

#### 4. Median Rent

Similar to median housing value, the affordability of rental housing depends on the median household income. Although the median rent in Linton is much lower than the average median rent for the entire State, there is little difference in affordability. The median rent in Linton is 39% less than the Indiana average, but median household income is 42% less than the State average.

Estimates from the 2012 American Community Survey show a slight increase in median rent for Indiana, Greene County, Stockton Township, and Linton. The estimate for Linton is \$348 per month (with a margin of error of +/- \$53).

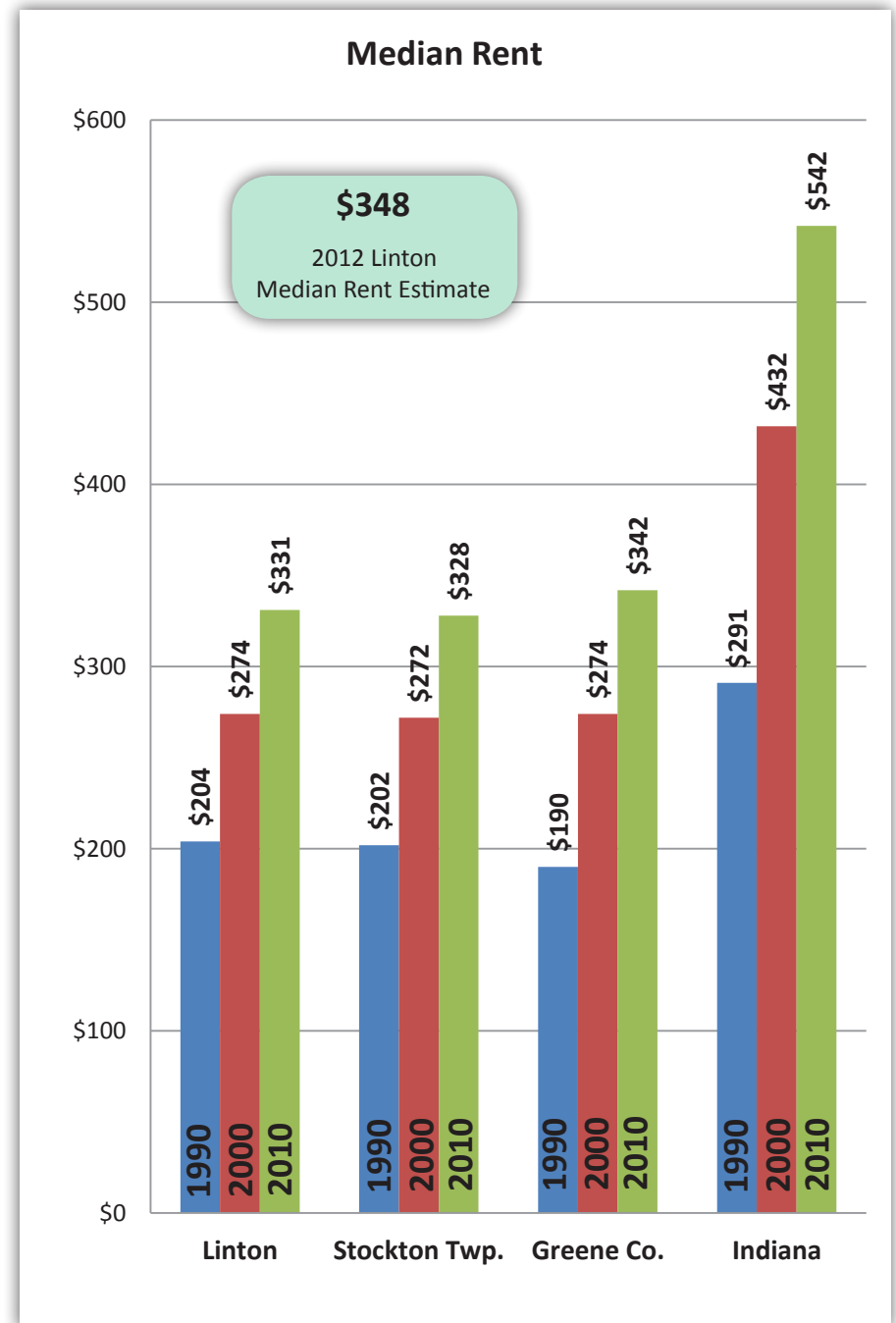


Figure 18: Median Rent  
 source: US Census SF3/American Community Survey  
 chapter 2: demographic updates 23

## D. Jobs and Employment

### 1. Unemployment Rate

The economic downturn affected all of Indiana. The unemployment rate in Indiana was 2.5 times higher in 2010 than it was in 2000. In Linton, the unemployment rate was almost 4 times higher in 2010 than it was in 2000.

Estimates from the 2012 American Community Survey show a slight decrease in unemployment rate for Indiana, Greene County, Stockton Township, and Linton. The estimate for Linton is 9.0% (with a margin of error of +/- 3.9%).

However, more current data from the Bureau of Labor Statistics shows that the unemployment rate for Indiana and Greene County has decreased even more significantly since 2010. Data for October 2013 shows that the unemployment rate for Indiana was 7.0% and 7.5% for Greene County.

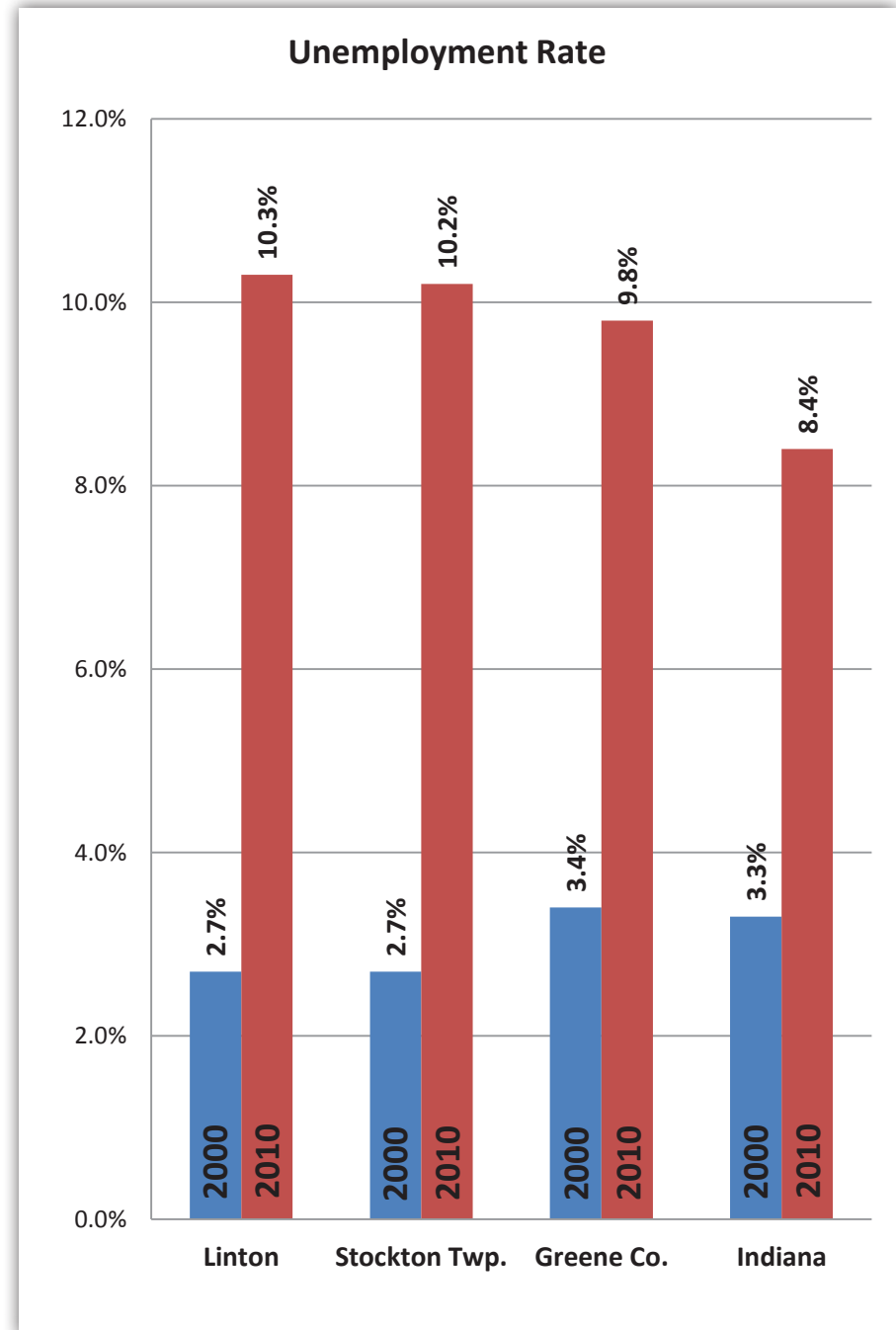
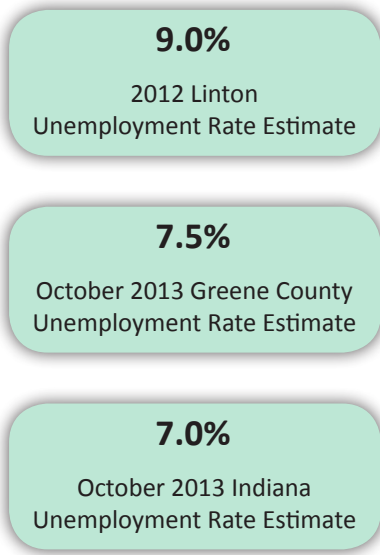


Figure 19: Unemployment Rate  
source: US Census SF3/American Community Survey

## 2. Commuting

Commuting patterns in Linton have basically stayed constant between 2000 and 2010. The number of people who live and work in Linton increased slightly, as well as the number of people who live in Linton and work outside of Greene County.

Estimates from the 2012 American Community Survey show an increase in the number of people that live and work in Linton, up to 44.0%. The estimate also shows a decrease in the number of people who live in Linton and work outside of Greene County, down to 32.7%. This could be interpreted to mean that more jobs are becoming available within the City of Linton and more residents are able to work closer to home.

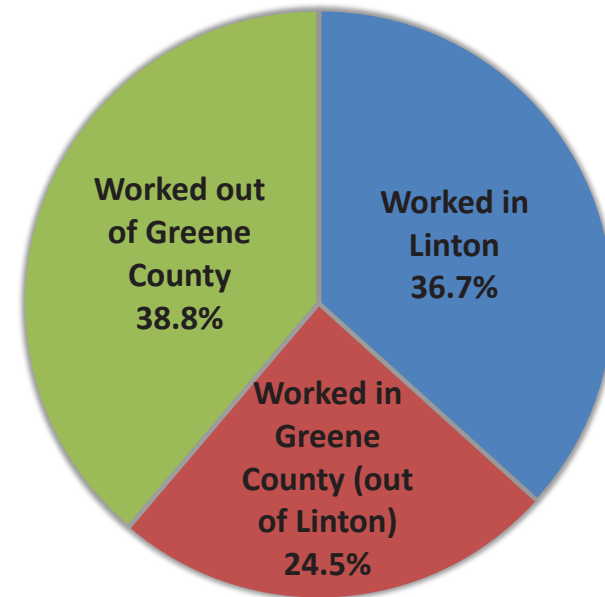


Figure 20: Commuting Patterns 2000

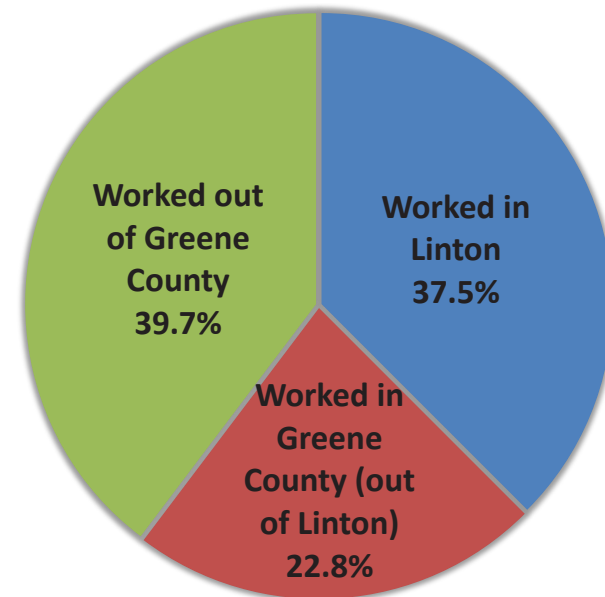


Figure 21: Commuting Patterns 2010

source: US Census SF3/American Community Survey





**CHAPTER 3:  
COMMUNITY ASSESSMENT UPDATES**

## A. Historic Structures

The 2006 Linton Comprehensive Plan listed one property on the National Register of Historic Places. The Linton Public Library at 110 East Vincennes Street was added to the National Register in 2000. Since the 2006 Plan, the Linton Commercial Historic District was also added to the National Register in 2007. Figure 22 shows the location of the Linton Commercial Historic District.

The 2006 Comprehensive Plan also included a list of historic properties from the *Indiana Historic Sites and Structures Inventory: Greene County - Interim Report* published by the Indiana Landmarks Foundation. The Linton Commercial Historic District includes 92 properties, 2 of which are considered outstanding, 14 considered notable, and 51 considered contributing historic properties. The other 25 properties are non-contributing, meaning they have no historic significance. These include new structures, vacant lots, or dilapidated buildings. Within Linton, but outside of the Linton Commercial Historic District are another 113 properties considered to be historic by the Indiana Landmarks Foundation. All of these properties can be found on Figure 22.

The *Indiana Historic Sites and Structures Inventory: Greene County - Interim Report* places historic properties into five designation categories:

1. Outstanding (O) – recommended as a potential nomination for the National Register of Historic Places.
2. Notable (N) – recommended as a potential nomination for the Indiana Register of Historic Sites and Structures (lacks national significance).
3. Contributing (C) – contributes to the density, continuity and/or uniqueness for the whole county or historic district, but the present condition does not appear to meet National or State designation criteria. These properties may be considered for a county or local historic register program.
4. Reference (R) – sites in historic districts that are considered later or badly altered pre-1940 structures. These properties do not meet Inventory criteria.
5. Non-Contributing (NC) – sites in historic districts that create a negative impact.



## B. Development Constraints

Development constraints are natural or man-made features in a community that can hinder development in one way or another. These constraints include, but are not limited to:

- Topography/steep slopes,
- Previously coal mined properties,
- State and Federally owned lands,
- City and County parks,
- Creeks/streams,
- Wetlands, and
- Floodplains.

All development constraints in the Planning Area are shown in Figure 23. Each constraint is further detailed in subsequent sections.





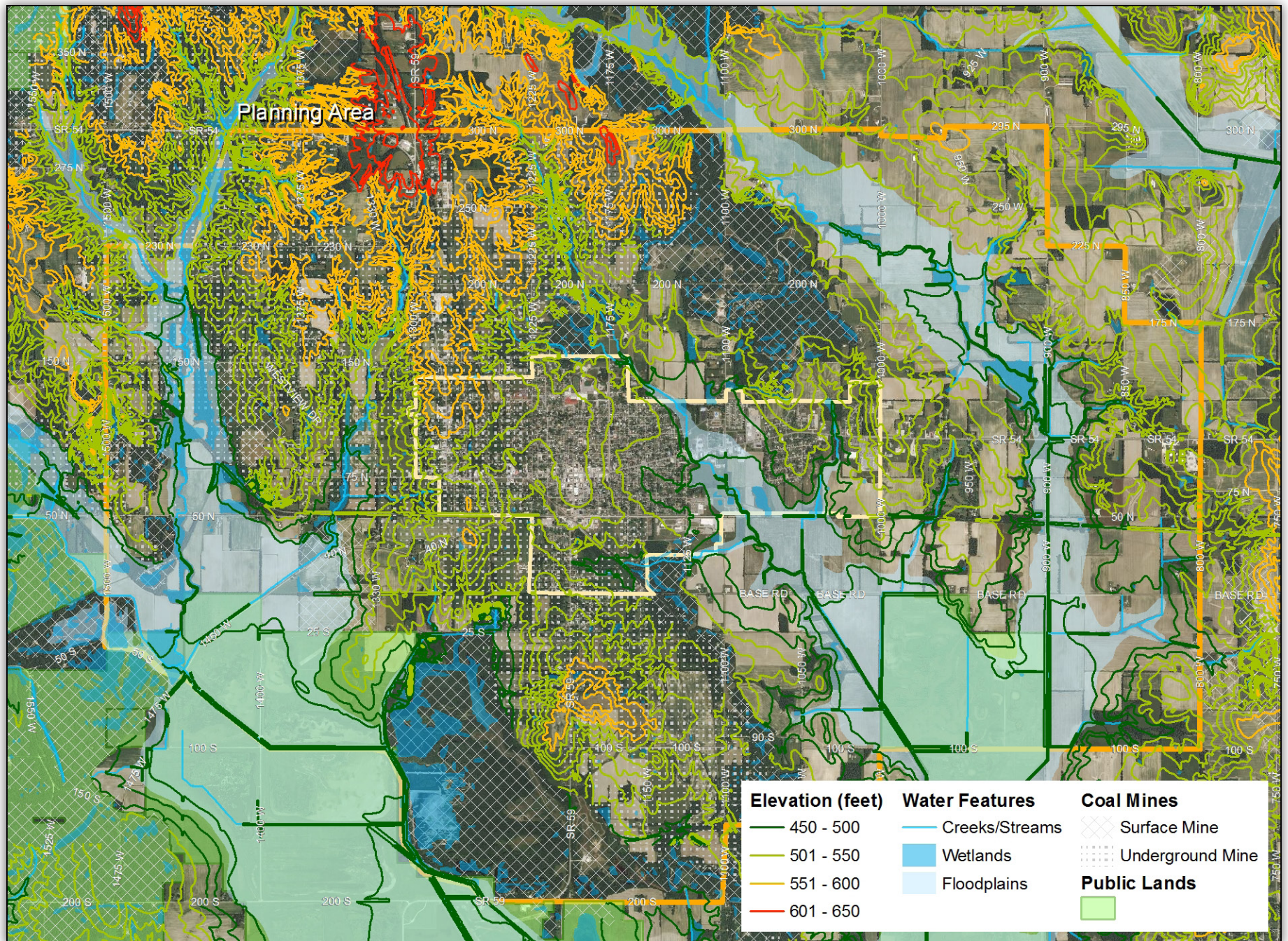


Figure 23: Development Constraints

## 1. Topography

Steep slopes can hinder development by making a parcel undevelopable or expensive to prepare for development. Land within the city limits of Linton is fairly flat. Just outside of Linton, however, some rolling terrain can be found. Northwest of Linton are several areas of steeply sloping land. This land is not impossible to develop, but certain measures would be needed in order to develop this area.





## 2. Previously Mined Land

Land that has been previously mined can settle if it is a surface mine or cave in if it is an underground mine, depending on the measures taken to stabilize the land after mining was seized.

A large area in the western portion of the Planning Area, and some parts within the city limits of Linton were mined underground in the past. Most of these mines became inactive in the early 1990s, with the most recent underground mine becoming inactive in 1966. The more recent mines are outside of the city limits and smaller than the older mines. Underground mining within the city limits ended by 1911. Although there is still a risk of these underground mines caving in, the fact that no major instances of caving in have happened in over 100 years is reassuring. Still, these underground mines should be considered if any major new development occurs in these areas.

Surface mining is a more recent occurrence in the Planning Area, with surface mines ending as recently as the mid 1990s. Most of the surface mining took place well beyond the city limits of Linton. Some of the land that was previously surface mined is now parkland. The Linton Conservation Club and Sunset park to the northeast of Linton are both on land previously surface mined. The other large area that was previously surfaced mined is to the southwest of Linton near Goose Pond. Caution should be taken if any major new development occurs in areas that were previously surface mined.

Mining is still taking place in areas adjacent to Linton. Blasting from mine activity can still be felt by Linton residents with regularity. In fact, the largest mine east of the Mississippi River, Bear Run Mine, is located west of Linton in Sullivan County.



Figure 25: Bear Run Mine Location

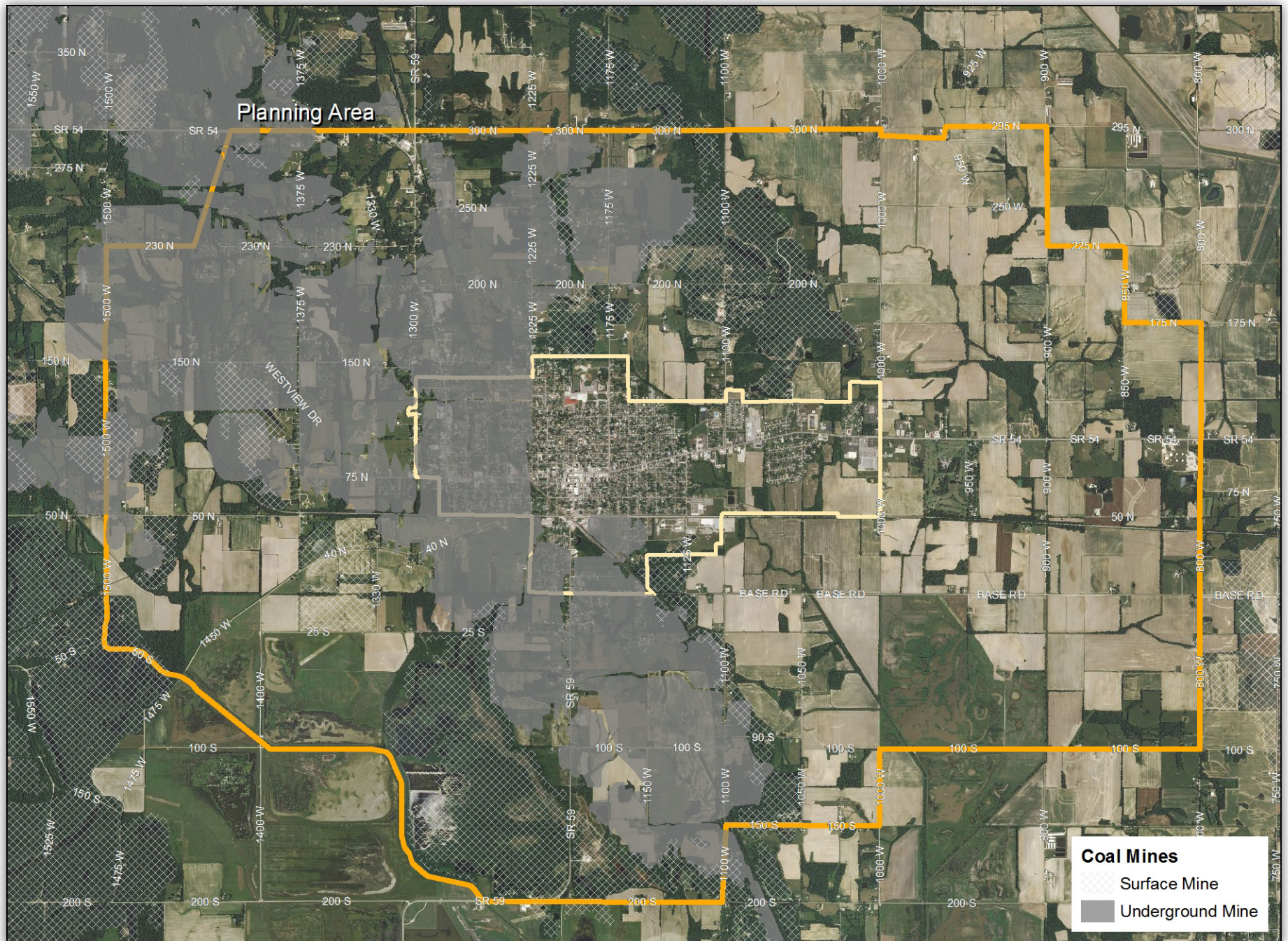


Figure 26: Previously Mined Land

## 3. Public Lands

The Indiana Department of Natural Resources owns several properties in and around the Planning Area. The Redbird Riding Area is approximately 1,400 acres of previously underground and surface mined land. The park is located to the northwest of the Planning Area. The topography in the park allows for miles of off-road vehicle trails throughout the park. In addition to off-road vehicle trails, the park has numerous fishing lakes and areas for hiking and mountain biking.

The Greene-Sullivan State Forest is located to the west of the Planning Area. The State Forest includes over 9,000 acres of forests and rolling terrain, much of which is located on previously mined land. The State Forest allows for fishing, camping, hunting, picnicking, mushroom hunting, horseback riding, photography, and wildlife viewing.

The Goose Pond Fish and Wildlife Area is located south of Linton, partially within the Planning Area. Goose Pond consists of 8,064 acres great for hunting, fishing, wildlife viewing, birding, and trapping. It attracts visitors from across Indiana and across the national annual.

The above descriptions were derived from the Indiana Department of Natural Resources website. More information for each of these parks/forests can be found at [www.in.gov/dnr](http://www.in.gov/dnr).



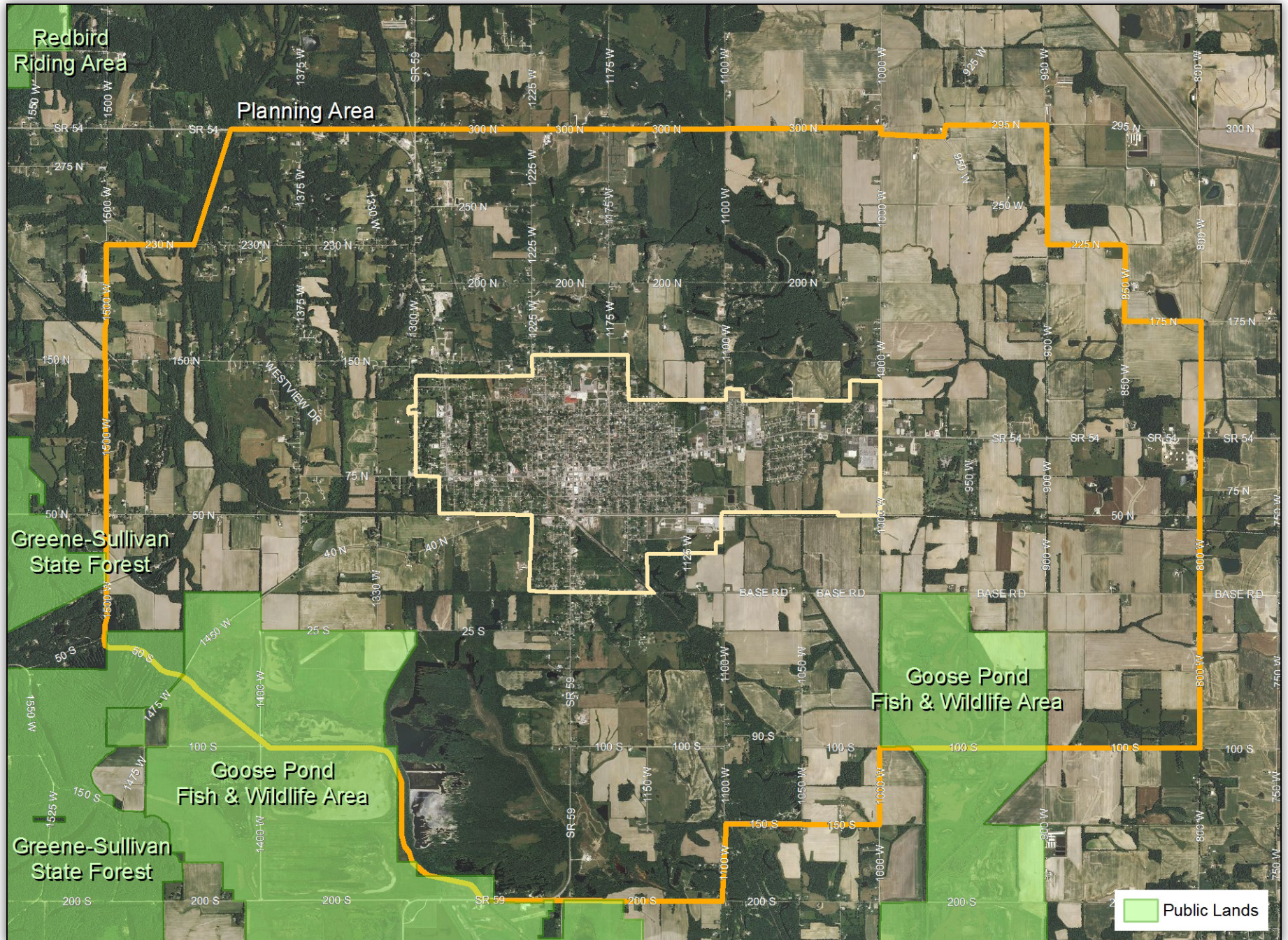


Figure 27: Public Lands

## 4. Water Features

Wetlands and floodplains can greatly affect the ability to develop in particular areas. Figure 28 shows the location of creeks, streams, wetlands, and floodplains within the Planning Area. A large portion of the floodplains to the south of Linton are located in the Goose Pond Fish and Wildlife Area. However, there are large areas of floodplains that could effect development in the Planning Area. Within the city limits of Linton, a floodplain crosses SR 54/A Street NE near Humphrey's Park. This floodplain area has affected businesses and residents during heavy rainfall. Consideration should be taken to help alleviate this issue.





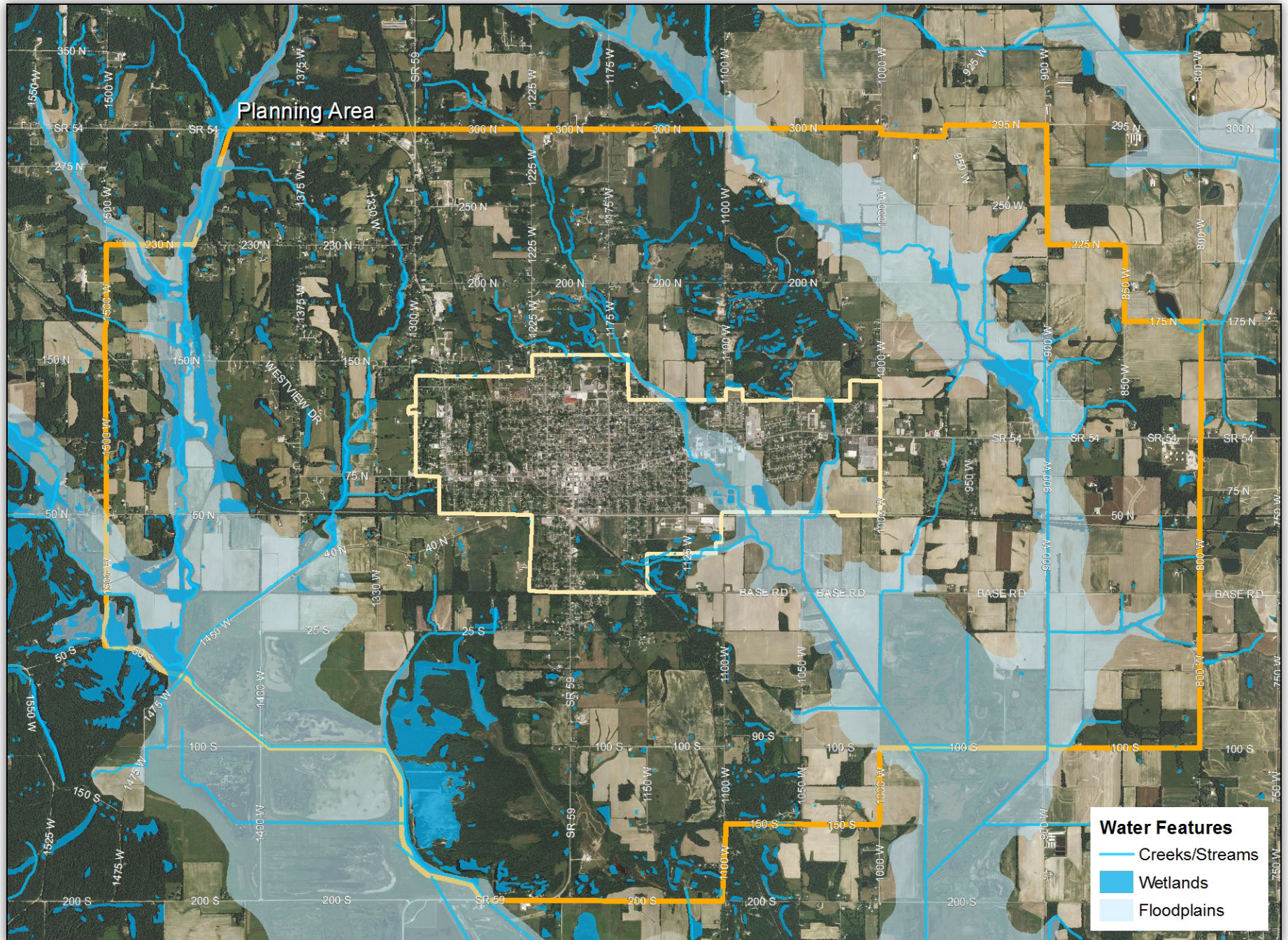


Figure 28: Water Features

## C. Transportation

### 1. Roadways

Roadways are classified according to the function they perform, either to serve property or carry through-traffic. Below is a list of the functionally classified roads in the Linton Planning Area. To the right is an explanation of each classification.

#### a. Interstates, Freeways, Expressways

There are no interstates, freeways, or expressways in the Planning Area. I-69 is the closest Interstate to Linton. Consideration should be given to drawing travelers to Linton from I-69. The exit at SR 58 near Elnora requires motorists to travel on SR 58 through Elnora to SR 59, then north into Linton. This route is approximately 20 miles. The exit at US 231 requires motorist to travel on US 231 through Bloomfield to SR 54 into Linton. This route is also approximately 20 miles.

#### b. Principal Arterials

SR 54 through Linton is an Urban Principal Arterial and the only Principal Arterial in the Planning Area.

#### c. Minor Arterials

SR 59, 4th Street NE, Vincennes Street, and CR 1000 West are all Urban Minor Arterials. SR 54 is a Rural Minor Arterial outside of the city limits of Linton. SR 59 is a Rural Minor Arterial north of Linton.

#### d. Collector Streets

There are several Urban Collectors, including SE C Street, 5th Street NW, 12th Street SE, and Base Line Road. SR 59 south of Linton and CR 1000 W north of Linton are Rural Major Collectors. Sassafras Road, Price Road, and Fairview Road are Rural Minor Collectors.

#### e. Local Streets

All other roads not classified in these categories are local streets.

### **Functional Classification of Roadways**

**Interstates, Freeways, and Expressways** are the highest category of arterial streets and serve the major portion of through-traffic. They carry the longest trips at the highest speeds, and are designed to carry the highest volumes. Interstates are fully-controlled access facilities that are grade-separated with other roads. Freeways are non-interstate, fully-controlled access facilities that are grade-separated from all other roads. Expressways are partially-controlled access facilities that may have occasional at-grade intersections.

**Principal Arterials** are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic. Although Principal Arterials may lack access control, some level of access control is highly desirable such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic carrying capacity for through-traffic is more important than providing access to abutting property.

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

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

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

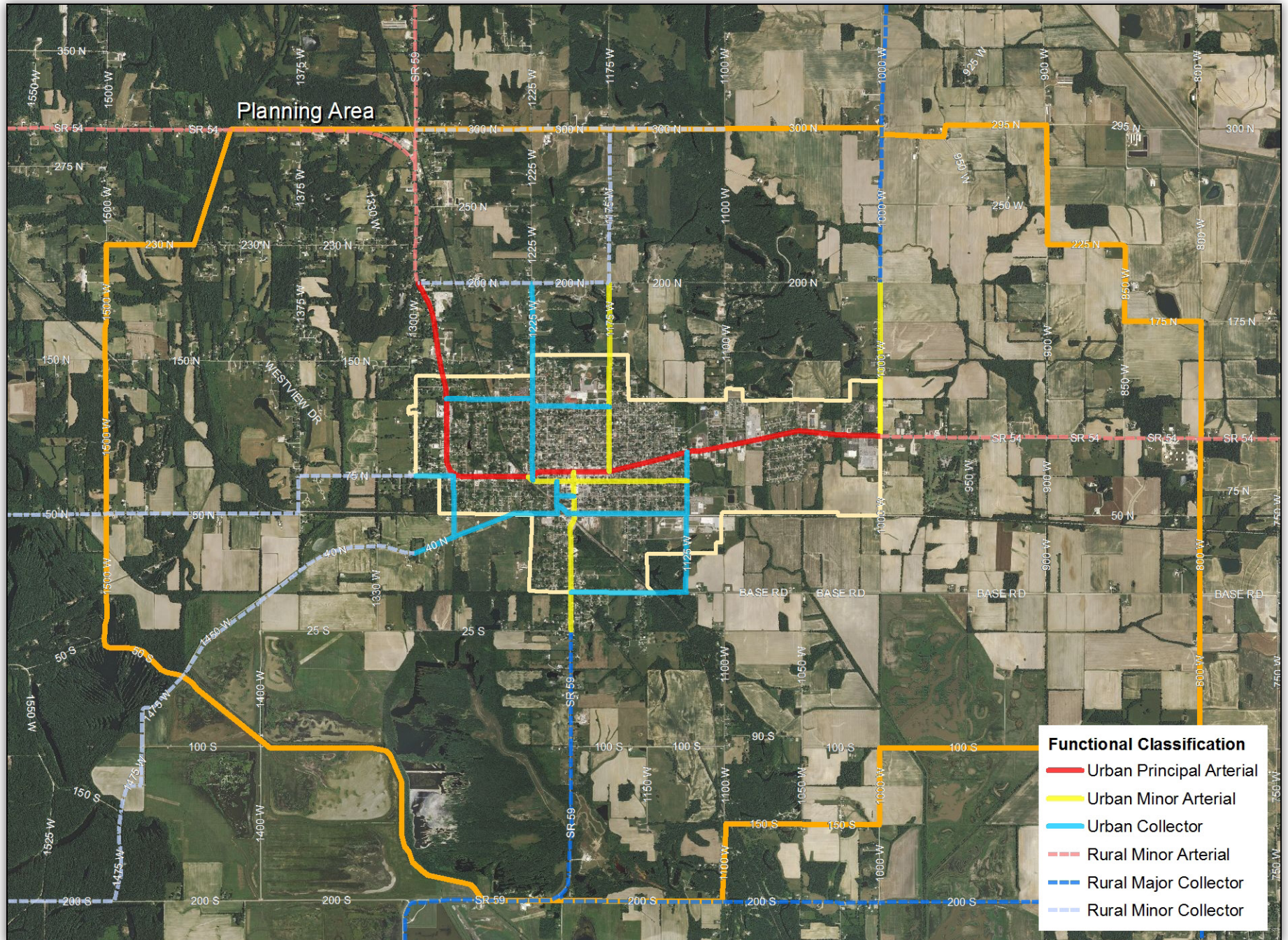


Figure 29: Roadway Functional Classification

## 2. Trails/Walkways

There are no designated biking or walking trails in Linton. The 2006 Comprehensive Plan included a recommendation of adding a few trails throughout Linton. Figure 30 shows the proposed trails from the 2006 Plan. A trail connecting downtown Linton to Goose Pond has been in consideration since the previous plan. See the next chapter for updated recommendations on biking and walking trails.

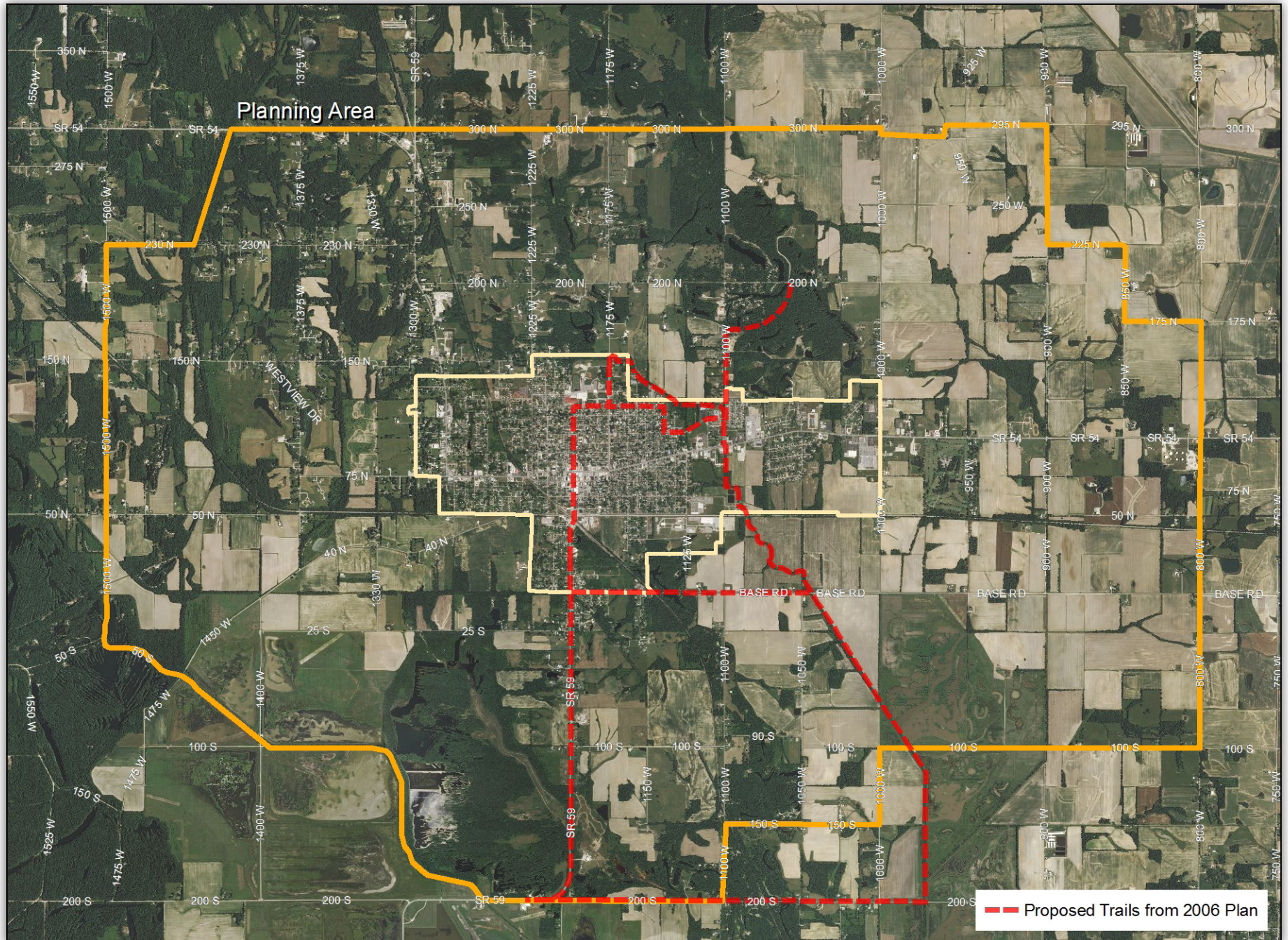


Figure 30: Proposed Trails from 2006 Comprehensive Plan

## D. Parks and Recreation

There have been no major changes or additions to the parks and recreational areas in and around Linton since the 2006 Comprehensive Plan. Figure 31 shows the City owned and maintained parks, as well as those owned and maintained by the Indiana Department of Natural Resources.

Land is often pursued near golf courses and other recreational areas for potential housing development. While this can be beneficial for residents and could increase usage of the golf course and parks, planning considerations should be pursued to ensure that developments are not placed in areas that could accommodate future expansion of the parks and recreation facilities.



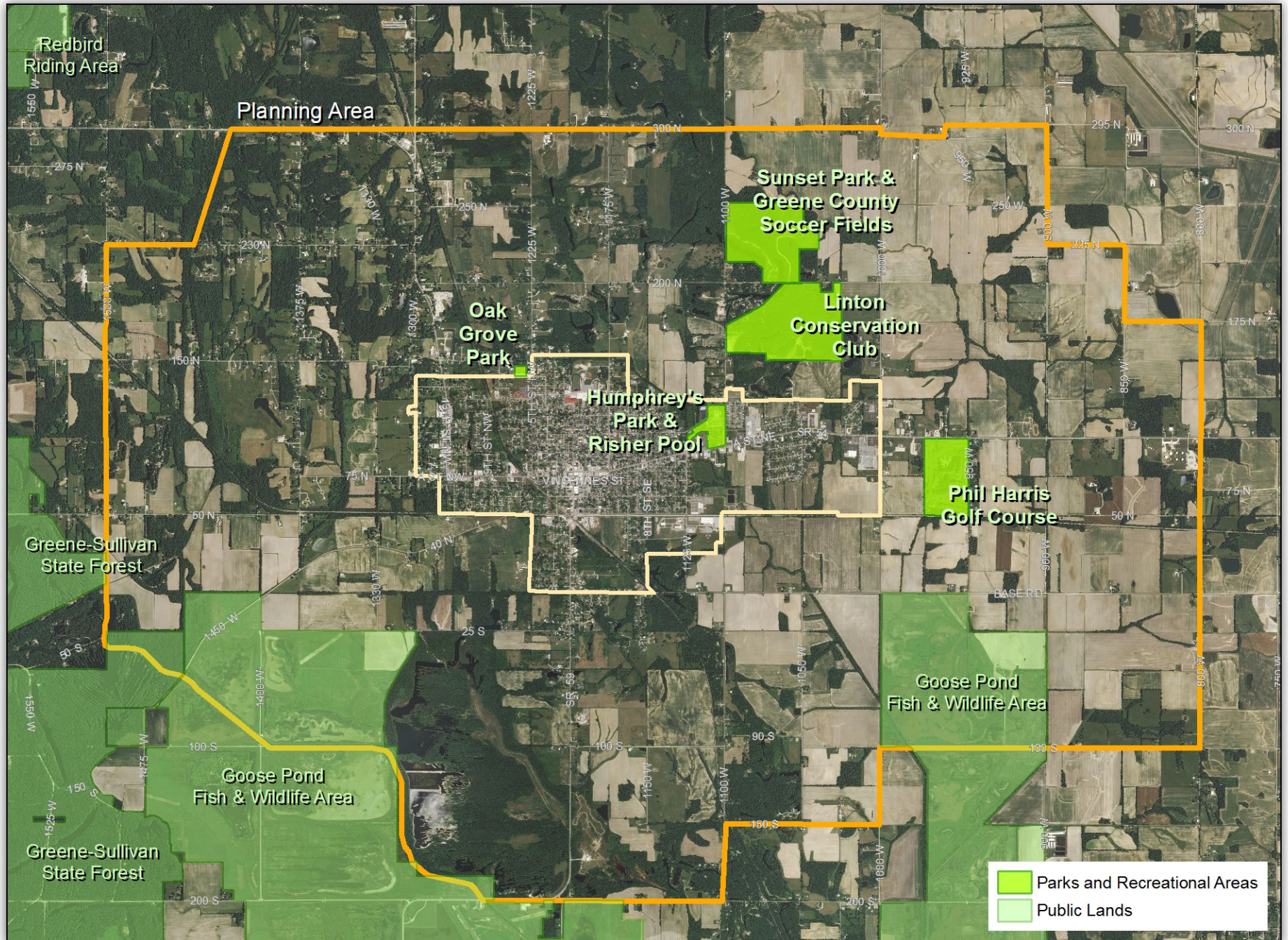


Figure 31: Parks and Recreational Areas

## E. Existing Land Use

In this 2014 Comprehensive Plan Update, a parcel layer was used to more accurately depict lot sizes. The GIS layer was developed by the Indiana Department of Homeland Security and obtained from the IndianaMap website ([www.indianamap.org](http://www.indianamap.org)). The 2006 Plan used only 2005 aerial photography and assumptions on lot lines. A 2012 aerial provided by Bing was used to find any changes in Land Use between 2006 and 2012. Figure 32 shows the existing land uses for the City of Linton. Figure 33 shows the existing land uses in the entire Planning Area.

### 1. Agricultural

The agricultural land use category includes land used for farming within the city limits of Linton. In the previous plan, this was depicted as vacant. However, in this update, land currently used for farming purposes is separate from land that is currently sitting empty and not being used for any purpose. The agricultural category consists of 15.1% of the total land area in Linton.

### 2. Residential

The residential land use category includes single family homes, multi-family housing, and mobile homes. This is the largest land use category in Linton with nearly 54% of the total land.

The difference in the total acres of residential land uses between this 2014 Update and the previous 2006 Plan is due primarily to changing to a more accurate parcel layer with more accurate right-of-ways and lot sizes. There was very little change in the amount of residential land uses between 2006 and this update. A few additional apartment complexes were added and some mobile homes were removed, but no major residential development occurred.

### Existing Land Use

Land Use Category	Acres	% of Total
<b>Agricultural</b>	<b>240</b>	<b>15.1%</b>
<b>Residential</b>	<b>856</b>	<b>53.8%</b>
Single Family	723	45.4%
Multi-Family	34	2.1%
Mobile Home	99	6.2%
<b>Commercial</b>	<b>202</b>	<b>12.7%</b>
<b>Industrial</b>	<b>42</b>	<b>2.6%</b>
<b>Public/Quasi-Public</b>	<b>182</b>	<b>11.4%</b>
Government/Exempt	80	5.0%
Educational	46	2.9%
Places of Worship	24	1.5%
Parks and Recreation	32	2.0%
<b>Vacant</b>	<b>69</b>	<b>4.3%</b>
<b>Total</b>	<b>1,591</b>	<b>100%</b>

Table 1: Existing Land Use

### 3. Commercial

The commercial land use category includes professional offices, retail stores, and service businesses. This category makes up 12.7% of the total land area of Linton. Commercial uses are concentrated along SR 54 through the city and downtown. As the largest city in Greene County, the amount of traffic generated on SR 54 and SR 59, and due to the distance between Linton and other larger cities, Linton has a high number of retail establishments for its population. The city acts as a small regional retail hub for a fairly large area.





## 4. Industrial

The only industrial sites within the City of Linton are in the southeast part of the city along the railroad and SE 12th Street. This category makes up 2.6% of the total land area in Linton. South of the rail line is URS, the former Ameritech building now owned by the City, and Green Geek Electronic Recycling, and Pioneer Seed. North of the rail line is the vacant GE building. The lot on which GE sits is approximately 19 acres, nearly half of the industrial land in Linton. Industrial expansion is possible in the GE building and on the property surrounding URS.

## 5. Public/Quasi-Public

The public/quasi-public category includes governmental structures, schools, places of worship and cemeteries, and parks and recreational facilities. This category makes up 11.4% of the total land area of Linton.

Governmental uses include City Hall, the library and other government uses downtown, as well as the City and INDOT highway garages and City sewage treatment plant. This subcategory makes up 5.0% of the city's land area.

Educational uses include the Linton-Stockton School Corporation offices, Linton-Stockton Elementary School, Linton-Stockton Middle School, and Linton-Stockton High School. All of these facilities are located together on the northside of the city. This subcategory makes up 2.9% of the city's land area.

The Places of Worship subcategory includes cemeteries, churches, and other places of worship. These are scattered throughout Linton. This subcategory makes up 1.5% of the city's land area.

The Parks and Recreation subcategory includes Humphrey's Park, the Risher Swimming Pool, and Oak Grove Park. This subcategory makes up 2.0% of the city's land area. Figure 33 also shows parks and recreation facilities outside of the city limits. Sunset Park, Lee Sherrard Park, and the Phil Harris Golf Course are all municipally owned. Parts of the Goose Pond Fish and Wildlife area are also located in the southern part of the Planning Area.

## 6. Vacant

The vacant category includes all land this is currently undeveloped and not used for agricultural purposes. Small individual vacant lots are located throughout the city, between existing housing or commercial uses. The largest area of vacant property is the undeveloped area between SR 59 and the railroad on the south side of the city, and near the rail line on the northwest part of the city. This subcategory makes up 4.3% of the city's total land area.

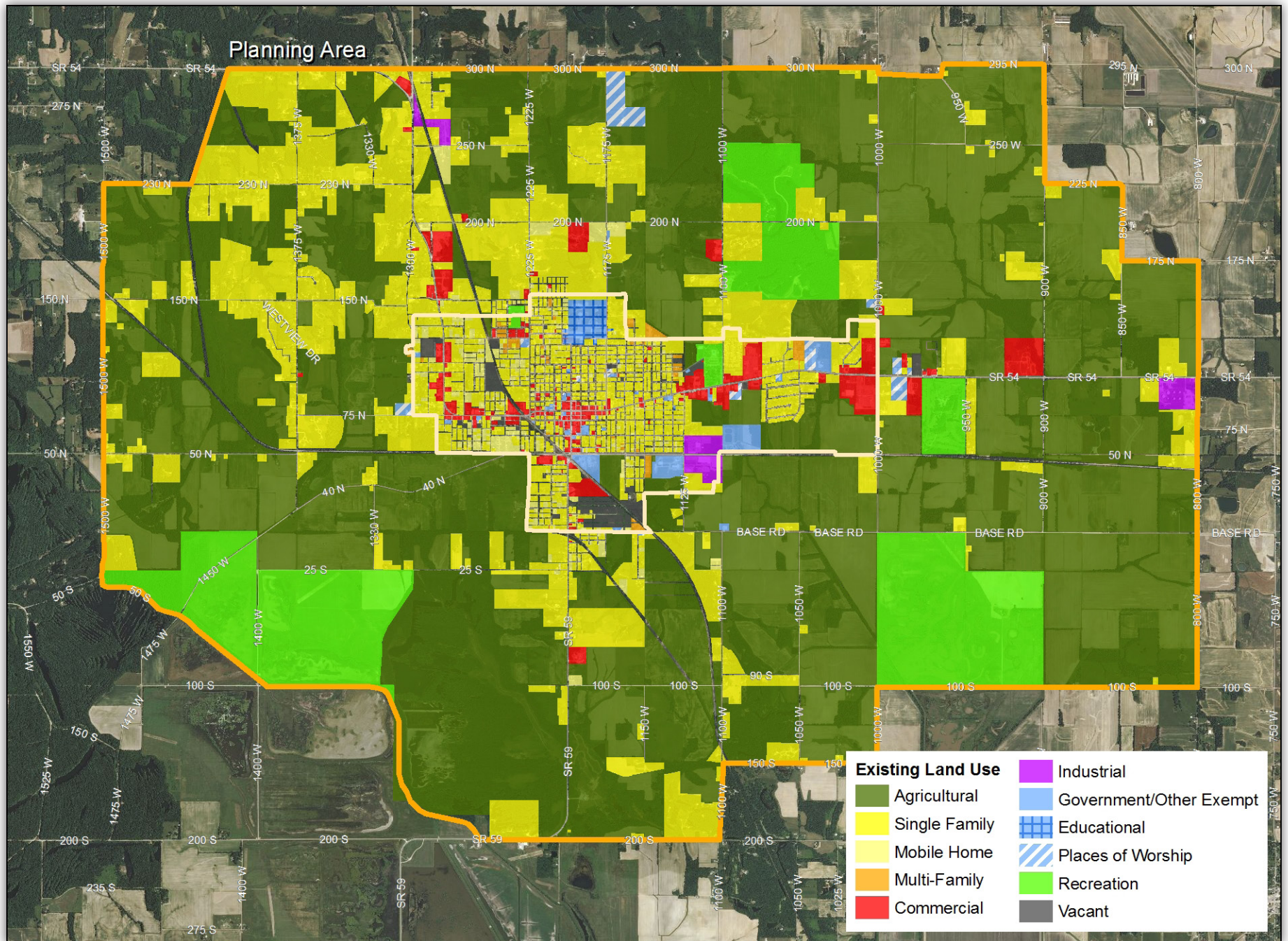


Figure 33: Planning Area Existing Land Use

## F. Future Land Use

A new future land use demand was developed for this 2014 Comprehensive Plan Update. New population and employment projections show a slower growth for all of Greene County than data prior to 2006. The previous plan included a demand for 2030. This update includes a demand to 2024 as mentioned in the description of the Planning Period in Chapter 1. This new demand is shown in Table 2 to the right.

Figure 34 shows the updated Future Land Use map for Linton. The map provides more space for each land use than what the demand requires to allow for choice and the potential to attract more jobs to the area than what is projected. The recommendations chapter includes details about some of these future land uses, such as the potential health and wellness campus. Figure 35 shows the Future Land Use map for areas outside of Linton.

### Future Land Use

Land Use Category	Existing Acres	2024 Demand
<b>Agricultural</b>	<b>240</b>	<b>-</b>
<b>Residential</b>	<b>856</b>	<b>75</b>
Single Family	723	54
Multi-Family	34	4
Mobile Home	99	17
<b>Commercial</b>	<b>202</b>	<b>10</b>
<b>Industrial</b>	<b>42</b>	<b>5</b>
<b>Public/Quasi-Public</b>	<b>182</b>	<b>9</b>
Government/Exempt	80	2
Educational	46	2
Places of Worship	24	2
Parks and Recreation	32	3
<b>Vacant</b>	<b>69</b>	<b>-</b>
<b>Total</b>	<b>1,591</b>	<b>99</b>

Table 2: Future Land Use Demand





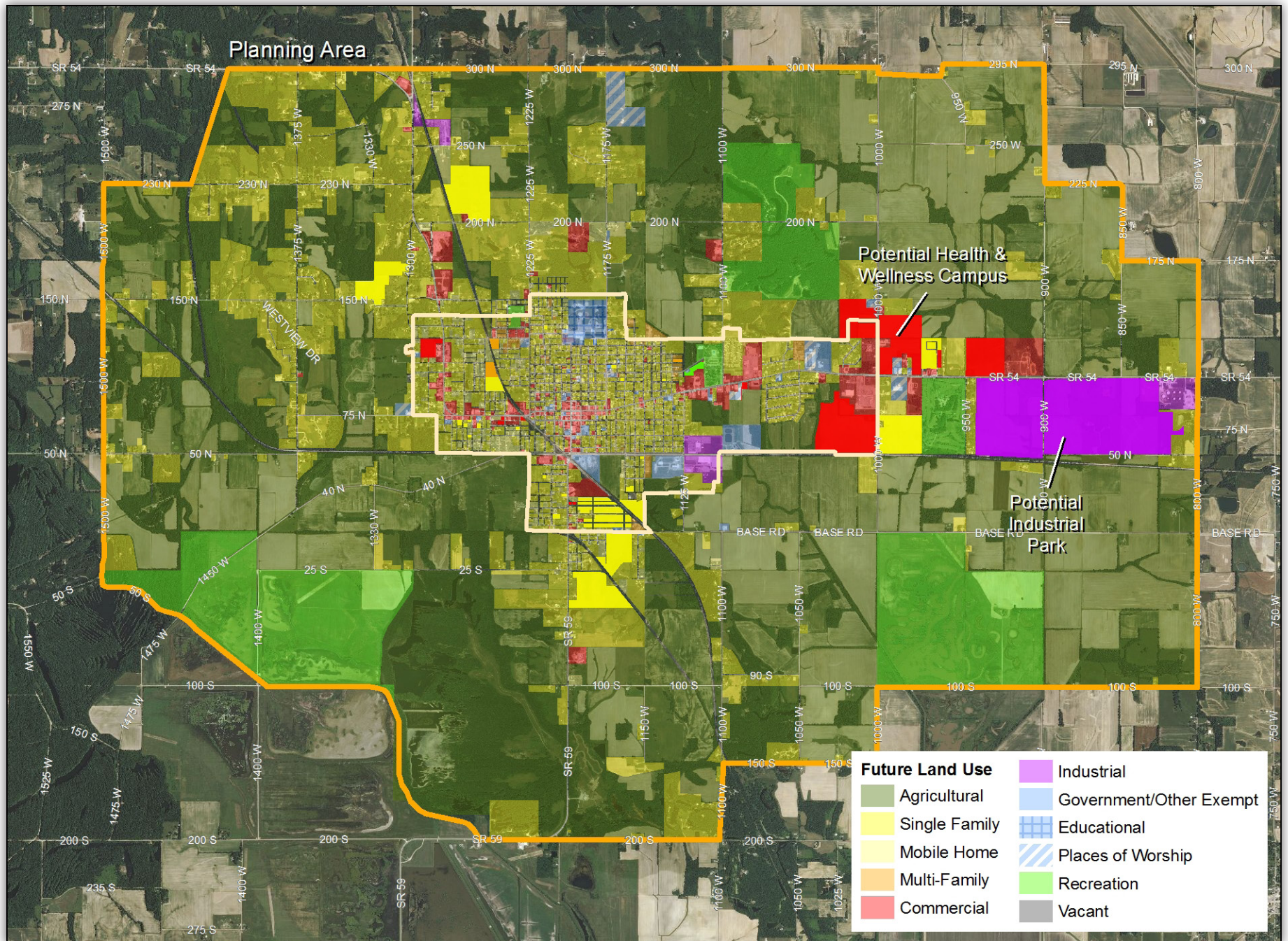


Figure 35: Planning Area Future Land Use

