

Morgantown Comprehensive Plan 2011

Steering Committee:

Amy Lower
Henrietta Hickman
Kay Stockton
Marty Miller
Jeff Conners

Susan May Allen, FAIA, NCARB
Kelly Wesley, Intern Architect
Susan May Allen, Architects

Dedication



FINAL RECORDED COMP PLAN.pdf

In Honorarium of Henrietta Hickman

Henrietta dedicated many hours of her time to ensure the community received the best Comprehensive Plan possible.

The lifelong resident of Morgantown gave a wonderful local and historic prospectus of Morgantown. Her desired for Morgantown to thrive and continue to draw businesses and young families to the quaint community shown through all her efforts. All of us on the committee wish to thank Henrietta for all her hard work and wonderful stories of Morgantown. We will miss her endless knowledge about the town.

TABLE OF CONTENTS

Section 1 - Introduction to Comprehensive Plan	7
The Planning Process	8
Committee Vision Statement	9
Plan Objectives	9
Stakeholders	10
Income Survey	10
Public Input	11
Understanding the Plan	11
Use of the Comprehensive Plan	12
Section 2 - Vision, Goals & Strategies	13
Morgantown Vision Statement	14
Morgantown Development Principles	14
Morgantown Goals & Strategies	15
Next Steps	18
Section 3 – Tools for Planning	21
Roundtable of Governments	22
Design Standards	22
Section 4- Greenspace	24
Introduction	25
Town Parks	25
Vision	25
Greenspace Development Best Practices	25
Future Expansion of Park System	25

Project Financing	26
Next Steps	26
Section 5 – Historic Preservation	27
History of Morgantown	28
Historic Structures	33
Section 6 - Critical Sub Areas	45
The Downtown Area	46
Existing Conditions	46
Factors leading to the Decline	47
Current and Future Trends	48
Next Steps	48
Section 7 - Land Use	50
Overview	51
Land Use Trends	51
Land Use Protection Tools	51
Future Land Use Map	52
Definitions of Future Land Use Map Categories	52
How to use the Future Landuse Map	53
On-site Septic Systems	53
Managing Growth	53
Location of Growth	53
Type of Growth	54
Pattern of Growth	54
Amount of Growth	53
Quality of Growth	54

Smart Growth vs. Growth Management	54
Economic Development	55
Education	55
Implementation by Government	55
Sustainability and Conservation	55
Residential Expansion	56
Land Use	56
Commercial Land	56
Industrial Land	56
Next Steps	56
Section 8 – Housing	57
Housing	58
Inventory and Assessment – Single Family	58
Inventory and Assessment – Apartments & Rentals	58
Major Housing Issues	58
Next Steps	60
Section 9 – Utilities	61
Introduction	62
Development Principles for Utilities	62
Water Supply and Treatment	62
Action Steps	62
Stormwater	63
Action Steps	63
Wastewater	63
Action Steps	63

Septic Systems	63
Action Steps	63
Electric, Natural Gas, and Telecommunications	64
Action Steps	64
Section 10 – Transportation	65
Transportation	66
Supporting Documents	66
Road and Street System	66
Analysis of Priority Issues	66
Action Steps	66
Railroads	67
Assessment	67
Existing Transportation Documentation Plan	67
Public Transportation Next Steps	67
Railroad Next Steps	67
Multi-Modal System	67
Section 11 - Environment & Natural Resources	69
Introduction	70
Summary of Environmental Priorities	70
Development Principles	70
Priority Issues	70
Rivers, Lakes and Streams	71
Agricultural Runoff	71
Floodplains	72

Wetlands	72
Non-point Source Pollution	72
Groundwater	72
Contamination of Public Water Supply	72
Steep Slopes	73
Erosion	73
Wildlife Habitat	73
Habitat Destruction	73
Section 12 - Implementation Plan	74
Implementation	75
Town Board	76
Morgantown Zoning Board	77
Economic Development Board for Morgantown	79
Appendix	80
252/135 Corridor Overlay Planning Ordinance	81
Buffer Zones Ordinances	97
1988 Comprehensive Plan	101
Morgantown Comprehensive Plan Public Input Survey/Comments	107
Colonel Vawter Day Posters	111
Maps	
Town Owned Property	Map 1
Existing Town Limits	2
Buffer Zones	3

Existing Zoning Map	Map 4
Current Landuse Map	5
Existing Farmland	6
Soils Maps	7
Existing Sidewalks (A)	8
Existing Sidewalks (B)	9
Proposed Bike paths	10
Proposed sidewalks	11
Wetlands Map	12
Floodplain Map	13
Existing Water lines with well locations	14
Existing wastewater system	15
Future Land Use Map	16
Town Transportation Map	17
Buffer Zone Transportation Map	18
Natural Gas/ Electric Service Areas	19
Watersheds	20
Historical Structures	21

End of Section



The Town of Morgantown will provide services, and programs to preserve and enhance the economic sustainability and quality of life for its current and future residents. The Town will continue to recognize the importance of local community planning with a framework of implementable land use strategies and development guidelines that will ensure a sustainable built and natural environment.

1

The Planning Process

Morgantown, through its leadership, sees the need of a strong vision for the future. Through sound planning and zoning enforcement the future development of the Town will follow the objectives set forth in this plan.

In the 500 Series of title 36-7-4 of the Indiana Code comprehensive planning is addressed. The law empowers cities, towns, and counties to adopt plans because the State sees the need for preparing for the future.

The Law mandates a comprehensive plan contain the following three elements:

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

In addition, the law provides for a number of optional elements, including, but not limited to, parks and recreation, flood control, transit and natural resource.

The full Indiana Code pertaining to Local Planning and Zoning is available online in both pdf and html format online at <http://www.in.gov/legislative/ic/code/title36/ar7>.

The Planning and Zoning Commission appointed a Steering Committee to direct the work of the Comprehensive Plan. This committee was formed by residents, a Town Council Board Member, and merchants. The committee worked

through consensus to develop a Plan that could serve the town for many years.

The Steering Committee performed the following steps in order to grasp what they felt would be a workable plan for Morgantown.

The Committee engaged in the following activities in order to complete the Comprehensive Plan.

They:

1. Evaluated existing conditions, including strengths and weaknesses, community character, demographics, natural features, historic structures, multi-family rental properties, etc.
2. Established goals and objectives for the future.
3. Identified means for achieving the goals and objectives
4. Determined a timeline for accomplishing goals.

The committee believes that:

- a. Tools should be devised and adopted to implement the Plan.
- b. The success of the Plan should be evaluated.
- c. Then the Plan should be revisited and revised.

The Steering Committee understands the importance of a continuing process and urges the Town leaders to be diligent in their responsibility to the citizens by implementing changes to ensure continuity in this process. The Comprehensive plan

must be evaluated, changed and updated at defined intervals as Morgantown changes, either through economic growth or decline, through technological change or demographic trends.

Committee Vision Statement

The mission of the Planning Committee is to develop a Comprehensive Plan for the town of Morgantown which will bring it and its development into the 21st century. The plan must emphasize dependable, reliable, motivated leadership whether this is an elected board or a professional town manager. Needs of the citizens must be met by bringing water and sewer services up to state standards. Working with regional government entities, growth and development should be planned that is appropriate for the area. Small manufacturing businesses should be encouraged to come into certain areas. While hoping to bring permanent residents into the area, the small town atmosphere should be maintained keeping the historical integrity of the buildings, as a portion of the downtown buildings and residences are listed on the National Register of Historic Place. The Plan must allow for a strong Planning and Zoning Board to ascertain ordinances are adhered to and future buildings, remodeling activities, land uses, etc., follow the zoning laws. Better use should be made of the railroad services within the town. There should be more community affairs and more publicity and participation should be given the annual Memorial Day parade as this is the oldest, continuous Memorial Day Parade in the state. Recognition should be given to outstanding citizens and or merchants. Future plans for Morgantown must include

annexation of land to allow for growth and for developing a corridor plan for SR252 when I-69 is routed through Morgan County. All of these Plan goals must be attainable while keeping within the Town's budget.

In order to gain a sense of what should be included in the Comprehensive Plan, various business and planning leaders were invited to give input to the Committee. Their input gave the Committee ideas as to what the vision for Morgantown should be and how to include it in the plan.

PLAN OBJECTIVES:

- Update information and demographics;
- Incorporate current policies and strategies;
- Collect the existing planning documents into one place for ease of finding.
- Introduce language to address the need to coordinate with surrounding counties.
- Introduce language to address the trend toward sustainability; and
- Revise the content to more accurately reflect the Town's planning vision for its planning jurisdiction.

All meetings were open to the public. The plan evolved from a planning and Zoning Board which held meetings with developers and other respected citizens in an effort to understand the condition of the Town. A steering committee was formed to carry out the ideas which surfaced in the initial Planning and Zoning Meetings and set goals and objectives, and priorities and find ways to improve the Town's resources in order to achieve these objectives.

During the course of the Steering Committee's research they kept the citizens aware of the plan and allowed for public input. This occurred at fund raising fire department breakfasts, Memorial Day Festival, and Colonel Vawter Day Festival. The Development of the new Comprehensive Plan was displayed so that citizens could hear about the comprehensive plan process and to identify things they would like to change and things they would like to preserve. The citizens were encouraged to give input for the development of the plan.

Stakeholders

Since the Town doesn't have large employers they couldn't be interviewed but the town's people were notified through their water bills and public input was gathered for the plan. Elected officials were kept informed by receiving copies of the document as it was developed.

Interviews were held with representatives from utilities as well as members of the Indiana Department of Transportation.

Steering Committee Meetings

All meetings were open to the public. The committee met numerous times to set goals and objectives, and priorities, help with land use maps and help write chapter overviews.

Income Survey

The Committee focused on ways to fund the production of the Comprehensive Plan. With very little financial backing available from the town the committee looked for

outside resources to provide the funds needed for composing the plan. An auction was held in order to obtain enough money to have an income survey performed so that a grant could be applied for through the Indiana Office of Community and Rural Affairs for the writing of a Comprehensive Plan. The items were donated by citizens, businesses, and Churches in the community. Over two hundred people contributed to this endeavor. The auctioneer donated his time and place of business to the community. The money raised was the impetus for pursuing other grants for the Town.



Auction for Income Survey

The income survey verified that Morgantown was in the low to moderate income brackets Conclusion of the Income Survey "Based on the results of the income Worksheet, it can be concluded that more than 51% of the households in the Morgantown Target area earn low and moderate income. This finding indicates that Morgantown does meet the low to moderate income limits for federal and/or state funding.

See the Appendix for the entire Income Survey.

Public Input

On Colonel Vawter Day Goals and Strategies were displayed and a comments box was placed so that the community could give input anonymously.

Input given was as follows:

1. A fast food restaurant is wanted by the citizens
2. The citizens want strong leadership
3. Economic development is very important.

At the Morgantown Fire Department Fish Fry the Goals and Strategies were posted to inform the citizens of the work that the Steering Committee had done and allow for input. A Public Survey was taken and 78 responses were taken. This has given the Town some direction on what the priorities of the people include.

The full survey and comments are in the Appendix.

Many planning initiatives fail because the people responsible for implementing them are not convinced of their value. More effort is needed to help people understand how getting behind the community's goals can support their personal goals.

Understanding the Plan

For those to make the most of the Committee's work in implementing the Comprehensive Plan, it is useful to understand how all the parts came together.

Vision, Development Principles,
Goals &
Strategies

These are the core beliefs that form the plan. The sections were formed during the planning process and were gathered from the steering committee, focus groups, interviews and public meetings. The wording used in the various Sections could be useful for planning commission members when asked to explain their decisions. For example, when modifying a proposed development, they could refer to one of the development principles, such as, "We expect national retail chains and housing developers – as well as local businesses and homeowners - to do more to raise the aesthetic qualities of their projects."

Topic Chapters

These refer to the chapters on Housing, Utilities, Natural Resources, Greenspace and Transportation. These chapters are mostly self-contained examinations of specific issues. They include research, an assessment, an examination of major issues, goals and strategies and action steps. Besides making the reader well versed in the topic, they will outline years of projects for tackling problems.

Mapping

These documents support the findings of the Committee in regard to future land use. They include historical building documentation, transportation, environmental limitations (including soil maps, flood map), utilities, infrastructure, and green space.

Relationship to the 1988 Plan

The new comprehensive plan reflects a significant update of the 1988 Town of Morgantown Comprehensive Plan. Comprehensive plans are designed to account for a planning horizon of around 20 years and the existing plan is outside this parameter.

The new plan was initiated in response to the need for grants to improve the Town's infrastructure, along with the changing

demographics. The leadership of Morgantown and concerned citizens realized a framework should be established for orderly and efficient community development consistent with the desires of the residents and sound planning principles.

The Study Area

Most comprehensive plans are designed to address only that area within city limits at the time the plan is drafted. However as annexations are initiated city limits do not remain fixed. In order to promote orderly growth the study area in the Morgantown Comprehensive Planning process encompasses the buffer zones.

See the Buffer Zone Area Map in the Appendix.

Subdivision Control

Subdivision control ordinances guide the division of land for new growth. These include the fundamentals of good urban planning including right-of-ways, sidewalks, connectivity to other roads and many other issues. In keeping with its goal of preserving Morgantown's rural character, the Steering Committee advocates the adoption of rules for conservation subdivisions. A conservation subdivision generally sites single family homes on smaller parcels of land, while the additional land that would have been allocated to individual lots is converted to common open space for the subdivision residents. Typically development standards, including road frontage, lot size, setbacks, etc. are changed to allow the developer to better preserve the desirable open space.

Advocates list the following advantages of Conservation subdivisions:

- Saves money: Preserves land at no cost to the community.

- Reduces demand for public land acquisition.
- Preserves 50% to 70% or more of the buildable land (in addition to unbuildable wetlands, steep slopes and floodplains).
- Is fair to developers and landowners:
Same number of home sites as conventional subdivision development. Proven more profitable, faster selling and less costly.
- Protects water quality. Reduces storm water run-off and treatment costs. Preserves groundwater.
- Reduces NIMBY (Not in my backyard!) complaints from current residents.
- Reduces costs: Municipal service costs are cheaper when homes are not widely scattered.
- Preserves the local tourism and agricultural economies.

Use of the Comprehensive Plan

As a note of caution, maps, tables, figures and other data within each section may not be updated regularly and anyone seeking specific information on zoning or other matters should contact the town or other respective entities. Background information and data should be updated only at major plan revisions (approximately every five to seven years).

End

*Goals for the Morgantown
Comprehensive Plan*

To direct the growth of the town by requiring adequate standards for development.

Preserve and protect the qualities that contribute to the desirable character of the town.

Encourage land use patterns that promote an improving level of health, safety and welfare of the public.

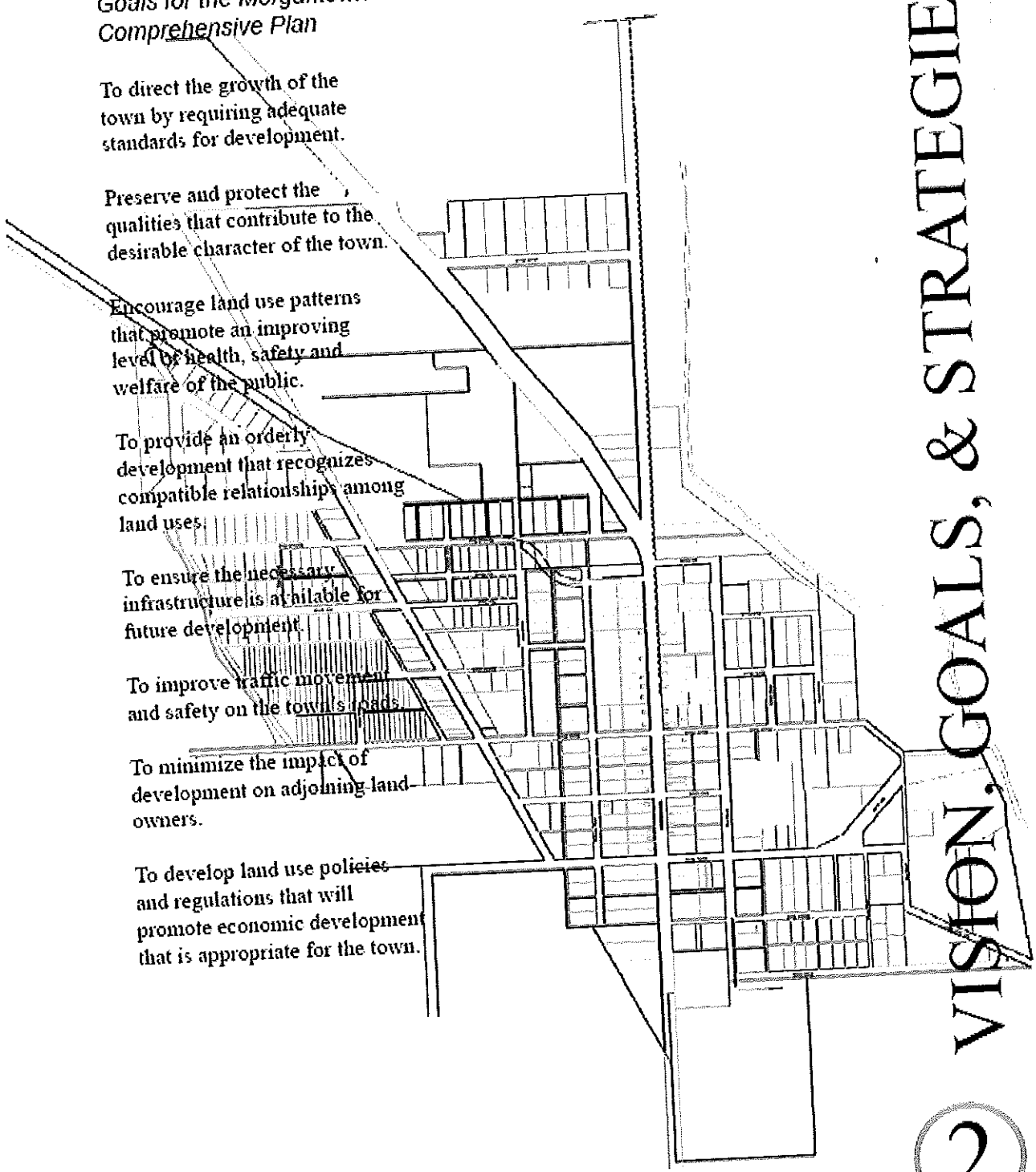
To provide an orderly development that recognizes compatible relationships among land uses.

To ensure the necessary infrastructure is available for future development.

To improve traffic movement and safety on the town's roads.

To minimize the impact of development on adjoining land owners.

To develop land use policies and regulations that will promote economic development that is appropriate for the town.



2 VISION, GOALS, & STRATEGIES



Morgantown's Vision Statement

The Town of Morgantown will provide services, and programs to preserve and enhance the economic sustainability and quality of life for its current and future residents. The Town will continue to recognize the importance of local community planning with a framework of implementable land use strategies and development guidelines that will ensure a sustainable built and natural environment.

Developmental Principles

Development principles are intended to guide decision makers as they interpret the comprehensive plan. They are overarching statements that can be applied to many different decisions. The Steering Committee created these principles to address their biggest concerns.

Agricultural Protection

The committee believes in the use of planning and zoning to direct growth away from prime agricultural land while at the same time allowing for flexibility in decision making. A major concern is the taxation of agricultural land if the future Landuse plan indicates a change in the zoning. Care must be taken to promote open green areas through agricultural use.

Greenspace

Greenspace is vital for preserving Morgantown's quality of life, and cannot be taken for granted. It must be promoted, preserved and planned.

Housing

Morgantown needs a variety of housing choices. The focus within the town limits should be directed toward multi-unit housing where infrastructure is available, while promoting mid-level and upper-level homes in the buffer area.

Manufacturing and Industrial Development

Manufacturing and light industrial development should be confined along the SR135 and SR 252 Corridors, in close proximity to Indiana Railroad or where the infrastructure can be easily upgraded.

Commercial Development

Commercial and retail development should be confined along the SR 252 and SR 135 Corridors, with the exception of north of town where major telecommunication lines exist.

Community Image

It is expected that all stakeholders, commercial, industrial, governmental and housing developers – as well as local businesses and homeowners - to do more to raise the aesthetic qualities of their projects. The Steering Committee was methodical and pragmatic when considering changes to land use. They began deliberations by reviewing the location of infrastructure, the flood maps, the current land use and transportation routes.

"A Goal is a dream with a deadline"

Goals and Strategies

Goal 1: Promote Green/Sustainable Development Opportunities	
STRATEGIES*	
	Integrate environmental concerns into decision making process
	Encourage use of green building material and techniques
	Explore recommendations of national cities and towns for assistance in creating sustainable local programs
	Encourage conservative energy use (lower energy costs by selling back to energy company)
	Assist in gaining LEEDS certification-support through written documentation
	Inform community of governmental incentives
Goal 2: Maintain the Community's small town atmosphere	
STRATEGIES*	
	Use zoning to encourage cluster development
	Through Planning and Zoning promote Agricultural open space.
	Require the incorporation of green space in major new developments
	In the future track urbanization of Agricultural land.
Goal 3: Promote Growth and re-development within existing infrastructure	
STRATEGIES*	
	Use future land use map to direct growth so it is contiguous to developed areas
	Use zoning tools to promote infill redevelopment and revitalization projects
	Enhance current businesses by surrounding them w/ appropriate land uses
	Use buffering to separate existing businesses from other land uses.
	Develop future land use map
	Promote/Partner with Morgan Co. Economic Development
	Improve infrastructure

*Goals are not prioritized

Goal 4: Exploit economic development opportunities

STRATEGIES*

- Encourage Light Manufacturing Services- e.g. machine shop
- Depot
- Career Resource Program
- Exploit I-69 Expansion
- Arts and Crafts classes
- Promote town through creative economic development that investigates tourism and job development
- Support current businesses
- Support education at local churches and library

Goal 5: Endorse the development of attractive and affordable residential neighborhoods

STRATEGIES*

- Expand the town limits
- Land use map
- Incentives to promote attractive and affordable neighborhoods
- Improve and expand infrastructure
- Set and enforce standards for residential property
- Develop and Enforce weed control Ordinances
- Enforce current Planning and Zoning Ordinances

Goal 6: Improve and enhance governmental coordination

STRATEGIES*

- Partnership with county/state/federal governmental entities to provide adequate infrastructure/services
- Partnership with County/State/Federal governmental entities to provide best zoning practices.
- Support/Fund Emergency Services
- Communication/Co-ordination w/local/state/federal agencies regarding the current
infrastructure and planning with these agencies for future growth
- Co-ordinate future expansion with I-69 Corridor Plan
- Co-ordinate with County Planning Agencies for Future Development

Goal 7: Provide recreational opportunities throughout the community

STRATEGIES*

- Recreational opportunities
- Walking paths that utilize town sidewalks
- Walking path at new Basketball court
- Designated parking
- Biking and skate boarding
- Horseshoes or shuffle board
- Picnic Area/Shelter House
- Tennis Courts
- Public Entertainment
- Public Library

1. Improve Infrastructure

2. Enforce Zoning Ordinance

3. Active Planning and Zoning

Goal 8: Maintain the historical integrity of Morgantown

STRATEGIES*

- Use Planning/Zoning and Historical guidelines to preserve Historic Structures
- Use incentives to preserve Historic Structures
- Support the restoration/preservation of historic structures.
- Investigate the idea of creating a Historical District

Goal 9: Provide secure transportation networks

STRATEGIES*

- Explore the potential development of a commuter rail system
- Co-ordinate with surrounding counties and governmental agencies regarding the I-69 Corridor
- Improve existing and develop pedestrian walkways throughout the community

Next Steps

Goal 1

- Incorporate the proposed landuse, soils, waterway, flood, etc, maps in making appropriate decisions regarding new construction.

July 2011

- Mandate green space use with new/amended zoning ordinances.

July 2011

- Encourage green building with sustainable materials and the use of energy efficient methods with incentives.

1 year

- Update town website to inform potential developers of local/state/federal incentive programs.

1 to 3 years

- Encourage better communication between town officials and community regarding new projects and/or programs within the town.'

1 year

Next Steps

Goal 2

- Research zoning ordinances of surrounding communities to incorporate similar landuse and space requirements.

1 to 3 years

- Write amendments to the zoning ordinance to promote agricultural open space.

1 to 3 years

- Write an amendment to the zoning ordinance to encourage cluster development

1 to 3 years

Next Steps

Goal 3

- Perform Master Utility Study.

2011

- Apply for grants to improve infrastructure.

Write one grant/yr

- Develop zoning ordinances

1 to 3 years

- Grants, tax incentives and amendments to the zoning ordinance should be reviewed for infill development

1 to 3 years

- Write an amendment to the zoning ordinance for buffer zones

Completed

- Apply the future landuse map when considering what is an appropriate. Form a committee to review the land use map yearly for the town and buffer zones. Gain input from the town.

June yearly Plan. & Zoning

- Encourage citizens of Morgantown to be ambassadors by providing a packet to newcomers 1 to 3 years

Next Steps

Goal 4

- Improve infrastructure.

1 to 10 years

- Put into place tax abatements.

5 to 10 years

- Contact Indiana Railroad to promote Morgantown as being a hub for transportation along their route.

1 to 3 years

- Form a committee to partner with a higher education institution to provide a facility in the town to promote employment opportunities.

5 to 10 years

- Annex buffer

1 to 3 years

- Provide additional parking for businesses-

3 to 5 years

- Promote existing parking

Next Steps

Goal 5

- Expand the town limits through annexation: by submitting to the plan commission with consent or property owners, legal description, land area and zoning statement for approval.

1 to 3 years

- All planning documents should be reviewed, evaluated and revised periodically so they may

accurately reflect the community needs and conditions.

June yearly

- Apply for grants to update infrastructure, while being fiscally responsible.

Yearly

- Develop and enforce weed control ordinances.

1 year

- All ordinances should be followed and enforced.

1 year

- A review of all planning and zoning ordinances should be accomplished. The town attorney shall submit for file and record and amendments with the clerk's office.

Yearly

Next Steps

Goal 6

- Town Council Designee to interact with the Morgan County/Johnson County Planning and Zoning agencies on a regular basis to see if any topic affects Morgantown and attend these meetings and report to the Town Council.

1 year and ongoing

- Budget for emergency services and allow growth of budget at the rate of inflation.

Within one yr.

with 1-3-5 yr. long-term budget updated annually

- Planning and Zoning to have monthly meetings with minutes available to the public
Immediately

- Create an Economic development Committee to develop **growth policies**. This Committee is to interact with Morgan County, Brown County and Johnson County Economic Development Committees in concert with State and Federal Economic Development Agencies.

January 2012

- Seek any grants that can help in the development of the town in supplying basic services to the citizens such as water, sewer.

Next seek grants to help economic growth and employment opportunities.

Apply for one grant/year

- Designee to attend state and federal meetings to remain current with planning and zoning issues.

January 2012

Through the Planning/Zoning Board w/ Quarterly reports to Town Council

- Implement a community wide plan in case of a major disaster.

January 2012

Through the Planning/Zoning Board w/ Quarterly reports to Town Council

- Interact with I-69 committee to represent Morgantown's interests.

January 2012

Through the Planning/Zoning Board w/ Quarterly reports to Town Council

Next Steps

Goal 7

- Explore possibilities of land acquisition for future biking trails, skateboarding park, horseshoes, playground, shuffle board, game field, shelter house, picnic area, walking trails, benches, nature path, restrooms, dog area, open space, parking area, trees and landscaped nature area, tennis court.

January 2012

Through the Planning/Zoning Board w/ Quarterly reports to Town Council

- Write an amendment to address lighting and signage.

January 2012

Planning/Zoning Board

- Improve repair and maintain infrastructure to provide safe avenues and convenient network of paths connecting businesses, residential areas and recreational areas.

Ongoing w/ yearly audit

- Create forms of transportation that encourage the reduction of vehicle use and carbon emissions which improves the quality of air and creates a more active lifestyle by exercising.

Ongoing

- Explore possibilities of land acquisition and coordinate with local churches, bank, and businesses on having a marked parking lot/area which will assist the local economy and possible tourism opportunities.

October 2012

Economic Development/
Planning and Zoning

- Upgrade the public library.
Through Economic Development
Report due December 2012

Next Steps

Goal 8

- Encourage property owners to maintain the historic features of their buildings.
- Apply for grants to rehab the building facades.
- Partner with the Morgan County Historic Preservation Society to aid in the cleaning and minor repair of the historic structures.
- Publicize the historic character of the town
- Incorporate the Veteran's Memorial Monument into the marketing of the history of the town.
- Create a historic district of the downtown area.
- Create guidelines and restrictions for the development of the downtown area.

Next Steps

Goal 9

- Form a committee with the goal of obtaining a commuter rail stop in the town. Communication with Indiana Railroad would be the first step.

2013

Economic Development Committee

- Appoint someone to maintain communication and promote Morgantown with the surrounding governmental agencies in regard to the I-69 Corridor. Immediate action is required.

See Next Steps Goal 6

- Planning and Zoning Committee should survey the existing sidewalks for condition and replacement.

Planning/Zoning Yearly Audit

- Apply for grants to improve pedestrian walkways through the Department of Transportation and OCRA (Office of Community and Rural Affairs).

Planning/Zoning- Yearly Audit

- A priority is to repair existing sidewalks. Organize/plan for but implement as water and sewer lines are replaced.

End



Morgantown Wants
Your Input

Roundtable of Governments

As stated in the Morgan County Comprehensive plan, "the separate governments of Morgan County need a forum to resolve regional issues by convening local elected officials and other stakeholders." The Steering Committee urges the leadership of the Town to become a part of this roundtable. The environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation issues do not have political boundaries. They are regional concerns.

As is the case in Morgan County, the burden of coordinating shared problems falls upon the shoulders of few individuals who keep communication flowing between the county and Morgantown. If those individuals leave, it is not clear who would take their place.

It is obvious that members of the community's Plan Commission, for example, have little knowledge of what their neighbor's plan commission goals are due to the lack of framework for gaining this knowledge.

A Roundtable of Governments is in the best interest of the Town as it could foster growth and planning by promoting regional partnerships. The leadership of the town would have insight into best practices of the surrounding areas, while gaining the ability to apply cutting-edge technologies in the town's interest.

Local leaders did not want a formal, contract-bound organization. A way must be provided to gain the knowledge without creating a new level of bureaucracy. It is up to community leaders to carry out this agenda.

Design Standards

While this plan does not aim for an overhaul of the existing zoning ordinance, the Steering Committee expressed interest in new regulations in some areas. In particular they want to:

- Coordinate with the surrounding counties in regard to the S.R.135 /252 corridor plan.
 - Coordinate with surrounding counties in regard to zoning definitions and land use plan.
 - Require new developments to enhance the community's visual appeal.
- These requirements would take the form of design standards and include both commercial

and residential developments This would strengthen the existing ordinance in the building design area.

The steering committee expressed multiple opinions on this issue. Some argued that only larger residential developments should need to follow the design standards. Others made the case that it should apply to the entire buffer area plus the town to raise the quality of housing.

In considering this decision on how to apply the requirements the committee was mindful how it affects growth. For example, if the ordinance is written that only developments with a density under four homes per acre need to apply, then they can expect to see an increase in the number of developments just over that minimum density.

One area where there was general consensus was that any development within the SR 135/252 corridor should have to conform to a higher standard. The committee developed an amendment and sent to the Plan Commission. This amendment to the existing ordinance binds the 252 corridor to the Johnson County 252/235 Overlay.

The 252/135 Corridor Overlay Planning Amendment Ordinance is included in the Appendix.

The Steering Committee developed the following list for inclusion to the Zoning Ordinance for the development and construction of new commercial developments.

Building Orientation

Allow buildings to be placed and oriented in any location on the site, as long as no other provisions of the zoning ordinance are violated (i.e., setbacks).

- Amend the zoning ordinance to prohibit a commercial building from "turning its back" to any thoroughfare.
- Amend the zoning ordinance to require development plan approval by the plan commission for all commercial buildings.

Parking Location

- Amend the zoning ordinance to limit the amount of parking that can be placed in front of the commercial building, in effect pulling the building closer to the road.

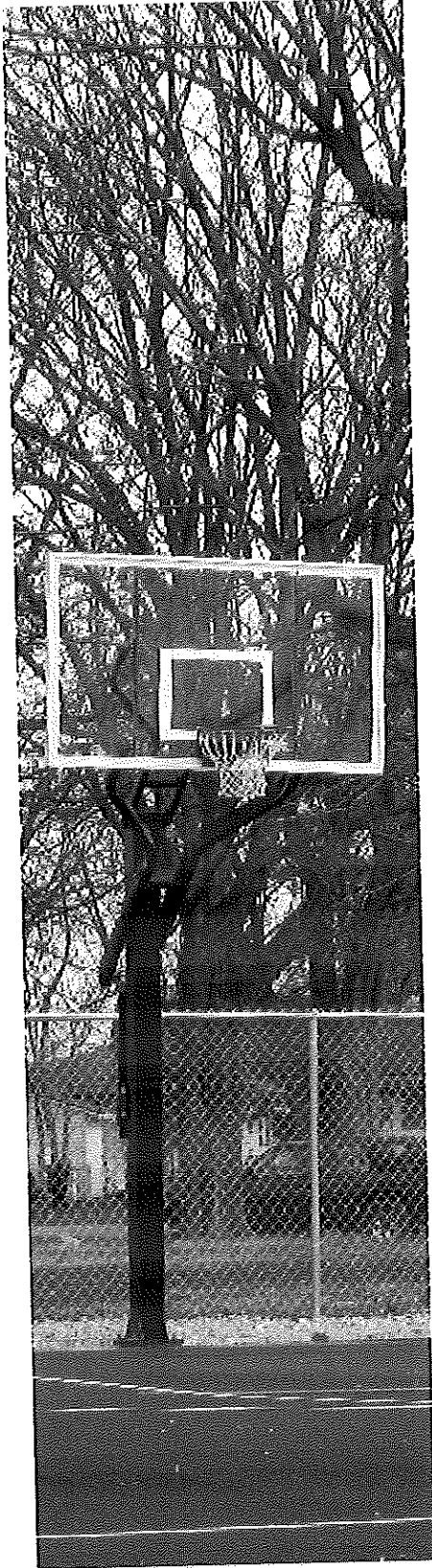
Exterior Building Materials and Character

- Amend the zoning ordinance to create an architectural review committee to approve exterior building material selection and character for each new commercial building elevation.

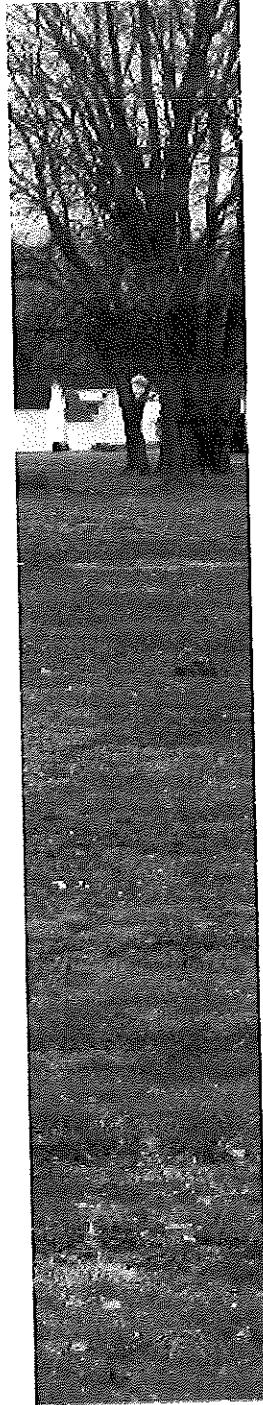
Signs

- Follow existing zoning ordinance commercial sign regulations.
- Amend the zoning ordinance to include unique sign regulations for main thoroughfare.
- Amend the zoning ordinance to create a sign review committee to approve each commercial sign plan and design and develop policies for applying for signs

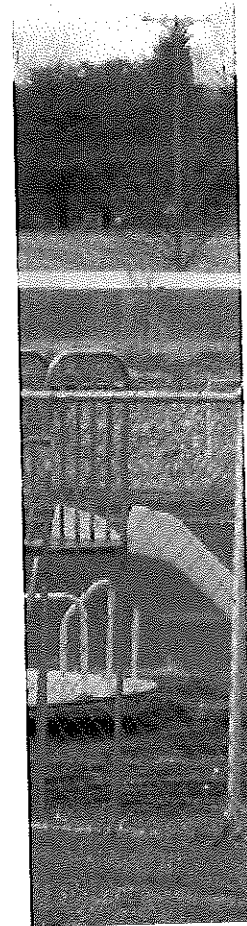
End



Basketball Goal on Sycamore Street



Railroad Spur along Sycamore Street



Children's Playground
at Morgantown Park

GREENSPACE

Introduction

Morgantown has set a goal of preserving the rural character of "community", while also improving the quality of life for the residents. The expectation behind this goal is to ensure the community is a great place to live and work well into the future.

Town Parks

The town of Morgantown has a town park located at the corner of West Elm and Grant Street. It is a hub of activity for many of the town's kids for baseball, softball, and flag football. Due to its popularity, the town has faced many traffic and parking problems. Insufficient parking is a major issue for the surrounding residents during the baseball and softball seasons and several solutions have been presented. However, monetary concerns have stopped implementation. Further study is required in order to accomplish the solution of buying surrounding ground..

A new basketball court has been installed on a portion of the town owned ground on Sycamore Street and is heavily used by the neighborhood children. As part of the planning, interest has been expressed for providing improved recreational facilities and opportunities for the Town.

Vision

The vision for greenspace in the town of Morgantown is the same in the new comprehensive plan as it was in the 1988 comprehensive Plan.

"It is the town's policy to require private developers to consider and provide for neighborhood recreational needs in conjunction with residential development. The Town of Morgantown has an obligation to provide suitable public areas to serve its citizens."

1988 Comprehensive Plan

Public parks and open space are necessary for a good quality of life, and they also enhance community appearance. It is the town's policy to provide parks and open space for the town's residents in accordance with accepted standards.

It is envisioned that the recreational system can be further enhanced by making use of the vacated railroad spur and low lying floodplains for recreational purposes. This vision leverages the town's greatest asset, which is its rural charm, into a parks system that showcases the beauty of the area. It achieves improved quality of life for residents, and presents a strong image to visitors of the community.

Greenspace Development Best Practices

The following are best practice recommendations for the Morgantown Greenspace Plan:

Use of this Plan:

- Use this plan as a tool for building a more detailed plan and attract stakeholders and volunteers. Additionally, this plan is intended to serve as the foundation for grant and funding applications.
- Process Milestone Acknowledgement: Document achievements in the development of the plan and implementation for the park system.
- Provide parking: Provide dedicated or shared parking for visitors not able to bike or walk to the park system. Encourage shared parking.

Future Expansion of the Park System

The natural geographical boundaries of the town provide an excellent prospect for providing recreational opportunities for town residents while maintain the rural charm of country living.

As part of the Master Plan for a park system, the issue of providing improved recreational facilities and opportunities for the Town in should be addressed.

Railroad Spur

As viewed on the map in the appendix, the town does own additional ground along Sycamore Street. This ground became the

possession of the town when the railroad spur was abandoned several years ago. Due to its location, it could become a centralized developed park, serving the citizens of the Town.

However it should remain low key, visually unobstructed by hard surfaces and still providing numerous recreational opportunities of a group and individual nature. This is in keeping with maintaining the rural character of Morgantown.

Floodplains:

Morgantown is surrounded by waterways to the north, west and south. These low lying areas provide an opportunity to extend the recreational system around the Town and bind it together as the Town expands. The opportunities are enormous for providing quality living in this small town.

Project Financing

Project Financing Opportunities

A series of options will need to be considered for project financing. A summary of the programs currently available, and opportunities associated with each follow:

- Transportation Enhancement (TE): Provides 80% grant/20% local funding. Funding is available for bike paths and for basic associated facilities.
Funding of up to \$500,000 to \$1.0 million per round is possible.
- IDNR – Recreational Trails Program (RTP): RTP provides 80% grant/20% local funding for acquisition and development of multi-use

trails. Funding is more limited than TE funds, but still could provide grants of up to \$150,000. A five year park and recreation plan is required to be on file at IDNR to be eligible.

- IDNR – Land and Water Conservation Fund (LWCF): LWCF provides 50% grant/50% local funding for the development of park facilities. A five year park and recreation plan is required to be on file at IDNR to be eligible.

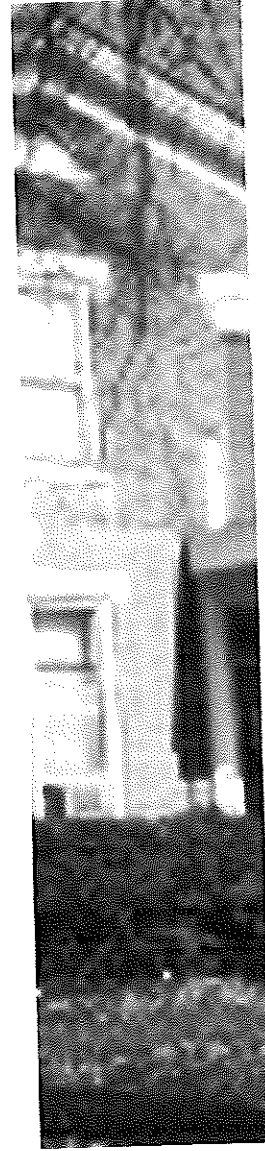
Next Steps

Recommended next steps for the project include Building public support for the effort, and developing a first phase of the plan with preliminary costs.

Specific recommendations include:

- Prepare a Morgantown Master Parks Plan to address current needs and improvements.
- Include the Master Parks Plan contents when considering future development in the Town.
- Work on commitments for greenway easements.
- Secure commitments of land donations whenever possible to serve as part of the Town's future matching dollars.
- Identify a first phase catalyst project to begin the process.
- Prepare grant application(s) for the improvements

End



5 HISTORICAL PRESERVATION

HISTORY OF MORGANTOWN, INDIANA

When Hoosier poet Bill Herschell wrote the poem "Ain't God Good to Indiana", he must have had Morgan County, Jackson Township, Morgantown in mind. Located in the southeastern most corner of the county, it is a lovely part of the country with hills and "hollers", Indian Creek, woods and fertile fields with fish, fowl and game.

In 1821, the first land was entered in Jackson Township to a William W. Drew and Elisha Herndon. On January 5, 1822, Robert Bowles (Boles) was granted title to 80 acres from President John Quincy Adams and in 1825, 80 acres were granted to John Hamilton.

Elijah Moskal was granted land on December 12, 1826, and Samuel Teeters bought land from him on April 12, 1830. Teeters had entered 80 acres of land north of Bowles in September of 1827, and probably built on that land first. Bowles had entered land on January 5, 1827, which lay just north of Teeters last purchase.

Many families coming into Indiana Territory were drawn to areas along waterways. The first families in what became Morgan County settled close to White River. As the land became settled, new families looked for land that had not yet been granted or purchased. Accessibility to Indian Creek and availability of the fertile land in Jackson Township drew the first residents. By 1830, several families were living in the area. It became a dream of Robert Bowles and Samuel Teeters to establish a town. Sometime between April 12, 1830, and February 1, 1831, these men rode to Franklin, borrowed surveying tools and proceeded to plat the town of Morgantown. This plat was recorded on March 15, 1831, becoming a town and taking its name from the county.

Samuel Teeters died shortly after laying out the town, but his wife, Isabella (Ibby or Isabelly) and Robert Boles signed an agreement before William Boles, J.P., that the two of them would continue to form the town as laid out by Samuel Teeters and Robert Boles.

The original town plat started on the east side at what is now Church Street and extended west to now Marion Street on the south side, but farther west on the north side. Teeters laid out 16 lots on the south side with Hill Street (no longer in existence) being the southern boundary, while Bowles laid out 36 lots on the north side of Washington Street. Twelve of those lots fronted on Washington Street with a 10 foot alley between them and the 12 lots behind on Mulbury (Mulberry) Street. Mulbury (spelling on the original plat map) was 40 feet wide. There were 12 more lots on the north side of Mulbury. Lots sold from \$4.50 to \$45.00 per lot.

In 1835, Colonel John Vawter sent \$3,000.00 in merchandise to Morgantown to start a general store. While he did not reside in Morgantown until 1848, he took a great deal of interest in the town and with Isabelle Teeters re-platted the town in 1836. Colonel Vawter was not a founder of the town nor the first merchant as some have suggested.

With the re-platting in 1836, Washington Street was widened to 60 feet from 40. Hill Street on the south was eliminated due to the set back of each lot on the south side. Elm Street was formed on the south to be 60 feet wide. The town was made a rectangle by repositioning those lots on the south. The whole town was shoved 12 feet to the west and a 12- foot border made around the town "for the benefit of all".

The Indiana Legislature approved the new plat of Morgantown on February 4, 1836. Lot owners were: John Vawter, John Fee, Hugh Adams, William Woods, Thomas Hudinburgh, James McNutt, James Blair, Samuel Lawrence, Gabriel Givens, Thomas Lockhart, Thomas Teeters, David D. Weddel, William Boales (Boles), Isabella Teeters and John J. Kelso. At this time there were approximately 70 people living in the town. Other families joining these lot owners were: John Whittington, Avery Magee, Andrew Shell, James McIntire, John Fesler, William Fesler, James Pratt, John Francis, Timothy

Obenchain, Henry Hamilton, Robert McNaught, Reuben Griffitt, John Hudinburg and William Fee.

Twelve additions have been made to the original town, from the Adams' addition in 1859 through the Robert Hickman addition in 1992.

Education apparently played an important part of the early settlers of the area. There was little state system under which early schools operated. But, assuming that the quality of country schools in Jackson Township equaled that of all other country schools, this township excelled in quantity. Early maps of the 1800's, show more schools in our township than all others in the county. Early citizens believed in education and provided schools within walking distance of most homes.

Because of the town's location on Indian Creek, mills were some of the town's first commercial ventures. Josh Whiteley built a corn cracker in 1830, and John Fee built a linseed oil mill 1835. James McAllister built a wool carding mill in the 1850's. A plug tobacco industry by William Hickey came in the 1860's. The mill now located (2009) between Mulberry and Sycamore Streets is the oldest business in the town.

As the population of the town grew, so did the businesses. In the early 1830's, the Fesler family made cabinets, wagons and buggies. Obenchain and Lake had an extensive cabinet shop in the early 1840's. Thomas Hudinburgh opened a general store in 1832, and John Fee the same type of store in 1834. There were several liquor stores (called "groceries") in the town. In 1837, Thomas

Edwards opened a shoe shop and the same year Martin, Crocker, Seaman, Trower and Preston Doty became merchants. By 1840, many more merchants came along—James Baldwin, Fesler & Edgert, Rogers and Coleman, John Knight, Andrew and James Hickey, John Collett and Col. W. A. Adams, Patterson & Neeley, and R. M. Dill. James Hickey, J.O. and J. S. Coleman handled hardware; Freeman & Montgomery and Mate Kerlin drugs. The first harness shop was kept by George and Milton McNaught.

The one lady merchant during these years was Mrs. Eliza Walker with millinery goods.

The Mitchell Hardware store (in 2009 this is the Morgantown Hardware and Supply, Inc., owned by the Mike Parsons) is the second oldest continuous business in the town. It has been said that this is the oldest continuous hardware business in Indiana, but this has not been substantiated. Mr. William Mitchell established the business in 1883. Mr. Mitchell's daughters, Genevra and Bernice ran the store. In 1972, they sold the store to the Howard Hutchison's and they sold to Donald Condon who sold to the Parsons in 2003.

Of all the lots and buildings in town to be sold and re-sold, the drugstore corner has had more owners—22 to be exact. The late Jim Wisby (Morgantown native) related that drugstores in years past carried whiskey for medicinal purposes only, but he heard that Hancock's Drugstore (1880's-1890's) sold more whiskey than all the saloons put together. That would have been a LOT of liquor, for there were at least five saloons in town at one time. Men whose wives would not tolerate them going into a saloon, bought their liquor by the gallon at Hancock's. Mr. Hancock kept oil in his back room,

as well as cold grease for binders, etc., and he would smear a little grease or oil around the neck of the liquor jug to make it look like something it wasn't.

Supposedly, one day a man leaving Hancock's with his jug met a friend who inquired about what he had. The man said he had a jug of oil and invited his friend to have a drink. Without hesitation, the friend quickly wiped the neck of the jug clean and had a drink of "oil" at the other's expense. You can't fool many people in a small town.

During the late 1890's and early 1900's, one young resident was fooled. Local taverns (saloons) were commonly called "blind tigers". This young man would sneak away from home and loiter near the entrances to the taverns

hoping to see that blind tiger. Only as an adult did he learn the meaning of the name.

Morgantown was very fortunate to have had two railroads serving the town. In the spring of 1853, a road was completed and opened to rail traffic from Martinsville to Franklin. This road was leased to the Madison & Indianapolis R.R. Company, but by 1858, the operation was abandoned due to poor physical condition. The following year the line was sold under foreclosure. In 1865, General Ambrose E. Burnside, returning from the Civil War, induced the owners of the line to hand over their stock and convinced others to contribute some cash. In return, the General agreed to extend the line east to a connection with the Indianapolis and Cincinnati. A new line was then built from Martinsville to Fairland. Many owners and receivers followed the line until in 1880, the line was conveyed to the Cincinnati, Indianapolis, St. Louis & Chicago Railway Company, thus the nickname "Big Four".

In the early 1900's, the Indianapolis Southern Railroad planned to build a route along the north edge of the town, to about today's (2009) park. The road was to cross the "Big Four" tracks and go south along Lick Creek Road, paralleling the Morgantown-Helmsburg road. Shortly after construction was started, the route was changed and the tracks were placed where they are today carrying freight and passengers from Indianapolis to Effingham, Illinois. While passenger service was discontinued in the late 1950's, the road is still in use as a freight line and no longer owned by the Illinois Central R.R. There is a possibility that this line may, again, add passenger service.

Morgantown was incorporated in 1905, and the first official meeting of the Town Board of Trustees was held April 23, 1906.

Concrete sidewalks replaced the wooden ones in 1907, and in 1927, a town water system was installed. Before 1927, the only fire protection came from deep cisterns placed in the middle of the streets. In the early 1880's, it was discovered that Morgantown had a natural gas well.

Seven major fires within the business section of the town have altered the appearance of the buildings—from 1879 to 1990.

From the first town platting into the 1950's, Morgantown was like other farm communities. Every type of business needed to exist flourished. Groceries, meat market, ice house, dry goods, barbers, beauty shops, undertaker, ice cream parlor, drug store, banks, restaurants, skating rink, opera house, bowling alley, car agencies, appliance store, post office, doctors, veterinarians, dentists, many churches, school, mills, hardware, feed and paint store, service stations, bus service to Nashville, Martinsville, Indianapolis, Camp Atterbury, freight lines, seamstresses, laundromat, antique shops, taverns, jewelry store, newspapers, photographers, auction barn, lawyers, insurance agency, realtors, creameries, milk routes, bread routes and our own movie theater. We had our own light plant and telephone company. The only thing Morgantown lacked was its own hospital. But the Morgan County Hospital was just a few miles to the west in Martinsville and the Johnson County Hospital a few miles east. And the local undertaker provided ambulance service to either if needed.

Two very important businesses to the town were the Faucett-Umphrey Corporation and the Morgantown Packing Company. The Faucett-Umphrey Corporation was originally named Fulmore Manufacturing Co., and began early 1900. Locals called this factory the table factory because that was all it manufactured. About the time of the First World War, the factory changed owners to Mr. Umphey. Mr. Umphey sold his interest to J. A. Faucett and the name became Faucett-Umphey Chair Company as they began making chairs instead of tables. By this time, the local population referred to this company as the "chair factory" and it is yet known by that name. Many families in the area earned their life's living at this factory. Workers, numbering into the 100's, were able to purchase homes, send their children through school, and maintain a decent life style.

In its later years, the factory added upholstered furniture to their line. They furnished many USO clubs during W.W. II, area schools and doctor's and dentist's waiting rooms.

The Morgantown Packing Company was in existence from 1912 until 1945. It was in almost year-round operation for some years, canning kraut, beans, corn, tomatoes, etc., and shipping them to the Van Camp Packing Company in Indianapolis to be sold under the Van Camp label. This was another good income-producing business for the local population.

The town and the surrounding community supported a movie theater from the early 1930's into the 1950's. First run movies were shown on Wednesday and Saturday nights. These were booming business nights in the town. Parking along the main street (Washington) was at a premium. If you wanted to get a "good" spot, you came into town early about 4:00 or 5:00 and waited for other families to arrive. While part of your family prepared to go to the movie, you stayed in your car and greeted all the passers-by. Sometimes families would join each other in the cars for a visit. While waiting for the movie to end you purchased your groceries and other necessities.

Beginning in May of 1866, Morgantown area veterans and their families marched to the two town cemeteries, laying flowers, saying prayers, and having a guest speaker to honor all the veterans buried there. This celebration has continued each year and is the oldest continuous Memorial Day celebration in the state. Each year the parade and programs grew until several thousand people would spend the day in Morgantown for this special observation.

Other annual celebrations have been a big part of the area's history. In the early 1930's, a Sunday school class of the Methodist church began a two-day celebration called Fall Festival. This drew people from all over the state to enjoy the booths of farm produce, needlework, games, art work, food, etc. Today the town celebrates Colonel Vawter Day with street vendors, live entertainment, games and contests.

Morgantown has had its share of well-known individuals. According to a history written by B. F. Kennedy, the area was scouted by Drew and Herndon (the first to enter land in Jackson Township). Supposedly, they found the initials "D B 1797" carved on a beech tree on the east side of town. The men believed these to be the initials of Daniel Boone.

It has been told that John Dillinger, with a male companion, spent the night in a local mill, and was then taken home by the mill owner to enjoy a good, warm breakfast with the family in the Rock House. This may be true as Dillinger came from Mooresville which is in the northwest part of Morgan County.

Dr. Reuben Griffitt served in the Civil War. He was captured and imprisoned in Andersonville. Upon returning to Morgantown, he was chosen by Indiana's Governor Hanley (1905-1909) to return to Andersonville as part of a committee building a monument in memory of the soldiers from Indiana that were imprisoned there.

Two Governors of Indiana, Emmett Forrest Branch (1924-25), and Paul V. McNutt (1933-37), had Morgantown connections. Emmett's mother was a descendant of Reuben Griffitt. Governor McNutt was appointed High Commissioner of the Philippines in 1937. He served a second term as High Commissioner in 1945, and then served as America's first ambassador to the islands. Paul's mother lived in Morgantown many years as her father, Jacob Mier Neely, Jr. was a local harness maker. When Jacob was appointed Deputy County Clerk he moved his family to Martinsville. When Paul's grandmother lived in Martinsville she always asked to take a ride back to Morgantown.

Our town began to change in the middle of the 20th century. As veterans returned from W.W. II, they wanted more for themselves and their new families than just working in the local chair factory, clerking at Foster's, Whitaker's, Merriman's or selling cars for Woods, Whitaker, McLary. Many veterans used the G.I. Bill and went through college becoming C.P.A.'s,

attorneys, a dentist, or earning degrees which enabled them to get good positions with Eli Lilly, G.M. etc., in Indianapolis. As they began their new professions they left Morgantown to be closer to their work and perhaps have more educational and social opportunities.

Our "old-time" family base began to be replaced by newcomers—some staying and becoming a vital part of the community and many staying a short time moving on leaving the houses showing wear and tear. Families were now able to afford cars and they began to travel to other towns for their needs. In the 1960's, the national trend to consolidate took our chair factory, canning factory, high school, and 1986, saw the last classes in our elementary school.

An outstanding Merchants Association received a Project Main Street grant in the 1990's. The primary objective of this grant was downtown revitalization and improvement. Trees were planted, improvements made to sidewalks and gutters, improvement of the Illinois Central Railroad crossing and the construction of public rest rooms behind Town Hall. The 2000's have been characterized by a continuing earnestness for improvement, increased emphasis on tourism, and celebration and promotion of Morgantown's unique cultural heritage.

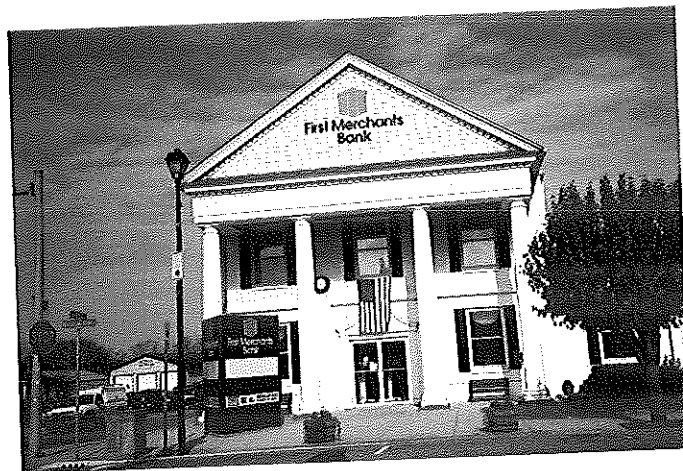
In fact, in 2006, the U. S. Department of the Interior recognized the historic significance of many buildings and residences in Morgantown, placing them on the National Register of Historic Places.

The great majority of buildings in the historic district are late-nineteenth and early twentieth century vernacular. The origins of their architecture are unknown. Three buildings exhibit the Greek Revival influence. A few homes or buildings show a few token features of the Italianate style. The hardware store is the District's only example of a commercial sheet metal storefront manufactured by George L. Mesker and Company of Evansville, Indiana. The Griffitt home is the only representation of the Queen Anne style of architecture. Materials were locally derived—brick made in local kilns, and a new type of "brick" was molded from concrete, and stucco

for several buildings was enhanced with chips of colored glass.

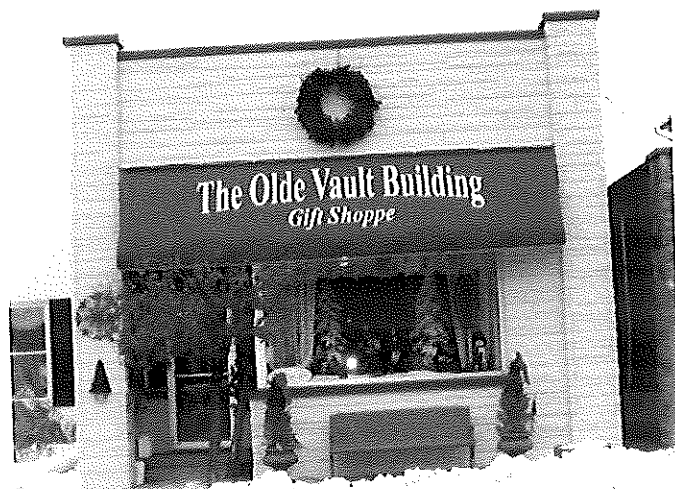
It is doubtless that Morgantown will never again have a movie theater, three car agencies, several groceries, dress shops, etc., nor large manufacturing concerns such as Faucett-Umphrey, but its proximity to I-69, as well as, Indianapolis, Columbus and Bloomington is an added bonus for rejuvenation of the area. With rail service provided, this is an ideal location for small industries. State Road 252 between Martinsville and Morgantown could become a booming tourist area. Perhaps, one day, Morgantown might again have a public school.

Built in 1880, by Thomas Gibson, who had an outstanding dry goods store for its day. At one time, it employed six clerks. Blanche Crawford bought the building from the Gibson's in 1935, and remodeled it, taking off the front part to accommodate gasoline pumps, and tuned the building into a restaurant/filling station managed by her nephew Paul Ratts. This was the first modern filling station in town (with restrooms) and soon became one of the most popular places to eat and visit. In 1968, the First State Bank needed more space and moved into this building. The First State Bank became Lincoln Bank in 2004 and First Merchant's in 2009.



(2).170 West Washington Street

In 1905, the partners of the bank, at that time named Morgantown Bank, bought this lot and had the building erected which still stands. The partners in 1905, were Dr. R.C. Griffitt, John E. Carter and F. J. McCurdy. The bank had been formed in 1899, but in 1905, the partnership dissolved and the bank became a national bank under the new Federal Reserve System- known as the First National Bank. (This title is still on the building but has been covered over to accommodate the name of the current business.) In 1929, the First National Bank became a state bank- hence the name First State Bank. First State remained in this building until 1969. Blanche Crawford purchased this building and used it as her office, and sometimes, residence. After Miss Crawford's death, the building was sold twice before being purchased by Mr. & Mrs. William Mueller, current owners. During the early 1990's, it was a restaurant called "The Vault" and later became a pizza restaurant. The Mueller's have a gift shop filled with beautiful and unusual items (2009).

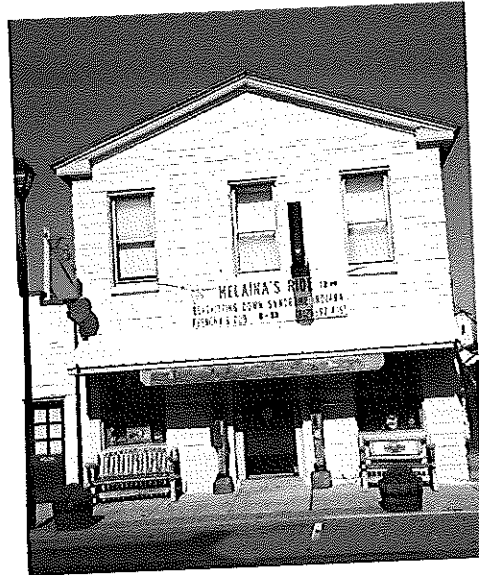


(2) 160 West Washington (considered a part of #2)

This is a small white building attached to the west side of "Frenchies Tavern". This little building was built about 1954 or 1955, by Robert ("Jake") Haase. At that time, Mr. Haase owned the tavern. He operated a liquor store in the small building. It stayed a liquor store for several years, and then a Christmas shop, alteration shop, and attorney's office. Its succession of owners follows the succession of owners of the big tavern. This little building is currently owned by the Mueller's that own the Vault gift shop.



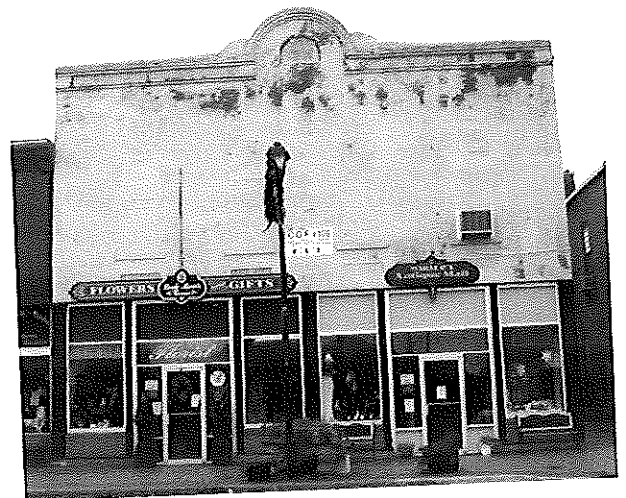
(3) 150 West Washington Street
 This building "Frenchies Pub" was originally owned by the Obenschain (sometimes spelled Obenchain and/or Obenschain) family. Built in 1860, as a hotel, also housed the Obenschain family. The fire map of 1910 shows the building empty, but the map of 1920, shows a store. This was the Dale's Jewelry and Music Store. Mary Taylor (former town resident and historian) remembered her fascination with this building as the interior walls were really moveable partitions. Besides being a hotel and jewelry store, it has had many other businesses- mainly restaurants and now the tavern.



(4) 123 West Washington Street
 Currently Kathy's restaurant and Rolfe House Antiques. First owner was Calvin Obenschain. He sold the building to T. A. Lake. Mr. Lake rented the building to Tom Watson and Oliver Fesler. They sold furniture, hardware, wall paper, and caskets. Mr. Watson was an embalmer and Mr. Fesler built caskets which could explain the cabinet shop at the back of the building. This building housed Foster's 5 and 10 store, Moore's 5 and 10, Hiatt's 5 and 10, a short-lived hardware store, Jane's Flowers and Gifts, antique stores and Kathy's. This building was the second home of the Masonic Lodge- their emblem is on the building. Their first home was west in the brick building on the SE corner of Marion and Washington. When the building, now Kathy's, was going up, the Masonic Lodge negotiated a 99-year deal for the second story- they used it until 1968, when they built the lodge east of town.



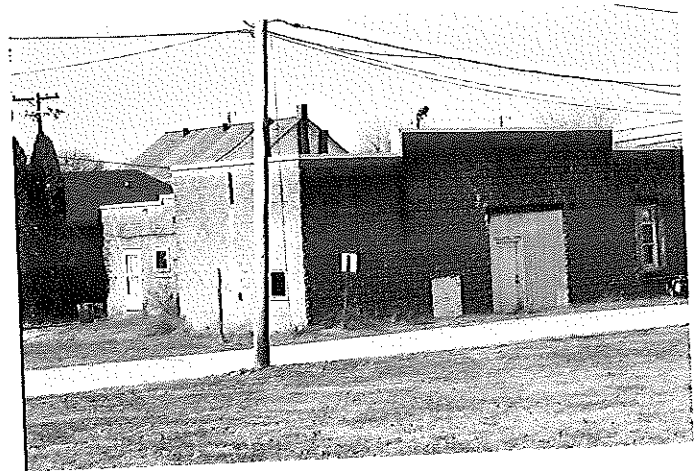
(5) 127 West Washington Street
 Currently called Linda Marie's Corner. This building has always been owned by the IOOF lodge (name and date at the top of the building). The lower floor of this building has housed many businesses- Green Lantern Café, Green Lantern Tavern, Morgantown Variety Store, the second Foster's 5 and 10, Rihm's grocery, Electric Shop and Baird's Furniture.



(6) 129 West Washington Street
 Believed to have been built in 1894, following a fire that destroyed this entire block, this building is the replacement of one in which William Mitchell established Mitchell's Hardware in 1883. It is believed that this is the oldest continuous hardware business in the state. The 1902 Sanborn fire map identified the front façade of the one-story building as "iron clad". The 1910 and 1929 maps indicate that it is clad in tin. It has been determined that the metal façade on this building was produced by the George I. Mesker Co. of Evansville. Green ribbed panels obscure the original sheet metal false upper front with two blind "window" panels. The sheet metal resembles rusticated cut stone. The building has a recessed 45 degree entrance, replacement aluminum-framed plate glass display windows, and exposed Mesker cast iron columns nearly identical to those on the Odd Fellows Lodge next door to the west.



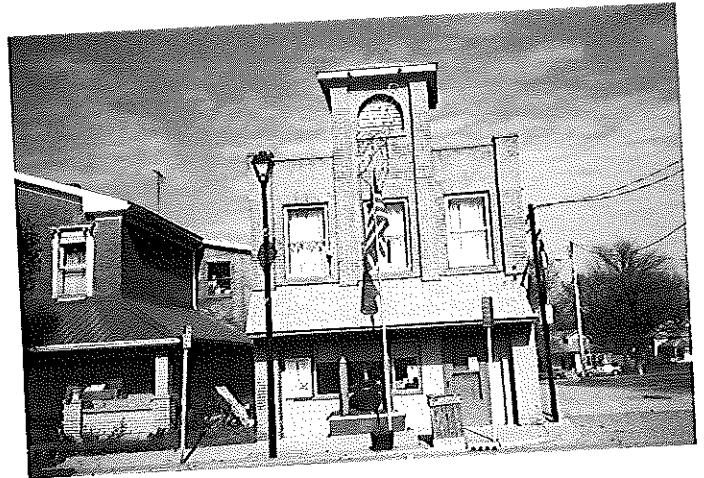
(7) 129 West Mulberry Street
 O.O. Elkins Ice House. The lot was originally owned by J. N. Roberts (who owned the big brick house #8 on map). He sold to Oliver O. Elkins in 1914. Until the advent of electric refrigeration, most homes and all businesses had iceboxes. Mr. Elkins had a delivery wagon with regular routes and customers delivering large blocks of ice. He employed many young men from the town. His son, Marvin and Marvin's wife (Marjorie Whitaker Elkins) and their children lived in this building until 1999. While the exterior of the building is nothing remarkable, the interior was beautifully finished and furnished.



(8) 130 West Washington Street
 Large, beautiful brick home originally built in 1870, by James N. Roberts. One of his daughters married a man by the name of Bishop and that couple had two daughters. The entire family, grandparents, parents and children lived in this house. While one of the Bishop daughters married a man by the name of Budd and occupied the house until 1997, it had always been known as the Bishop house.



(9) 120 West Washington Street
Built around 1900. The town's first telephone exchange was located on the second floor. By 1910, the building housed a bakery. Through the years other businesses included a restaurant, pool room, grocery store and feed store. Organized in 1924, the town fire department occupied the first floor with the public library upstairs. It was purchased by the town in 1925. It is assumed the concrete brick façade was applied at this time. It was occupied by the fire department until it moved across the street and then the building became the town hall. Public restrooms were installed in the rear of the building in 1995. The bell on the sidewalk in front of the building came out of the old Morgantown School.



(10) 80 West Washington Street
House built about 1895 for Dr. R. C. Griffitt. Dr. Griffitt's father, Reuben, was the town postmaster and justice of the peace for over 30 years. He had a store and post office in a building on this site, which was torn down and replaced with the house. Dr. Griffitt had been a prisoner of war at Andersonville during the Civil War. He watched a tiny tree grow out of a dry crack in the earth from his prison window. He said it gave him hope that he, too, could survive. He did survive and learned the tree was a ginkgo. The governor of Indiana, Governor Hanley, commissioned Dr. Griffitt to return to Andersonville with a group from the state to build a monument memorializing the 635 Indiana soldiers that had died there. Remembering the ginkgo that gave him hope, he bought a sapling of the tree and planted it in the front yard where it still grows. Dr. "Pat" Murphy moved into the house in 1917. His father, William, had been a partner of Dr. Griffitt. For many years, Dr. Pat had his office and exam rooms on the first floor. The Murphy family lived in the home until after the death of Dr. Pat's first wife.



(11) 79 West Washington Street
About 1912, Joe Woods bought this lot, built the brick building and established the Woods Dodge/Plymouth auto dealership. The front of the building housed their office and showroom. The middle part of the building kept used cars and parts. After the car dealership closed, it later had a bowling alley, Laundromat, and restaurant.



(12) South Church Street
This structure is the white concrete block building attached to the back of the red brick building originally Joe Woods car dealership. This was built in 1914, and was used as the repair garage for the Woods dealership. It is now owned by the town.

(13) 71 West Washington Street
This section of the building was originally part of the Crawford Hardware store. This building housed our fire department after it moved from Town Hall. After the fire department, this part of the building housed a large equipment rental. At one time it was the home of Ady's fabric shop.

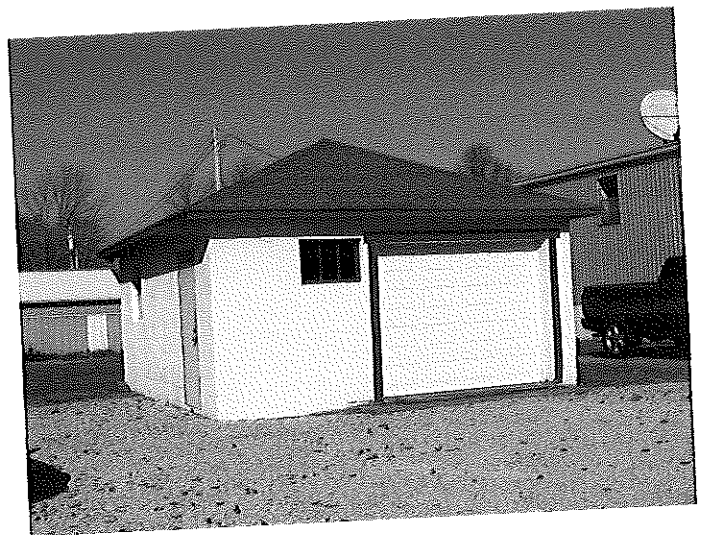


(14) 69 West Washington Street
Today's Clock Shop. Also, part of the original Crawford building.

(15) 59 West Washington Street
Critser's Flower Shop. This with 13 and 14 comprised
the Crawford Hardware store. (Name on building)
Crawford's sold large farm equipment and made repairs
of all types of machinery. At one time they had sold
automobiles. There had been an upstairs over this large
building, but it was used to store out-of-season items.
The Crawford family had been in business in this town
for 75 years in 1931.



(16) 40 West Washington Street
Small garage which went with the large white
house which stood at the front of this lot. Built
in the early 1900's, it belonged to the Lake
family. This was a very prominent family in the
area. They owned many acres of land to the
west and several pieces of property in town.
Timothy A. Lake, one of six children, lived here
with his siblings. He held many positions in the
town and township- teacher, Township trustee,
undertaker, had a hardware business, and
farmed. He and his siblings had made a pact
while young that they would never marry but
live to care for each other which they did.



(17) 49,39, and 29 West Washington Street
This building houses Cripple Crow & Me, the
Morgan County branch library, and a
barbershop. The second floor of this building
housed the Redman's Lodge. The downstairs
rooms had several meat markets and groceries
at different times. It, also, had a creamery run
by the Ruoff family. Harvey Merriman,
probably, had a grocery dry-goods business
here for a longer time than any other occupant.
After Harvey retired, the building had a shoe
repair shop, art/frame shop, UPS, and gift
shops.



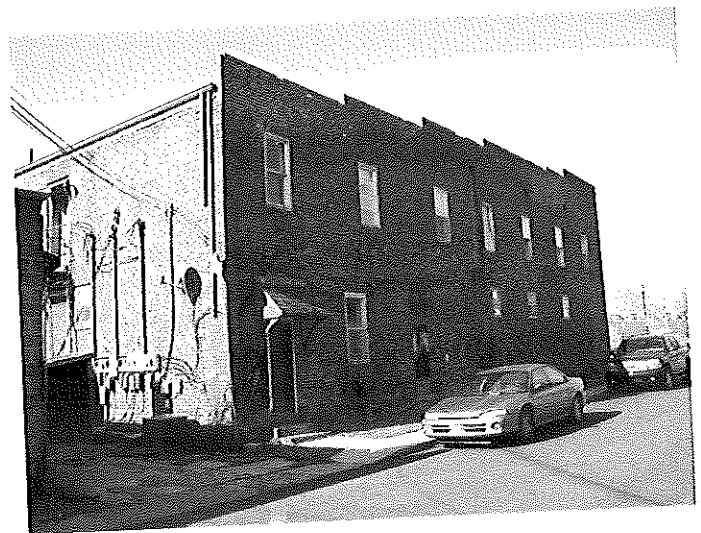
(18) 20 West Washington Street

Today's Poynter Chevrolet housed many businesses through the years. It had a poultry business, feed store, gas stations and furniture repair. It had a gas pump in front of the building. Originally, the empty lot to the east which now contains cars for sale, held a lumber yard business owned by Graham Lumber out of Franklin but managed by two local brothers- Ira and Rundell. This building went from Washington north to Mulberry with a drive through arrangement. You could drive in from one street, load lumber in your vehicle out of the "elements" and exit at the other street.



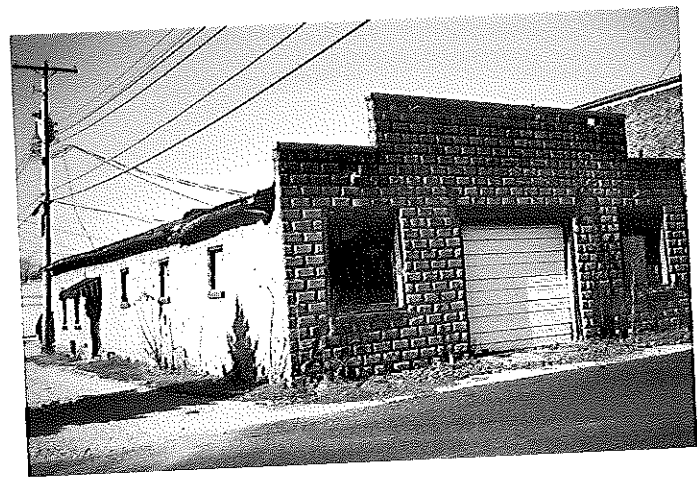
(19) 27, 25, and 23 West Washington Street

In 1911, Mr. Lock (sometimes spelled Locke or Loch) had a saloon in this location. After the saloon, a Mr. Williams had a music store there. This was either torn down or burned down as Mr. Wisby bought it in 1918. Mr. Wisby ran a hotel where, in later years, Auntie M's Tea Room occupied the former hotel lobby. Through the years many businesses have occupied these rooms. There were and still are apartments upstairs. The upstairs, also, housed offices of the town's dentists and those of medical doctors. Downstairs, Russell Voiles had an appliance store in the east rooms, and the Post Office was located in the west room. Later the building held a clock shop, fabric/craft shop and a used clothing store.

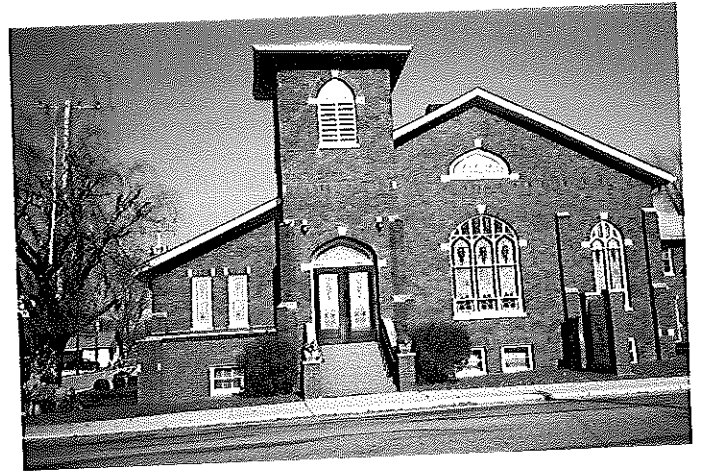


(20) South Church Street

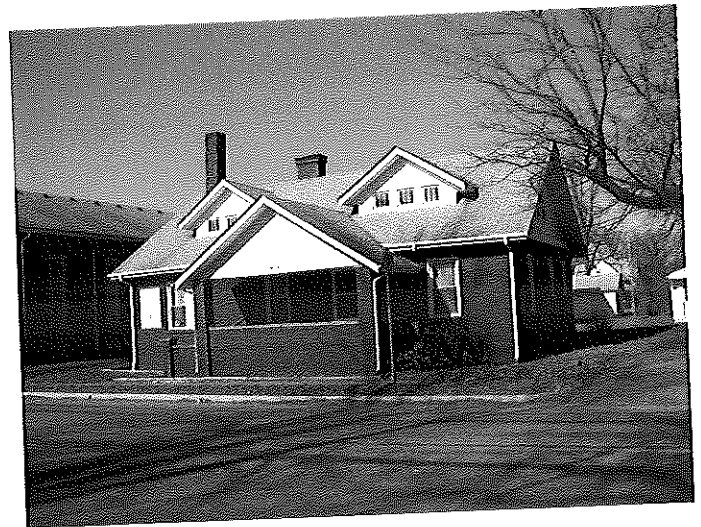
Sanborn fire map shows this building existed in 1902, probably part of the Lock Saloon. By 1929, the structure was used for parking cars. The map shows the capacity for 14 cars. The garage became part of the Wisby Hotel, then it was the first garage and showroom for Whitaker Chevrolet.



(21)
Morgantown United Methodist Church.
White, clapboard building erected in 1858. This building still stands underneath the brick veneer which was added in 1923, the same time the Community Building was erected and additions made to the church- the basement dug, rooms added to the west.



(22)
Former Methodist Church parsonage, now called Parish House. Built in 1923. Land originally owned by Thomas Scroggins (also spelled Scrogghams). He reportedly, disliked the Methodist congregation and said none of his land would EVER go to them. He had a white house with a long front porch covered with morning glories. The house resembled the one at 80 East Washington. This is the second (possibly) the third church parsonage.

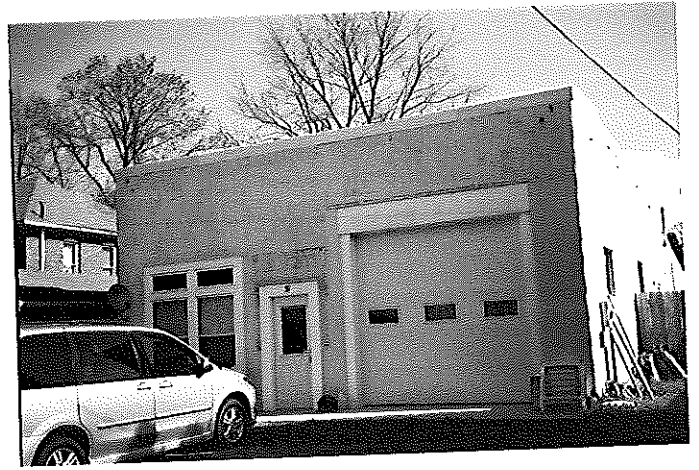


(23)
Former telephone Exchange. From 1906 to 1934, this building was owned by the Morgantown Phone Company. It became Union Bell from 1935 to 1953, then Indiana Bell until 1957. With the advent of the dial system no local operator or office was needed. After the switchboard was removed, Dr. Oliver Wilson had his medical office in this building until 1982.



(24)

Small white garage back of Exchange. This garage was built by Jesse Roush who had an auto repair business. He and his family lived/owned the large brick house on Washington now known as Serendipity. During the late 1950's- 60's, this building was used by the Morgantown High School industrial arts shop class.



(25)

Serendipity. Andrew Hickey built the house on this lot in 1851 or 1852. It was then owned by Timothy Obenshain, then William Hickey. It passed to Harvey Coleman, John M. Hickey, Dr. William Murphy, McGrayels, Jesse Roush, Pruitts, Schmaltz, Shelton, to Givans. It was, mainly, a private residence (sometimes occupied by more than one family). In the mid- 1990's, it became a gift shop.



(26)

Miller House. A private residence built in 1926. The lot was originally owned by Ms. Susie Obenshain. Her house burned and she sold the lot to Ferd and Bea Parker Miller. It has an unusual exterior wall treatment – crushed glass of many colors were mixed with the stucco. It has a beautiful interior with open stairway in living room and a large sunroom on the east.



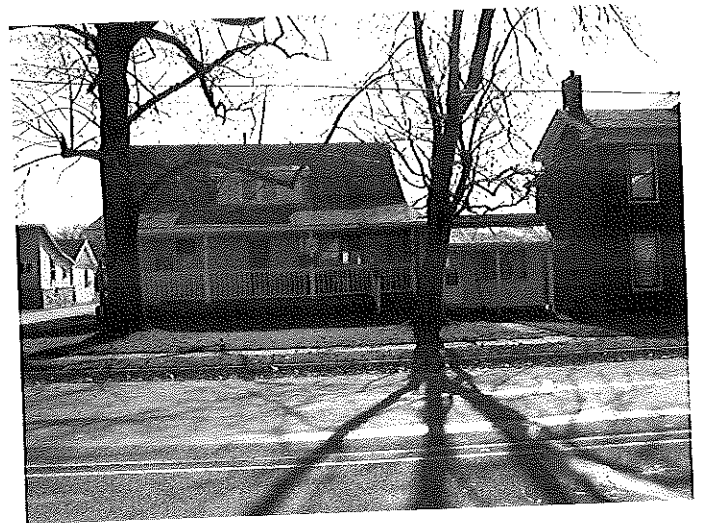
(27)

Large white house built about 1890. This lot contained the first Methodist Church parsonage. It has not been legally determined if the house that stands today (2009) is the same that served as the parsonage. Some early pictures resemble today's structure, but some architects believe the parsonage was a different building. Trustees sold the building (lot) to Ella Purvis, it passed to Frank Bibson and then to William Adams, to Paul Schroeder and then to Thelma David.



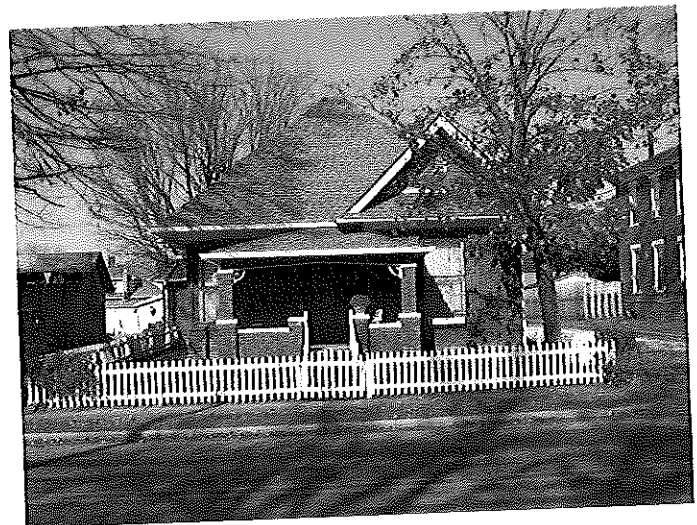
(28)

Lewis N. Loop, local jeweler and watch repairman, bought the lot from William and Belle Coonfield in 1946. Mr. Loop built the house for his residence and added the small front room for his business. In 1987, the house was sold to John and Joyce Carpenter who converted the house and office into apartments. The large building back of the house contains the Caring Heart project of the Baptist Church.



(29)

The lot was originally owned by John Parkhurst who sold it to Samantha Obenshain who sold the lot to Dr. Ira Willan in 1923. Dr. Willan's previous office was on West Washington in what is now the nursing home, and had lived and practiced from his home on County Line Road. Dr. Willan designed this home to contain his office in the southeast part of the home. His office was really separate from the living room of the house, yet was still part of the house.



(30)

Small house which sets well-back from the sidewalk. The first owner/builder was Barbara Butler who built in 1907. The John Hamiltons lived in this home for many years and were owners at one time. Mrs. Hamilton was a Butler by birth. The house has always been referred to as the "Johnny Hamilton" home.



(31)

Beautiful brick home built about 1917, by O. B. Adams. Mr. Adams, was a "gentleman" farmer and his wife was very active in the Methodist Church and WCTU. After other owners, Scott and Ethel Hickey bought the home (Betty Lou Clark's parents" and owned it until 1980. It was always called the "Bette and O.B. Adams" house.



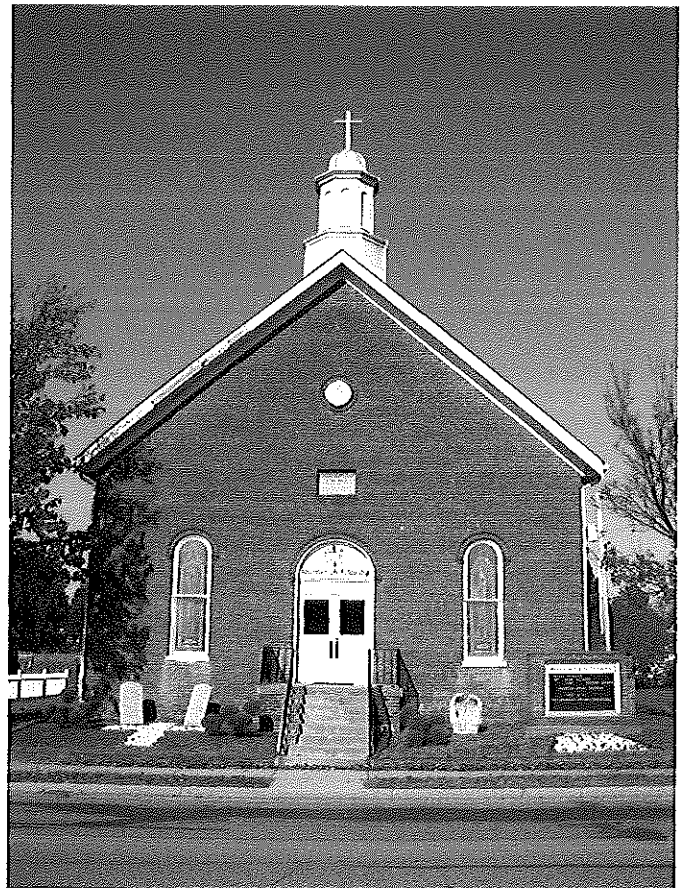
(32)

Beautiful two-story home built about 1864. Henrietta Hickman's parents owned this home from 1944 to the mid- 1960's. The interior is beautiful with solid brick walls. It has an open stairway leading from the front door to the second story, and a hidden, winding stairway from the kitchen to the back bedroom upstairs. At one time, there was an open "sleeping porch" on the east side—now enclosed. It had an enclosed side porch and back summer kitchen with a cistern in this room. There was a well on the back open porch that had a brick floor. The original lot went from Washington north to Mulberry Street.



(33) 140 E. Washington

The first transaction for this piece of land shows William Barnes selling to John Fesler in 1846. The first class of the Christian denomination in Morgantown had built a small frame structure on the south side of East Washington Street (where Amy Lower now lives). In 1871, the congregation converted this frame building into a school and came closer to the center of town, building the brick structure that still stands at 140 E Washington. Henrietta Hickman's great-uncle and great-aunt, Walter and Carrie Anderson tore down the school and built the home that Amy now occupies. In 2004, due to a large increase in membership, the Christian Church congregation purchased land and built a new facility at 2717 North Morgantown Road.

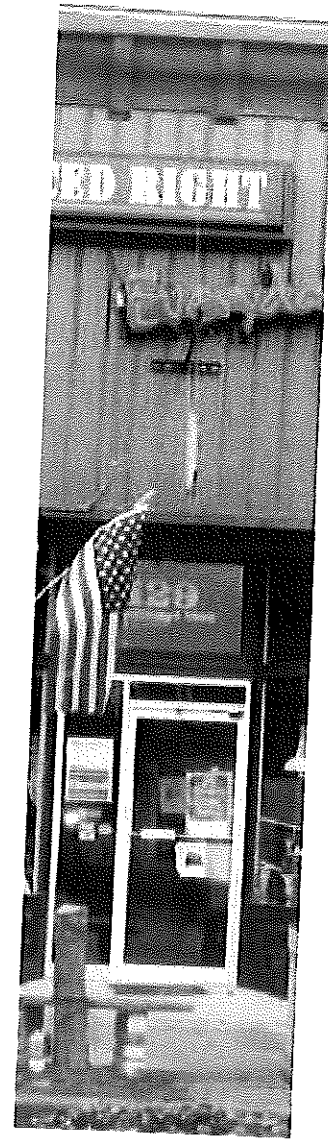
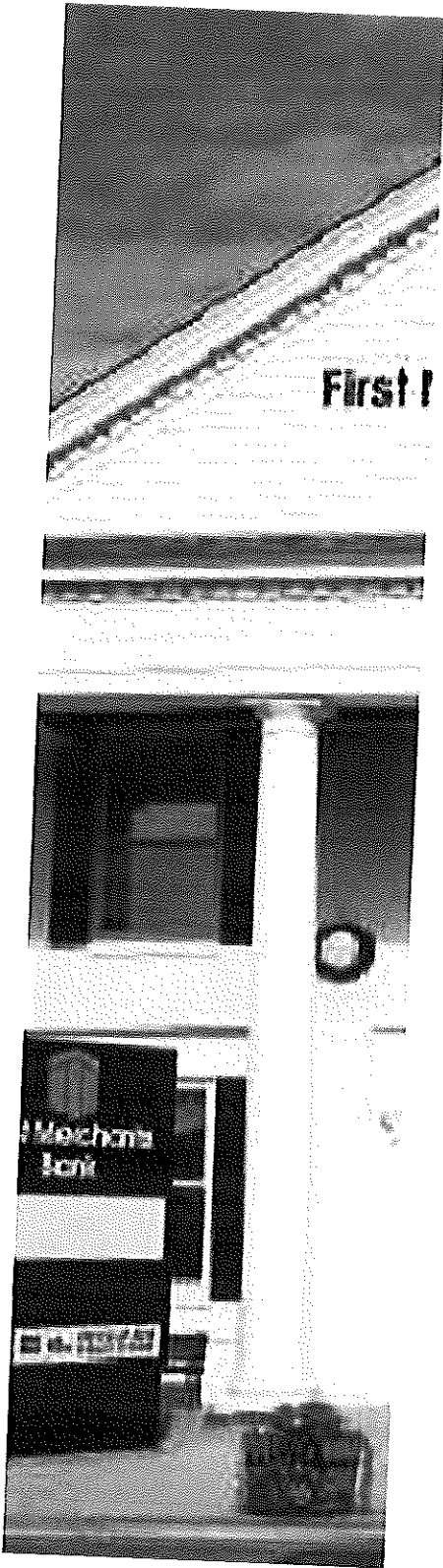


(34)

The lot was purchased from Isabelle Teeters by John Fesler in 1837. It is believed that Mr. Fesler soon built this beautiful large two-story house making it one of the oldest structures in Morgan County. Mrs. Teeters had been one of the original group that platted Morgantown. The Fesler family owned many acres of land in the platted town, as well as, land to the south and north. This family gave the land for the Christian Church (across the street) and gave land for the building of the Baptist Church.



End



CRITICAL SUB AREA

6

OVERVIEW

As stated in the 1988 Comprehensive Plan, "The center of Morgantown has traditionally been a mixed-use area, where commerce, government, and residences have complemented one another." This is still the policy of the Town.

THE DOWNTOWN AREA

The business district and downtown area are synonymous. The main structures were built from 1900 to 1966, but the majority in the early 1900's. Most are brick or block structures.

The role of the downtown area has changed in most communities across America. Morgantown's downtown area once held retail businesses, entertainment venues, governmental offices, religious functions, holiday celebrations, medical services that sustained everything needed locally and was a gathering place for residents and visitors. This isn't so today.

The fertile land around Indian Creek drew settlers to the area later known as Morgantown. Families began establishing farms in the early 1800's. Others saw opportunities to serve these farmers with necessary businesses such as farm implements and repairs, groceries, dry goods, drugs, doctors, dentists & veterinarians, mills, hardware stores, etc. As the population grew, businesses grew and more families came into the area establishing a permanent community, building schools and churches. By the mid 1880's, residents didn't have to leave town for anything other than county business. This would lead to a semi-annual or annual trip to Martinsville where the county's courthouse was (and still is) located. While many factors have brought the town's

decline, it is yet an area much needed and worth revitalizing. It has a small town historical "feel" and ties the community together. It appeals to families wishing small town facilities and charm; yet is within a few minutes of large city opportunities.

If a vibrant downtown is a sign of an economically healthy and stable community, then Morgantown is in an unstable condition or in a state of flux. Although the role of most downtowns has changed in America's small towns over time, the common denominator for those that are considered successful is the ability to change with the times—Morgantown hasn't.

EXISTING CONDITIONS

In 2011, a snapshot of Morgantown shows a large portion of the town declined into a state of neglect almost beyond salvaging. Conscientious and regular maintenance of some buildings and homes has not existed since the 1970's. Throughout the last years of the 20th century, ownership of businesses and homes rotated on a steady basis. Rentals predominate over home ownership with residents and property owners showing little pride in their dwellings. There are many deteriorating vacant buildings and unlivable apartments. Business owners have tried to be successful but would give up in time abandoning the buildings or their successors abandoning them in a short time. Current businesses have gone to very limited hours of operation and little co-operation with each other as to days of operation. While the Town Council, as well as a very active Merchant's Association has worked diligently to restore order and pride into the town, efforts are failing.

At one time, the downtown was the geographic center of Morgantown. The boundaries include the railroad tracks on S.R. 135 to the east, the creek to the west on S.R. 252 and the bridge on S.R. 135 south.

Downtown is characterized by a mix of historical structures from a variety of time periods and unique

businesses, with a mix of uses from retail to housing, dining to government services and more.

One of Morgantown's downtown area advantages is that a state road exists on the main thoroughfare. Traffic from the state's capital going to State Parks (Monroe and Brown) and other areas makes Morgantown's downtown an ideal location to visit or become permanent residents. Although some might argue that the angled parking along the SR 135/252 route should be discontinued, it is very important to keep in order to maintain the historical, small town atmosphere.

The sidewalks and storm sewers were updated in the mid 1990's, along Washington Street from Marion to Church Street with a grant from Mainstreet and Indiana Government. Several buildings are in need of repair. Some owners of the buildings have updated, repaired and remodeled their buildings. Morgantown downtown still has dense, walkable, mixed-income, neighborhoods, with a variety of choices from single-family homes to live-over-work structures. The town doesn't have a cultural center so it depends on surrounding communities for fulfillment in this area.

FACTORS LEADING TO DECLINE

A change in employment opportunities, transportation, housing choices and services/goods provided in larger cities at a lower cost/more selections, are some factors that led to the decline of the once vibrant downtown area.

Just as lifestyles have changed over time with more women in the workforce, busier schedules, smaller families, and the availability

of goods and services via the Internet, so too has the retail sector changed.

But the decline of Morgantown's downtown began long before the introduction of the Internet.

The town has lost several businesses in the last five years due to building owners not taking care of their property, poor quality of water and sewer and the economy. The combination of these along with the lack of townspeople to buy locally has made it difficult to maintain an active business district. A large part of the business district has become an "eyesore" due to a lack of proper zoning ordinances and/or enforcement of them.

Besides the current economic conditions, factors leading to a decline include past administration's lack of oversight, lack of funding for upkeep of landscaping, lack of support for local businesses, no effort made to attract new businesses and property owners unable or unwilling to maintain the buildings.

By the mid-1950's, Morgantown began to change. Veterans returning from WWII wanted more for themselves and their families than just working in the Chair Factory or clerking in a local grocery. They had seen the world and had fought to have a better life so they moved on—some to colleges, some to good steady jobs in large Indianapolis factories. As the "old-time" family base began to be replaced by newcomers, the atmosphere of a rural close-knit community began to change. Families came and went, leaving houses in bad states of repair. After the depression of the 1930's, and early 1940's, many families could now afford autos and were able to drive to other towns for shopping leaving Morgantown businesses struggling. Entertainment in other towns was much more attractive (i.e. air-conditioned movie theaters with plush seats over our wood chairs, no fans, no air-conditioning Community Building movie theater). Other towns offered more selection of goods and services. By the 1970's, the world-wide trend of businesses, governmental and educational facilities beginning

to consolidate, many of our businesses were phased out or moved to other localities. Morgantown lost two of its mainstay businesses—the Chair Factory and Stokley’s canning factory, and then lost its High School in 1967, and grade school in 1986. There seemed to be little to draw families and/or businesses into the area.

CURRENT AND FUTURE TRENDS

Like many business districts, the downtown area has found it necessary to redefine its role in the community over time. In the past, the downtown area was a thriving growing organism. Morgantown is losing businesses and residents at an alarming rate—the recent income survey denotes MANY rental properties. There is no town engineer to enforce ordinances, to clean up property and to suggest ways to help improve conditions. The Town Council needs to work in a positive way to improve the atmosphere of the town and promote healthier and better living for the residents. More people are needed to give their time in leading, with positive attitudes, open to new ideas for growth and development. Future trends will depend greatly on the current economic conditions. The town should look toward the I-69 expansion, annexation and the 135/252 overlay, all affording many possibilities to attract visitors and businesses. The town has the elements for a vibrant downtown. It could, once again, rebuild itself as a charming, friendly little town full of Hoosier history and hospitality. With railroad services yet very active through the town and good dependable roads to Indianapolis, Columbus, Bloomington and Martinsville, it could be a place where tourists would like to spend part of a day and where families would like to become permanent residents. Small businesses could take advantage of the railroad and roads to outlets. Ady’s is a destination for sewing enthusiasts across the

state. An extension of the Morgan County Library supports the literacy of the town’s residents. The Clock Shop has a long standing presence in the community and is a destination. The hardware store is the oldest operating hardware store in the State of Indiana. These and other elements are what makes the town special, and the reason the town can be vibrant again.

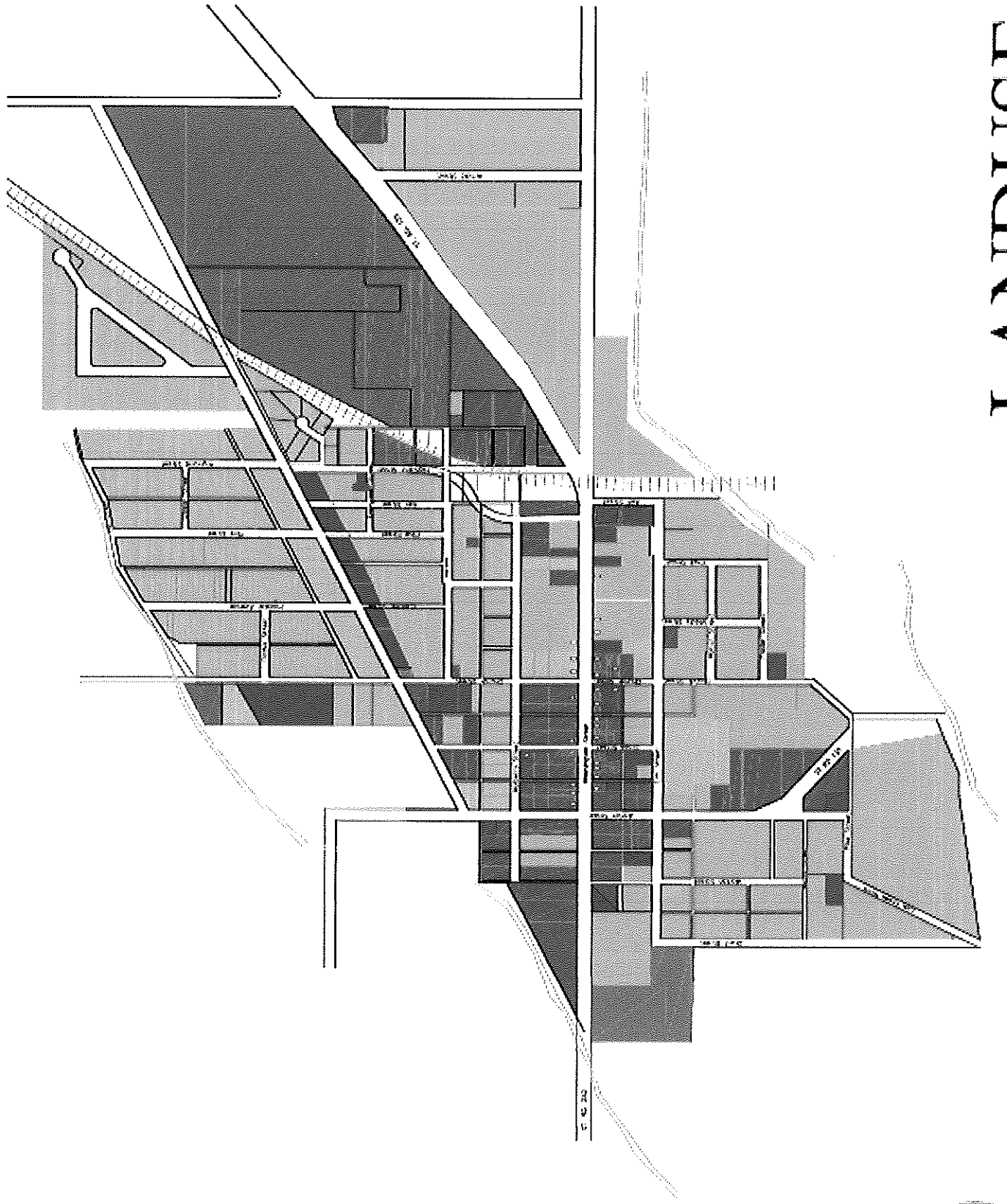
NEXT STEPS

- Improving the water and sewer systems and replacing and improving the current waste water treatment plant are MUSTS to bring in new businesses and residents.
- Every effort should be made to retain the historical and architectural design of the original buildings/store fronts. Some of these businesses located in the downtown are considered destinations and this concept is an element that the town wishes to build on.
- Local businesses should be encouraged to expand their hours of operation, all remaining open at the same time and the same days.
- New street lights would enhance ways to advertise events and electrical outlets on the lights would allow the merchants a better way to decorate for the different seasons; also, giving merchants a supply of electricity for the various celebrations.
- The town should create an Economic Development Committee to work on seeking businesses that could offer employment according to the town’s small town, country atmosphere.
- The Town Council should develop incentives to lure businesses to the town.
- The Council should, also, work with agencies of the county, state and federal governments to stay abreast of ways to improve the town.

- The Council and Merchants Association should work together to improve the business atmosphere
- The Council, with a community citizens group, should work to improve the residential atmosphere.
- This same group should promote local events such as Colonel Vawter Day and the Memorial Day parade and celebration, and create new events and/or celebrations.
- The Council should use the Internet to post the minutes of their meetings and post dates and times of special and regularly scheduled meetings.
- There should be an active Planning and Zoning Board meeting on a monthly basis, posting their minutes on the Internet.
- This same committee needs to enact and enforce ordinances concerning junk in yards, grass kept mowed, legal car parking, sports equipment in streets and on sidewalks.
- Ordinances concerning building and remodeling need to be enforced and businesses that are operating illegally in residential zones need to be removed.
- Application should be made for grants to aid local building owners in repairing/ refurbishing their buildings keeping the historical architecture intact.
- The Planning and Zoning committee should enact an ordinance declaring a large section of the downtown a "Historical District" thereby insuring that the existing homes and buildings cannot be removed or facades changed into modernistic architecture.

End

LAND USE



OVERVIEW

The Steering Committee was methodical and pragmatic when considering changes to land use. They begin deliberations by reviewing the existing land uses and discussed how changes in infrastructure, transportation and utilities would affect future development.

Landuse Trends

In recent years Morgantown has become stagnant. Most development has occurred outside of town limits. Several factors have led to its decline. Factories have closed taking away the need for new housing. The school has been relocated in order to save the Jackson, Ninevah Hensley Township School Corporation money. This has taken away the attractiveness of the community as a place to raise children. The infrastructure has not been maintained for various reasons and the town is financially strapped. The development of a new Comprehensive Plan has given the town time to reflect on its strengths and weaknesses and address issues that the town can control in order to increase its viability. The Committee, as one of its main objectives, wants to maintain the small town atmosphere while highlighting on its historical heritage. Recognizing this, the Committee has developed land use tools to reach its goal.

Land use Protection Tools

Through research and deliberation the steering committee devised the following tools for land use protection.

1. Update the comprehensive plan to establish clear goals and policies with regard to community character, agricultural protection, and suburban growth.
2. Update the comprehensive plan to address the preservation of agricultural land while looking forward in regard to where new construction should occur.

3. Update zoning and subdivision ordinances to support and encourage conservation design to discourage single-family housing in designated agricultural areas.
4. Use the county comprehensive plan to identify agricultural priority areas and other areas suitable for development.
5. Plan and zone for smaller residential lots within already urbanized areas to increase development density, removing pressure for development on farmland.
6. Adopt agricultural zoning ordinances to protect agricultural land. The zones would limit non-agricultural development to densities and development patterns.
7. Adopt policies and ordinances that recognize prime farmland as an important environmental, economic, and community asset.
8. Encourage greater housing densities in developed areas with existing infrastructure, ultimately reducing pressure on perimeter agricultural land.
9. Develop incentives to encourage development where infrastructure is in place.
10. Direct growth to already built-up areas, where developable land is available, through infill development and Brownfield redevelopment.
11. Use clustered designs and conservation development techniques on non-prime farmland in areas where development of agricultural land is unavoidable.

Future Land Use Map

Future land use maps draw a lot of attention in a Comprehensive Plan. They're eye-opening because they illustrate – via a map of the community – where leaders think homes, businesses, manufacturing plants and other uses should go in the future. By extension, they also specify where they shouldn't go. The future land use map has this core concept: Communities engage in planning to ensure the needs of the whole community are considered, not just benefits to individuals.

Community planning is based upon the idea of the Public interest. Some flexibility in the use of individual land is given up in exchange for creating a community in which the interests of all are considered. When communities plan, they establish and implement public policy for decisions on development and redevelopment. Plans help a community achieve a character that residents of the community recognize and support.

Because a comprehensive plan is not enforceable by law, the future land use map is not the same as a zoning map. Zoning maps, and their accompanying regulations, are enforceable. They specify where potential uses, such as residential, commercial, light industry, heavy industry, open space or transportation infrastructure can be located.

While the future land use map does not have the power of law, it can lay the groundwork for changes to the zoning map and regulations. This section includes a review of the land uses as well as the guiding principles behind how community leaders think the town should develop. It also includes action steps assessments, and strategies for housing, commercial and manufacturing land uses.

Definitions of Future Land Use Map Categories

The following definitions match the categories given in the legend of the land use map.

Future Land Use Map Categories	
AP Agricultural Preferred	<p>This district is intended for the most rural, most agricultural portions of the county where farming is the dominant land use and infrastructure is limited. It preserves highest quality farmland and subdivision of land is discouraged.</p> <p>Development of individual properties in existence at the effective date of the AMENDED ordinance is allowed at a density of 1 lot for every 10 acres. This does not require a 10-acre lot; it just sets a cap on the number of new lots that would be allowed.</p> <p>The minimum lot size is 5 acre.</p> <p>This designation would be by-right, so someone who followed it would not have to do a subdivision.</p>
AG Agriculture General	<p>This district is intended for rural areas where, due to topography, crop production is mixed with estate residences, rural home sites, stables, etc. Emphasis is still on agriculture, but with smaller lot sizes allowed. Residential subdivisions are discouraged.</p> <p>The requirements are the same as those for AP, except the density is 1 lot for every 5 acres.</p> <p>The minimum lot size is 1 acre.</p>
RR Residential Rural	<p>These are areas that are not well suited for agriculture and do have reasonable access to higher functioning roads, utilities, etc. This district can absorb demand for rural housing on properties that would not overly disrupt agricultural operations.</p> <p>Conservation subdivisions would be required for residential development. Higher density housing is allowed where water and sewer utilities are provided.</p> <p>Lower density is required otherwise.</p>

R Residential	<p>This district is intended for single family residential housing where traditional, higher density subdivisions are allowed. Generally applies to areas within corporate limits or fringe areas of the Town. Developments must be connected to water and sewer utilities.</p>
Commercial	<p>The purpose of this land use category is to provide a full range of commercial retail, office, and service uses for residents, businesses, and visitors.</p> <p>This applies to commercial activities with direct contact with customers ranging from neighborhood convenience stores to regionally oriented specialty stores.</p> <p>These areas are intended to accommodate both wholesale and retail sales and are characterized by: 1) shared parking areas, and 2) shared points of access to a roadway.</p>
IDNR Managed Lands	<p>These state-owned lands are controlled by the Indiana Department of Natural Resources.</p>
Industrial	<p>The purpose of this category is to provide for a full range of light and heavy industrial uses. Types of uses that would be permitted include manufacturing, processing, distribution and storage.</p> <p>The designation will accommodate a variety of industrial establishments which: 1) employ high environmental quality standards; 2) may function as an integral part of an overall development area; 3) require large tracts of land because of their nature and function; and, 4) have minimal impacts on adjacent uses.</p>
Institutional	<p>The purpose of this category is to provide land for buildings for government or private institutional use such as schools, church, hospitals and museums.</p>
Mixed Use	<p>This designation is applied to land that has a combination of commercial and residential uses.</p>
Park/Open Space	<p>The purpose of this category is to provide public or private land reserved for passive or active recreational activities or permanent preservation of natural open space.</p> <p>It may also be used on private lands to designate natural features within clustered development.</p>

How to use the Future Landuse Map

The Town Council, Plan Commission Members, Developers and others can use the future land use map to see the community's expectations on what the community will look like in the future.

The land use map is general in nature, and the categories are broadly defined. The steering committee which created this plan wanted to keep the uses flexible in order to adapt to changing conditions.

This map is meant to be used in combination with the goals and strategies to fully understand the steps that Morgantown will take to manage change in the years to come.

On-site Septic Systems

Failing septic systems have been a problem in many areas of the county. Rocky soil on ridges, lack of flat terrain in many locations, and clay soil in agricultural areas have resulted in many failed systems. At the same time, there are many locations in the county with sandy soil or permeable clay soils that are well suited for on-site septic systems. Ordinances should require a soil scientist to review each site for suitability and to recommend design criteria for an on-site system prior to Town approval of a building permit. The County Health Department requires that each system be inspected prior to backfilling the trenches.

While these steps do not help improve the effectiveness of the systems, they do guarantee that a system is installed per code. When systems do fail, homeowners often do not have enough property to construct a new system. In these cases, sometime systems are replaced, other times septic tanks are pumped out frequently, and in other cases the issue is ignored completely resulting in an environmental concern. Many communities with large rural populations reliant on septic systems are taking additional steps to provide a backup plan in case a system fails. One of the more popular policies is to require residential lots to be sized to accommodate a second system –should the first system fail. Opponents of this idea argue that it increases

lot sizes – making development consume more property resulting in sprawl.

The steering committee reviewed these options, and concluded that additional measures should be considered by the Town to guard against failed septic systems. But, the committee did not conclude what measures should be taken. Therefore, this plan recommends that septic system provisions be reviewed in conjunction with minimum lot size requirements to determine what, if any, additional steps should be taken related to this issue.

Managing Growth

Managing growth is a proactive step for local governments to take. If Morgantown does not take advantage of growth management, then the town is placed in the position of reacting to growth, a response that is guaranteed to waste the limited resources the town has. Creating growth management policy is an important part of the town's future and a key part of this comprehensive plan.

Morgantown can manage future growth using the following methods:

- Location of Growth
- Type of Growth
- Pattern of Growth
- Amount of Growth
- Quality of Growth

Location of Growth

The future land use section of the Comprehensive Plan and the critical sub-area plans already identify the desired locations for future growth.

Since most development occurs in "greenfield" areas (undeveloped land that is often being used agriculturally) it is very important to also note which areas are intended for preservation as Agricultural.

These "greenfield" development areas are not very efficient with regards to the use of resources, because they will require extensions of utilities and new roads. By contrast, infill (the gaps between existing developed areas) development or redevelopment usually has much less impact on resources, because the infrastructure is already in place. Because there is less cost and the impact to

the County and its citizens is less, infill development should always be considered the highest priority for development. In Morgantown, the infill development areas are few and scattered throughout the town. Some communities prioritize areas for future development based on a set of criteria that include considerations like traffic levels, emergency response times, utility availability, etc. Because the level of growth in Morgantown is not anticipated to be high, the prioritization of growth areas is probably not necessary at this time. When this changes the first priority will be utility availability.

Type of Growth

When we refer to type of growth, we refer to land use type (i.e., residential, commercial, etc.). The LANDUSE SECTION of the comprehensive plan already identifies and describes the land uses that Morgantown has identified in its future.

Pattern of Growth

This method of growth management is related closely to type and location, and really focuses on the pattern of the development (i.e., concentrated vs. scattered).

Less is said in this plan about the pattern or density character of future development, although minimum lot size was discussed. Morgan County has a minimum lot size of .69 acre and Johnson County's minimum lot size is 2 acres when using a septic system. It is recommended that the Town require the same requirements as Johnson County.

The general rule is that the more spread out land uses are, the more costly providing the services becomes, and those costs are typically passed on to taxpayers. Concentrated development makes it easier to anticipate and plan for impacts to infrastructure and services. Scattered development also leads to other costs, like

longer response times for emergencies. Concentrating development also benefits neighborhoods by making them more walkable. As obesity, heart disease, and diabetes continue to rise among Americans, Morgantown needs to begin looking at how its growth and development can make it easier to live more healthy lifestyles. Making best use of town property to influence a healthy lifestyle should be a priority.

Amount of Growth

While most people think of controlling the amount of growth when they hear the phrase "growth management", managing the amount of growth is actually one of the least-used and most difficult methods. The ways to limit the amount of growth are few, and include limiting the number of building permits issued or limiting the number of rezoning and subdivisions that are granted. Some fast growing Indiana municipalities are now considering not annexing or rezoning property to residential that could lead to an increase in population beyond the projected future population established in their comprehensive plans. The Steering Committee did not want to slow or stop growth, on the contrary, they would like the town to grow—just in an organized fashion.

Quality of Growth

The area of growth management that interested the steering committee the most is managing the quality of growth. When we talk about growth quality we are talking about:

- Setting high standards for infrastructure in our subdivision ordinance and sticking to them.
- Landscape standards and architectural standards in a zoning ordinance. Architectural standards can be as lenient or as restrictive as the town wants them to be. Specific quality standards will not be determined as part of this comprehensive plan, however the plan does give some direction for their development.

Note: that in order for quality standards (including architectural standards) to be effective, they must be required, not optional.

Smart Growth vs. Growth Management

Smart Growth is a term that became well known in the 1990's, and by its very name, it implies that not all growth is "smart" or good. The idea of smart growth

goes hand-in-hand with the proactive approach of growth management.

In 1996, the U.S. Environmental Protection Agency joined with several non-profit and government organizations to form the Smart Growth Network (SGN). The network's partners include environmental groups, historic preservation organizations, professional organizations, developers, real estate interests; local and state government entities. Their website at www.smartgrowth.org states: "The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities."

The Committee has a strong desire to be town-centered, transit and pedestrian oriented. They wish to preserve open space by maintaining a concentrated mix of residential, commercial and retail uses. There is concern that this town is dying or at the least, is wounded by the unregulated influx of renters due to the poor quality of water and sewer. In order for the town to change the infrastructure must be improved.

Economic Development

The Town of Morgantown is willing to work cooperatively with its local, county, state, and federal partners to vigorously promote economic development and job creation. As I-69 develops, the Town of Morgantown will need to provide a diversified and inventive economic strategy through positive leadership. Economic development will be supported by communication and cooperation between town government, related agencies, businesses and residents, in the pursuit of appropriate investment opportunities for the Town of Morgantown. Sustainable employment opportunities will be available to citizens of Morgantown by developing policies seeking new businesses, job training, and continuing education to upgrade our citizens.

The Town of Morgantown must create an Economic Development Committee to research and explore economic opportunities in order for sustainable employment opportunities to be created.

Education

The Town of Morgantown will continue to put forth the belief that education is our future and that education empowers the individual and benefits our entire community. The citizens of Morgantown should support quality life-long learning opportunities accessible to all ages, vocations, and abilities. Morgantown should be proactive in working with the collection of public and private schools and institutions of higher education to upgrade our workforce, education our citizens and prepare our children for the future. Eventually the town could see a local continuing education facility and an active Charter School in our community.

Implementation by Government

The Town of Morgantown will strengthen governmental leadership and vision by taking a proactive role in the future growth of Morgantown. The town government and leadership shall foster trust and support for public and private partnering. The departments and agencies that facilitate managed growth and future planning will promote community and be citizen accessible. The Town of Morgantown's government must protect its citizens by all legal means. The town will pursue economic development and growth through the Comprehensive Plan, quality land use and appropriate leadership.

Sustainability and Conservation

The Town of Morgantown will continue to treasure its historical and natural resources. This includes its buildings. The Town pledges to protect and preserve these resources with environmentally sound plans. The Town of Morgantown recognizes the importance of alternative energy and recycling systems that address these standards.

Residential Expansion

As previously stated in the Statement of Policy for the Land Use Development of Morgantown, "The center of Morgantown has traditionally been a mixed-use area, where commerce, government, and residences

have complemented one another". It is still the wish of the committee to retain this mixed use character by promoting the use of downtown buildings, particularly upper floors, for residential use. The town still wishes to encourage development of new residential subdivisions in outlying areas where adequate water, sewer, roads, police, fire protection and other municipal services are available. Annexation should be considered as development occurs.

The Town of Morgantown will maintain its historical heritage with the preservation of the architectural design in its downtown business district. The Town will be a desirable place to live with a variety of

housing plans, as well as restaurants and recreational opportunities within the community. With guidance from planning and zoning ordinances, the Town will grow appropriately for the area. The Town will invest in future development opportunities with residential and business expansion, while maintaining its rural character.

While the town recognizes that manufactured housing is often more affordable and desirable dwellings, the town wishes to discourage proliferation of the traditional mobile home, typically single-wide, flat-roofed, metal structures without permanent foundations. This type of dwelling is to be particularly avoided in the downtown area, where a more efficient and effective use of limited land is desired.

The Town of Morgantown will contain affordable and desirable housing to meet the needs of the community. Planning and zoning ordinances will be implemented to ensure existing housing is well maintained, and new housing is designed to meet the goals of the Town.

Land Use

The Town of Morgantown will implement a balanced land use strategy that provides for thriving neighborhoods, business areas, and civic places. The town will expand in a manner that conserves natural land

resources. The Town will also encourage redevelopment and reinvestment in older areas. The downtown area will be emphasized as the town's government, retail and entertainment center.

Commercial Land

The town's objective is to maintain the commercial activity in the downtown area where the infrastructure is the best. The Commercial development typically will be dense, close to the street, and will depend upon on-street parking. Residential uses and governmental buildings will continue to be interspersed with the commercial uses in the town

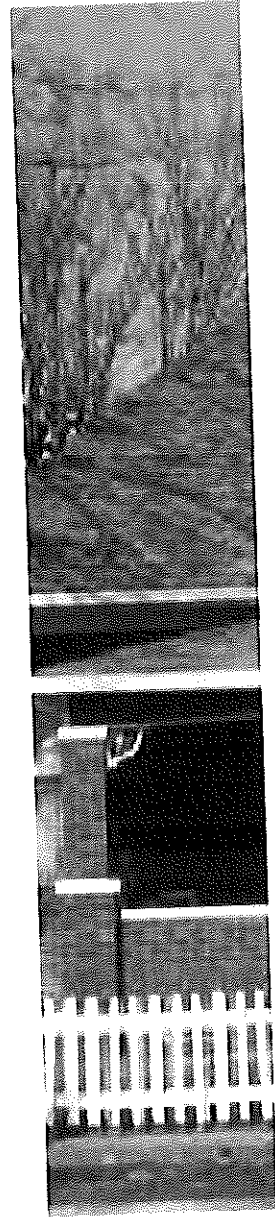
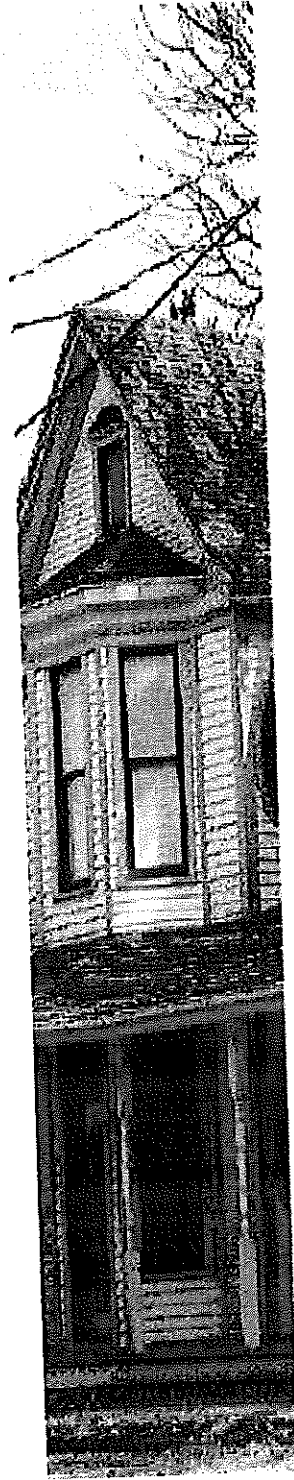
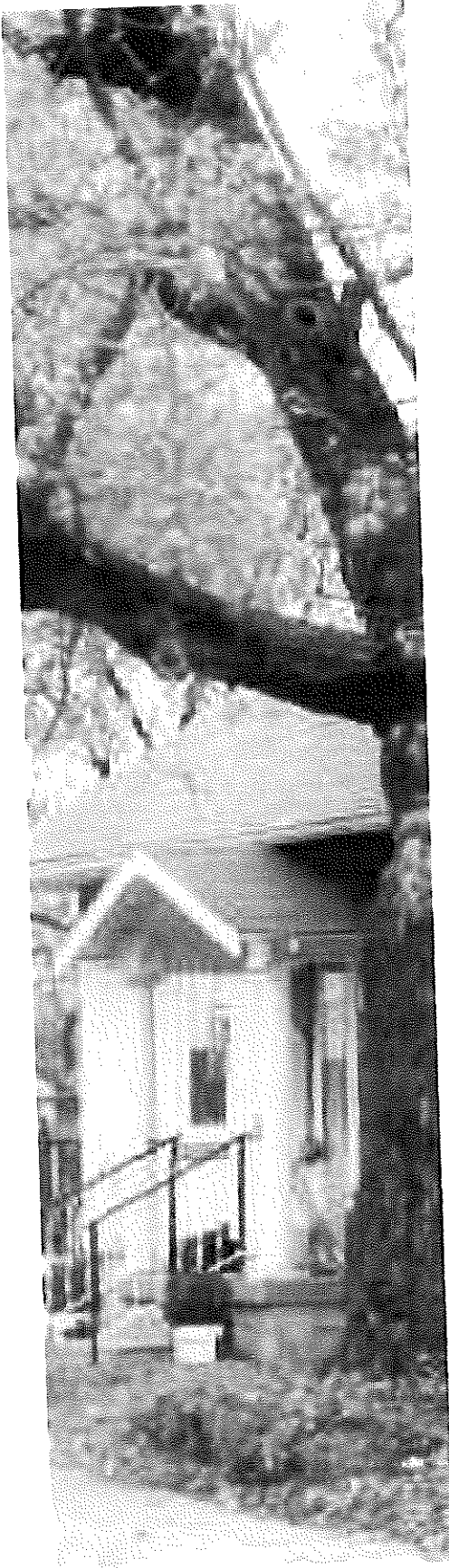
Industrial Land

The town promotes the introduction of light industry that will not contribute to pollution. Access to rail and transportation routes plus a major high speed communication line that transverses the town define the areas where light Industry could occur.

Next Steps

- Write new zoning regulations that will specify what the appearance of the buildings in the downtown area should be in order to be compatible in design to existing buildings.
- Provide new zoning maps for the buffer area that will allow light industry in certain locations
- Amend the zoning ordinance to include the development of neighborhoods, parks and recreational areas in conjunction with new residential development
- Maintain the historic character of the town center through preservation and restoration of structures
- Amend the zoning ordinance to discourage mobile home development in the town center and subdivisions.
- Zoning decisions should be based on maintaining the small town atmosphere

End



HOUSING SECTION



Housing

This section of the Comprehensive Plan documents the present need for housing, assesses the condition of the local housing stock and develops policies to address the demand for a range of housing options.

Inventory and Assessment – Single Family

The Appendix contains the census from 1990 and 2000. The trends to note are that the town has remained stagnant in the housing units and has fewer owner occupied units. The community is not as stable as in the past and non-owners of the property are making decisions regarding taxing and political agendas. This town will continue to deteriorate until the water and sewer are repaired and expanded.

Morgantown

- Between 1990 and 2009, the county's population increased 25%, making it the 15th fastest growing county in the state. During the same period Morgantown's population decreased from 978 to 961.
- In 2007, the estimated total housing units in the county were 28,676. Morgantown's occupied housing units from 1990 to 2000 did not change from the 366 units
- Morgan County had higher median home values in 1990 and 2000 than the state. Morgantown had lower median home values than the state.

Single Family Housing

In order to get a better idea of the current market, a "market snapshot" was taken to determine the number, price and location of homes for sale in the fall of 2008.

Real estate listings do not exactly correspond with political boundaries – for example, homes

listed as being in Morgantown may be outside the city limits.

	under 100,000 =	6
*Morgantown	100 to 200,000 =	9
	200 to 300,000 =	6
	300 to 500,000 =	4
	500 to 1 mil =	2
	Over 1 million =	1
	Total	28

Inventory and Assessment – Apartments & Rentals

According to the 2000 Census, about 37% of Morgantown's total housing units were renter occupied. This is an increase of 38%.

The market snapshot taken in the fall of 2008 also

looked at the number, price and location of places for rent.

Major Housing Issues

The Steering Committee reviewed housing statistics over the last twenty years. Noting the stagnant housing market and increase of renter occupied units, the town outlines several steps to take in order to move the town forward. The solutions devised are outlined in the Goals, Visions & Strategies Section and Next Steps in this Section.

1. Age of Population

As is indicated in the information below, Morgantown does not fall into the average range, either for the state or the nation.

	Morgantown	IN	USA
Pop		6080485	281421906
Ave. age		35.2	35.3
Pop 25 years And older		3.9 mil 64%	182 mil 65%

2. The National Credit Crisis

As this comprehensive plan was being assembled, the national housing crisis swept through Indiana and Morgan County. A company called Realty Trac reported home foreclosures are at the highest level since the Great Depression and that Indiana is 10th among all states in foreclosures filed per household. In December 2008 there were 30 foreclosed properties (one in every 995 housing units). In February 2009 the firm listed 46 properties under Sheriff Sale and 12 listed as pre-foreclosure.

Morgan County is caught in a nationwide crisis and, unfortunately, there are few things local government can do in the short-term. However, this should not keep town leaders from planning for the future. Review for Morgantown

3. Housing Alternatives

In order to make Morgantown the lifetime choice for its residents, the town needs to provide a life-long community. A lifelong community has a variety of living options, up-to-date infrastructure, and is a compact, walkable community. Morgantown has the beginnings of a lifelong community but needs major improvements to the infrastructure in order to achieve this goal. It contains a grocery, hardware store, several variety stores, a florist, a piece goods establishment, post office, medical clinic, senior citizens center, nursing home, insurance agency, filling station, laundry, several restaurants, a cemetery, a library, and several churches.

Morgantown does lack recreational opportunities for the aging. The Methodist church provides the space for a free exercise class two times a week but a community recreational facility is missing.

Consumers, in Morgantown, prefer detached single family housing. About 62% of the occupied housing is owner occupied and 38% is renter occupied, according to the last Census.

Steering committee members were frank in their admission of not wanting to permit any more lower-income trailer parks, or multi-unit residential developments. Such units are frequently not well maintained and contribute to traffic congestion and other problems, they said. When an existing structure is renovated and changed into a multi-family development parking becomes a problem.

They did acknowledge that they would prefer single family residents who own their residences. The typical rental property in town is not conducive to attracting young or established professionals.

The poor condition of the water and sewer facilities does not promote construction of new single family units or the selling of existing ones. Although people are willing to rent a unit where they can't drink the water or get their clothes clean in the wash, there is no market for selling these properties or building new ones.

Additionally, single family home development in the buffer areas instills dependency on septic systems and increased travel time for services, which adds costs to families.

The housing market in Morgantown appears to be shifting from a owner based population to a renter based population, catering mainly to lower income families.

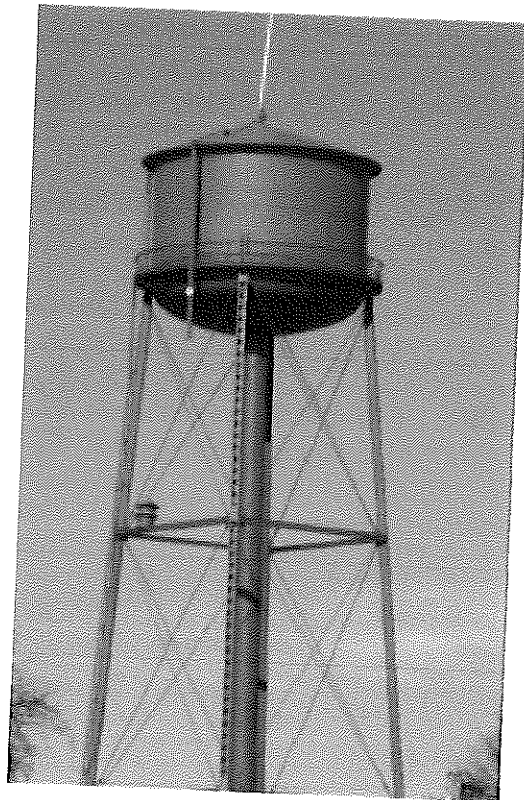
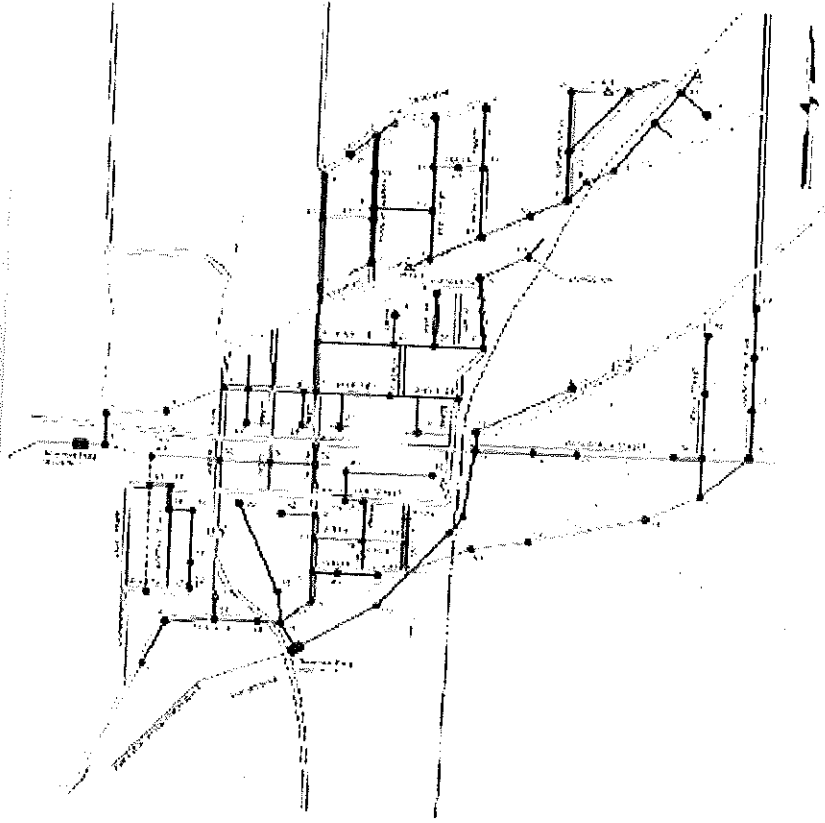
Finally, the preference for single-family homes also ignores a national shift in demographics. As the population ages, different housing types are becoming increasingly popular. Downsizing from a single family home to a patio home, townhouse, condominium, or apartment offers a different lifestyle. These options are not generally, available in Morgantown. Without an overhaul of the infrastructure no developer will be interested in investing funds to provide these opportunities to home buyers. Residents who can't find these options locally will, and are, moving elsewhere.

The Steering Committee admits that now – with record foreclosures and decreasing home sales – there is little the town can do to initiate action, unless a grant is obtained. However, these considerations should be factored into the next upswing of the housing market.

Next Steps

- Review Critical Sub Area(of Downtown) for housing alternatives.
- Review current Town Limit area for residential development (infill housing).
- Review buffer areas for annexation. This will provide more area for housing.
- Review Maps in the appendix for ideas on:
 - Bicycle & Pedestrian Plans
 - Creating Greenspaces
 - Rehabilitation of Infrastructure.
 - Traditional Neighborhood Development
- And Finally:
 - Consult the Implementation Plan

End



UTILITIES SECTION

9

Introduction

The utilities in Morgantown are provided by a mix of public, private, and member-owned entities. In order to focus on the utilities that have the greatest impact on land use, this Utility Section has chosen to address the areas of water, wastewater, electricity, gas, and telecommunications. The purpose of this section is to provide guidance on the expansion of infrastructure to better serve the Town's goals and objectives.

Development Principles for Utilities

The most significant opportunity for utility expansion in the Town is outside the northeast quadrant of the Town. This does not coincide with the SR-135/252 corridor. The most significant opportunities for commercial and industrial expansion are along these transportation routes. Regardless of whether I-69 is constructed, this corridor is expected to have the most growth.

To prepare for expansion in the corridor, it is recommended that the Town assist in developing a coordinated infrastructure plan for the buffer areas. Since the town does not have direct control over all utilities, they should serve in a facilitator's role and help the various utilities set policies over how and when utilities will be extended. The utilities the town does control are much easier to regulate as to how and when they will be extended.

Several recommended policies are noted, and include:

- Development should be limited where "rural" water service is not sufficient for fire protection.
- Encourage residential development to be provided where sanitary sewers exist or in areas with soil unsuitable for on-site septic systems, regardless of the size of the development.
- The existing sanitary sewer system should be upgraded

- Commercial/industrial development should be discouraged in areas not provided with sanitary sewer systems.
- Promote of infill development where utilities already exist.

Water Supply and Treatment

Inventory and Assessment

Water service is provided in the Morgantown by Morgantown Water and Sewer Utilities. Most of the buffer areas also are provided water service by Brown County Water Utility. Morgantown Water Utility supplies water primarily in the town limits of Morgantown. The system serves approximately 400 customers, has a production capacity of over 200,000 gallons of water per day, and has a storage capacity of 750,000 gallons. Chlorine and fluoride are added to the water at the town's 100,000 gallon elevated tank. The town's water usage is well below the system's capacity, and there are no complaints of low system pressure. The Lines are many years old and need to be replaced.

Action Steps

- The first step should be the creation of a Master Utility Plan.
- Encourage upgrades to small water mains in high density developments in order to provide better fire protection.
- Promote infill development to reduce the need for water main extensions.
- Add a softener to the water at the water tower location.

See Appendix for well locations—

Stormwater

Inventory and Assessment

Morgantown collects and conveys stormwater through a collection system that ultimately discharges to local streams. In recent years, the Environmental Protection Agency (EPA) has worked to improve the quality of stormwater discharged by municipalities by designating and regulating municipal separate storm sewer systems (MS4s). Morgan County is designated as an MS4 entity.

As an MS4 entity, municipalities must establish a program that establishes best management practices (BMPs) and measurable goals to meet six "minimum control measures." The minimum control measures are: Public Education and Outreach, Public Participation/Involvement, Illicit Discharge Detection and Elimination, Construction Site Runoff Control, Post-Construction Runoff Control, and Pollution Prevention/Good Housekeeping. These utilities typically have rates for the use of the stormwater system, providing revenue to help fund improvements to stormwater systems and for management of the MS4 program. Morgantown has been permitted under the MS4 program, and therefore has already established its program to meet the minimum control measures.

Action Steps

- The first step should be the creation of a Master Utility Plan.
- As capital improvements are planned to the stormwater system, consideration should be given to establishing a stormwater utility to fund needed stormwater improvements.

Wastewater

Inventory and Assessment

Wastewater management in the town is provided by both sewer systems and individual septic systems.

Morgantown provides sanitary sewer service to approximately 400 customers within the town's corporate limits. Treatment of the wastewater is provided by a lagoon system that is approximately 25 years old. The town has discussed expansion of the lagoon system, but financial issues have impeded its development. Currently, work is being accomplished on the wall separating Indiana Creek from the lagoons, and discussion of repairing the lagoons and other major renovations to the system are being considered.

In addition, there is a subdivision outside the town limits that is served by individual septic systems.

Action Steps

- The first step should be the creation of a Master Utility Plan.
- The plan should contain a diagram indicating a strategy for upgrading all the existing sanitary sewers and expanding into the areas where the town considers the most beneficial for future development.

Septic Systems

As mentioned above, wastewater services are provided within Morgantown limits. All other areas within the two mile buffer area are served by individual septic systems. The permitting of new septic systems and investigation of septic system failure is the responsibility of the Morgan County Board of Health Department.

Action Steps

- Encourage wastewater studies for areas considering development using soils information to help prevent septic system failure.
- Create a policy that septic systems are only allowed for residential properties where soils are adequate.
- Develop a policy that two areas on any site must be approved for individual septic systems before a building permit can be given.
- Develop a policy for future expansion of wastewater system, taking into account the future land use maps.
- Promote infill development to reduce the need for sewer extensions.

Electric, Natural Gas, and Telecommunications

Inventory and Assessment

Electricity

Electric service in Morgantown town limits is provided by Duke Energy. The buffer areas are serviced by Johnson County REMC, Duke Energy, and South Central Indiana REMC.

The Addresses are:

Duke Energy
P.O. Box 840
Cincinnati, OH 45201-0840

SCIREMC
PO Box 3100
Martinsville, IN 46151-3193
Phone: (765) 342-3344

Johnson County REMC

Natural Gas

Vectren Gas Company serves the needs of the residents in Morgantown.

Vectren Corporation
One Vectren Square
Evansville, IN, 47708

Telecommunications

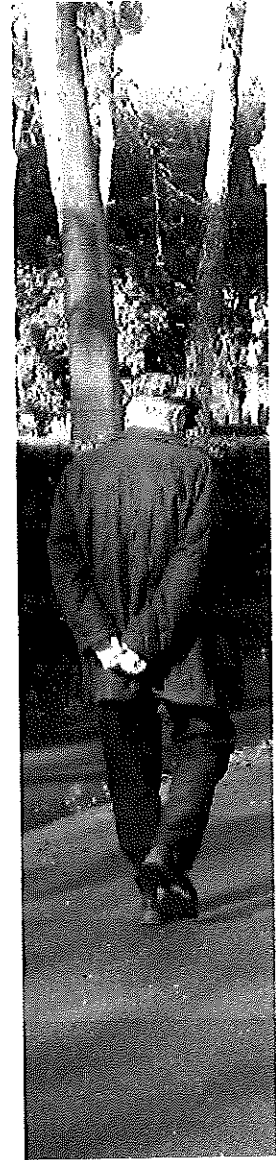
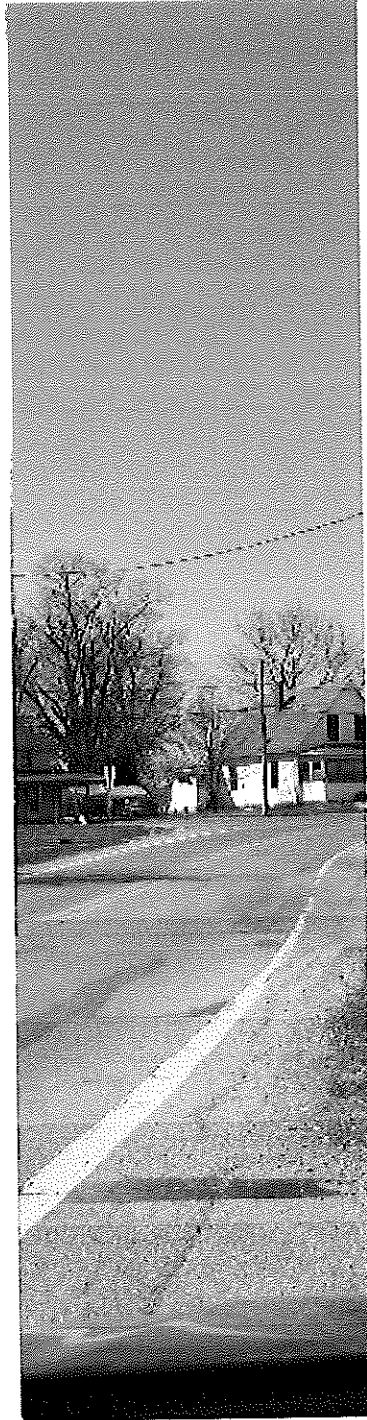
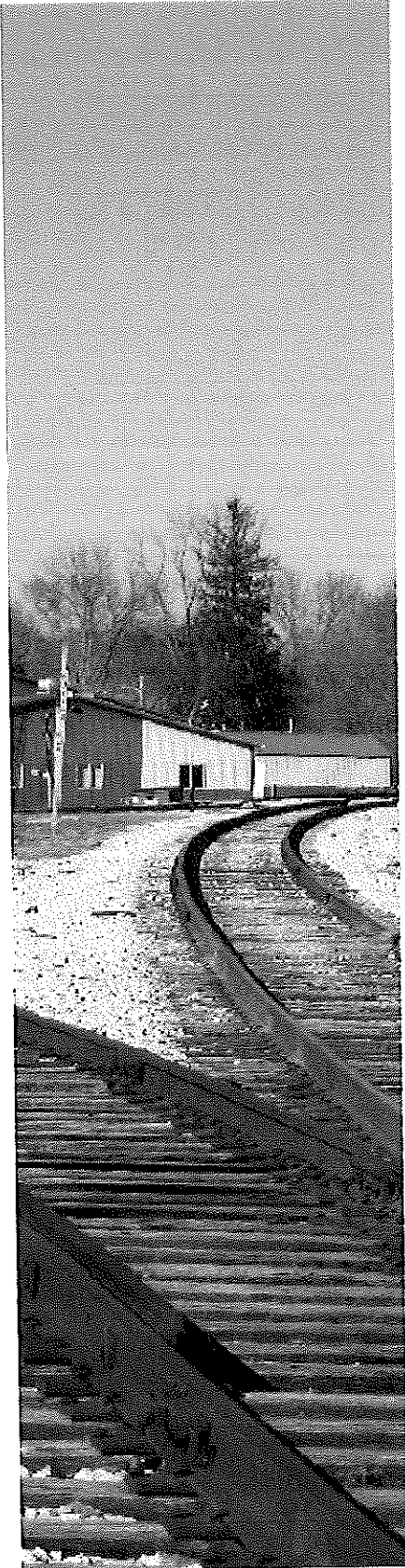
A fiber optic network is known to run through Morgantown on its way further south to Bloomington. This should be a major

consideration when planning for economic development.

Action Steps

- The first step should be the creation of a Master Utility Plan.
- Locate electric, natural gas and telecommunications infrastructure for use in determining future development.
- Encourage the expansion and upgrade of electric, natural gas and telecommunications infrastructure

End



TRANSPORTATION

Transportation

The Transportation Plan describes Morgantown's existing transportation system and provides an assessment of key issues. The key issues were determined through public input, discussion with stakeholders, town leaders, steering committee, and consideration of future land use. The purpose of the Plan is to provide a direction for future planning, guiding the town towards achieving their long-term goals.

Supporting Documents

Several supporting documents were reviewed in the process of creating this Plan. The documents are listed below:

- Morgan County Transportation Plan (2007)
- Central Indiana Regional Mass Transit Service Plan (2000)

Road and Street System

Inventory

The Federal Highway Administration has established a functional classification system to group roads based on their intended use. The categories of the classification system include the following: principal arterials, minor arterials, urban collectors, major collectors, minor collectors, and local streets.

Each category was created based on how the road addresses both the flow of traffic and access to land.

Types of Streets

Principal Arterial

Principal arterial streets are intended for high traffic with minimal access to land. These types of roads are meant for long trips and high travel speeds. Examples include I-70, SR-37, and SR-144.

Minor Arterial

Minor arterial streets connect with principal arterial streets, allowing a lower level of traffic mobility but more access to land. These types of roads are meant for moderate trips. They provide intra-community connectivity in urban areas and inter-regional connectivity in rural areas.

Example includes SR-252 west of Morgantown.

Urban Collector

Urban collectors both circulate traffic and provide land access in residential, commercial and industrial areas. Unlike arterial streets, urban collectors can enter residential neighborhoods to link travelers with their destination area.

Major Collector

Major collectors are rural roads that serve large towns not served by higher classified roads, and other important intra county generators of traffic such as consolidated schools, county parks, and agricultural areas.

Examples include SR-44 and Mahalasville Road.

Minor Collector

Minor collectors are rural roads, spaced at intervals, that guarantee all smaller developed areas are a short distance from a collector road.

Examples:

Church Street and Old Morgantown Road

Local Street

Local streets offer the lowest level of movement and provide direct access to abutting land. They include roads or streets that are not higher classified as arterials or collectors.

A map of the existing road network within Morgantown is displayed in the appendix.

The various arterial and collector streets have been designated using color coding.

Analysis of Priority Issues

Through the Steering Committee meetings conducted in Morgantown, the following transportation issues were designated as priorities.

- Develop a transportation plan that is coordinated with the Master Utility Plan.
- Explore the potential development of a commuter rail system.
- Co-ordinate with surrounding counties and governmental agencies regarding the I-69 Corridor
- Improve existing and develop pedestrian walkways throughout the community.

Action Steps

- Limiting curb-cuts through a drive permit process
- requiring traffic projections for developments to determine whether turn lanes are required.
- Provide additional parking to ease the parking situation in the downtown business district
- Through the zoning ordinance and carried out during the permit process have the developer provide parking for future developments

Railroads Inventory

Indiana Railroad Company has a line that travels through the southeast corner of Morgan County. The line passes through Morgantown as it connects Indianapolis to Bloomington and on into Illinois.

Assessment

It is recommended that the Morgantown encourage Indiana Railroad lines and/or corridors for rail use today or commuter rail service in the future.

Existing Transportation Documentation Plan

Existing Conditions, Opportunities, and Needs

Road Network

A number of streets in Morgantown are in need of repair. The challenge here is the budget, since Morgantown has a small and limited budget, and a local population that tends to oppose tax increases. So, it can be assumed that the road budget will not increase in the near future. As an alternative, the town might seek out grants to assist in its road repair programs.

Sidewalk Analysis

In order to provide a vision for a complete sidewalk network for Morgantown, the existing sidewalk network was analyzed to identify gaps and possible extensions. The

map in the appendix shows existing sidewalks in blue, and potential sidewalk fills and expansions in red.

Public Transportation Next steps

- Provide safe, reliable circulation within the town.
- Seek funding for street and sidewalk improvements.
- 2. Engage in advance planning to determine future street locations.
- Ensure that new development pays for high quality street extensions and improvements through zoning and subdivision ordinances.
- Install more sidewalks to encourage walking and bicycling.
- Increase awareness of transit options for youth, elderly, and low income residents.
- Post information in the post office and on the town web site.
- Install crosswalks and/or bicycle lanes to increase safety for bicyclists and pedestrians.
- Improve transportation links with the outside world.

Next Steps for the Railroad

- Preserve Indiana Railroad lines and/or corridors.
- Encourage the development of a commuter line that would incorporate a stop in Morgantown.
- Encourage the rebuilding of the train station

Multi-Modal System Inventory

The existing streets in the older downtown area of Morgantown has sidewalks for pedestrian use. In addition to these areas, there are also sidewalks within several of the subdivisions in the town. Not all streets have sidewalks,

particularly in the residential areas. The abandoned railroad spur given to the town provides a greenspace which can be used for recreational and health driven activities.

Assessment

It is recommended that Morgantown conserve, upgrade and extend their pedestrian facilities within the corporate limits.

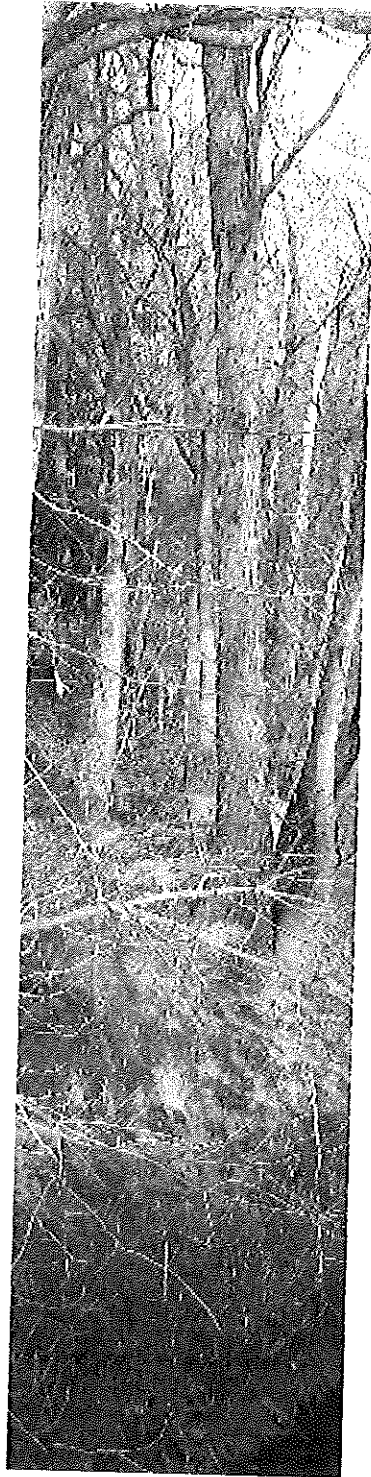
These internal pedestrian systems should connect neighborhoods, parks, downtown, businesses, etc. The town can then establish external pedestrian systems such as multi-use trails located within the road right-of-way or in separate right-of-way or easement in the

floodplain that encompasses the Town on three sides. The external systems could connect Morgantown to Martinsville to the west, Trafalgar to the east, and Nashville to the south.

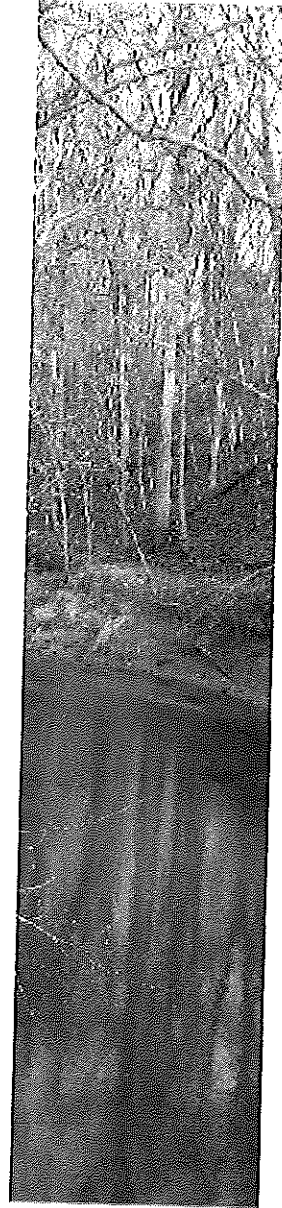
Next Steps

- Improve pedestrian facilities within the corporate limits.
- Require sidewalks be constructed as a part of the building permit process

End



Indian Creek South of Morgantown



NATURAL RESOURCES

Introduction

Issues of sustainability, livability, walkability, context sensitive design, smart growth, greening, and quality of life are at the forefront as we discuss our towns. These terms must become an integral part of our discussion because they are important to the way each of us lives, works and plays.

Whatever the perspective on global warming and the role we play, there is a need for good, sound planning. Designing and building our communities with a more thoughtful, careful and sustainable approach is much more desirable than the uncontrolled growth that will occur if not managed. This section of the plan addresses the environmental aspects as it relates to Morgantown's natural resources.

Summary of Environmental Priorities

Morgantown is defined by its natural resources. Bounded on the north, west and south sides by hills and streams, the town has been contained and defined by these features. Its rural character is reinforced by these elements. Since the June 2008 Flood the Town has recognized the priority of protecting their floodplains from development. Although the Town was spared the effects of the flood to its structures, buildings in the low lying areas were damaged by the raging waters. The plan reflects this priority by designating undeveloped floodplains only for uses such as parks, open space and agriculture. It also goes further by not showing future development anywhere in a 100 year floodplain.

Second, this plan encourages future development where there is already sufficient water/wastewater infrastructure in place. The land use plan encourages short term residential development to occur directly adjacent to the town in areas where utilities exist to support development or where developers are willing to install them.

Development Principles

Since development, in general, is one of the largest threats to Morgantown's natural resources, the community needs to make every effort to direct development in a manner that preserves and enhances those resources. The idea of using the natural resources to bind together the community will make it more desirable to incoming residents and raise the quality of life for the current inhabitants.

Today's sustainability movement has established that communities need to go further to repair past damages - and work to help re-build and enhance the natural environment. We should not just protect what exists - but to go a step further and improve the conditions by restoring habitat, reducing volumes of runoff, controlling non-point source pollution on-site and related measures.

Implementing sustainable practices can be as simple as performing a more thorough development plan review. By identifying environmental impacts, efforts can be made with the developer to revise plans to meet current requirements..

Encouragement of sustainable development is another way to implement sustainable practices. The community can also demonstrate leadership by following sustainability practices on municipal projects such as streets, utility projects and government buildings. In other words, lead by example.

Priority Issues

Of the issues reviewed the following priorities have been established. Details relating to each issue are provided in this section.

- Protect floodplains from development to preserve these areas and mitigate the impact of flooding on the community.
- Enact a steep slopes ordinance to guard against deterioration of these features, and to protect scenic views in the community.

- Encourage cluster development to allow development to occur in fringe areas in a responsible manner that preserves existing topography, habitat and/or unique features.

Rivers, Lakes and Streams

Indian Creek running along the south boundary and Long Run Creek running along the north edge of Morgantown define the existing town for development purposes. Because of the buffer zones located in both Johnson County and Morgan County, Town limits can be expanded to accommodate future expansion. Then the use of the natural resources will enhance the development and bind the various sections of the Town by providing green area for parks and recreational purposes.

Non-point Source Pollution (pollution from stormwater runoff)

Non-point source pollution results from stormwater runoff moving over the ground. As this runoff moves along the ground, it collects various pollutants – chemicals, animal waste, trash, sediment – and deposits them into bodies of water. Ways to improve non-point pollution include:

- Preserve natural vegetation to reduce stormwater runoff and protect natural habitats. (IDEM Indiana Stormwater Quality Manual)
- Develop ordinances or regulations that require nonpoint source pollution treatment, such as water quality swales, sedimentation basins, and vegetated filter strips. (EPA National Management Measures to Control Nonpoint Pollution from Urban Areas)
- Establish limits on impervious surfaces allowed on newly developed lots. (EPA National Management Measures to Control Nonpoint Pollution from Urban Areas)
- Revise Ordinances to encourage structural Best Management Practice (BMP) devices to reduce pollutants from being discharged off-site.

Agricultural Runoff (pesticides, herbicides, and sediment from agriculture)

This is non-point source pollution as the direct result of runoff from agricultural lands. Since Morgantown is surrounded by agricultural land, the Town should:

- Encourage integrated pest management strategies that require the use of appropriate amounts and types of pesticides at times when runoff will be minimal to reduce the amounts of toxic pesticides that get into streams and lakes. (EPA National Management Measures to Control Nonpoint Pollution from Agriculture)

Impervious Surfaces (increased runoff from surfaces that do not absorb water)

The construction of impervious surfaces is affecting more land, transforming natural greenspace into hard landscapes of buildings, parking facilities and road surfaces. Although this is not currently a problem for Morgantown, careful and sound planning now can keep this from becoming a problem in the future as the Town develops. The Indian Creek Watershed Project may include ways to gain financial support for performing Best Practice Ideas as has happened in other areas. Whether or not this happens, several actions should be taken.

- Construct on-site storm systems to utilize the infiltration capabilities of soils.
- Although encouraging the use of green roofs as a way to minimize runoff and store excess stormwater is a good idea it won't make an impact in this town as there is minimal development in Morgantown.
- Creating a stormwater utility to generate revenue to address community stormwater runoff from increased impervious surfaces may be necessary. These utilities could assess fees based on the percent impervious area of each lot along with a per lot fee
- Re-evaluate parking requirements set forth by the zoning ordinance.
- Promote open space development or clustering as an alternative to traditional development.