

# TOWN OF CLAYPOOL

*Through this data collection and analysis, the County, and the incorporated communities, can better understand what is happening today and what can be expected for the future. The key finding conclusion statements, highlighted within each community section, set the stage for the goals, objectives, and recommendations outlined within the final FORWARD Kosciusko County Comprehensive Plan. Unless otherwise noted, all data points were gathered from the US Census.*



## CLAYPOOL PEOPLE

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### ***Demographic Trends***

Claypool has seen significant growth since 2000. The Town's population is 534 people, less than 1% of the County's total population. Claypool has grown by 71.7% since 2000 and is expected to continue to grow another 23.6% by 2030 (660 people). It is predicted to have the second highest rate of growth in the County, only falling behind Leesburg, and far exceeds the State's projected growth of 5.2%. This expected growth is likely due to the Town's trending population increase and the available land for new residential development.

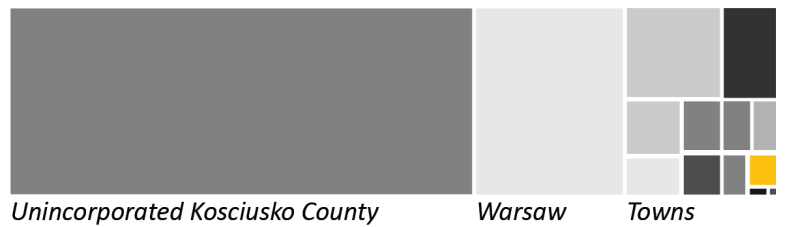
The median age of residents living within Claypool is 34.7 years, a slight increase from 2010 when the median age was 33 years. This increase signifies that the local population is aging, but aging slower than other communities within Kosciusko County. The largest age cohort living within Claypool are those individuals between 15 and 19 years of age (9.7%). The Town's lower median age is likely due to the large number of school-aged children and families.

The majority (93.8%) of those living within Claypool identify as Caucasian, while 1.9% identify as American Indian and Alaskan Native, 1.5% Asian, 0.6% Black or African American, and 2.2% as Two or more races. In addition, 3.7% of residents also identify as Hispanic or Latino in origin, a slight increase from 3.1% reported in 2000.

Claypool's median household income is \$38,750, a \$18,906 (32.8%) decrease since 2010 and \$22,616 (36.8%) less than the County's median household income. The Town's income per capita (\$17,445) follows a similar trend, dropping 34.4% from 2010 to 2019. Per capita income is the average income of an area spread among all residents, including children and is most often used to describe a community's purchasing power or income per resident. The decrease in both median, and per capita income is also reflected in the Town's poverty rate (20.2% in 2019), which was the lowest in the county in 2010 (1.4%).

Claypool's incomes have shown an interesting trend over the past 20 years, quickly climbing from 2000 to 2010, and then declining in the following years. Due to Claypool's small population, this fluctuation could be due to a few high-income residents moving into or out of the Town and therefore skewing the data.

534

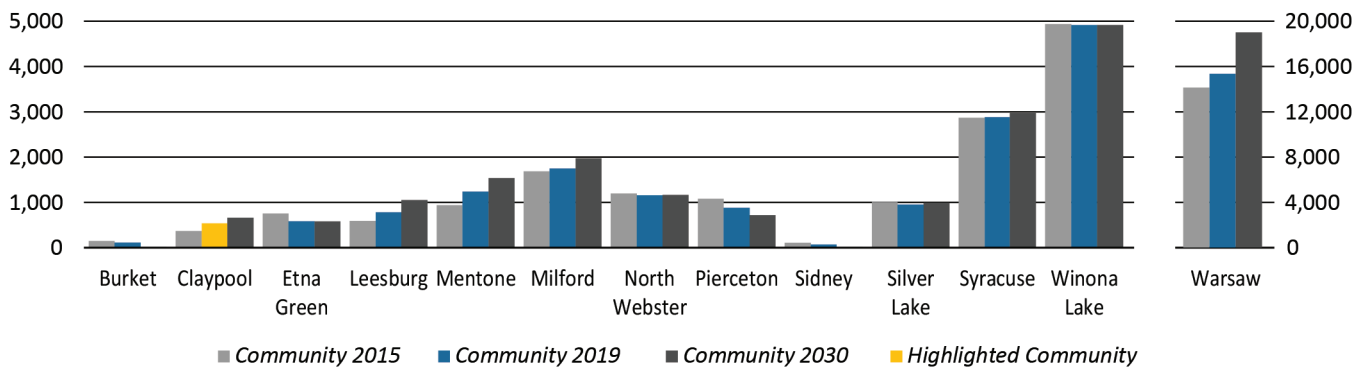
Total  
population  
(2019)

Unincorporated Kosciusko County

Warsaw

Towns

## Population Growth



## Income and Poverty



\$28,750

Median  
Household  
Income

9.8%

County  
Poverty Rate

## Race and Ethnicity



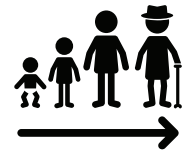
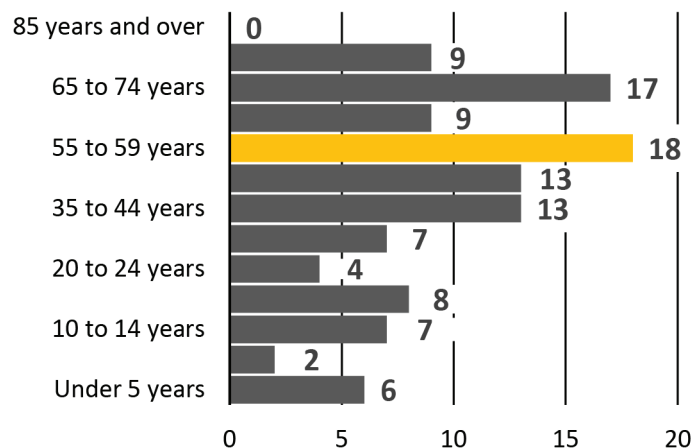
93.8%

Identify as Caucasian

3.7%

Identify as Hispanic

## Population Age



34.7

Median Age

### ***Employment and Industry***

70.2% of residents 25 years or older have a high school degree or higher and 6.7% have a bachelor degree or higher. Claypool saw a decrease in educational attainment since 2010 where 84.0% of residents over the age of 25 held higher than a high school degree.

Although Claypool's population has increased over the last decade, the labor force (64.1%) has decreased by 7.2% since 2010. This could be explained by the higher proportion of children under the age of 18 living within the Town. Manufacturing industries (48.1%) employ almost half of Claypool's residents, while educational services, healthcare and social assistance (17.3%) are the second largest employers. The average earning for manufacturing jobs within the County is \$91,815, the second highest out of all major industry types.

The mean travel time for Claypool residents is 24.3 minutes. Most are driving to work alone (74.9%), while 22.0% carpool with others and 3.1% walk to work. The majority of residents are commuting outside of Claypool (96.0%) for work, but are still staying within Kosciusko County (88.1%). For reference, an estimated 7,549 (13.5%) Kosciusko County residents leave the County for work each day.



**262** Total  
Residential  
Labor Force  
(2019)

**90.5%**

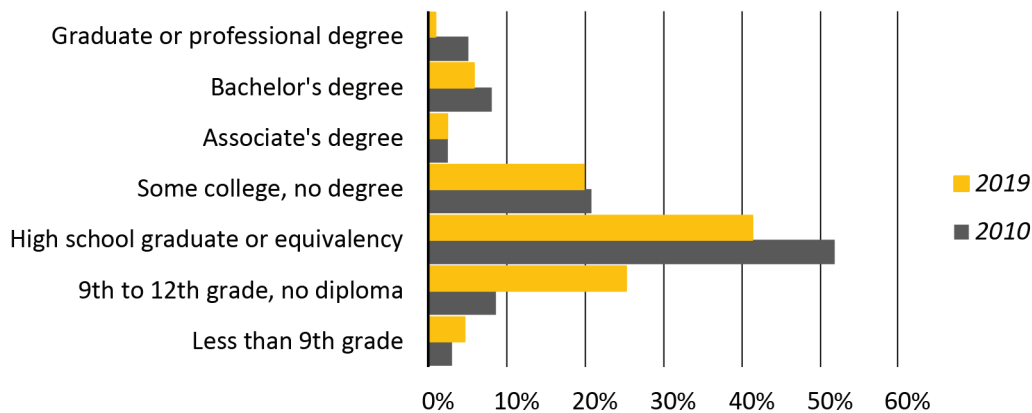
Of the local labor force is  
employed



**9.5%**

Of the local labor force is  
unemployed

## Educational Attainment



**70.2%**

Have obtained a high school  
degree or higher

## Average Earnings for Manufacturing Jobs



**\$91,815**

Average  
earnings  
within the  
County

Second highest out of all major  
industry types

## Commuting Time



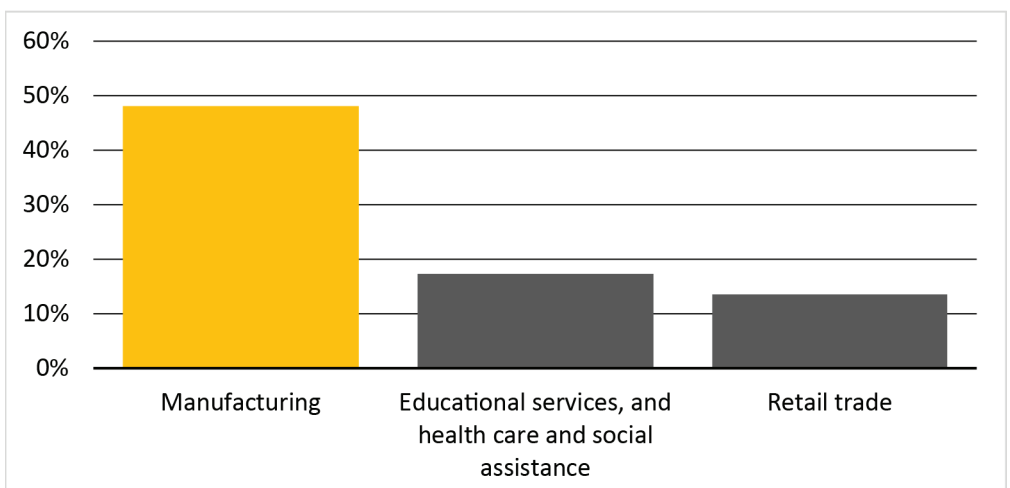
**24.3**

Average travel time in minutes

**74.9%**

Of workers prefer to drive to  
work alone

## Local Industries and Earnings



## ***Housing***

Claypool has 206 housing units, an increase of 62.2% since 2000. The Town has the second highest increase in housing units of all incorporated communities, within the County, since 2010. This rise in housing units is mirrored by the Town's growing population as the influx of residents spurs new housing development.

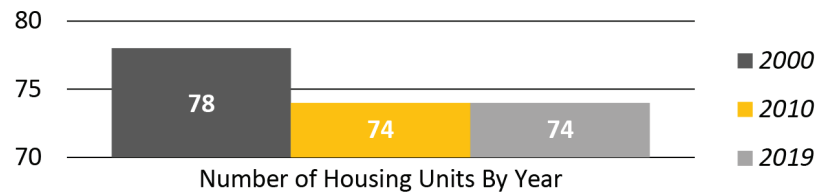
The housing within Claypool is aging, with 64.1% of units being constructed prior to 1970, 97 of which were built prior to 1940. This year is important because it marks when modern housing codes began to take effect throughout the Country. Since 2010, approximately 8 units have been built within Claypool, just 3.9% of the Town's total housing. This is similar to the County, where the housing units built after 2010 make up just 4.2% of the County's total.

The most common type of housing structures within Claypool are single-unit detached homes, making up 63.1% of total housing units. The next highest are mobile homes (15.0%) and then 5-to-6-unit, multi-family housing structures (13.1%). The occupied households within the Town are predominately owner-occupied (60.1%), with 70.5% of units being family households. The percentage of rented households (39.9%) in Claypool is significantly higher than the County (25.2%). Thirteen of Claypool's 206 housing units (6.3%) are currently vacant.

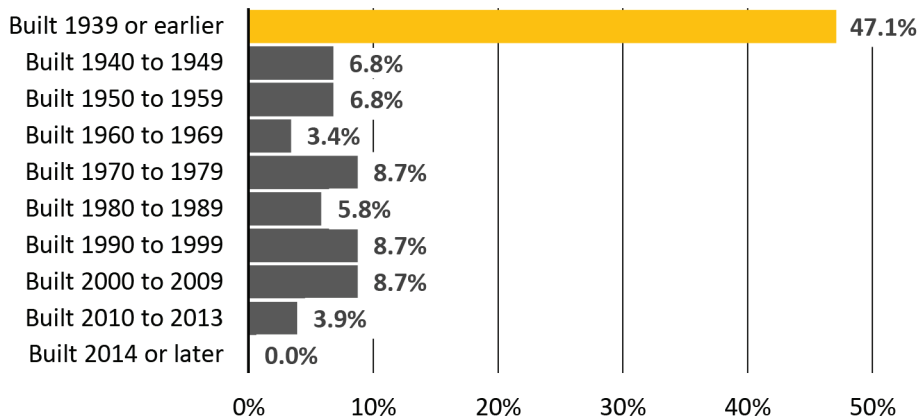
The median home value in Claypool is \$74,300, which greatly falls behind the County's median value (\$150,000) and is the third lowest of all communities within the County. Although Claypool's home values are lower, they have been rising since 2000 (increase of 18.9%) when the median home value was just \$62,500.

Currently, based on Zillow Research data on the prices of homes being sold within the Community, there is a large difference between the sales prices and the median assessed value of the homes as defined by the US Census. In 2019, the median home sale price was \$137,964 (compared to an assessed value of \$74,300), an increase of 37.8% since 2000 (\$100,101), and it has increased 8.5% from 2019 to 2020 alone.

206

Total  
housing  
units

### Age of Housing



64.1%

Of local housing units were built  
before 1970

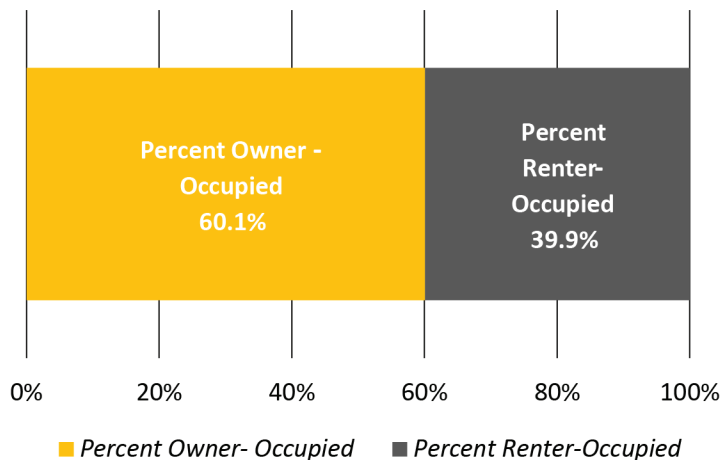
### Home Value



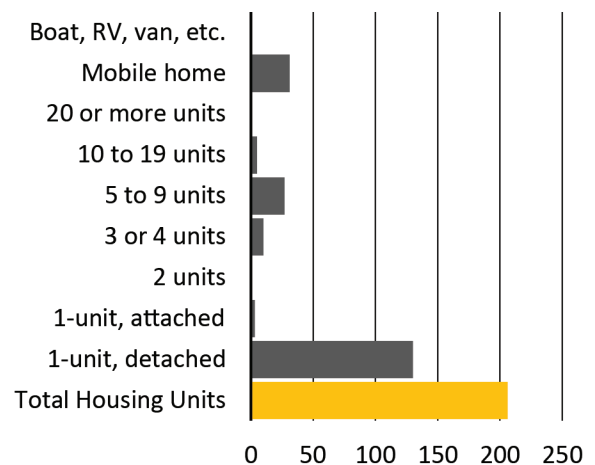
\$74,300

Median  
Home ValueVersus a median home sale price of  
\$137,694 (Zillow Research)

### Housing Occupancy



### Housing Type



## CLAYPOOL PLACES

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### ***Existing development***

Land use is the term used to describe the type of activity or development occurring on a parcel or within a structure located on the parcel. An existing land use map can often reveal development patterns that have occurred over time, potential conflicts or challenges, and opportunities for growth. Using Kosciusko County Assessor Office Class Code information at the property level, existing land uses were identified within the Town. Due to the way the data is aggregated, some inconsistencies may exist. Claypool's existing development patterns include the following:

#### **Residential**

Residential properties within Claypool are found north of the train tracks and along Section Street. The newest housing is a subdivision on the west edge of town, with an additional 26 acres of land available for future residential development. There are also a number of residential properties to the east of Claypool Elementary School, although these are not within town limits. Multi-family residential units are located on the upper floors of existing, downtown buildings along Main Street.

Previous residential development has been done in partnership with the local chapter of Habitat for Humanity. In recent years, two single-family homes have been built and the partnership continues to find new opportunities for future development.

#### **Commercial/ Industrial**

The majority of Claypool's commercial and office spaces are located along Main Street, stretching from Walnut to Calhoun Street, with minor, neighborhood-sized businesses located throughout. This downtown core includes historically significant buildings, which are in need of structural and façade repairs. Tecomet, a large commercial office property, sits on the north end of Town. To the west of Claypool, along SR 15, there are a variety of commercial properties, mainly industrial in nature, such as the Louis Dreyfus Company a large-scale ethanol plant. The facility, which first began operations in 2007, is now the largest fully integrated soybean processing and biodiesel plant in the United States. As a part of the on-site processes, Louis Dreyfus brings in products, including agricultural goods, from local sources as well as multiple counties across the Michiana region.

#### **Government/ Civic**

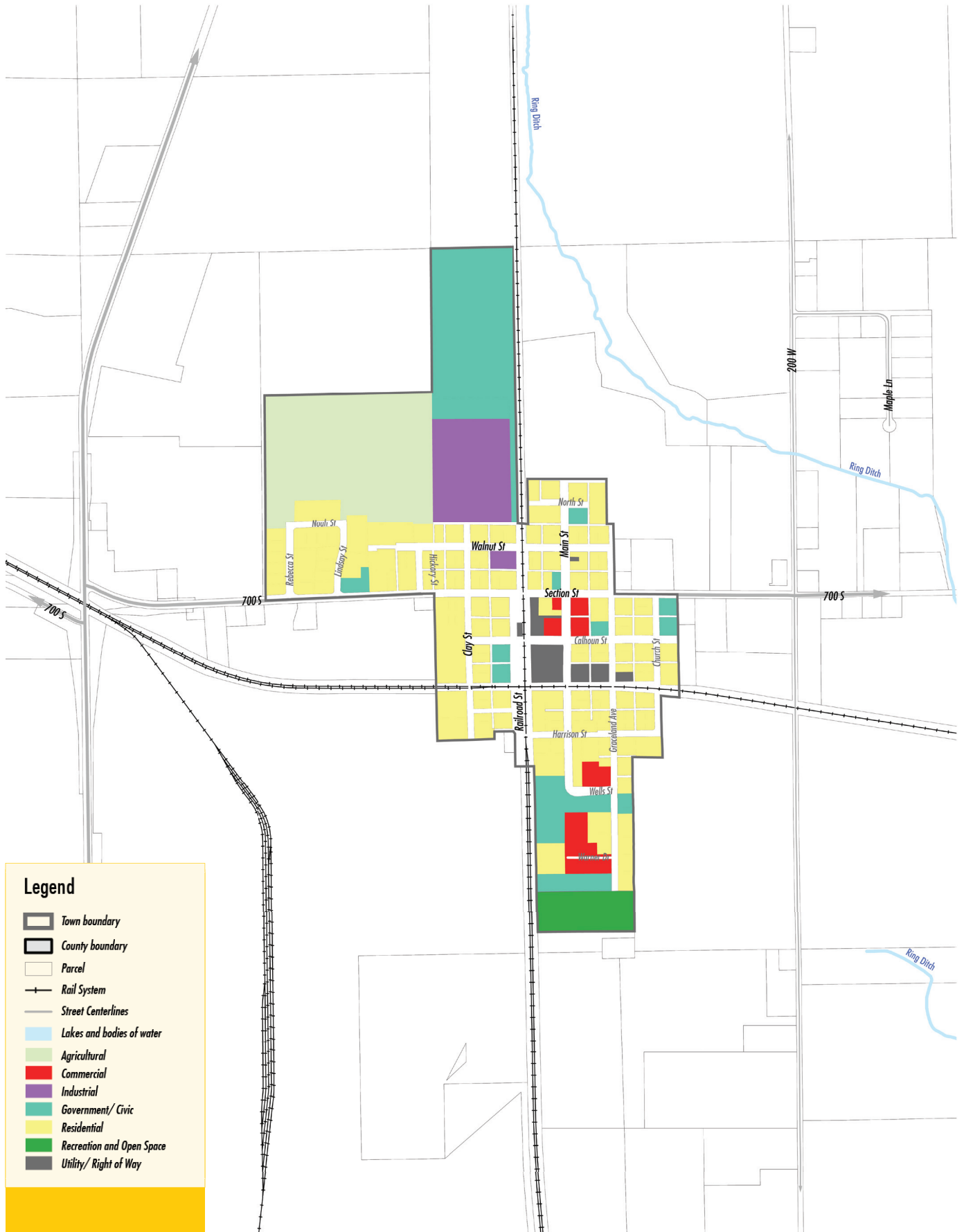
Any government or civic structures within Claypool are located along Main Street. The Fire Department runs the local service out of a facility at the corner of Section and Main Streets and both Town Hall and the Post Office have a facility at the intersection of Main and Calhoun Streets. The Treasurer's Office is located on the south end of Town on Graceland Avenue.

#### **Recreation and Open Space**

Claypool's only dedicated recreational space is at the terminus of Main Street, directly west of the Treasurer's Office located along Graceland Avenue. Graceland Cemetery occupies the parcels at the southern end of Town.

#### **Agriculture**

Agricultural land uses surround Claypool to the north, east and south. Existing vegetation and smaller agricultural fields create a buffer between the Louis Dreyfus Company and local residents to the south west.





## Zoning

Zoning refers to municipal or local regulations that govern how property can and cannot be used in certain geographic areas. A zoning map and/ or ordinance includes designated districts that determine the appropriate uses and development criteria for each parcel of land. Within each district, there are regulations stating the permitted types of development, lot sizes, building area, setbacks, etc. In addition to preventing conflicts, zoning can play a major role in preserving the Community's character and enhancing the local quality of life.

Claypool is a part of the Kosciusko County Area Plan Commission (APC). The APC is a cooperative effort between Kosciusko County and many of the incorporated towns and is responsible for reviewing and making recommendations on rezoning requests, ordinance amendments and right of way vacations to the County Commissioners or associated Town boards. The Town of Claypool, is divided into the following zoning districts:

**Public Use District:** The district is designated for and limited to uses, that benefit the public. These uses may or may not be taxed and are owned and operated either privately or publicly.

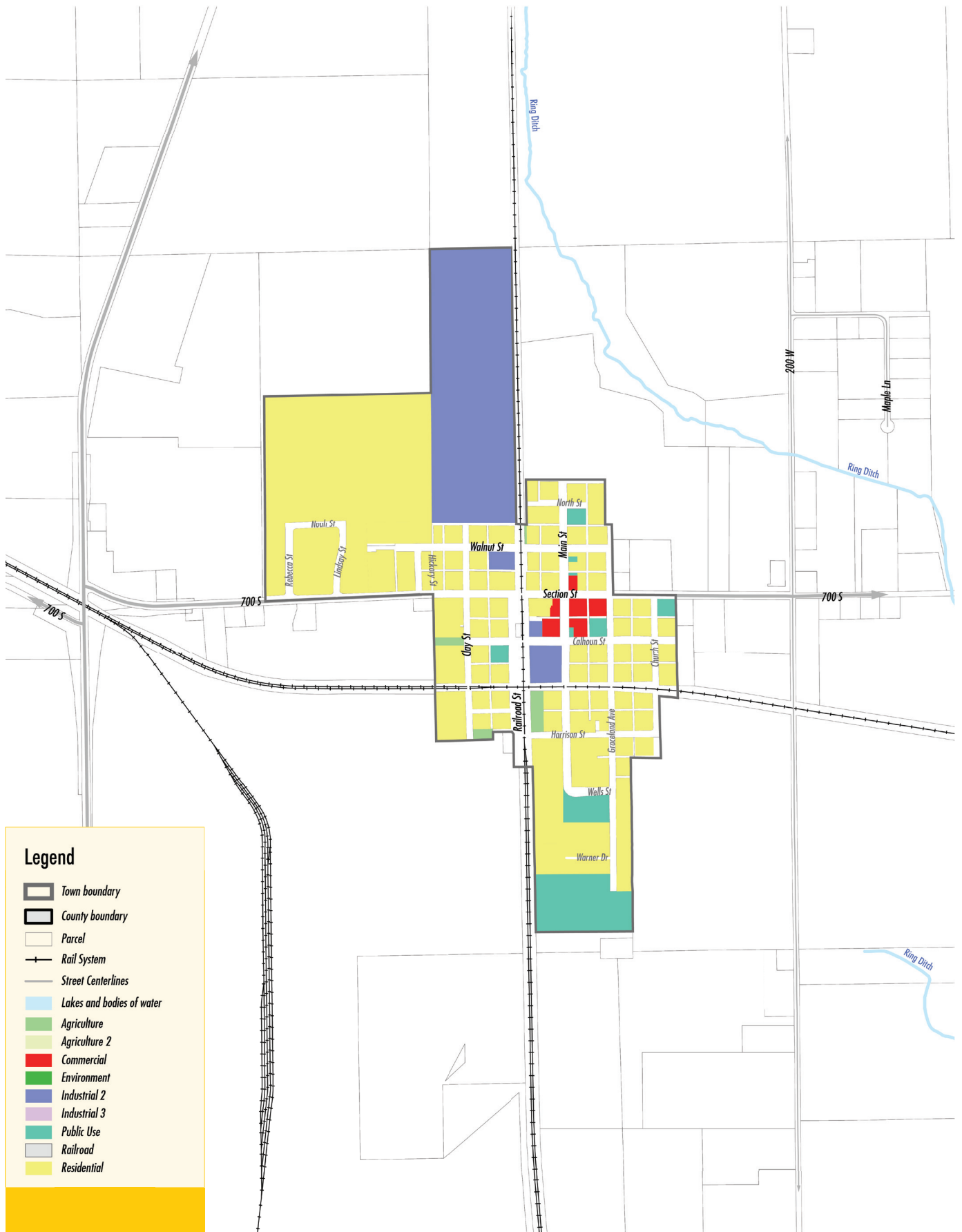
**Agricultural District:** The purpose of this district is to protect prime agricultural land and related uses from undesirable urban growth. It establishes a quarter (1/4) mile protective zone for livestock operations to protect them from urban development that is not compatible.

**Residential District:** The residential district is limited to dwellings as well as public and semi-public uses that are normally associated with residential neighborhoods.

**Commercial District:** The commercial district is primarily for retail or service uses.

**Light Industrial District:** This district is intended to provide areas for industrial uses such as the operations associated with fabricating, manufacturing, processing, wholesaling, warehousing, and ancillary-related offices.

**Heavy Industrial District:** This district is intended to provide areas for the development of heavy industrial uses, including, but not limited to, heavy fabricating, manufacturing, processing, extraction, and heavy repair and dismantling industries such as open-land operations.



## ***Development and Redevelopment Opportunities***

A key component to planning for future growth and development requires addressing the unique opportunities and needs of older or transitioning parts of the town. These areas present an opportunity to conserve land resources, leverage existing infrastructure, repurpose existing structures and capitalize on economic development tools, if appropriate.

### **Historic Features and Districts**

Claypool has a small downtown core that spans approximately one block along Main Street, from Section Street to Calhoun Street. While the area serves as the center of the Community, there is no Main Street organization and no defined downtown district. Additionally, buildings within the downtown core are in need of structural and façade improvements. Contributing to the informal downtown core, there are a number of structures classified by the Indiana Department of Natural Resources (IDNR) Office of Historic Preservation. The Indiana State Historic Architectural and Archaeological Research Database (SHAARD) allows users to search cultural resource information on known historic resources throughout Indiana. The data contained in SHAARD was collected from previously conducted cultural resource inventories, National Register nominations, and cultural resource management projects. The quality of the data varies with the completeness and precision of the original records and may be out-of-date. Absence of data does not necessarily indicate the absence of resources. The SHAARD is an ongoing initiative, and the associated data will undergo staged enhancements and constant updating. However, it offers insight into properties that may be of historical significance. The database uses four primary classifications for properties and structures:

**Outstanding:** The property has sufficient historic or architectural significance that is listed, or is eligible for individual listing, in the National Register of Historic Places. Outstanding resources can be of local, state, or national importance.

**Notable:** The property does not merit the outstanding rating, but is still above average in its importance. Notable structures may be eligible for the National Register.

**Contributing:** The property is at least 40 years old, but does not meet the criteria of outstanding or notable. These resources are important to the density or continuity of the area's historic fabric. Contributing structures can only be listed in the National Register as part of a historic district.

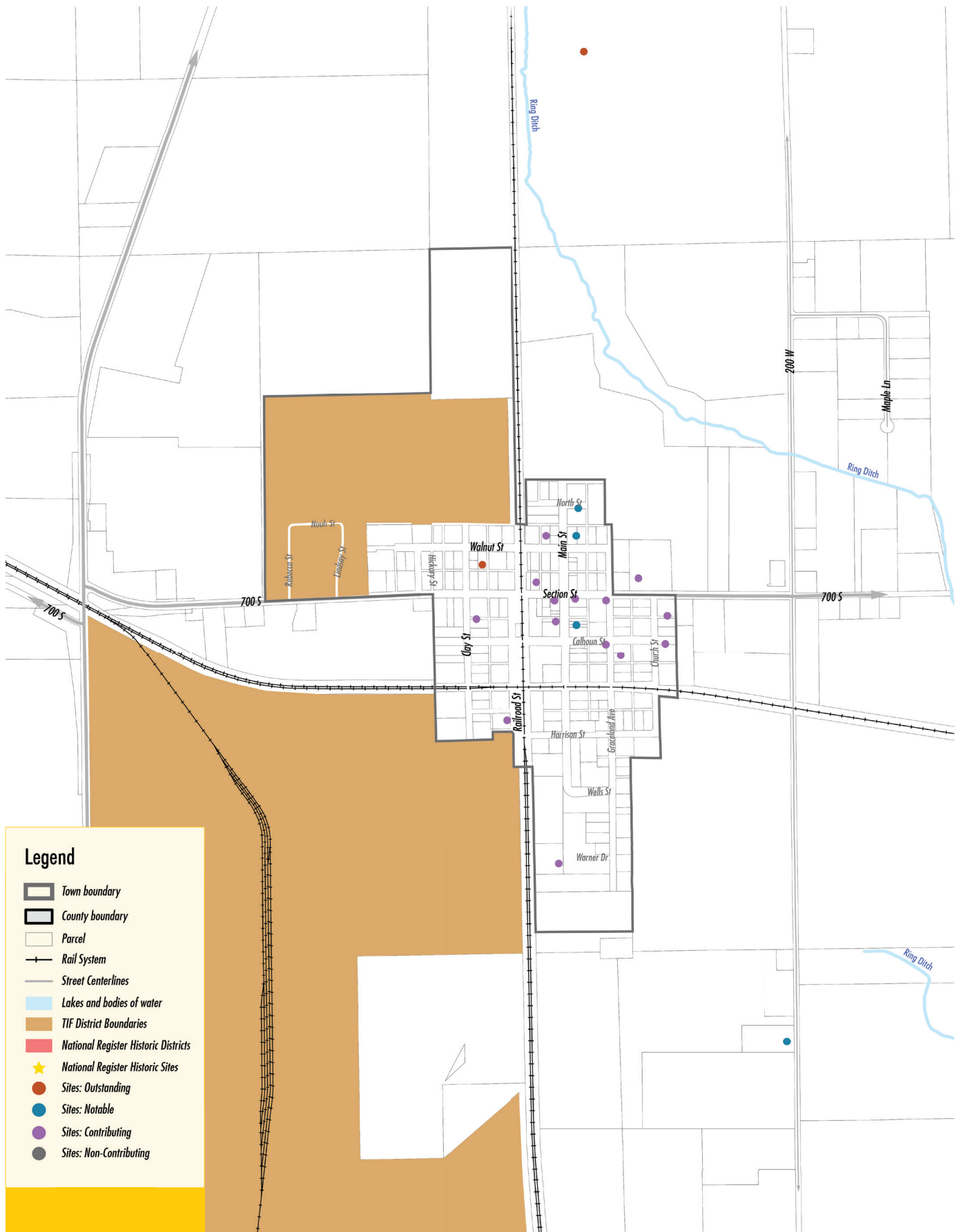
**Non-contributing:** The property is not included in an inventory unless it is located within the boundaries of a historic district. These properties may be less than 50 years old, or may be older structures that have been altered in such a way that they have lost their historic character. These properties are not eligible for listing in the National Register.

Within Claypool, there are numerous properties mapped within the SHAARD database, one of which is noted as an 'outstanding' structure. The Edward Loehr House at the intersection of Section Street and Railroad Street is noted in the SHAARD database, however no additional information on the characteristics is noted. Claypool also features three 'notable' properties along Main Street with additional 'contributing' structures located throughout the Community.

### **Development Incentive Districts**

There are three tax increment finance (TIF) districts either within or directly adjacent to the town. A TIF district is an economic development tool used by local governments to encourage development or redevelopment in an area of the community where private investment has not occurred or is difficult because of a number of limiting factors. The largest TIF district, the Dreyfus TIF, begins immediately west of the Town limits and extends south, from the railroad, to encompass the Louis Dreyfus Company property. While the Dreyfus TIF is outside of the Town's limits, the district could offer opportunities to Claypool moving forward but would be limited to the specific project types and locations based on regulations determined when the TIF was established.

The Claypool Redevelopment Comm #2 district, extend north of Section Street and includes the residential subdivision, the undeveloped property to the north and the Claypool Redevelopment Comm district, encompasses the Tecomet property at the end of Clay Street. These TIF district poses an opportunity for the Town if development were to occur within the undeveloped parcel, or if the Tecomet property were to expand.



## CLAYPOOL

# TRANSPORTATION SYSTEMS

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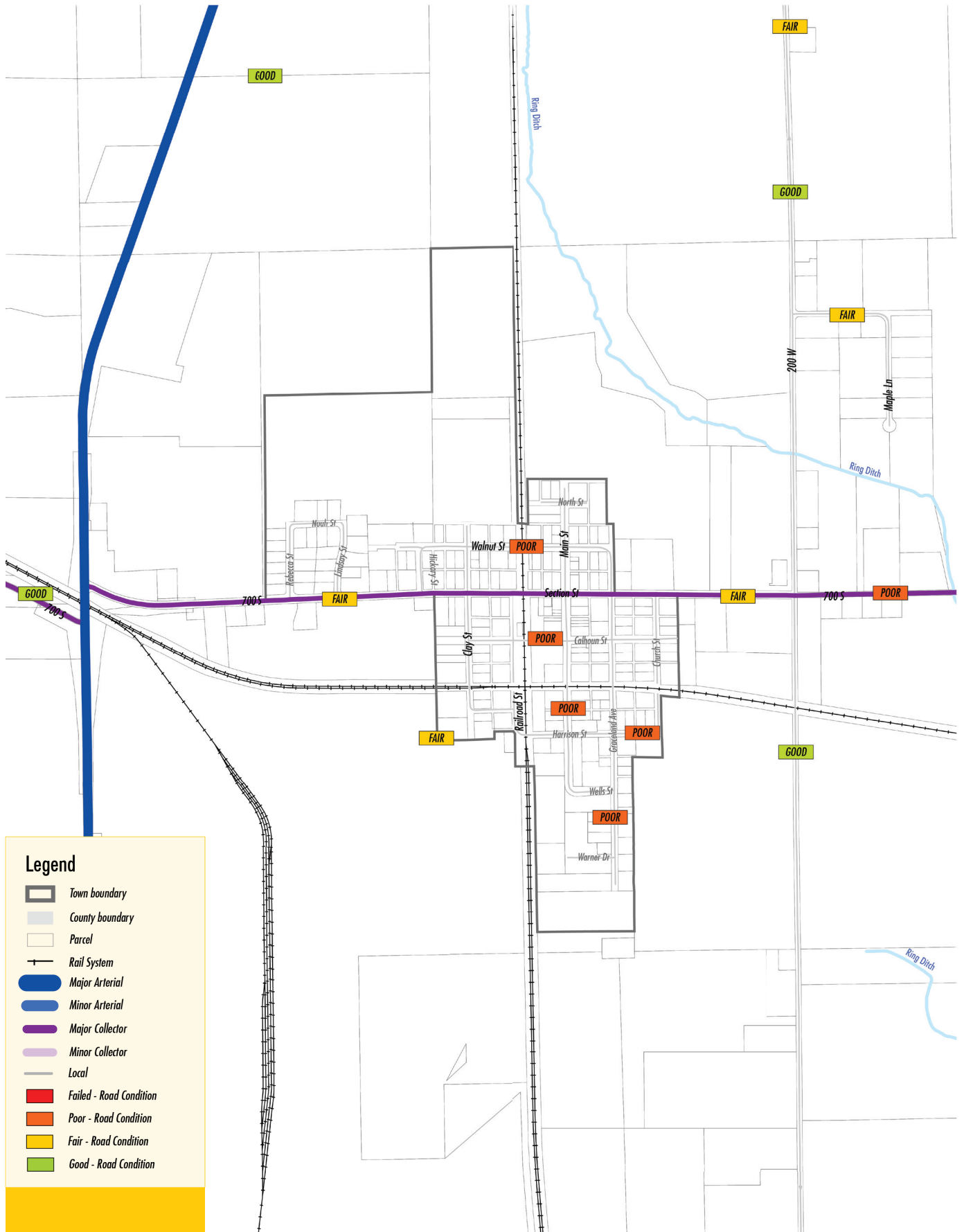
**Motorized**

Roadways within and surrounding the Town of Claypool can be classified under the Highway Functional Classification system established by the Federal Highway Administration. This system was established to group streets and highways into classes based on the level of service they are intended to provide. These classifications not only allow the road network to be evaluated and maintained in an efficient manner, but also rate roadways based on their level of mobility and accessibility.

The Town of Claypool is made up of local collectors, with a single major collector running east-west through the Community in the form of CR 700 South. Both of these classifications mean lower travel speeds in favor of higher levels of accessibility and numerous connections to the roadway. SR 15, classified as a principal arterial- other, is the highest road classification within the Community's sphere of influence and serves as the primary point for regional access.

The largest traffic volumes near Claypool run north-south along SR 15 with a daily average of over 10,000 trips. In terms of traffic passing through the Community, CR 700 South is the only other route of significance, with between 1,250 to 2,500 passing in and/ or out of the Community's western edge toward SR 15. Some of this traffic, less than 1,250 trips, continues in and/ or out of the Community through its eastern edge.





## Roadway Character

The roadways within and surrounding Claypool, while rural in nature, vary in character. Section Street, which runs east-west through Town, is the Community's most complete street. Consisting of two travel lanes, the street corridor also includes curbs, tree lawn buffers and sidewalks for the majority of the Street's length. Main Street, Claypool's primary north-south corridor, is a two-lane roadway with minimal improvements. However, a one block portion between Section Street and Calhoun Street is wider to allow for on-street angle and parallel parking. Additional on-street parking is provided on the north side of Calhoun Street, between Main Street and Graceland Avenue. The Town's most recent corridor is Lindsay Street, which is the primary roadway through the newest residential development. This corridor includes two travel lanes, a curb and gutter system and sidewalks on either side of the road. Outside of those unique corridors, Claypool's roadways consist of two-lane roads, approximately 20-24' in width lacking shoulders, curbs and centerline pavement markings.

SR 15 - the primary north-south corridor leading in and out of the Town - includes wider travel lanes, a center left turn lane, pavement markings and roadway shoulders, but lacks any additional corridor enhancements.

As an incorporated community, Claypool is responsible for the public right of way within the Town boundary. Kosciusko County, and many of the incorporated communities, utilize the Pavement Surface Evaluation and Rating System (PASER) to visually assess and rate the condition of local roads. The PASER system rates the condition of the road from 1 (failing) to 10 (excellent). With this information, local governments are able to project future pavement conditions and plan for the most effective treatment. Pavement conditions, as defined by the PASER visual inspection rating system, have been collected annually for County roads from 2016 to 2020, including about 3.1 miles of roads within Claypool. All of these roads are at a "Fair" rating or below, with about 0.5 miles in "Failed" condition and 1.7 miles in "Poor" condition. Segments of road in Claypool that have failed the PASER rating system include: Walnut Street (from Clay to Maple), Maple (from Walnut to Section), History (from Walnut to Section), Railroad Street (from Section to Harrison), and North Street (from Main Street to the street's end).

Based on available data, there are no known roadway improvement projects currently being planned or considered by Kosciusko County or the Town of Claypool. While outside of the Community, Claypool is currently affected by an INDOT road project on SR 15, which is a HMA (hot mix asphalt) overlay being applied to repair and resurface an 11.4-mile segment between the communities of Silver Lake and Warsaw. This \$4.3 million effort is anticipated to be completed by the end of 2021.

## Rail Corridor

The Town of Claypool is an intersection of two major freight rail lines. The Norfolk Southern (NS) Marion District Rail Line runs north-south through the Community, connecting changeover line to the Chicago District line which runs east-west through the Community. This intersection of the two corridors occurs near the center of Town, which ultimately creates a physical and visual barrier.

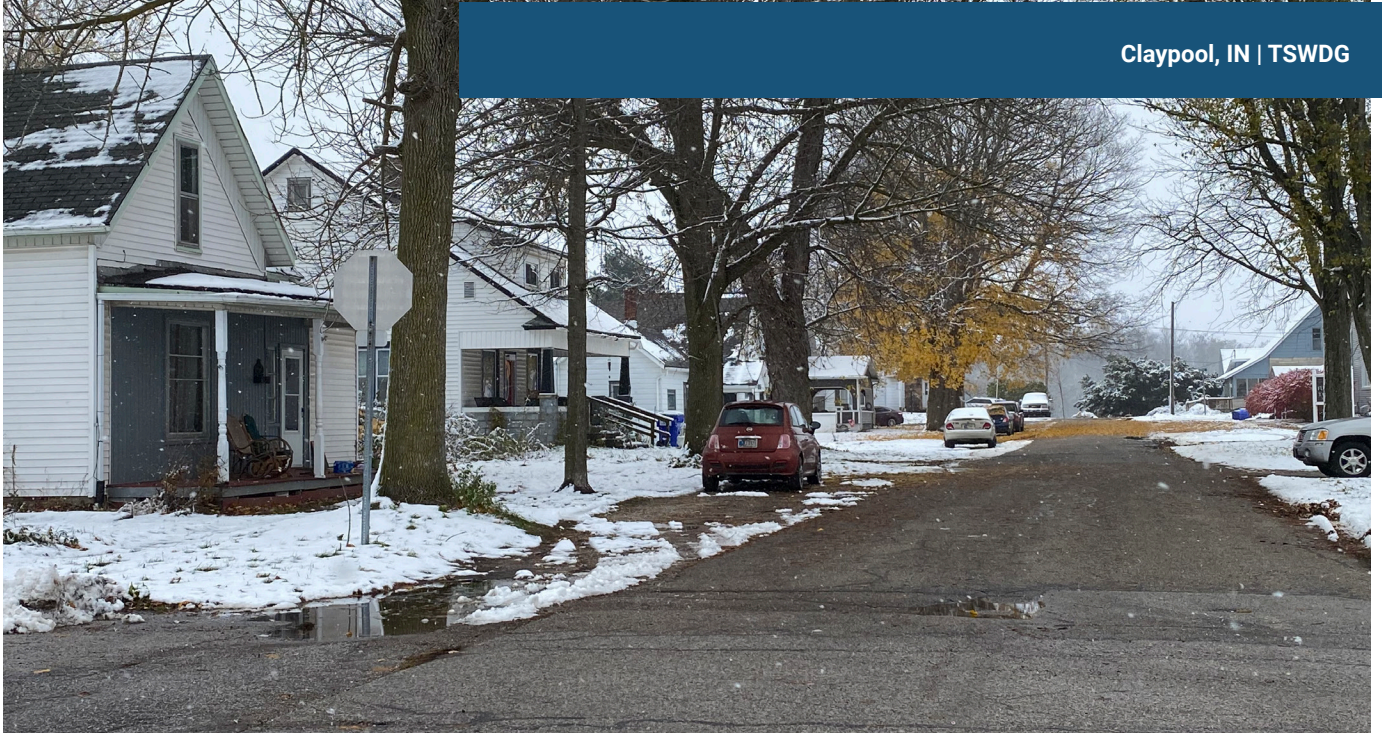
Many of Claypool's roadways terminate at the railroad, with only Clay Street, Main Street and Graceland Avenue providing access north-south and Maple Street, Section Street, Calhoun Street and Harrison Street providing east-west access. There are no vehicular or pedestrian safety measures in place at the railroad crossings; however, at the Section Street crossing there are crossing signals to indicate the presence of an oncoming train.

## Public Transportation

The Kosciusko Area Bus Service (KABS) provides countywide, demand-responsive, public transportation service. The service is operated by Cardinal Services of Indiana, a not-for-profit corporation that provides services for persons with disabilities and other life challenges. Ridership in 2019 was about 58,000 trips, a slight reduction from the 2018 figure of about 59,000 trips. The system owned 12 ADA-accessible vehicles in 2019, and received funding from fares and contributions from Kosciusko County, the Indiana Department of Transportation, and the U.S. Federal Transit Administration.



Claypool, IN | TSWDG





**Non-Motorized**

To compliment a community's vehicular transportation system, often a series of sidewalks, multi-use paths and trails are established to provide residents and visitors with transportation alternatives. These non-motorized systems can be used for both commuting and recreational purposes. In the case of Claypool, there are only limited non-motorized facilities currently in place within the Community.

Currently, the only non-motorized infrastructure within the Community are sidewalks running on both sides of Section Street from one side of the Community to the other and terminating at Claypool Elementary School located just outside the Town's eastern boundary. Sidewalks are also present along Rebecca Street, which provides access through the Town's most recent residential subdivision and along Main Street, specifically between Section Street and Calhoun Street. In these locations, the sidewalks are approximately five feet wide and include accessible ramps at appropriate locations. Additional sidewalks, and the remnants of previous sidewalk, can be found throughout the Community but their widths and conditions vary.

There are no trails or dedicated biking infrastructure existing within the Community.



Claypool, IN | TSWDG





## CLAYPOOL UTILITY SYSTEMS

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### Water and Wastewater

Currently, the Town of Claypool owns and operates its own water and wastewater treatment plant, providing water and sewer services to all residents within the municipal boundary. Additionally, Claypool collects and treats wastewater for its corporate boundaries and extends significantly into the area southwest of the Town to service the Louis Dreyfus Company processing facility, a global agricultural merchant and processor. Currently, the Town's wastewater system can not handle future growth because the system is over capacity due to a high build up of sludge at the bottom of the existing lagoons which results in minimal operating depth volumes. During heavy rainfall events this causes frequent backups and overflows. Currently, there are also known difficulties processing the ammonia effluent which results in a non-compliance status with IDEM. To correct these concerns, the Town is in the process of pursuing an Office of Community and Rural Affairs (OCRA) CDBG grant to help address this issue by constructing a new third tertiary lagoon.

### Gas and Electric

Similar to other small communities in Kosciusko County, the Town of Claypool is electrically serviced by the Northern Indiana Public Service Company (NIPSCO), with the potential power alternative of the Kosciusko Rural Electric Membership Corporation (REMC).

### Broadband

According to BroadbandNow, a digital database that utilizes data from the Federal Communications Commission (FCC) and local service providers, there are 14 internet providers in Claypool, with 10 of those offering residential service. The majority of service within the Town is gained through DSL or satellite providers, although commercial service is available through cable/fiber. Due to the way broadband data is reported and collected by the FCC, some zip codes report having a higher number of providers and subscription plans available to local residents. While there are numerous providers, coverage varies depending on the specific provider. Broadband speeds are measured by upload and download speeds and in Megabytes per second (Mbps). The average download speed within Claypool is 4.7 Mbps, which is 95.7% slower than Indiana's average. The average upload speed is 2.0 Mbps. For reference, the Federal Communications Commission identifies effective broadband as a minimum download speed of 25Mbps and upload speed of 3Mbps.

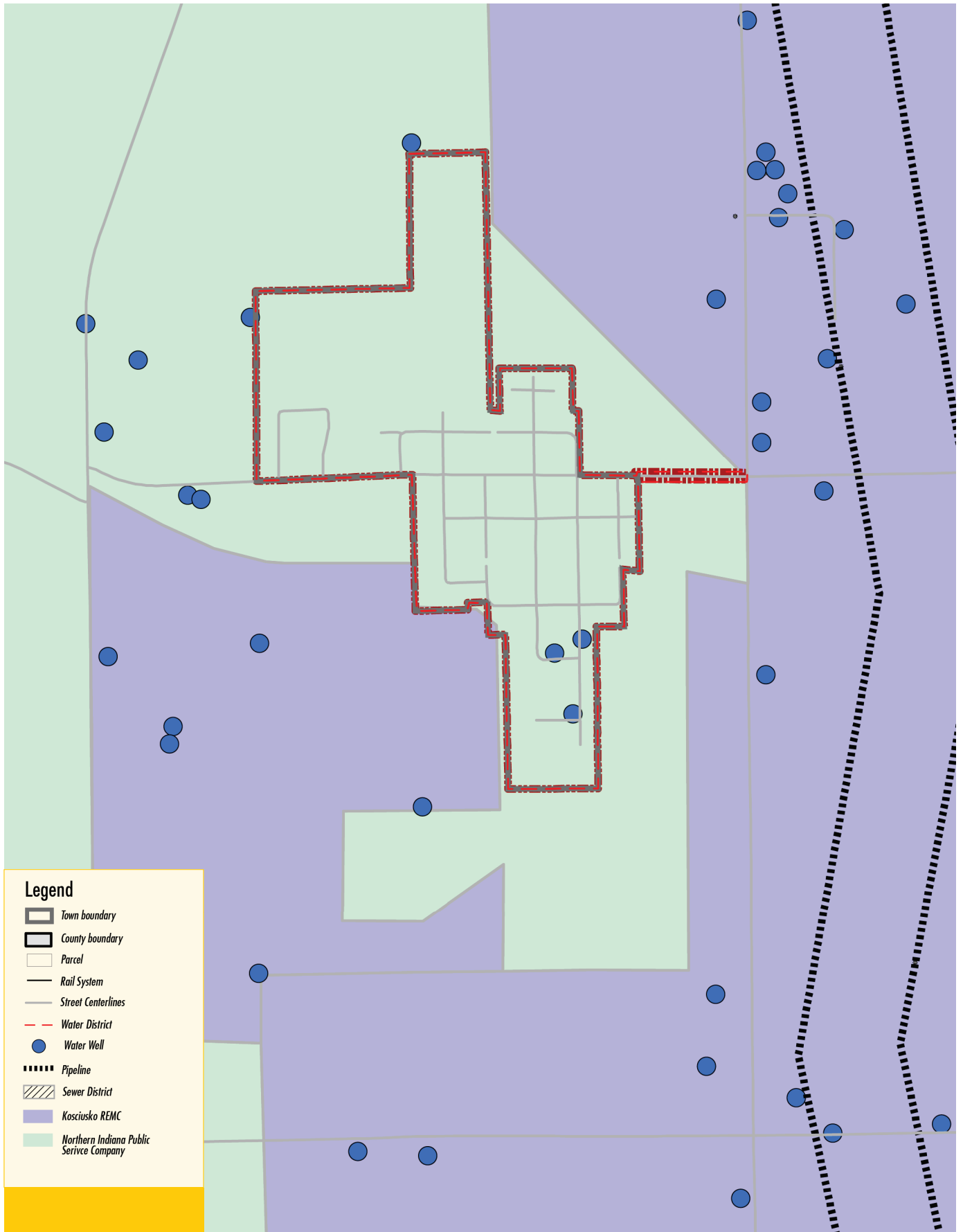
Rural Indiana Stats, an application managed by Purdue University and the Indiana Office of Community & Rural Affairs, offers an alternative view of local broadband statistics. The application, which aggregates FCC data at the Census-tract level, reports that 20.9% of area residents do not subscribe to the internet, 17.2% have no computing device, and nearly 12% of residents use only a mobile device. Due to the way data is aggregated and reported, both databases use geographic boundaries that include the Town of Claypool as well as unincorporated areas of the County in the statistics identified above.

### Public Safety Systems

Through a yearly, contractual agreement, the Clay Township Volunteer Fire Department provides fire protection for Claypool. A fire station is located within Claypool at the corner of Main Street and Section Street.

A Town Marshal oversees the public safety of Claypool and is supported by four reserves. The town has been able to provide two police vehicles which are stationed out of the town building along S Graceland Avenue. A Town Marshal operates slightly different from a conventional Sheriff's Office, as a Marshal's main duties are the enforcement of local and state laws or ordinances as well as code enforcements within their community.

EMS services are contracted through Lutheran Health Network, which uses the fire station as a base of operation when needed.



## CLAYPOOL

**DESTINATIONS*****Community Facilities and Support Services***

Community facilities and support services provide the services and amenities that support local quality of life. This section describes the key locations and service providers within Claypool along with an analysis of the facilities and services the Community is currently lacking.

**Government Facilities**

Claypool has a singular government building located on Graceland Avenue, just east of the Town's park space. This structure houses the Town offices, including the Town Marshal. The Town's Post Office is located at the corner of Main and Calhoun Streets. Currently, there are no libraries within the town limits.

**Public Health Facilities**

Claypool does not have any form of healthcare offices, forcing residents to travel to neighboring communities for treatment and services. Warsaw, approximately 8 miles away, has the nearest hospital, medical facilities and specialized treatment center.

**Schools and Learning Institutions**

Although slightly outside Claypool's town limits, Claypool Elementary is a major anchor for the Community. The school, which is located at the intersection of CR 700 and CR 200 W, serves not only Claypool but brings in families from outside the Community. Claypool Elementary is part of the Warsaw Community School District and feeds Edgewood Middle School (grades 6-8) and Warsaw Community High School (grades 9-12).

**Child Care and Early Childhood Facilities**

Based on a search of INconnect, an online database of childcare or early childhood facilities, Claypool has one early childhood facility, Kosciusko County Head Start, which is based out of Claypool Elementary School. The lack of any additional child care facilities or early childhood education facilities forces parents to take their children outside the Community for such services. The closest facilities are located in Warsaw to the north and North Manchester to the south. INconnect allows any individual to search for care providers by a variety of criteria and provides listings for both licensed and unlicensed, centers, homes and ministry-based facilities.

**Grocery and Convenience Stores**

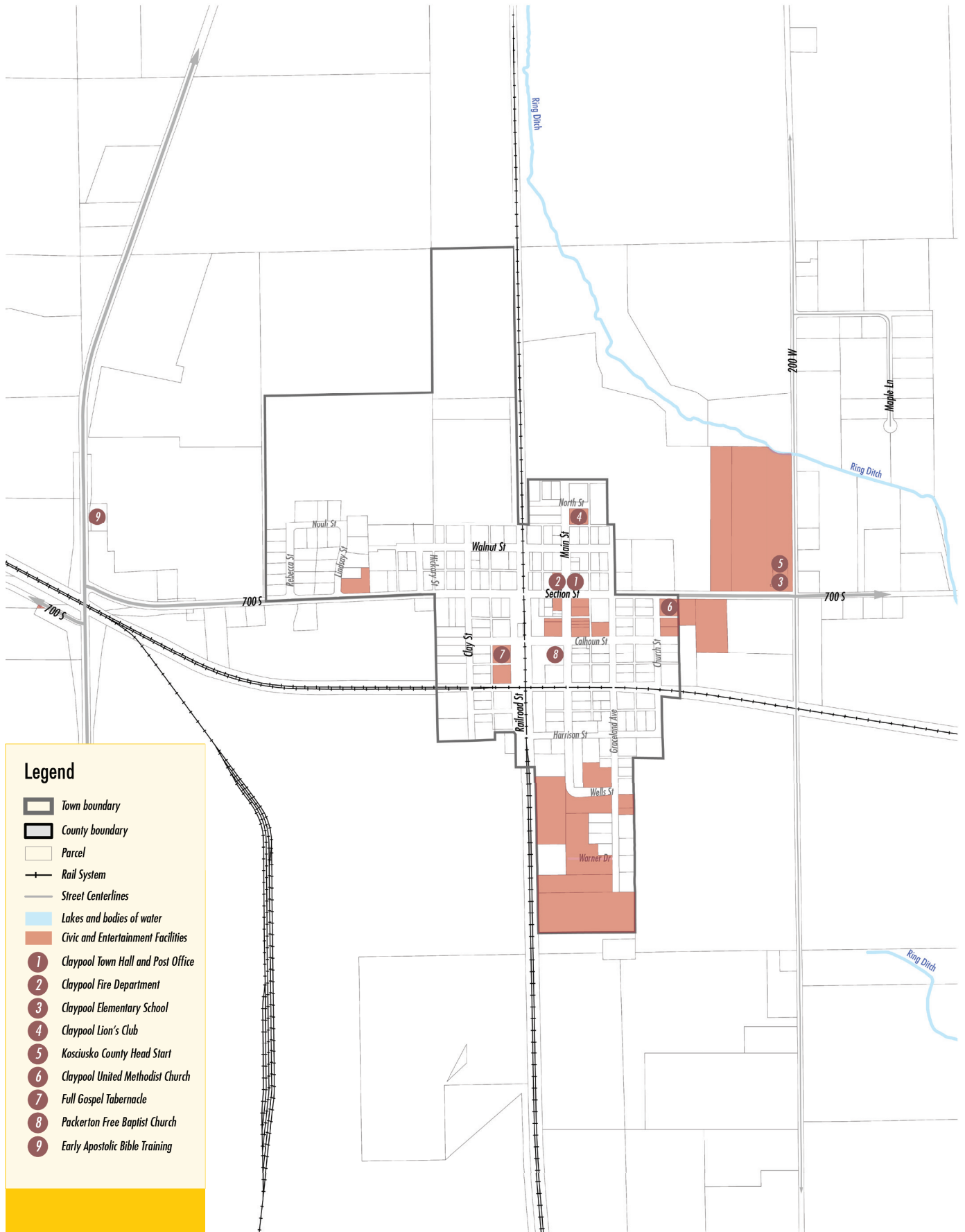
The Town lacks any form of grocery or convenience store, with the closest available location for buying pantry staples being in Silver Lake, approximately four miles to the south. The closest option for local residents to purchase fresh foods is in Warsaw, approximately eight miles to the north. Claypool is in a food desert, defined as an area where people have limited access to a variety of healthy and fresh foods.

**Civic and Entertainment Facilities**

Claypool's Lions Club, located at the corner of Calhoun and Railroad Streets, provides event space for those in the Community and hosts a variety of events throughout the year. While Claypool lacks some of the entertainment options seen in other communities, the Someplace Else Saloon, a local bar and restaurant, serves as the heart of the Community providing dining, recreation and community outreach.

**Religious and Cultural Facilities**

There are three religious' institutions within Claypool.



### ***Parks and recreation***

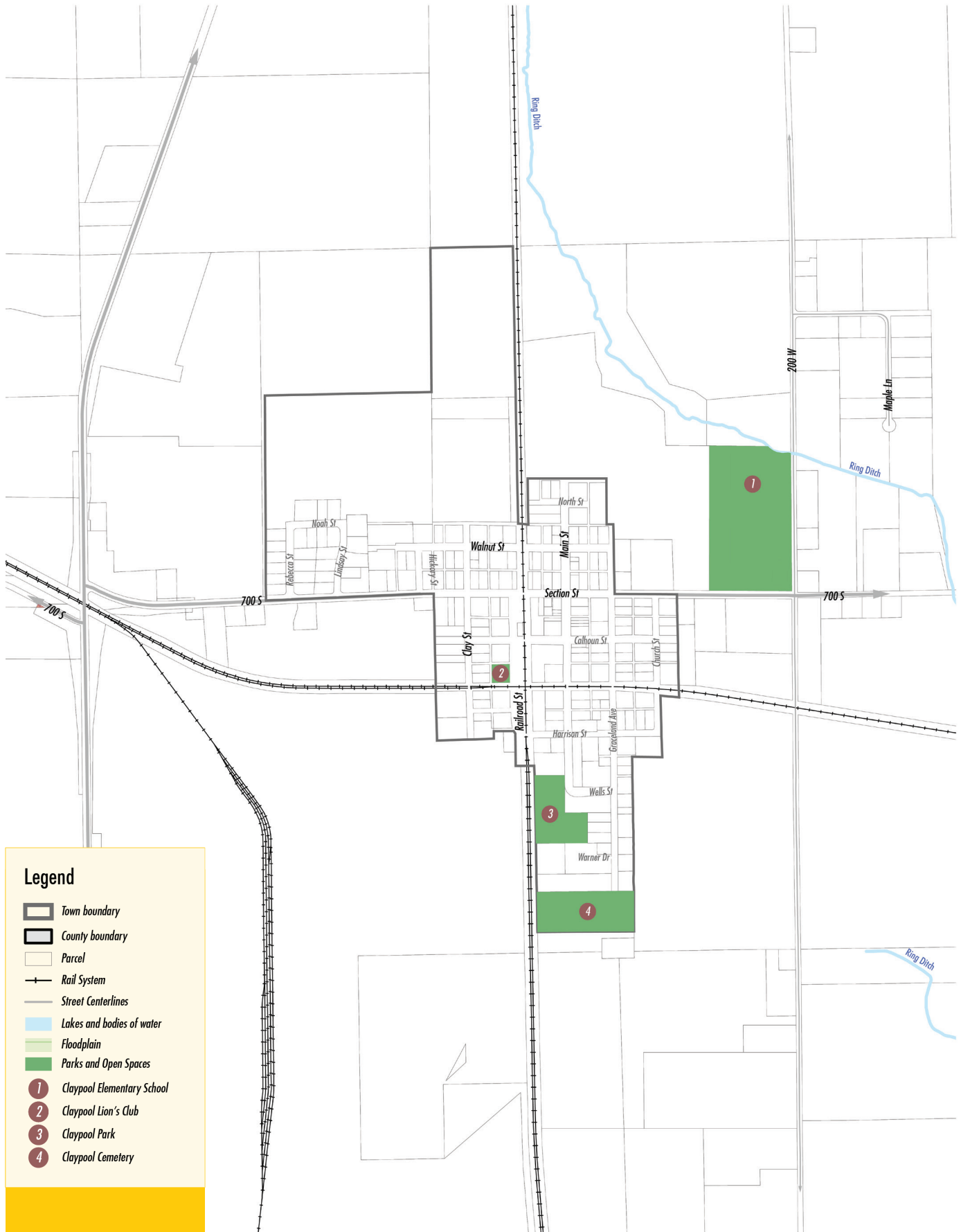
Claypool does not have any officially deemed parks but rather an open green space within the southern portion of town limits that is referred to as "Claypool Park". This recreational space covers roughly 2.2 acres and is located on the southwest corner of Main Street and Wells Street. The area is surrounded by privately-owned, residential lots to the north, south and southeast with the Norfolk Southern Railroad defining the western edge. "Claypool Park" contains a backdrop for a ball field and some recently installed play equipment.

It should be noted that there is a desire for the recreation space to become a more formalized park with walk connections to downtown Claypool and the surrounding Community, but there is currently no governing body such as a Parks Board for the continued maintenance. The expansion of programmed elements, such as the new play equipment, and interest in providing community amenities, such as a new covered pavilion/shelter structure, show a commitment to evolving the recreation space into a dedicated park.

### ***Lakes and waterways***

There are no dominant waterways or floodplains impacting the Town of Claypool. While there are no bodies of water within the town boundary, residents are in close proximity to Caldwell Lake, which is approximately one mile west of the town along Section Street/ CR 700 S. While close in proximity, Caldwell Lake is not accessible to the public.





## CLAYPOOL

**KEY FINDINGS**

*The key findings of the Claypool community condition assessment have been organized into two key categories: Strengths/ Opportunities and Weaknesses/ Threats. Strengths and opportunities are internal, positive attributes of your department and/or system. These are things that are within your control. Opportunities are external factors in your environment that are likely to contribute to your success. Conversely, weaknesses and threats are negative factors that detract from your strengths. These are things that you might need to improve on to be competitive. Threats are external factors that you have no control over. You may want to consider putting in place contingency plans for dealing with them as/ if they occur.*

**Strengths and Opportunities:**

- Claypool has seen large amounts of residential growth over the last ten years, and is expected to continue to grow in the future.
- Claypool Elementary is a major anchor for the Community and helps draw in new residents looking for quality schooling away from a larger city.
- The Louis Dreyfus Plant, while not believed to employ many residents from the Town, is a regional attraction that can be capitalized on and used to attract new development and visitors.
- There are 26 acres north of Town that has been identified for residential expansion, which could include approximately 40 new homes.
- There are three tax increment finance (TIF) districts either within or directly adjacent to the Town. These TIF districts pose an opportunity for the Town, if development were to occur within the defined areas.
- The existing sidewalk infrastructure within the Town can be improved and expanded to provide alternative transportation routes to local residents.
- There is a strong sense of community through Claypool. The Lions Club event space and the Some Place Else Saloon serve as community facilities offering entertainment venues for local residents.
- Recent improvements to Claypool Park have been made and ongoing improvements are being considered. While small, this area provides a needed amenity for local residents.
- To overcome known capacity and compliance concerns with the existing wastewater system, the Town is pursuing an Office of Community and Rural Affairs (OCRA) CDBG grant to help address these issue by constructing a new third tertiary lagoon.

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### ***Weaknesses and Threats:***

- Local businesses within the downtown have faltered over the years and now many storefronts are empty.
- Sidewalk infrastructure is present but portions of the system are in varying conditions. Improvements may be needed to repair existing segments.
- The two major freight rail lines running through town limit vehicular and pedestrian connectivity. Crossing improvements would be needed to enhance connectivity and ensure safe crossings for motorists and pedestrians.
- The lack of residential amenities including grocery and convenience stores, child care and early childhood education facilities and public health facilities negatively impacts the Town's ability to draw future residents.
- The Town has portions of roadways that have been categorized as 'Failed' condition per the PASER rating system. Improvements will be needed.
- Local broadband services fall far below the national baseline of 25 Mbps download and 3Mbps upload. Additionally, most services are based off wireless and satellite technologies which are unreliable.
- The Town's current wastewater system is over capacity and is currently in a non-compliance status with the Indiana Department of Environmental Management (IDEM). If the Town cannot get this corrected, they risk consequences by IDEM which may include the inability to process the Town's waste.

