Section 12: Critical Sub Areas.....	117
Appendices.....	

This page intentionally left blank.

Acknowledgments

MAYOR

Dave Kitchell

CLERK-TREASURER

Carol Stacy Cox

CITY COUNCIL MEMBERS

Teresa Popejoy	Joe Ness
Dave Morris	Terry Doran
Larry Hood	Kevin Burkett
Amy Densborn	

ADVISORY PLAN COMMISSION

Penny Bannon	Matt Gotshall
Theresa Binkerd	Paul Hartman
Judy Burkhart	Terry Homburg
Terry Doran	Sege Matthew
Tom Nelson	

STEERING COMMITTEE MEMBERS:

Arin Shaver	Chris Gaumer
Adrienne Schmetzer	Michele Starkey
Becki Harris	Chris Armstrong
Dan Williams	Pam Leeman
Vicki Byrd	Bill Cuppy
Memi Rennewanz	

PREPARED FOR:

The City of Logansport, IN

CONTACT INFORMATION:

City of Logansport
601 E Broadway
Logansport, IN 46947

PREPARED BY:



HWC Engineering
151 N. Delaware Street, Suite 800
Indianapolis, IN 46204
(317) 347-3663
www.hwcengineering.com

This page intentionally left blank.

1



Introduction

INTRODUCTION

The Logansport Comprehensive Plan is an advisory guide for anyone involved in making decisions and policies for the community, such as the Mayor, City Council, Planning Commission, Board of Public Works, Board of Zoning Appeals, city staff, and engaged citizens. The plan can and should also be used by other organizations within the community.

The comprehensive plan is not the same as zoning. The comprehensive plan is not intended to provide specific development standards or the design of a certain amenity. That level of detail is best left to individual planning efforts and ordinances adopted during the zoning and subdivision control process. The comprehensive plan serves as a guide for a larger community vision and should help to inform those planning efforts and ordinances.

In Indiana, comprehensive planning is permitted by the 500 series of Title 36-7-4 of the Indiana Code. This law allows and authorizes towns, cities, and counties in Indiana to adopt plans. Any plan that is adopted in Indiana must contain at a minimum the following:

- A statement of objectives for the future development of the jurisdiction
- A statement of policy for the land use development of the jurisdiction
- A statement of policy for the development of public ways, public places, public land, public structures and public utilities.

While these represent the minimum components of a comprehensive plan, plans may also include additional elements such as; economic development, quality of place, parks and recreation, natural resource protection, transportation, and utilities and infrastructure.

The time frame of the comprehensive plan is intentionally long-term (up to 20 years). However, the plan is not static. While it is long-term and the core principles are meant to withstand changes in the economy, political landscape, and natural disasters, the plan should be evaluated annually and revised every five years in response to changing conditions.

The six month planning process began with a review of the 2009 comprehensive plan. Formation of this comprehensive plan update was overseen by a steering committee of 11 individuals, comprised of local officials, residents, and not-for-profit representatives. Additional community outreach efforts included stakeholder interviews, public meetings, public survey, steering committee meetings.

Key Stakeholder Interviews

Key stakeholders were interviewed and provided valuable input on issues such as economic development, downtown, housing, recreation and utilities which are reflected in the plan. Following is a partial list of the many organizations which contributed ideas and guidance through the stakeholder input process:

- Logansport Parks Department
- Logansport Municipal Utilities
- Department of Public Works
- Various Small Business Owners
- Little Turtle Waterway Corporation
- United Way of Cass County
- CLEDO (City of Logansport Economic Development Organization)

Public Meetings

A public workshop was held early in the process to gather additional ideas and input for the issues facing Logansport and the opportunities Logansport can capitalize on. An additional public meeting was held during the adoption process to present information and receive comments on a final draft of the plan.

Public Survey

A public survey strictly dedicated to the comprehensive plan was not created during this process. However, the community recently underwent an intensive and detailed community listening process through the United Way of Cass County. The raw data and responses from the listening process were analyzed for this comprehensive plan in lieu of additional public survey.

Student Survey

An online survey was distributed to middle and high school students in the Logansport Community School Corporation to get their input on strengths and weaknesses in the community and what the community would need to provide for them in the future for the students to stay or return to Logansport after graduation.

Steering Committee Meetings

The steering committee consisted of 11 individuals who volunteered their time to help set priorities and outline the goals and objectives for the future of Logansport. The steering committee met five times and served as the sounding board for the ideas presented in the comprehensive plan.

PLAN SUMMARY

The following is a brief summary of the chapters in the plan which lay out what the Logansport community must do to transform the community's vision into a tangible process. Several of the chapters in this comprehensive plan start with a series of goals. The implementation chapter at the beginning of the document provides a summary table of the goals along with concrete steps that can be undertaken to meet those goals.

Community Character

The Community Character chapter highlights the unique qualities of Logansport. Community resources, cultural resources, and a demographic snapshot of the community are also included.

Land Use

The Land Use chapter discusses current land use patterns for the City and how future land use decisions can assist in shaping the fabric and look of the community.

Economic Development

The Economic Development chapter discusses economic development opportunities within Logansport and where realistic actions can be taken to create an improved economic climate for Logansport.

Housing and Neighborhoods

The Housing and Neighborhoods chapter discusses the current housing situation in Logansport, including the type of homes available in Logansport, new home building permits, foreclosures, number of renters, and demographics. The chapter also highlights the current market overview in Cass County.

Quality of Place

The Quality of Place chapter discusses quality of life indicators in Logansport, including such things as education, neighborhoods, public safety, community activities, and cultural and recreational offerings in the community.

Natural Resources and Recreation

This chapter features a discussion of the available natural resources in and around Logansport including ecology/agriculture, water features, drainage/flooding, air quality, brownfields, open space and recreation. Ways in which to protect, expand, and capitalize on these resources are presented.

Transportation

The Transportation chapter highlights the existing transportation resources in and around Logansport and how land use policies should guide future transportation development. Key opportunities such as trails, sidewalks, and gateways are also discussed.

Infrastructure and Utilities

This chapter focuses on the existing conditions of Logansport's infrastructure and utilities and the need to continually plan for upgrading and maintaining the networks in place. Future growth in the community will likely require updating of infrastructure and utilities.

Critical Sub Areas

The Critical Sub Areas chapter highlights three areas which warranted further study and will require focused efforts over the next several years. Those areas include Downtown, the Ivy Tech Campus and surrounding land, and the East End PUD around the mall.

A FINAL NOTE

A primary message to residents should be about the need for public investment. Logansport is full of heritage and opportunity. This is one of the instantly recognizable assets of Logansport to outside visitors. To preserve that heritage and promote the inherent opportunity present in Logansport, public investment – in streets, trails, downtown and neighborhoods – is needed. Public investment also increases the opportunities for private investment. To pave the way for that investment, there needs to be community support.

Many hours were donated by residents and local leaders to craft the vision goals of this plan. They represent the best ideas to help you realize a widely supported and common vision for the future of the community. Community leaders must use this plan to form the basis for public discourse and to help guide the intended outcomes of their future decisions.

You should use this plan to benchmark your progress towards a common vision for the future prosperity of your community. It should guide your thoughts and actions and hold you accountable to the desired outcomes which were contributed by so many thoughtful residents. Circumstances will change, Logansport will change, and this plan should be modified to adapt accordingly.



This page intentionally left blank.

2



Vision and Plan Summary

COMMUNITY VISION

Logansport is a community at a turning point. While the community benefits from a rich history, its present condition is more influenced by limited growth and development, a challenging demographic profile, and a struggle to find its long-term economic footing. Despite this, the community is committed to turning the current tide and defining itself as a welcoming and progressive community eager to embrace new residents and economic opportunities and take advantage of the tremendous existing assets of the community. As Logansport chooses what type of community it will be in the future, it is essential that leaders not be constrained by traditional thinking and business as usual attitudes. Bold thinking, supported by strategic engagement of local and regional assets and opportunities, will leverage the significant potential of Logansport and define a new transformative and dynamic community character.

It is also worth noting some of the major accomplishments achieved by the community and steps that have been taken toward creating the character of Logansport.

- Established the Logansport Art and Design District (LoLa).
- Extended the Eel River Run and installed new pedestrian bridge over the Eel River.
- Added Huston Park to the community park system.
- Renovated Tower Park Pool.
- Ivy Tech expansion and establishment of Trine University satellite campus downtown.
- Conversion of prior McKinley School into apartments.
- Multiple facades renovated downtown.
- Construction of multiple pocket parks.

VISION STATEMENT

To be a welcoming, innovative community for all phases of life that encourages economic growth, community development and redevelopment, and lifelong education to position Logansport as a distinctive regional location to live, work, learn and play.

ISSUES IDENTIFICATION

As part of the analysis for this project, a series of issues were identified that influence the direction and strategies of any successful comprehensive plan for Logansport. Some of these issues are constraints that need to be overcome for successful implementation, others are opportunities that may be capitalized upon as implementation of the plan is completed. Each of these issues is discussed below:

1. Lack of consensus behind a coordinated community vision

Several community stakeholders have identified that there is a lack of broad based community support behind a single vision for the community. The feeling is that this has led to a lack of unity at multiple levels within the community and a weakened sense of community pride within Logansport. This plan, derived from the input and engagement of hundreds of stakeholders and citizens of Logansport, can serve as the galvanizing vision for the community and a rallying point for increasing citizen engagement within the community.

2. Downward trending population and economic profile of the community and shifting population demographics.

Like many rural Midwestern communities, Logansport has experienced a demographic profile shift over the past 20 years. Population growth has disappeared, the community continues to age, Hispanic and Burmese populations have become a growing percentage of the population base, education attainment levels have lagged competitors and unemployment numbers have been on the rise.

As population and employment has continued to shift toward regional urban centers and their nearby suburbs, communities like Logansport have been left to reassess their regional position and role within the broader regional environment. These facts present tremendous challenges for Logansport, but also great opportunities for the community to build on key community assets, establish new development and redevelopment strategies and build the quality of life and amenities necessary in order to reverse downward trending demographics.

3. Underutilized engagement and development around the communities natural resource and cultural assets

Logansport's greatest historical and current assets are the Wabash and Eel Rivers that bisect the community and converge in the community's downtown. Logansport, like many historically significant industrial cities, has in many ways turned its back to its rivers. This was done to encourage commerce and industrial use of the waterways. As industrial practices have modernized and advanced, the geographic proximity to rivers were no longer as significant and the rivers were left as underutilized opportunities. Finding new ways to engage the rivers as amenities to support quality of life in the community will be critically important if Logansport is to realize its maximum future potential.

4. Need to eliminate the gap between perceptions (internal and external) and realities

Perception is reality. The perception of Logansport is influenced by many factors, including, but not limited to, the local press outlets, word of mouth, local visitor experiences and historical influences. Based on interview and survey data, there appears to be a gap between common perceptions and statistical realities within the community. On one hand, there is a belief by some in the City that things need to remain just as they are and have always been. Demographic statistics show, however, that if nothing is done to change the downward trending growth, education and income levels in Logansport that long-term sustainability will be challenging. Some in the community also believe that Logansport is becoming unsafe with a degrading quality of life. Local crime statistics seem to generally indicate otherwise and Logansport has significant, albeit somewhat underutilized, amenities to support its quality of life. For community growth and economic development efforts, it is important that the community develop its own story and message that communicates its desired image effectively to both internal and external audiences.

5. Need to invest time and resources in redevelopment of the City's core

Much of the future success of Logansport will depend on the ability to build from inside out, find new and creative ways to reuse and improve existing neighborhoods, areas in the downtown and vacant or underutilized commercial and industrial properties. Focusing on these areas will allow Logansport to strategically invest in its core and build assets that will differentiate it from other communities with which it competes for new residents and business opportunities. Investment in these areas will also allow for the scalable, targeted and incremental successes that can form the foundation of long-term and sustainable growth.

3



Implementation Plan

IMPLEMENTING THE PLAN

This plan contains years worth of ideas and suggestions for projects. It can be overwhelming to think about addressing all of the recommendations. The chart that follows in this chapter summarizes the goals and strategies identified in each of the chapters. Each goal and strategy is grouped under as chapter name and provides priority levels and responsible parties for carrying out the goal.

However, there are some critical path strategies that should be prioritized and applied to make great strides in achieving the vision and goals set forth by this plan. All of the strategies are important, but the critical path strategies are those that should be initiated and completed first. Each of these strategies creates opportunities for other activities identified within the plan and therefore serve as key catalyst projects for the overall plan implementation.

CRITICAL PATH STRATEGIES

■ Residential neighborhood revitalization

Inventory conditions of homes in established neighborhoods and create an action plan which targets neighborhoods to focus city-led investments. Look for areas where improvements to a few homes may “tip” the street back toward revitalization. As part of this effort, work to develop a special redevelopment plan for Biddle Island.

■ Crafting the story of Logansport

Work with key local stakeholders to develop the “story of Logansport” that articulates the great assets of Logansport (schools, hospitals, rivers, etc.) as well as opportunities and advantages of living and working in Logansport.

■ Consolidating economic development resources

Consolidate economic development resources locally to establish a single point of contact for economic development. Create a single economic development website portal for Logansport/Cass County as part of this effort.

■ Reviewing and updating local ordinances

Reevaluate existing ordinances to reflect more favorable in-fill development requirements and to reflect current best practices. Ensure that the future land use map and the zoning map are not in conflict with one another.

■ Advancing local education initiatives

Develop a specialized marketing message for the Logansport Community School Corporation which promotes the offerings and unique opportunities of the K-12 school system.

■ Seeking ‘shovel ready’ designation of industrial park

Continue efforts underway to secure the ‘shovel ready’ designation of the industrial park.

■ Developing a small business toolkit

Develop a “Small Business Toolkit” of issues that businesses face, support programs that exist and resources/incentives that are available for them for start-up and growth.

■ Engaging and expanding volunteer base

Bring together volunteer organizations within the community to develop a volunteer network database to align volunteer opportunities with community volunteers.

■ Downtown redevelopment

Coordinate promotional efforts to guide development downtown with Logans Landing and economic development organizations.

■ Promoting and encouraging ethnic diversity

Encourage key local institutions (hospital, library, City Hall) to have staff on hand that can serve as translators for those seeking service in need of language assistance

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Encourage build-out of existing residential parcels and redevelopment of existing neighborhoods as a priority over new land development.				
Reevaluate existing ordinances to reflect more favorable in-fill development requirements and to reflect current best practices.	X			Planning
Develop a neighborhood revitalization plan to target specific neighborhoods which coordinates critical transportation and utility infrastructure improvements in conjunction with neighborhood redevelopment efforts.		X		Planning, Street Dept, LMU
Utilize zoning controls to encourage residential uses in upper floors of downtown buildings, to encourage higher density developments, and to prevent large lot urban sprawl at the edges of the community.		X		Planning
Support the revitalization of key areas within the city and clearly identify high potential infill or redevelopment sites.				
Discourage the expansion of existing commercial districts beyond their current boundaries.	X			Planning
Develop an inventory of underutilized buildings and vacant land within the city and include information such as square footage, parking availability, potential retail or service uses and any zoning restrictions. Make available online for easy access of community partners.	X			City, ED, LL, Building Commissioner
Prohibit development in areas where characteristics of the land, such as soils, topography, and road access, make it unsuitable or hazardous for expansion of utilities.		X		Planning, LMU
Encourage growth areas where the necessary infrastructure is available and can be economically provided by requiring new developments within 300' of existing municipal utilities to connect into the municipal system.	X			LMU, Planning
Offer economic incentives to property owners who redevelop vacant buildings.	X			Council, B.O.W.
Encourage alternative short-term uses of vacant lots such as urban farming or community gardens.		X		B.O.W. and Planning
Require vacant buildings and properties to be maintained to a minimum standard through a vacant building registry.	X			Code Enf., Building Commissioner
Review the overlay plans and PUD's for mixed use areas to ensure they do not adversely impact one another or surrounding neighborhoods.		X		Planning

Land Use

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Ensure that Logansport has an adequate supply of appropriately located industrial land ready for development.				
Ensure the zoning map aligns with the future land use map for locations of industrial land.		X		Planning
Develop long term plans for banking available industrial land and create an evaluation of appropriate quantities and locations of land inventory which should be made readily available for business growth.			X	ED, Council, LRC
Investigate opportunities for state credits to redevelop legacy industrial sites (DINO credits).		X		ED, Council, LRC
Review and update zoning and subdivision control ordinance to align with the updated comprehensive plan and future land use map.				
Update the zoning and subdivision ordinances to align with the range of land uses outlined in the Comprehensive Plan.		X		Planning
Expand allowed uses and definitions in the zoning ordinance to accurately reflect current markets		X		Planning
Review the feasibility of combining the zoning and subdivision ordinance into one Unified Development Ordinance.			X	Planning
Support responsible development of commercial hubs including the downtown, the Ivy Tech area, and the east end commercial area.				
Review development standards for the Ivy Tech development.			X	Planning, Council
Review development standards for the east end commercial area.		X		Planning, Council
Coordinate promotional efforts to guide development downtown with Logans Landing and economic development organizations.	X			LL, LRC, Planning
Offer incentives for downtown building renovations, infill construction, new business start-ups, and for business to relocate to the downtown such as grants, loan pools, or low interest loan programs.	X			LL, LRC, Planning
Encourage infill construction for continuous streetscape facades.		X		LL, LRC, Planning
Develop downtown design guidelines for renovation or infill projects.	X			LL, LRC, Planning
Create an entertainment district in coordination with the arts and design district to guide growth and development in downtown.		X		LL, LRC, Planning
Continue investment in streetscape improvements and amenities.	X			LL, LRC, Planning, LMU

Land Use

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Attract new, high-quality business and development to Logansport in order to provide a diverse and sustainable employment and tax base for the community.				
Consolidate economic development resources locally to establish a single point of contact for economic development. Create a single economic development website portal for Logansport/Cass County as part of this effort.	X			CLEDO, County, City
Continue to promote economic development products to serve community interest and market opportunities (Hoosier Heartland, Ivy Tech, Logansport Industrial Park, rail served areas).		X		CLEDO, County, City, Planning
Develop internal criteria for the standards necessary to utilize tax increment financing, property tax abatement, property acquisition and infrastructure improvements for economic development opportunities throughout Logansport, and specifically within the downtown.		X		Planning, CLEDO, City
Develop a program of incentives specifically targeted to support development/redevelopment opportunities in the downtown including, but not limited to, the creation of a Logansport Community Development Corporation, a targeted rent abatement program, low interest loans, strategic land banking, facade programs and grant support.		X		Planning, CLEDO, City, LL, LRC
Develop appropriate public private partnerships to create economic development opportunities.		X		Planning, CLEDO, City
Focus business expansion opportunities in Logansport on those industries which feed the needs of existing businesses within the City, creates the energy and climate desired by the community and whose presence will stop dollars from leaving the community.	X			Planning, CLEDO, City
Ensure that programs are in place to support the attraction of new small businesses to Logansport.		X		Council
Activate and program the business incubator opportunity in Logansport.	X			Council
Review local ordinances and procedure to reduce the time required to secure approvals and permits for desired projects.	X			Planning
Focus business attraction efforts on high wage businesses that do not require disproportionate cost to provide local services.		X		Planning
Promote Logansport as an alternative to competitors within the region with a higher return on investment.		X		Planning
Work to develop a relationship with Purdue University to support agribusiness opportunities in and around Logansport.			X	City, County, ED
Inventory all brownfield sites within Logansport	X			City, Deputy Mayor
Seek grant opportunities to pursue evaluation and clean-up of local brownfield sites.		X		City, Deputy Mayor

Economic Development

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE					
	Action Item	Priority			Involved Parties
		Short Range	Mid Range	Long Range	
Economic Development	Develop programs and policies to support and encourage the continued success and growth of the existing business base within the community.				
	Provide support and resources for entrepreneurial initiatives within the community.	X			Council
	Create active program to call on and engage major employers in the community on an annual basis. Make sure relevant content from these conversations is shared among community partners to continue to create a favorable business climate in the community.	X			ED, Chamber
	Work with local higher education institutions to create active workforce development program to support existing and new business.		X		Trine, Ivy Tech, City, ED
	Actively work to promote the redevelopment of currently underutilized industrial sites		X		ED, Planning
	Continue to support existing businesses with education, business planning, marketing plans and training (i.e. internet sales classes, etc.).		X		Trine, Ivy Tech, City, ED
	Continue local business awards program in coordination with the Logansport/Cass County Chamber to recognize local businesses and volunteers.	X			Chamber
	Implement a community wide "Shop Logansport" program to support local retailers.	X			LL, Chamber, ED
	Conduct an annual business survey of existing businesses to determine the issues and opportunities that they are experiencing or anticipate.		X		ED, Chamber
	Develop a "Small Business Toolkit" of issues that businesses face, support programs that exist and resources/incentives that are available for them for start-up and growth.	X			ED, City, Chamber, Planning
	Work with local communication providers to develop broadband internet capabilities and use this as a marketing tool throughout the community		X		ED, City, Chamber, Planning
	Develop a consistent and clear marketing message and delivery system that establishes the desired perception and identity of Logansport.				
	Work with a broad group of key economic development stakeholders in Logansport to develop the desired marketing message for the community.	X			LL, City, ED, Chamber
Work with regional and state economic development partners to develop a tiered marketing and outreach program to local, regional and national site selectors, brokers and targeted industries.		X		ED, City	
Further develop local outreach efforts in the form of newsletters, the City's website, messaging at local events and gatherings and social media platforms.	X			ED, City	

Responsible party abbreviations: LMC - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Utilize strategic incentive programs to support targeted development and redevelopment opportunities in Logansport				
Develop a downtown rent abatement program to support business startups within the downtown area. Research the packages that Kokomo offers.	X			City, LL
Pursue a plan to convert the Memorial Home into a co-working space with small meeting and gathering spaces for local businesses.	X			City, LL
Work with local banks to develop a low interest loan program to provide startup and working capital for small businesses.			X	Local banks, Council, Entrepreneur Group
Continue program to pair property owners and potential businesses to incentivize upgrades.		X		CLEDO
Develop a TIF investment plan to support private/public partnerships, infrastructure improvements, and land bank incentives for key non-residential developments.		X		LRC
Continue the Logans Landing facade program. Create limited facade easement with investment of owner and the LRC to create move-in ready properties.	X			LL, LRC
Continue streetscape improvement match program through the LRC.	X			LL, LRC
Continue the Logans Landing signage and awning program downtown.	X			LL
Develop a targeted attraction effort to bring additional restaurants downtown.		X		CLEDO, LL, City
Develop and promote an arts and culture tourism program for Logansport				
Develop a plan for wayfinding signage that leads visitors to key heritage attractions and destinations in Logansport.	X			Tourism, Council, Planning
Develop an inventory of tourism assets in Logansport and promote the list through the Cass County Visitor's Bureau.	X			Tourism
Develop strategic investment plan in key tourism assets and facilities particularly in the downtown.		X		Tourism
Coordinate with the Cass County Visitor's Bureau, Logansport Community Schools, and Cass County Historical Society to develop an interactive heritage walking tour of Logansport.		X		
Create an updated historic building survey and market the findings.			X	HPC, City
Develop a comprehensive education program for local hospitality providers of the best methods and practices to promote the community to visitors.	X			Tourism, Chamber
Work with regional and state tourism officials, travel websites and travel bloggers to communicate tourism opportunities in Logansport.		X		Tourism
Encourage residents to be a "tourist in their own community" and develop local programming to support the effort.	X			Tourism
Work with regional tourism commission, including Wabash and Delphi, to create an arts and cultural trail and promote the trail with print and digital marketing materials.	X			Tourism

Economic Development

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Encourage definition of historic neighborhoods				
Create distinct neighborhood names and boundaries for housing areas between the rivers based on historical significance of new inventory survey.			X	HPC, City
Create incentives for homes in designated neighborhoods and designated infill priorities.			X	City, Code Enf., B.C.
Encourage redevelopment and reinvestment in existing neighborhoods and housing.				
Inventory conditions of homes in established neighborhoods and create an action plan which targets neighborhoods to focus city-led investments. Look for areas where improvements to a few homes may "tip" the street back toward revitalization. As part of this effort, work to develop a special redevelopment plan for Biddle Island.	X			City, Code Enf., B.C.
Work with and/or establish a non-profit housing group whose primary goal is to promote reinvestment and housing opportunities through the purchase, stabilization, development and resale of quality housing.		X		City, Code Enf., B.C.
Research opportunities for owner occupied grant programs.			X	City, Code Enf., B.C.
Develop a program for the city purchase of dilapidated and foreclosed properties. Use the properties to establish a land bank program for future housing developments.			X	City, Code Enf., B.C.
Continue working with state and federal officials to secure funding for implementation of a blight elimination program in Logansport.	X			City, B.C.
Demolish and redevelop properties which are beyond repair and vacant lots- bundle and re-sell these properties with deed restrictions which apply strict conditions on property maintenance requirements.	X			City, Code Enf., B.C.
Purchase and re-sell salvageable properties as-is with incentives for fix-up and rehabilitation and or restrictive covenants which specify required repairs and property conditions.		X		City, Code Enf., B.C.
Implement stronger and more consistent code enforcement process.				
Develop a task force to complete periodic inspections on substandard housing with a focus given to major corridors. Couple this initiative with a possible rental occupant hotline which can be used to report major issues.	X			City, B.C., Housing Authority
Keep a record of landlord and property owner complaints and use the record to identify frequent and habitual offenders. Follow-up with frequent offenders on a regular basis and encourage better property management.		X		Code Enf., B.C.
Create a list or registry of abandoned or unoccupied structures.	X			Code Enf., B.C.

Housing

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Encourage homeowner involvement and participation in cleaning up properties and neighborhoods.				
Encourage residents to participate in future of their neighborhoods through such activities as regular neighborhood clean-up/service days with junk pick up to make it easy to get rid of large items.		X		City
Provide additional homeowner education opportunities and materials for maintaining properties and observing ordinances.		X		Code Enf., City
Initiate grant programs which provide neighborhoods with the opportunity to initiate projects that require \$2,000 or less. Examples could include neighborhood signs, gatherings, brochures, limestone monuments, flower boxes and playground equipment.			X	Council, Code Enf., City
Foster a balance of housing opportunities that are responsive to diverse market preferences and the needs of the entire community.				
Address the housing needs of low-moderate income residents		X		City, Housing Authority
Encourage and incentivize the development of upper floors of downtown buildings for residential units.		X		City, LL, LRC
Encourage additional housing stock in the \$80,000 to \$150,000 range.		X		City

Housing

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE					
	Action Item	Priority			Involved Parties
		Short Range	Mid Range	Long Range	
Quality of Place	Logansport needs to be a community with amenities that serve all phases of life.				
	Establish a set of community benchmark indicators related to various age levels and monitor the progress in achievement annually	X			
	Work with school system and senior groups to encourage elderly participation in classroom activities		X		Senior Center, YMCA, Hospital, Parks, City, Schools
	Increase and encourage interaction between youth and elderly in order to gain an appreciation for the city's heritage	X			
	Provide a diverse housing stock within the community to support first time home buyers, retirees and families			X	
	Logansport needs to be a community that supports a diverse population				
	In coordination with the Logansport/Cass County Chamber of Commerce develop a local job fair that is marketed to the entire community but specifically designed to engage the Job fair		X		Chamber, Ivy Tech, Trine
	Encourage key local institutions (hospital, library, City Hall) to have staff on hand that can serve as translators for those seeking service in need of language assistance	X			Chamber
	Develop a local position within the City/County to serve as community liaison with Hispanic and Burmese populations		X		Schools
	In coordination with Ivy Tech and the local school corporation, establish and adult education program to assist Hispanic and Burmese parents with learning about community services and civic opportunities			X	Schools
Ensure that key city documents are available in multiple languages, both hardcopy and digitally, so that community members can stay informed and served		X		Schools	

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Logansport needs to support lifelong learning by supporting and expanding educational quality and programming at all levels in the community				
Work with Trine and Ivy Tech to expand STEM programming opportunities within Logansport schools		X		Schools
Work with the Logansport Cass County Public Library to expand adult learning opportunities within the community		X		Schools, library
Develop a local campaign to promote the need to improve job skills and the benefits of and opportunities for seeking additional education			X	Schools, City
Promote existing business training opportunities/classes at Ivy Tech to local and regional businesses		X		City, Ivy Tech, Chamber
Develop a specialized marketing message for the Logansport Community School Corporation which promotes the offerings and unique opportunities of the K-12 school system.	X			City, Schools, CLEDO
Expand active and passive entertainment opportunities in the downtown and throughout the community				
Expand active and passive entertainment opportunities in the downtown and throughout the community	X			Parks, LL, City
Review the current arts district plans and develop a strategy for phased implementation of the plan	X			Planning, City, LL
Create specialized incentives and programs to promote the growth of arts in the downtown		X		Council, LL, Planning
Add a new annual signature community event in Logansport's downtown			X	LL, Arts Council
Develop an implementation plan to fund, build and activate and Event Center/Conference center in downtown Logansport			X	Council, LL, Planning
Build an appropriately sized and located parking structure in downtown Logansport to support Event Center and downtown activities and needs			X	Council, LL, Planning
Work to provide free WiFi internet service in the downtown areas		X		Council, Planning
Develop the infrastructure to support a walkable community and pedestrian oriented active spaces	X			Planning, ADA Admin, LL, Council, B.O.W.
Find new festivals and events that are focused around engagement of the riverfronts		X		LL, Art Council, Planning
Encourage riverfront oriented attractions and recreation opportunities	X			LL, Parks, Planning
Extend riverfront walkways and connect to regional trails network pursuant to trails plan			X	Little Turtle, Hospital, Panhandle, Nickelplate, Planning
Target river oriented businesses (port, bed and breakfasts, river oriented restaurants) that will develop and occupy properties along the riverfronts			X	LL, City
Create downtown business owners group to identify issues and opportunities for downtown businesses and advocate on their behalf.	X			LL

Quality of Place

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE					
Action Item	Priority			Involved Parties	
	Short Range	Mid Range	Long Range		
Quality of Place	Expand external communication efforts related to community news, activities and amenities that is focused on engaging more citizen input and engagement in Logansport				
	Work with key local stakeholders to develop the “story of Logansport” that articulates the great assets of Logansport (schools, hospitals, rivers, etc.) as well as opportunities and advantages of living and working in Logansport.	X			City, schools, hospital, ED, planning
	Develop local testimonials regarding the great assets and quality of life in Logansport and distribute those via the City’s website, social media, economic development partners and local news media.	X			City, Multiple organizations and departments
	Enhance the citizen communication network to expand a community newsletter, the City’s website, social media distribution of activities within the community, messaging at local events and gatherings and opportunities for citizens to engage in activities. Promote the community calendar on the City website informing the community of upcoming events.	X			Radio stations, Pharos Tribune, Cass County Online
	Bring together volunteer organizations within the community to develop a volunteer network database to align volunteer opportunities with community volunteers.	X			Chamber, CCCF
	Support programming and investment to improve the delivery and perception of public safety in Logansport.				
	Continue the Drug Task Force in Logansport to study and offer recommendations on addressing the areas growing drug problem	X			Police, United Way
	Develop active neighborhood watch programs in Logansport’s neighborhoods		X		Police, United Way
	Work to develop a local program similar to the former DARE program		X		Police, United Way
	Review fire service areas between the City and County and develop a plan to minimize dual coverage and ensure shortest possible response times		X		District 1, City, LFD, County

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Logansport has a rich arts and cultural heritage and physical history that should be celebrated, protected and enhanced as an asset for the city's future.				
Pursue certified local district and creation of historic preservation commission to oversee protection of historic resources	X			HPC, Planning
Develop a unique identity for each of the existing historic districts through use of streetscape elements, signage and design guidelines			X	HPC, Planning
Celebrate the importance of the city's rivers and industry in the growth of the city.	X			Tourism, LL, City
Work with the State historic preservation office regarding CLD status		X		
Use citizen committees for each historic district to develop and identify action plan and determine design guidelines	X			HPC, Planning
Use fundraising or appropriations to implement each plan and consult each plan for any construction work.		X		HPC, Planning
Hold example repair workshops in designated homes		X		
Promote reasons to become designated through incentive programs such as low-interest loan pools to fund renovations in accordance with design guidelines or tax abatements			X	HPC, Council
Develop historic walking route and way finding signage connecting historic areas and publish map	X			Planning, Tourism, City
Integrate heritage tours with annual events held in the community	X			Arts Council, LL, Tourism, HPC, Historical Society
Maximize parks along the rivers and emphasize the area's contributions to the city		X		Parks, Planning
Organize regular library events that explore elements of the city's heritage and encourage interaction with all age ranges	X			Historical Society, Library
Work with county tourism representatives to develop a marketing campaign focused on arts and cultural opportunities in Logansport.		X		Tourism, City, County
Accommodate the cultural and social needs of the community				
Promote the arts as a key aspect of quality of life with emphasis creating an endowment to sustain arts programs.	X			LL, Council, Arts Council

Quality of Place

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Develop policies and practices consistent with, and complementary to, the support of the Five-Year Parks and Recreation Master Plan.				
Update the Five Year Parks and Recreation Master Plan annually.	X			Parks
Ensure equal access of Parks and Recreation programming and facilities to all citizens.		X		Parks, ADA Admin.
Work with developers to include parks, open space, natural areas and trails within all new development plans.		X		Planning, Parks
Study best opportunities for a future sports complex to include baseball, softball, basketball, and soccer facilities.			X	Parks
Continue to connect park facilities through pedestrian connections.	X			Parks, Planning
Study adding amenities to the park system that the City currently lacks such as indoor facilities.			X	Parks
Further develop extracurricular programming within the parks system to support other organizations in the City.		X		Parks
Maintain the long term financial viability of the parks system.				
Allow for process of conditional sale of underutilized park assets – ensure that residents maintain equal access to park and recreation opportunities in the process.		X		Council, Parks, ADA Admin.
Expand partnerships and creative funding opportunities including sharing maintenance responsibilities with other organizations or City Departments.	X			Council
Create a marketing strategy to highlight and promote the key features, character and uses of existing parks within the system.			X	Tourism, Parks
Develop a capital improvements schedule for the parks.	X			Council, Parks

Natural Resources and Recreation

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE					
Action Item	Priority			Involved Parties	
	Short Range	Mid Range	Long Range		
Natural Resources and Recreation	Conserve and protect prime farmland in the urban fringe and promote infill development.				
	Inventory and evaluate the quality and amount of remaining prime agricultural land remaining within the city's planning jurisdiction. Agricultural land should be inventoried based on the United States Department of Agriculture Natural Resource Conservation Service's farmland classification system.	X			Planning
	Develop policies in conjunction with local farmers, landowners and cooperative extension programs which take into consideration the preservation of the most productive pieces of agricultural land.			X	Planning
	Protect environmental quality, especially high risk areas such as floodplains and areas with excessive slopes.				
	Develop and adopt formal policies for the design and implementation of low-impact development strategies for all developments within the city. Policies should include, but not be limited to, green stormwater infrastructure, green streets and alleys and complete streets policies.		X		LMU, City, Planning
	Capitalize on water oriented recreational opportunities along the Wabash and Eel Rivers.				
	Promote existing and develop new water access sites for kayaking, canoeing, paddle boats, and other boating activities. Work with the Wabash River Heritage Commission on promoting existing points of access.			X	Planning, Parks
	Develop easy pedestrian access points to the rivers.		X		Planning, Parks
	Continue to develop planned trail networks.				
	Promote existing and develop new planned trail networks.		X		City, Planning Parks

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Adopt a predictable and measured process for identifying and completing transportation projects.				
Update Thoroughfare Plan, which was last updated in 2002.		X		Planning
Create capital improvements plan which identifies short and long range infrastructure improvements as well as addresses any relinquishment programs from the State of Indiana.	X			Public Works, B.O.W.
Work with other city departments and Logansport Municipal Utilities to coordinate anticipated utility infrastructure upgrades with anticipated transportation improvements.	X			Public Works, Planning, LMU
Continue to develop multi-modal networks/complete streets in line with the recently adopted complete street ordinance.				
Complete a comprehensive Trails and Greenways Master Plan, an inventory of existing facilities and a schedule for future improvements.	X			All trail groups, planning, parks
Improve local access to the larger trail system by updating the prioritized sidewalk repair and replacement program. Focus initial efforts on repair and widening of sidewalks in the core downtown area and in key residential areas.	X			LL, LMU, Planning, Parks
Focus on closing gaps in the trail and sidewalk network and making accessibility and universal access improvements. <ul style="list-style-type: none"> i. Bicycle lanes on Broadway Street and Market Street. ii. Bicycle lanes on 4th, 24th and High Street iii. Plan for future connection to nearby communities and France Park. 		X		All trail groups, planning, parks
Work with developers to have trails, sidewalks, and bike racks included as a component of overall community development projects. Find ways to incentivize, or require, the installation of trails and sidewalks in all future developments.		X		Planning, City
Implement access and infrastructure elements from the Lexington Village PUD.	X			Planning, City, LMU
Continue to support and expand public transportation options.				
Establish the trial run bus route as a permanent bus route.	X			Council, senior center
Expand hours of operation and number of stops of the newly implemented public bus route.			X	Council, senior center

Transportation

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Improve main travel corridors and increase safety at key intersections.				
Study safety improvements at the following intersections and roadways: i. 6th Street and Market Street. ii. Mall Road and Market Street. iii. Roselawn Drive and Market Street. iv. Speed corridors along Broadway Street, High Street, Yorktown Street	X			Police, public works, planning
Upgrade connections to the East side through a north-south corridor utilizing Mall Road and Yorktown Road.			X	Public works, city, county
Work with INDOT to study upgrading Burlington Ave and SR 29 to handle future capacity as they serve as main entry routes into the City from the Hoosier Heartland Corridor.			X	State, public works
Coordinate improved gateways into Logansport with City brand and marketing strategy. Gateways should be approached comprehensively.				
Create a unified plan to approach gateway improvements comprehensively.	X			City, Planning
Continue downtown streetscape plan and adopt a plan of action for each street.	X			Planning, LL, LMU
Develop a streetscape plan to improve the aesthetics on Market Street and Mall Road.	X			Planning, City, LMU
Study requiring electric service to be buried for new developments and the feasibility of burying existing overhead lines in key corridors.		X		Planning, City, LMU
Establish corridor enhancement funding to improve properties along arterials through improvements such as painting, landscaping, and sidewalk repair.	X			Planning, City, LRC
Continue to expand the petunia hanging basket planters on arterial corridors.	X			City, LL
Study the potential for gateways at the following locations: i. Burlington Avenue and the Hoosier Heartland Corridor ii. 18th Street/Main Street and the Hoosier Heartland Corridor iii. Lexington Village gateway at Mall Road and Market Street iv. 3rd Street at the north and south boundaries of downtown.		X		Council, LRC, Planning, LL

Transportation

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

LOGANSPORT COMPREHENSIVE PLAN - IMPLEMENTATION GUIDE				
Action Item	Priority			Involved Parties
	Short Range	Mid Range	Long Range	
Ensure the provision of essential services to existing and new development in Logansport.				
Coordinate utility upgrades and service extensions with the future land use map and areas of prioritized development.		X		LMU
Prohibit use of new septic facilities and phase out existing septic systems over time.			X	LMU, Health Dept.
Coordinate utility improvement work with desired streetscape and roadway enhancement projects.	X			LMU, Public Works, Planning
Continue to be proactive in replacing, upgrading, and maintaining utility infrastructure, especially aging infrastructure in high development potential areas such as the downtown core.	X			LMU, City, LRC

Utilities and Infrastructure

Responsible party abbreviations: LMU - Logansport Municipal Utilities; ED - Economic Development; LL - Logans Landing; Council - City Council; B.O.W. - Board of Works; Code Enf. - Code Enforcement; LRC - Logansport Redevelopment Commission; CLEDO - Cass Logansport Economic Development Organization; Chamber - Chamber of Commerce; HPC - Historic Preservation Commission; B.C. - Building Commissioner; CCCF - Cass County Community Foundation; LFD - Logansport Fire Department

4



Community Character

INTRODUCTION

The City of Logansport has a population of a little over 18,000 and is located in north central Indiana, about 69 miles north-northwest of Indianapolis and about 130 southeast of Chicago. Logansport lies in the center of Cass County and is served by five major highways that provide convenient access from any direction. Significant nearby communities include Lafayette and Kokomo, both of which are about a half hour drive away. Indianapolis, South Bend, and Fort Wayne are also nearby, around an hour and a half drive and Chicago is around two and a half hours drive.

HISTORY

The first European settlers arrived in Logansport in 1826. Within a couple years, the forest was cleared within the downtown area and Logansport was platted in 1828. Long before European settlement, the area was a popular trading post between the French and Pottawatomie and Miami Indian Tribes. The name of Logansport is actually named for a Shawnee Indian Scout, Captain Logan, who had been a friend to the settlers. The ‘port’ of Logansport is due to the City’s unique location between the Eel and Wabash Rivers.

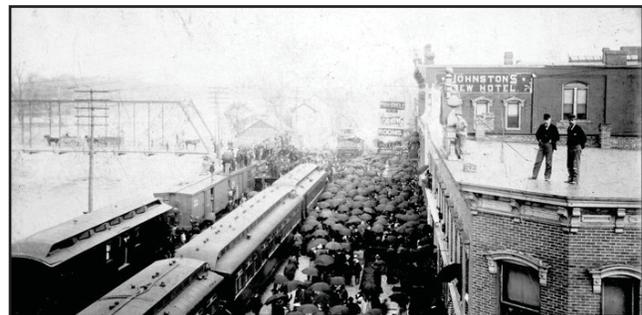
Transportation has defined Logansport’s history and growth. In the early 1800’s, the Michigan Road (now SR 27), passed through Logansport connecting Madison, IN with Lake Michigan via Indianapolis. By 1837, the Wabash and Erie Canal reached the City and was completed through Logansport by 1840, running along Erie Avenue and crossing the Eel River by means of an aqueduct along what is now 5th Street. The canal connected Logansport to cities such as Toledo, OH and New Albany, NY. The city was incorporated in 1838. The first railroad was introduced in 1852 and continued the growth and expansion of the city. Less than 20 years

later, the railroad brought about the demise of the Wabash and Erie Canal. By the early 1920’s, Logansport was a definitive railroad city, with the City seeing 225 trains each day. Lines that ran through Logansport included the Newcastle and Richmond lines, and subsequently the Pennsylvania, Wabash and Vandalia lines.

As automobiles took their place as the premier transportation model, the railroads faded away as well. The last passenger railroad discontinued service in 1970. Early on in the heyday of the automobile, Logansport also found a place as the home of two automobile manufacturers, Bendix and the Revere. Manufacturing of vehicles ceased in 1926, though Logansport still maintains some automobile related industries.

While industry played a vital role in Logansport’s history, agriculture has also been a major force in the City. Most of the land surrounding Logansport is agricultural land, and many businesses and services in Logansport support this use.

Immigrants and settlers have long been attracted to Logansport with each phase of development in the City. Primarily German, Irish and English immigrants helped to build the Wabash and Erie Canal, while those of Italian, Dutch and African American ancestry helped develop the railroads. More recently, immigrants and new residents of Logansport working in the local manufacturing and industrial jobs have included those of Latino/Hispanic ancestry as well as a large contingent of Burmese residents.



Panhandle Railroad at 4th and Canal Streets. Photo source: Cass County Historical Society

CHARACTER

Today, Logansport has an economy based around food processing, manufacturing, commerce and professional services. Logansport has a proud history, as noted above, and in 2009 was designated a Preserve America Community by former First Lady Laura Bush. This award is given to communities which:

- Protect and celebrate their heritage.
- Use their historic assets for economic development and community revitalization.
- Encourage people to experience and appreciate local historic resources through education and heritage tourism.

Logansport also boasts of some unique achievements including:

- Oldest known high school mascot in Indiana – Felix the Cat.
- Rich arts culture, including the first formal arts association in Indiana – Logansport Art Association (LAA) founded in February 1911.
- Diverse transportation history
 - Michigan Road (SR 29, US 421) ran through Logansport and was one of the first roads in Indiana.
 - Wabash/Erie Canal ran through Logansport which was one of the early communities to have the canal.
 - Two active railroads and a switch yard.
 - Interurban electric streetcar system which connected Logansport to Ft. Wayne and Lafayette.

While Logansport is somewhat an island unto itself in terms of adjacent communities, it is still within easy reach of several communities.

Table 1: Distance to Communities	
Kokomo, IN	25 miles
Lafayette, IN	36 miles
Indianapolis, IN	70 miles
Fort Wayne, IN	75 miles
Muncie, IN	75 miles
South Bend, IN	80 miles
Chicago, IL	130 miles
Dayton, OH	180 miles
Cincinnati, OH	185 miles



Logans Landing in historic depot. Photo source: HWC Engineering



Cole Park in front of Historic Bankers Row. Photo source: HWC Engineering

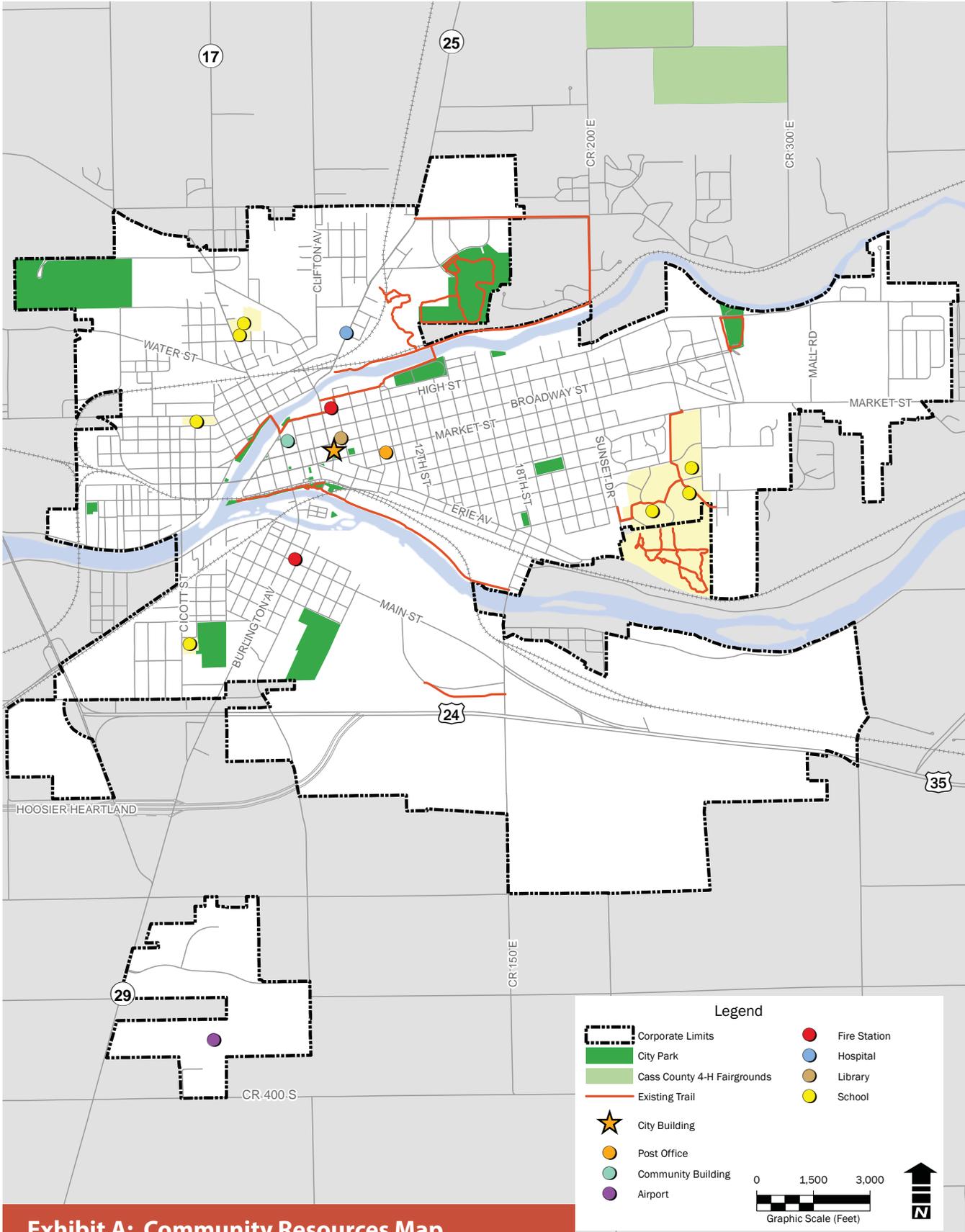


Exhibit A: Community Resources Map

Cultural Resources/Attractions

For its size, Logansport has quite an offering of cultural resources and attractions. A few examples include:

- Dentzel Carousel: Restored hand carved wooden carousel over 100 years old. Housed in Riverside Park and still offering rides and the game 'Grab the Brass Ring'. The carousel is also a Historic National Landmark and one of three stationary Dentzel Carousels in the world.
- Dykeman Park Golf Course: an 18 hole golf course and pro shop.
- Cass County Historical Society Museum.
- The State Theatre: Hosts live concerts, comedians, and theatrical productions. The venue can also be rented.
- Civic Players of Logansport: Presenting live theater to the community since 1958 (most shows are at McHale Performing Arts, but also do dinner theaters and performances at other venues).
- US 24 Raceway nearby.
- McHale Performing Arts Center (adjacent to Logansport High School).
- Little Turtle Waterway, Eel River Run, and River Bluff Trail.
- Iron Horse Depot.
- Cole Clothing Museum.
- 300 acre France Park just west of the City.
- Ridlen Political Museum.
- Mount Hope Cemetery. One of the largest cemeteries in Indiana. Offers public tours.

Logansport has also been able to save several historically significant structures and has three National Historic Districts.

- Bankers Row Historic District
- Courthouse Historic District
- Point Historic District
- Ferguson House
- Jerolaman-Long House
- John Keip House
- Kendrick-Baldwin House
- Willard B. Place House
- Pollard-Nelson House
- Henry Tousley House

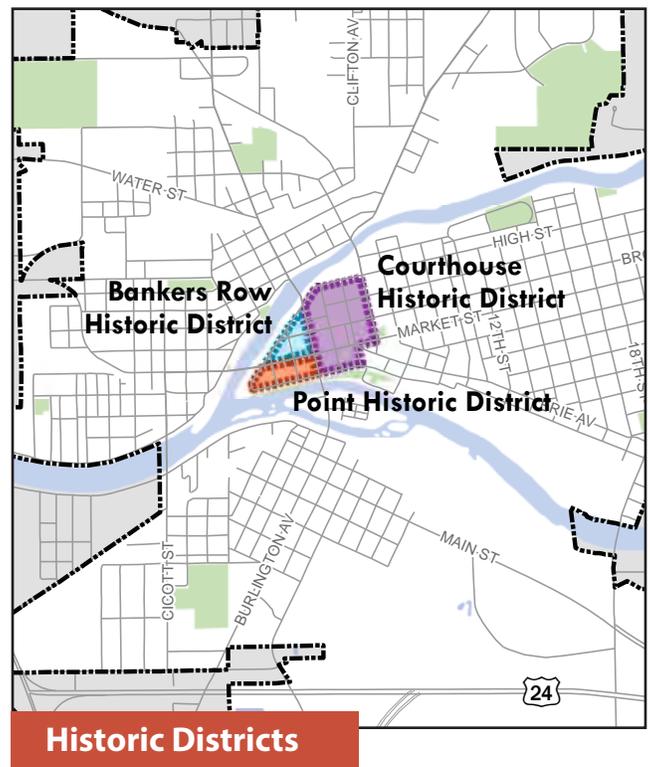




Exhibit B: Arts District and Installations

Events/Festivals

The community comes together for several large and small events throughout the year.

- Winter Fantasy Production performed by the Logansport High School Performing Arts Department.
- The Logansport Art Association puts on several shows including:
 - Black and White Show
 - Youth Art Shows
 - Fine Arts Show
 - Photography Competitions
 - Garden Tour
- Art on the Avenue every September. It is the largest art festival in region and is sponsored by Cass County Arts Alliance.
- Two Rivers Arts and Music Festival. Formerly the Med Flory Jazz Festival. Sponsored by Cass County Arts Alliance.
- Summer Sundown Music Series every Sunday at 7 through the summer at the Little Turtle Waterway. Sponsored by Cass County Arts Alliance.
- Taste of Cass County sponsored by Logan's Landing.
- BOO-Fest sponsored by the Parks Department.
- Downtown Spooktacular which draws around 850 trick-or-treaters. Sponsored by Logan's Landing.
- Downtown Christmas Open House sponsored by Logan's Landing.



Taste of Cass County. Photo source: Cass County Communication Network



Art on the Avenue. Photo source: Cass County Arts Alliance.

Community Resources

- Logansport Community School Corporation
 - Enrollment of 4,220 students between four elementary schools, two middle schools, a high school, and career center.
 - Third largest employer behind Tyson and Logansport Memorial Hospital.
- Higher Education
 - Ivy Tech
 - Satellite campus of Trine University - satellite campus in downtown
- Park System with 21 park facilities totaling over 235 acres and 5.2 miles of trail.
- Logansport-Cass County Public Library
 - Main library and 1 branch in Galveston in Cass County.
 - First library opened 1884. A Carnegie Library built in 1904.
- Public Safety
 - Fire department provides two full time stations with fire, rescue, and basic life support services.
 - Private ambulance service run by the county.
 - Police department has around 44 full time officers and operates a volunteer reserve program.
- Logansport Memorial Hospital
 - 2nd largest employer behind Tyson Fresh Meats, Inc.
- Century Career Center
- Adult Learning Center



Logansport High School. Source: HWC Engineering



Logansport Memorial Hospital.

DEMOGRAPHIC REPORT SNAPSHOT

Logansport, Indiana

LOGANSPORT		INDIANA
	POPULATION	
18,040		6,483,802
	COMMUNITY DEMOGRAPHICS	
71.9%	White	81.1%
2.6%	Black/African American	9.0%
1.8%	Asian	1.6%
22.4%	Hispanic or Latino	6.2%
1.3%	Other race or two or more races	2.1%
	EDUCATIONAL ATTAINMENT	
10.7%	Less than 9th grade	4.2%
13.6%	9th to 12th grade	8.6%
41.3%	High School	35.2%
17.9%	Some College	20.9%
4.6%	Associates Degree	7.9%
8.8%	Bachelors Degree	14.8%
3.1%	Graduate/Professional Degree	8.4%
4.4% (Cass County)	Unemployment Rate (as of June 2015 per Stats Indiana)	4.8%
	MEDIAN INCOME	
\$32,838		\$48,248
	MEDIAN HOME VALUE	
\$65,100		\$122,800

Unless noted otherwise, data above is from the 2009-2013 American Community Survey by the U.S. Census Bureau.

For the full demographic report, please see the Appendix of the Logansport Comprehensive Plan.

This page intentionally left blank.

5



Land Use

INTRODUCTION

The City of Logansport has a history of automotive manufacturing and was once a manufacturing hub. The City's past greatly influences its current land use patterns and neighborhoods. Though once a growing area, the population has been on a steady decline from a population of 21,106 in 1960 to a low of 16,812 in 1990. 2000 saw an uptick to 19,684, but the population has again been declining and the current 2014 population estimate is 18,019. Projections through 2020 for Cass County also continue to show a slight decline.

With this decrease in population and no projections for any real increase, land use policy should be implemented that supports downtown and core redevelopment and infill redevelopment throughout the City. A strong downtown with access to the rivers will serve as a nucleus for Logansport upon which future growth efforts can be anchored. However, development still needs to be managed in the east end commercial core and around the Ivy Tech campus on the south side along the Hoosier Heartland Corridor. Specific districts should also be targeted to help boost neighborhoods and improve housing stock.

Land Use Goals:

- Encourage build-out of existing residential parcels and redevelopment of existing neighborhoods as a priority over new land development.
- Support the revitalization of key areas within the city and clearly identify high potential infill or redevelopment sites.
- Ensure that Logansport has an adequate supply of appropriately located industrial land ready for development.
- Review and update zoning and subdivision control ordinance to align with the updated comprehensive plan and future land use map.
- Support responsible development of commercial hubs including the downtown, the Ivy Tech area, and the east end commercial area.

FACTORS SHAPING CURRENT LAND USE

Logansport's current land use pattern has been largely guided by past industrial uses and trends of outward growth. The core of Logansport and the west end are primarily composed of historic neighborhoods with a mix of different uses within some blocks. The downtown, once a hub of activity, now contains mainly specialty goods and services. Since industry and business historically dominated the riverfront, neighborhoods and downtown development have thus far not been able to capitalize on access to the rivers. As Logansport grew out from the center, most of the growth and new housing and commercial development moved east. The east end holds most of the newer housing stock in Logansport and contains larger box stores, chain restaurants, and most of the retail oriented development.

There appears to be more commercially available property available than the market will support. According to the Cass Logansport Economic Development Organization (CLEDO) there are 18 commercial buildings available in Logansport with a total of 105,601 square feet of space. Many of these available spaces are smaller than 2,000 square feet. There are also 4 parcels of land zoned for commercial available, totaling 8.3 acres. Logans Landing also lists 22 properties available for sale or lease just in the downtown area. Many of these available properties may not meet the needs of potential buyers or lessees.

In many communities the size of Logansport, the trend has been away from traditional mall development and more toward lifestyle centers and smaller commercial development that serve a more local market. This increases the importance of having strategically located commercial properties that can support multi-tenant buildings and stand along outlot

development, as well as preparing existing facilities (especially in the downtown), to support tenant finish/move in opportunities for smaller commercial facilities like specialty retail, service retail and restaurant uses.

According to the Cass Logansport Economic Development Organization (CLEDO), there are also three buildings available for industrial use, totaling 353,417 square feet of space. 154 acres of industrial land are available among eight parcels. Most of these available parcels are less than 15 acres.

While there is industrial land available, it is increasingly difficult for communities to land a large industrial user who brings lots of jobs and investment. Rather, in the long-term, growth and development in Logansport will be driven by creating a strong, active, and unique urban core within the downtown supported by separate mixed use districts in the east end and around the Hoosier Heartland corridor. An active and engaged downtown that offers up unique event space and access to the Eel and Wabash Rivers can serve as a regional draw for both visitors and those looking to live in a community that values quality of life amenities. An active urban core can also act as a catalyst to supporting revitalization of historic neighborhoods surrounding the downtown urban core in the west end and near east end. Due to costs of expanding infrastructure, it is more cost effective for the City to redevelop its current inventory rather than build on new land. With that said, it is still important for Logansport to maintain a healthy inventory of shovel ready non-residential properties.

The community is unlikely to attract new, expensive homes if many of the existing ones are not well maintained. The City can build its tax base by helping increase current property tax values through revitalization. The Housing Chapter and Implementation Plan further outlines a neighborhood revitalization plan.

There is also a need to encourage a broader mix of housing types and expand residential interest to fill voids in markets where certain types of housing are missing. The City should explore opportunities for mid-range move in ready housing, multi-story housing in the downtown and higher-end, multi-family housing opportunities. Higher end rental properties should also be explored. At the same time, the land use and zoning maps should ensure that an overabundance of land is not available for new residential, which could lessen the pressure to redevelop housing within the City.

Logansport's planning jurisdiction extends beyond the established corporate limits of the city to allow for the accommodation of future growth. With current demographic trends, the land use plan should reflect the majority of this fringe area as agricultural or open space uses to encourage re-development of properties and parcels within the City limits in the near-term. However, it is also recognized that there will be some incremental future development pressure on these areas as action steps discussed in this document are put into place. If this pressure occurs, areas in the fringe in the northeast end of the community and some limited areas in the northwest end of the community around the golf course should be expected to see managed residential growth. The south side of the community should plan to see continued incremental growth of commercial, industrial and other non residential uses around the urban fringe.



Agricultural land in the urban fringe. Source: HWC Engineering

LAND USE DESCRIPTIONS

Each land use identified on the Future Land Use Map is described below and is intended to be more general and broader than the City's zoning districts. This broader terminology allows flexibility for the 10-20 year horizon of this plan. The following descriptions provide the intent of each land use category.

RESIDENTIAL DISTRICTS

Traditional Neighborhood: Traditional neighborhood districts are neighborhoods that are primarily residential in character but with existing commercial uses interspersed that are focused on serving the neighborhood. Single family character housing dominates, but housing may also contain a mix of second units, cottage clusters, duplexes, triplexes, and small apartment buildings. Neighborhoods are typical of 19th and early 20th century patterns of small lots, compact development, mix of housing types, and neighborhood-oriented commercial services. Net densities can range up to 20 units per acre.

Multi-family residential is also included within the traditional neighborhood and contains duplex, multi-family dwelling units, stand alone apartment buildings, townhouses/condominiums, and mobile homes. The permitted number of housing units will vary by area, depending on existing land use, proximity to major streets and public transit, distance to shopping, and environmental issues. The number of units in a structure will range from 8 to 40. The number of units should be on the lower end of the scale next to single family residential areas.

Suburban Residential: Suburban residential is land that is developed with single-family residential units. Single-family dwellings are detached and are often part of a subdivision development, but not always. Net densities will range up to eight units per acre.

COMMERCIAL DISTRICTS

Highway Oriented Commercial: Regional commercial uses are those uses that due to their size and scale will attract shoppers and visitors from a larger area of the county and outside the county. Typical uses include “big box” retail uses, chain restaurants, and supporting retail.

Community Commercial: Community commercial uses typically serve nearby residential areas, such as a shopping district anchored by a grocery store. Professional office establishments such as medical offices could also be found within this land use.

Neighborhood Commercial: Neighborhood commercial includes small shopping centers, or clusters of street front stores that serve the immediate neighborhood. Typical uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, self-service laundries, dry cleaners, and hardware stores.



Commercial uses in the downtown area. Source: HWC Engineering

MIXED USE DISTRICTS

Mixed use is intended for well-designed developments that include a mix of land uses, such as commercial, office, and residential. There are two primary areas with a mixed use focus – the downtown and the east end. More specifics on what is anticipated within these districts is below.

Downtown Mixed Use: Future development within the Downtown Mixed Use area is anticipated to be similar to the type and mix of land use currently found downtown. The emphasis is on increasing the types of spaces available for living and working to encourage a mix of compatible uses, and to encourage the revitalization of downtown with buildings designed to provide a high quality pedestrian oriented street environment. Mixed use may include permitted activities within the same building or within separate buildings on the same site or on nearby sites. Commercial, local restaurants, residential and some light industrial/industrial arts uses are appropriate for the Downtown Mixed Use district. The Downtown Mixed Use area would also contain urban parks and public gathering spaces, recreational access and use of the rivers, local shops and restaurants, and hubs for local entrepreneurs and artisans.

East End Mixed Use District: The East End Mixed Use District is intended to encourage a mix residential and commercial areas and create a compact and viable urban village feel. Mixed uses within this area could include single and multi-family housing, commercial shopping center with chain and franchise retail establishments, office buildings and community oriented services such as banks. Open space and pedestrian connections will be present within this area as well.

INDUSTRIAL DISTRICTS

Heavy Industrial: This broad category includes areas deemed appropriate for light and heavy industrial uses, which are generally not compatible with residential development. These uses includes heavy manufacturing uses whose primary objective is for compounding, processing, packaging, and assembling of products, construction, contracting, transportation, utilities, and mineral extracting uses. This category also includes infrastructure related uses for electricity, gas, and water services such as power plants, sewage treatment plants, and landfills.

Medium Industrial: This category is intended for small to medium-scale, clean industrial uses. Such uses may include wholesaling, warehousing, flex space, construction, distribution, or other small to medium-scaled uses that are minimally or moderately intrusive.

Light Industrial: Uses in this category include research and development facilities, business parks, small-scale product assembly, distribution centers, technology and advanced manufacturing, cottage industries, business incubators, and laboratories. Emission of fumes, noise, smoke or other pollutants is strictly controlled. Compatible residential and mixed use projects may also be located in this category.



Industrial uses often require screening and othe controls if they are situated near residential districts or other sensitive areas. Source: HWC Engineering

INSTITUTIONAL DISTRICTS

Institutional Land Use: Institutional land uses are those which are intended for public or semi-public uses and can include cemeteries, hospitals, civic uses, schools, public/private schools, colleges and universities.

OPEN SPACE DISTRICTS

Open Space: This land use category includes potential land uses that are intended to promote active and passive greenspace uses, such as undeveloped open space, neighborhood and community parks, riparian corridors along streams and rivers, and other scenic resources such as preserves. Park spaces include both indoor and outdoor activities. Such facilities could include athletic fields and courts, children’s play areas, trails, buildings or structures for recreational activities and community gardens.

AGRICULTURAL LAND USE

Rural Agriculture: Rural agriculture includes land for farming or for the raising of livestock. Agricultural activities include crop propagation, dairying, stock animal, and poultry. It should be recognized that right to farm laws should apply in these areas. As a long-term policy, intensive agricultural uses with the fringe area should be transferred to County jurisdiction.

Urban Agriculture: Urban agriculture includes land for agricultural uses that are distinct from intensive agricultural and specific to the City. Activities include nurseries and specialized small-scale farming of crops.

FUTURE LAND USE MAP

Logansport updated their comprehensive plan six years ago, in 2009. During that process, a Future Land Use Map was created to depict the desired future land uses for the existing corporate boundary of Logansport, as well as a fringe area outside of City limits but within the City planning jurisdiction. During the last six years, that map has been revised periodically as property owners petitioned the City for uses not covered under the map. The current future land use map, along with the minor revisions incorporated since 2009, is largely applicable to today with a few key changes.

COMPARISON OF EXISTING AND PROPOSED PLANS

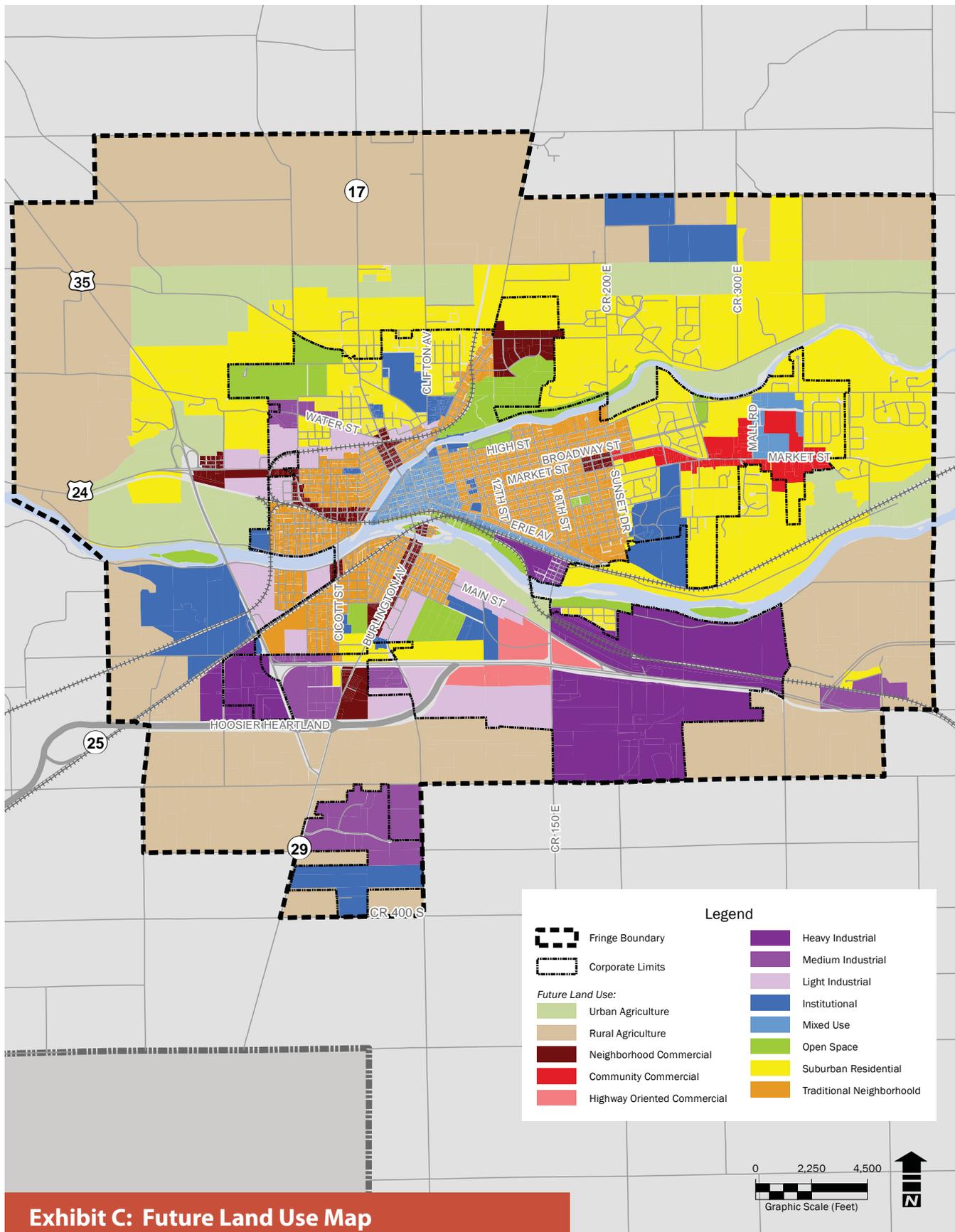
The main changes from the existing proposed future land use map and the existing future land use map include:

- Consolidation of residential land uses at the urban fringe.
- Separation of agricultural uses into rural agriculture and urban agriculture.
- Separation of commercial land use into three distinct commercial land uses; highway oriented, community, and neighborhood.
- Establishment of neighborhood commercial districts along main corridors into the community.
- Separation of the institutional land uses into civic and open space land uses.
- Separation of the industrial land use into three distinct industrial land uses; heavy, medium and light.

A thorough review of the Logansport and Fringe Zoning Ordinance and the Logansport Subdivision Control Ordinance is highly recommended, though not included as part of this plan.

The current zoning map and the future land use map also have a few areas of conflict between the two. These include:

- Inclusion of residential areas to the west of the Dykeman golf course in the northwest corner of the community.
- Inclusion of additional industrial areas along the Hoosier Heartland Corridor and along the southern edge of the Wabash River in the southeast corner of the community which have access to utilities, rail, and highway access.
- Provision for the neighborhood commercial corridors along the major entry ways into the community.



ZONING REVIEW

In addition to the Future Land Use Map, the Logansport Zoning Ordinances provide another level of guidance and direction in appropriate land uses at a more detailed level. Whereas the Future Land Use Map is a guide, the zoning ordinances are the legal means by which to direct land uses. One of the tools to help define certain areas within the city are overlay districts. Overlay districts within the zoning ordinances include:

Logansport Gateway Overlay District:

The corridor overlay district is an overlay district following the Hoosier Heartland Corridor (US 24), with the intention of controlling types of industrial and commercial development to ensure land use compatibility and design quality. A map of the overlay district can be found in the Appendix.

Riverfront Protection Overlay District:

This district covers land abutting the Wabash River, Eel River, and other creeks and tributaries that may be designated by ordinance. This district seeks to ensure opportunity for enjoyment of river vistas and access to the river banks, continuity of river trails and access to the rivers in conjunction with underlying land uses and development.

Logansport Airport Overlay District:

This district consists of the inner sections of airport approach areas and aircraft circling areas. This district seeks to ensure safety around the airport and safe take-offs and landings by limiting height, size and type of development within the area. A map of the overlay district can be found in the Appendix.

Historic Overlay District:

This district is intended to preserve and protect historic or architecturally worthy buildings, structures, sites, monuments, streetscapes, squares, and neighborhoods of recognized historic districts. This district applies to the existing historic districts as well as individually identified historic structures.

Downtown Overlay District:

This district lays out design standards for the downtown area which describe the principles of sitting, parking, massing, height, signage, and treatment of façade and materials that will be allowed in the construction of new buildings, additions to existing buildings and in the rehabilitation of existing buildings. These standards are drawn from the commercial building heritage of Downtown Logansport and seek to provide compact scale, traditional building types, architectural detail, and accommodation for pedestrians. A map of the overlay district can be found in the Appendix.

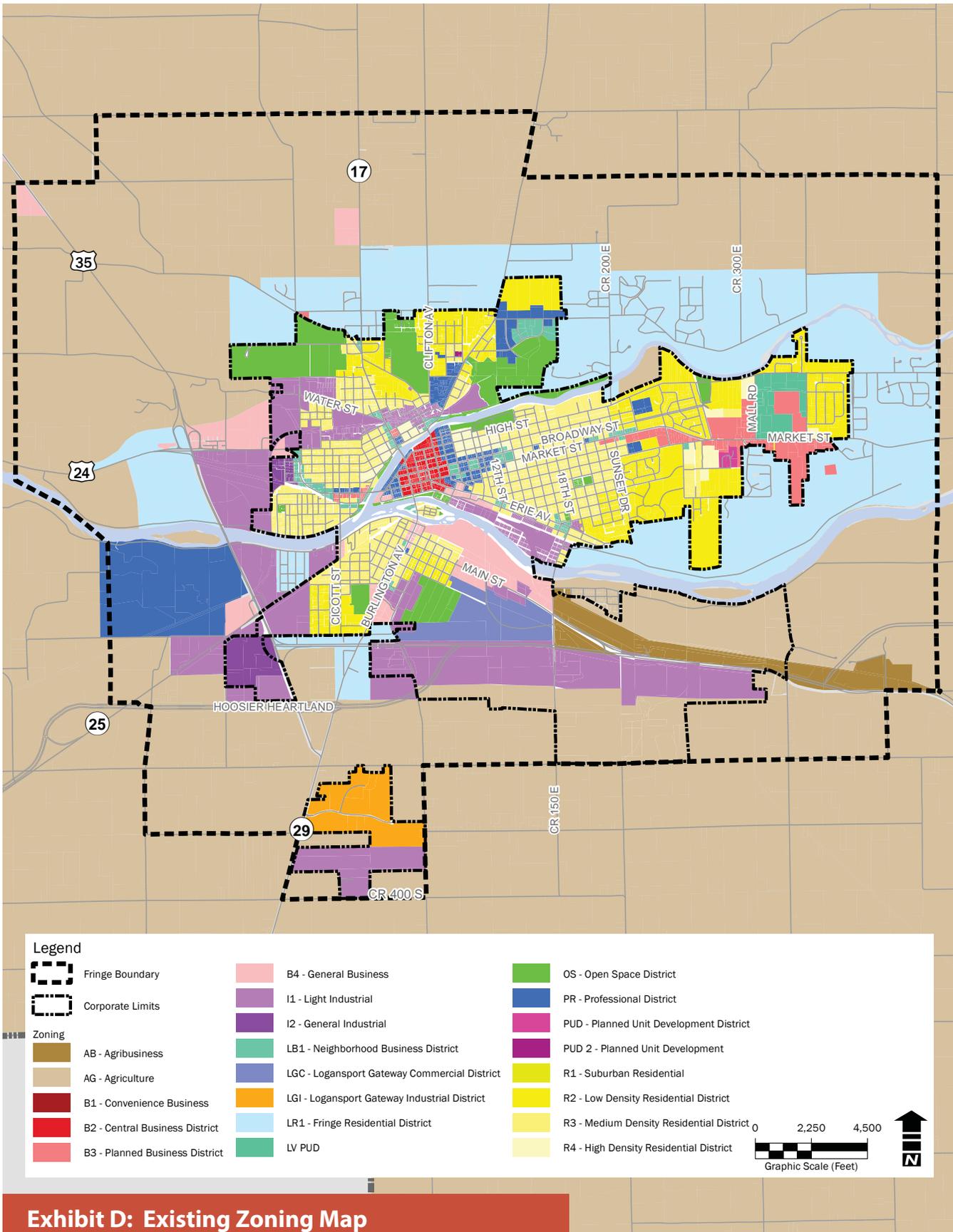


Exhibit D: Existing Zoning Map

Lexington Village PUD:

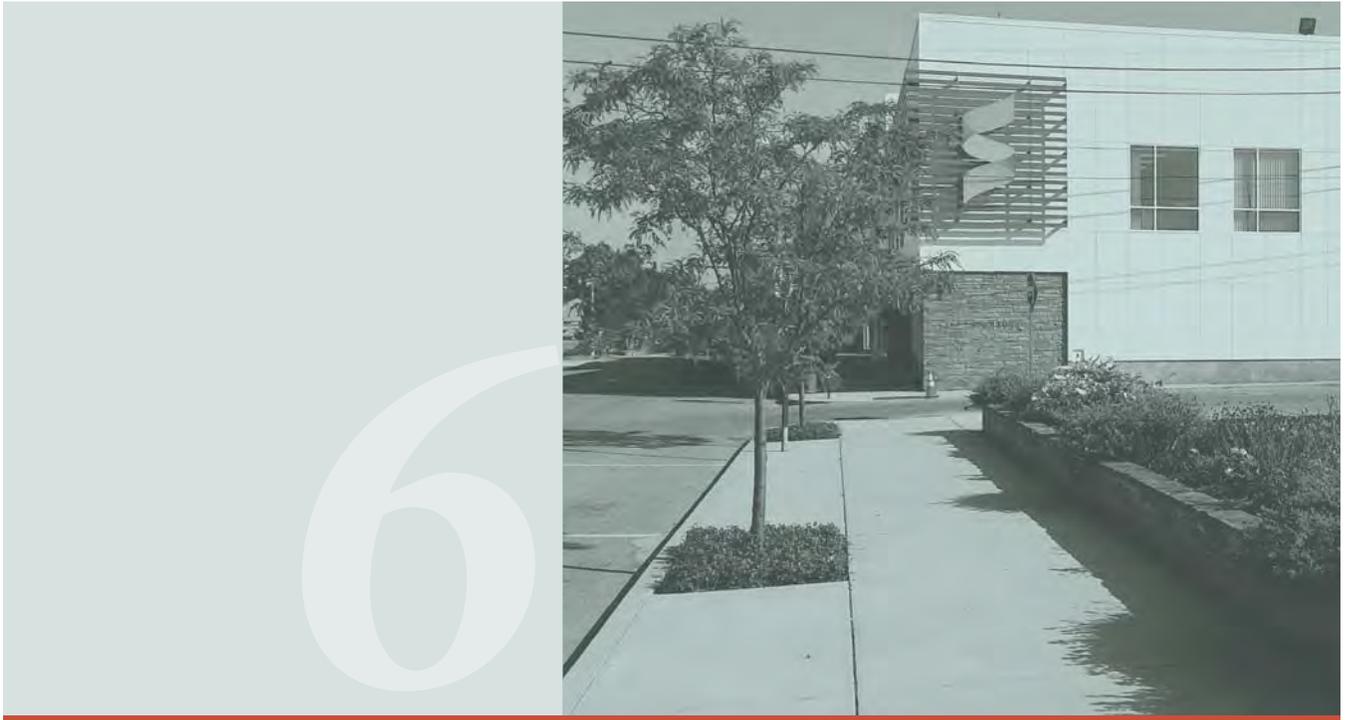
This district seeks to ensure that appropriate land is set aside for any redevelopment of the mall area for pending infrastructure improvements by the City of Logansport.

Also allowed within the zoning ordinances are Planned Unit Developments (PUD's). Planned Unit Developments (PUD's) are flexible planning tools intended to accommodate, encourage and promote innovatively designed developments involving residential and/or non-residential land uses. Such a planned development may be designed as a large scale separate entity, able to function as an individual community neighborhood, or mixed-use development; as a small scale project which requires flexibility because of unique circumstances or design characteristics; or as a transitional area between dissimilar land uses. Where a PUD is deemed appropriate or necessary, traditional zoning regulations are replaced by performance considerations to fulfill the objectives of the Comprehensive Plan.

Additional requirements should also be considered for implementation into the zoning ordinance to help promote the complete streets ordinance recently passed. Examples of additional requirements could include:

- Sidewalks to be required as part of the site plan of new development or re-development of existing properties.
- Bike racks to be required in new developments or re-development of existing properties.

This page intentionally left blank.



Economic Development

INTRODUCTION

The focus of economic development has been shifting over the past several years. Historically, economic development has focused on the building of wealth in a community by creating high wage jobs, building infrastructure to support assessed valuation growth and tax base and finding ways to provide support and incentive to local business within the community.

More recently, economic development is focusing on the development of quality of place to support traditional economic development efforts. With the state's shift away from a traditional property tax structure to a more income/sales tax based structure, it is becoming increasingly more important where someone chooses to live and shop than where they work. While building quality places has always been an important factor in economic development, the need to attract and retain a talented workforce for your community and region has never been more important than now.

Economic Development Goals

- Attract new, high-quality business and development to Logansport in order to provide a diverse and sustainable employment and tax base for the community.
- Develop programs and policies to support and encourage the continued success and growth of the existing business base within the community.
- Develop a consistent and clear marketing message and delivery system that establishes the desired perception and identity of Logansport.
- Utilize strategic incentive programs to support targeted development and redevelopment opportunities in Logansport.
- Develop and promote an arts and cultural tourism program for Logansport.

KEYS TO ECONOMIC DEVELOPMENT SUCCESS

Economic development is a competitive process. Factors such as regional amenities and trade areas certainly impact a community's ability to be successful, but there are fundamental local criteria that must be in place for any community to experience successful economic growth within a very competitive economic development environment. Among these are:

Strategic investment is essential to long-term sustainability

Being ready for development opportunities is a critical part of being successful. While site selection decisions used to be made over several months, they are now made in a few weeks. This means that communities that have not invested in critical infrastructure to open sites for development or are not prepared to do so as part of a public/private partnership, are often left without sites to market and lose the deals before they are ever really considered. Logansport has available shovel ready industrial sites and commercial sites along in the Logansport Cass County Industrial Park, but consideration must also be given to the redevelopment of underutilized space like vacant industrial properties, commercial areas around the mall, and additional development areas along the Hoosier Heartland corridor.

Plan for the future, but be flexible

A plan is only as good as the best available information at the time the plan is written. Opportunities for development often occur in the middle of a plan's implementation and in some cases these opportunities, while good and worth pursuing, were never anticipated. Flexibility is essential to ensuring good decisions are made throughout the life of the plan. This flexibility must be tempered, however, by establishing the vision and strategies to provide a decision making framework that can evaluate future opportunities and ensure the best decisions are made. Establishing the criteria to make these decisions will ensure consistency in the implementation of the plan, maintain the spirit of the plan with future decisions, and allow the required flexibility to deliver the best long-term development within the community.

Decisions must be made for the short-term and the long-term

Short-term success is key to successful plan implementation, but truly sustainable economic success is a long-term proposition often taking years for the complete implementation of plan strategies. Logansport is hungry for development to occur and when good opportunities are presented, communities should aggressively pursue them. Sometimes, however, early opportunities may not be in the best long-term interest of the community. In these cases, it is critical for communities to say no, which is very difficult to do as nobody wants to walk away from a potential deal. This is especially true along the Hoosier Heartland corridor. With this understanding, however, steps must be taken to find short-term redevelopment and development opportunities to build successful momentum within the community and raise Logansport's profile within the region.

Be clear, concise, and consistent in decision making

People involved in site selection decisions are looking to mitigate risk. It is critical that communities are responsive to requests for information, clear in their expectations and desires, concise in outlining timelines and development standards, and consistent in the application of standards from one project to another. This will create trust and confidence in potential development partners that their investment will be protected, as well as mitigate some of the risk inherent to private capital investment decisions. This responsiveness will require coordination and collaboration of local economic development efforts and, as best as possible, the creation of a single point of contact and responsibility for economic development efforts.

A future consolidated economic development organization should be able to manage economic development efforts for both Logansport and Cass County. Ideally, the organization will be funded by both public and private sector partners and should be housed geographically within Logansport.

Local leadership is a key

Another part of mitigating risk is trusting the people with whom you do business. Being able to demonstrate that local entities work together and are interested in common outcomes is one of the first things that site selectors look for in communities. Being in a position to commit to things such as infrastructure construction and incentives, and then being able to deliver on that commitment, will help secure the current deal. It will also set the tone in the broader development community that it is safe to do business with the community in the future. Logansport has strong leadership at many levels, but that leadership is still divided when it comes to driving local economic development policy. Strides have been made by narrowing local economic development agencies from three to two, but if Logansport is to compete on a regional basis for economic development projects, it is essential that leadership at all levels coalesce around a single vision and collaboratively work toward delivering on the common good for all citizens of Logansport and Cass County.

AREAS OF FOCUS

Regional Position and Workforce

Logansport/Cass County is part of the North Central Indiana Economic Development Partnership (NCIEDP) that is centered on the hub of Kokomo, IN. The area is also heavily influenced, however, by another regional hub in Lafayette, IN. This is significant because, according to Stats Indiana, the labor force for counties located within the NCIEDP is anticipated to decline annually nearly 1% till 2030. According to the same source, the labor force around Lafayette is anticipated to grow about the same percentage rate. This means that for Logansport to remain competitive, it must find ways to stabilize its workforce while at the same time enhancing and modernizing the skills of its existing workforce. This is further reinforced by the fact that, in 2013, 8.4% of Cass County's workforce commuted into Cass County from the five adjacent counties (with 37% coming from Miami County) while 11.4% commuted out of Cass County (nearly 47% of that number going to Howard County).

Cass County's unemployment rate has improved significantly since 2009 and as of June 2015 the Indiana Business Research Center reported that the unemployment rate was 4.4%. This is lower than the State of Indiana's 4.8%, and is also lower than the regional hubs of Kokomo/Howard County (4.9%) and Lafayette/Tippecanoe County (4.7%). The relative strength of Logansport/Cass County further identifies the need and opportunity to grow the local workforce. However, the types of jobs that are sought will be an important factor for long term sustainability. Currently Cass County and both regional hubs rank in the bottom half of the state in per capita personal income (per Stats Indiana). Cass County also ranks in the bottom half of the state in average compensation per job, while Howard and Tippecanoe Counties rank

in the top quarter of the State. According to the Indiana Economic Development Corporation's Zoom Prospector database, 68% of employees in Logansport make less than \$50,000 per year, with only 13% earning over \$75,000 per year. These statistics indicate that if Logansport/Cass County cannot attract higher wage jobs, it is likely to continue to lose workforce to Kokomo and Lafayette.

Internal Processes

Much of a community's success in economic development is how they manage development and redevelopment projects internally. This requires that the correct resources are allocated in the correct manner to efficiently and effectively establish local policy, manage internal reviews and responses to information requests, coordinate local resources and data gathering, lead local zoning/development review and manage economic development projects. Prezoning properties, developing public private partnerships, establishing economic development/redevelopment areas and developing fast-track internal review processes will go a long way to preparing the community for future success. Some of this work has already been completed in Logansport, but work remains to position the community to maximize future success.



Shovel ready sites at the industrial park. Source: HWC Engineering

The State of Indiana and private sector site selectors operate on very quick decision timelines and for this reason seek a single point of contact to work with in communities. This is an area of weakness for Logansport/Cass County. Currently there are two separate economic development groups representing the area, which is an improvement from the three that previously existed. One is managed by the County, and the other is actually the original organization known as the Cass Logansport Economic Development Organization (CLEDO). The City will be best served in the long run if it is represented by a single organization that is designed to oversee the overall economic development efforts of the area.

Based on the range of economic development opportunities and issues that Logansport and Cass County face, it is not uncommon for consolidated economic development organizations to have multiple staff members. While all staff members should be familiar with overall operations of the organization, having areas of focus for individual staff members may be appropriate.



Infrastructure in place and parcels ready at the industrial park. Source: HWC Engineering

Business attraction

Most communities spend a significant amount of time seeking to attract new, large primary employers to their communities. These businesses use several factors to determine where they will locate and these include:

- Market demand
- Environmental factors
- Infrastructure capacity
- Availability of City services
- Site Access and visibility
- Cost of doing business
- Availability of workforce

The market has not generated significant new industrial business opportunities in Logansport. Despite this, the community has many of the assets above (such as available infrastructure, site access and visibility, and available service) to support attraction efforts and it is important to spend an appropriate amount of time and resources trying to attract new businesses. These attraction efforts should be targeted to the types of businesses and industry that support strong wages, have limited environmental impacts and strengthen Logansport’s regional position. Logansport has a strong heritage of industrial and production uses. It is reasonable to assume, given the infrastructure and workforce in place, that these types of uses will continue to seek opportunities in Logansport, albeit on a more limited basis than historically was the case. Shovel ready sites exist in the City’s current industrial park and that positions the community to be responsive to opportunities as they present themselves. Coordinated marketing and outreach programs, accompanied by strengthening the relationships with regional and state economic development partners, must be developed to “sell” the assets currently in place to support attraction efforts.

Efforts should also be made to try to capitalize on currently underutilized assets within the community, specifically the abundance of rail access, access to the Hoosier Heartland Corridor, the area around the airport and properties that are located along the south side of the Wabash River. Each of these areas create opportunities for the community to find ways to market these assets and promote them to specific users that could directly benefit from them. The area's new Ivy Tech is well positioned to support new retail and office development and may, with coordination from the college, be able to be a destination for specialized attraction efforts for more technology focused businesses.

Logansport is also home to several industrial and retail redevelopment opportunities that should be pursued. The main industrial opportunities exist on the west side of town, and the primary retail development opportunity is on the east end of the community near the mall. While there are shovel ready greenfield development sites available at other locations in the community, a plan for reuse and reactivation of abandoned and vacant buildings and sites needs to be implemented to support improvement of the overall community character and reinvigoration of the local economy. Finally, there is a significant agricultural presence within and around Logansport. Significant primary employers are agricultural uses and food production (like Tyson Fresh Meats, Inc. and The Andersons). This may be a market niche that can be promoted to secure additional agriculturally focused businesses in the area.

Existing Business Development

Statistics show that the vast majority of future job growth within communities will come from businesses that are already located within the community. It is easy for a community like Logansport to focus its attention on growing its largest primary employers, and Logansport is blessed to have several within its jurisdiction. Businesses like Federal Mogul Corp., The Andersons, Kauffman Engineering, Tyson, and Small Parts, Inc. dominate the private sector employment base within the community. But it is also important to note that, according to Zoom Prospector, 57% of the businesses in Logansport have four (4) employees or less. 88% have less than 20 employees and only 3% have 50 employees or more. This means that a significant amount of local economic development policies and resources needs to support existing business development, especially small business development.

One critical piece of infrastructure to support these efforts will be an incubator space for entrepreneurs. The City is currently looking for a place to hold this space in downtown. This space, along with programming partnerships with Ivy Tech, Cass County Entrepreneurs, the Logansport/Cass County Chamber of Commerce and the Indiana Small Business Development Council, as well as the current efforts underway to create a formal entrepreneurial initiative within Logansport will position the community to develop a culture of small business support and success in Logansport.

Workforce Development

Availability and access to a skilled workforce in one of the most important components of economic development. While businesses view workforce as a regional matter, the demand for workforce within the region makes access very competitive. This means that as much as possible, Logansport must build its local workforce to support local businesses as much as regional ones. One key asset to support ongoing workforce development efforts are the presence of multiple higher education institutions in Logansport. These potential partners, if actively engaged to develop supportive programs and partnerships with local schools, local economic developers and local businesses, can be a key to building and supporting a vibrant local workforce in Logansport.

Logansport Community Schools are another important partner in this process as the key to great workforce development is developing a culture of life-long learning in Logansport. Developing this culture starts at the earliest stages of education, continue through college and trade school and is embedded in business growth strategies of local businesses. One challenge to Logansport's local workforce is that, according to Zoom Prospector, of the nearly 10,300 local workers, 67% of the jobs in Logansport are in the retail and service sectors while only 11% are in manufacturing. Given the manufacturing history of the community, it is possible that there is an underemployment gap in the community and the possibility, through additional educational opportunities, to grow the skill base of the existing Logansport workforce.

Marketing and Communications

Economic development is about storytelling. It is about crafting the message of your community, packaging it in the most effect medium and then communicating that message to the appropriately identified target audiences. For Logansport, it is also about creating positive change to the external perception of Logansport and fostering civic pride and engagement by the citizens of the community. An effective program will include local outreach in the form of newsletters, the City's website, messaging at local events and gatherings and social media. The purpose of these efforts is not just to keep the public informed, but also to solicit their engagement and participation in local civic decision making and activities. Effective outreach will also include regional and national outreach through economic development partners to brokers, site selectors and potential business relocation opportunities. This messaging is designed to inform prospects of the opportunities in Logansport and communicate why businesses that locate in Logansport will be successful.



The existing industrial park has good visibility and access off of SR 29. Source: HWC Engineering

Incentives

Incentives are a critical part of both business attraction and business growth activities. While incentives are not usually the most important factor in a business choosing to locate within or expanding within Logansport, an absence of available incentives may be a factor that precludes Logansport from even being considered for such opportunities. Developing an available toolbox of incentives for business attraction in Indiana commonly include tax increment financing, real and personal property tax abatement property acquisition support and the provision of infrastructure improvements. A significant step toward this has already been taken with the creation of the City's Tax Increment Finance (TIF) districts (see Exhibit E). Beyond these, however, the community should employ more focused incentive strategies to support redevelopment and downtown development efforts. These may include such things as the creation of a community development corporation, rent abatement and support, low interest loans, strategic land banking, facade programs and grant support. In most cases incentives should be used to fill a gap between the desired project and the private market's ability to deliver the project on its own. Ideally, incentives will lead to a tipping point in the market where the financing gap or risk concerns become mitigated by an increase in market demand that negates the need for incentives to justify future projects.

Tourism

To grow and support the local economy, especially retail establishments, it is critically important to infuse as much disposable income into the community as possible. One source of this income can come from local residents and growing the wage levels and residential population within the community. This strategy, while important for developing a sustainable local economy, also requires an increase in costs to local services to support this growth. One strategy that does not require a comparable increase in cost, however, is growing the tourism activity for Logansport. This is not an option for all communities, but Logansport has an abundance of tourism assets that it can promote to increase visitor traffic within the community. An abundance of parks, the historic carousel, the confluence of the Wabash and Eel Rivers and the historic downtown create a strong network around which to build an effective arts and cultural tourism program for Logansport.



Just one of many sculptures and pieces of artwork in the downtown area. Source: HWC Engineering

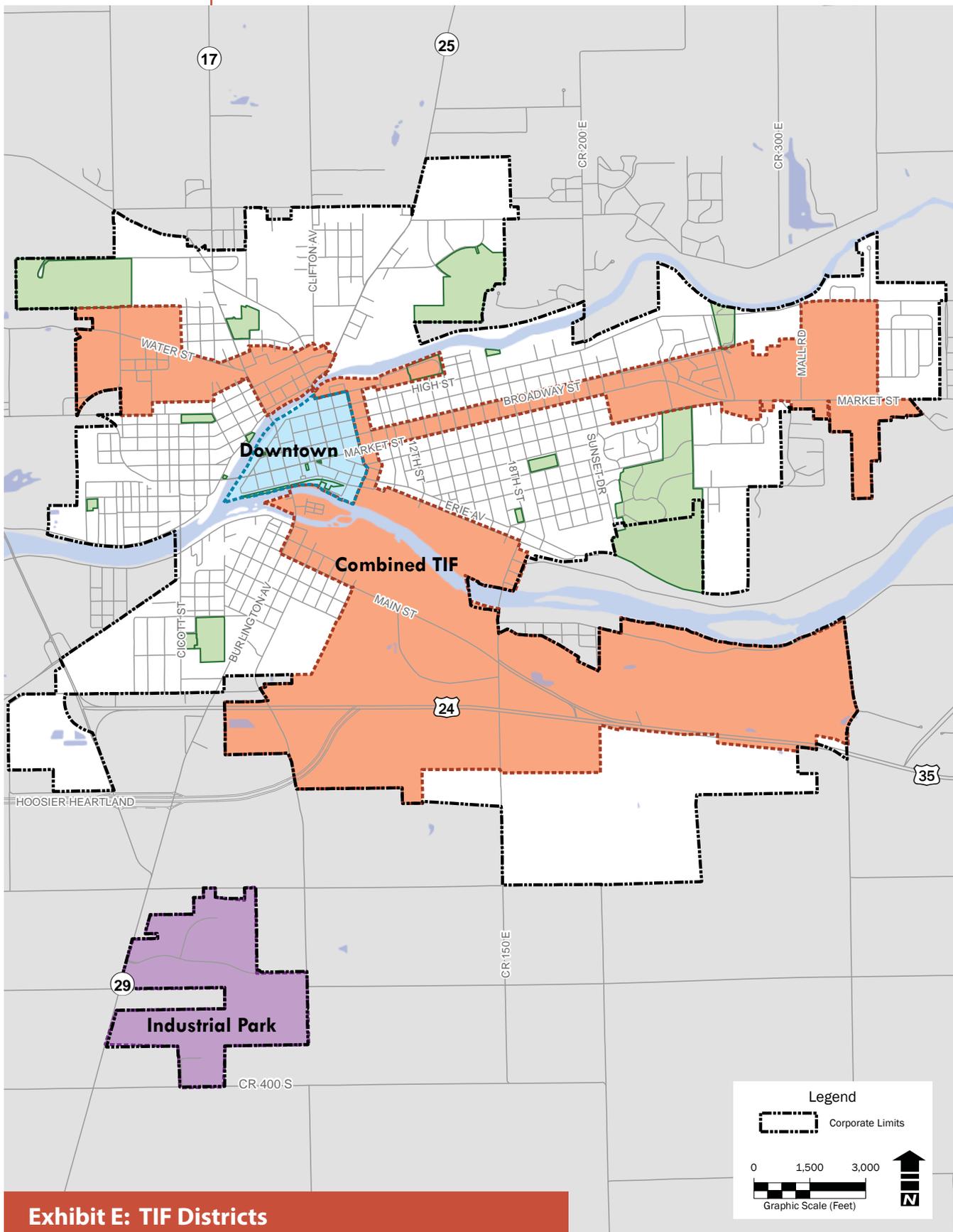


Exhibit E: TIF Districts



Housing

INTRODUCTION

Logansport will work to encourage reinvestment in the local housing stock and improve condition of available housing. With a surplus of residential property available and a decreasing population, it will be critical to focus growth and redevelopment within the City limits and discourage new housing developments outside of the City unless it is in areas designated by this plan. Logansport will also encourage a more diverse range of housing opportunities, including more affordable and higher quality rental options and mid to upper end housing choices.

Housing Goals

- Encourage definition of historic neighborhoods
- Encourage redevelopment and reinvestment in existing neighborhoods and housing.
- Implement a stronger and more consistent code enforcement process.
- Encourage homeowner involvement and participation in cleaning up properties and neighborhoods.
- Foster a balance of housing opportunities that are responsive to diverse market preferences and the needs of the entire community.

OVERVIEW

Logansport has about 18,000 people living in 7,718 single-family homes, duplexes, apartments, condominiums, townhouses and mobile homes.

An overview of local housing can be found in the table below, which compares Logansport and Indiana on key housing indicators.



Historic Bankers Row housing. Photo source: HWC Engineering

Table 2: Logansport and Indiana Housing Data						
Characteristic	Logansport 2013	Percent of Total	Percent Change 2000-2013	Indiana 2013	Percent of Total	Percent Change 2000-2013
Current Population	18,040	–	-8.3%	6,514,861	–	7.1%
Total Housing Units	7,718	–	-3.8%	2,800,895	–	10.6%
Occupied Housing	6,783	87.9%	-10.8%	2,481,793	88.6%	5.9%
Owner Occupied	4,318	63.7%	-7.4%	1,746,481	70%	4.4%
Renter Occupied	2,465	36.3%	-16.3%	745,312	30%	10.5%
Vacant Housing Units	935	12.1%	54.8%	319,102	11.4%	38.6%
Median Home Value	\$65,100	–	-19%	\$122,800	–	-3.7%
Median Year Built	1941			1972		

Source: U.S. Census Bureau, 2009-2013 American Community Survey

The numbers reflect the decreasing population that Logansport has been experiencing since 2000 as well as the loss of properties through blight removal by the City.

Housing will be one of the critical elements to address in helping Logansport gain solid footing and turn around the recent decreases in population. Despite some real challenges, such as the age of the housing stock, poor condition of many rentals, and lack of upkeep in some neighborhoods, there is a lot of opportunity.

There is room for new housing within the community and the same historic housing stock that presents a challenge also presents a real opportunity to foster neighborhoods full of charm and architectural quality that is hard to find with new subdivisions.

FACTS SHAPING LOGANSPORT'S HOUSING

The most recent data available for Logansport is from the U.S. Census Bureau's 2009-2013 American Community Survey (ACS), which reveals the following key facts:

Population and Housing Stock

- Population decreased at around 8% between 2000 and 2013. Available housing units decreased by around 4% in same time period.
- In general, between 2000 and 2010, the age of homeowners has been pretty stable. There is a larger percentage of homeowners between 55 and 64 at 19.9% compared to 14% in 2000. While that age group rose, those between the ages of 35 to 44 decreased from 20% in 2000 to 16.7% in 2010.
- Homeowners between the age of 75 to 84 have increased from 10.7% in 2000 to 13.6%. Homeowners 85+ have also increased from 3.6% in 2000 to 5.2%.
- The homeowner vacancy rate is 1.9% compared to the State at 2.3%.
- .7%(55) of occupied structures in Logansport lack complete plumbing facilities and 1.5% (99) lack complete kitchen facilities.



Traditional neighborhood housing with some varied architecture. Source: HWC Engineering

Age and Value of Homes

- Home value has declined from \$80,357.99 in 2000 (adjusted for inflation) compared to \$65,100 in 2013, a decrease of nearly 19%. By comparison, Indiana's median home value decreased by 3.7% during the same period.
- Logansport has a high percentage of homes built before 1939 – 48.8%. 91.4% of the housing stock was built before 1970. By comparison, the percentage of homes built before 1939 in Indiana is only 18.4%.
- 27.3% of homes were valued under \$50,000. 67.8% of homes were valued between \$50,000 and \$150,000. No homes were valued above \$200,000. Compared to the State at 10.5% under \$50,000, 51.9% between \$50,000 and \$150,000, and 20.9% above \$200,000.

Rental Units

- 36% of Logansport's housing stock is rental units, compared to 30% of housing stock in the State of Indiana.
- The number of available rental units has decreased by about 500 units between 2000 and 2013. At the same time, the percentage of occupied housing which are renter occupied has decreased by around 2%.
- The 2013 rental vacancy rate is 7.6%. The State had a rental vacancy rate of 8.4%.
- Percentage of renters (36.3%) is higher than the State average of 30%.

Financial Stability

- Nearly 24% of homeowners with a mortgage pay more than 35% of their income for housing. 9.4% of those without a mortgage pay more than 35% of their income towards housing. 40.4% of renters pay 35% or more of their income towards rent. Those paying over 30% are considered cost burdened and unaffordable.
- The 2015 FMR (Fair Market Rent) for Cass County is \$643 for a 2 BR. The Indiana FMR for a 2 BR is \$744.
 - At that FMR, a worker would need to earn an hourly wage of \$12.37 (working 40 hours a week, 52 weeks a year) in order to afford the 2 bedroom FMR without paying more than 30% of their income on housing according to the National Low Income Housing Coalition.
 - Also at that FMR, someone who earns the minimum hourly wage of \$7.25 must work 68 hours a week in order to make the two bedroom FMR in Cass County affordable according to the National Low Income Housing Coalition.



Suburban housing around the east end. Source: HWC Engineering

Bank Sales and Foreclosures

RealtyTrac.com provides real time market statistics on foreclosures and bank owned properties in communities across the United States. According to their online data for Logansport:

- 1 property in every 1098 is in foreclosure. Bank owned properties are down 55.6% from the previous year.
- Foreclosure filings also down by 40% for auction and 55.6% for bank owned.
- According to RealtyTrac, 45 properties are REO or bank owned properties in Logansport.

Cass County Market Overview

The Indiana Association of Realtors provides monthly housing market updates for Indiana counties, but not cities, including comparison of data for July 2014 and July 2015, and the year-to-date change. According to their data:

- Across the State of Indiana, all indicators are up (new listings, pending sales, closed sales, median sales price, average sales price, and percent of original list price received). According to statewide data, healthy buyer demand persisted into July 2015.
- For Cass County, there were 55 new listings in July 2015. 334 new listings year to date. This is up 4.4% compared to last year.
- Median sales price in July was \$110,000, which is about middle of the pack among Indiana counties. The year to date for 2015 is \$65,000, which is lower than most Indiana counties. The year-to-date median sales price for Indiana is \$133,500.

- Sellers were getting around 94% of their list price at sale.
- There is a nine month supply of homes on the market in July 2015, which is a slight increase from the same time last year.



Traditional housing in older neighborhoods. Source: HWC Engineering

CURRENT MARKET SNAPSHOT

Another tool to see the state of housing in Logansport is to review the homes and properties currently listed for sale. The tables below show the properties listed for sale on realtor.com in September 2015. Table 2 shows there were 257 properties for sale, with the majority being single family.

Table 3: Properties for Sale (September 2015)						
Apartments/ Multiple Family Homes	Single Family Homes	Condo/ Townhome / Row Home / Co-op	Manufactured/ Mobile Home	Lots/ Land Residential	Farm/ Ranch	Total
14	191	0	7	45	0	257

Table 4: Price Range and Number of Properties for Sale (September 2015)							
	<\$25k	\$25k-\$75k	\$75k-\$100k	\$100k- \$150k	\$150k- \$200k	>\$200k	Total
Apartments/ Multiple Family Homes	3	11	0	0	0	0	14
Single- Family Homes	0	109	35	22	14	11	191
Lots/Land Residential	27	10	5	1	0	2	45

Table 3 shows that the majority of homes for sale were listed between \$25,000 and \$75,000. Statistics from realtor.com also indicated that the average listing price was \$59,000, the average rent was \$495/month for a two bedroom unit, buying is cheaper than

renting after 12 years in Logansport, and the number of homes listed for sale is greater than the number of homes being sold.

SUBSIDIZED HOUSING

Alternative housing is available for low-income, disabled, and elderly residents through public housing authorities and nonprofit organizations such as the Logansport Housing Authority. Below is a list of some of the subsidized housing options available in Logansport.

- Canterbury House Apartments
3405 Lindsay Drive; 1/2/3 bedroom units
- Pinecrest Manor Apartments
770 Crest Drive; 1/2/3 bedroom units
- McKinley School Apartments
1501 Meadlawn Avenue; 1 bedroom units
- River Bend Apartments
101 Mall Road; 1/2/3 bedroom units

Additional income based apartments include:

- Logansport Senior Citizen Village I
2626 George Street; 1/2 bedroom units
- Logansport Senior Citizen Village II
3131 George Street; 1 bedroom units
- Cass Plaza Apartments
300 Cass Plaza Drive, 1 bedroom units
- Bend in the Woods Estates
1701 Smith Street, 1 bedroom units

According to affordablehousingonline.com, there were a total of 306 Section 8 housing units available in Logansport, 141 Low Income Housing Tax Credit units, and 96 units through Rural Development Section 515.

BUILDING PERMITS

Building permits are yet another indicator of the strength of a housing market. Building permits are averaging 12-13 permits a year for single family homes in Cass County. At its peak in 2004, Cass County was issuing between 50-60 permits each year. The number of permits dropped off sharply after 2008, in which 30 permits were issued, and has not recovered to prior levels.

LOCAL REALTORS' PERSPECTIVE

Local real estate agents were asked their opinions about the state of the housing market in Logansport and their opinions on the greatest opportunities and challenges in Logansport. Their comments are summarized below.

Housing Market

Most of the housing stock in Logansport is all unique and individualized. There is very little spec housing or housing developments. It is much more common within Logansport to have a home built on land or remodel an existing home.

There is a lot of demand for homes that are priced between \$80,000 and \$150,000 and they sell very easily. There is not much of a demand for homes over \$150,000. While there is some localized demand from professionals at certain employers in the area, the local market at large just doesn't support it.

There are homes and properties that sell for more, but most of these homes are further out in the county and come with a lot of acreage. Homes priced above \$300,000 would have an extremely hard time selling.

There is still a demand for nice, clean, properties in the \$80,000 to \$150,000 range.

Desirable neighborhoods

Generally speaking, the most desirable neighborhoods in Logansport are in and around the east and northeast end. The homes within this area tend to be among the newer ones in the City and don't struggle with the same maintenance issues that have befallen some of the older homes. There are pockets of very nice smaller neighborhoods and streets all over Logansport, but they are mixed in among blighted properties.

Rentals

The rental market in Logansport has some real opportunity. There are a great number of rentals in Logansport, however, many of them are less than desirable.

The west end of Logansport has a higher concentration of rentals. There are some very nice rentals within these neighborhoods, but they are also mixed in among properties with absentee landlords or landlords who have not kept up their properties.

Nice, high end rentals are sorely needed in the community, but not available. Nice rentals are almost always full with a waiting list. There is very little available to rent to young professionals or families. Housing opportunities in upper floors of downtown buildings may be a good option for these renters.



Downtown building with upper floor housing opportunities.
Source: HWC Engineering

A HOUSING STRATEGY

The question remains how to reinvigorate neighborhoods within Logansport and turn around the negative perception about poor housing opportunities in Logansport. Unfortunately, a single answer to the challenges doesn't exist. Rather, there are several steps which can be combined together for a comprehensive approach.

- Define neighborhoods by defining neighborhood edges and giving these areas names based on historical significance. By having a name, a community can take pride and ownership in a defined neighborhood.
- Target neighborhoods to redevelop, not just houses. People have an eye for neighborhoods that have great future potential. The Neighborhood Revitalization Map on page 69 illustrates three neighborhood zones which could be targeted for revitalization. It is highly recommended that neighborhoods and boundaries be established upon which this map can be refined.
 - Neighborhood Zone 1 includes streets between 14th and 20th Streets where most of the homes are attractive and well kept, but an increasing number of homes are deteriorating. Fixing homes in this zone would help restore an otherwise attractive street.
 - Neighborhood Zone 2 is similar to Neighborhood Zone 1, but the homes in these neighborhoods aren't as architecturally prominent and the streetscape isn't as well defined. However, most of the homes within these neighborhoods are well kept and investment into this neighborhood can have a big impact similar to Neighborhood Zone 1.

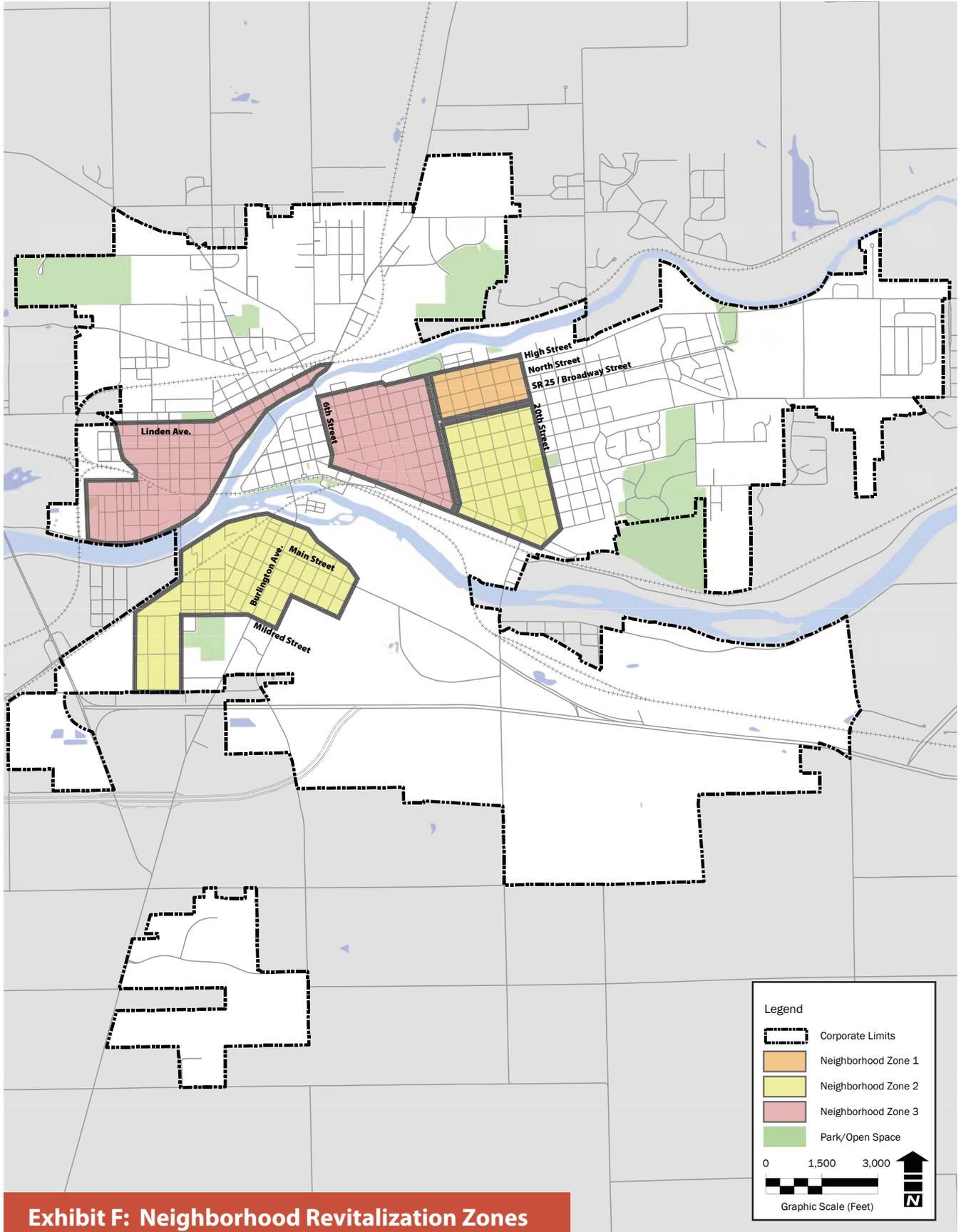


Exhibit F: Neighborhood Revitalization Zones

- Neighborhood Zone 3 has many more older and poorly maintained homes, many of which are rentals. Investment in these neighborhoods is needed, but will require more investment over a longer period of time.
- Build on existing assets such as open spaces, rivers, the downtown, schools, and other commercial developments to create anchors for neighborhoods.
- Offer incentive programs to homeowners or landlords to improve properties. These incentives can include grants and soft loans and be targeted to specific neighborhoods.
- Offer incentives for infill development in existing neighborhoods.
 - Promote condo and townhome developments along river frontage infill sites.
 - Utilize infill sites downtown where appropriate and near amenities to help fill a senior housing need. According to a 2014 market study by Land Advisory Group, the market could support 44 units in downtown Logansport.
- One of the loudest and most often repeated complaints about the state of housing in Logansport are run-down and unkempt properties. Increased code enforcement coupled with increased homeowner education about common violations and how to correct them can go a long way. Finding ways to connect homeowners with resources can also be very helpful.
- Work with business, service and civic groups to fund and operate a resource center.
 - Develop a library of tools as well as a collection of home improvement guidelines for home repairs.
 - Coordinate volunteer programs to help those in need with common home repairs and cleaning.
- Create an inventory of abandoned and blighted properties.
- Create an acquisition program/land bank program to address blighted properties. These can often be formed with a community development corporation.
- Seek public/private partnerships for development of land bank properties.
- Utilize zoning to encourage future residential growth in responsible ways including:
 - Encouraging mixed use buildings downtown with retail on the first floors and residential above
 - Encouraging connecting streets, higher density development and pedestrian friendly neighborhoods
 - Preventing large lot suburban sprawl development at the edges of the community



Suburban style housing around the east end. Source: HWC Engineering

This page intentionally left blank.

This page intentionally left blank.

8



Quality of Place

INTRODUCTION

As discussed in the Economic Development chapter of this plan, quality of place has become a critical part of growing successful communities. Enhancing the quality of place of the community helps to create unique places that differentiate one community from another. This in turn influences people's decisions on where they will choose to live, raise their families, invest private dollars and seek to create workforce opportunities. In the post 2008 recession world, the gap between communities that are thriving and those that are declining has only widened, especially in more rural areas within regions. Communities that rely on prior investment and previous success are experiencing difficulty in attracting new residents to their communities, but are also seeing their existing residential base erode. The demographic analysis of this plan shows this trend is true in Logansport.

Communities that are currently experiencing success in building sustainable development and strong local economies are already implementing strategies to enhance their attractiveness for livability. While there is no definitive list of the factors that define the relative quality of a place, there are numerous metrics which are generally related to most statistical quality of place analysis. These generally include such things as:

- Quality K-12 education systems
- Higher education opportunities
- Diverse and active neighborhoods
- Strong public safety conditions
- Sufficient density to support certain local services
- Specific amenities such as individual sports facilities, trails, public gathering spaces and recreation areas
- Community activities and culture
- Community heritage

This chapter will look at all of these issues to assess the current condition of the community and offer actions and strategies to support an enhancement of the overall community character, sense of place and quality of place in Logansport.

Quality of Place Goals

- Logansport needs to be a community with amenities that serve all phases of life.
- Logansport needs to be a community that supports a diverse population.
- Logansport needs to support lifelong learning by supporting and expanding educational quality and programming at all levels in the community.
- Expand active and passive entertainment opportunities in the downtown and throughout the community.
- Expand external communication efforts related to community news, activities and amenities that is focused on engaging more citizen input and engagement in Logansport.
- Support programming and investment to improve the delivery and perception of public safety in Logansport.
- Logansport has a rich cultural heritage and physical history that should be celebrated, protected and enhanced as an asset for the city's future.
- Accommodate the cultural and social needs of the community.

K-12 EDUCATION

The most important quality of place statistic for a community may be the quality of its local schools. Local schools are an essential decision making factor in helping people decide where they will live, and correspondingly where they will choose to locate their businesses. There are two sides to looking at relative qualities of local schools. The first is the quality and range of services that are actually being provided to the children of Logansport. The second is how the community is reviewed statistically by those outside of Logansport that are looking to either move themselves or their businesses to the community. Regarding actual services, Logansport schools provides a diverse offering to its current student base and quality educational opportunities for all learning levels.

Between Logansport High School and Century Career Center, there are over 200 dual credit opportunities offered which was translated into 27 college credits on average being transferred into colleges and universities upon graduation. Honors courses, which students must test into , are offered in all academic areas at the middle and high school. Middle school students also have the ability to earn high school credits. Beginning at the elementary level, the school corporation has very successful academic teams, student councils, service learning clubs, athletics, and fine arts program. The size of the corporation allows for a very diverse offering of programs and activities, while at the same time allowing students to partake in multiple of these offerings. The well rounded offerings of the corporation have helped to produce 18 Lily Scholarship winners, 15 National Merit winners and numerous state championships in academic competitions.

The broad statistical categories from which the school corporation is perceived tell a different story, however. Logansport High School lags behind the state average in Math and Language Arts attainment in the State's standardized ISTEP+ assessment. Logansport also trails the state average in SAT scores, graduates taking Advance Placement exams and graduates passing Advanced Placement exams. These key statistics have led to US News' annual ranking of Indiana Schools placing Logansport outside of the top 50 schools in Indiana and Zillow.com, a popular real estate data website, giving Logansport High School a below average rating. Graduation rates are trending upward, however, and now are the highest in eight years and well above the state average at 95.2%.

The demographic profile of the corporation presents challenges that must be managed and may contribute to the statistical levels of the schools. Currently the corporation has 61% free and reduced lunch students and a 32% Hispanic population. While these are not specifically related to student performance, they are indicators of potential language barriers and parental disconnect that can impact the learning environment for children. The corporation has instituted several programs to help English Language Learner (ELL) students, but research as indicated that it takes these students five to seven years to master those skills. Each year Logansport Community School Corporation continues to surpass the goals set by the Indiana Department of Education for expected growth of these students.



Logansport Career Center. Source: HWC Engineering

The main take away is that external perception is driven by available data and the available data likely does not reflect the desired perception of Logansport schools or the actual quality of education provided. Like economic development, the school corporation needs to develop its story and communicate the great assets and work of the corporation through all communication channels available, not just the citizens of Logansport, but to potential new residents as well.



Banner poles and lighting on Logansport High School's campus. Source: HWC Engineering

HIGHER EDUCATION

Educational attainment is a strong indicator of quality of workforce and the attractiveness of the community to younger families and millennials. Logansport is in a great position being served by multiple local institutions, specifically Ivy Tech and Trine University. The diverse offerings of Trine and Ivy Tech create opportunities for local education in nursing, engineering, business, science, welding and other technical and trade disciplines. A relationship exists to allow seamless connection between the two to allow for transition between Associates and Bachelor's degree options for students. While the current college attainment level in the community lag the state average, the presence of these two facilities provides partnership opportunities to increase the overall education level of the community. They also present a great opportunity to promote STEM (Science, Technology, Engineering and Mathematics) learning in local K-12 education to begin to develop a culture of advance learning at an early age in Logansport. Both facilities also have the opportunity to connect with local businesses to create tailored learning opportunities for current and anticipated workforce needs. This can not only assist in helping local business grow, but can be an effective tool in encouraging new businesses to locate within the community.



Trine University in downtown. Source: HWC Engineering

DIVERSE AND ACTIVE NEIGHBORHOODS

To attract a talent base to support a 21st century workforce, communities must embrace opportunities to support demographic diversity within their communities. Most areas of economic success around the country have demonstrated a willingness to embrace diverse cultures if not outright promote them. Logansport is in some ways already a diverse community with a large Hispanic and Burmese population. This presents challenges and opportunities for the community moving forward.

The 2015 United Way Community Survey indicated that both groups do not feel that the community has embraced them. They note that they feel that job opportunities are limited, that few services seek to help bridge the language barrier and that they do not feel engaged by the community. Steps must be taken to bridge the language and culture gap that currently exists and to support additional community engagement of its diverse population.

Diversity also needs to be achieved in supporting all ages within the community delivering Logansport as a “whole life” community where people can raise families, where young adults can work and start their families and where people are comfortable retiring. This includes opportunities for the community to gather, specialized service provision and programming for different age groups, support of housing alternatives to support younger and older populations and creating a walkable community. If Logansport is to become the vibrant economy it desires and compete for jobs and workforce attraction regionally, it must take steps to promote and support a diverse population base.

This diversity is not only essential for long-term economic development, but has a real and evident impact on Logansport’s quality of place. Currently, ethnic populations generate local entrepreneurs, help populate business space downtown and are a critical partner in neighborhood revitalization efforts.

PUBLIC SAFETY

Survey data collected by the United Way indicates that there is a perception that the community feels less safe than it did just a few years ago. While there is a growing concern of drug use in Logansport like most areas in Indiana, the Logansport police department’s statistical data does not indicate a weakening of overall public safety within the community. Like most things, however, perception is reality.

With this in mind, Logansport must take steps to enhance the citizen’s feelings of safety within the community. This will need to include the disbursement of community data as well as the creation of new programs to engage the public. There is also a concern regarding the collaborative provision of fire service between the City and the County and the service areas of some stations. Both providers should review current service plans to identify gaps in coverage and areas of dual coverage to develop a plan to most efficiently and effectively provide fire service to the citizens of Logansport.

SPECIFIC AMENITIES SUCH AS INDIVIDUAL SPORTS FACILITIES, TRAILS, PUBLIC GATHERING SPACES, RECREATION AREAS

Much of this section is discussed in the parks and recreation chapter of this plan. Some specifics to highlight in this chapter, however, is Logansport’s opportunity to engage its rivers, promote cultural amenities and tourism, to create arts and entertainment districts downtown and to connect the entire community with trails and sidewalks. As Logansport works to create an inviting and welcoming feel for a young, professional workforce building and programming these uses will be critically important. Finding new locations and ways to connect the public with the rivers with both active and passive engagement opportunities is an essential strategy for the community.

Equally important is building the infrastructure that will make the community truly walkable. Special focus should be given to making downtown a central gathering place for the community. This includes the possibility of building the infrastructure and facilities to define and support an entertainment district within downtown Logansport. This concept is more specifically detailed in the downtown section of the Critical Sub Area chapter.



Little Turtle Waterway Plaza and Gateway Structure.
Source: HWC Engineering

COMMUNITY ACTIVITIES AND CULTURE

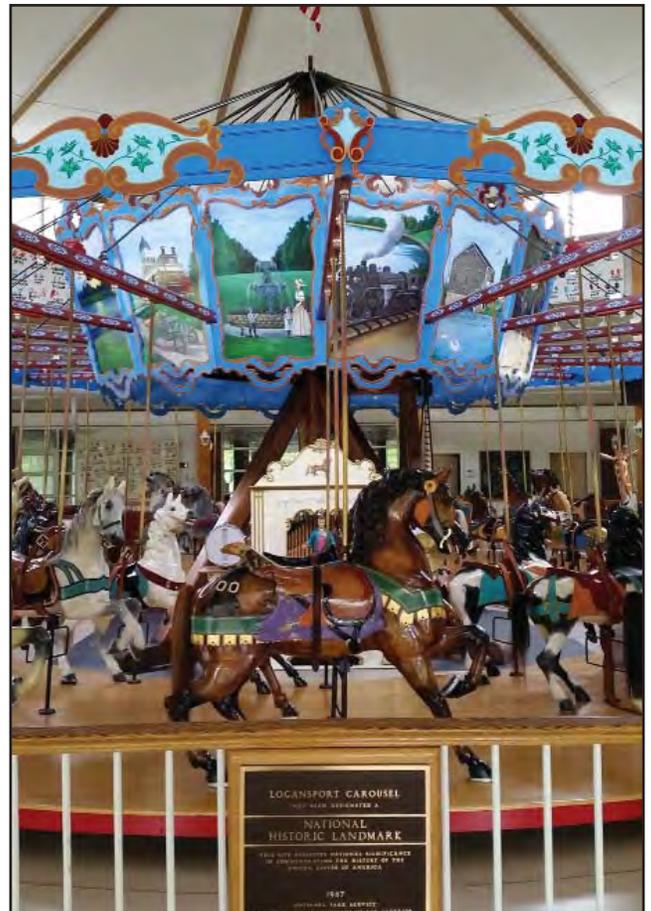
Logansport has an active festival and event schedule, but many citizens have noticed a decline in number of these activities that take place, in large part, as a result in a decrease in the amount of available volunteers to support such events. Opportunities for the community to come together are important to build civic pride and activate communities. Whether it is annual events like community dances and festivals, or more recurring events like farmers markets and concert series, these types of events help define a community and activate spaces. Equally important is supporting the arts culture. Logansport has identified an area in its downtown to promote the development of arts related uses and activities. Investment of time and resources should continue to be made to advance this effort if Logansport is to enhance its attractiveness to new residents and workforce talent.



Farmers Market at 4th and Market Streets downtown. Source: HWC Engineering

COMMUNITY HERITAGE

Logansport is a community with a rich history and cultural heritage that is defined in many ways by the commerce and trade that was supported by the significant river and rail services that continue to serve the community today. This history provides great character for the community, but like most aging communities, there are issues that challenge Logansport's ability to be the community that it desires to be. As Logansport begins to develop its story, it should draw from this unique heritage and culture as the foundation of its story. As mentioned elsewhere in this document, Logansport should also work to develop an active tourism effort around their historical, natural, and arts and cultural assets.



The Dentzel Carousel in Riverside Park. Source: HWC Engineering

This page intentionally left blank.



Natural Resources and Recreation

INTRODUCTION

Logansport has a rich and diverse offering of natural resources and recreation. The City boasts of an extensive recreational park system, two “Outstanding Rivers” per the State of Indiana, large nature preserves, and extensive prime farmland surrounding the community. Future development pressure can threaten prime farmland on the urban fringe of the City and can threaten the access and health of the rivers and natural areas. Focus should be on preserving the existing quality of open space and productive farmland rather than overall quantity. Additionally, while Logansport has made great strides in creating an exemplary park and trail system, careful prioritization will be required to ensure high quality recreational opportunities do not get diluted by stretching park resources too thin.

Natural Resources and Recreation Goals

- Develop policies and practices consistent with, and complementary to, the support of the Five-Year Parks and Recreation Master Plan.
- Maintain the long term financial viability of the parks system.
- Conserve and protect prime farmland in the urban fringe and promote infill development.
- Protect environmental quality, especially high risk areas such as floodplains and areas with excessive slopes.
- Capitalize on water oriented recreational opportunities along the Wabash and Eel Rivers.
- Continue to develop planned trail networks.

NATURAL RESOURCES OVERVIEW**Ecology/Agriculture**

- Cass County is generally a flat plain.
- The Central Till Plain Region is to the south of Logansport. In this region, land is relatively flat and includes several creeks and small drainage ways.
- The Northern Lake Natural Region is to the north of Logansport. In this region, land has more relief and is dissected by Eel and Wabash Rivers, numerous creeks and drainage ways. This region also has a large area of glacial deposits.
- Most of the area surrounding Logansport is agricultural with a majority of this area containing 60% to 100% prime farmland.
- Most cropland is corn and soybean with pockets of deciduous forest.
- Large agribusiness also has a significant presence in the area, with several confined animal feeding operations (CAFO's) south of Logansport. There are also a few to the north of Logansport .
- There are 20 plus remediation sites (brownfield or otherwise) around Logansport.
- Soils can be a limiting factor around Logansport as seen in Exhibit H. However, areas that are limited or very limited do not mean development cannot occur, just there are additional constraints to consider.



Eel River as seen from Riverside Park. Source: HWC Engineering

Water Quality/Quantity

- The Wabash and Eel Rivers both enter Cass County from the east and flow west through Logansport. The Eel River is a primary tributary of the Wabash and joins the Wabash at the confluence downtown.
- The Wabash River Heritage Corridor Commission, which promotes responsible use and preservation of the Wabash River Corridor, has identified two public access point within the City limits. One is the Little Turtle Waterway and the other is on Eel River from the River Bluff Trail. France Park and Tall Sycamore Campgrounds each offer an additional access point outside the City limits.
- Drinking water now comes from a wellfield, which taps into an underground bedrock aquifer.
- Per the MS4 program report, sensitive areas which may need added water quality protection include:
 - The Eel River; listed on the State of Indiana's "Outstanding River List" for canoeing and boating.
 - The Wabash River; listed on Indiana's "Outstanding River List" as a Heritage Corridor.
 - Public access site on the Eel River, located just upstream of the 10th Street Dam and access site at River Bluff Trail, which is used for fishing, swimming, and launching canoes.
 - The Little Turtle Waterway Plaza, for fishing.
 - The many bridges which cross the Eel and Wabash Rivers for fishing.
 - Goose Creek for its swan habitat which is otherwise located on private land.

- In some areas, the flat topography and high water table have contributed to drainage issues. Ditches and field tile have been used to move water from these areas to natural streams and rivers, thereby allowing for productive use of the land.

Air Quality

According to the IDEM Air Quality Trend Analysis Report (1980-2010) for Lower North Central Indiana, which includes Cass, Miami, Wabash, Howard, and Tipton Counties:

- Decreases in population in this five county area has also led to a decrease in vehicular emissions. However, Vehicle Miles Traveled for this same region has also increased, leading to potentially negating the decrease of vehicle emissions from lower populations.
- Air quality in the State has greatly improved over the last 30 years. With the coal fired power plant coming off-line, air quality in the immediate vicinity of Logansport is expected to improve even more.
- Four of the top ten emission sources for the Lower North Central Indiana Area came from Cass County:
 - Essroc Cement Corporation (no. 2)
 - Logansport Municipal Power and Light Power (no. 3)
 - Oak Ridge Recycling and Disposal Facility (no. 9)
 - Tyson Fresh Meats, Inc. (no. 10)
- CO, NO₂, and VOC Emissions have all trended downward since 1980 in the monitoring area. The biggest source of CO emissions is on-road sources. Clean air programs such as the Acid Rain Program,

Tier II Emission Standard for Vehicles and Gasoline Sulfur Standards, Heavy-Duty Diesel Engine program have helped push the downward trend.

Urban Canopy

- There are no studies on the urban canopy
- Adding trees and vegetation to the urban landscape creates a healthier city by creating shade, beauty, and improving air quality and drainage.



Boulevard on east end of Broadway Street. Source: HWC Engineering

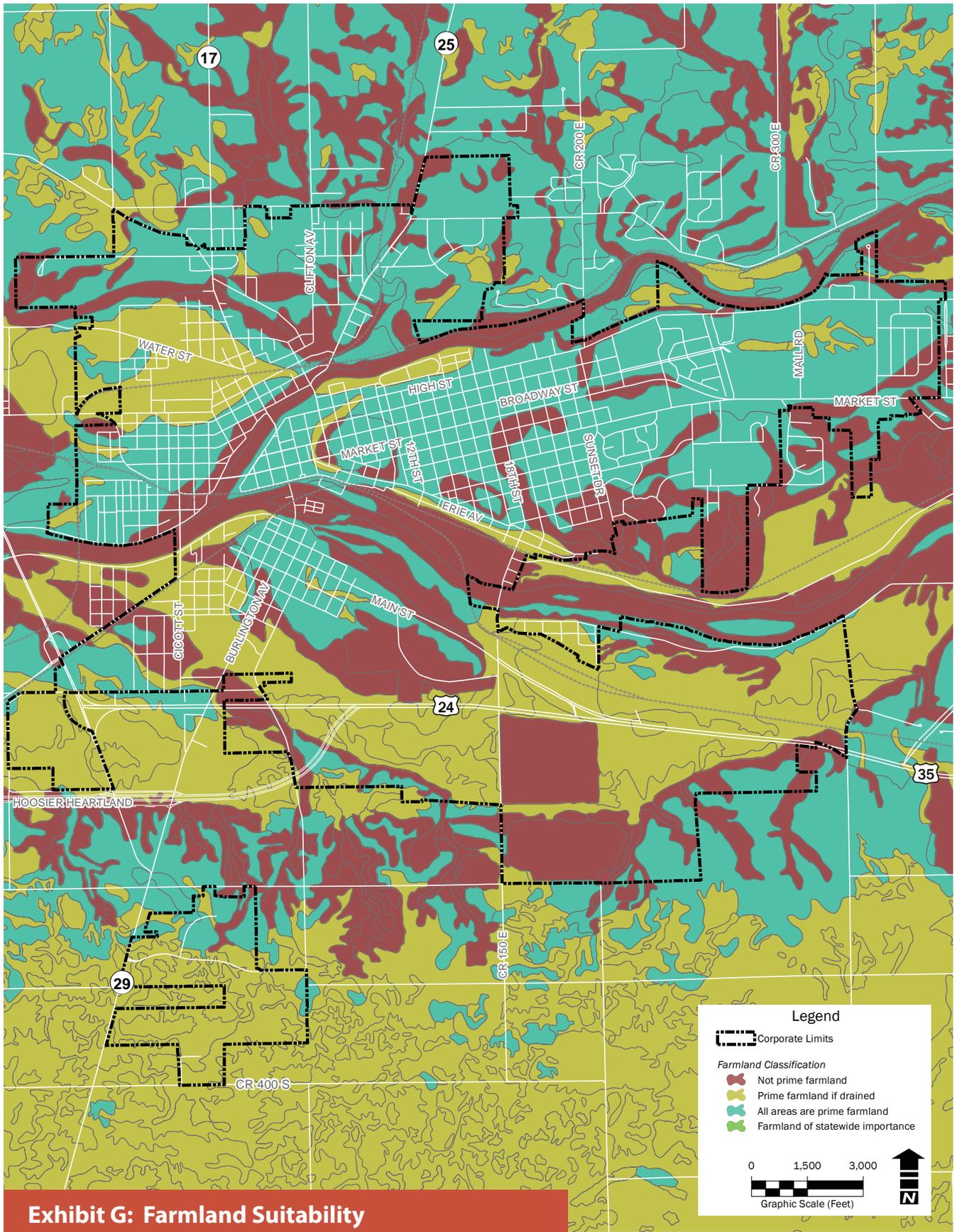


Exhibit G: Farmland Suitability

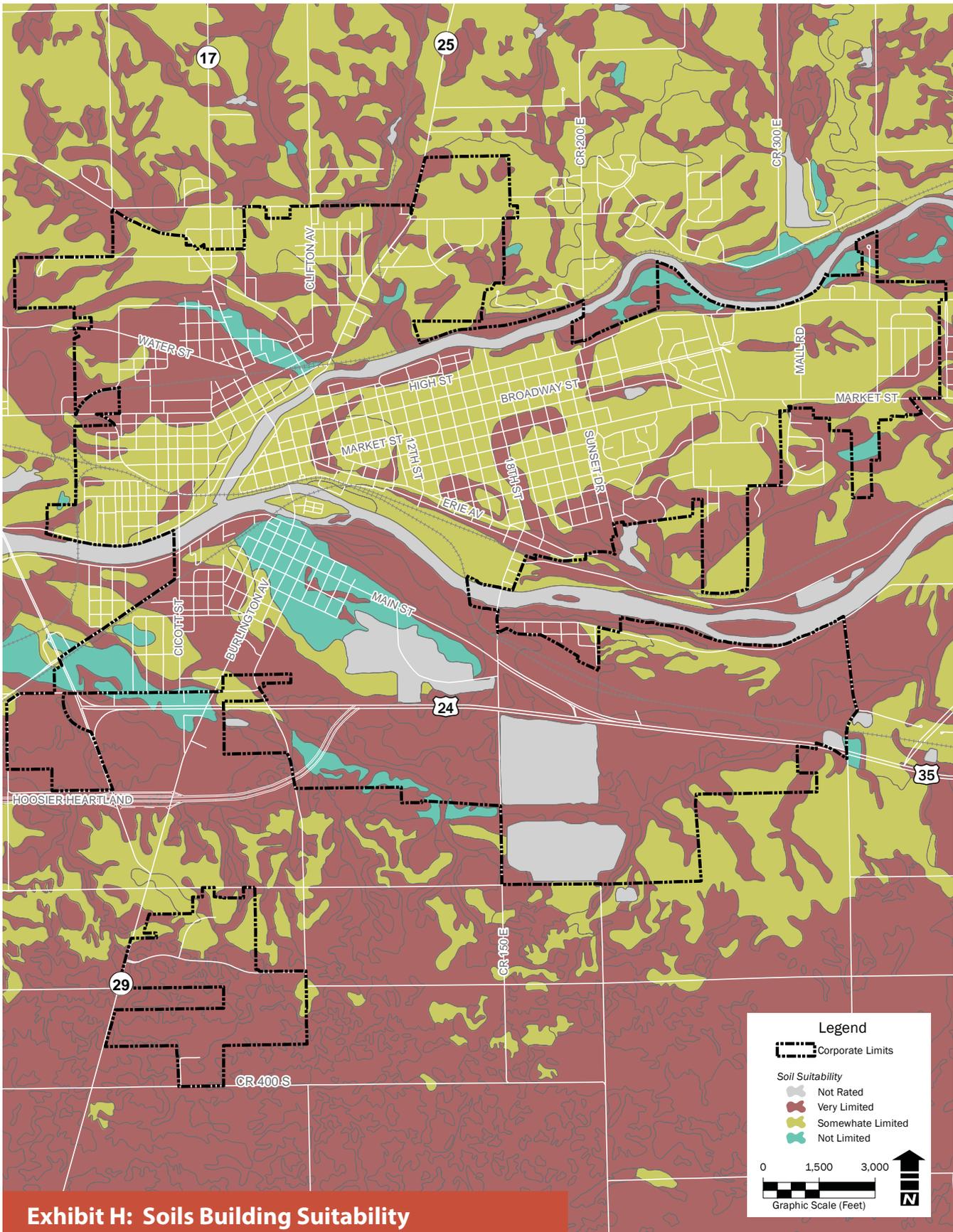


Exhibit H: Soils Building Suitability

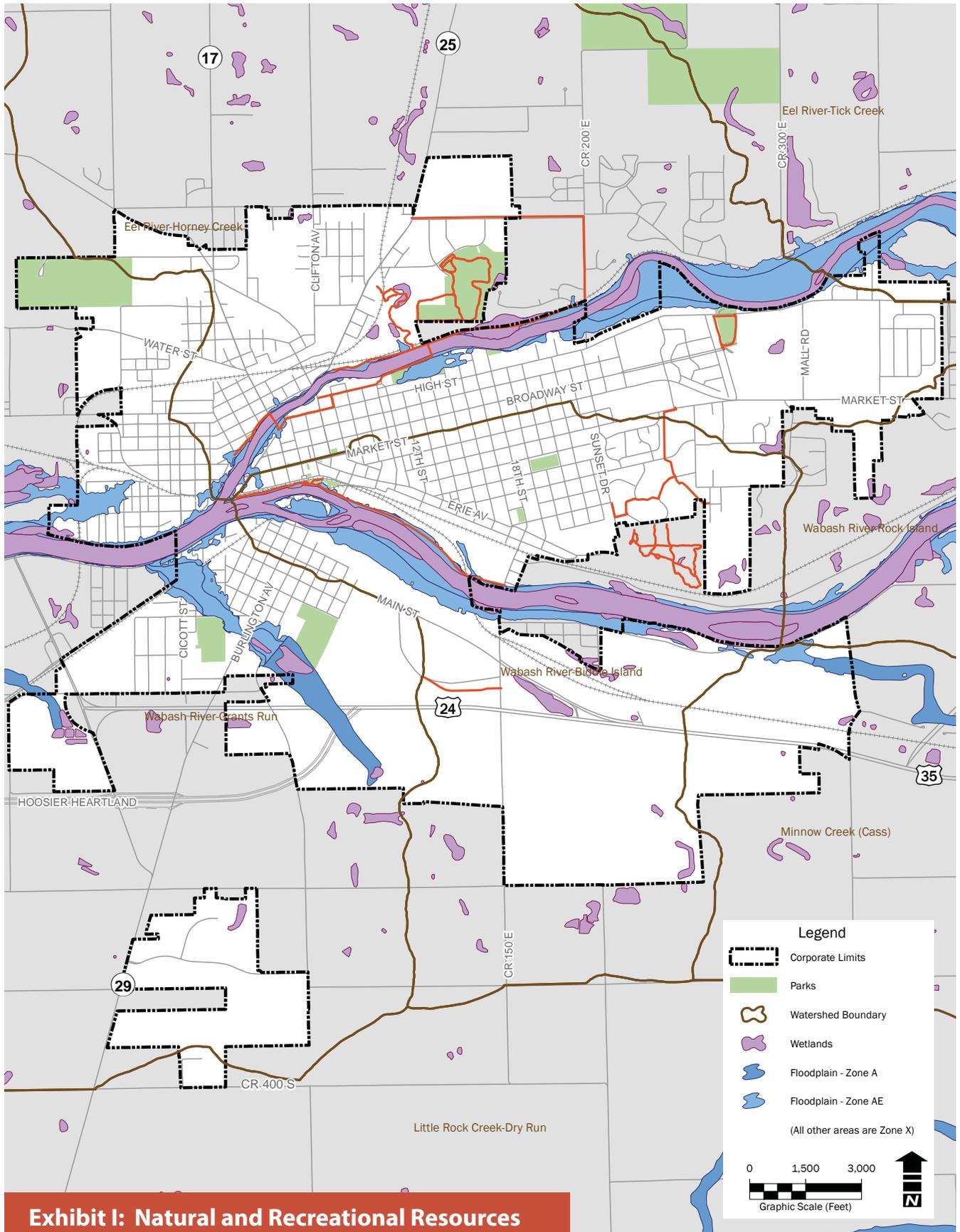


Exhibit I: Natural and Recreational Resources

OPEN SPACE AND RECREATION

Logansport has an extensive park system offering 21 park and recreation facilities totaling more than 235 acres, including 19 parks and about 5.2 miles of trail. These facilities offer golf, picnicking, fishing, playgrounds, field sports, court sports, swimming, and other water sports such as canoeing. There is generally great public support for the parks, as evidenced by the community support and involvement in completing upgrades and renovations to the Tower Park Pool.

The last update to the Parks and Recreation Master Plan was in 2006 by Lehman and Lehman Associates. While this plan presents an accurate and extensive inventory of the recreation network in Logansport, it is need of an update.

The YMCA and local school system provide some extracurricular programming, but more regular recreational programs are needed during the school year. There is a need for not only youth programming, but also family programming.

As Logansport is somewhat isolated from other large communities, providing high quality and unique recreational opportunities is critical to the success of the community. Some of the highlights of the local system include:

- Riverside Park which houses the Dentzel Carousel, which is a National Historic Landmark
- Dykeman Park which contains an 18 hole golf course and pro shop.
- Huston Park which is the newest park facility and was started in 2007. Is an 80 acre park with lots of future potential to help fill park needs.

- Tower Park Pool which recently underwent an upgrade and involved a lot of community support.
- The trail network including the Little Turtle Waterway, Eel River Run, River Bluff Trail, Berry Patch Trails around the high school, Huston Park trails, Flory Preserve Trail (owned by Girl Scouts of America by Ivy Tech) and the Hervey Preserve Trail (run by Logansport Memorial Hospital)
- Spencer Park which includes Eel River frontage, playgrounds, and sports courts.
- Fairview Park which hosts league baseball games.
- Natural preserves such as Flory Preserve and Hervey Preserve (which is owned by the Logansport Memorial Hospital).

Also nearby is France Park (a Cass County Facility) which has nearly 400 acres and offers camping, hiking, fishing, scuba diving, off road biking, ziplining, and frisbee golf.

Tippecanoe River State Park in Winamac is the nearest large recreational facility and is about a half hour drive away. The State Park offers canoeing, hiking, camping, and fishing.



Huston Park, Logansport's newest park facility. Source: HWC Engineering

While the parks system does have an impressive offering, the parks department does face some issues:

- Funding is an issue, as it is with most parks departments. As an example, there has not been a new mower in 10 years. There is a big need to update equipment. There is need to create a maintenance program to address scheduled replacement of equipment.
- There is a need to continue to find creative funding opportunities. Partnerships such as those with the YMCA, Logansport Community School Corporation and Logansport Memorial Hospital have been critical and instrumental in raising the quality of parks and recreation facilities and offerings. The Logansport Parks and Recreation Foundation, which was formed in 2013, has been instrumental in helping to fund the new Huston Park. With such a large parks network, it can be difficult to provide the needed resources and funds to all facilities. Additional partnerships or funding can help at these other facilities.
- Knowledge of park facilities is lacking. Part of future planning should be to promote the unique attributes and resources within each park so that they are more well known in the community and efforts can be focused on a park by park basis.
- There are no indoor facilities for bad weather days or winter months.
- The Parks Department has taken on responsibility for many properties and areas which are not directly related to parks and recreation. The boulevard on the east end of Broadway is an example of an area that the parks maintains but is not really part of the park system. These additional properties put additional financial strain on the department.

- There are a large number of mature trees within park facilities, but the parks has no capacity to trim or remove damaged trees.
- Vandalism and security have been an issue at some facilities. Solutions to help address these concerns include additional security cameras and police patrols.

Some additional goals for the Parks Department include:

- Updating the Five Year Parks and Recreation Masterplan – focusing on the unique attributes of each park facility. For example, Riverside and Spencer parks are neighborhood parks which should support the local neighborhoods through playgrounds and active recreation space.
- Finding a location for a sports complex for baseball, softball, soccer, and basketball. As of now, facilities are scattered throughout the park system or within the community. As an example, the YMCA currently provides most of the indoor basketball court access.
- Connect all park facilities through dedicated pathways.
- Continue to upgrade accessibility improvements to all park facilities.



Entrance to Riverside Park near Logansport Municipal Utilities infrastructure. Source: HWC Engineering

Trails

Trails have been a big success story in Logansport.

The Little Turtle Waterway Corporation has done a wonderful job of developing trails and points of interest along the rivers in Cass County and can boast of one of the biggest successes; the Little Turtle Waterway and Plaza, which has become the public square of sorts for large events such as Taste of Cass County.

Little Turtle Waterway Corporation was also instrumental in getting the Eel River Run completed in 2013. In conjunction with Logansport Memorial Hospital, the trail was extended across the Eel River at Riverside Park with the beautiful Cole Bridge in 2014.

Logansport Memorial Hospital has also been a community leader in providing trail amenities. LMH was instrumental in the construction and funding of the River Bluff Trail, as well as the Hervey Preserve Trail, and assisting with the trail network in Huston Park.

Trails play a critical part in creating walkability and pedestrian activated spaces within the community. These spaces in the downtown, around Ivy Tech, and the east end all play a role in attracting and providing amenities to different age groups from elementary children, to millennials, to seniors. In order to continue raising the quality of life in Logansport, pedestrian connectivity will need to remain a priority. With this priority in mind, there are several trail extensions and plans currently in the works.

See the transportation section for further discussion on trails and for a master plan of the future trail network in Logansport, which could comprise more than nine miles of trail. If all trail projects were completed, it would place Logansport as a community with one of the highest amount of trail miles per population within the State.



Informational signage along the Eel River Run. Source: HWC Engineering



Trail crossing at the Cole Bridge in Riverside Park. Source: HWC Engineering

This page intentionally left blank.

This page intentionally left blank.

10



Transportation

INTRODUCTION

Logansport was built around transportation; the Eel and Wabash Rivers, Wabash and Erie Canal, rail freight and passenger travel and multiple highways, including Michigan Road, one of the first highways in Indiana. Today, Logansport continues to promote and enhance traditional networks vital to support business such as the rail lines, highways, and Hoosier Heartland Corridor. At the same time, Logansport must make additional quality of life improvements to the transportation network including trails, bicycle lanes, and pedestrian connections. The main highway gateways into Logansport should also serve to promote Logansport and welcome visitors and residents alike.

Transportation Goals

- Adopt a predictable and measured process for identifying and completing transportation projects.
- Continue to develop multi-modal networks/complete streets in line with the recently adopted complete street ordinance.
- Continue to support and expand public transportation options.
- Improve main travel corridors and increase safety at key intersections.
- Coordinate improved gateways into Logansport with City brand and marketing strategy. Gateways should be approached comprehensively.

HIGHWAYS AND LOCAL ROADS

Logansport is directly served by four major highways;

- US 24/Hoosier Heartland Corridor
- US 35
- SR 29
- SR 25

The Hoosier Heartland Corridor provides a continuous four-lane divided highway from Interstate 65 north of Lafayette to Interstate 75 near Toledo, OH. The Hoosier Heartland Corridor offers convenient access to US 31 which is only 15 miles to the east and Interstate 69 further east. Interstate 65 is around 40 miles to the west, also easily accessible via the Hoosier Heartland Corridor or SR 25. Logansport is also near to many other communities. The Regional Transportation Map on page 96 shows connections to nearby communities. The table below shows the distance to these nearby communities and other larger cities.

Distance to Other Cities	
Kokomo, IN	25 miles
Lafayette, IN	36 miles
Indianapolis, IN	70 miles
Fort Wayne, IN	75 miles
Muncie, IN	75 miles
South Bend, IN	80 miles
Chicago, IL	130 miles
Cincinnati, OH	185 miles

The functional classification map on page 97 shows Logansport's major roadways. The functional classifications are created by INDOT and provide a hierarchy of the road network based on its intended level of service. Roadways labeled as 'arterial' or 'collector' are part of the State functional classification system and are eligible for state and federal highway funds.

Traffic volume is illustrated in the Annual Average Daily Traffic map on page 98. The traffic volumes on this map were sourced from the INDOT Average Daily Traffic and Commercial Vehicles Interactive Map available online.

Locally there are several corridors which are instrumental in providing safe and convenient access through the community. These include:

- Broadway Street
- Market Street
- High Street
- Burlington Avenue
- Michigan Avenue
- 3rd Street
- 6th Street
- 18th Street/17th Street (one way pairs)
- Main Street west of 18th Street

Generally speaking, these local roads are in pretty good condition and the Logansport Streets Department has been very proactive on repairs and maintaining the streets. There are plans for improvements to many of these local corridors, which is discussed later in this chapter.



Typical condition of local roads. Source: HWC Engineering

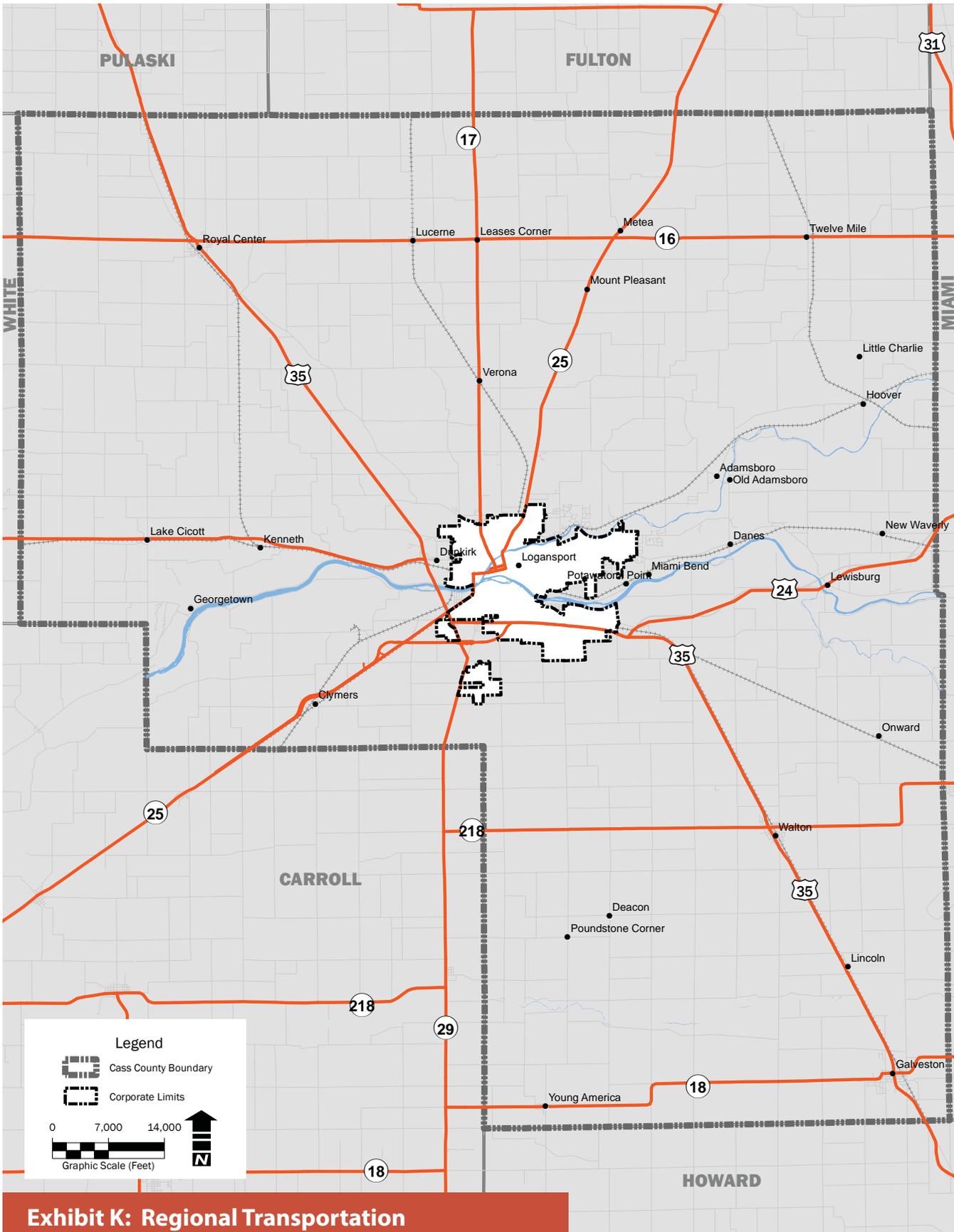


Exhibit K: Regional Transportation

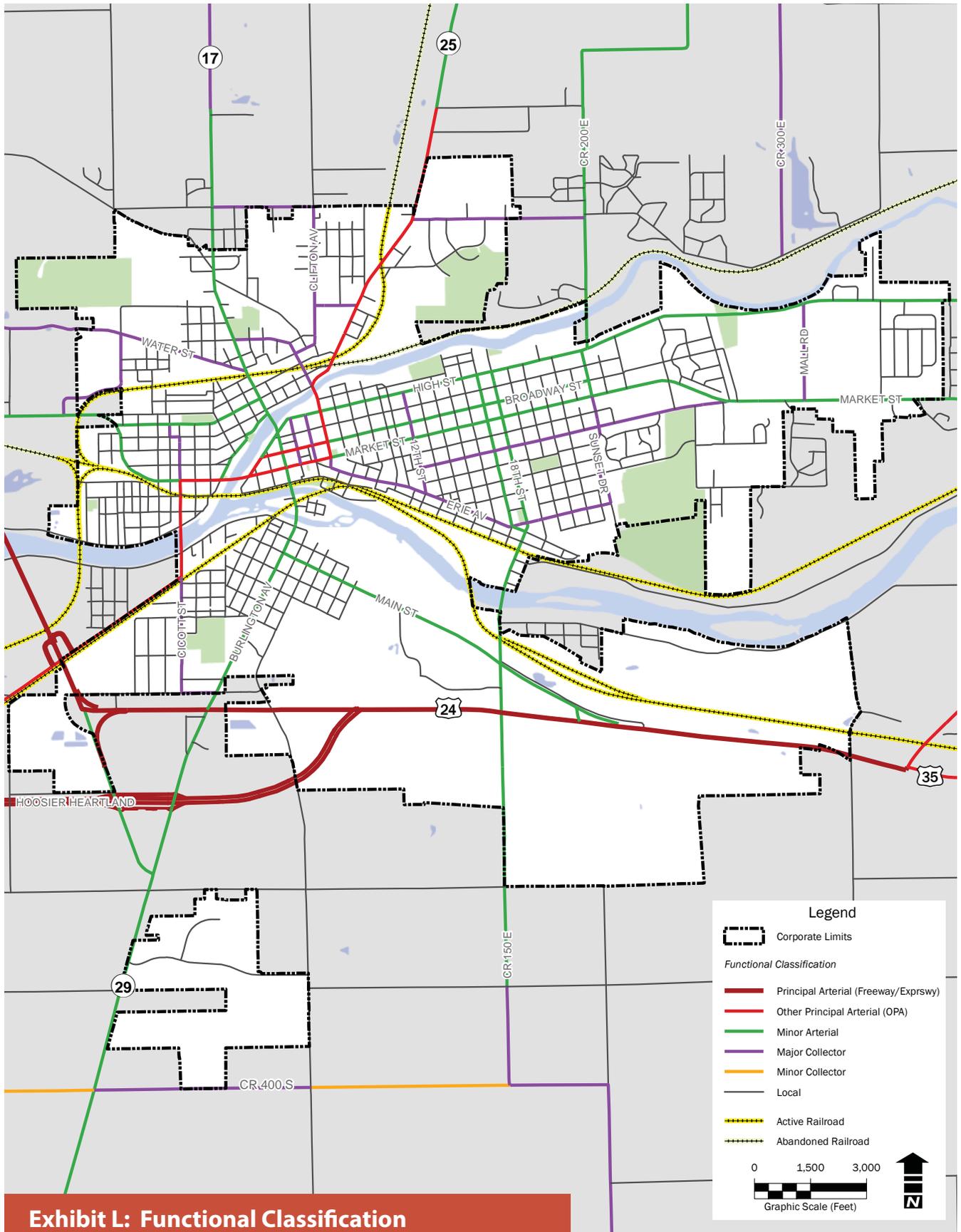


Exhibit L: Functional Classification

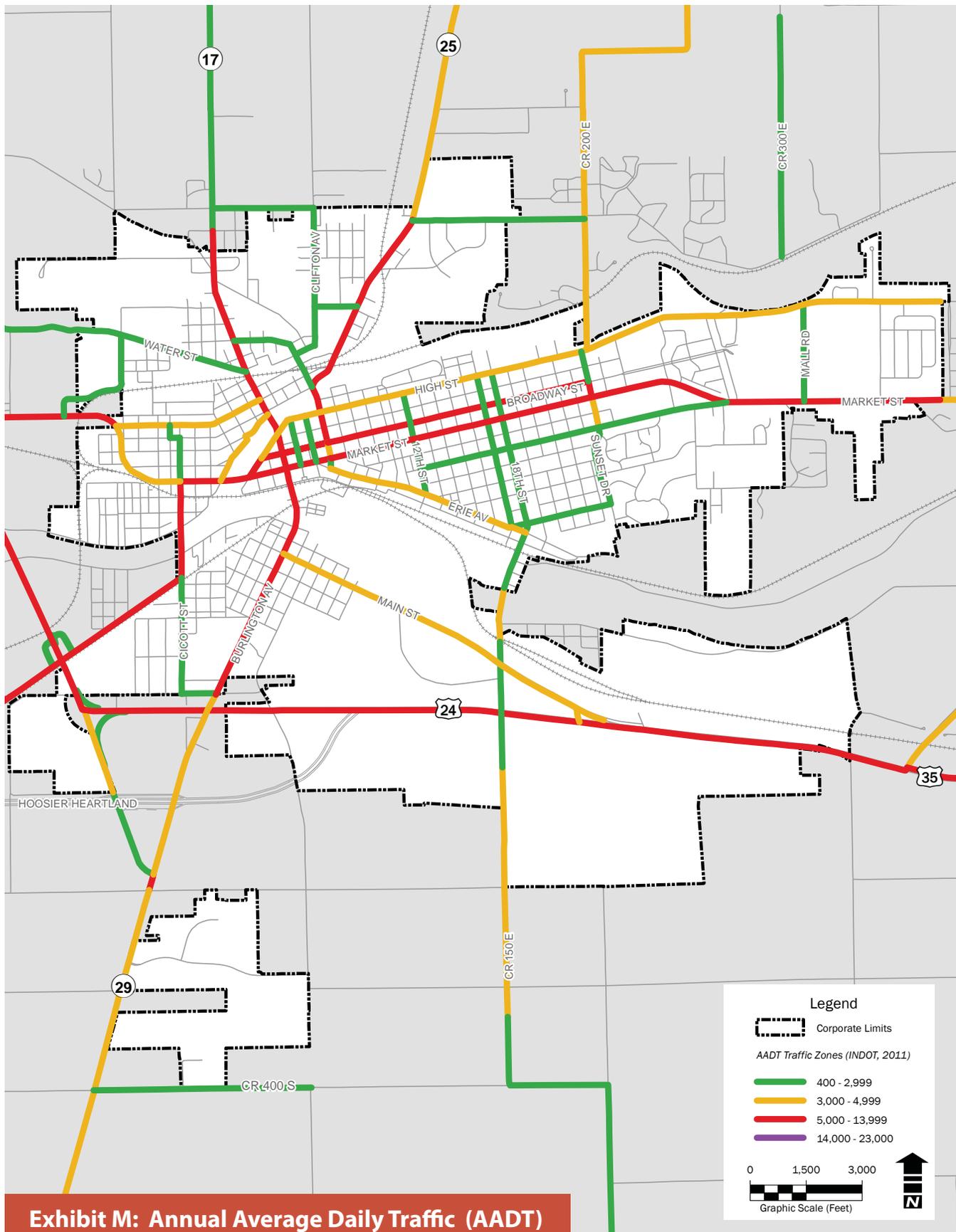


Exhibit M: Annual Average Daily Traffic (AADT)

PUBLIC TRANSPORTATION

Logansport recently introduced a public transportation loop within the City. The bus route has been made permanent after a trial phase in 2015. The trial phase resulted in an additional bus, extended hours and additional locations. Discussions for this route began after the complete street policy was adopted in 2014. The route is illustrated on page 100 with the permanent stops. The City has partnered with Cass Area Transit to provide this route.

RAIL

As mentioned earlier in the plan, Logansport has an extremely rich history in rail travel. Logansport still has an active switchyard and rail car repair yard. There are currently several active lines and a few abandoned lines running through Logansport. The strong rail history of the area also means that there are plenty of existing rail spurs throughout the community as well.

Active Rail Lines

- A & R Line between Logansport and France Park.
- Logansport and Eel River Shortline: Runs from the northwest side of the City wrapping around to the west side. This line is only about 1 mile in length, and is a switching and terminal railroad. The line interchanges with Norfolk Southern, Toledo Peoria & Western, and US Rail Corporation.
- Winamac Southern: Runs from the southwest across the Wabash River, along the south end of downtown and continuing southeast back across the Wabash River. This is another short line railroad which connects to Kokomo and Bringhurst. This line hauls primarily outbound grain and inbound

agricultural supplies. The line connects with the Toledo, Peoria and Western railroad at Logansport and with the Central Railroad of Indianapolis at Kokomo. Operated under lease by the US Rail Corporation.

- Norfolk Southern: Runs diagonal from the southwest continuing along the north side of the Wabash River. This line provides Class I rail service on the Detroit-St. Louis mainline. This line has the most potential for providing rail opportunities for future industrial operations.

Abandoned Rail Corridors

- Conrail Railroad which heads north from north side of town and coming from the east and ending north of downtown just west of 6th Street

AIR

The closest municipal airport to Logansport is the Logansport/Cass County Airport, adjacent to the industrial park on the south side of the City. The airport's location and size make it usable for private planes, but is not a feasible option for any significant air service to Logansport.

The closest large airports include the Fort Wayne International Airport, which is about an hour and a half drive away and the Indianapolis International Airport, which is a little under two hours drive away.



Logansport/Cass County Airport located south of the City off of SR 29. Source: HWC Engineering

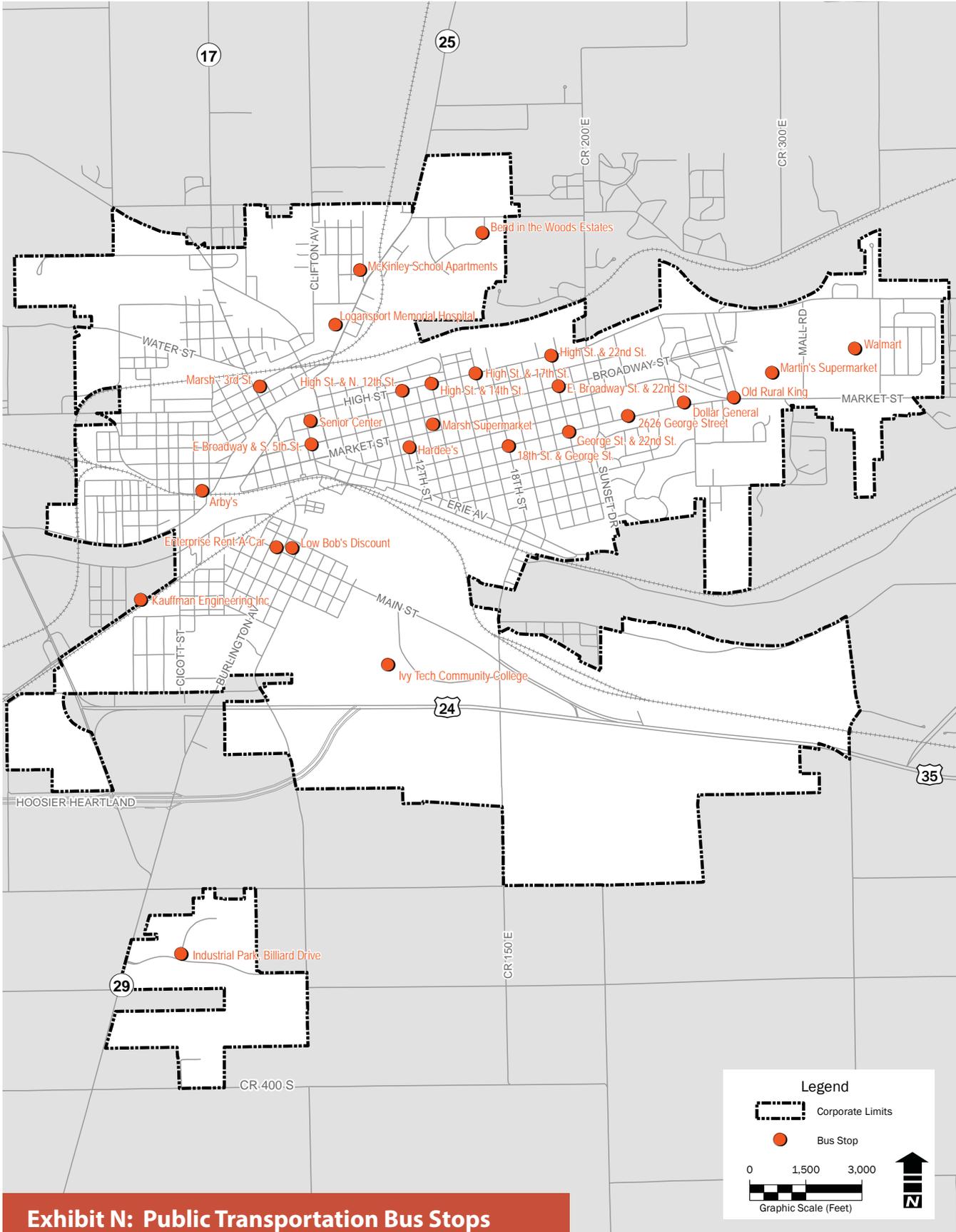


Exhibit N: Public Transportation Bus Stops

TRANSPORTATION INFRASTRUCTURE WITHIN LOGANSPORT

The Logansport Streets Department maintains streets, sidewalks, curbs and gutters within Logansport. The priorities for the Street Department currently are the sidewalks and alleys. Alleys are getting torn up from trash trucks and service vehicles that are larger and heavier than they were in the past. There is also a plan in place to target sidewalks. From 2004 to 2012, there was not much funding in place to address sidewalks. Due to this lapse, repairs are needed City wide. However, the budget in 2016 was nearly doubled to help address the sidewalks. Recently, a 50/50 match program for new sidewalks was re-instituted for residents. The program has proven very popular and funds are usually exhausted before the end of the year.

Needs for street repair are all over the City as well. If a repair can be done in house, the streets department will usually get to it in a week or two. If the repair cannot be done in house, the work is contracted out. This past year, a lot of street work was concentrated around Columbia School.

In addition to its responsibilities for maintaining streets and sidewalks, the Streets Department also assists with blight removal in conjunction with Mayor's office. The Streets Department also assists the Parks Department in maintenance of mature trees, especially when trees fall or have large limbs to remove.

The department has been well supported. Additionally, the City and County Street Departments work well together. Equipment is often loaned and borrowed between them. The department has been well supported.

Long term, the Streets Department would like to have a large maintenance garage to house equipment inside such as front end loaders.

TRANSPORTATION OPPORTUNITIES

Some of the specific objectives and projects which have been discussed in the 2002 Thoroughfare Plan and through the course of this planning process include:

Roadway Improvements

- Work with INDOT to study increasing capacity on Burlington Avenue and SR 29 to handle future traffic loads as these corridors serve as the main routes into the City from the Hoosier Heartland Corridor.
- Converting 4th and 5th Streets downtown to two way travel.
- Re-design of intersection of 6th and Market to improve safety and better accommodate truck traffic.
- Study of a north south corridor crossing the Eel and Wabash Rivers that would directly connect the Hoosier Heartland Corridor to the East End of Logansport including the Lexington Village PUD and commercial area.
- Study the addition of a pedestrian or vehicular bridge across the Eel River connecting to Perrysburg Road as part of the north-south corridor.
- Promoting the complete streets approach and philosophy to all roadway improvement projects.
- Traffic calming on High Street near the Lexington Village PUD.
- Extending Broadway Street or a trail from Broadway Street to Mall Road.

Gateways

- Re-design the intersection of SR 35, SR 29 and the Hoosier Heartland Corridor to reduce accidents and serve to direct travelers into Logansport with INDOT signage and gateway on Burlington.
- Continue to improve the Arts and Design District between 3rd/6th and Broadway/Market which serves as a gateway district into downtown.
- Incorporate wayfinding signage through the City to complement gateways.
- Study improvements that can be made to the 18th Street corridor to make this a more welcoming street and gateway into Logansport.

Trails and Bike Lanes

- Extend a trail connection to France Park.
- Pedestrian bridge to Perrysburg
- Connect to the Panhandle and Nickleplate Pathways via France Park.
- Add bicycle lanes to major roads such as Broadway, Market, 4th Street, 24th, Street and High Street.
- Connect existing trails in the City with trail extensions and new trails to create a loop.
- Plan for future trail connections to nearby communities.
- Creating a public park space and trailhead at the confluence of the rivers off of the Little Turtle Waterway.
- Extend Eel River Run across 3rd Street bridge through Patriot Park to Brown Street and across Market Street.

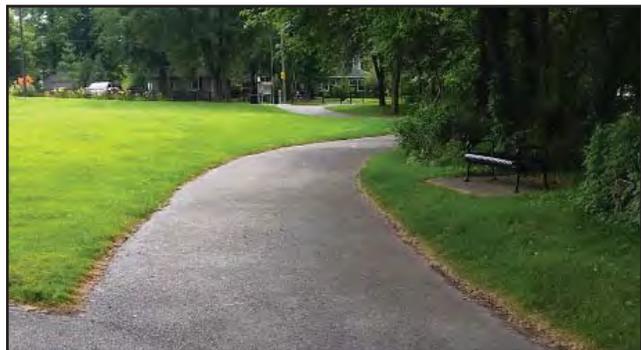
- Connect the Eel River Run and Little Turtle Waterway Trail by means of 4th Street through downtown.
- There are many bridges throughout the City. Make sure that the complete streets philosophy is considered when bridges are upgraded or improved.

Rail

- Investigate rail connector between Clymers and the existing Logansport/Cass County Industrial Park.
- Seek redevelopment opportunities to engage existing rail served areas.

Public Transit

- Make the trial run of the bus route permanent.
- Expand routes and hours of operation for the current bus service.



Portion of the Little Turtle Waterway Trail. Source: HWC Engineering



Existing gateway signage south of the City on SR 29. Source: HWC Engineering

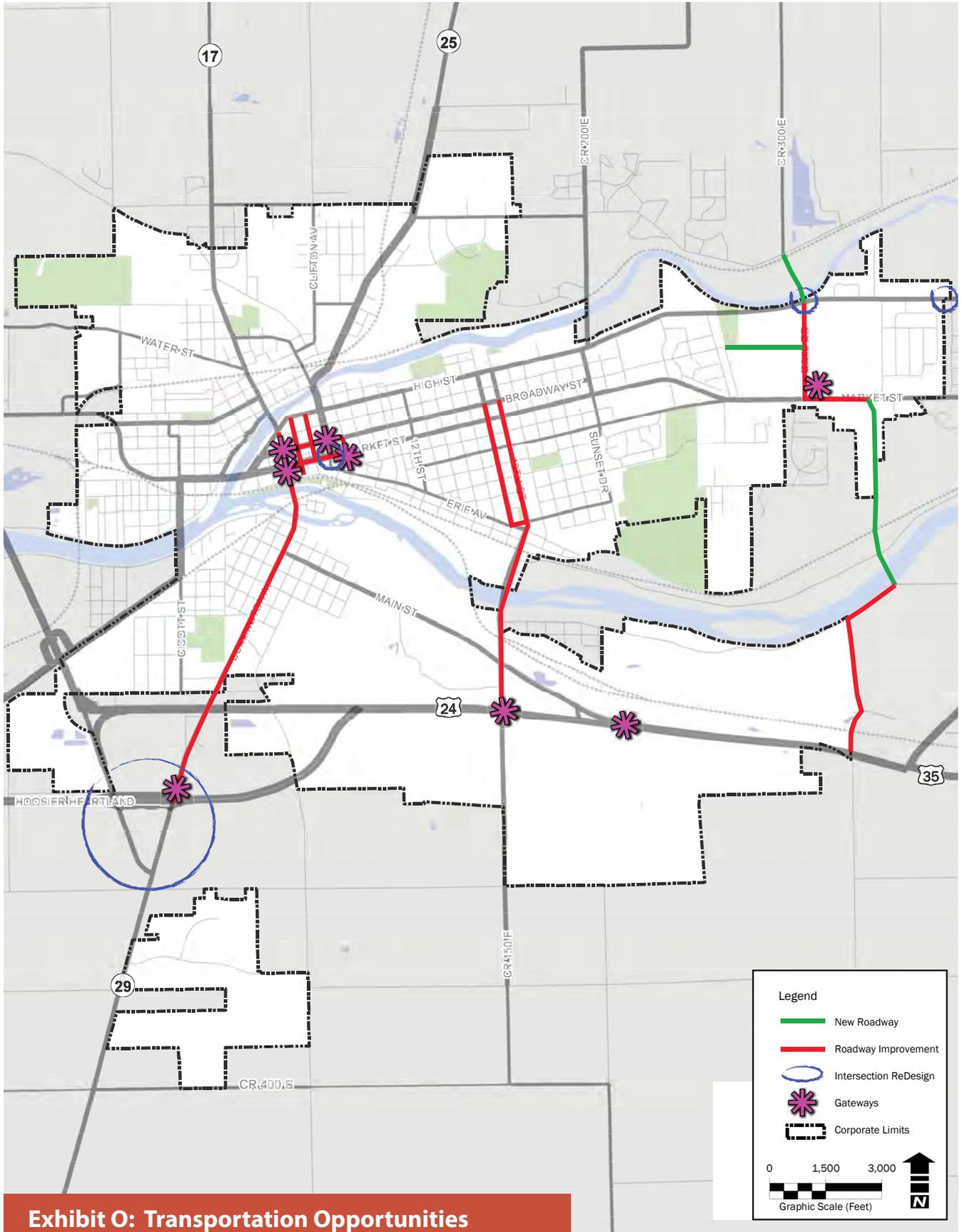


Exhibit O: Transportation Opportunities

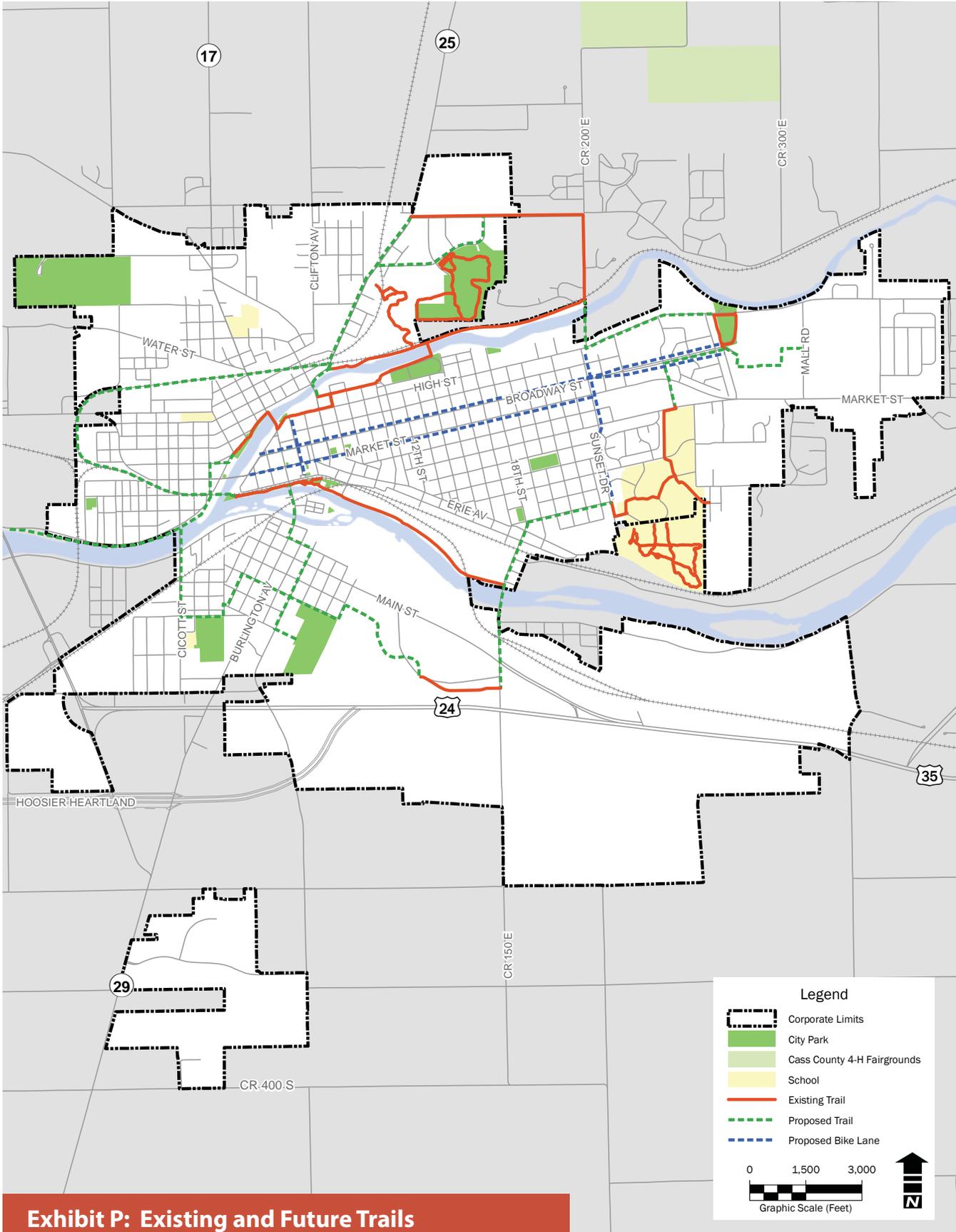


Exhibit P: Existing and Future Trails

11



Infrastructure and Utilities

INTRODUCTION

Water, sanitary, stormwater, and electric utilities in Logansport are provided through the Logansport Municipal Utilities (LMU). LMU has been very proactive in the maintenance, expansion, and upgrading of its utility infrastructure including working on three separate programs; the Long Term Control Plan (LTCP), the Combined Sewer Overflow Program (CSOP) and the Municipal Separate Storm Sewer System (MS4) program. Several significant improvements have been made over the last several years through these programs.

The biggest issue currently facing LMU is the future of the electric generating plant. The coal fired power plant has been in existence since the 1890's and capacity has not been expanded since the 1970's. Due to the age of the facility, and the expense of continuing to operate a coal fired plant, an analysis was started in 2009 to determine the long term viability of the plant as a reliable source of electricity.

Notwithstanding the power plant, once the CSO projects are addressed and completed, LMU has placed itself in a solid position for the future.

Utility and Infrastructure Goals

- Ensure the provision of essential services to existing and new development in Logansport.

WATER**Statistics**

- Water was originally provided to Logansport by means of a filter plant, which was installed next to the electric generating plant on the Eel River in 1914.
- In 1954 a water treatment plant was built which removed water from the Eel River, treated it, and distributed it to the community. The Eel River as a drinking water source was discontinued around three years ago. Today, Logansport's water is drawn from wellfields with a capacity of around 6 MGD, more than adequate for present needs for consumer and fire protection.
- A continuous testing program has been in place since 1914 and assures the water supply is safe. There have been no waterborne diseases in water system since its origin in 1914.
- There are over 7,000 water meters in the system and 123 miles of line operated and maintained.
- 2,154.21 MG were pumped to the public in 2014 with an average daily flow of 5.9 MGD.
- There are different rates for users inside and outside of the city. Anyone outside city limits can extend water service, but they must pay for it. About 90% of current users are inside city limits.
- Water capacity at the edge of the City is around 2,500 GPM.

Improvements

- Thirty sampling stations were installed throughout the City to continue up to date monitoring of the water supply.
- There is a plan in the works for additional line replacement projects.
- The winter of 2013 was very rough on the water system. Service line leaks, main breaks, frozen service lines and meters were the norm.
- LMU is looking to expand service to the four mile fringe area outside the City limits of Logansport.
- There is a need to get more users onto the system. Over the last several years, LMU has lost several high-water users, which can increase costs to the remaining users. If the power plant closes without adapting to another form of energy production, another 15-20% of water supply use will be lost as well.



Logansport Water Tank. Source: LMU 2014 Annual Report

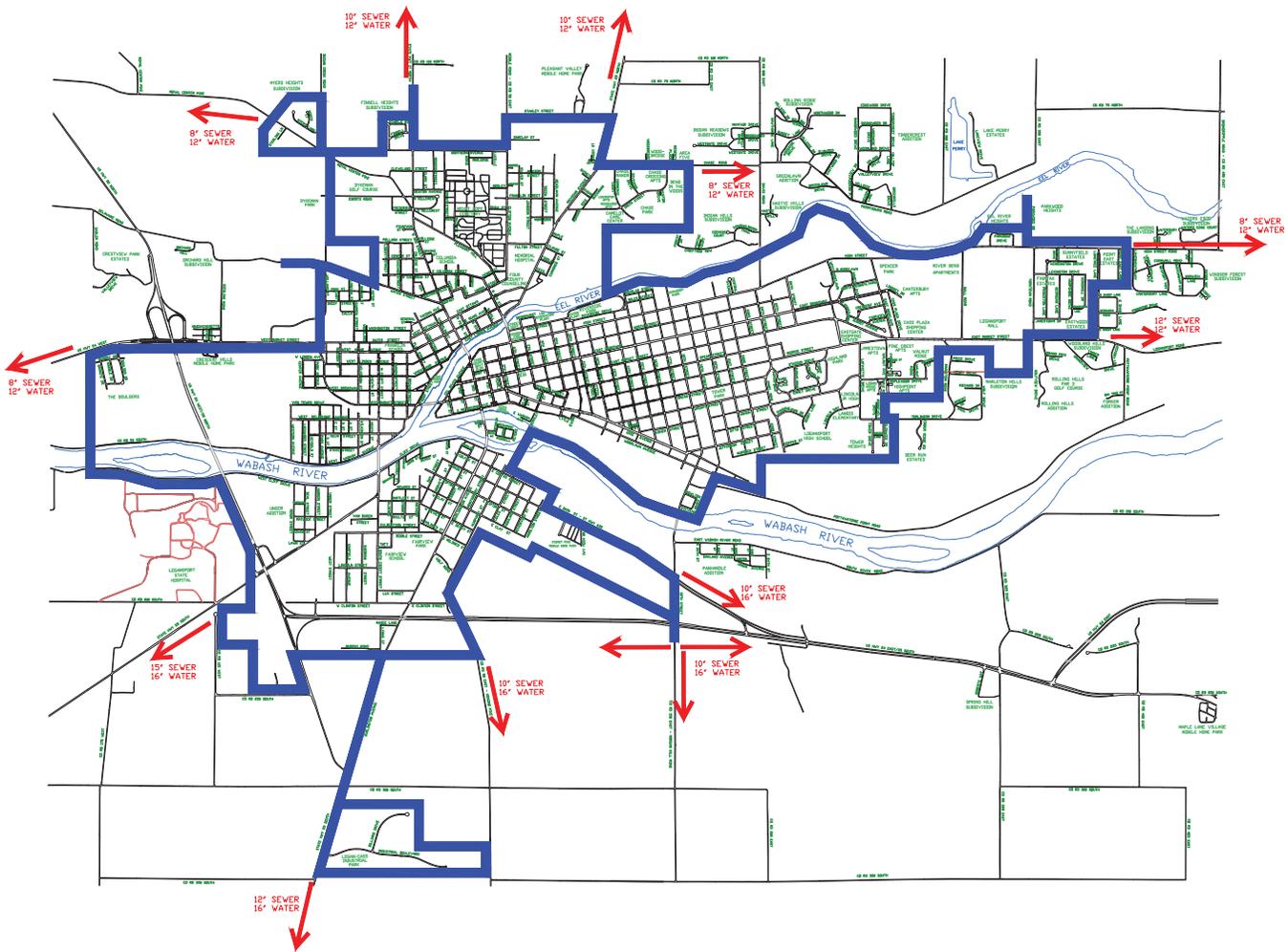


Exhibit Q: Existing LMU Water and Sewer Service Area

Map Source: LMU

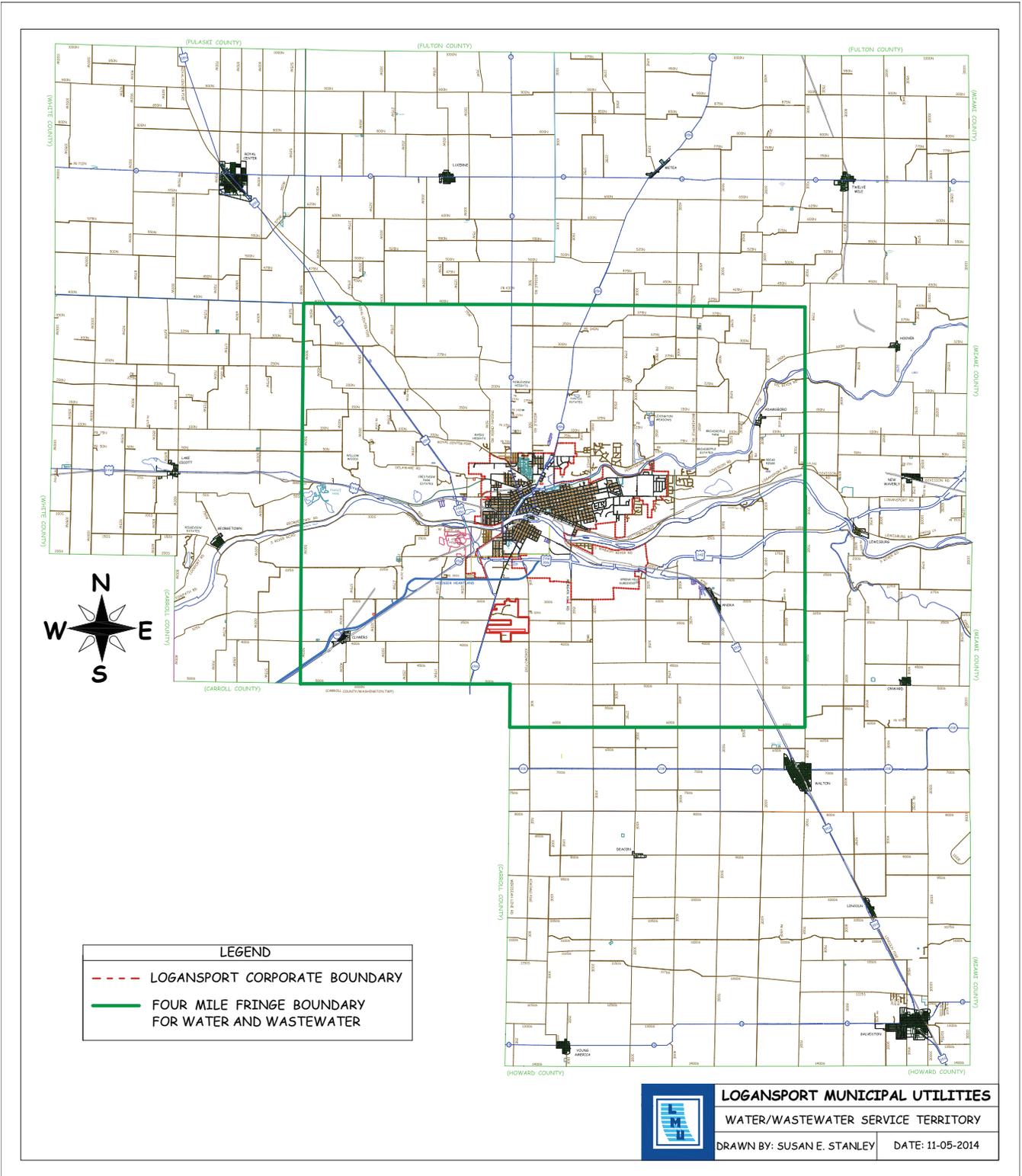


Exhibit R: Proposed LMU Water and Sewer Service Area

Map Source: LMU

SANITARY

Statistics

- Wastewater is processed using the activated sewage treatment process, which is biological rather than chemical.
- In 1982, the Logansport wastewater treatment plant (WTP) was recognized as the safest plant in Indiana.
- 7,302 customers in 2013.
- 8.2 MGD treated in 2013.
- 135 miles of main operated and maintained.
- The WTP current has an 8 million gallon capacity for dry weather and 18 million gallon capacity for wet weather.
- There are different rates for users inside and outside of the city. Anyone outside city limits can extend sanitary sewer service, but they must pay for it. About 90% of current users are inside city limits.

Improvements

- Facilities are continually upgraded to maintain the reliability of the system at a reasonable cost. Most of the sewer system is a combined sewer overflow (CSO), meaning that stormwater is combined with sanitary waste water. There is a long term judicial agreement in place through 2028 with the EPA to replace the CSO.
- The WTP was last expanded in 1978. Upgrades coming this year will improve treatment efficiencies, improve wet-weather flow conditions, as well as remove phosphorous from the waste stream.
- Three long term control plan projects were completed in 2013 with several of the next stages started.
- Improvements included new and larger sewer mains, interceptors, and a pump station as well as an equalizer basin which was installed along Goose Creek tributary and watershed. These had the added benefit of greatly reducing flooding in south side neighborhoods.
- LMU is looking to expand service to the four mile fringe area outside the City limits of Logansport.



Logansport Water Treatment Facility. Source: HWC Engineering



Sanitary sewer during rain event. Source: LMU 2014 Annual Report

STORM

Statistics

- The current Logansport Stormwater Management Board was formed in 1992 and consists of three members. A monthly fee is levied as a function of the imperviousness of a given land use.
- 20 miles of lines operated and maintained.
- There is one municipally owned and operated retention basin in the Logansport/Cass County Industrial Park.

Improvements

- LMU currently has and is implementing a Stormwater Quality Management Plan which was completed in November of 2004 by the Bonar Group.
- In 2013, work continued on implanting the Long Term Control Plan (LTCP), the Combined Sewer Overflow Program (CSOP) and those required by the Municipal Separate Storm Sewer System (MS4) program.
- Projects completed through the programs above include a new 3,000 GPM pump station, a .7 MG equalizer-basin, installation of nearly 2,800 feet of 60" and 1,600 feet of 36" of new interceptor sewer lines, a new diversion structure and flap-gate on one of the CSO outfalls, nearly 775 vertical feet of manhole rehab, and nearly 13,400 linear feet of sewer mains relined.



Long Term Control Plan project. Source: LMU 2014 Annual Report



Localized street flooding. Source: LMU 2014 Annual Report



Long Term Control Plan project. Source: LMU 2014 Annual Report

ELECTRIC

Statistics

- The electric system was purchased by the City of Logansport in 1894 for \$57,000.00. At that time, water powered generators provided the electricity. In 1958, capacity was expanded with a steam powered generator and capacity further expanded in 1970 with the installation of a dual fired (gas or oil) turbine generator.
- When in operation, the steam generator and turbine generator provided approximately one third of the required electricity needs for the service area. The remaining needs were purchased wholesale from Duke Energy.
- The power plant closed in early 2016. Currently all electric is obtained from Duke Energy.
- LMU also owns the distribution system which is comprised of over 1,153 miles of line and 10 substations.
- The electric division is currently debt free.
- In 2014, nearly 75% of all energy needs were purchased.
- LMU powered and maintained 3,063 street lights in 2014.
- There are nearly 14,500 users. About half of those users are in City limits, the other half are outside.

Improvements

Upgraded several key components of the

distribution system in 2014 including:

- Supply to wastewater treatment plant
- Replaced underground conductors serving Logansport Memorial Hospital.
- Built over half a mile of new 3-phase primary to support farm growth.
- Installed new lighting downtown in front of All Saints Church and area just north of Broadway Street on 6th Street. LMU should continue to promote underground electric for aesthetics in the downtown and along major arterials.
- Added new services including the McKinley School project, Dairy Queen, and Scott's Square.
- Updated metering at the Tyson's plant and the State Hospital.

Plans for the electric plant were also recently announced. According to an October 1st, 2015 WLFI news article, the City of Logansport has



Logansport Electric Generating Plant. Source: HWC Engineering

This page intentionally left blank.

12



Critical Sub Areas

INTRODUCTION

Throughout this document, much focus has been given to the need for redevelopment and revitalization. The map on the following page highlights areas with the most potential to greatly benefit from investment and attention. The residential opportunities are further described in the housing chapter, the industrial opportunities are further described in the economic development chapter, and the commercial opportunities are further described in the remainder of this chapter as critical sub areas.

In the course of developing this plan, it became clear that there were several key areas within the community which warranted further attention. These areas represent significant opportunities for Logansport well into the future. Successful development of these areas are critical to the long term revitalization and success of Logansport. Redevelopment and revitalization will not happen overnight, but will require intentional and focused investment.

This plan identifies three parts of the City as critical sub areas (CSA's):

- The Downtown
- The Ivy Tech Development
- The East End Commercial Area

Each section explains why the area deserves special attention and issues and opportunities present within each area.



6th Street and Broadway Street downtown. Source: HWC Engineering



Don Heckard Boulevard leading to Ivy Tech campus. Source: HWC Engineering



Market Street on the east end. Source: HWC Engineering

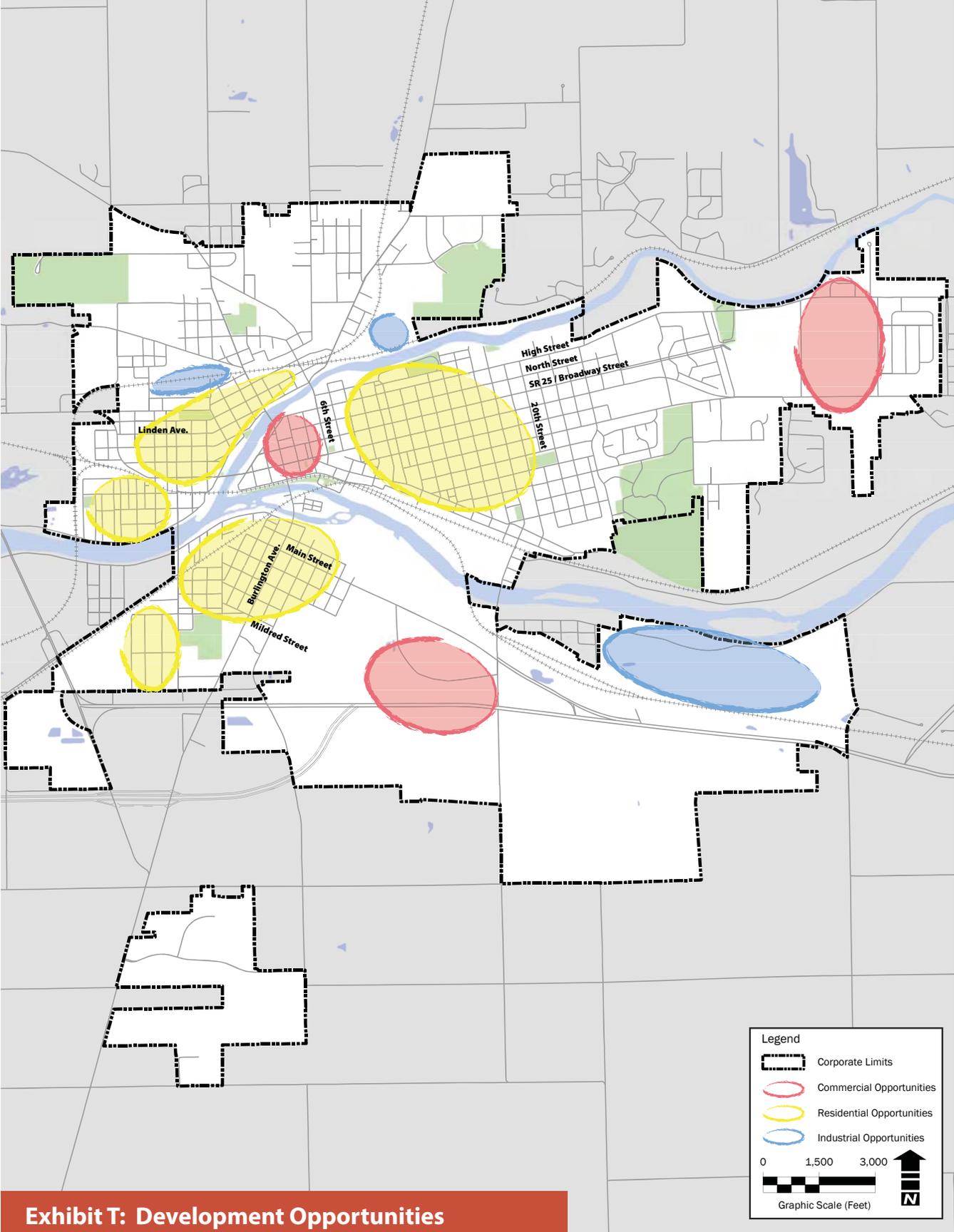


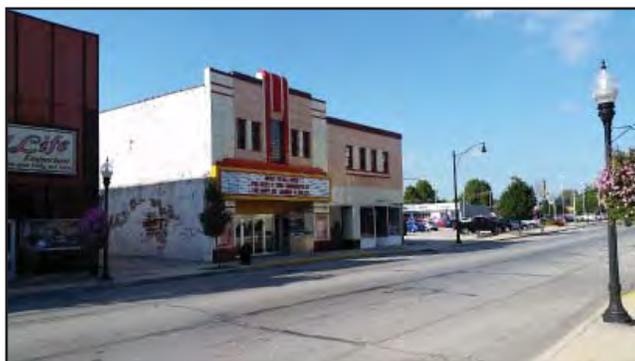
Exhibit T: Development Opportunities

THE DOWNTOWN

Intent

While Logansport was not developed around a traditional city square, downtown has still served as the heart of the community. The downtown area in Logansport is much larger and more spread out than most downtowns in similarly sized cities. A lot of this can be attributed to the fact that the downtown did not grow around a traditional square, but grew between two rivers. Most traffic going to and from Logansport will pass through the downtown be one of their first impressions of Logansport. However, right now, that heart feels tired.

A pulsing and active heart is a central location to start from and spreads energy throughout the body. Revitalization and active engagement within the downtown can serve as a catalyst for change and improvement in the neighborhoods immediately adjacent to the downtown and spread excitement and energy through the City. This area is envisioned to support local businesses, niche shops, local restaurants, cultural entrepreneurs, artisans and community gathering spaces.



State Theatre downtown. Source: HWC Engineering

Issues

As Logansport was not developed around a traditional city square, a dedicated gathering space has always been an issue for groups, organizations, and individuals wanting to celebrate and showcase local businesses, arts, culture, the rivers, and local events.

As mentioned, the downtown area is very large for a community the size of Logansport. The division of downtown into districts helps to create identity for specific areas of downtown and help to focus efforts and improvements to where they are most needed.

The location of Logansport at the confluence of two rivers is unique for a community in Indiana and greatly influenced the industrial heritage of Logansport. To support this industrial development, the downtown grew inward, focused away from the rivers since that was where industry thrived. However, as times have changed and the industries no longer needed the rivers to thrive, the downtown has not turned back to face and engage the rivers.

As mentioned in other parts of the plans, housing diversity and options are limited in Logansport. There are ample opportunities in upper floors of downtown buildings to offer unique housing options.



Local landscape improvements by business in downtown. Source: HWC Engineering

Opportunities

The downtown opportunities map illustrates an approach to the downtown that starts to address several of the issues listed above.

As a starting point for the downtown, 4th Street has been targeted as a key corridor due to its ability to link the Eel River Run and the Little Turtle Waterway and does not have heavy truck traffic like 3rd Street. 4th Street also terminates at the depot that houses Logan's Landing (Nationally Accredited Main Street Organization) and the Little Turtle Waterway Plaza immediately behind it which has served as a community gathering space for the community. 4th Street also bisects the Logan's Landing Arts and Design District (LoLa) which is bound by 3rd and 6th Streets on the east and west and Broadway and Market Streets on the north and south. Additional key corridors include Broadway and Market Streets.

Downtown Logansport is much larger than many similarly sized cities and contains multiple destinations, points of interest, historic pathways and historic structures spread throughout. The creation of a historic and cultural loop throughout downtown as shown in Exhibit U would connect most of the civic and cultural resources in the downtown. This historic and cultural loop could also tie into a future Wabash and Erie Canal History Trail and create opportunities for future expansion to Biddle Island. By upgrading the streets along this route with a complete streets philosophy in mind, a pedestrian friendly route can be created while at the same time engaging and pulling together unique aspects of downtown.

One of the keystones of this plan is the development of a civic center (shown in orange) which will create indoor and outdoor space for conferences, workshops and events that can hold more people than current event spaces can

accommodate. This space is also envisioned to support a commercial kitchen and culinary arts. While the Civic Center would help support large events, the Memorial Home a few blocks to the east on Market presents a unique opportunity for meeting and flex space for local businesses. Beyond additional meeting and flex space, the Memorial Home also offers opportunities for income generation through uses such as storage and office space.

Many downtown buildings, such as Logans Square at the corner of 3rd Street and Broadway, are ideal for adaptive conversion to unique housing options. Housing options downtown can fill a need for additional housing opportunities for all income levels and age groups and provide additional rental options which are lacking.

Currently, the parking lot at the southeast corner of Market Street and 4th Street serves as the Farmer's Market. The south terminus of 4th Street presents a huge opportunity to create a large outdoor public gathering and recreational space. The Little Turtle Waterway Plaza and Trail already provide access to the Wabash River. By creating a large recreational gathering space at the end of 4th Street, access to the Little Turtle Waterway Plaza can be enhanced and increased, thus further connecting the Wabash River to the downtown. This space can also continue to host the Farmer's Market, future amenities such as an interactive fountain, public restrooms, and other cultural amenities.

Just as the south end of 4th Street provides access to the Wabash River, Stonewall Park at the north terminus of 4th Street serves as a trailhead for the Eel River run and connects the downtown to the Eel River. Bicycle and pedestrian connections between these two trails along the 4th Street corridor further opens up the downtown to pedestrian traffic.

Additionally, the confluence of the rivers can serve as a third river connection and create a triangle of river access between the confluence and the Little Turtle Waterway and Stonewall Park. This corner of downtown also offers unique development opportunities due to underutilized parcels and prime river frontage. Pedestrian or trail access between these three points would greatly open up engagement and interaction with the rivers.

Beyond these pedestrian connections, the historic path of the Wabash Erie Canal along 5th Street and Erie Avenue offers an opportunity for a walking history trail and extension of the arts district along the Erie Avenue corridor.

While 4th Street is not a traditional city square, development of activities and interest at all four corners of 4th and Market Streets creates a central location from which improvements can radiate. Energy and excitement from a downtown core district, such as that formed between 4th/Market and the Little Turtle Waterway Plaza will excite adjacent districts.

The Bankers Row historic district just west of 4th Street features beautiful architecturally significant homes along the Eel River. Areas immediately adjacent to 4th Street on the west and east sides have the potential to further develop the downtown business districts, energized by 4th Street. Further improvements in the downtown area spurred forward by a revitalized 4th Street could also include:

- Pedestrian oriented streetscapes
- Renovated and restored building facades
- Further development of the LoLa Arts District
- Potential redevelopment of Biddle Island. A mixed use development with housing and some neighborhood commercial has the opportunity to complement the downtown and provide a unique location.

- First floor commercial activation in downtown storefronts
- Upper floor residential uses in downtown buildings

Some strategies that can support this downtown revitalization include:

- Partnering with Logan’s Landing to promote new investment in the downtown. Coordinate efforts to guide new development into downtown as well as in promotional efforts for downtown shopping
- Offer incentives for downtown building renovations, infill construction, new business start-ups, and for businesses to relocate to the downtown
- Develop downtown design guidelines for renovation or infill projects
- Develop grant, loan pool or low interest loan programs to support development in the downtown
- Creating an entertainment district within the arts and design district
- Continued investment in streetscape elements.
- Encourage infill construction for continuous streetscape façades.



Block of downtown buildings with infill opportunities on either side. Source: HWC Engineering

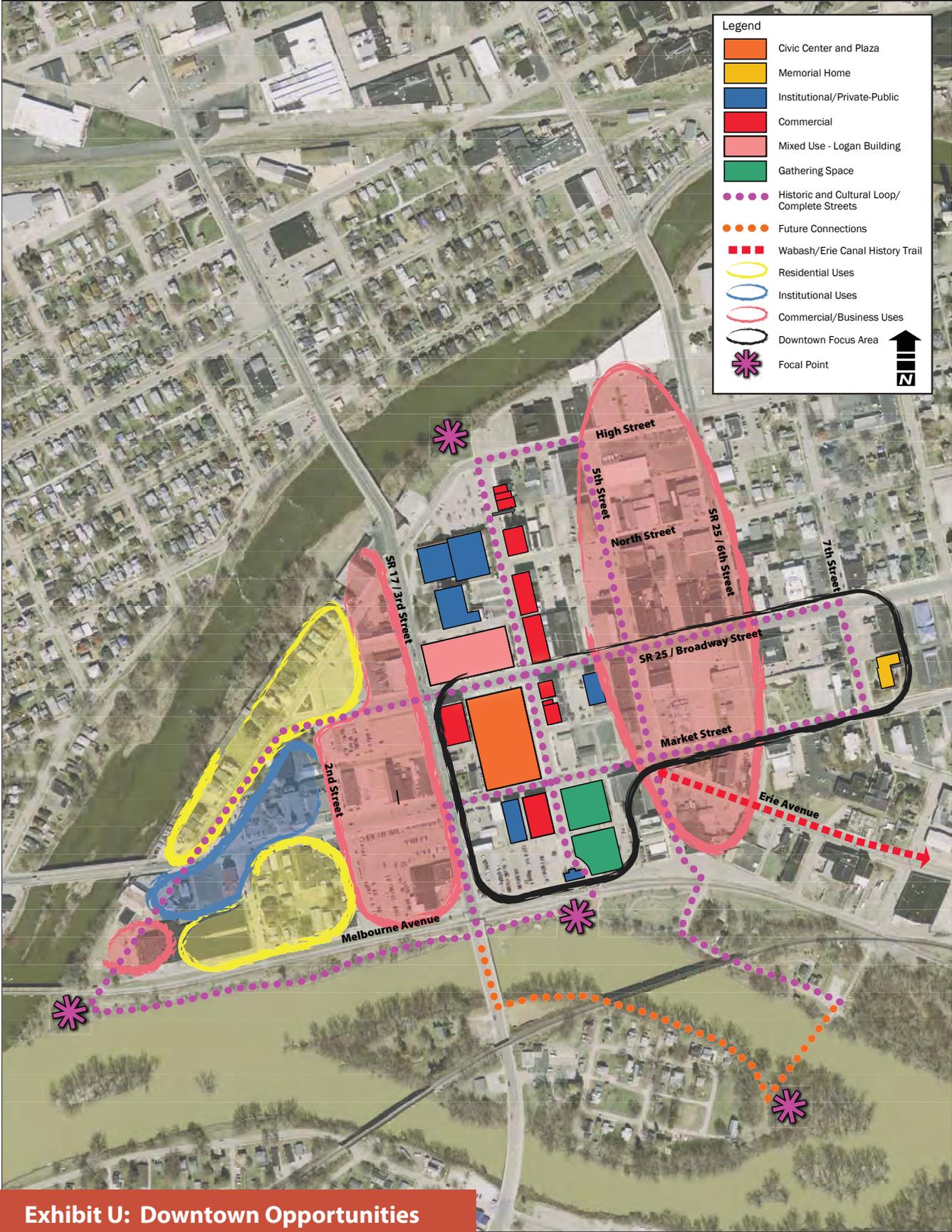


Exhibit U: Downtown Opportunities

EAST END COMMERCIAL AREA

Intent

The East End commercial area presents an opportunity to reinvigorate the most recent commercial center for Logansport.

Issues

At one point, the East End commercial area was the prime commercial destination in Logansport. As consumer behavior shifted and the population in Logansport decreased, the vitality of this area also decreased. The mall has become a fraction of what it once was and the area has several empty storefronts.

Opportunities

While there are lots of vacancies in east end, the area still serves as a commercial hub. Home Depot, Wal-Mart, Mary Max Cinemas, Holiday Inn Express and several chain restaurants all occupy the area around the East End. Additionally, the City has established a PUD district for the East End to promote unified development around the mall area. The Lexington Village PUD should provide an appropriate mix of residential uses and commercial areas. Logansport is in need of additional housing opportunities, including multi-family and quality rentals. This development can provide for a commercial shopping center, office buildings, and single and multi-family housing options.

The Lexington Village District Map on the following page illustrates broad land uses for the site. Open space is shown in green and can include the current retention ponds reconfigured with a more natural edge as an amenity with bike paths or pedestrian trails around its edges. The village center commercial zone is represented in red and could include retail, specialty retail, department stores, restaurants/ bar, specialty foods, entertainment facilities, public and institutional services, professional offices, educational services, and hospitality/hotels. Buildings within this zone should be built in close and/or immediate proximity to encourage pedestrian flow and walkability.

The orange areas beyond the village center represent similar uses to the village center, but the buildings within this area would not be required to as close to one another and would feature more stand alone developments. Uses within these area would likely be more franchised types of retail with services of essential needs such as clinics and banks.

The yellow areas represent residential uses including home occupation, market rate housing, and assisted or non-assisted senior housing. This area could also include professional offices and services, medical offices and/ or laboratories, and public and institutional services.

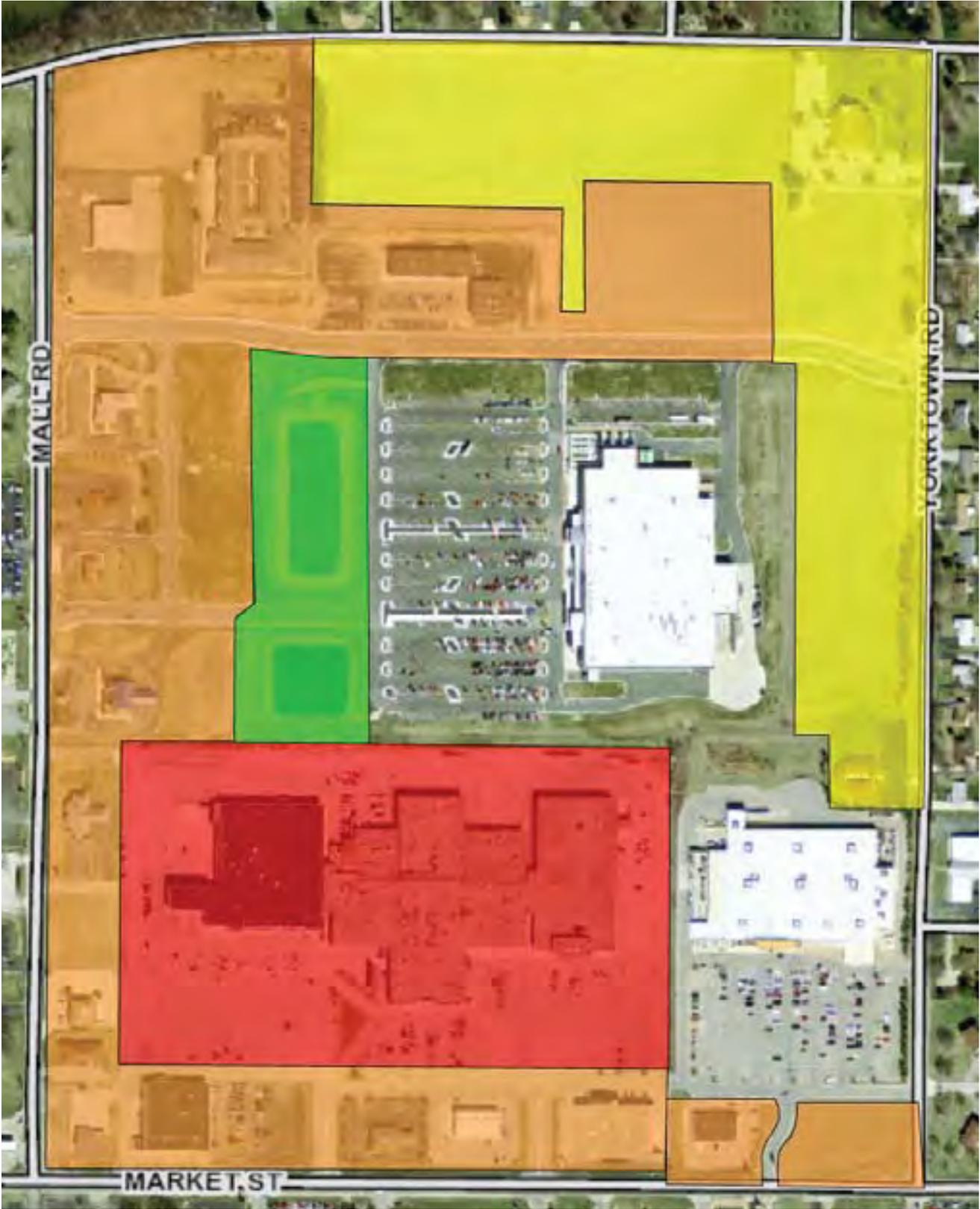


Exhibit V: Lexington Village District Map
Source: Lexington Village PUD

Aesthetically, the PUD should combine quality architecture and landscaping themes and incorporate pedestrian networks. The rendered site plan to the right represents a potential configuration and layout for the PUD. The existing Walmart is in the center of the map with the existing Home Depot in the lower left. The pink area in the lower central part of the map represents a concentration of retail uses, the dark and light orange areas represent other commercial uses, light pink areas around the perimeter represent office uses and yellow area represent multi-family residential uses. You can see in the graphic that parking lots are landscaped with trees and the site takes advantage of pedestrian trails and pathways to connect areas of the site together. The graphic does not represent the exact site plan for the site, but serves to illustrate how residential, commercial, office space and open space can be designed to work together in a unified site plan.



Source: Lexington Village PUD



Empty mall storefronts in the east end. Source: HWC Engineering



Empty mall storefronts in the east end. Source: HWC Engineering

This page intentionally left blank.

THE IVY TECH DEVELOPMENT

Intent

The Ivy Tech campus and surrounding development presents a unique commercial center for the city in addition to the downtown and the East End commercial area. With the completion of the Hoosier Heartland Corridor, this area has been opened up to commercial development and increased traffic. However, given the oversupply of commercial availability in the downtown and the east end, development within this area should be controlled so as not to adversely impact the other two commercial centers.

Issues

The area around the Ivy Tech campus is in a prime location with the recent completion of the Hoosier Heartland Corridor. However, left alone without guidance, this area could develop in a piecemeal way and actually be detrimental to the success of Logansport and miss an opportunity to create a southern gateway into the City.

Soils around this development can also pose a challenge, though not insurmountable as observed by the Ivy Tech development and additional development in pockets on the south side. Additional costs and considerations will need to be taken into consideration for development where soils are limiting.

Opportunities

The Ivy Tech Conceptual Layout map shows a potential mix of uses within this development area. Large retail and big box development has the required room and access on the south side of the Hoosier Heartland Corridor. Student-oriented retail, service commercial and restaurants can be clustered around the

intersection of 18th Street and the Hoosier Heartland Corridor. A hotel could also be supported around this same intersection.

Development on the interior of the site is largely intended to be office, some of which could be oriented towards supporting Ivy Tech. The area immediately south of Ivy Tech is for expansion of Ivy Tech. Civic uses to support increased traffic and development on the south side of Logansport, such as additional fire services, could also be supported within the interior of the development.

The mix and quantity of new development in this area should be closely planned so as not to adversely affect the Downtown or East End commercial areas. As this area also serves as a southern gateway into Logansport, design guidelines should be developed to address the architecture, site design, and character of development within this development to maintain high standards and create a good first impression of Logansport.

Development Character

The character of the proposed developments within the project area will play an important role in the attractiveness of the location to potential tenants and their prospective customers.

All development decisions made within this area must be met with a scrutiny toward a higher standard indicative of the visual appearance and functional efficiency which people have come to expect in high quality communities. This does not mean that a strict set of design standards must be adhered to in order to meet development requirements. Rather, it suggests that the proposed development should possess an architectural quality which reflects the traditional nature of the Logansport community while also exhibiting some unique and attractive design features not typically found in strip type commercial developments.

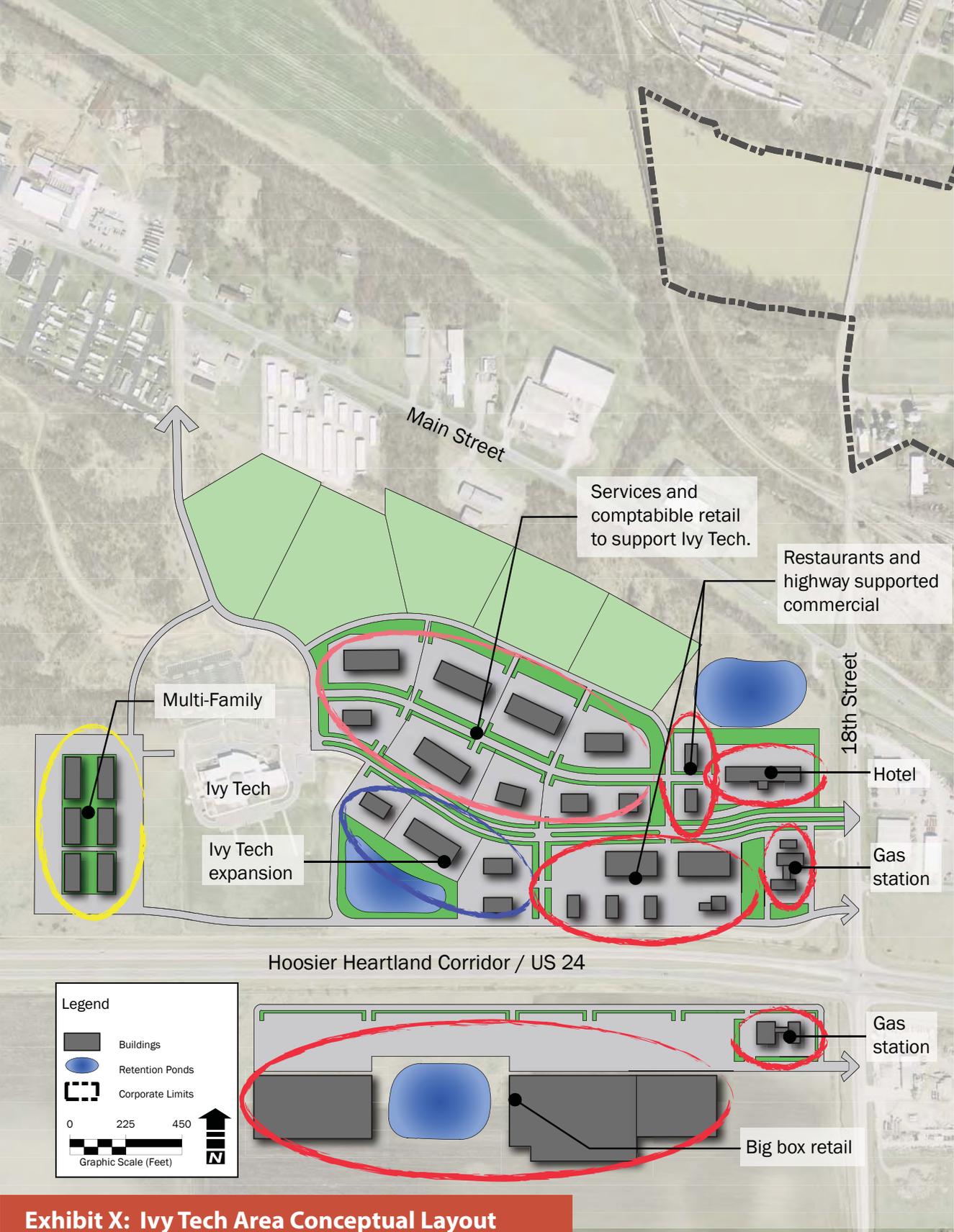


Exhibit X: Ivy Tech Area Conceptual Layout

In order to remain regionally competitive and attractive to developers, Logansport needs to be careful not to place overwhelming design requirements on the area which are not supported by market driven factors. There is a delicate balance which must be achieved between market supported development standards. The city needs to make extra efforts to clearly define their visual quality and character expectations when it comes to the following key features of new developments in the area:

- Architectural style
- Efficient access
- Business signage and environmental graphics
- Easy to navigate for visitors
- Fit, finish, and durability of exterior building materials
- Roadside and buffer landscaping
- Parking lot orientation and circulation patterns
- Pedestrian amenities and walkability.

Architectural Style

Design concepts should be consistent enough to create a sense of place for the development, while also being varied enough to create a visually interesting reason for visitors and residents to want to explore the area. Varied building storefront widths and cornice depth along with unique soffit and cornice features can provide important visual relief and shadow lines. Classic and durable design materials such as stone, brick, and exposed metal should be considered with a fresh color palette which goes beyond typical beige and light grey standards accepted in many commercial

districts. Quality, durability, and visual appeal should be the driving factors behind future commercial development in the project area with careful consideration given to the most visually dominant architectural features.

Iconic Structures and Landscape Features

Inclusion of art and/or artistic themes should be explored to help elevate the level of intrigue, discovery and cultural immersion for visitors to the area and tie the area into the historic downtown.

Commercial Buildings

Commercial building character should exhibit an upgraded design character beyond the typical corporate standard used in many commercial areas. This upgraded standard should focus on improved visual quality of both building design and ornamentation.

Hotel/Hospitality

The preferred hotel/hospitality character should reflect a modern corporate or extended stay type of facility with the height of the buildings not becoming overly dominant when compared to the relatively flat character of surrounding land. Three to five story structures with high quality materials and unique architectural features should be encouraged.



Ivy Tech - Logansport Campus. Source: HWC Engineering

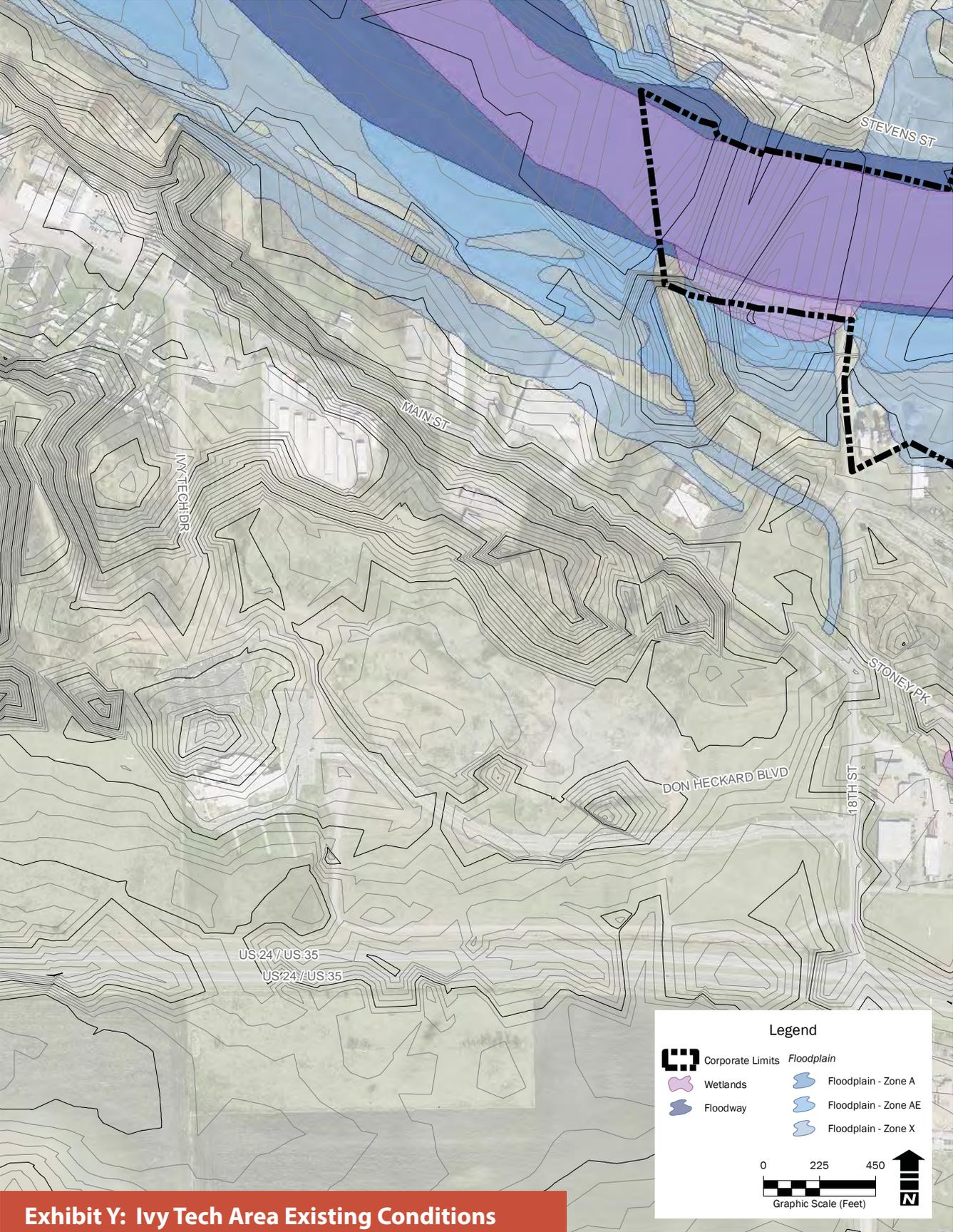


Exhibit Y: Ivy Tech Area Existing Conditions

This page intentionally left blank.



Appendices

TABLE OF CONTENTS

Tools and Resources	A.2
Programs and Funding	A.4
Demographic Report	A.11
Student Survey Summary	A.22
Maps of Overlay Districts	A.34

TOOLS AND RESOURCES

Following is a brief description of the various tools, resources, programs and funding that are available to help implement policies identified in this plan. This is not an exhaustive list of all tools, programs or funding sources that can be utilized by the City, but is intended to serve as a starting point for future actions.

Capital improvement Planning

A Capital Improvement Plan (CIP) is a system of documenting the capital investments that a community expects to make in the short-term, often five years. A CIP identifies projects, timelines, estimated costs, and funding sources and is linked to a community's budgeting process. It is a means of planning ahead for capital improvements and ensuring implementation of specific projects by connecting them more closely to the budgeting process.

Redevelopment Association of Indiana

The Redevelopment Association of Indiana, a part of the Indiana Association of Cities and Towns (IACT), is a membership organization for redevelopment board members and redevelopment staff representing 46 cities, towns and counties. The Redevelopment Association operates under the premise that while there are legally mandated actions and commonly adopted practices, there also is abundant room for local innovation and Indiana ingenuity. One of the association's principal missions is to serve as an informational and educational resource for existing redevelopment commissions and units of government considering the establishment of a redevelopment commission. Association members are available to share their experiences. Additional information can be found at <http://www.citiesandtowns.org/Membership/Affiliate-Groups/Redevelopment-Association-of-Indiana-RAI>

Redevelopment Association of Indiana Handbook (2006)

This handbook, produced by the Redevelopment Association, provides how-to information regarding the establishment of a redevelopment commission, designation of a redevelopment or economic development area, elements of a redevelopment or economic development plan, establishment of an allocation area, project financing, acquisition and disposition of real estate and the use of tax increment financing and tax abatement. It also includes an inventory of cities, towns, and counties with TIF districts, sample resolutions and other instruments, as well as a roster of association members.

Tax Abatement

Tax abatement is a phase-in of property taxes and is intended to encourage development in areas that would not otherwise develop. Tax abatement is one of the tools widely used by municipal governments to attract new businesses to the community, or to encourage investment in new equipment or facilities that will improve the company while stabilizing the community's economy. Communities may develop procedures for abatement application and policies on the amount and length of the abatement that will be approved and procedures to ensure compliance with the terms of the statement of benefits.

Tax Increment Finance (TIF)

Tax increment finance is a tool for municipalities and counties to designate targeted areas for redevelopment or economic development through a local redevelopment commission. Those redevelopment or economic development areas can then be designated as allocation areas which trigger the TIF tool. When TIF is triggered, the property taxes generated from new construction in the area are set aside and reinvested in the area to promote development, rather than going to the normal taxing units (governments, schools, etc.). The taxing units do not lose revenue, they simply do not receive revenue from the additional assessed valuation that would not have occurred "but for" the reinvestment in the area through the TIF proceeds.

PROGRAMS AND FUNDING

Office of Community Rural Affairs (OCRA) Grant Program

The U.S. Department of Housing and Urban Development (HUD) authorized OCRA to administer funds to provide grants or loans to eligible communities. These funds are usually awarded to communities with a population below 50,000 and are used for community development, economic development, and housing projects. Grants and programs under OCRA's umbrella include:

■ **Downtown Enhancement Grants**

This program is designed to foster innovative approaches to activities, which support and promote community based planning, pre-development, and research initiatives. The goal of these projects is to improve the quality of life and opportunities for increasing private investment and employment in Indiana Main Street (IMS) communities. Maximum award is \$10,000 with a dollar for dollar match.

■ **Place Based Investment Fund**

The Place Based Investment Fund (PBIF) is a competitive grant program that assists Indiana communities in their local efforts to become even greater places to visit, live and work. For every dollar, one and half local dollars must be matched. Maximum request is \$50,000 with a minimum request of \$20,000.

■ **Community Entrepreneurship Initiative**

OCRA is partnering with the Office of Small Business and Entrepreneurship (OSBE) to establish the Community Entrepreneurship Initiative (CEI). CEI will assist communities in growing and retaining entrepreneurial talent by providing consulting services and training for community economic development leaders, elected officials, and interested citizens.

■ **Community Readiness Initiative**

The CRI programs is intended to help communities gain insight into the strengths and weaknesses of their community in order to determine a course of action that will foster better community planning and growth for new generations of citizens.

■ **Hometown Collaboration Initiative**

HCI is intended for self-identified communities of under 25,000 people or fewer that want to develop a new generation of local leaders; promote the launch, survival, and growth of small business and entrepreneurs; or enhance the natural and physical assets of the community

■ **Shovel Ready Program**

The Indiana Shovel Ready designation certifies sites that are ready for economic development. Communities of any size may apply for the designation through the Indiana Office of Community and Rural Affairs (OCRA).

- **Workforce Development Program**

The Workforce Development Program (WDP) is a grant program providing funds for workforce development and skills training activities.

- **Community Development Block Grants (described below)**

- **Stellar Communities Grant Program (described below)**

Community Development Block Grants (CDBG)

These grants are administered by Office of Community Rural Affairs and can serve the city in a number of ways. There can be no more than 2 CDBG programs in any given fiscal year. Grants have not yet been announced for FY 2016 applications. Grant programs include:

- **Main Street Revitalization Program (MSRP)**

The Indiana Office of Community and Rural Affairs assists Indiana's rural residents in their endeavors to create successful, sustainable communities and improve local quality of life. MSRP grants are funded with federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). These grants provide up to \$400,000 for improvements including façade renovations and require a 20% local match from participating owners.

- **Planning Grants**

Planning Grants are funded with Federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). The goal of the program is to encourage communities to plan for long-term community development. Community leaders can apply for projects relating to such issues as infrastructure, downtown revitalization, and community facilities.

- **Public Facilities Program (PFP)**

Community facilities enhance the lives of residents in numerous ways. Libraries, museums, community centers, and performance spaces open doors to knowledge and ideas, culture, and enjoyment. In addition to community facilities, historic preservation projects are eligible for PFP. The goals of this program are to improve quality of place and generate jobs and spur economic revitalization.

- **Stormwater Improvements Program (SIP)**

Property owners in many communities across the state of Indiana suffer from flooded property and sewer backups due to inadequate stormwater management. Flooding is expensive to clean up, depresses property values, and degrades water quality. This program seeks to reduce flooding; cut stormwater treatment and energy costs; protect rivers, lakes, and vital landscape; and generate jobs and spur economic revitalization.

■ **Wastewater and Drinking Water Program (WDW)**

Many communities in Indiana struggle with inadequate water supply and failing wastewater treatment. The Office of Community and Rural Affairs is committed to improving the quality of water and wastewater in Indiana and assisting in financing appropriate water and sewer infrastructure for communities and counties that have planned and set priorities for long-term development.

■ **Comprehensive Site Redevelopment Program**

Many Indiana communities are burdened with deteriorated or abandoned downtown buildings and vacant, dilapidated industrial sites. In many instances these unsightly and dangerous buildings make them undesirable to investors and new residents. Though some communities are burdened by a disproportionate number of these sites, their presence does not have to be considered the community's downfall. The Comprehensive Site Redevelopment Program is intended to help local units of government address these blighted properties.

■ **Urgent Need Program**

Urgent need grants are funded with federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). An activity must be designed to alleviate existing conditions, certified by the local government and determined by the state to pose a serious and immediate threat to the health or welfare of the community. Urgent need grants will be considered if the threat is of recent origin or recently became urgent, the state grant recipient is unable to finance the activity on its own, or if other sources of funding are not available to carry out the activity.

Stellar Communities

Launched in 2011, the Stellar Communities Designation Program is a multi-agency partnership designed to recognize Indiana's smaller communities that have identified comprehensive community and economic development projects and activities as well as next steps and key partnerships.

Based on feedback from previous years, for 2015 the designations were divided into two divisions:

Originated by OCRA, IHEDA and INDOT, state agency partners now include:

- Indiana Housing and Community Development Authority (IHEDA)
- Indiana Office of Community and Rural Affairs (OCRA)
- Indiana Department of Transportation (INDOT)
- Indiana Department of Natural Resources (DNR)
- Indiana Finance Authority (IFA)
- Indiana Office of Small Business and Entrepreneurship (OSBE)
- Indiana Office of Tourism Development (IOTD)

- Indiana State Department of Health – Division of Nutrition & Physical Activity (ISDH)
- Serve Indiana

The Stellar Communities program embodies collaborative government partnerships and successfully leverages state and federal funding from multiple agencies to undertake large-scale projects.

Department of Natural Resources Historic Preservation Fund

This grant is designed to aid non-profit and governments to acquire and rehabilitate historic properties within the community. In order to receive the funds, the applicant must achieve a minimum number of points and place highly; should higher placed applicants drop out, the possibility for funding increases.

- Provide a \$50,000 grant for “brick and mortar” rehabilitation
- Require a \$50,000 match from participating agency

Investment Tax Credit Programs

Income tax credits are the principal governmental subsidy available for privately owned and funded historic preservation activities. Both the federal government and the state of Indiana offer a Rehabilitation Investment Tax Credit (RITC) equaling 20% of rehabilitation costs for qualified work at income-producing properties that are certified historic buildings. A net subsidy equaling 40% of qualified rehabilitation costs may be yielded by participation in both programs. Eligible properties include commercial buildings, factories, and old houses as long as they are income producing, such as rental properties. Owner-occupied private residences are eligible only for the Indiana Residential Historic Rehabilitation Credit (RHRC- see below). See the Indiana Department of Recreation for more information.

Residential Historic Rehabilitation Credit

The Residential Historic Rehabilitation Credit is available to Indiana state income taxpayers who undertake certified rehabilitations of historic buildings that are principally used and occupied by a taxpayer as that taxpayer’s residence. The State incentive allows a taxpayer to claim a State Income tax credit for 20% of the total qualified rehabilitation or preservation cost of a project. Costs must exceed \$10,000 to be eligible. The Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources administers the program.

Blight Elimination Program

The State of Indiana, through Indiana Housing and Community Development Authority (IHCDA), is using a portion of Indiana’s Hardest Hit Funds to demolish blighted and abandoned homes that are beyond repair. The goal is not simply to demolish abandoned homes, but to stabilize property values in Indiana communities.

Indiana Department of Transportation (INDOT) LPA Grants

INDOT works proactively to assist Local Public Agencies (LPA) in addressing capital needs. By statute, INDOT shares gas tax revenue distributed out of the state Motor Vehicle Highway Fund (MVHF) and Local Road and Street Fund (LRSF) with local communities. Distributions out of these funds are made by the auditor's office to each local community for use on road and street projects.

INDOT also makes available 25% of the federal funds apportioned to it under Congressional Highway Authorization Bills. This is a practice carried out by internal policy and is done under no requirement of any state or federal statute. INDOT also handles all of the program administration, contract letting and post-contractual Federal obligations for local communities. This alleviates additional financial burdens for local communities and provides a means for all communities to participate in federal-aid funding.

Transportation Alternatives Programs Grants (TAP)

Transportation Alternatives Program (TAP) grants are provided under the Moving Ahead Progress in the 21st Century ACT (MAP-21) signed into law on July 6, 2012. Provided under TAP are the Recreational Trails Programs Grant (RTP) and Safe Routes to School (SRTS). TAP will receive about \$820 million to carry out all projects, including SRTS and RTP projects across the country. States will sub-allocate 50 percent of their TA funds to Metropolitan Planning Organizations and local communities to run a grant program to distribute funds for projects. States could use the remaining half for TA projects or could spend these dollars on other transportation priorities.

■ TAP Grant/Recreational Trails Program Grant

The Recreational Trails Program (RTP) is a matching assistance program that provides funding for the acquisition and/or development of multi-use recreational trail projects. Both motorized and non-motorized projects may qualify for assistance. The assistance program is sponsored by the U.S. Department of Transportation's Federal Highway Administration (FHWA).

- Provide between \$10,000 and \$250,000
- RTP matches at 80% of project cost

■ Safe Routes To School:

SRTS projects are eligible for funding under the TAP. As such, SRTS projects are subject to all TAP requirements, including the same match requirements – 80 percent federal funding, with a 20 percent local match. SRTS coordinators are not required under MAP-21, but are eligible for funding under TAP. Thus, states may decide to retain their SRTS coordinators and use TAP funds to pay for them.

■ **Additional TAP activities:**

There are additional eligible activities which may be eligible for TAP funding which include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including—
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, discourage invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities are also eligible uses of TAP funds

DNR Wabash River Heritage Corridor Fund

Designed to aid communities along the Wabash River within one mile of shore. The next grant cycle is 2017.

Indiana Land Grant Efroymsen Endangered Places Acquisition Grant

Will fund feasibility studies and other preservation consulting services.

- Provide between \$2,500 and \$3,500

- Require a \$500 match

Land and Water Conservation Fund (LWCF)

LWCF federal grants can be used to protect important natural areas, acquire land for outdoor recreation and develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports/playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas and passive parks. The minimum grant request is \$10,000 and the maximum request is \$200,000 with a local match requirement. LWCF grants are administered through the Indiana Department of Recreation.

National Endowment for the Arts: Our Town Grant

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core. Our Town requires partnerships between arts organizations and government, other nonprofit organizations, and private entities to achieve livability goals for communities.

- Provide between \$10,000 and \$200,000

Skills Enhancement Fund

The Skills Enhancement Fund (SEF) is provided through the Indiana Economic Development Corporation and provides assistance to businesses to support training and upgrading skills of employees required to support new capital investment. The grant may be provided to reimburse a portion (typically 50%) of eligible training costs over a period of two full calendar years from the commencement of the project.

WorkKeys

WorkKeys® enables Hoosiers to examine their individual strengths and weaknesses and also compare their skills to job profiles which can help substantially when looking for jobs or career advancement opportunities. The program helps ensure Hoosiers find the right jobs to be successful and is provided through the Indiana Department of Workforce Development.

Logansport, Indiana Demographic Profile

June 30th, 2015



Demographic profiles help to provide a snapshot of a community which is useful for making informed decisions and crafting policies catered to that community. As Logansport determines what direction the community will go, its elected officials, community leaders and informed citizens may find the included data helpful.

This information has been obtained from sources believed reliable. We have not verified it and make no guarantee, warranty or representation about it.

Introduction

This section provides an in-depth look at the City of Logansport’s demographic makeup and reviews topics such as employment, education, age and poverty. Each section is comparative and examines Logansport side-by-side with either Indiana (IN) or Cass County.

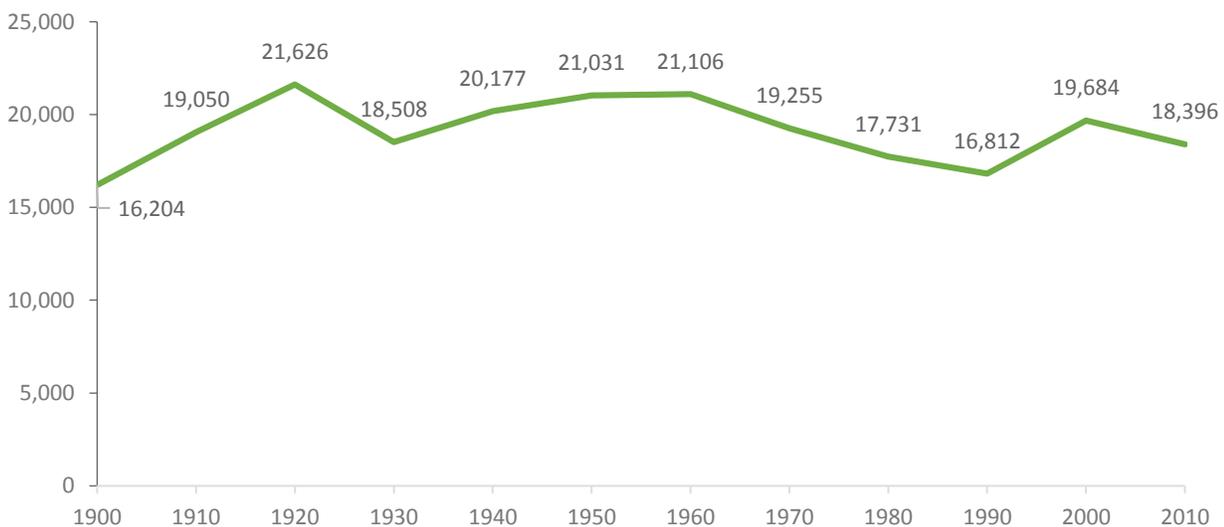
Most of the demographic data available as of June 2015 is based on the most current U.S. Census survey taken in April 2010 and the American Community Survey (ACS) conducted yearly. While the Census Bureau conducts smaller scale surveys between decennial years, the bureau does not analyze the geographic areas with a population of 65,000 or less based on Census Bureau population estimates.

The American Community Survey (ACS) is an ongoing report conducted every year that includes information about a communities’ demographic information such as age, sex, race, income, education, disabilities, commuting and much more. Unlike the Census, it uses estimates and not actual counts.

Population

Logansport’s population was about 16,204 in 1900 and peaked at 21,626 in 1920. **Figure 1** shows the population change in Logansport between 1900 and 2010. After a large drop in 1930, the population grew steadily until 1960, then declined until 1990, when population grew again. The population between 2000 and 2013 declined again. According to the American Community Survey data, the current population of Logansport is 18,034. Population projections are not available for the city, but Cass County projections show a slight decline in growth from 38,966 in 2010 to 37,814 in 2020.

Figure 1: Logansport Population, 1900-2010



Source: US Census Bureau

Median Age

Logansport’s median age is lower than both Cass County and nearly the same as Indiana. Logansport’s median age is 37.2, Indiana is 37 and Cass County is 38.7. As shown in **Figure 2**, all three areas’ median ages have grown over the last 20 years.

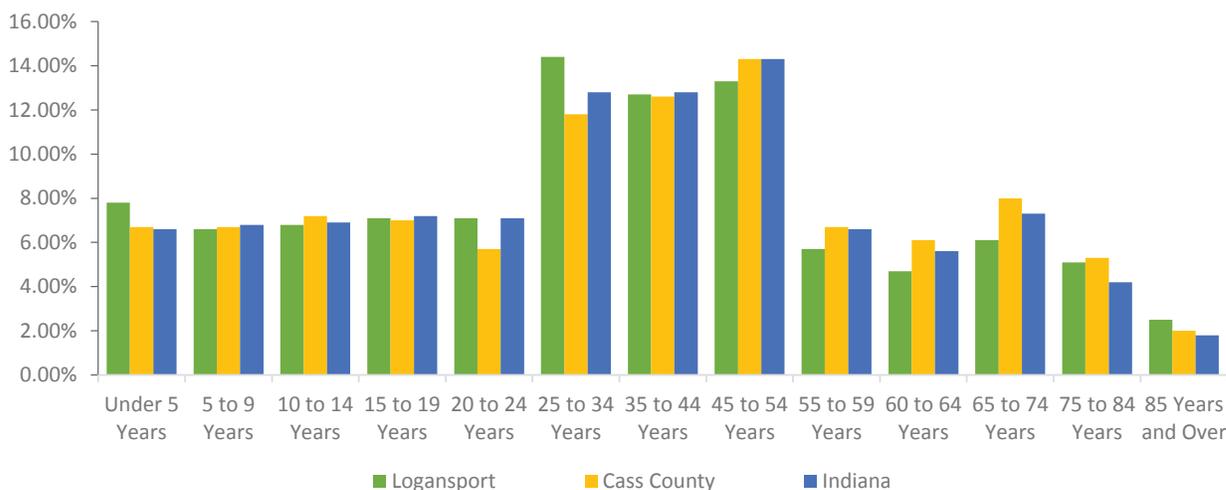
Figure 2: Median Age (Years)			
Year	Logansport	Cass County	Indiana
1990	34.2	35	32.7
2000	35.3	36.7	35.2
2010	37.2	38.7	37

Source: US Census Bureau ACS 5-Year Estimates

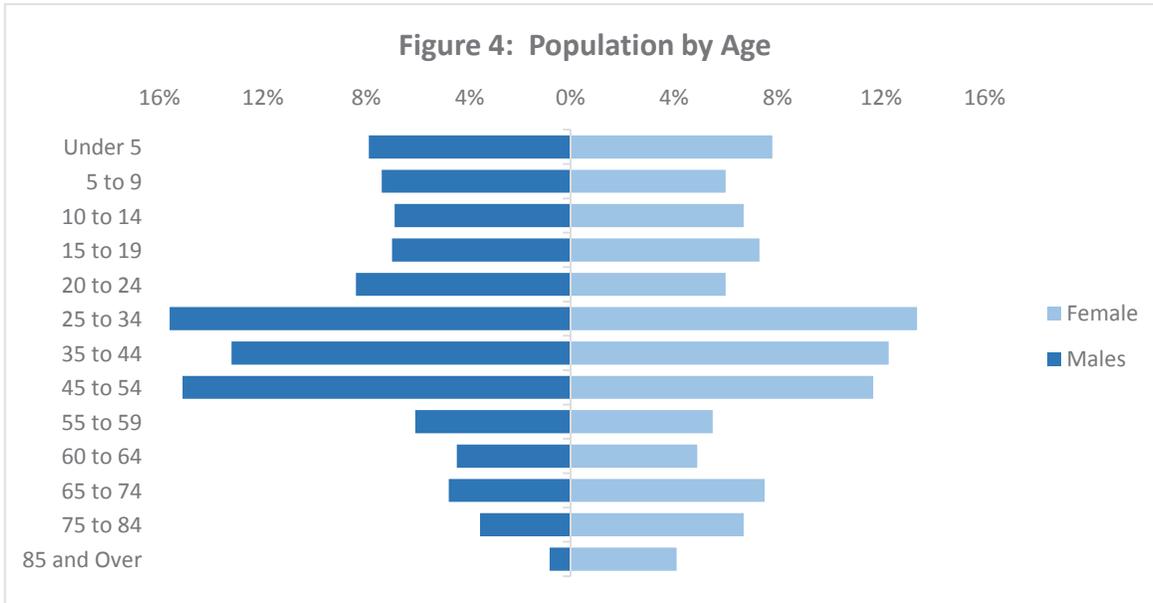
Population by Age Group

Figure 3 highlights the population percentages by age group in Logansport compared to Indiana. Logansport has nearly the same concentration of individuals between the ‘working’ ages of 15 to 65 (66 percent), compared to the Indiana’s 67 percent. **Figure 4** highlights the population distribution in Logansport

Figure 4: Percentage of Population by Age Group



Source: US Census Bureau 2009-2013 ACS 5-Year Estimates

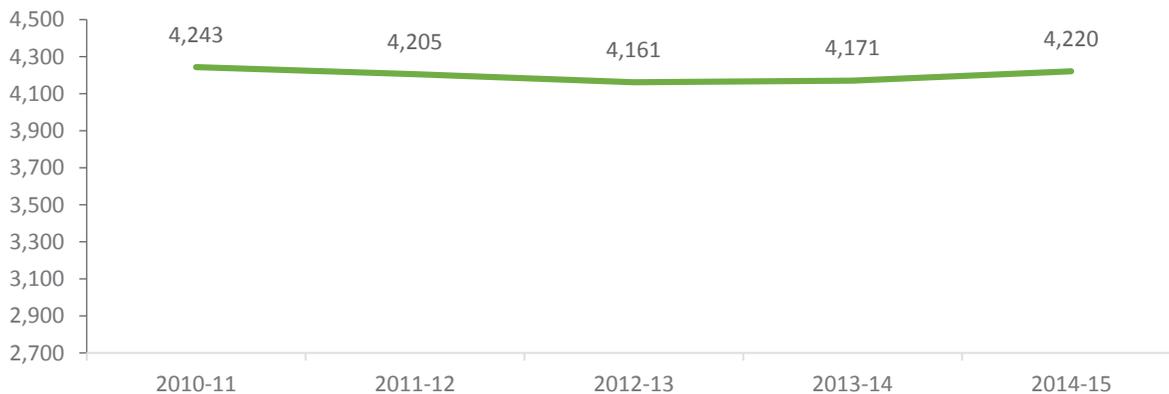


School Enrollment

School enrollment rates are useful indicators of growth within a community. Declining enrollment is troubling, but not alarming. More students may simply be attending charter schools which are not subject to the same reporting requirements as public schools. **Figure 5** shows a fairly steady enrollment, with a small decline in the 2012-2013 school year rebounding to nearly the same enrollment as the 2010-2011 school year, as reported by the Indiana Department of Education.

Logansport Community School Corporation’s graduation rate is at 92.2% and is down slightly from 92.9% from the 2012-2013 school year. However, there was a steady climb from the 2008-2009 school year to the 2012-2013 school year.

Figure 5. Logansport Community School Corporation Total Enrollment

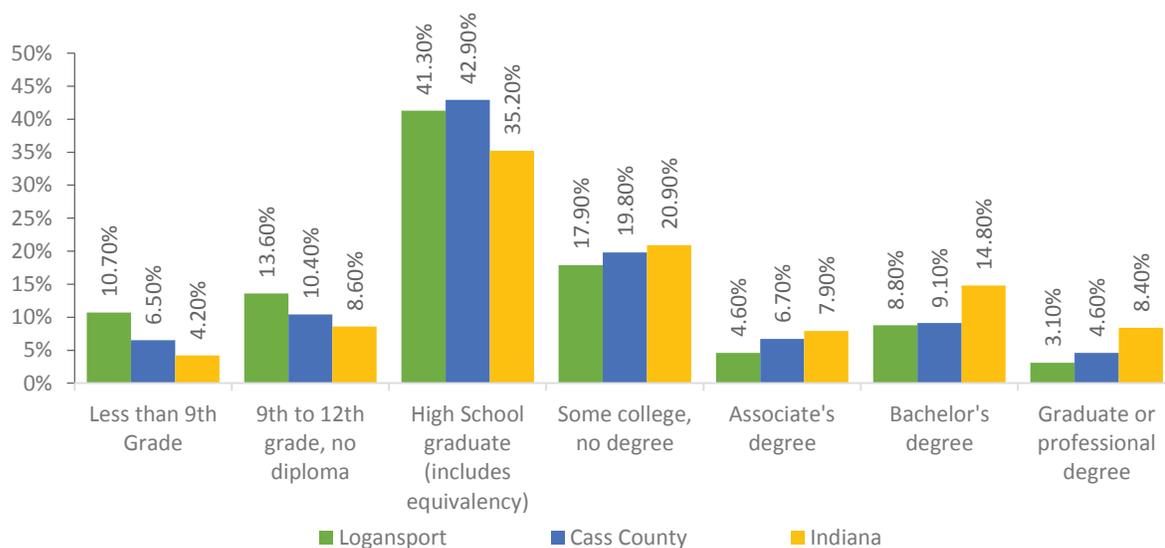


Source: Indiana Department of Education

Educational Attainment

Overall, Logansport has a higher percentage of high school graduates than Indiana and Cass County. **Figure 6** shows that for high school graduates, Logansport has 41.3% compared to 35.2% for Indiana. Logansport and Cass County both lag Indiana in advanced degrees.

Figure 6. Educational Attainment Comparison



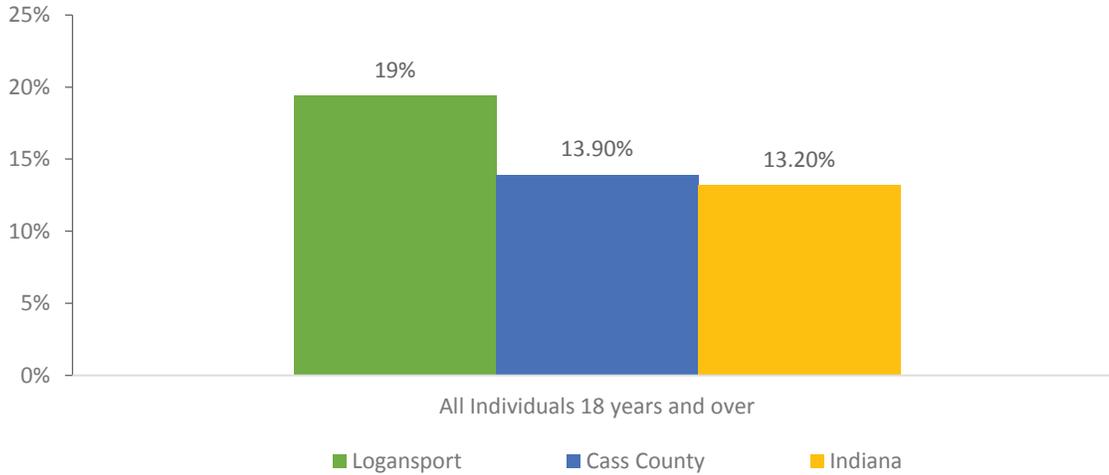
Source: US Census Bureau 2009-2013 ACS 5-Year Estimates

Poverty Rate Comparisons

To determine the percentage of people living in poverty in the United States, the Census Bureau calculates a series of poverty thresholds each year. A poverty threshold is defined as the minimum income a family would have to earn to meet its basic needs.

Logansport’s rate in this category is more than the county and state. **Figure 7** shows all people 18 years and over that are below the poverty rate in Logansport, Cass County and Indiana as a whole.

Figure 7. Poverty Rate Comparisons



Source: US Census Bureau 2009-2013 ACS 5-Year Estimates

Percent Free and Reduced Lunch

The percent of free lunches served is another indicator of economic distress. As shown in **Figure 8**, the percent of free lunches for Logansport Community Schools is higher than Indiana’s, at 48.3% compared to 41.3%. Reduced price lunches are also higher at 9.0% compared to Indiana’s 7.8%.

Figure 8. Percent Free and Reduced Lunch (FY 2014-15)



Source: Indiana Department of Education

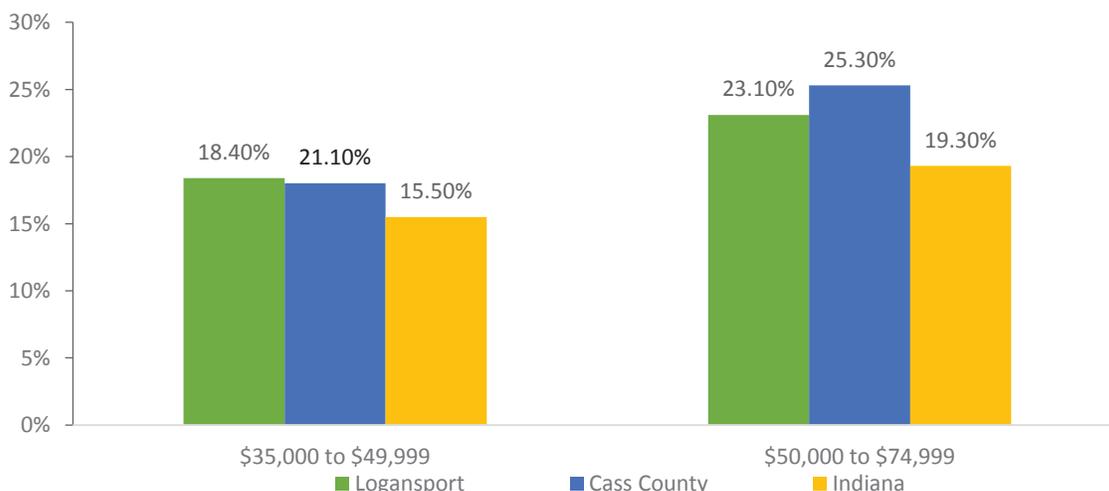
Income Distribution

The majority of Logansport residents (61.8 percent) make less than \$50,000 annually. This is more than the percentage of Cass County and Indiana residents making under \$50,000 per year (49 percent and 51.8 percent, respectively).

Figure 9 identifies two key income ranges in which Logansport’s population has a higher or nearly equal concentration of people compared to Cass County and Indiana.

However, only 5.8 percent of Logansport residents make over \$100,000 per year, compared to 11.9 percent for Cass County and 16.7 percent for Indiana.

Figure 9. Income Distribution



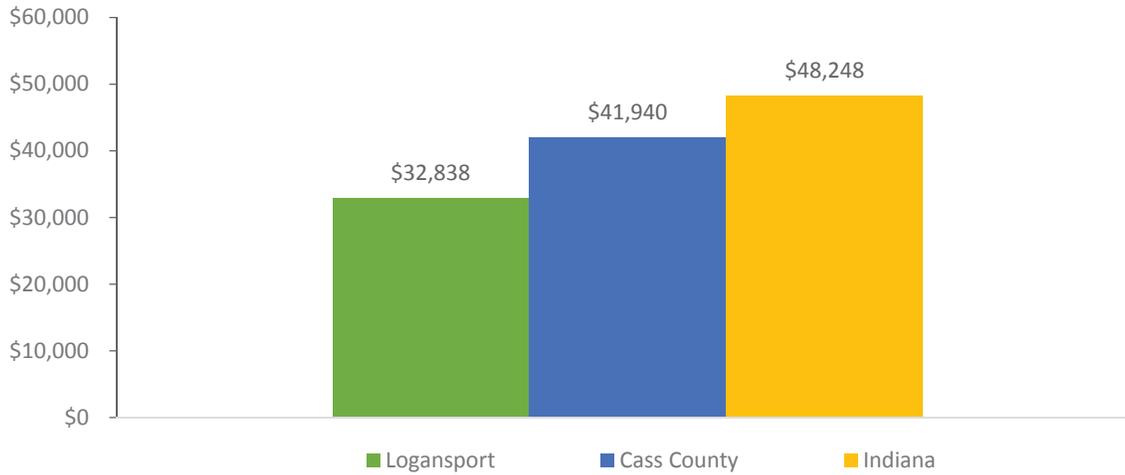
Source: US Census Bureau 2009-2013 ACS 5-Year Estimates

Median Household Income

Logansport’s median household income of \$32,838 is lower than both Cass County at \$41,940 and Indiana at \$48,248. **Figure 10** highlights Logansport’s median household income.

Between 2000 and 2012, (during the recession), Logansport’s median household income dropped by 26.2% when adjusted for inflation. The Indiana experienced a loss of 12.7%, while Cass County experienced a loss similar to Logansport of 21.3%.

Figure 10. Median Household Income



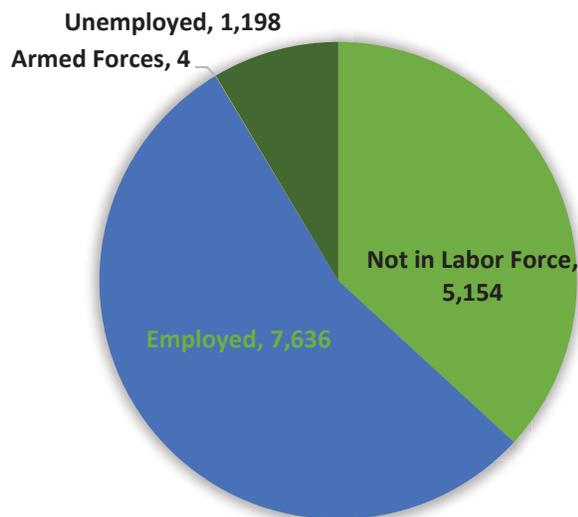
Source: US Census Bureau 2009-2013 ACS 5-Year Estimates

Employment Distribution

Logansport’s employment rate and distribution are important factors for the city’s potential economic development and expansion.

Figure 11 show’s Logansport’s employment distribution for the population age 16 and older. 54.6% are employed, 8.6% are unemployed (but seeking work) and 36.8% are not in the labor force (meaning they are currently neither employed nor seeking work).

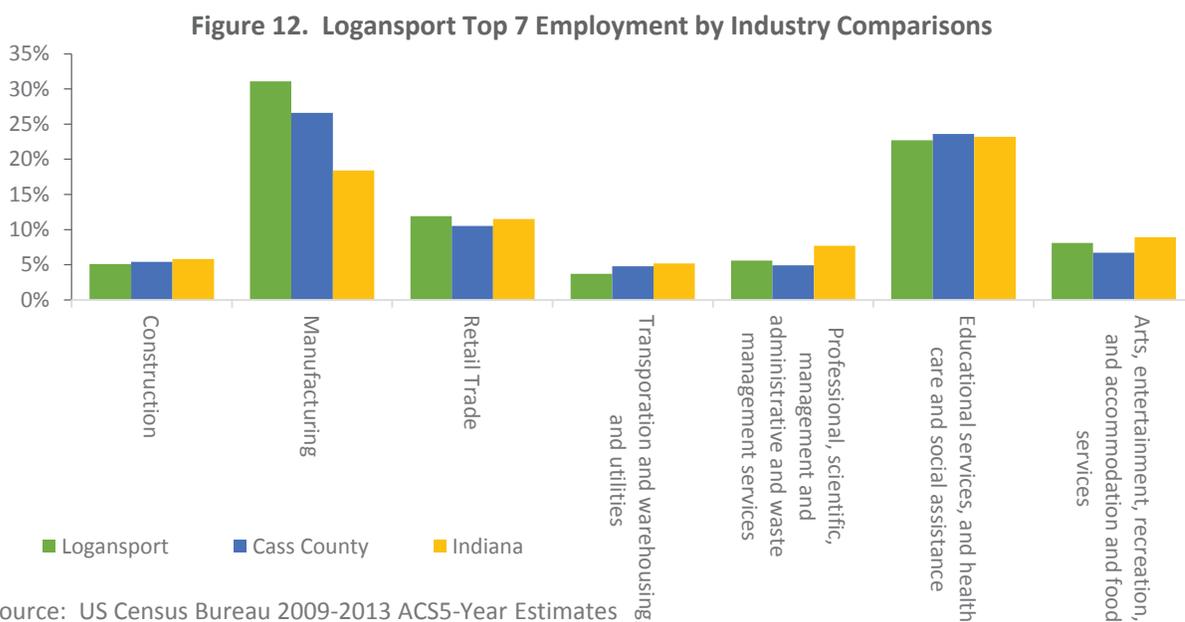
FIGURE 11. EMPLOYMENT DISTRIBUTION



Source: US Census Bureau 2009-2013 ACS 5-Year Estimate

Employment by Industry Comparisons

As seen in **Figure 12**, Logansport has significantly higher percentages of manufacturing and educational services and health care and social assistance employment. There are also higher percentages of those working in retail trade in Logansport than in Cass County or Indiana. However, there are less people in Logansport working in construction, transportation, warehousing and utilities than in Cass County or the State.



Commuting

Logansport’s commuting patterns can be important in determining the number of workers available for local jobs. About 76% of Logansport’s workers are employed in Cass County, while 23% work outside the county. The remaining 1.2% work outside Indiana. On average, employed Logansport residents travel 19 minutes (one way) to get to work.

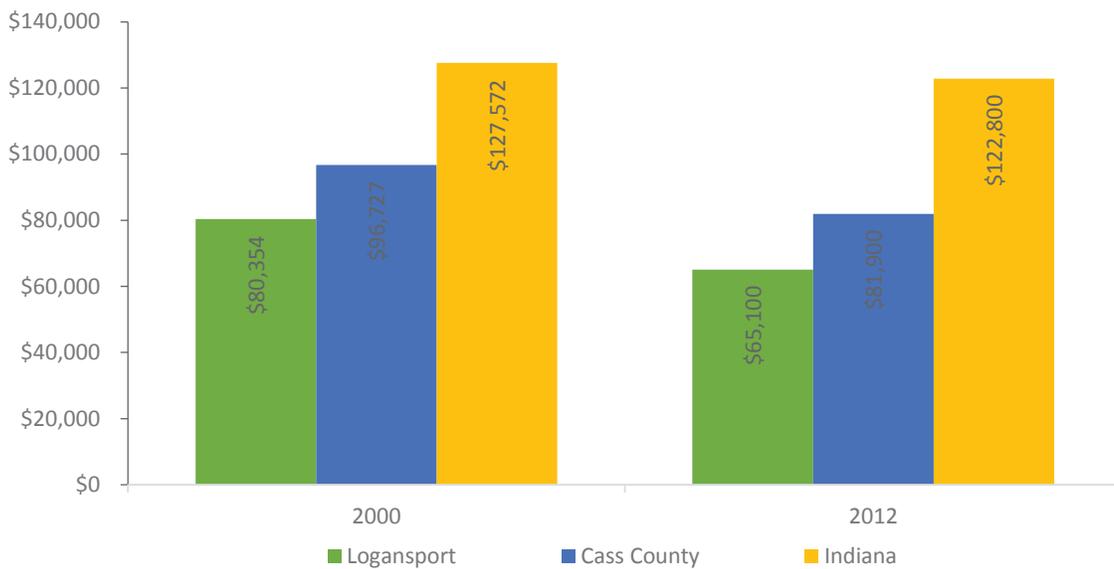
Mean Travel Time to Work (mins.)	18.7
% of Pop. Working in Cass County	76.1%
% of Pop. Working outside Cass County	22.7%
% of Pop. Working Outside Indiana	1.2%

Source: US Census Bureau ACS 5-Year Estimate

Housing

As shown in **Figure 14**, Logansport has a lower median owner-occupied home value than Cass County or Indiana. Between 2000 and 2012, Logansport’s owner-occupied housing value decreased in value by 19%, compared to Cass County and Indiana which both saw smaller decreases of 15.3% and 3.7% respectively.

Figure 14. Median Housing Value



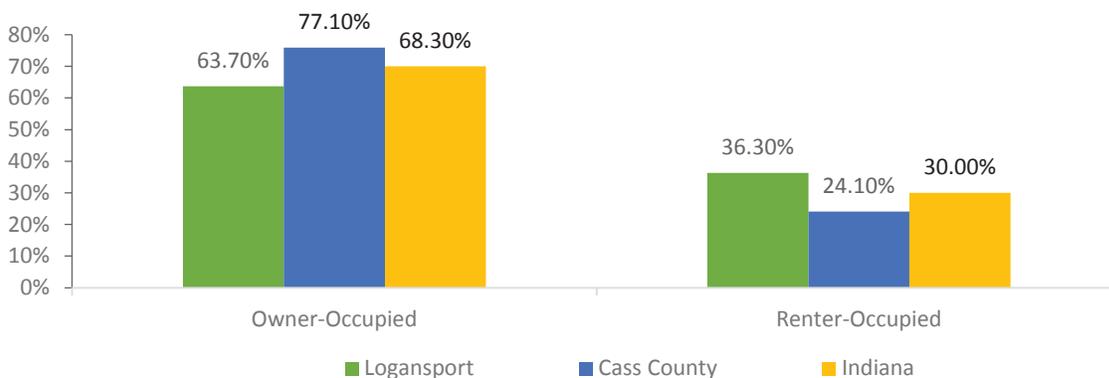
Source: US Census Bureau 2009-2013 ACS 5-Year Estimates. Year 2000 data adjusted for inflation using BLS’ CPI inflation calculator.

Occupied Housing

As shown in **Figure 15**, Logansport has a lower percentage of owner occupied housing units, at 63.7% compared to 75.9% for Cass County and a higher percentage of renter occupied units than Indiana or Cass County.

For renter occupied homes, Logansport has a higher percentage, at 36.3%, than Cass County’s 24.1%.

Figure 15. Occupied Housing Units

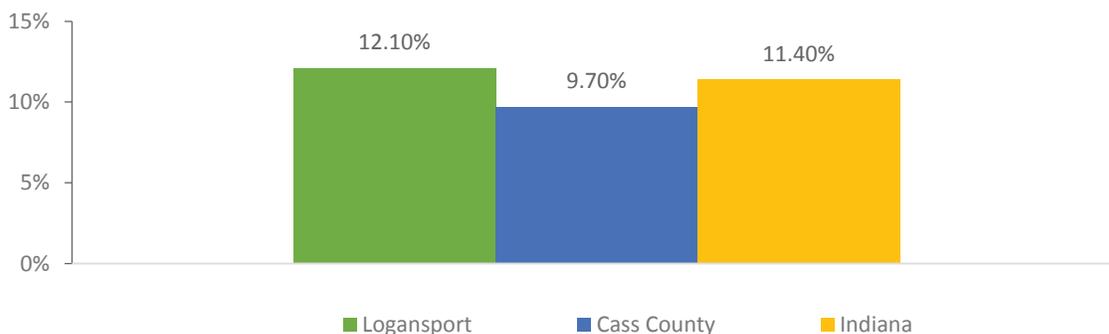


Source: US Census Bureau 2008-2012 ACS 5-Year Estimates

Vacant Housing

As shown in **Figure 16**, Logansport has the highest percentage of vacant houses at 12.1% when compared with Cass County (9.7%) and Indiana (11.4%). In terms of vacancy rates, Logansport’s homeowner vacancy rate is 1.9%, which is a little lower than the Indiana’s rate of 2.3%. Logansport’s rental vacancy rate of 7.6% lower than Indiana’s rate of 8.4%.

Figure 16. Percent Vacant Housing

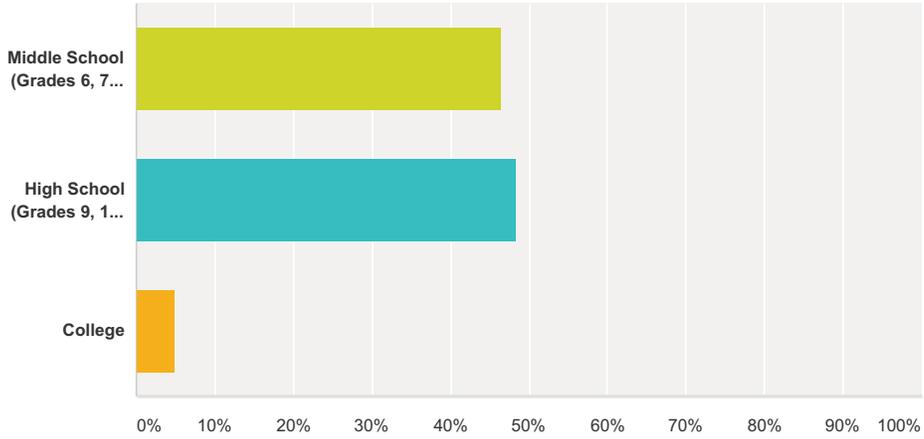


Source: US Census Bureau 2008-2012 ACS 5-Year Estimates

Logansport Student Survey
 Survey taken online over a one week period.

Q1 What school group are you in?

Answered: 824 Skipped: 0

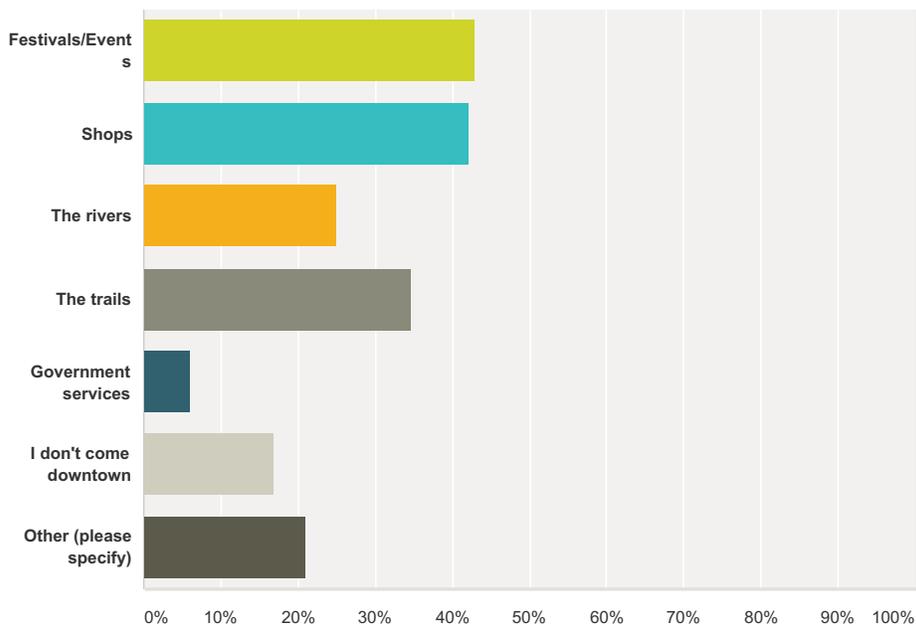


Answer Choices	Responses	
Middle School (Grades 6, 7 or 8)	46.48%	383
High School (Grades 9, 10, 11 or 12)	48.42%	399
College	5.10%	42
Total		824

Logansport Student Survey

**Q2 What amenities bring you downtown?
(select all that apply)**

Answered: 819 Skipped: 5



Answer Choices	Responses	Count
Festivals/Events	42.98%	352
Shops	42.12%	345
The rivers	25.03%	205
The trails	34.55%	283
Government services	5.98%	49
I don't come downtown	16.85%	138
Other (please specify)	21.12%	173
Total Respondents: 819		

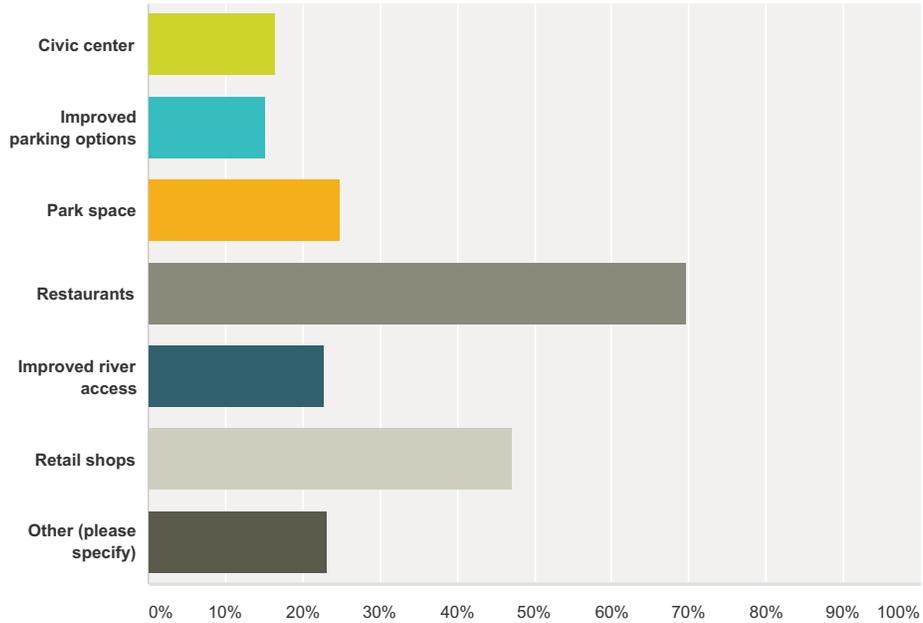
Common responses/themes

- Restaurants/Dinings
- Library
- YMCA
- Church
- Schools/University

Logansport Student Survey

Q3 What changes could be made to make downtown more attractive to you? (select all that apply)

Answered: 811 Skipped: 13



Answer Choices	Responses	Count
Civic center	16.40%	133
Improved parking options	15.29%	124
Park space	24.91%	202
Restaurants	69.67%	565
Improved river access	22.81%	185
Retail shops	47.10%	382
Other (please specify)	23.18%	188
Total Respondents: 811		

Common responses/themes

More stores and shopping opportunities

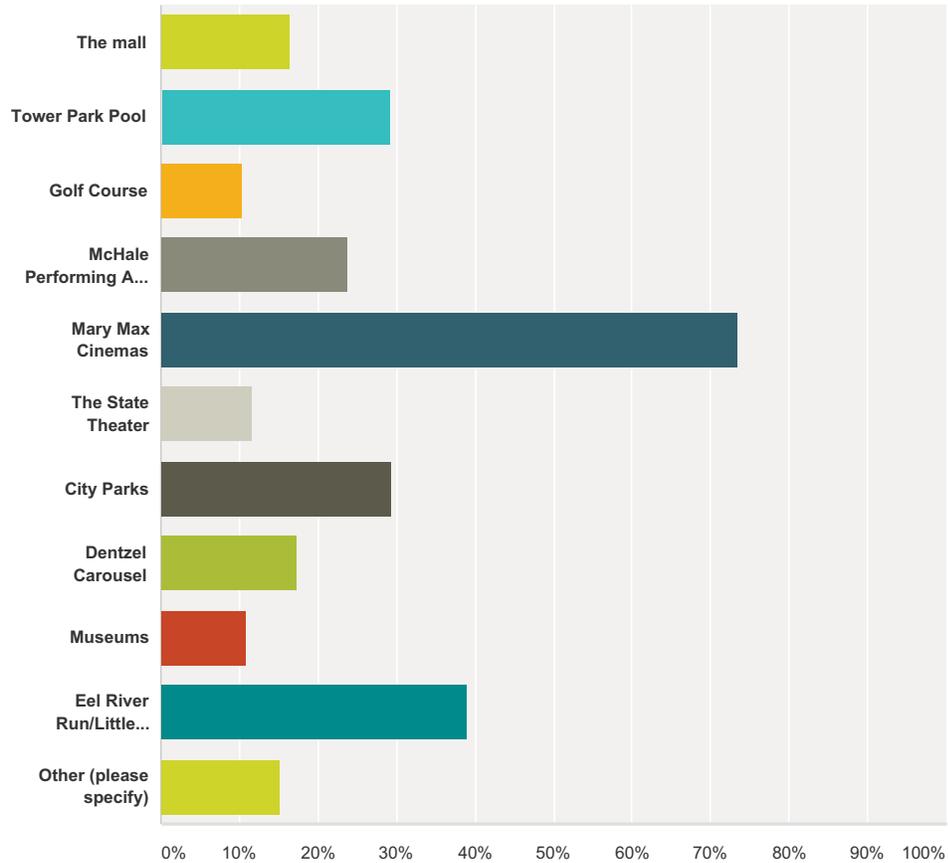
A mall

Youth oriented entertainment or recreation opportunities

Logansport Student Survey

Q4 What is a place/attraction you love to go in Logansport? (select all that apply)

Answered: 816 Skipped: 8



Answer Choices	Responses
The mall	16.54% 135
Tower Park Pool	29.29% 239
Golf Course	10.42% 85
McHale Performing Arts Center	23.77% 194
Mary Max Cinemas	73.53% 600
The State Theater	11.76% 96
City Parks	29.53% 241
Dentzel Carousel	17.28% 141
Museums	10.78% 88
Eel River Run/Little Turtle Waterway	39.09% 319

Logansport Student Survey

Other (please specify)	15.20%	124
Total Respondents: 816		

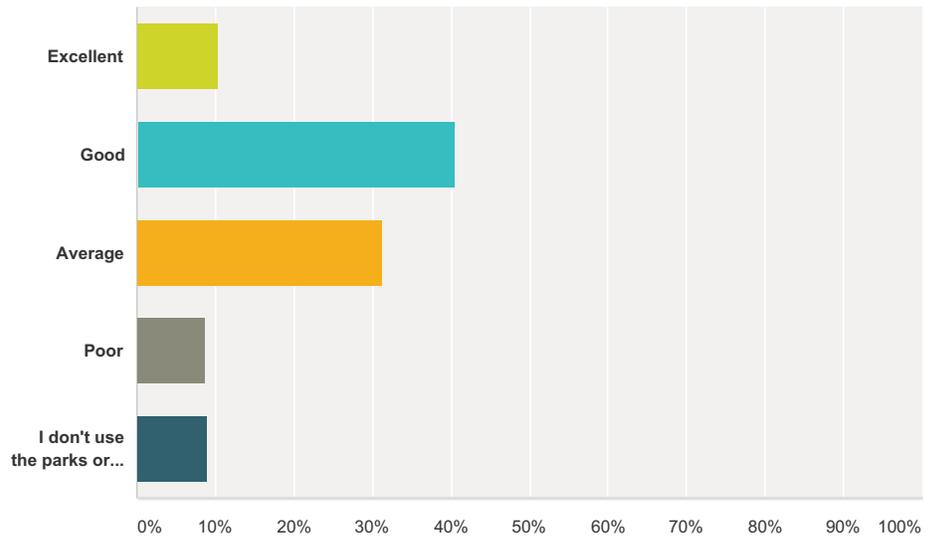
Common responses/themes

- YMCA
- Library
- Walmart
- Trails
- Parks
- Restaurants/Dining

Logansport Student Survey

Q5 How would you rate the park and trail system?

Answered: 815 Skipped: 9

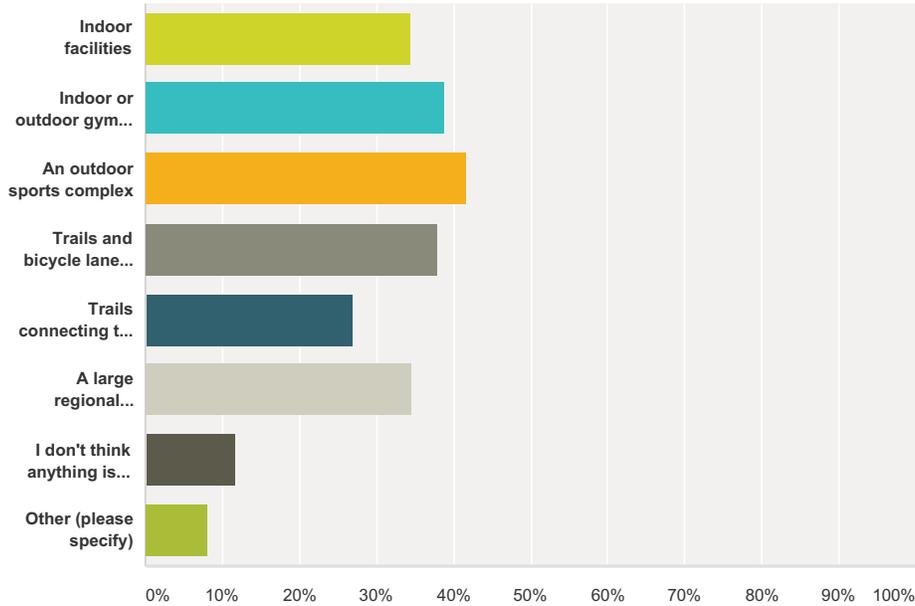


Answer Choices	Responses
Excellent	10.43% 85
Good	40.49% 330
Average	31.41% 256
Poor	8.71% 71
I don't use the parks or trails	8.96% 73
Total	815

Logansport Student Survey

Q6 What amenities do you think should be added to the parks or trails system? (please select two)

Answered: 818 Skipped: 6



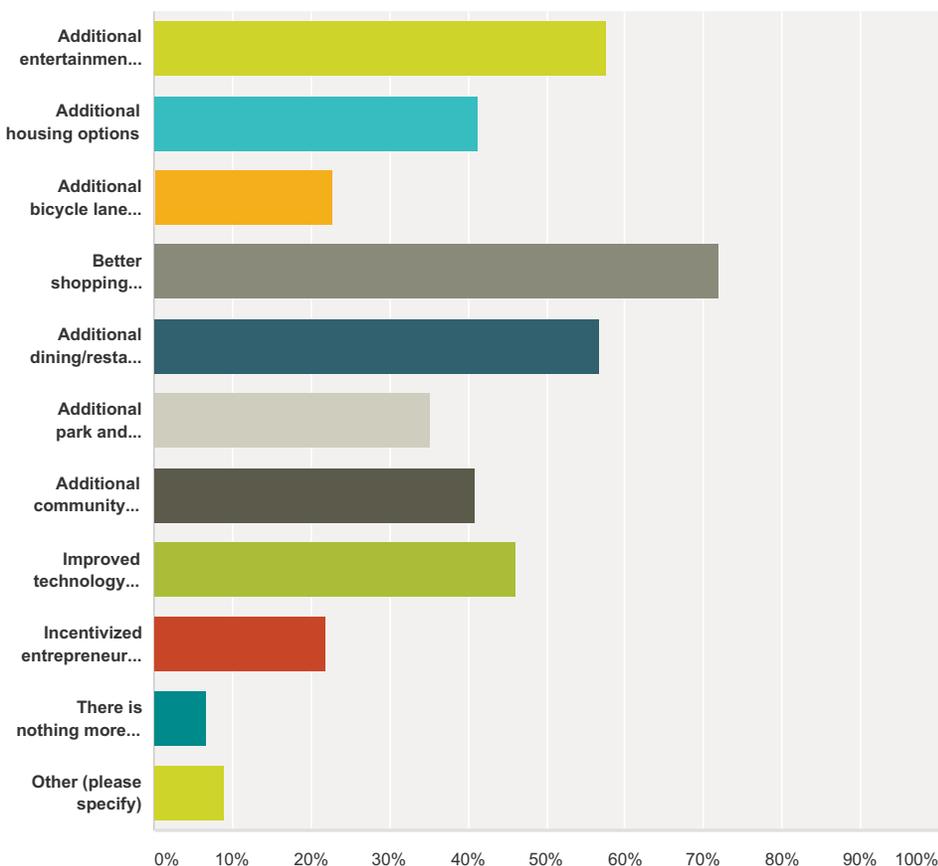
Answer Choices	Responses
Indoor facilities	34.35% 281
Indoor or outdoor gym equipment	38.75% 317
An outdoor sports complex	41.81% 342
Trails and bicycle lanes to connect through the City	38.02% 311
Trails connecting to other communities or regional parks	26.89% 220
A large regional aquatic center	34.72% 284
I don't think anything is needed	11.74% 96
Other (please specify)	8.07% 66
Total Respondents: 818	

Common responses/themes
 More varied parks such as dog park or skate park
 Indoor facilities
 Sports fields, especially soccer

Logansport Student Survey

Q7 What does this community need to offer in order for you to stay and/or return to Logansport after graduation? (select all that apply)

Answered: 820 Skipped: 4



Answer Choices	Responses
Additional entertainment options	57.56% 472
Additional housing options	41.34% 339
Additional bicycle lanes and trails	22.80% 187
Better shopping opportunities	71.95% 590
Additional dining/restaurant options	56.83% 466
Additional park and recreational opportunities	35.24% 289
Additional community events/festivals	40.98% 336
Improved technology facilities and infrastructure such as high speed internet and public WiFi access	46.22% 379
Incentivized entrepreneur space for start-up businesses	21.83% 179

Logansport Student Survey

There is nothing more needed	6.71%	55
Other (please specify)	9.02%	74
Total Respondents: 820		

Common responses/themes

Better job opportunities

A mall

More shopping and entertainment choices

Logansport Student Survey

Q8 What about Logansport do you like the most?

Answered: 784 Skipped: 40

Common responses/themes
Park and recreation offerings
Family and friends are here
The trails
The schools
Movie theater
The rivers
The community
The community is quiet

Logansport Student Survey

Q9 What about Logansport would you most like to change?

Answered: 784 Skipped: 40

Common responses/themes

The mall

Additional trails

Shopping choices

Additional park offerings

Lack of activities and things to do

Restaurant/dining options

Entertainment options

Logansport Student Survey

Q10 What would you like to see in your community that we don't currently have?

Answered: 779 Skipped: 45

Common responses/themes

A mall

More shopping choices

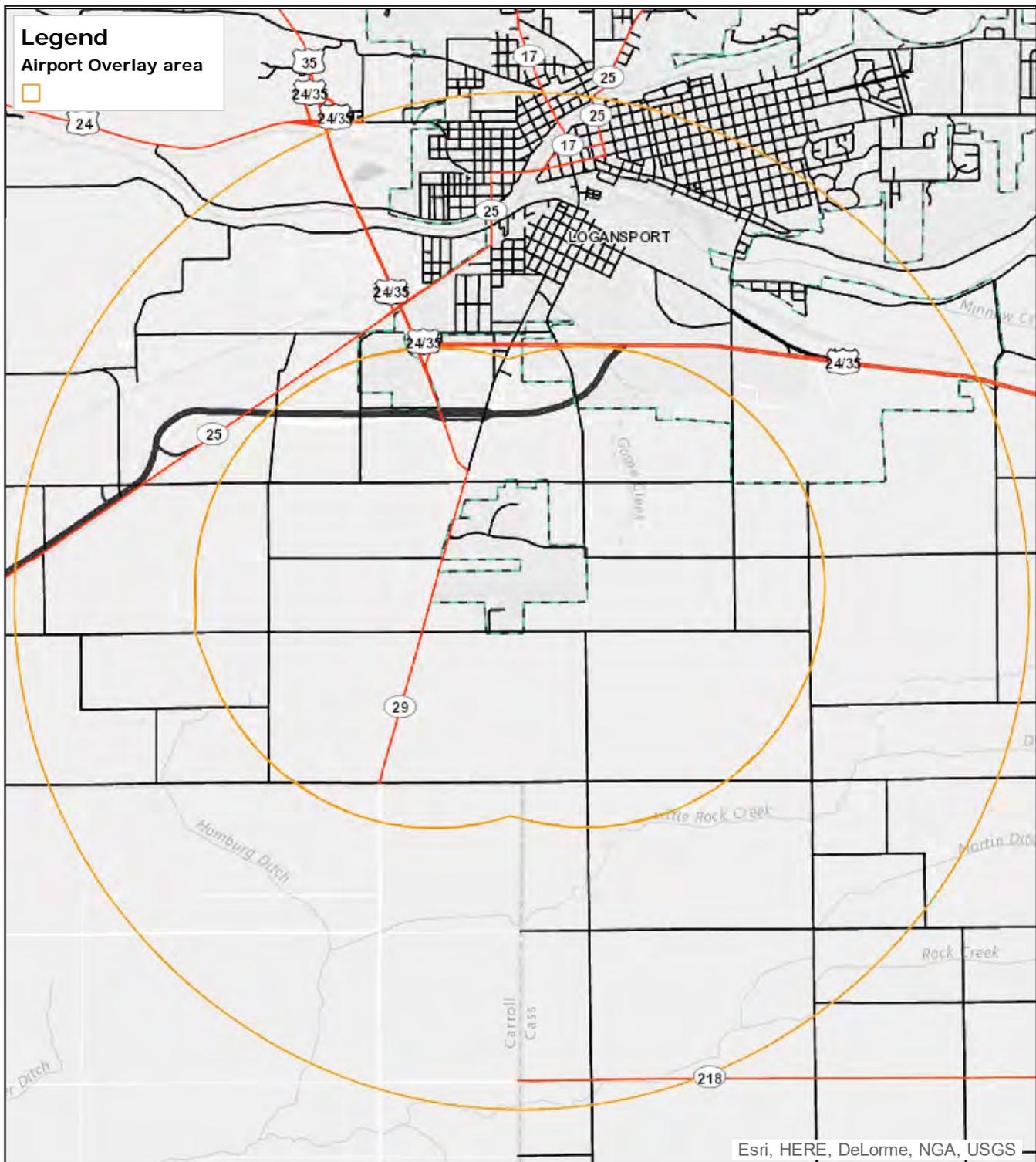
More restaurant/dining choices

More entertainment options

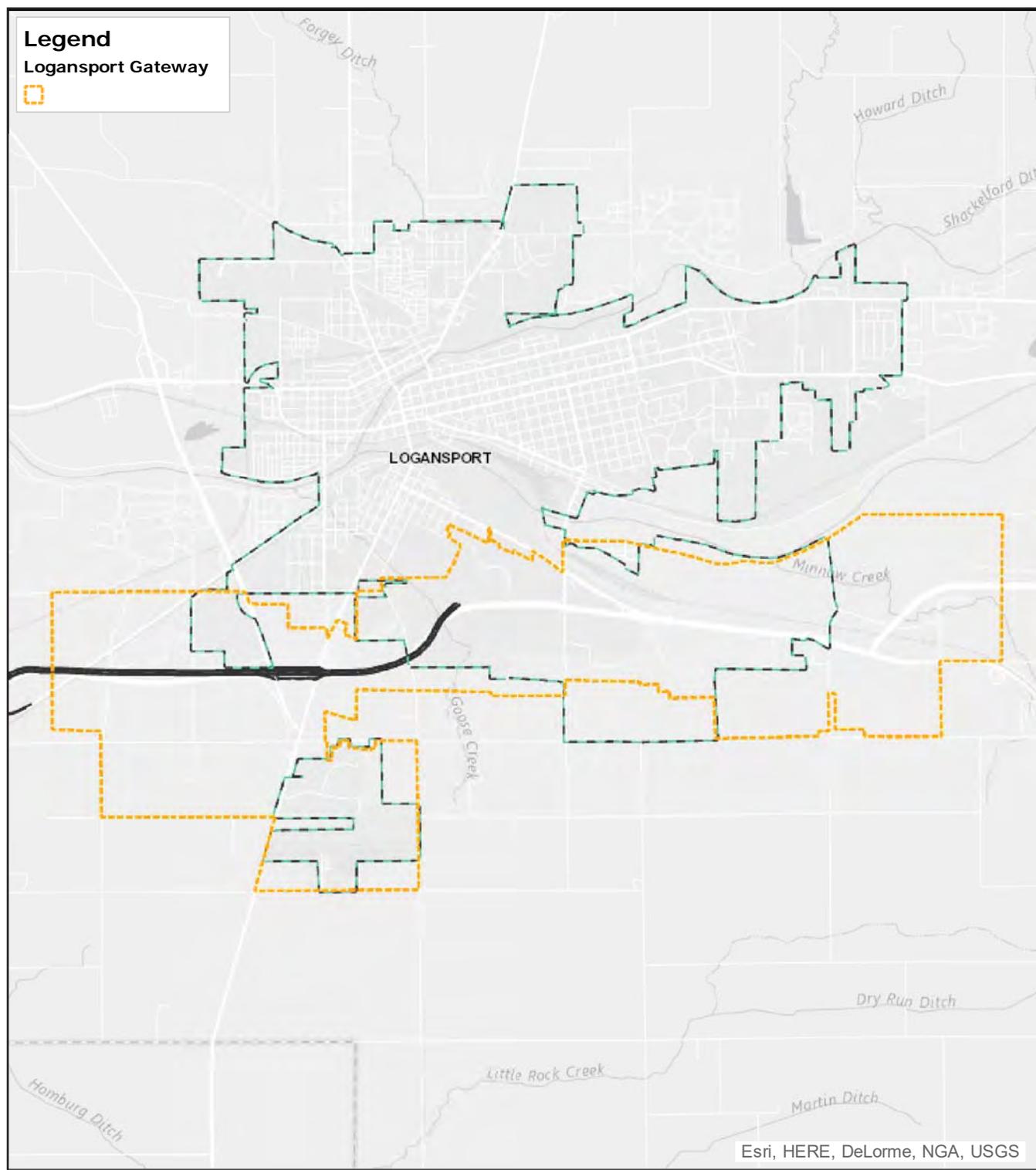
Park facilities such as soccer fields, indoor facilities, or aquatic center

Community oriented activities

AIRPORT OVERLAY DISTRICT



GATEWAY OVERLAY DISTRICT



DOWNTOWN OVERLAY DISTRICT

