



CITY OF JASPER COMPREHENSIVE PLAN






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Foreword & Acknowledgements

Foreword

The City of Jasper has much to be proud of. The standard of living is high, the education system superior and unemployment is lower than state and national averages. In undertaking an update to the Comprehensive Plan, the City of Jasper has chosen to enhance its quality of life as it looks fifteen years into the future ensuring the Plan reflects the changing trends and philosophies of the community. The Comprehensive Plan allows the City to proactively address growth and development along with protection of natural features within the incorporated area plus the extra-territorial jurisdiction surrounding the City. The Plan seeks to make the most efficient use of public investment in land, infrastructure and services for the entire community, while encouraging and setting forth expectations for private investment.

Special thanks to City staff and the citizens of Jasper who provided their collective insight at public workshops and stakeholder interviews. This input contributed to the preparation of this Plan. Thanks also to the following:

Acknowledgements

Mayor

The Honorable William Schmitt

Jasper City Council

Randy Buchta
Ray Howard
Kevin Manley
Dave Prechtel
Ambrose "Butch" Schitter
Tom Schmidt
John Schroeder

City Plan Commission

Tim Bell
Bernita Berger
Josh Gunselman
Cindy Laake
Patrick Lottes
Randy Mehringer
Brad Schnarr
Jim Schroeder
Bob Wright
Ambrose "Butch" Schitter, Council
Chad Hurm, City Engineer

Comprehensive Plan Steering Committee

Tim Bell
Darla Blazey
Alex Emmons
Mark Fierst
Annie Gramelspacher
Norma Kress
Todd Mehringer
Andy Noblitt
Dave Prechtel
Jason Schmitt
Brad Schnarr
Mike Schwenk
Mike Siebert
Joe Steurer
Patty Wollenmann

Jasper City Staff

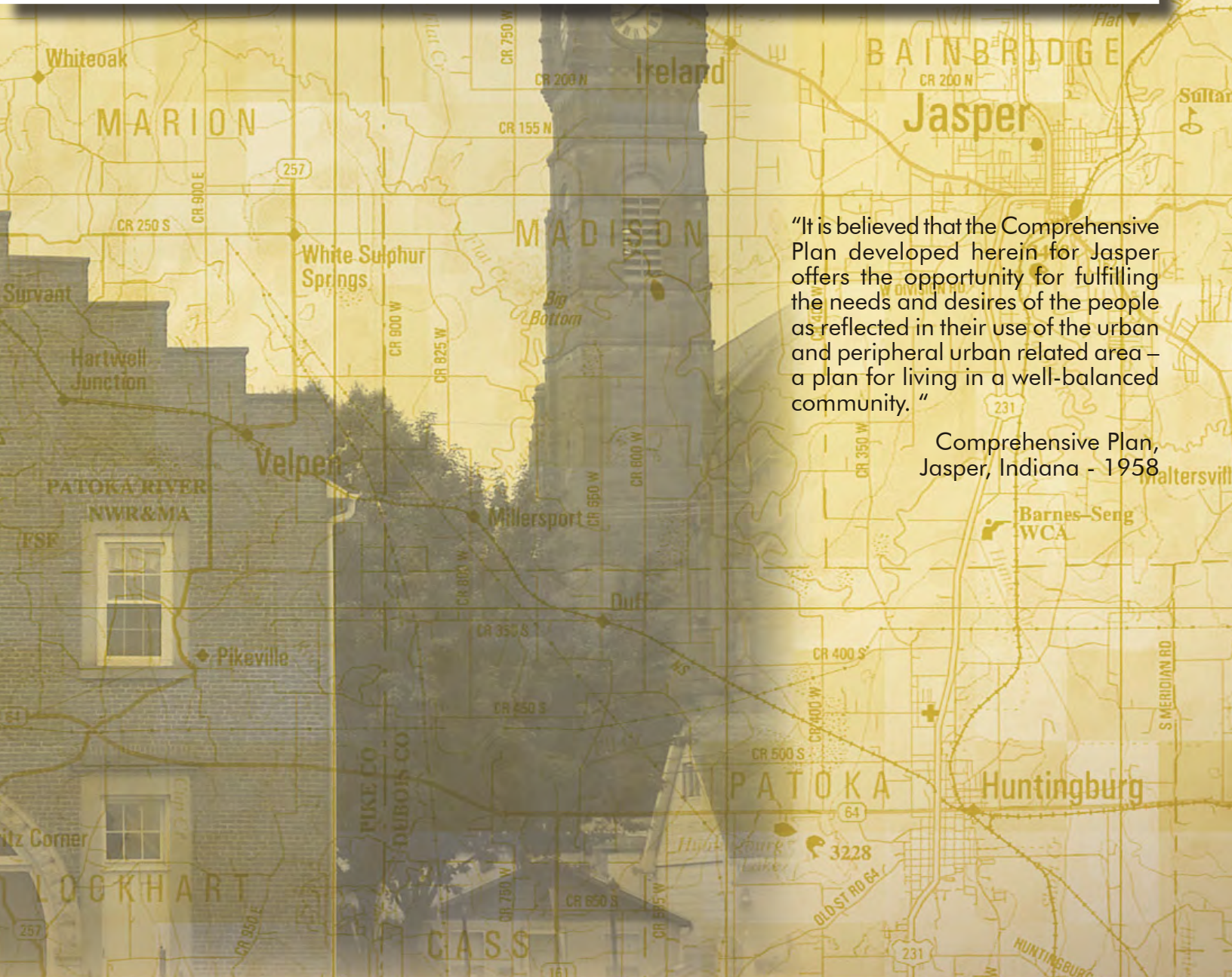
Dave Seger, Planning Director and Building Commissioner
Kathy Pfister, Administrative Assistant
Sandy Hemmerlein, City Attorney

The Jasper Comprehensive Plan was approved by the Jasper Plan Commission on July 7th and forwarded to the Jasper City Council. The City Council adopted the plan on July 21, 2010.



INTRODUCTION

1



“It is believed that the Comprehensive Plan developed herein for Jasper offers the opportunity for fulfilling the needs and desires of the people as reflected in their use of the urban and peripheral urban related area – a plan for living in a well-balanced community.”

Comprehensive Plan,
Jasper, Indiana - 1958

City of Jasper Vision

It is important for a comprehensive plan to reflect a community's clear vision of its future. Through steering committee guidance and input from the general public, a **Vision Statement** was created for Jasper. The statement visualizes the potential for Jasper over the next ten to twenty years. A series of **Goals** and **Objectives** contained in later chapters, support and foster the following vision.

The City of Jasper will be a community that is economically diverse, culturally rich, and ecologically sound. The community will promote initiatives fostering a safe, supportive, and welcoming environment providing equal opportunity for all existing and future residents, organizations, or businesses. By embracing its rich history founded on a strong work ethic, faith, and entrepreneurial spirit, Jasper will actively strive to be an innovative place for future generations.

Planning Mandate

Jasper's Advisory Plan Commission serves the incorporated areas of the city, and unincorporated areas contiguous to the city within two miles of the corporate boundaries per IC 36-7-4-205, unless covered in the County's Comprehensive Plan. Indiana Code Title 36, Article 7, Section 4-501 requires the development and maintenance of a Comprehensive Plan to promote public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development.

A Comprehensive Plan is required for the implementation of Zoning and Subdivision Control Ordinances. These tools are necessary for realizing or achieving the vision and goals contained within this plan. Further, IC 36-7-4-502 states the required minimum plan elements include:

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

State law allows the incorporation of more sections into a plan to address issues and goals specific to the jurisdiction including but not limited to the natural environment, parks and recreation, and economic development.

How to Use This Plan

Jasper’s Comprehensive Plan is a long-range planning tool reflecting the collective wishes of city residents and community leaders regarding future growth and development. The Plan should be used to assist the Plan Commission and other City departments in the decision making process when reviewing development plans, making budgets or setting priorities. The City Council would consult the Plan when considering infrastructure or public service improvements and balancing those with the protection and conservation of natural, cultural and historic resources.

The Plan should be reviewed annually and updated every five to ten years in response to land use trends, changes in population, or major events that may affect the community’s future. This will ensure the Plan and its individual elements remain relevant. Diligent monitoring and maintenance of the plan’s **Goals**, supporting **Objectives**, and “**Next Steps...**” will ensure Jasper has proper guidance regarding future growth and development.

Sustainable Policies

Throughout this Comprehensive Plan small, green leaf (🌿) icons have been placed next to policies considered to be environmentally sustainable. Many factors can contribute to the overall affect on the environment. There are both obvious or easily identifiable indicators such as smoke or water pollution, and more subtle ones such as decentralized or sprawling development that increases the number of and distance per automobile trip. Recommendations within this plan marked by the leaf symbol may include:

- Encouragement for mixed-use and compact development
- Protection of natural resources such as riparian areas and forests
- Polices that encourage resource conservation
- Coordinated infrastructure decisions that ensure fiscally responsible expansion
- Support for alternative transportation methods

Sustainability: “A balanced approach that considers people, planet, and prosperity.”
- *Planning, April 2010*

Public Input Process Overview

The success of Jasper’s Comprehensive Plan will depend on how well it reflects the ideas of city residents and addresses their concerns regarding future growth within the community. Throughout the planning process a variety of public input mechanisms were incorporated for pertinent stakeholders and the general public to share their concerns and hopes for the future of Jasper. These meetings were held early in the process and during the final stages to gather feedback on the Plan. The following is a brief summary of the public input process.

Project Steering Committee

A steering committee was established in the summer of 2009, and the group held its initial meeting in August. This fifteen-member committee met with the project consultants to oversee and guide the comprehensive planning



September 2009 Public Workshop

1 Public Input Overview

INTRODUCTION

process. Steering committee members represented a diverse cross-section of Jasper's population including business leaders, bankers, teachers, and public officials. They helped develop the plan's goals and objectives and provided input during the many iterations of the draft. The group met on six occasions to ensure the planning process, and the comprehensive plan itself, responded and reflected the unique needs of Jasper.

Key Stakeholder Interviews

Over twenty different groups were identified and invited to one of five hour-long interview sessions during the early stage of the planning process. Organizations or individuals with similar interests or causes were grouped together in order to allow members to provide focused, and sometimes candid, input about their concerns and desires relative to the future of Jasper. The groups were organized into the following sessions:

- Elected city and school officials
- City staff and department heads
- Public and private service providers
- Economic development and business leaders
- Social service, non-profits and residents

During the course of the day's sessions, over 80 city officials, business leaders, social service interests, and private citizens attended to share their thoughts and ideas on issues relevant to Jasper. Additional one-on-one follow-up discussions were held with other business and community leaders to gather additional insight into current and/or future issues affecting Jasper.

Public Workshops



January 2010 Public Workshop

The first public workshop was held on September 16th to introduce residents to the planning process and facilitate discussion about the needs and concerns of city residents. City maps were provided to allow attendees to list or map Jasper's strengths, weaknesses, opportunities or threats. The results of this workshop confirmed preliminary findings and helped establish a list of issues to be addressed in the Comprehensive Plan.

A second workshop was held in January 2010 to gather additional public comments and ideas for the plan. In addition to a mapping exercise responding to a number of specific questions, attendees completed a "prioritization survey" as a way to prioritize issues they felt were most important to the future of Jasper. Questions relating to land use, economic development, public services, transportation, and quality of life issues were developed in an effort to gain a broad-based "snapshot" of community concerns and priorities. An overview of these results is listed below in the Community Survey section.

The final draft of the Comprehensive Plan was presented at an open house on May 18, 2010 at the Habig Community Center. The meeting provided an opportunity for

residents to review and comment on the plan before it was prepared for adoption by the City of Jasper. As part of this open house, there was also a presentation to provide an overview of the planning process, highlight the plan's recommendations, and review the next steps in the process. This process gave the public assurance that issues or concerns raised early in the planning process were sufficiently addressed in the document.

Community Survey

A survey was distributed to the steering committee, city officials, staff and attendees at the second public workshop. The survey, with questions relating to land use, economic development, public services, transportation, and quality of life issues, was an additional tool to obtain a broad-based "snapshot" of community priorities. The results confirmed issues mentioned earlier in the public input process, and helped prioritize issues from each of seven categories. Highest vote getters include:

Land Use:

- 66% of respondents believe it is important to preserve or reuse sites and buildings within Jasper instead of building new development on greenfield ("undeveloped") sites along the city's edge.

Redevelopment:

- Over 52% of respondents believe it is important to provide incentives to redevelop vacant or underutilized factories and/or sites in the downtown area.

Economic Development:

- Over 41% of respondents believe it is important to provide incentives to strengthen and expand locally-owned businesses and employment opportunities.

Public Facilities and Services:

- 40% of respondents want to expand internet and fiberoptic services as part of other efforts to retain and recruit high-tech companies to Jasper.

Community Image and Identity:

- Nearly 37% of respondents believe it is important to establish quality standards for future development that reflect the community's ongoing desire to enhance Jasper's unique sense of place.

Natural Systems:

- Nearly 37% of respondents want to develop incentives for sustainable, local markets for goods, services and trades that strengthen the local culture, artisans, agricultural products, and/or natural resources.

Transportation Systems:

- 35% of respondents believe it is important to focus future funds and efforts on maintaining or improving the city's existing transportation network of streets, sidewalks and multi-use trails.

1 Public Input Overview

INTRODUCTION

Summary of Public Input

As the previous sections indicated, this planning process provided a variety of opportunities for Jasper residents, officials, the steering committee, and business owners to provide input on a valuable spectrum of issues relative to existing conditions, and ideas regarding the future of Jasper. There was overwhelming agreement the community should aggressively pursue ways to diversify its economy, continue to promote Jasper's unique cultural history, as well as strengthen its quality of life. Such an effort must consider both current and future residents as well as those visiting Jasper. Listed below are just a few of the issues and ideas raised throughout public participation process.

- Support and strengthen local businesses in the community especially in the downtown area.
- Continue to support and expand recent development along the Patoka River.
- Capitalize on, and provide a greater variety of accommodations for visitors.
- Seek innovative ways to retain and/or redevelop underutilized factories or similar buildings in the downtown area.
- Preserve the surrounding rural setting (avoid sprawl) and seek ways to support local farming practices.
- Continue to support and strengthen Jasper's unique arts and cultural programs.
- Encourage new development that reflects and enhances the unique character and qualities of the community.
- Provide a greater variety of affordable housing options as one method to attract families to Jasper.

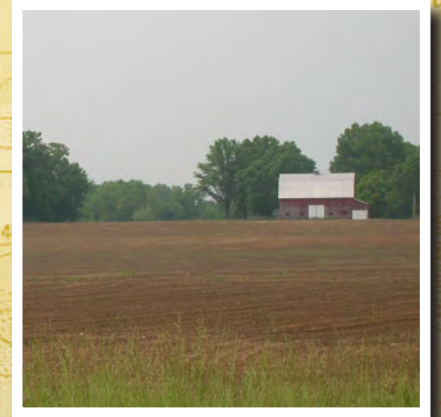


The downtown courthouse square

THE CITY OF JASPER COMPREHENSIVE PLAN PART 1: OUR COMMUNITY

COMMUNITY PROFILE

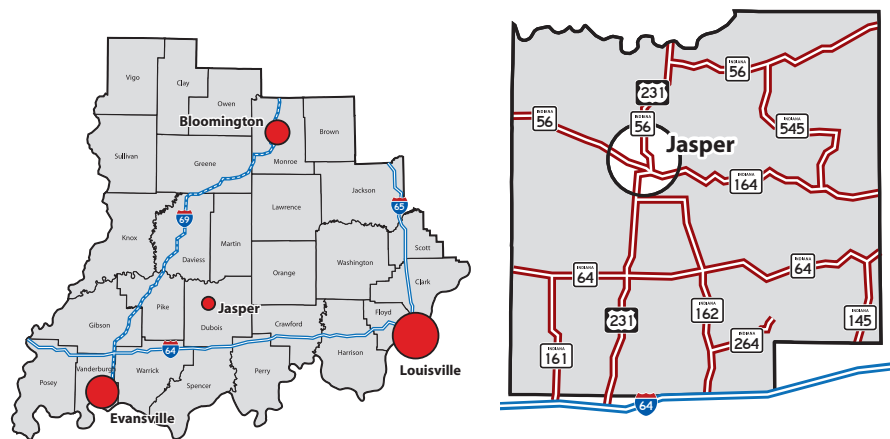
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Courtesy of the Dubuque County Tourism Commission

Community Setting

The City of Jasper is located in southwest Indiana in Dubois County. The city encompasses portions of Bainbridge, Boone and Madison Townships. The largest nearby cities include Louisville, KY, Evansville, IN, and Bloomington, IN. Jasper is centrally located 122 miles south of Indianapolis, 55 miles northeast of Evansville and 79 miles west of Louisville, Kentucky. Relative to the regional transportation network, Jasper is located approximately fifteen miles north of I-64, and twenty miles east of the proposed I-69 Extension. Several highways provide access to Jasper including State Roads 164, 162, and 56, and U.S. 231.



Community History

Jasper's origins can be traced back to where the current Jasper City Mill now stands along the Patoka River. The river was important to Jasper's early settlement as served as a means of transportation for goods and services, and as a source of water power for grist mills. Jasper's earliest local settlers were English-American Protestants mostly from the Kentucky-Tennessee area. Andrew Evans moved to Jasper around 1817 from Kentucky and built the first grist mill and wooden dam near the present-day 3rd Avenue bridge. In 1820, Joseph and Eleanor Enlow purchased the mill from Andrew Evans, and proceeded to donate approximately eighty acres in an effort to relocate the county seat from Portersville to Jasper. Eleanor Enlow is also known for selecting "Jasper" as the town name. The name was chosen

from a passage in the Bible (Revelations 21:19) which states "and the foundations of the wall of the city were adorned with all manner of precious stones...the first foundation was of Jasper."

In 1829 the State legislature passed a bill establishing Jasper as the county seat of Dubois County, and Jasper was officially founded in 1830. The first county courthouse burned in 1839, and a new brick courthouse was completed in 1847. This structure was built under the guidance and leadership of Fr. Joseph Kundek who was one of the primary forces that shaped Jasper's early settlement. By the early 1900s, local leaders determined the courthouse could no longer accommodate growing demands. The courthouse was torn down in 1909 and the



The Dubois County Courthouse on the square

courthouse that stands as the focal point of the courthouse square today was completed in 1911.

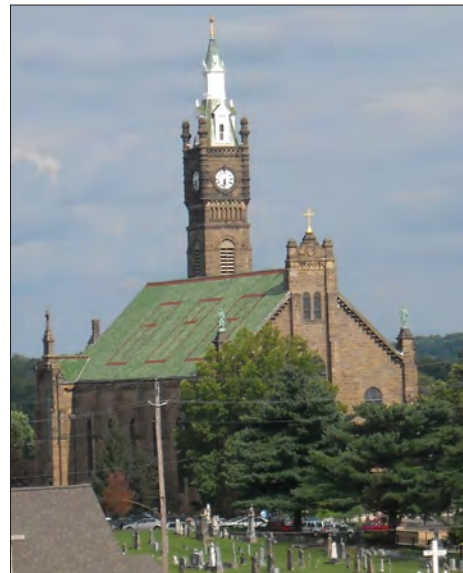
Under the leadership of Fr. Kundek, the first resident Catholic Priest in Jasper, the community experienced an influx of German settlers from the 1830s until around 1860. The local population began to grow, and was comprised of German immigrants from villages such as Pfaffenweiler, Reute, and Wagshurst, as well as from villages in Bavaria and Baden among other German states. By 1850, Jasper's population stood at approximately 532 residents. Some of the local businesses established by this time to serve these residents included five general stores, two groceries, two warehouses, a grain mill (along the Patoka River) and a distillery and brewery. Jasper was incorporated as a town in 1866.

The first railroad was constructed in 1879 and connected Jasper to Rockport. In the 1890s the city developed its waterworks system (1894) and constructed an electrical plant (1898) to serve residents and businesses. In 1907 the Southern railroad extended the tracks north to French Lick. Like communities throughout the nation, the railroad ushered in tremendous growth in Jasper. It was also during this period the various woodworking and furniture industries flourished in Jasper. This influx of German craftsmen helped shape Jasper into an outstanding furniture manufacturing community, particularly in the office furniture field. Many of these original factories were concentrated along the river, as well as along Vine Street between 14th and 4th Streets just east of the courthouse square. One of these operations, the Jasper Desk Company, represents the oldest wood office furniture manufacturer in the United States. The company began as the Alles Brothers Furniture Company in 1876, and later renamed the Jasper Furniture and Desk Co., and ultimately to Jasper Desk Company. Due to the community's impressive collection of wood industries, in the 1930s Jasper began to bill itself as the "Nation's Wood Office Furniture Capital". Jasper was incorporated as a City in 1915, and by 1920 had a population of just over 2,500 people.

Historic and Cultural Resources

The historic and cultural resources of Jasper serve as the foundation for its identity, and is a reflection of the community's quality of life. It is comprised of quality schools, churches, excellent medical facilities, clean parks, a strong economy, a support network for citizens of all ages and abilities, and recognition of historic resources. It is important the city does not compromise the features that provide its sense of place purely for short term economic benefits.

There are a number of historic or other notable features located throughout the community. Six structures are listed in the National Register of Historic Places within the city limits and one (Shiloh Meeting House and Cemetery) located just outside Jasper's western boundary. There are also three historic cemeteries listed in the Register scattered throughout the city as well. St. Joseph Catholic Church is arguably the most recognizable structure in Jasper. Fr. Fidelis Maute served as architect, contractor, foreman,



Historic St. Joseph Church towering over Jasper

2

History & Setting

COMMUNITY PROFILE



The historic Gramelspacher-Gutzweiler House

laborer, fund raiser, and pastor for this imposing church. The church was started in 1867 and completed around 1905 with the addition of the bell tower. The fourteen columns supporting the roof are 67 feet tall and comprised of a single giant timber of yellow poplar cut from nearby forests. Locally-quarried sandstone was used to construct the church's foundation and exterior walls. The Romanesque St. Joseph Church was listed in the National Register of Historic Places in 1980.

According to the Dubois County Interim Report, two areas in the downtown were identified that could qualify as National Register Historic Districts. One encompasses the commercial and government functions centered around the Dubois County Courthouse Square, and the other is comprised of the collection of original factories that made up the heart of Jasper's furniture manufacturing history.

In addition to these historic resources, there are also a number of additional destinations throughout the community contributing to the character and identity of Jasper. Although there are several scattered throughout Jasper, many of these features are located along the Patoka River including the Train Depot, *Spirit of Jasper* train, and new Jasper City Mill.

Demographic Overview

Most of the demographic data available for Jasper in December 2009 is based on the U.S. Census data from 2000 and demographic information for Dubois County was used because estimates provided by the U.S. Census are available for 2007. A brief snapshot follows, but refer to the Appendix for a more detailed demographic analysis and information on data collection and sources.

Out of Indiana's 600 cities, Jasper ranked 63rd in population in 2000, one spot lower than in 1990. In 2008, Jasper's total population was approximately 14,116, according to an estimate from the Indiana Business Research Center (IBRC), an increase by about a thousand residents over this eight-year span. This was an increase in population of roughly 7 percent. By comparison, Indiana's population as a whole increased by just 4 percent over the same time period.

Jasper's population is aging as is Indiana's, but it is likely that Jasper will have a higher median age than the rest of the state in the next several decades.

Jasper's poverty rate was on par with the Dubois County averages in both 1990 and 2000, but well below the state averages. However, the poverty rate in Dubois County increased sharply from 2000 to 2007 to 8.8 percent, having increased each year since 2003. This 60 percent increase far outpaced the state, which increased by 23 percent during this same time period.

In 1989 the town ranked 110th in the state in terms of median household income, but fell to 166th (out of 600 cities) in 1999. County data shows that this trend may have ceased over the past decade, as Dubois County's median income increased 18.8 percent between 1999 and 2007, while the state increased by 13.2 percent.

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

LAND USE

3



Introduction

The existing collection of land uses and buildings comprising Jasper’s community fabric tell the story of how the city has evolved economically, culturally and socially over the years. This chapter provides an overview of existing land uses as well as future development and redevelopment opportunities in Jasper.

The map of existing land uses identifies seven primary land uses within the city’s incorporated boundary as well as Jasper’s extraterritorial planning jurisdiction. This additional planning jurisdiction allows Jasper to plan for future land uses and development within two miles of Jasper’s incorporated boundary. Much of the western half of Jasper is agriculture with suburban residential encroaching from the city center. Major road corridors within the city and downtown area contain commercial and industrial uses. Industrial uses and woodland or conservation areas follow the Patoka River through the city.

The varying levels of intensity of different land uses impact not only the natural landscape, but also city infrastructure and public services. For example, agricultural uses and conservation or woodland areas have a lower impact, whereas heavy industrial or manufacturing uses can have significant impacts on the land. The existing land use map, and Goals and Objectives presented in this chapter, will guide and influence recommendations for Future Land Use in Chapter 12.

Goal 1: Develop Land in a Balanced and Efficient Manner



1 Promote Future Development Based on Smart Growth Principles

Utilize the Future Land Use Plan to guide new development adjacent to the community’s existing edge and/or existing infrastructure or services. Consider annexations of contiguous property that is served by public services, or has been identified as a strategic growth location for new development in the Future Land Use Plan.

Re-evaluate the existing zoning ordinance to determine the feasibility of establishing parking maximums rather than traditional minimum parking standards. Typical minimum parking standards can be a contributing factor to sprawl, result in surplus pavement rarely used for parking, and can increase stormwater runoff. In more urbanized areas where people are more likely to walk, especially downtown, large parking lots can cause “holes” in the street wall and become barriers for pedestrians.



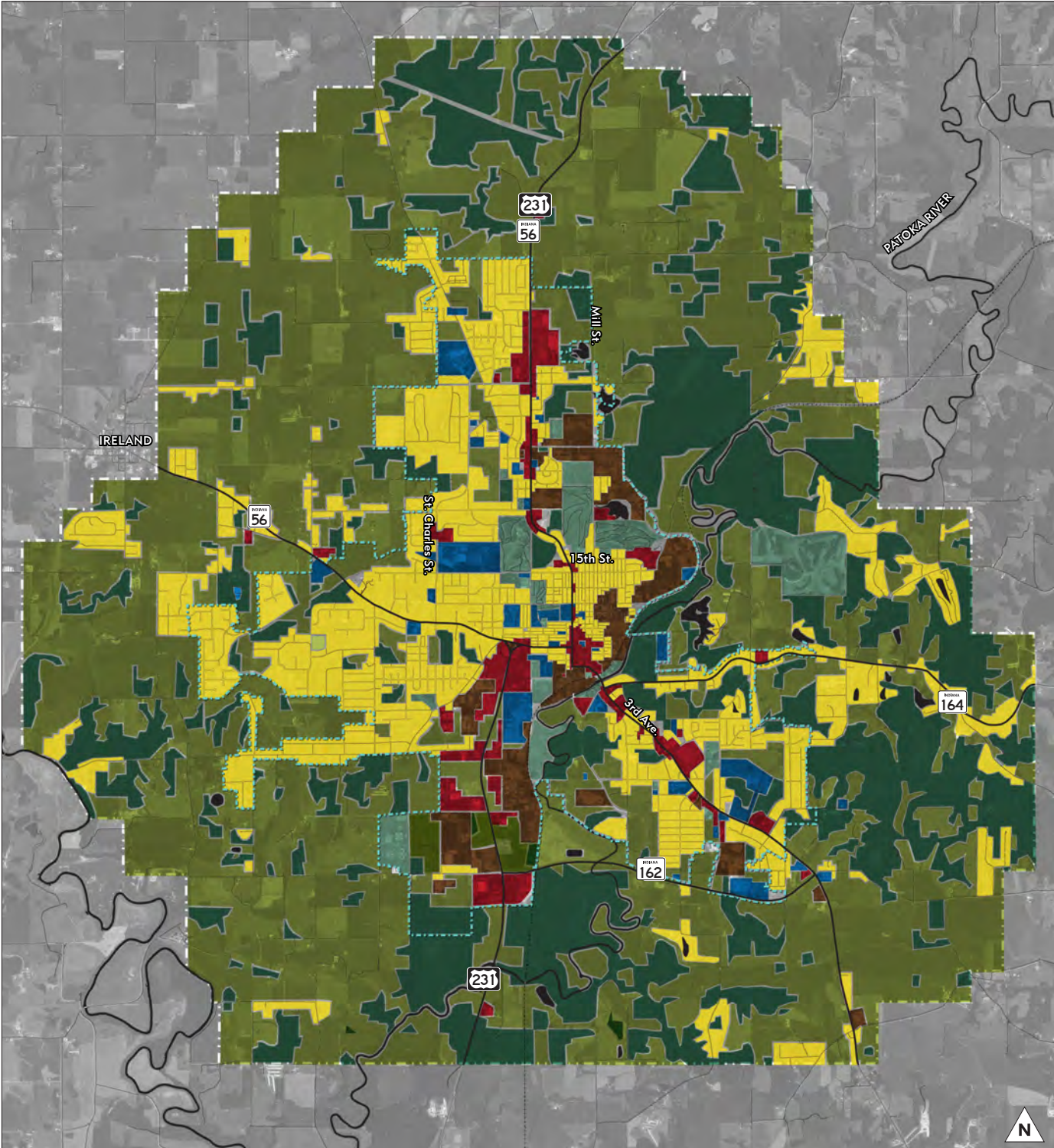
Multi-family housing along U.S. 231 near 47th Street

Legend: Existing Land Uses (2008)

Agriculture	
Woodlands / Conservation	
Park & Recreation	
Public / Institutional	
Residential	
Commercial	
Industrial	



EXISTING LAND USE MAP (2008)



3

Land Use

GOALS AND OBJECTIVES



Business along U.S. 231 North

2 Coordinate Land Use and Transportation Planning

Coordinated land use and transportation planning policies play an important part in a successful and functional urban setting. The intensity of land uses should correspond to appropriate road classifications. For example, low intensity residential uses should be located along local and collector streets, whereas higher intensity commercial and industrial uses should locate along arterials streets.

Proactively plan for potential development pressures as a result of the proposed U.S. 231 Bypass around the east side of the city. Because this corridor is proposed as a limited-access route, it is important to strategically plan for limited development at key intersections. This is also important due to some of the natural constraints (e.g. woodlands, wetlands, the Buffalo Flats Nature Preserve) in the area.



3 Encourage Development that Retains and Incorporates Natural Systems

Ensure new development respects environmentally sensitive areas such as the Patoka River and its associated wetlands, and incorporates these natural features into new development. Refer to Chapter 10 for additional recommendations or strategies to incorporate parks or similar open space as part of the city's natural features.

4 Provide for Residential Growth

Provide a variety of housing types, styles and densities that respond to the needs of various ages, income levels, or lifestyles in Jasper. Ensure visual and physical connectivity between neighborhoods.

5 Provide for Commercial Growth

Encourage a diversity of commercial development to support the city's tax base. Consider small retail "nodes" as part of larger mixed-use development that is appropriate to market conditions.

6 Provide for Continued Industrial Expansion

Continue to work with the DCADC to identify and promote "shovel-ready" parcels within established industrial areas in Jasper as employment centers comprised of light industry and/or master-planned business parks. Ensure transportation improvements support the industries and the people they employ. Prevent the encroachment of residential uses into designated industrial areas.

7 Coordinate Future Planning Efforts

Coordinate with Dubois County officials, the Indiana 15 Regional Planning agency and DCADC regarding the City's goals and desires for future growth and development within its extra-territorial jurisdiction.

8 Allow for Continued Farming

The incorporation of smart growth strategies can not only reduce infrastructure costs, but is also an important way to retain agricultural land within the city's planning jurisdiction. Protect the rights of existing farm operations and ensure future residential development does not impede existing farm operations and productivity.



Kimball International Showroom

Goal 2: Promote Mixed-Use Development

1 Update Land Use Designations

Provide appropriate designations that adequately allow for future commercial, industrial, residential, and other land uses serving the needs of the community.



2 Encourage Appropriate Mixed-Use Development

Encourage a mix of compatible uses throughout Jasper both within sites and within appropriate buildings. Consider appropriate mixtures of uses such as schools or day cares within residential areas, or office, retail and residential uses on designated redevelopment sites to reduce automobile trips and create walkable neighborhoods.

3 Increase Compatibility Between Mixed-Uses

Ensure commercial, employment, and/or educational uses have development standards that minimize any potential negative impacts on the character of the neighborhood. Provide standards for buffering or screening between less-compatible land uses.



Rural character near Division and C.R. 400 West

Goal 3: Promote the Reuse of Vacant or Underutilized Buildings and Sites



1 Encourage Adaptive Reuse

Support efforts for the adaptive reuse of sites and buildings in Jasper when feasible to promote efficient, compact development, and reduce development pressure on greenfield or “undeveloped” sites at the city’s edge. The reuse of vacant factories could include a mix of retail, restaurant, residential, and/or office space. Refer to Chapter 6 for additional recommendations to strengthen downtown Jasper.



2 Create Incentives for Redevelopment

Redevelop vacant or underutilized commercial, industrial, and other sites throughout Jasper ideally as mixed-use centers. Future redevelopment should also include enhancements to the street and/or sidewalk network to connect existing neighborhoods and create a more “walkable” community. Such a strategy can reduce sprawl on the edges of Jasper, and the reuse of existing infrastructure can limit the costly extension of utility services to outlying areas. Refer to the future land use recommendations and Future Land Use Plan in Chapter 12 for additional information regarding proposed “Redevelopment Opportunities” in Jasper.

Refer to Chapter 4 for additional economic development considerations.

Goal 4: Celebrate and Strengthen Downtown

1 Promote Downtown Development Opportunities

Partner with downtown stakeholders to develop initiatives to retain existing businesses and attract new businesses to the downtown.



Vacant Jasper Cabinet property

3

Land Uses

GOALS AND OBJECTIVES

Refer to *Chapter 6* for additional downtown considerations.



Reuse of former factory to retail uses

2 Consider Creating a Local Historic District

Initiate a public conversation with downtown stakeholders and the larger community on the value or need for creating a historic district in the downtown. Such a discussion should also address or evaluate the potential advantages and disadvantages of establishing a historic district.



3 Strengthen Physical and Symbolic Connections

Evaluate transportation policies that promote a variety of alternative transportation modes and enhance access to the downtown. This could include prioritizing sidewalk and/or streetscape improvements along high-profile corridors to encourage more pedestrian or bicycle traffic.



4 Encourage Downtown Living

Support efforts to strengthen a variety of residential activity throughout the downtown area. The upper stories in downtown buildings can be converted into residential uses, loft space, or professional offices.

The Next Steps...





- Update the Zoning Ordinance and Subdivision Control Ordinance to facilitate implementation of the Comprehensive Plan's recommendations.
- Update the Zoning Ordinance to include a zoning or overlay district for mixed-use that allows flexibility and innovation for site (re)development by prescribing desired character and form.
- Utilize the Future Land Use Map and recommendations to prevent sprawl and leapfrog development within Jasper and its two-mile planning jurisdiction.
- Develop incentive programs for redevelopment that includes financial incentives, expedited review procedures, or regulatory flexibility encouraging quality redevelopment.
- Periodically review and update as needed the land use component of the Comprehensive Plan to ensure development patterns are diverse, balanced, and correspond to planned infrastructure expansions.

Available economic development sites

Jasper has plenty of available industrial sites with economic development potential. It is important that Jasper have a comprehensive inventory of its shovel-ready sites, with the strengths and weaknesses of each site identified. That way, the facilities of sites with potential for economic development can be modernized and upgraded to become more attractive to potential employers. Marketing to potential businesses is much easier for municipalities with available modernized industrial and commercial sites.

The next three pages provide basic information about the available industrial and commercial sites in Jasper, according to the Indiana Economic Development Corporation and the Dubois County Area Development Corporation.

Available Economic Development Sites in Jasper





	Kimball-Power Drive	Columbus Container Building	Riverfront Properties	Dubois REC Facility
Size	8.6 Acres	18.7 Acres	25,000 SF (10,000 available)	4.0 Acres
Transportation				
From US 231	Directly on	0.1 mile		
From Hwy 162	12 miles		0.1 mile	Directly on
From I-64		20 miles	14 miles	14 miles
From DCR Railroad	0.3 miles	0.3 miles	0.1 mile	
From NS Railroad				
From Huntingburg Airport	8 miles	8 miles	10 miles	
Infrastructure				
Telecommunications	X	X	X	X
Internet Service	X	X	X	X
City Electric	X	X	X	X
City Natural Gas	X	X	X	X
City Water	X	X	X	X
City Sewer	X	X	X	X
Building	Industrial/manufacturing building with one floor. One current tenant (Flexcel – Kimball Plastics Division). Includes 13 dock doors with levelers, sprinkler system, employee break room with vending, and parking surrounding the building.	Distribution site building with one floor, 25 feet high from floor to ceiling. One current tenant (DMI Furniture). Includes 18 dock doors with levelers, a sprinkler system and employee parking spaces.	Distribution/commercial site building with one floor. No current tenants. Includes retail frontage, 2 drive-in doors, a sprinkler system and employee parking spaces.	Free standing commercial site with one floor. Last tenant was Dubois County Rural Electric. Includes 1 dock door without a leveler, an overhead crane, employee break room with vending, and parking on both sides of the building.
Photo				

3





Redevelopment Opportunities (cont.)

PROFILE

Available Economic Development Sites in Jasper (cont.)

	Global Logistics LLC Warehouse	Hoosier Desk Building	Riverside Plaza Complex	Kimball-South Campus
Size	47,000 SF	40,000 SF	130,000 SF (10,000 available)	71.47 acres (41.33 available)
Transportation				
From US 231	Direct on		0.1 mile	Near
From Hwy 162		0.1 mile		
From I-64	14 miles	15 miles	10 miles	11 miles
From DCR Railroad		0.1 mile	0.05 miles	4 miles
From NS Railroad		0.1 mile	0.05 miles	
From Huntingburg Airport	9 miles	8 miles	10 miles	7 miles
Infrastructure				
Telecommunications	X			
Internet Service	X	X	X	
City Electric	X	X	X	X
City Natural Gas	X	X	X	X
City Water	X	X	X	X
City Sewer	X	X	X	X
Building	Distribution building with one floor. One current tenant (Tierra-Derco International). Includes 5 dock doors with levelers, 1 drive in door, a sprinkler system, retail frontage, and parking.	Industrial/manufacturing building with three floors. Currently used as a warehouse for area businesses. Includes 4 dock doors without levelers, a sprinkler system, retail frontage, and a parking lot.	Light industrial/downtown commercial building with one floor. No current tenants. Includes 8 dock doors with levelers and a sprinkler system.	N/A. (Additional note – this site is considered by the DCADC to be a prime site for tech firms).
Photo				

Available Economic Development Sites in Jasper (cont.)

	Buffalo Flat	"Giesler Property (lack of available info)"	Available Big Box Retail	Main Street Property
Size	22 total acres (8.6 available)	20.0 Acres	40,500 SF	6,300 SF
Transportation				Located downtown on the courthouse square.
From US 231	0.01 miles		N/A	
From Hwy 162				
From I-64	16 miles			
From DCR Railroad	1 mile			
From NS Railroad				
From Huntingburg Airport	12 miles	12 Miles		
Infrastructure				
Telecommunications	X		X	N/A
Internet Service	X		X	
City Electric	X	X	X	
City Natural Gas	X	X	X	
City Water	X	X	X	
City Sewer	X	X	X	
Building	Distribution building zoned as downtown-commercial.	Distribution building zoned as downtown-commercial.	Distribution building zoned as downtown-commercial.	Office building zoned as downtown-commercial and previously used as a movie theater. Space suitable for restaurant, retail, or office.
Photo				

3

Land Uses

GOALS AND OBJECTIVES

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

ECONOMIC DEVELOPMENT

4



Introduction

Over the years, Jasper has benefited from a strong economy based primarily on the wood manufacturing industry. While Jasper has a number of economic strengths and assets, opportunities exist to increase economic development and diversification to strengthen and benefit the community for the near and distant future. The Dubois County Area Development Corporation (DCADC) has a number of initiatives underway that directly benefit Jasper and build on existing partnerships. This chapter builds on existing initiatives, and explores additional methods to enhance these efforts.

Goal 1: Promote Redevelopment and Infill Opportunities



Redevelopment opportunities for vacant buildings



1 Identify Redevelopment Zones

Consider creation of redevelopment zones at strategic locations throughout the city. The city could provide incentives for private investment to serve distinct parts of Jasper.



2 Facilitate Brownfield Redevelopment

Identify and facilitate the clean-up and redevelopment of brownfield sites. Seek grant funds for clean-up, support public-private collaborations, or provide developer incentives to clean up and reuse such sites.



3 Develop an Inventory of Vacant Properties and/or Buildings

Create an inventory of vacant or underutilized sites and structures and make available in print and online as a reference tool for local decision makers, developers, realtors and economic development groups. The inventory could be separated into geographic sectors or by zoning classification.

4 Coordinate Future Planning Efforts

Coordinate with Dubois County officials, the Indiana 15 Regional Planning Commission, the DCADC, and other economic development interests regarding long term planning or economic development efforts.

5 Build City-Based Economic Development Tools

Strengthen the role of the Economic Development Commission or establish a Community Development Corporation (CDC) in order to facilitate land assembly, create Tax Increment Financing (TIF) districts, and/or provide other business incentives for redevelopment in Jasper. Fully utilize the local Enterprise Loan Fund to encourage new and expanding business in Jasper.

Goal 2: Support and Strengthen Existing Businesses and Industries

1 Strengthen Partnerships with Higher Education Institutions

Continue partnerships with Vincennes and Purdue Universities in an effort to expand the potential benefits these institutions could have on Jasper's employment sector.

Developing the Advanced Manufacturing and Applied Technology Center at the Vincennes University Jasper Campus could serve as a catalyst for workforce development and retraining efforts locally. The Purdue University Technical Assistance Program's office in Jasper presents another promising initiative for economic development.



Partnership opportunities at VUJC

2 Expand Broadband and/or Fiberoptic Services

Broadband connectivity is an important and necessary infrastructure to promote new business recruitment, particularly for knowledge and information firms. Throughout this planning process, residents expressed a desire for Jasper to have above-average broadband capabilities to support high-tech economic development efforts. The City should provide assistance/incentives to local providers to expand broadband and fiberoptic services in order to attract and retain technology-based companies.

3 Provide Opportunities for Existing Business to Expand

Ensure there is sufficient land, public services and infrastructure available to major employers (industrial, medical, education) for future expansion of their facilities. It is also important to consider incentives for existing businesses to expand and/or provide training programs. As one of the primary employers in the city, it is important Memorial Hospital and Healthcare Center has sufficient opportunities to expand as needed and avoid becoming "landlocked".

4 Create and Promote a Shop Local Program

Partner with the Greater Downtown Jasper Business Association, Chamber of Commerce, or similar stakeholders to market and promote locally-owned, small businesses - especially those that may have difficulty promoting themselves. Refer to the **Shop Local Profile** on the following page regarding reasons why residents should spend money on locally-based businesses so dollars stay in the community.

5 Create a Business Park Master Plan

Consider a master plan for the business/industrial area centered around the CR 100 S / U.S. 231 intersection on the south side of Jasper. Such a plan could identify shovel-ready sites for new light industrial and large office or commercial businesses, promote shared drainage and stormwater facilities, or illustrate connectivity for highway and rail access. The plan could also recommend setbacks and screening to address the Youth Sports Complex, or propose sustainable development principles such as sensitivity to natural habitats, pervious pavement, and vegetated swales.



Jasper Engines & Transmissions facility

SHOP LOCAL PROFILE

In many cities and towns, success and vitality are integrally linked to the economic health of local businesses which are the foundation of the local economy and serve the needs of residents and visitors alike. Because local owners live in the community they do business in, they are free to make decisions based on local needs rather than corporate policies handed down from decision-makers far removed. Additionally, studies have shown that independent, local owners spend more money at other local businesses creating a “multiplier effect”- money recirculates within the community rather than “leaking out” to remote corporate headquarters or a centralized purchasing department. Listed below are reasons why locally-owned businesses are good for a city’s economy and long-term sustainability.

1. **Buy Local - Support Yourself:** Several studies have shown that when you buy from an independent, locally owned business, rather than a nationally owned businesses, significantly more of your money is used to make purchases from other local businesses and service providers, and farms.
“For every \$100 spent in locally owned independent stores, \$68 returns to the community through taxes, payroll, and other expenditures. If you spend that in a national chain, only \$43 stays here. Spend it online and nothing comes home.” - <http://www.the350project.net/home.html>
2. **Support Community Groups:** Non-profit organizations receive an average 250% more support from smaller locally-owned businesses than they do from national businesses.
3. **Keep The Community Unique:** Where you shop, where you eat and have fun - all of it makes your community home. The one-of-a-kind businesses are an integral part of the distinctive character of Jasper. Tourism also increases as visitors seek out destinations that offer them the sense of being someplace, not just anyplace.
4. **Reduce Environmental Impact:** Locally-owned businesses can make more local purchases requiring less transportation and contributing less to sprawl, congestion, habitat loss and pollution.
5. **Create More Good Jobs:** Small locally-owned businesses are the largest employers nationally offering jobs to residents.
6. **Get Better Service:** Locally-owned businesses often hire people with a better understanding of the products they are selling and take more time to get to know customers.
7. **Invest In Community:** Locally-owned businesses have owners and employees who live in the community, are less likely to leave, and are vested in the community’s future.
8. **Put Your Taxes To Good Use:** Local businesses in town centers require comparatively little infrastructure investment and make more efficient use of public services as compared to nationally owned stores entering the community.
9. **Buy What You Want, Not What Someone Wants You To Buy:** A multitude of small businesses, each selecting products based not on a national sales plan but on their own interests and the needs of their local customers, guarantees a much broader range of product choices.
10. **Encourage Local Prosperity:** A growing body of economic research shows that in an increasingly homogenized world, entrepreneurs and skilled workers are more likely to invest and settle in communities that preserve their one-of-a-kind businesses and distinctive character.

Source: <http://www.sbnportland.org/>



Local shops on the courthouse square

Goal 3: Expand Initiatives to Recruit Diverse Businesses and Provide Additional Employment Opportunities

1 Continue Coordination with the Dubois County Area Development Corporation (DCADC)

Recruit businesses that complement the industries and services currently in the community to enhance diversification. Actively search for small, individually-owned successful businesses in other communities that may be willing to expand into Jasper.

2 Retain Youth

Keeping young people in Jasper, particularly after they complete a college degree, is a high priority. Continue with the campus visit initiative to retain and encourage Dubois County youth to return to Jasper following graduation.

3 Explore opportunities utilizing “Radius Indiana”

Radius Indiana is a regional economic development agency on the NSA Crane campus serving Crawford, Daviess, Dubois, Greene, Lawrence, Martin, Orange and Washington counties. The purpose of the organization is to advance the economy of the region by generating high-quality employment opportunities, diversifying the economic base, and raising residents’ standard of living. Refer to the following *Economic Development Tools Profile* for additional information.

4 Support and Strengthen Entrepreneurial Efforts

Consider creating a business incubator which encourages small business and entrepreneurial growth, by having multiple businesses share expenses associated with leasing space, advertising materials, overhead costs including office staff, machinery such as copy and fax machines, and utilities.

5 Capitalize on WIRED

The Workforce Innovation in Regional Economic Development (WIRED) initiative was designed to support the development of a regional, integrated approach to workforce and economic development and education. The ultimate goal was to expand employment and advancement opportunities for workers and catalyze the creation of high-skill and high-wage jobs. Refer to the *Economic Development Tools Profile* (Pages 32-34) for additional information.

JASPER ACTION TEAM

The local knowledge and insight contained within members of the rejuvenated “Jasper Action Team” could serve as a valuable partner for those seeking to develop innovative ideas into a potential business. Formed as part of the Jasper Chamber of Commerce the purpose of the organization is to promote/support entrepreneurial efforts in the community.

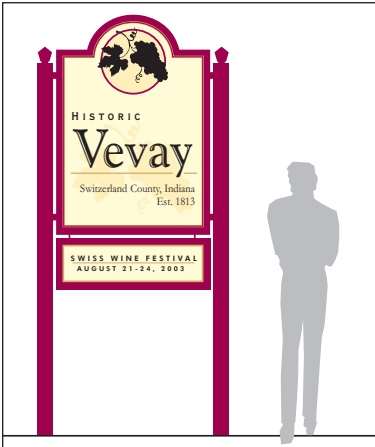
Goal 4: Develop a Community Brand and Expand Tourism Opportunities

1 Update and Expand a Promotional Campaign to Promote Jasper

Partner with the Dubois County Tourism Commission (DCTC) to further develop initiatives that highlight Jasper as a place to live, work and visit throughout the region and State.

4 Economic Development

GOALS AND OBJECTIVES



Example of Gateway/ Wayfinding Sign

2 Promote Jasper as an Amateur Sports Destination

Promote Jasper as a regional center for youth / adult sports center with supporting hospitality services for large events and tournaments.

3 Promote Jasper’s Regional Location

Highlight Jasper’s central location to various regional destinations such as the French Lick Casino, Holiday World, Patoka Reservoir, and/or Lincoln State Park and Living Historical Farm.

4 Enhance Web-Based Resources

Emphasize visitor/tourism information on the City of Jasper’s website promoting events, festivals, significant sites or businesses that are destinations.

5 Develop a Unified Gateway and Way-finding System

Enhance gateways along high-traffic corridors into Jasper and the downtown using coordinated signage, landscaping, decorative streetlights or similar streetscape improvements.

6 Promote Year-Round Tourism

Partner with the DCTC to promote year-round activities and events, and increase tourism based on Jasper’s cultural resources. The City and ROJAC have initiated a number of efforts along the Patoka River that will serve as a solid foundation for attracting future tourism dollars to the community. Additional opportunities to explore could include the following:

- Encourage and sponsor additional events centered on the Jasper City Mill, Train Depot, *Spirit of Jasper* Train, and/or Riverwalk and park.
- Support the Jasper Community Arts Department in an effort to provide more art initiatives throughout the community.
- Encourage activities adjacent to the Dubois County Museum that support its mission and attract visitors to the city. Investigate the feasibility of creating a children’s museum.



Goal 6: Prepare for the Economic Potential of the I-69 Extension

1 Explore Opportunities Presented by the I-69 Extension

Jasper and Dubois County officials and economic development agencies should explore ways to position local communities to take advantage of the new I-69 Extension. Determine the most efficient highway connection to I-69 in order to draw visitors into Jasper, improve associated infrastructure, and promote appropriate land uses along the corridor.

2 Direct I-69 Traffic Along Appropriate Local Corridors

Discourage I-69 traffic along local routes that are planned to remain residential or agricultural in nature, or are located in environmentally-sensitive areas. Designated highways and major streets with the capacity to carry high volumes

of vehicles will not only maintain an efficient street network, but also potentially guide commercial development to such corridors rather than to more rural or less-developed areas without adequate infrastructure.

The Next Steps...

- Provide the Economic Development Commission or similar entity with the necessary tools to redevelop vacant or underutilized parcels, create Tax Increment Financing (TIF) districts, abatements or other business incentives to promote and prioritize redevelopment in designated areas.
- Partner with the DCTC and local businesses to offer packaged, half-day trips for visitors from French Lick riding the *Spirit of Jasper* train.
- Partner with relevant stakeholders (e.g. INDOT, Chamber of Commerce, DCTC) to make priorities known and to ensure any potential economic development responds to the needs of the community.

Economic Development Partnerships and Initiatives

As the local economic development organization, the Dubois County Area Development Corporation (DCADC) is the lead economic development planning agency for Jasper and Dubois County. The Jasper Chamber of Commerce also serves as a vital resource for local businesses, and the Dubois County Tourism Commission is an integral resource for tourist events and sports activities that can generate economic activity. Listed below are some of the economic tools and initiatives to encourage economic development in Jasper.

Purdue Technical Assistance Program (TAP)

The Purdue University Technical Assistance Program (TAP) is one of Jasper's greatest economic development assets. The Purdue TAP connects businesses with Purdue resources and helps them remain globally competitive. The Purdue TAP field office opened in Jasper in September 2007 to assist the counties of Dubois, Crawford, Martin, Orange, Lawrence, and Washington to advance economic prosperity and quality of life. The office is funded by a three-way partnership between the DCADC, Purdue University, and the Indiana Economic Development Corporation.

TAP supports performance improvement in Indiana companies and organizations through various programs and services that utilize faculty, students, and staff in nine statewide offices. Programs and services of the TAP include: faculty assistance projects, advanced manufacturing training, energy efficiency services, HealthcareTAP (training and performance improvement for healthcare providers), business innovation strategizing, PharmaTAP (performance improvement projects for hospital and community pharmacies), student assistance including internship placements, and a high-tech job fair for Indiana companies.

Vincennes University Advanced Manufacturing Center

The Vincennes University Jasper Campus provides Jasper with a wide variety of ways to utilize this local higher education resource as an economic development tool. The 2007 Indiana Budget provided \$8 million in debt financing for an Advanced Manufacturing and Applied Technology Center at the Vincennes University Jasper Campus. Due to several factors, this has not become a reality. However, if the manufacturing center's potential is realized, it can be a powerful economic development tool by being used as a business incubator or workforce training center. Currently, there is interest in piloting smaller efforts before building the \$8 million facility to gauge the potential of different projects.

Economic Development Initiatives

The DCADC is currently spearheading the following strategies and ideas to retain and strengthen business development in Jasper and Dubois County.

Radius Indiana

Radius Indiana is a new economic development resource located on the NSWC Crane campus. Its mission is to advance the economy of the South



Central Indiana Region by generating high-quality employment opportunities, diversifying the regional economic base, and raising the standard of living for residents of the region. To accomplish its mission, Radius Indiana works to develop and support the customized resources businesses need to successfully locate or expand in the South Central Indiana Region. The goal is to create a dynamic network of private and public partnerships that works together for the benefit of all.

Workforce Innovation in Regional Economic Development (WIRED)

The ultimate goal of WIRED was to expand employment and advancement opportunities for workers and catalyze the creation of high-skill and high-wage jobs. The initiative provided funding, ongoing technical assistance and support from a group of experts to implement a transformational approach to workforce and economic development systems at the regional level. Individual grants were awarded through a competitive grant solicitation.

Innovation & Business Development Strategies

The DCADC has been active in encouraging and facilitating innovative strategies that will lead to entrepreneurship and workforce development in Jasper and Dubois County. One such strategy was implementing Eureka's Winning Ways – a six-step program toward business growth – for local businesses. The concept in implementing Eureka was to pilot a project that showed value in top-line growth initiatives.

Dubois County Works is a project piloted by the DCADC that aims to be a one-stop resource for employment information in the county. By connecting college graduates to employment and educational opportunities, entrepreneurial resources, career planning tools, Dubois County Works can be a valuable economic development tool if marketed well.

Enterprise Loan Fund

Dubois County currently has a \$200,000 Enterprise Loan Fund to aid local business development. The county anticipates adding another \$110,000 to the fund, and there is also interest in creating a community-based venture capital fund to invest private dollars into local start-ups.

For additional information regarding local economic development partners and initiatives, **refer to these online resources:**

- <http://www.dcadc.org> (Dubois County Area Development Corporation)
- <http://www.jasperin.org> (Jasper Chamber of Commerce)
- <http://www.visitduboiscounty.com> (Dubois County Visitors Center)

Benefits of a Redevelopment Commission

A redevelopment commission could greatly help the city in its revitalization efforts. Commissions use incentives as tools to induce development to locate or expand within the community. They are created and indirectly operated by local governments.

Commissions also address parking, roads and other infrastructure issues, since these are essential elements of business retention and development. They can create incentives such

as tax abatement and tax increment finance, and are authorized to enter into contractual arrangements with private firms. Either a municipality or county can create a redevelopment commission. According to Indiana Code (IC 36-7-14) redevelopment commissions have the power to:

- Acquire land
- Disposal/lease land
- Improve property
- Hire employees
- Contract for the construction of public improvements
- Accept grants
- Levy taxes in special taxing districts

Redevelopment commissions are often project-oriented. For example, the Valparaiso Redevelopment Commission established strategic five-year goals for beautifying a local neighborhood, increasing economic development in the downtown, and bringing high-speed rail to the city. In the City of West Lafayette, its Redevelopment Commission entered into an agreement with the Indiana Department of Commerce to obtain a certified technology park designation. Allen County's Redevelopment Commission identified target areas for industrial development, targeted economic development areas and initiated infrastructure projects. Whatever the circumstances, a redevelopment commission must be in place to create Tax Increment Financing (TIF) districts or other revenue generators.

Tax Increment Financing

Tax Increment Financing Districts (TIFs) is a widely used economic development tool throughout Indiana. Though TIF is most often thought of as a financing tool, it is also a land development and improvement tool. The TIF plan, usually referred to as a redevelopment plan, provides governments and community stakeholders with a forum and process to manage their redevelopment and growth for years to come. In the process, TIF provides a vehicle for local governments and the private sector to develop public-private partnerships to work on promoting economic development.

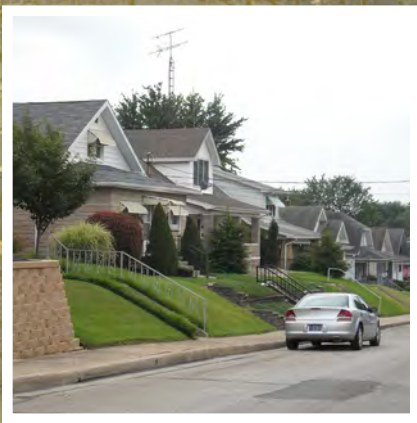
Tax increment financing policies are implemented through the creation of special tax increment districts within distinct geographical areas. TIF districts (TIDs) commonly share boundaries with the enabling government, usually a city, or the TID may be a small part of a city, such as a section of the downtown area, or an industrial park. A redevelopment commission usually governs TIDs. TIF financing uses the increased property tax revenues (what is called the "increment") of property in the district to pay for construction of roads, sewers and other infrastructure needs inside the district over a period of 20 years or more.

Some of the positive aspects of TIFs include flexibility, public improvements created without the use of existing property taxes and a means for a local solution for economic development. One of the arguments frequently brought up opposing TIF is that the school corporations (local taxing units) will not receive any of the incremental revenue for the improved area during the longevity of the TIF allocation area. An answer to that argument is that the school corporation will still receive their portion of the base assessed value of the area, so no loss to them should occur. Although they generally will not receive any of the incremental assessment, it can be argued that without TIF being used as the finance mechanism, there may not be any improvements in the area. After a bond is retired, it is quite possible that the other taxing entities (including the school corporation) will benefit from the entire assessed value from the area.

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

NEIGHBORHOODS AND HOUSING

5



5 Neighborhoods and Housing

GOALS AND OBJECTIVES



Typical subdivision on Jasper's west side

Introduction

This chapter of the Comprehensive Plan addresses the present state of housing needs, and the demand for a range of housing options in Jasper. Much of Jasper's housing is single-family residential built over the previous ten to fifteen years. Residential neighborhood types range from traditional, single-family homes on relatively small lots in the downtown area, to low-density suburban lots and rural residential areas scattered on the outskirts of Jasper.

Although the housing market has slowed since 2007, Jasper's housing market has maintained relatively strong home and property values when compared to nearby cities of similar size. Much of this housing is often priced above the maximum allowance for "affordability" for a majority of Dubois County residents, and higher than the State average. As of 2009, just over 34% of single-family homes for sale were on the market for less than \$100,000, and over 30% of homes for sale in Jasper were priced over \$200,000. In addition, residential development in recent years has not focused on providing rental housing, elderly housing, or other forms of alternative housing in the community. The following recommendations outline options to increase housing diversity, while simultaneously maintaining the quality of homes and neighborhoods for all income levels in Jasper.

Goal 1: Increase Housing Diversity Throughout Jasper

1 Increase the Supply of Market Rate Rental Housing

Encourage a variety of rental housing types such as apartments, townhomes, duplexes and patio homes for families who may not be eligible for subsidized housing. Rental housing complexes could include amenities such as pools, clubhouses, and garages.

2 Explore Incentives to Reduce Costs for New Housing

Explore options or incentives to provide tax abatements or reduce user fees for the development of market-rate housing for first-time home buyers.



3 Designate Opportunities for Mixed-Use Redevelopment

Designate vacant or underutilized properties for mixed-use developments that include housing compatible with other land uses such as retail or office space. Refer to Chapter 12 for additional information regarding potential "Redevelopment Opportunities" in Jasper.

4 Provide Market-Rate or Low Cost Housing Options

Provide affordable, "entry level" housing options to supplement the abundant supply of mid-priced homes as a way for young couples and first-time home buyers to penetrate Jasper's housing market.



Market rate rental housing.



Housing above retail.

Goal 2: Preserve, Revitalize and Enhance Older Housing and Neighborhoods



1 Encourage a Mix of Housing Options

Support neighborhood revitalization and infill projects that provide homes for all income levels. Ideally, traditional downtowns should offer a variety of housing options that result in a vibrant mix of residents and create a critical mass of people to support commercial activities.

2 Partner With Local Housing Stakeholders

Partner with the Dubois County Habitat for Humanity chapter to explore opportunities for new affordable housing in the downtown area.

3 Strengthen the Character of Traditional Residential Neighborhoods

Develop infill design standards to ensure the compatibility of new residential development in traditional neighborhoods. Such guidelines could also support the rehabilitation of homes as a means to provide affordable housing and discourage the conversion of single-family residences into multi-family units.

4 Support Local Funding Programs

Develop a program that provides technical and/or funding assistance for qualified homeowners interested in restoring or rehabilitating older homes in traditional downtown neighborhoods.



5 Encourage Connectivity and “Walkability”

Maintain safe, pedestrian-friendly sidewalks and appropriate lighting within neighborhoods, and between neighborhoods and commercial areas, schools, churches, and/or recreational facilities.



Housing in the downtown area

Goal 3: Enhance the Quality of Life by Providing Neighborhood Amenities

1 Provide Parks and Open Space

Encourage common open space in new neighborhoods especially those with high densities for all lifestyles and income levels.



2 Promote Vehicular Connectivity

Design local streets to create internal links between adjacent neighborhoods, and reduce the need for accessing collector or arterial streets for short trips.

3 Promote Pedestrian-Scaled Infrastructure

Encourage traffic-calming features such as landscaped medians, bump-outs at intersections, or on-street parking along local streets to slow vehicular traffic and increase safety for pedestrians, bicyclists and other non-motorized users.



Multi-use trail along Jasper High School that connects to nearby neighborhoods

5

Neighborhoods and Housing

GOALS AND OBJECTIVES

5 Enhance Pedestrian Comfort

Future street improvements should include decorative street lighting, tree lawns, and wide sidewalks to enhance the overall quality and character of the public realm.

Goal 4: Establish a City Housing Authority or a Community Housing Development Organization (CHDO)

1 Strengthen Certification and Funding Alternatives

Explore CHDO certification and funding opportunities through the Indiana Housing and Community Development Authority.



2 Rehabilitate Existing Public Housing

Providing rental housing for low-income tenants should be an important part of a comprehensive housing initiative in the community. In Jasper, the Badendorf Arms and Meadowood Apartments provide 96 low-income units for those that qualify. Investigate the need to rehabilitate existing public housing or provide additional public housing assistance if needed.

The Next Steps...

- Review the Zoning Ordinance and Subdivision Control Ordinance to ensure they do not prohibit traditional neighborhood development patterns on small, urban lots.
- Update the Zoning Ordinance to increase housing density in the downtown and encourage residences on the upper floors of commercial buildings.
- Consider a zoning classification for mixed-use development.
- Investigate the creation of a historic preservation ordinance for designated areas of the downtown.
- Enhance the pedestrian setting by extending decorative streetscape features along Jackson, Mill, Main and/or 6th Streets, and linking the courthouse square area to activities along the Patoka River.



In community planning terms, housing is generally divided into single-family (referring to a detached residence), two-family (duplex), and multifamily (three or more attached units). Multifamily can also include residential units that are incorporated into mixed-use developments, such as apartments and condominiums that may be found above commercial businesses in downtown or within a renovated factory. Each of these housing types can be owner-occupied or rented. Rental housing may be market-rate or subsidized.

Jasper's Housing Needs

It is well known that many of Jasper's citizens are proud of the quality of life provided in the community. As one realtor commented, Jasper's well-respected schools are a big boost to the local housing market. Well-maintained neighborhoods within walking distance of schools and parks tend to be highly valued, especially by families. Citizen input suggested that there was an abundance of single-family detached housing for moderate and upper income households, but stated a need for additional high-quality housing alternatives of both owner-occupied and rental housing for entry-level buyers. Although Jasper has an adequate supply of medium-priced housing in the \$150,000 - \$300,000 range, entry-level homes priced between \$100,000 and \$150,000 are in short supply.

It is important for the long-term vitality of the community to provide housing alternatives that are affordable to lower income households or that appeals to empty nesters and young professionals such as townhomes, condominiums, complexes, and other options.

Rental Housing

Within Jasper, there is a shortage of quality market-rate rentals such as apartments, townhomes, and duplexes. A recent apartment complex containing 30 one-bedroom units has experienced high occupancies. Many existing multi-family apartments in Jasper were not constructed with high-quality materials and architectural standards. Developers across the country are building high-quality, innovative rental housing with amenities that are visually



Single family detached in the suburbs (above) and in Jasper (below).



Duplex example in Jasper



Townhome complex example

HOUSING ALTERNATIVES PROFILE

appealing and contextual. The use of durable building materials, well-landscaped grounds, pools, clubhouses, tennis courts, garages or screened parking, courtyards, or walking trails are just a few of the ways to create community-compatible developments whether located in suburban neighborhoods, urban neighborhoods, or within downtown.

Affordable Housing

Affordable housing is usually defined as housing that costs the occupant no more than 30% of their income including taxes and utilities. This can refer to all income levels, but is most commonly used to describe housing types for low-income households. In addition, "affordable housing" does not necessarily mean subsidized, but in some situations is.

A community has a responsibility to provide housing opportunities for all of its residents including those considered low- or very low- income. Without adequate, livable housing for these low-income residents, neighborhoods can decline, businesses can have difficulty finding local workers, and the gap between rich and poor residents widens. In order to encourage private developers, non-profit groups, and community development corporations such as the Lincoln Hills Development Corporation (LHDC) to create affordable housing in a community, cities can provide incentives or help to secure tax credits.

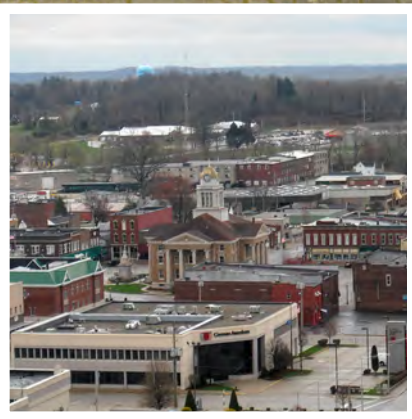
Jasper could also assist those wishing to provide this type of housing by directing developers to targeted redevelopment areas, assisting with land assembly, and having ordinances that encourage mixed-uses, such as downtown housing downtown located above retail or offices, or higher-density housing, such as in redevelopment areas.

Another funding mechanism to assist potential homebuyers is a Community Housing Development Organization (CHDO), such as LHDC, that develops, owns, and manages properties. Community Development Block Grants, HOME Investment Partnership Awards, and Indiana Low Income Housing Trust Fund Awards typically provide funds to housing development projects done by CHDOs and governments.

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

DOWNTOWN JASPER

6



Introduction



The downtown courthouse square

Downtown Jasper is the vibrant and attractive heart of the community. Throughout this planning process, the downtown was mentioned as a strong asset by both the Steering Committee and residents who attended the public workshops. Because Jasper is the county seat, the Dubois County Courthouse serves as the central anchor to the courthouse square. Surrounding the courthouse as well as the immediate blocks along Sixth and Main Streets is a vibrant collection of local businesses. This chapter examines the various issues and opportunities in the downtown, and establishes **Goals** and **Objectives** that will enhance the vitality and character of the city center.

Goal 1: Support and Promote Initiatives to Retain Existing Businesses



1 Develop Appropriate Zoning Designations

Create a Downtown or Downtown Mixed-Use zoning district or overlay to support a mix of land uses and varied density which allows for flexibility and promotes infill and mixed-use development.

2 Prioritize Infrastructure Improvements

Inventory and prioritize downtown infrastructure improvements in a Capital Improvement Plan (CIP). Coordinate with INDOT officials for such improvements along the U.S. 231 corridor.

3 Ensure Adequate and Appropriate Downtown Parking

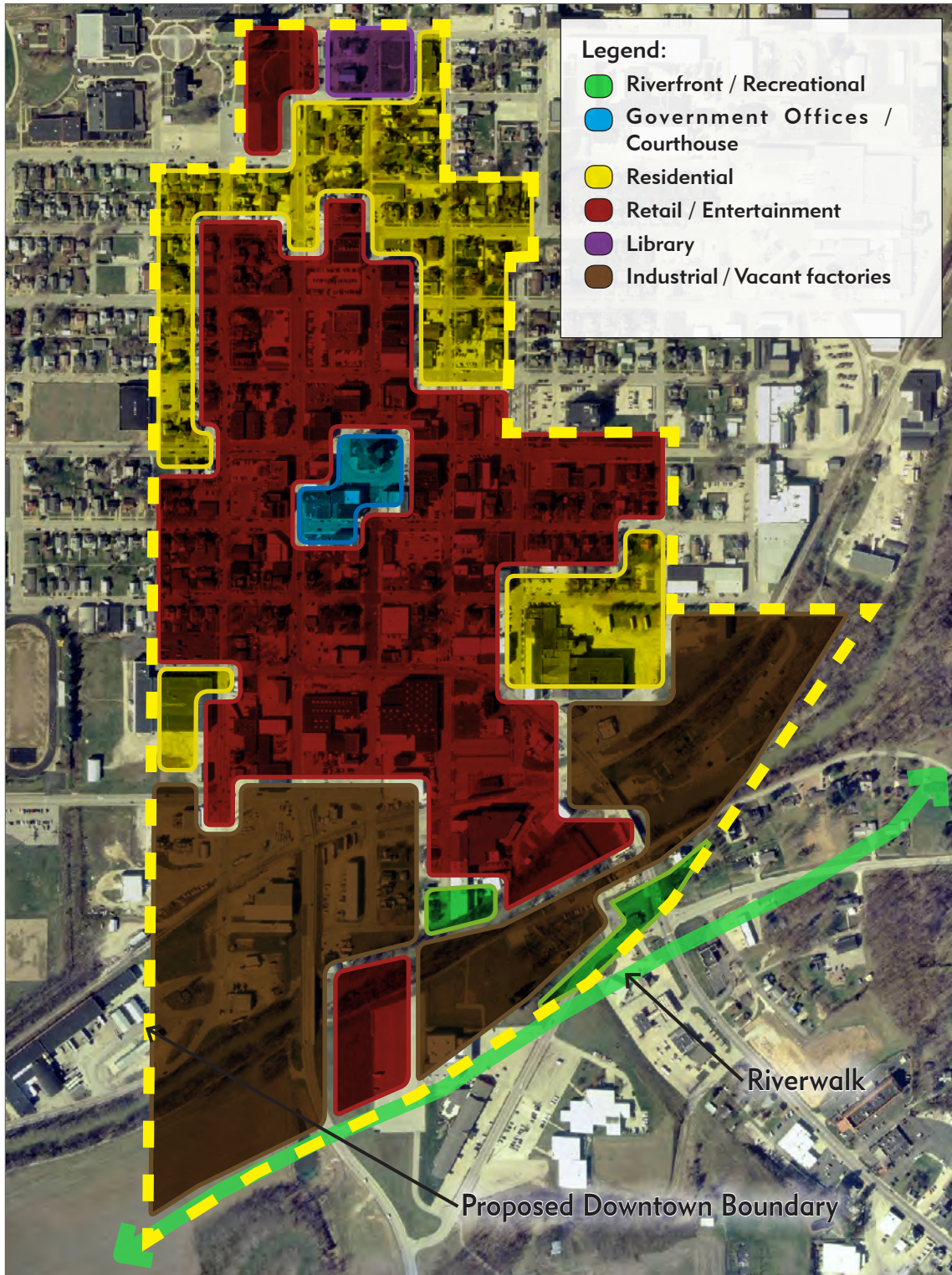
Conduct an inventory and analysis of parking to determine supply and demand, and identify potential sites for (off-street) public parking during periods of high use. Identify locations/facilities specifically for long term parking for government and business employees, and short term parking options for customers or visitors. This could be accomplished by providing a timed or metered off-street municipally-owned parking lot that would also serve as a source of revenue.

4 Coordinate Various Local Efforts or Initiatives

Encourage coordination and partnerships between local agencies and volunteer organizations to effectively enhance the downtown's vitality and avoid possible duplication of efforts by stakeholders. This could be accomplished through monthly meetings and/or forums spearheaded either by the Greater Downtown Jasper Business Association or similar group.



EXISTING DOWNTOWN FEATURES AND ISSUES



Goal 2: Promote Redevelopment Opportunities to Attract New Businesses

1 Encourage the Retention and/or Expansion of Public Facilities

Ensure the retention and expansion of government offices and other public facilities (library, post office, government agencies etc.) are accessible and centrally located. Such activities or destinations can also spur additional private development or investment in the surrounding area.



2 Redevelop Vacant and Underutilized Sites

Provide incentives or partner with private investors to redevelop underutilized factories such as the Jasper Cabinet building and/or similar sites in the downtown. Such an initiative should also include the City's continued support of ROJAC's efforts to redevelop the riverfront.

Support innovative ways to spur investment in the City's original "manufacturing district" (13th and Vine Street area) by designating the area's available buildings for redevelopment. It is also important to provide the proper infrastructure and other public services to ensure the ultimate success of new development.

3 Provide Economic Development Incentives

Develop incentives such as a TIF district or tax abatements to encourage appropriate new businesses to locate in the downtown area.

Goal 3: Encourage and Promote a Variety of Downtown Activities



1 Encourage Downtown Living

Preserve and strengthen traditional single-family residences and neighborhoods within or adjacent to the downtown, and provide additional residential on the upper floors of downtown commercial buildings.

2 Strengthen Downtown as a Community Stage or Destination

Continuously promote year-round festivals, markets, cultural events, or youth activities within the downtown.

3 Strengthen Connections Between Downtown Destinations

Continue to partner with ROJAC's initiatives along the riverfront and implement streetscape enhancements linking the riverfront to the courthouse square. The addition of the *Spirit of Jasper* train, Train Depot, Jasper City Mill, and the popular Riverwalk have resulted in a solid foundation on which to promote additional economic development.



New mixed-use development with commercial uses at street level and residential on the upper floors

In the past, a number of communities (including Jasper) converted traditional two-way streets to a system of one-way streets to facilitate the movement of traffic in downtown areas. However, recent studies and experience have revealed that the one-way streets system may be detrimental to realizing goals for creating successful downtowns. The reconfiguration of some streets to two-way may be warranted to attain other more important goals for the downtown and to encourage pedestrian use and retail activity. The following information outlines some of the issues to consider regarding one-way or two-way traffic patterns.

One-way Street Considerations

One-way traffic is most often convenient for daily commuters as travel is optimized for peak hour commuting. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds that result in new problems. If a street is converted to one-way, it should be evaluated to see if additional changes should be made, especially if the street or lanes are overly wide. Also, traffic circulation in the surrounding area must be carefully considered before conversion to one-way streets.

As a system, one-way streets can increase travel distances of motorists and bicyclists and can create confusion, especially for non-local residents. One-way streets operate best in pairs, separated by no more than 1/4 mile. One-way streets work best in downtown or very heavily congested areas. One-way streets can offer improved signal timing and accommodate odd-spaced signals; however, signal timing for arterials that cross a one-way street pair is difficult.

Two-way Street Considerations

Conversions can go the other way as well. Communities throughout the nation are returning one-way streets back to two-way to allow better local access to businesses and homes and to slow traffic. Two-way streets tend to be slower due to “friction,” especially on residential streets without a marked center line, and they may also eliminate the potential for multiple-threat crashes that exists on multi-lane, one-way streets. Two-way streets are safer for pedestrians, provide more eyes on the street, and are traffic calming which is desirable in traditional communities.

(Source: Pedestrian and Bicycle Information Center. Funded by the FHWA.)

In many cases, retailers also prefer two-way traffic in front of their establishments. Though pedestrians must look both ways, they often feel more comfortable crossing streets with traffic travelling at slower speeds, hence the streets are “pedestrian-friendly”. The two-way streets are often more friendly to visitors that are unfamiliar with the city. Parking may be easier on one-way streets, but having the option of both sides typically benefits businesses.

There are a number of critical factors to consider when evaluating one-way or two-way traffic considerations. What is critical is to balance the functional aspects of streets with their role as part of the public realm. The goal is to create a street that addresses all modes of transportation and serves the community the entire day and on weekends. Any plan of action should enhance the traditional features of the area and preserve or strengthen the pedestrian-friendly character of downtown Jasper.

1-WAY VS. 2-WAY STREETS PROFILE



Maintain the library's downtown location

Goal 4: Strengthen Connections Between Downtown and the Larger Community



1 Strengthen Physical Connections

Evaluate transportation policies to promote a variety of alternative transportation modes and enhance access to the downtown. This could include prioritizing sidewalk and/or streetscape improvements along high-profile corridors to encourage more pedestrian or bicycle traffic. Streetscape enhancements along local streets that connect to the Riverwalk could also create a more pedestrian-friendly setting for residents and tourists alike.

2 Strengthen Symbolic Connections

It is also important to incorporate or expand proposed wayfinding signage initiatives undertaken by the Dubois County Tourism Commission within Jasper and throughout the county. Appropriate corridors that directly lead to the downtown should be identified with similar signage. Refer to the *Gateways and Wayfinding Profile* (Pages 56-57) for additional information.

3 Evaluate the Effectiveness on the Circulation Network

Re-evaluate the safety and effectiveness of the downtown street network from the standpoint of both motorists and pedestrians. Increased activity and access to the Patoka River has created a subtle shift in traffic patterns, and in the future could result in increased pedestrian traffic. Such an initiative could also consider the feasibility of returning Jackson and Mill Streets from 1-way to 2-way traffic flow. Refer to the *1-way vs. 2-way Streets Profile* on page 45.

Goal 5: Preserve and Enhance Downtown's Historic and Architectural Character

1 Celebrate Public Places

Enhance the streetscape by utilizing the right-of-way (sidewalks and streets) to create a series of public places (trees, outdoor dining, outdoor furniture, etc.). This could include parking lot screening, tree planting, or special pavement delineating pedestrian zones.

2 Retain the Downtown's Historic Character

Support efforts to create a local historic district and a historic preservation ordinance. Such an initiative would provide access to funds and/or technical assistance to property owners interested in maintaining or restoring historically-significant buildings.

3 Support Public Art

Downtown Jasper is an ideal setting to locate or incorporate public art into the streetscape, open space, or as part of the architecture. Such artwork could also become part of a larger branding effort for the downtown.



4 Maintain the Variety of Architectural Styles

Celebrate the authenticity of downtown Jasper by encouraging a mix of styles and densities for future infill development. It is important that any future redevelopment is contextual and strengthens the overall fabric of downtown.

5 Create Distinct Downtown Gateways

Build on the county-wide wayfinding initiative spearheaded by the Dubois County Tourism Commission to create distinctive gateway features for the downtown. Use gateways, sculpture and other means to “announce” downtown Jasper to people passing through the area. This could target motorists traveling along U.S. 231, passengers on the *Spirit of Jasper* train, as well as pedestrians walking along the Riverwalk.



Traditional downtown neighborhood housing

The Next Steps...

- Review the city’s sign ordinance to ensure regulations result in functional, contextual, and aesthetically-pleasing signage along the public right-of-way.
- Launch a downtown revitalization plan with specific project areas including the adaptive reuse of the Astra Theatre, creation of a façade improvement program, or targeted infill development linking the courthouse square to revitalization efforts along the Patoka River.
- Undertake a parking study that includes an inventory and analysis of public parking within a designated area of the downtown.
- Partner with the Greater Jasper Downtown Merchants Association to update a business brochure for distribution to local hotels and all downtown businesses.
- Provide incentives and entrepreneurial tools for the development of family dining establishments in the downtown.
- Investigate and implement specific strategies to proactively address potential impacts of the proposed U.S. 231 Bypass on downtown businesses.

Jasper's charming and vibrant downtown, comprised primarily of local merchants, is one of Jasper's greatest strengths. However, the downtown has the potential to do even more for the city's economy. One opportunity is to create an irresistible pull toward the downtown area. The targeted crowd could include residents walking along the Riverwalk, travelers on Third Avenue or Newton Street, or tourists from French Lick arriving at the Train Depot. This pull could be created through the use of signage, public artwork, and strategic redevelopment opportunities.

Businesses

Downtown Jasper's greatest strength is the abundance of dynamic and engaged business owners. The Greater Downtown Jasper Business Association (GDJBA) is active in pursuing growth and addressing the issues confronting the downtown area. Recently, the GDJBA implemented strategies to increase sales and has spearheaded discussions on the implications of the proposed U.S. 231 Bypass. This issue is an important component of any future downtown plan for Jasper.

Downtown business owners also take a lot of pride in maintaining and improving their buildings. However, this can also be a weakness for attracting and retaining businesses, because it means that business owners are spending money on their own buildings. The lack of tax breaks or incentives makes it tough to attract new small business owners who will have to maintain their own buildings.



Outdoor dining as a way to enliven the sidewalk



Use of outdoor seating, landscaping and window displays create an active public setting

Studies show that the majority of retail sales in the United States come in the evening. However, most of Jasper's downtown shops close around 5 p.m. This forces evening shoppers to go to big box retailers even though consumers today are more prone to patronize local businesses. While many downtown merchants realize this necessity, it is important to recognize that this can be a difficult proposition for both business owners and local residents. A study should be done to explore the possibility of keeping downtown businesses open later. This may result in a more thriving downtown with higher sales for local merchants.

The existing farmer's market is another potential economic development tool for the downtown. The market was initiated in 2004 and takes place on a grassy area along Third Avenue near the Train Depot. Nearly two dozen vendors take part in the event that takes place between May and September. Many communities choose to have their farmer's markets on the courthouse square so that downtown businesses can benefit from the activity. However, in the absence of this option,

there should be a strong connection or link to the courthouse square so the farmer’s market has a greater economic impact on businesses located on or near the square.

Another opportunity is to attract more restaurants to the downtown. Outside of Let’s Do Lunch on the square, the Villa Pizzaria, Yaggi’s, or a handful of local deli’s and bars that serve limited menu items, there are few dining options in the downtown. More dining establishments could have a ripple effect on other downtown businesses, initially drawing in patrons to eat and then allowing them to shop at retail stores.

There are several specific opportunities for development at existing downtown locations. The former Astra Theatre is the only ground level, vacant location on the square and presents an opportunity for local entrepreneurs. Meanwhile, the old Jasper Cabinet property is adjacent to the Train Depot and has been discussed as a potential center for shops and restaurants. However, attracting many new businesses is difficult and could present too much competition for existing downtown businesses. In addition, the factory is located within the Patoka River floodway which presents a major obstacle for redevelopment. If the redevelopment of the Jasper Cabinet property is not feasible, one option is to demolish the buildings and create additional green space or large public setting for cultural events.



Opportunity for infill housing rather than parking

Downtown Housing

Increasing housing in the downtown is another way to promote activity, increase foot traffic, and encourage additional commercial/retail growth. There are a variety of housing options that could be incorporated into various sections of the downtown area. Scattered throughout the residential neighborhoods around the courthouse square are vacant or underutilized parcels that would be ideal candidates for infill housing. The upper floors of commercial and office buildings around or adjacent to the courthouse square could also be renovated into rental units. Even some of the vacant factories could be redeveloped as residential lofts as part of a larger mixed-use project.

Circulation

Downtown streets should not only accommodate vehicular traffic, but should also be treated as safe and attractive public settings for pedestrians as well. This issue needs to be explored further, particularly as downtown merchants hope to make Jasper a more “walkable” community. Refer to the *1-way vs. 2-way Streets Profile* on Page 45.

As is the case in many communities, adequate parking in the downtown is a major concern for local merchants as well as patrons. One



City parking lot adjacent to City Hall



Use of public art to enhance the setting



Landscaped median, bump-out's, and signage create a pedestrian-friendly setting

of the primary conflicts that normally occurs in most downtown centers, especially county seats like Jasper, centers on providing government employee parking and patron parking. Although there is a parking lot for city employees adjacent to City Hall, there is no dedicated off-street parking for county employees. As a result, some employees opt to park around the courthouse square, thus using spaces that should be available for residents conducting business at the courthouse or patrons of downtown businesses. According to local residents and downtown merchants, this situation can create a shortage of downtown parking, particularly around the square, during peak business/office hours.

Relative on-street parking, every effort should be made to reserve these spaces for potential patrons, and encourage business employees to park behind businesses and/or in the designated municipal parking lots. Another option would be for businesses to work together to create shared parking arrangements or other innovative ways to address employee parking in the downtown.

The Public Realm

From an urban design perspective, downtown Jasper's network of streets, alleys, and sidewalks should be viewed as a collection of "public places". The most basic goal of all public spaces is to provide an inviting setting that attracts people. If such a place not only attracts people, but draws them back on a consistent basis, it is considered successful. They not only serve a functional purpose, but also help to shape the identity of Jasper. Downtown organizations, government agencies, businesses, and residents all have a stake in creating and maintaining a quality downtown setting.

Streetscape improvements can enhance the quality and safety of the downtown. The thoughtful placement and style of street furniture and other amenities that typically occur within sidewalk settings can be a significant factor in enhancing the identity and success of downtown. The precedent images on this and the previous page, as well as the list below represent some of the pedestrian amenities that can be incorporated to enhance Jasper's downtown setting.

- Public benches and seating
- Landscaping and planters
- Street lights
- Sidewalk cafes
- Public art and/or water features
- Trash receptacles

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

COMMUNITY IMAGE AND IDENTITY

7



Courtesy of the Jasper Community Arts Center



Introduction



Annual Strassenfest

Courtesy of the Dubois County Tourism Comm.

A community that preserves its historic buildings and rural setting can reveal compelling stories about its history and culture, and provide opportunities for “outsiders” to experience this uniqueness of place. The historic and cultural resources of Jasper are the foundation for its identity, and the community’s quality of life. Quality schools, numerous churches, state-of-the-art medical facilities, well-maintained parks, and local manufacturing base support citizens of all ages and abilities. Such an effort should be pursued to create a better place to live and work for residents, and promoted as part of a larger economic development strategy.

Over the years, Jasper residents have maintained a strong sense of identity in this close-knit community. The generous support within the city is reflected in the numerous instances of time and money donated for community causes and/or public places. The city has been fortunate to serve as home to a number of generous community leaders.

The following **Goals** and **Objectives** focus on protecting and enhancing those features in Jasper that make it a unique and desirable place to live. Collectively, they provide a strategy for protecting historic, scenic, and cultural features, as well as standards for new development that enhance the city’s image and reflect its quality of life. The principles for enhancing the community’s character should extend to all land use sectors including housing, schools, commercial uses, employment centers, as well as civic, recreational and entertainment centers. The historic and cultural features that contribute to Jasper’s sense of place should not be compromised purely for future, short term economic benefits.

Goal 1: Strengthen and Enhance Jasper’s Image and Appearance

1 Review Zoning Ordinances and Other Municipal Policies

Establish policies, design guidelines, and/or procedures for future development that reflect the community’s standards for quality development and functionality in order to maintain and enhance Jasper’s unique sense of place.



2 Encourage the Use of High Quality Building Materials

Encourage quality architectural design and the use of high quality, durable materials for buildings, signs, fences, park equipment, sidewalks, street furniture or similar amenities.

3 Continue and Expand Marketing Initiatives

Support marketing efforts that reflect Jasper’s strong arts and cultural initiatives, historic, and natural resources. Promote Jasper’s quality of life in a variety of ways such as at conferences, advertisements in other cities, or along highways and interstates. Highlighting Jasper as a cultural tourism destination could also be an integral part of local and regional promotional efforts.

4 Lead By Example

Public facilities and buildings represent an opportunity to set a standard for quality design and materials. This philosophy extends to the construction, expansion, or maintenance of roads, bridges, public parks, or similar facilities. Public facilities exhibiting good design can not only enhance the character of the city, but also reflect a sense of pride and/or a sense of collective ownership. Additionally, public investment in quality design symbolizes to potential investors the community's commitment to quality future growth.

5 Celebrate Jasper's Image as a Well-Maintained Community

A well-maintained and attractive community can be an important part of tourism efforts. Create a local campaign to encourage residents to take part in annual or semi-annual clean-up days to maintain properties and/or structures. This community outreach initiative to new and existing residents could also include developing a volunteer program to assist the elderly and/or disabled to maintain their properties.

Goal 2: Preserve and Celebrate Jasper's Cultural and Historic Resources

1 Celebrate Existing Cultural Institutions, Assets and Events

Build upon the community's wood manufacturing heritage and Jasper's reputation as a leader in the arts community. Increase the visibility and role of the Dubois County Museum, and the various Jasper Community Arts Commission's programs and initiatives. Support the JCAC's plans to potentially expand the performing arts center, and its community outreach programs to schoolchildren and the general public.

2 Discourage Threats to the Community's Character

Community leaders should discourage patterns of land use and development that threaten the defining elements comprising Jasper's character. Inconsistent development patterns such as "leapfrog" development at the city's edge into agricultural areas should be avoided. Not only does this type of development detract from the surrounding pastoral setting and consume productive farmland, it is also an inefficient use of public services and utilities.

3 Build on Local Initiatives

Partnerships between the City, ROJAC and Patoka 2000 have resulted in the revitalization of the Patoka riverfront in recent years. The addition of the *Spirit of Jasper* train, Train Depot, Jasper City Mill, and Riverwalk have established a solid foundation on which to promote additional economic development.

Future economic development should take this to the next level by linking the riverfront to the courthouse square area resulting in Jasper becoming a regional destination for tourists. Such an initiative could include exploring opportunities to fully utilize the *Spirit of Jasper* train by providing service to points beyond Huntingburg or French Lick.



Artwork at the Kremp Gallery

Courtesy of the Jasper Community Arts Center



Sultan's Run Golf Course

Goal 3: Preserve and Celebrate Jasper's Natural Features and Resources



1 Protect and Highlight Natural Features

Wooded or natural areas along the Patoka River and other waterways are referred to as "riparian areas". It is important to develop land use policies that maintain the function of these natural systems as well as protect water quality, wildlife habitat and aesthetic value. City and county officials should coordinate efforts to promote the "River Friendly Farming" program which is a good model for incorporating policies that balance farming activities and the natural systems.

Explore opportunities to highlight the Buffalo Flats Nature Preserve. Community leaders should work with the Indiana DNR to develop educational programs and/or activities highlighting this hidden jewel on Jasper's northeast side.

2 Coordinate and Communicate With County Officials

Maintain ongoing communications with county officials regarding the City's goals and desires for future growth and development within its extra-territorial jurisdiction.



3 Retain and Strengthen Local Agricultural Production

Seek innovative ways to promote locally-produced goods and services. Partner with local farmers to create viable opportunities to grow crops that could be sold at the local farmer's market, to local restaurants, or sold at other retail stores.

Goal 4: Support Efforts to Enhance Community Corridors and Gateways

1 Develop Unified Gateway Treatments and Way-finding Signage

Identify Jasper's primary entries to create a positive first impression for motorists traveling into the city. Utilize signage, landscaping, public art, decorative streetlights, or similar streetscape improvements along highly-visible corridors to enhance these public spaces.

With the extension of Newton Street to the S.R. 162 Bypass, this local street should become a gateway corridor linking the downtown to the south side of the city.

2 Engage the Local Art Community

Partner with the JCAC and the artistic community to incorporate locally-created public art into community gateways.

3 Coordinate Infrastructure Improvements

Support private investment on properties adjacent to designated gateway corridors by coordinating complimentary public improvements such as street lighting, landscaping, signage or similar streetscape enhancements. Consider unique and innovative proposals, or seek opportunities for public-private collaboration to implement gateway features within the public right-of-way.



"Gateway to the Heart" memorial sculpture in honor of William Schroeder

4 Consider the Creation of Overlay Districts

Consider creating gateway or corridor overlay districts for primary entrances and corridors in Jasper. These areas are often the only parts of Jasper that a visitor who is passing through the community sees. Such guidelines could also strive to reduce the amount sign and/or other visual clutter along these corridors.

5 Establish a Community “Presence” Along I-69

Initiate conversations with INDOT to create gateway features along I-69 and/or at key interchanges that “announce” Jasper and Dubois County as a tourist destination. This effort could also be coordinated with tourism efforts the DCTC is developing.

Goal 5: Promote the Positive Image of Jasper’s Educational Resources

1 Highlight and Strengthen the Image of the Local Schools’ Academic Achievements

Continue to partner with the Greater Jasper Consolidated School Corporation and other private educational institutions to highlight their consistently high standards and academic achievements.

2 Promote the Benefits of the Vincennes University Jasper Campus

Strengthen relationships with Vincennes University to promote the Vincennes University Jasper Campus (VUJC) as an integral part of Jasper’s educational and cultural environment. This could be initiated within the community to local businesses as well as throughout the region as part of business recruitment, and/or touting Jasper’s quality of life.

The Next Steps...

- Ensure adequate municipal staff and resources are available to maintain and enforce local codes for both existing development as well as new policy initiatives.
- Create design guidelines for special areas within Jasper including downtown, identified gateways, primary corridors, or the riverfront.
- Partner with the DCTC to develop a wayfinding signage system that complements the existing county-wide system, yet reflects or incorporates the unique features of Jasper.
- Build on the Dubois County Museum as a catalyst for appropriate redevelopment that complements and supports this cultural destination.
- Create user-friendly, bilingual pamphlets or flyers outlining city policies regarding property maintenance and upkeep.

This profile explores opportunities to enhance entrances into Jasper and expand on the proposed county-wide wayfinding system being spearheaded locally by the Dubois County Tourism Commission (DCTC). It is important such an effort takes into account both pedestrian and vehicular traffic, as well as the perspective of visitors and residents. As such, the scale of these elements should relate to the scale and speed of traffic, as well as the character of the surrounding context. The design and location of gateway and wayfinding elements should reflect the unique aspects of Jasper and concisely inform and guide motorists and pedestrians to the numerous attractions throughout the community.

Gateway Considerations

Gateway features can delineate and announce one's arrival into a region, city, neighborhood, or unique public place. Community gateways can not only shape one's first impression of Jasper, but can also reflect and strengthen the unique features and values of the community. Gateways are simply a means to distinguish or differentiate one area from another through distinct changes in the urban setting. Gateway features can vary in scale or use, and can take the form of a signature building, "Welcome" signage, a prominent view from along the corridor, or simply unique street lighting, landscaping, or other streetscape enhancements along a transportation corridor. The thoughtful creation and placement of public art reflecting the unique identity Jasper could also be an integral part of any gateway experience. It can include sculpture, murals, structural design, or can also be found in signage design, lighting, streetscape furniture, or other public infrastructure. Unique material color and textures can also be incorporated.

The use of welcome signs is probably one of the most common ways to identify a community. There are many innovative ways to create signs so that they can be public art and can also be reflective of the area. Landscape treatments along a roadway, located at intersections, or within medians or roundabouts can be used to designate special areas. Landscaping may also be used to enhance and frame views, as well as screen unsightly or unwanted areas. Gateway features can be a combination of the previously described elements. Some communities choose to have a singular element, repeated at every gateway, and other choose elements that reflect the character of each individual gateway. As noted previously, one effective way to embrace Jasper's unique identity is to partner with the JCAC and/or local artists in creating special gateway features to define and celebrate the City.

Wayfinding Considerations

According to Wikipedia, "Wayfinding encompasses all of the ways in which people and animals orient themselves in physical space and navigate from place to place." Throughout the nation, communities recognize the importance creating an urban setting that is "user-friendly" and easily accessible for residents and visitors alike. One effective method of doing this is by implementing a wayfinding system.

Currently, the DCTC is working with INDOT to implement a comprehensive wayfinding system to direct motorists to various destinations throughout Dubois County. This initiative proposes locating approximately thirty signs throughout the county directing motorists to various destinations and attractions. Currently, roughly fourteen of those signs will be placed in Jasper. The City of Jasper should partner with the DCTC, local business organizations, and other stakeholders to explore opportunities for additional wayfinding initiatives in the community.



Example of wayfinding signage for county motorists and pedestrians

The Importance of Wayfinding

If designed and implemented well, a wayfinding system has the potential for significant impacts not only on the visitor's experience of the community, but also benefit local residents and businesses. A comprehensive wayfinding system should address every one of these additional benefits:

- Increases sense of place – Incorporating the city's identity on each sign reinforces the city's 'brand'. Visitors and residents alike will see the signs and immediately know that they are within the city's jurisdiction. Dull, boring, signs detract from a sense of place, while vibrant, interesting, signs enhance it.
- Increases commercial awareness – The mantra in the business world is "location, location, location." In any city which has more than one commercial center, there is the possibility that location can affect one center more than the other. Wayfinding can help to balance out the location differences by giving equal representation to all commercial centers and increase awareness and business.
- Encourages exploration – If the wayfinding signs are effective, and the user has had positive previous experiences with them, then he or she is much more likely to explore the community. Exploration opens new venues for commerce, entertainment, and service.

Wayfinding Signage Recommendations

1. Provide a minimum amount of information on each sign.
2. Any mapping included on the sign should be a simplified version of the actual city map.
3. Present information logically.
4. Use fonts and graphic elements that are easy to read. Bold colors and simple text are encouraged.
5. Place so that the view of the sign is not obstructed by other elements.
6. Be sure that no matter where signs are mounted (posts, light poles, etc.) that they have font sizes and information that is appropriate to the mounting height. Wayfinding signage must be designed and installed with an understanding of where the user will be receiving the information (i.e., from the car or on foot).
7. Signage should be located ahead of where turns need to be made.
8. The overall system must be cohesive.
9. It is important to have the system created by a designer well experienced in the creation of systems.

Sources:

- <http://en.wikipedia.org/wiki/Wayfinding>
- <http://www.cityofcheney.org/documents/planning/FinalWFRportsm.pdf>

7

Community Image and Identity

GOALS AND OBJECTIVES

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

NATURAL SYSTEMS

8



Introduction

The City of Jasper is set among unique natural features including the Patoka River, lakes, woodlands and rolling hills that help define the city's image. As Jasper grows, it will face the challenge of balancing natural areas and agricultural land with development. Although farming has a pastoral and aesthetic quality to it, farm operations also represent a relatively intense use of the land. As such, sound growth and development policies are proposed to ensure continued vitality and maintenance of adequate wildlife habitat, the functional qualities of the Patoka River and its riparian corridor, and other small lakes or streams.

The majority of woodlands and wetlands are located outside of the incorporated area within Jasper's two-mile planning jurisdiction and managed by IDNR. One must remember the waterways and woodlands in and around Jasper are part of a larger ecosystem of watersheds and forested areas that extend beyond the city's borders.

Goal 1: Support the Local Agricultural and Wood Products Economy



1 Encourage Sustainable Businesses and Initiatives

Develop sustainable, local markets utilizing locally-harvested natural resources for locally-produced goods, services or crafts. Such an initiative could strengthen the local culture, artisans, and agricultural products, while simultaneously maintaining proper stewardship of natural resources. The Chamber of Commerce or Greater Jasper Downtown Business Association (GJDBA) could serve as a partner to assist restaurants in establishing relationships with local growers, encouraging restaurants to form co-op's, or creating promotional materials for local businesses highlighting partnerships with local farmers.



2 Support Sustainable Wood Industry Practices

Jasper's history and development has been intrinsically linked to the rich surrounding woodlands. Trees should be harvested in a sustainable fashion to ensure the long term viability of forested land with no net loss of forested land.



3 Promote Agritourism Opportunities

Explore opportunities to attract residents and visitors alike interested in taking part in agricultural activities or buying locally-grown products. These agritourism businesses can include plant nurseries, the production and sale of farm-raised goods, school or educational trips, and entertainment activities such as "you pick" orchards, pumpkin patches, or corn mazes. Such businesses recognize the contribution and importance of agricultural land and can enhance the viability of local farm operations.



Wood stockpiled for future use

Goal 2: Protect Natural Features and Surrounding Rural Character



1 Encourage Preservation and Conservation of Natural Features

Strengthen policies and ordinances that encourage context sensitive development that retains the pastoral character and responds to the natural

terrain. Policies could include limiting the removal of woodlands and wetlands, reducing sporadic residential development on agricultural lands, and discouraging development on steep slopes.



Rural setting near Meridian Rd. & S.R. 164

2 Increase Public Awareness of Protecting the Environment

Develop a public awareness and educational campaign regarding the benefits of surrounding natural systems. Set aside land in environmentally sensitive areas for limited public use or access, appropriate recreational uses, and preservation. The Patoka River or Buffalo Flats Nature Preserve could serve as “outdoor classrooms” for local schools. Utilization of these natural features as teaching tools and communicate to both students and citizens the inter-connectedness of the built environment, local waterways, and natural systems.

3 Focus on Infill and Redevelopment

Developing on existing sites within the city that are vacant or underutilized is one of the best ways to preserve natural features and additional greenfield development.

4 Encourage Alternative Subdivision Types

Provide incentives and encourage conservation subdivision development permits contextually sensitive growth that also preserve views, resources or natural features, and even incorporates these features as amenities.

Goal 3: Protect and Enhance Water Quality Throughout Jasper

1 Ensure Water Quality of the Patoka River and its Tributaries

Jasper residents recognize the Patoka River is an important community amenity. Protect and enhance this riparian corridor by buffering development, promoting “River Friendly Farming” practices, and discouraging inappropriate industrial uses along the river in order to protect water quality, wildlife habitat and its intrinsic aesthetic value.

2 Protect Flood Prone Areas

Review proposals for development and structures in floodplains that may restrict the natural function(s) along waterways. Maintain floodways and associated floodplains as natural spaces primarily for flood control, water quality management, and groundwater recharge. Development should be well-buffered in the vicinity of these sensitive areas.

3 Restore Riparian Areas

Consider opportunities to restore riparian areas adjacent to river and stream corridors by removing abandoned and neglected structures and working with property owners to ensure that bank stabilization, water quality and aesthetics are not diminished by commercial or industrial activities.





Drainage inlet decal on the courthouse square


See Also the Profile on Riparian Corridors: Pages 66-67.




Shared stormwater facility is also a site amenity

-  **4 Increase Awareness**


Continue to encourage public awareness of water quality by providing identification on roadways at waterway crossings and stenciling or applying decals at drainage inlets with the message “Drains to the Patoka River”.
-  **5 Protect the Groundwater Supply**


Coordinate with the county health department to monitor existing septic systems near the end of their useful life to determine the need to connect to nearby sanitary sewer. Consider technologies such as pop-up’s that allow a property owner to monitor the condition of their septic system.
-  **6 Reduce Stormwater Runoff**

As an “MS4” community, the City has a number of measures in place to address stormwater runoff. The City should promote or strengthen incentives for “Best Management Practices” or green infrastructure such as vegetated swales, shared detention facilities and pervious pavement to contain stormwater on-site. To increase filtration and groundwater recharge, consider reducing maximum lot coverage requirements for new development in environmentally sensitive areas, or encourage restricting the percentage of allowable impervious surface to reduce stormwater runoff.
-  **7 Safeguard the Water Quality of Beaver Lake**

Beaver Lake serves as Jasper’s emergency secondary source of drinking water. City officials should partner with Dubois County officials, the Dubois County Health Department and property owners surrounding the lake to ensure future development does not impair the water quality of Beaver Lake.

Goal 4: Support and Promote Environmentally Responsible Initiatives

-  **1 Encourage Community Sustainable Practices**

Continue to support recycling, composting, and other environmentally responsible activities in Jasper through methods such as public awareness campaigns and educational workshops. Other initiatives could include implementing energy conservation measures at the city or public institutions, and promoting similar measures for private consumers.
-  **2 Pursue Alternative Energy Sources**

Jasper’s exploration of converting the existing (coal burning) power plant to burn bio-fuels is indicative of the city’s commitment to investigate cutting-edge technology to power the city. The City should continue discussions with its wholesale energy provider and other stakeholders to explore cost-effective and sustainable methods for producing and delivering electricity to Jasper residents.



Curbside rain garden collects and filters stormwater runoff

The Benefits of an Urban Forest

Trees can be very beneficial to a community, but their species, design, location, and maintenance must be carefully considered to ensure their health and vitality. For example, using continuous planting beds can be beneficial for the health of trees, and close attention should be paid to tree species and planting locations. Such benefits fall under several categories and are listed below.

Scale and Safety: Trees can bring the scale of an urban environment from an auto-oriented to a pedestrian-oriented scale. This can induce traffic calming, and make an environment more safe and attractive to pedestrians. Trees can also act as a buffer between vehicles and pedestrians to further insure pedestrian safety.

Reduced Temperatures: Trees in an urban environment can combat the effects of urban heat islands. An urban heat island is the result of solar radiation reflecting from the built environment and causing increased temperatures. Trees and other plants absorb these rays, rather than reflecting them, resulting in lower temperatures, as well as the added benefits of providing shade. Water evaporation occurring from trees and other plants can also cause lower temperatures.


Character and Beauty: Trees can be used to define a space physically, to create an identity and enhance the character of an area, to create buffers for sound, odor, and pollution, to create screens from undesirable views, and to add beauty through the addition of natural elements. Trees and other plants can also add color to an environment, soften harsh building lines, and some flowering trees can produce pleasant fragrances into an area.


Storm Water and Pollution: Trees in an urban setting can reduce stormwater collected by storm sewers. A tree's roots provide extra channels into the ground so stormwater can be more easily absorbed into the ground water supply. Trees can also reduce air pollution through their natural processes, such as absorbing polluted air and through lowering air temperatures which can lower the harmful effects of some pollutants. This air pollution can be a result of businesses, automobiles, factories, and other sources.

Environment and Habitat: Trees located in an urban environment can reduce energy consumption by providing shade during the summer and blocking winds during the winter (and therefore creating less of a need for artificial heating and cooling). This also causes a reduction in the use of natural resources, such as fossil fuels, needed to produce electricity used for climate control, as well as the pollution created from converting fossil fuels into electricity. Plant and trees also provide habitats for urban wildlife, such as birds, squirrels, and other small animals.

Economy: Trees can have economic benefits as well. Trees are psychologically more attractive than a sterile built environment, and people are more likely to linger on a street with trees, and therefore a street that is more physically comfortable through shading, as well as psychologically attractive, than on a street without. This allows more opportunity for retail business sales, and a healthier economic environment. Trees can also increase the value of commercial (or residential) property, and can extend the life of paved surfaces. Direct sunlight and hot temperatures on paved surfaces can cause reactions of the oils used in road materials, causing road damage and requiring more frequent paving. The shade that trees provide can lower temperatures and reduce the frequency of repaving.


URBAN FORESTRY BENEFITS PROFILE


-  **3 Consider Creating an Urban Forestry Program**


Trees are important aesthetically, but also aid in the breakdown of certain air pollutants. Support the Chamber of Commerce’s effort to designate Jasper as a “Tree City”. Commit to maintaining and replacing the aging urban forest within the public right-of-way and/or on municipally-owned properties. Provide educational workshops for residents regarding the proper planting, maintenance and general care of trees in the city.
-  **4 Support Sustainable Building Practices**

Encourage sustainable site development and building practices. Public buildings and large-scale commercial developments can set an example with appropriate site selection, design and development practices that minimize grading and retain existing natural features. Natural landscapes provide valuable services such as climate regulation, clean air and water, and improved quality of life.

Goal 5: Protect and Enhance the Local Air Quality

-  **1 Support Pollution-minimizing Transportation Options**

One result of growth is often increased automobile traffic, which in turn results in increased emissions. Support alternative forms of transportation, such as multi-use paths, bicycling or public transportation which can reduce these emissions. Consider incentives for business or industries located along or near multi-use trails who encourage employees to bike or walk to work.
-  **2 Encourage Development Patterns to Minimize Pollution**

Support mixed-use, infill development patterns to reduce the number as well as the length of vehicle trips. Directing compact development to underutilized already established areas, rather than along the City’s edge can achieve a similar effect.
-  **3 Investigate New Technologies**

Partner with local industries to investigate and encourage the latest technologies available to reduce emissions and particulate matter resulting from industry and agricultural operations.

The Next Steps...

- Update the Zoning and Subdivision Control Ordinances to require or provide incentives for incorporating sustainable site and building practices such as woodland conservation, BMPs, Dark Sky lighting initiatives, alternative subdivision layout, or street and sidewalk connectivity.
- Partner with the Chamber of Commerce to pursue a “Tree City” designation.
- Refer to the Future Land Use Plan prior to approving future development that may encroach on designated agricultural areas in order to lessen conflicts between uses and preserve productive farmland.
- Consider demolition and grading plan requirements as part of development plan submittals to assess the impacts of proposed development on natural resources and features.
- Update the Subdivision Control Ordinances to promote roadway connectivity between developments resulting in fewer, more efficient and shorter vehicle trips.
- Encourage municipal facilities, or large-scale commercial and industrial developers to spearhead sustainable development and building practices in the community.

Defining Wetlands and Riparian Areas

Wetlands, such as the Buffalo Flats Nature Preserve, are areas inundated or saturated by surface or ground water seasonally or throughout the year. The presence of water at or near the surface is the dominant factor that determines soil characteristics as well as plant and animal communities.

Riparian areas are the wooded corridors along rivers like the Patoka, streams and creeks. These areas are a complex ecosystem vital to the protection of stream and river water quality and include some of the richest varieties of plants and animals.

Importance of Wetlands and Riparian Areas

Wetlands purify water by filtering and trapping sediment, chemicals, and excess nutrients before water enters other water bodies or groundwater. Wetlands provide habitat for fish, waterfowl, and other wildlife which use these areas to breed, find food, and protect their young. They also reduce flood damages by storing and slowing floodwaters. Wetlands regulate water levels within a watershed.

Healthy riparian areas are typically composed of large trees, woody understory trees and shrubs, perennials, grasses, and groundcover. Well-maintained and managed riparian areas (removal of flood debris) are able to influence the physical, chemical, and biological characteristics of the stream. They can provide food, shelter and natural linkages for a wide variety of plant and animal communities; they can shade and cool streams to enhance aquatic habitats; they can filter sediments and pollutants, preventing them from entering the stream or waterway; they can stabilize river banks, reduce bank erosion, and provide flood control.

Identifying Wetlands and Riparian Areas

The general location of wetland areas may be determined using the U.S. Geological Service's (USGS) National Wetland Inventory (NWI) maps. The exact boundaries of jurisdictional wetlands can be determined using all three of the following criteria:

1. Water Indicator - The area is inundated or saturated to the surface, by a single, continuous episode, for at least 5% of the growing season in most years.
2. Wetland Vegetation - The presence of plant species that are typically adapted for life in anaerobic (low or no oxygen) soil conditions.
3. Hydric Soils - The presence of soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the root zone.

Regulation of These Resources

Wetlands along waterways are protected primarily by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act. The Natural Resource Conservation Service (NRCS), U.S. Fish & Wildlife Service (USFWS), as well as state and local environmental agencies may also regulate wetlands. The U.S. Environmental Protection



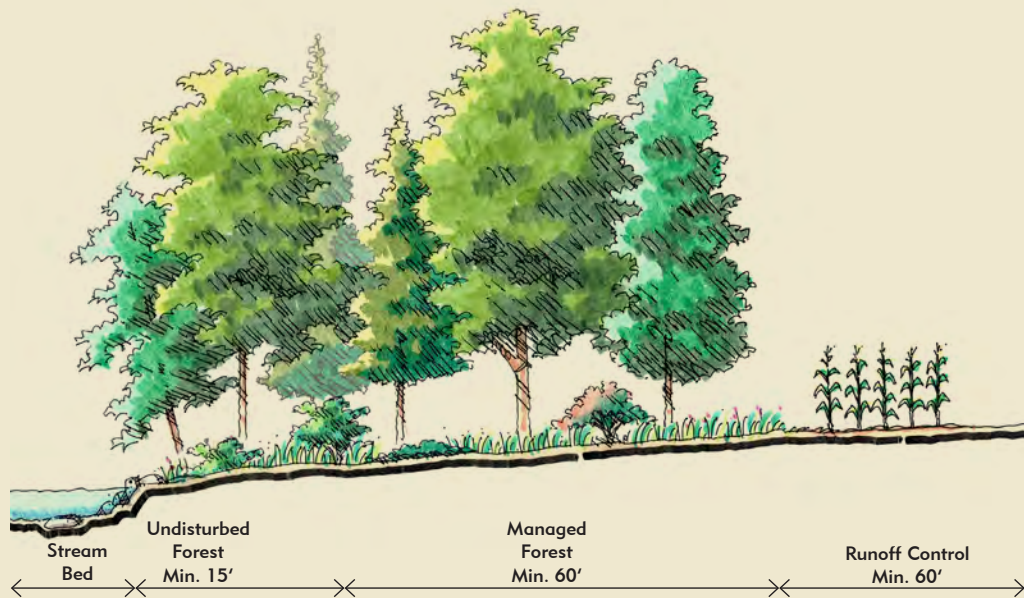
The Patoka River at the 3rd Avenue Bridge

Agency (EPA), Corps, and USFWS have a public policy of “no net loss of wetlands” requiring acre-for-acre replacement of wetlands lost due to development either on-site or within the same watershed.

In Indiana, the Department of Natural Resources (IDNR) has the authority to regulate riparian areas for water quality purposes. Often the local government represented by the County Surveyor may choose to regulate development.

The Natural Resource Conservation Service (NRCS) of the USDA, has developed Conservation Standards for Riparian Forest Buffers (Code 391). These standards are site specific and will vary depending on the size of the waterway and floodplain. Most standards address an area ranging from 35 to 150 feet on either side of the stream. The ideal riparian area includes three zones for management in which development should be restricted. These zones, listed in sequence from the edge of the stream, are as follows:

1. Undisturbed Forest - This zone is adjacent to the stream and is ideally 15 feet in width. Removal of vegetation is not permitted.
2. Managed Forest - This zone is ideally 60 feet in width and harvesting of older vegetation is encouraged to support better filtering/removal of nutrients through younger, faster growing vegetation. Grass is not a substitute for the younger, faster growing plants. The runoff over grass is rapid, allowing no time for filtering.
3. Runoff Control - This zone is ideally 20 feet and may be pastured, farmed for hay or mowed for recreational purposes. Pesticides and other chemicals should not be used within these zones in riparian areas.



WETLAND & RIPARIAN AREAS PROFILE



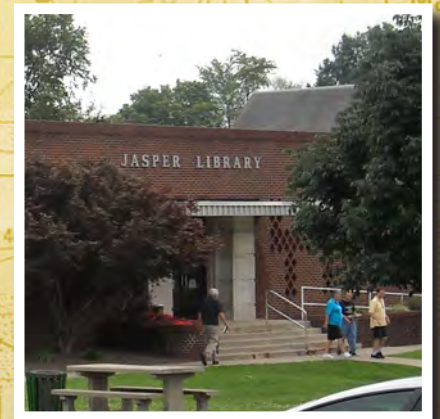
Natural Systems

GOALS AND OBJECTIVES

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

PUBLIC SERVICES AND FACILITIES

9



Introduction

The extension, upgrade, and maintenance of Jasper's infrastructure is one of the most significant factors affecting local growth and development. The infrastructure of a community includes not only utilities and roadways, but also public services such as fire and police protection, and other safety services. One of the best ways a community has for directing growth is through the extension of public sanitary sewer and water utilities.

Utilities and public services that lag behind the pace of development can impose a burden on the taxpayer. Therefore, it is imperative decisions regarding future land uses and growth are made in concert with decisions for providing public utility services.

Goal 1: Utilize Public Facilities and Services in an Efficient Manner



1 Develop Incentives for the Reuse of Existing Sites

Reduce tap-in fees for infill sites already served by city utilities to encourage redevelopment. Such incentives or policies not only utilize existing infrastructure effectively, but have the added benefit of limiting sprawl and retaining the rural character along Jasper's periphery.

2 Continue to Coordinate Public Utilities and Services

Strengthen partnerships between Ireland, local REMC, and other utilities serving residents within or adjacent to Jasper. Open lines of communication between the various entities maintains effective services within given service areas, encourages the pooling of resources when feasible, and ensures the effective use of financial resources.

3 Prioritize Areas for Future Extensions to Ensure Adequate Services

Monitor and prioritize extensions into areas for sewer to reduce negative environmental impacts of inadequate and/or failing septic systems.

4 Provide Adequate Access to Public Facilities

Seek opportunities to ensure that public resources (library, post office, government agencies etc.) are accessible and centrally-located for all residents.

5 Support the Creation of a Formal Capital Improvements Plan (CIP)

Coordinate the various municipal departments to implement a Capital Improvements Plan (CIP) for internal coordination and annual capital expenditure plans. A CIP can match community infrastructure needs and priorities with funding sources and annual budget requirements.

6 Promote Sustainable Solutions

Encourage the incorporation of green building practices, stormwater Best Management Practices (BMPs), or similar sustainable initiatives to reduce the impacts of development on public infrastructure. Such practices often reduce the long term operational costs of buildings and development.

7 Update Existing Zoning Ordinances and/or the Development Process

Evaluate and update as needed the zoning ordinances and/or municipal permitting process to ensure the regulatory process reflects the desired goals of the community. It is important to strike a balance between retaining the unique qualities of Jasper and encouraging sustained economic development.

Goal 2: Provide Infrastructure Integral to Retaining and Attracting Businesses and Residents

1 Continue to Expand High-Tech Infrastructure

Develop partnerships and/or incentives to assist local providers in expanding broadband and fiberoptic services throughout the community. The continued expansion of such services is an integral part of ensuring existing business remain and flourish in Jasper, and to recruiting future high-tech, high-wage jobs to Jasper.

2 Maintain a Dependable Infrastructure Network

Responsibly expand the city's infrastructure system to guide appropriate economic development and effectively utilize taxpayer dollars. It is important to ensure future development does not exceed service capacity.

3 Consider Aesthetics as Part of Infrastructure and Utility Projects

Evaluate opportunities to integrate streetscape enhancements as part of planned infrastructure and utility improvements or extensions. Street, sidewalk, and utility projects are an opportune time to incorporate stormwater Best Management Practices, decorative street lights, decorative paving materials, street trees, or similar features to enhance Jasper's public realm.



Gateway feature at 3rd Avenue and Mill Street

Goal 3: Promote Intergovernmental Cooperation and Strengthen Partnerships With Social Service Providers

1 Continue to Effectively Coordinate Services

Strengthen partnerships between City and County departments, volunteer or service organizations, businesses and citizens to avoid the duplication of efforts and to pool resources (e.g. supplies, equipment) when feasible to maximize the benefits of local programs, initiatives and departments.

2 Strengthen Youth and Senior Programs and Initiatives

Continue to support organizations such as the Tri-County YMCA, Tri-CAP, Older American Center programs, or similar organizations/initiatives that provide needed services and programs to Jasper's youth and elderly population. This effort should also include support for the local Ride Solutions program which provides critical transportation services to those in need.

3 Strengthen Outreach Efforts to New Residents

Partner with non-profit organizations to create a central clearinghouse for social services and establish policies and/or procedures to ensure decisions affecting the community embrace residents regardless of income level, ethnicity, or religion.

4 Develop and Promote a Database of Resources

Create a database of local organizations (not-for-profits, senior groups, neighborhood or business organizations, beautification or gardening committees, etc.) and programs that can be referenced when seeking services and/or assistance for those in need.

5 Strengthen Cultural Outreach Efforts

Increase the visibility and promote the various programs and initiatives offered through the Jasper Community Arts Commission (JCAC). As a municipal department, the City of Jasper recognizes the importance of providing artistic and cultural programs for residents. Such an initiative should also ensure the JCAC has the necessary resources and facilities to maintain its award-winning programs.



The Vincennes University Jasper Campus

Goal 4: Maintain and Highlight Jasper's High Educational Achievements

1 Strengthen and Promote Public Educational Facilities and Standards

Coordinate development plan reviews and reporting with the Greater Jasper Consolidated Schools (GJCS) District to ensure school facilities keep pace with fluctuations in residential development trends/locations in Jasper.

2 Strengthen and Promote Higher Education Opportunities

Encourage partnerships to strengthen ties between the VUJC campus and major employers, local industries, the GJCS district, and Jasper residents. Community and business leaders should also explore potential opportunities for IVY Tech to offer continuing education and/or job training classes for the local work force.

Goal 5: Maintain and Enhance Public Safety Response Times

1 Maintain Effective Safety and Medical Services for Residents and Businesses

Provide adequate facilities and personnel to maintain quality levels of service for fire and police protection, and medical services for Jasper’s residents. This initiative could include supporting Memorial Hospital and Healthcare Center regarding potential expansion/consolidation efforts, and/or out-patient facilities to serve residents in Jasper and surrounding communities.

2 Maintain Effective Fire Protection for Residents and Businesses

Continue to evaluate and monitor the potential need to expand the all-volunteer fire department to serve residents and businesses on the city’s west side. This could include an additional fire station and/or equipment dedicated to Jasper’s west side.

The Next Steps...

- Develop a 5-year Capital Improvement Plan (CIP) for internal use between municipal departments to identify, prioritize and fund projects related to public services and facilities.
- Develop an “inflow and infiltration plan” to identify and prioritize service areas with aging or failing stormwater infrastructure.
- Partner with, and encourage, the library board and other stakeholders to relocate or expand the Jasper Public Library in the downtown area.
- Partner with local high-speed internet providers to effectively expand broadband or fiberoptic service throughout the city in a cost-effective way.
- Support the Tri-County YMCA in acquiring a permanent, centrally-located facility for after-school or summer youth programs serving Jasper residents.
- Consider municipal policies or incentives to redevelop areas with established/adequate public infrastructure and services.

What are Capital Improvements?

Capital improvements refer to major public projects such as the construction and maintenance of roads, sewers, sidewalks and municipal buildings and the acquisition of property and equipment. In short, it is public investment in the necessary infrastructure to serve current and future residents and businesses.

What is a Capital Improvement Plan?

A Capital Improvement Plan (CIP) is a timetable identifying all planned capital improvements typically for a 5-year period of time. Year one corresponds to the operating capital budget for the next fiscal year. Years two through five outline a timetable for future projects. A municipality is not obligated to spend funds on any of the projects listed in years two through five.

A capital improvement budget is legally adopted in the operating budget. Each year city department heads and other staff review the list of future improvements and makes minor adjustments to the plan as needed. Projects are prioritized by importance, given an approximate completion date and cost estimate, and listed with anticipated funding sources. Although the City of Jasper currently requires each department head to develop individual CIP's, there is no official city-wide CIP shared across departments.

Importance of a CIP

A CIP is one of the most effective tools to manage growth. It gives Jasper a clear, implementable strategy for enhancing its facilities and services. The plan also provides an effective means for matching community infrastructure needs with funding sources. With a CIP in place, the City can decide where and when growth occurs. For instance, growth is less likely to occur in areas without infrastructure, but the CIP can also spur growth by strategically extending infrastructure. The phrase "build it and they will come" is often true in regard to infrastructure. Additional benefits of a CIP include:

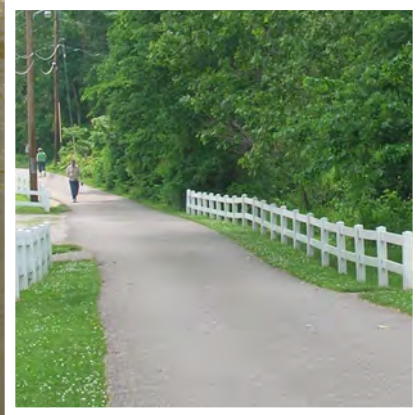
- Long range financial planning
- An opportunity to purchase land before prices become inflated
- Implementation of long term projects in a coordinated and timely manner
- Reduction of costly mistakes such as tearing up a recently resurfaced or new street to install utilities
- Effective management of ratepayer/taxpayer dollars

Utilizing the CIP to guide future growth

Some potentially high growth areas may not have existing or planned (in the CIP) infrastructure. Potential developers of these areas may ask the City of Jasper to construct the infrastructure. When this request is denied based on the CIP, the developers may often offer to build the infrastructure. City officials may decide to approve the proposed development if it is consistent with the goals and objectives in this Comprehensive Plan, and if the infrastructure plans pass the City Engineer's inspection. In this situation, the developer could agree to pay for the infrastructure, install it to city specifications, and deed it to the City upon completion. City specifications for the infrastructure should reflect the future demand for capacity.

PARKS, RECREATION AND OPEN SPACE

10



Introduction

A community's quality of life is often linked to the variety, quality and accessibility of its parks and open space. Jasper has a well-maintained system of parks and open space, but according to public input, recent residential development north and west of the city has created an imbalance of recreational opportunities. This chapter outlines **Goals** and **Objectives** for Jasper's park system residents, city staff and city officials felt were a priority for the community. Many of these recommendations are also consistent with the Dubois County Park and Recreation Master Plan (2006 - 2010). The county master plan is scheduled to be updated to address recommendations for the period between 2011 - 2013.

Goal 1: Continue to Provide a Desirable Park and Open Space System

1 Proactively Plan for Future Park Expansions/Additions

Ensure future park and recreational facilities correspond to the rate and location of new residential development. Consider acquisition of new park land or open space as development occurs through dedication or outright purchase.

2 Continue to Assess and Prioritize Community Needs

Refer to the Dubois County Park and Recreation Master Plan to prioritize future recreational opportunities. A new pool/spray park facility, reuse of the Jasper Municipal Pool at Jaycee Park, and acquisition of park land on the north and/or west side of the city were identified as priorities either by the general public and/or in the Master Plan.

3 Inventory Undeveloped or Underutilized City Properties

Develop a strategy for the appropriate use of city park properties that are not improved. If city-owned properties do not warrant being developed as park land or open space due to demographic or population shifts, the city could consider reuse or sale of the land for more suitable development.

4 Encourage Recreational Diversity

Strive to create a mixture of both passive and active recreation parks or open space, and in a variety of sizes and in various locations throughout Jasper to ensure adequate access to multiple recreation opportunities. Monitor demographic changes related to age, income, ethnicity, or other characteristics to adapt facilities and programs appropriate to the local population.

5 Promote the Coordination of Recreational Open Space and Density

Provide mid- and high-density residential areas, mixed-use developments, and the downtown area with the most convenient access to public parks and open space. The inclusion of recreational uses in close proximity or within more intensive developments is an important amenity.



Small neighborhood park at 9th and Mill Streets

6 Encourage Sustainable Site Design Principles

Explore opportunities to incorporate sustainable, or “green” design principles as an integral part of future development. Innovative site design features could include the incorporation of stormwater detention facilities as amenities rather than simply stormwater infrastructure. In addition, conservation design principles would allow for preserving open space or other natural features as part of future development.

Goal 2: Promote Connectivity to Create a More “Walkable” Community

1 Expand Jasper’s System of Multi-Use Paths

Facilitate the construction of multi-use trails to link destinations throughout Jasper. Prioritize the completion of missing pedestrian/bicycle connections to provide a cohesive network linking activities or destinations such as schools and residential areas, adjacent neighborhoods, and various recreational facilities. It is also important to include sidewalks and/or multi-use paths within and along the perimeter of new residential and commercial developments.

2 Support the Continued Extension of the Riverwalk

Build on the success of the Riverwalk by extending this recreational trail to the St. Charles Street multi-use path. This extension could be strategically located to link other recreational areas such as the Schroeder Soccer Complex, Cabby O’Neill Gym, and Jaycee Park / Municipal Pool complex.

3 Coordinate Downtown Sidewalks and Streetscape Improvements

Within the downtown area, ensure new sidewalks and streetscape features are coordinated with existing paving materials, street furniture and/or gateway features to maintain a unified design theme within the public realm of downtown street corridors.

4 Consider Connections to Regional Destinations

Consider a long term plan/vision to connect Jasper’s trails to a larger, regional trail network to nearby towns or recreational destinations such as Beaver Lake or Patoka Reservoir.



Well-maintained sidewalks, ramps and curbs

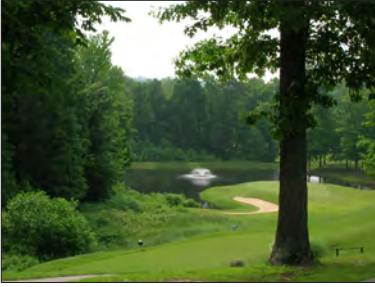
Goal 3: Promote Jasper as an Amateur Sports Destination

1 Expand Sports Facilities Through Public/Private Partnerships

Develop and/or expand quality sports facilities to accommodate a variety of regional and state-wide events for a variety of ages. Such an effort could be coordinated with other local stakeholders such as the Tri-County YMCA to develop multi-purpose facilities that can accommodate a variety of events.

10 Parks, Recreation and Open Space

GOALS AND OBJECTIVES



Sultan's Run golf course

2 Strengthen and Promote Local Initiatives

Partner with the DCTC regarding promotional and marketing materials highlighting Jasper as a destination for a variety of sporting events and multi-day tournaments for children, teenagers and adults. Jasper could serve as the host for a variety of sporting events, or serve as a lodging destination for visitors taking part in events at regional destinations outside Jasper.

3 Create a Lead Entity to Promote Local Sporting Events

Initiate discussions to create a local sports corporation or position to promote Jasper as a destination for regional and state-wide amateur sporting events. Such an economic development initiative could recruit a variety of year-round tournaments to the city, and also spur additional private investment in associated amenities or facilities.

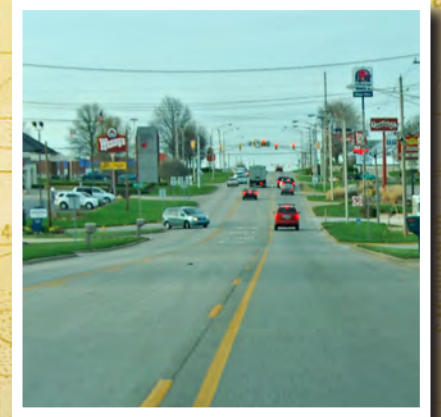
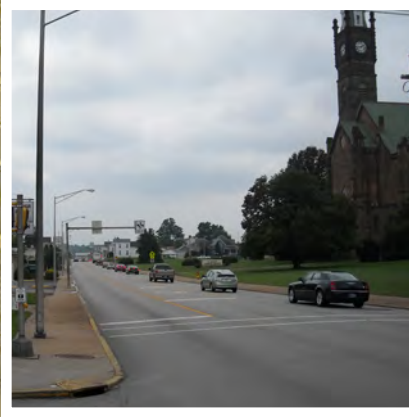
The Next Steps...

- Evaluate the most appropriate locations for the future municipal pool to ensure the facility serves the greatest segment of the population.
- Research alternative funding sources to expand or build park facilities and/or multi-use trails.
- Partner with school district officials and nearby residents to develop appropriate and feasible alternatives for the former Middle School site and existing Cabby O'Neill Gym.
- Work with relevant stakeholders to update the Dubois County Parks and Recreation Master Plan.
- Evaluate park service areas every two years, as additional residential neighborhoods are developed.
- Designate funding for the extension of the multi-use trail between the Middle School and 40th Street along Portersville Road.
- Determine the need and/or feasibility for expanding the Youth Sports Complex to include youth and adult sports fields, and creating a multi-use trail and/or sidewalks that provide safer connections between the complex and the surrounding community.
- Encourage provisions or provide incentives in the Zoning Ordinance and Subdivision Control Ordinance for open space or trails within and around new residential and mixed-use developments.

THE CITY OF JASPER COMPREHENSIVE PLAN PART 2: ASPIRATIONS

TRANSPORTATION SYSTEMS

11





St. Charles St. and multi-use path at high school

Introduction

This chapter addresses Jasper’s transportation network including railroads, state and local highways, local streets, as well as public transportation and pedestrian and bicycle facilities. It is important this network links destinations within the city in a safe and effective manner, and strengthens connections to regional destinations to ensure Jasper’s long term economic viability.

Public input through this planning process focused on both local and regional considerations. Within the city there was a desire for enhancements to the street network to improve access on the west side of the city and reduce unwanted truck traffic in the downtown area. Regional considerations centered on the proposed U.S. 231 Bypass and subsequent access to I-64 south of Huntingburg, as well as opportunities to link Jasper to the proposed I-69 Extension through Pike and Daviess counties west of Dubois County.

Throughout the public input process, residents expressed strong support for Jasper to become a more “walkable” community. The popularity of both the Riverwalk and multi-use path along St. Charles Street represent residents’ desire to have additional pedestrian and bicycle paths throughout the community. The Transportation Plan in Chapter 13 provides recommendations based on the Goals and Objectives outlined below.

Goal 1: Maintain and Implement the Transportation Plan

1 Reference the Transportation Plan

Refer to the Transportation Plan (Chapter 13) when coordinating planning efforts for community development or other improvements regarding the network of streets, sidewalks and multi-use trails.

2 Coordinate Transportation Improvements

Coordinate with all departments to expand the city’s transportation system into a comprehensive, multi-modal network to alleviate congestion, increase safety, and promote alternative forms of transportation. This coordination will result in projects that maximize the impacts of improvements and the efficient use of resources.

3 Seek Alternative Funding

Investigate funding alternatives and develop a financial program to best utilize grants, low interest loans, or local resources. Seek funding opportunities with INDOT for joint-funded local road and pedestrian projects to reduce local traffic on U.S. 231 and minimize conflicts.

4 Create a Capital Improvement Plan

Develop and maintain a 5-year Capital Improvement Plan (CIP) that prioritizes infrastructure and road improvements, identifies a timeline and funding commitments for improvements.

Goal 2: Strengthen Regional Connectivity

1 Coordinate with INDOT

Actively promote the coordination of local land use decisions and transportation priorities with INDOT officials. City, business and community leaders should continue to work with INDOT to determine a timetable for the final alignment, construction and completion of the U.S. 231 Bypass. Although the route from I-64 to the Haysville area will be located on Jasper’s east side, a number of local issues remain including how the limited-access bypass may affect traffic patterns along Kellerville Road, C.R. 400N, and State Roads 162 and 164.

2 Support Efficient / Direct Connections to the I-69 Extension

City, business and community leaders should continue to work with INDOT to develop direct and efficient connections to the proposed I-69 Extension. Future I-69 interchanges should be identified that reflect the community’s desire for northern and/or western gateways linking Jasper to the interstate corridor. Increasing Jasper’s “presence” along the I-69 corridor could strengthen tourism and economic development initiatives in the region.

3 Support Efforts to Enhance Air Travel to Jasper and Dubois County

Because a number of corporations and industries based in Jasper utilize the facility, the Huntingburg Airport represents an important part of Jasper’s economic development. The Dubois County Airport Authority, which operates the facility, is currently working on a \$35 million expansion plan that hinges on a final determination of the U.S. 231 Bypass around the airport.

Although located in nearby Huntingburg, the Huntingburg Airport represents an important part of Jasper’s economic development. A number of corporations based in Jasper utilize the facility to shuttle clients to and from local industries. The airport is also an important link to larger airports in Louisville, Evansville and Indianapolis.

4 Support Efforts to Strengthen Rail Access



Rail service remains an important part of Jasper’s industrial base, and has taken on added significance relative to the tourism. The city should continue to partner with major industries, the DCTC and other stakeholders to fully capitalize on rail access to/from the city and ensure compatibility for the varying uses.

5 Provide Safe and Effective Truck Routes

Coordinate future truck routes with existing and future commercial and industrial land uses. Include INDOT, major employers, economic development groups, and other stakeholders to build consensus on designated routes into and through the community.

Discussions should center on providing efficient routes connecting to I-64 as well as to the future I-69 Extension. City officials should work with INDOT to implement cost-effective improvements along the S.R. 56 and/or U.S. 231 corridors connecting to interstate system.

Goal 3: Strengthen Local Connectivity

1 Preserve Functions of Streets Based on Classifications

Jasper's network of streets is comprised of a clear hierarchy of local, collector, and arterial streets or thoroughfares that efficiently move traffic throughout the community. This hierarchy of streets should also be coordinated with current and future land uses to ensure there is sufficient capacity to accommodate traffic demands.

2 Explore Circulation Patterns in the Downtown

Increased multi-modal mobility in Jasper should also consider the role of 1-way streets in the downtown area. The city should consider the feasibility of converting Main Street between 7th and 9th Streets, or Mill and Jackson Streets between 7th Street and 3rd Avenue from 1-way to 2-way circulation. Such an initiative could enhance mobility, promote pedestrian safety and comfort, and encourage economic development in the downtown. Refer to Chapter 3 for additional discussion on this and other issues relevant to the downtown.



3 Promote Neighborhood Connectivity

Policies and ordinances should promote interconnectivity between neighborhoods and residential developments, decrease the distances motorists must travel to reach destinations, and promote community interaction.

4 Improve Circulation Patterns on the City's West Side

Create new travelways or enhance existing streets and roadways on the west side to improve connectivity between local destinations and neighborhoods, and to major arterial routes including U.S. 231 and S.R. 56.

Goal 4: Encourage a Safe Multi-Modal Transportation Network



1 Continue to Expand the City's Pedestrian and Bicycle Network

Actively utilize the Transportation Plan to expand on- and off-street bicycle and pedestrian routes for all new street improvements or subdivision development. Evaluate existing street cross-sections and roadway classifications to determine if sidewalks and/or multi-use paths could be included within the existing public right-of-way.

Build on the success of the existing Riverwalk by extending it to the courthouse square and linking it to the existing multi-use trail along St. Charles Street. Future enhancements should also take into consideration the incorporation of bike racks or storage facilities at key locations throughout the city.



2 Continue to Support the Sidewalk Improvement Plan

The city should extend sidewalks to connect priority areas between residences and schools, and/or downtown and residential areas. Increased "walkability" in the community could also be an integral part of increasing tourism opportunities and creating a more pedestrian-friendly urban setting.



Expand trails such as the Riverwalk

3 Educate the General Public

Consider a local educational campaign to inform residents of proper “rules of the road” regarding bicyclists and pedestrians. This educational/promotional effort should be directed at both motorists and pedestrians/bicyclists to minimize conflicts and accidents.

4 Enhance the Safety of Jasper’s Transportation Network

Increase pedestrian safety for all modes of transportation throughout the community. Provide safe pedestrian crossings that include features such as pedestrian lights, signage, color, stripes or special pavement, and “Z” crossings with medians to highlight street crosswalks. The Jasper Youth Sports Complex on the south side of the city was noted by residents as a destination in need of better/safer connections to the larger community.

5 Strengthen and Expand Local Public Transportation

Support and/or promote public transportation options such as the *Ride Solution* program that provides transportation services to those in need within an 8-county region. Community leaders should work with other local social service organizations to ensure reliable and effective public transportation options for both Jasper residents and visitors.

Goal 5: Utilize the Transportation Network to Promote a Positive Image

1 Promote Attractive New Streetscapes

Partner with relevant stakeholders such as INDOT, Indiana Region 15, the DCTC, or Patoka 2000 to create attractive public rights-of-way utilizing street trees, signage, lighting, landscaping, or similar treatments.

2 Encourage Public Interaction with Natural Systems

Design and/or locate public ways to encourage access to natural areas or resources, and promote environmentally-sensitive development. Consider the use of sustainable materials, landscaping, or construction practices that not only have the least impact on natural systems, but also highlight or celebrate such features.

The Next Steps...

- Develop a 5-year Capital Improvement Plan (CIP) for internal use between municipal departments to identify, prioritize and fund projects related to public services and facilities.
- Partner with INDOT on joint-funded local road projects intended to reduce local traffic on U.S. 231 and minimize conflicts between U.S. 231 and the local street system.
- Encourage provisions or provide incentives in the Zoning Ordinance and Subdivision Control Ordinance for sidewalks in new residential and commercial developments.



New decorative sidewalk and streetlight project along 4th Street

- Prioritize and expand the city's multi-use trail network in a cost-effective manner to provide alternative transportation options.
- Undertake traffic studies on Jackson and Mill Streets to determine if a two-way roadway system would better serve the downtown.

There are several factors to consider when attempting to create lively, efficient, and usable transportation routes. Some of these factors are described below.

Complete Streets

In many communities the transportation network has been designed and built for the automobile but that mind-set is beginning to change throughout the nation. Communities are beginning to realize the many benefits of a multi-modal transportation network and "complete streets" policy. Such a policy addresses many options including vehicular, pedestrian, transit, and bicycle travel, and offers a number of health, social and economic benefits. It ensures that the entire public right-of-way is routinely designed and operated to enable safe access for all modes of transportation and all users including people of all ages, interests, and abilities. Components can include travel lanes, bike facilities, crosswalks, sidewalks, multi-use trails, medians, street trees, lighting, signage, street furnishings and on-street parking.



On-street bicycle facility and sidewalk

It is important Jasper's transportation network serves the existing vehicular, transit, bicycle and pedestrian systems to meet the diverse needs of residents and visitors in a safe, efficient and pleasant manner. Connectivity between destinations is crucial to integrating all the resources (parks, shopping and entertainment areas) the city has to offer. The basic street cross-section may vary by neighborhood, but to claim a "Complete Street" in a "walkable" city, the street should contain a minimum of 5 foot wide sidewalks so two people can pass comfortably. Where there is adequate right-of-way, planting strips landscaped with street trees should occur between the sidewalk and street.

Walkable Communities

The following characteristics are the qualities found in urban places where development pattern, intensity and design character combine to make frequent walking and transit use attractive and efficient choices for many people, as well as provide for automobiles and convenient and accessible parking.

1. Mixed land uses in close proximity to one another
2. Building entries that front directly onto the street without parking between entries and the public right-of-way

3. Building, landscape and thoroughfare design that is pedestrian-scale -- it provides architectural and urban design detail with size and design appreciated by persons who are traveling slowly and observing from the street level
4. Relatively compact developments (both residential and commercial)
5. A highly-connected, multimodal circulation network, usually with a fine "grain" created by relatively small blocks
6. Thoroughfares and other public spaces that contribute to "placemaking" -- the creation of unique locations that are compact, mixed-use and pedestrian- and transit-oriented and have a strong civic character with lasting economic value

An increasing number of communities are recognizing the value of these features and are embracing them in land use, urban design and transportation plans, often using techniques drawn from planning and design movements such as smart growth and new urbanism.

Source: *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities; An ITE Proposed Recommended Practice*. 2006.

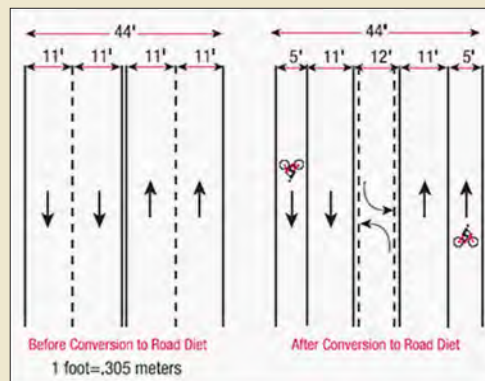
Road Diets

"Road diets" are often conversions of four-lane undivided roads into three lanes (two through lanes and a center turn lane). The fourth lane may be converted to bicycle lanes, sidewalks, and/or on-street parking. In other words, existing space is reallocated; the overall area remains the same.

Under most average daily traffic (ADT) conditions tested, road diets have minimal effects on vehicle capacity, because left-turning vehicles are moved into a common two-way left-turn lane. However, for road diets with ADTs above approximately 20,000 vehicles, there is a greater likelihood that traffic congestion will increase to the point of diverting traffic to alternate routes.

Road diets can offer potential benefits to both vehicles and pedestrians. On a four-lane street, drivers change lanes to pass slower vehicles (such as vehicles stopped in the left lane waiting to make a left turn). In contrast, drivers' speeds on two-lane streets are limited by the speed of the lead vehicle. Thus, road diets may reduce vehicle speeds and vehicle interactions during lane changes, which potentially could reduce the number and severity of vehicle-to-vehicle crashes. Pedestrians may benefit because they have fewer lanes of traffic to cross, and because motor vehicles are likely to be moving more slowly. The Federal Highway Administration (FHWA) report *Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations* found that pedestrian crash risk was reduced when pedestrians crossed two- and three-lane roads, compared to roads with four or more lanes.

Source: *The Federal Highway Administration*. <http://www.fhrc.gov/safety/hsis/pubs/04082/index.htm>



A Representative Road Diet

Road diets can take on many other forms such as:

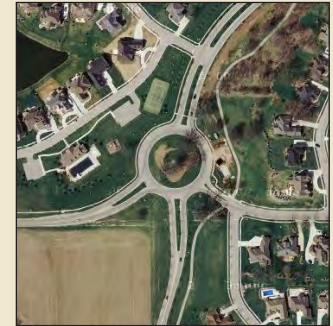
- Converting one lane of one-way traffic (when superfluous lanes exist) into a bike lane, on-street parking, or wider sidewalks
- Restriping of 4-lane undivided roadways with “unbalanced flow” (i.e. higher traffic volumes in one direction than the other - only three lanes necessary) to provide room for bike lanes
- Lane narrowing -- nudging stripes over a little bit to create room for bike lanes, further separating traffic from pedestrians
- Roadway narrowing -- moving in the curbs to reduce the pavement width

Source: <http://www.roaddiets.com/>

Roundabouts

A roundabout is a circular intersection within which traffic maneuvers around the circle in a counterclockwise direction, and then turns right onto the desired street. All traffic yields to vehicles in the roundabout and left-turn movements are eliminated. Unlike a signalized intersection, vehicles generally flow and merge through the roundabout from each approaching street without having to stop.

Roundabouts reduce the number of potential conflict points, compared with traditional intersections. Experience has demonstrated that vehicular crashes are significantly reduced when low-speed, single lane roundabouts replace four-way intersections.



A Roundabout Example

Proper accommodation of pedestrians and bicyclists in roundabouts represents an area of continuing research and development. Properly designed roundabouts include sufficient deflection to ensure low speeds, and splitter islands at the approaches slow vehicles and allow pedestrians to cross one direction of travel at a time. The literature shows that, given a properly designed single-lane roundabout, motorist and pedestrian safety is almost always improved when compared to conventional intersections. Multilane approaches can create additional points of conflict for pedestrians.

The splitter islands at roundabouts allow pedestrians to cross one direction of traffic at a time. This is a significant advantage over conventional intersections. If motorists do not yield to pedestrians at the crosswalk, pedestrians must select a gap in traffic before crossing. If traffic flow is continuous, choosing a gap may become problematic.

Wayfinding and gap selection cues need to be adequately addressed in the design of roundabouts so that roundabouts are not a barrier to pedestrians with vision impairments.

Roundabouts can be challenging for cyclists, therefore in larger roundabouts, an off-road bicycle path may be necessary to allow cyclists to use the pedestrian route.

Source: *Pedestrian and Bicycle Information Center. Funded by US FHWA.* <http://www.walkinginfo.org/engineering/roadway-roundabouts.cfm>

THE CITY OF JASPER COMPREHENSIVE PLAN PART 3: BUILDING OUR FUTURE

FUTURE LAND USE PLAN

12

Land Use Designations
Future Land Use Plan
Redevelopment Opportunities

Introduction

The Future Land Use Map is the primary tool for implementation of land use related goals and objectives in the Comprehensive Plan. The map is based on previous land uses from the 2004 Comprehensive Plan, input from City staff, the Steering Committee, and recent development trends. Typically, the intensity of land uses decreases as it radiates from the center of the city. The following land use designations were created based on the following:

- existing land use locations and relationships,
- transportation resources,
- current and planned infrastructure, and
- the vision and goals of this plan.

The plan also addresses future land use in the two-mile planning jurisdiction. This enables the community to guide development and utility expansion on land within Dubois County adjacent to Jasper's incorporated boundary as permitted by Indiana state statute. The boundaries of the land use designations do not correspond to existing parcel boundaries. Compatible uses are highly encouraged regardless of designations on the Future Land Use map. This chapter also identifies five critical areas or "Redevelopment Zones" with redevelopment potential, and recommends urban design and development opportunities to maximize each site's unique potential.

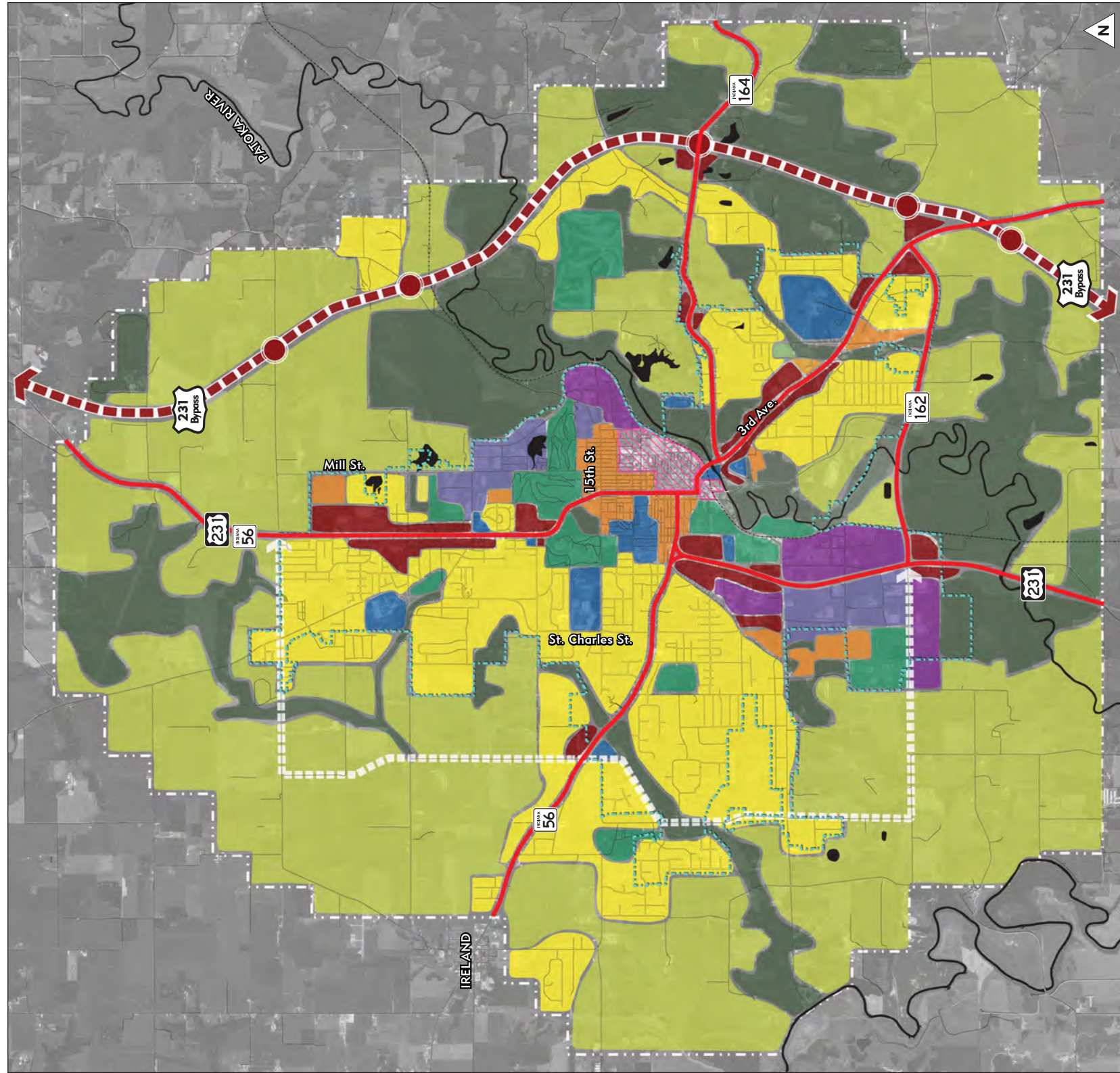
Land Use Designations

Natural Habitat / Conservation

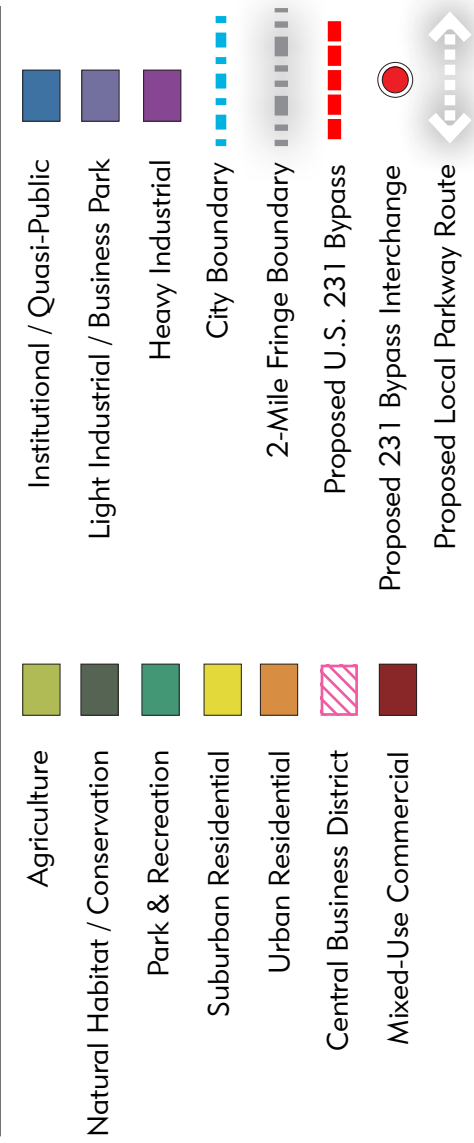
The designation seeks to protect environmentally-sensitive natural features such as wetlands, floodways, floodplains, steep slopes, forests, and streams from the potential negative impacts of development. Development near steep topography and unstable soils can increase runoff and erosion into waterways. Limiting development promotes the safety and protection of private investment by protecting against property damage, decreased property values, and higher risk insurance rates in flood-prone areas. Development permitted adjacent to Natural Habitat/ Conservation land use designation should include adequate separation and buffering from such sensitive habitats.

Parks and Recreation

This land use designation includes neighborhood, community and regional parks, golf courses and other recreation amenities. These recreational areas can be both active (sports fields, swimming pools, tennis courts) and passive (trails, greenways, and lands with natural features and wildlife habitat). Adequate parks and open space should be well connected to schools, commercial uses, and medium and higher density residential areas in which residents have limited access to outdoor space. Every effort should be made to provide linkages to larger city-wide or regional park and trail networks. Parks and open spaces should include greenway and riparian corridors providing access for pedestrians and bicycles. Active parks that support large numbers of uses should also be connected to public utility services.



Future Land Use Designations



Agriculture

The Agriculture land use designation generally occurs outside of the incorporated boundaries but within the two-mile fringe. The designation includes traditional farming practices such as crop production, livestock (grazing and confined animal feeding operations), agricultural production and storage centers (such as grain elevators); agricultural research; stables, wineries, and other natural and food production related activities. Activities characterized as agritourism (farm trails, farmers' markets, and roadside stands) and rural residential associated with agricultural operations may occur here. Development other than agriculture or rural residential is not recommended in within this area in order to support continued agricultural activities, and minimize potential conflicts with other land uses.

Residential

The community has expressed a desire to provide for a variety of housing types and sizes that suit the needs of residents of all ages and incomes. Housing stock should include both rental and owner-occupied units reflecting the range of lifestyles and incomes within the community. The Residential designation is divided into two distinct categories below.

- **Suburban Residential**

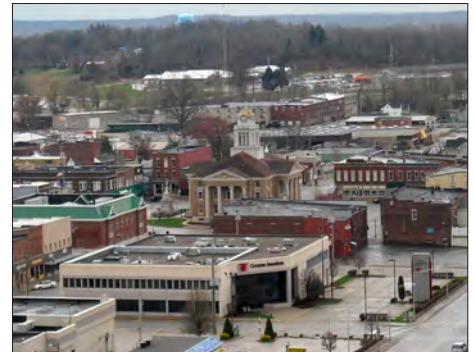
Suburban Residential refers to neighborhoods of single-family homes of low to moderate densities. Attached homes and manufactured homes are also included in this classification. These areas may also include institutional uses such as civic, church and educational facilities. New development should always be required to connect to existing infrastructure and utility services. A conservation subdivision is an appropriate type of land tool to use when suburban residential is sited in areas with sensitive habitats or natural features. Refer to the Conservation Subdivision Profile (Pg. 92-93) for additional information on this principle. Residential neighborhoods should be connected by streets and sidewalks or multi-use paths to schools and other compatible non-residential or commercial areas.

- **Urban Residential**

The Urban Residential designation is characterized by traditional housing clustered in the downtown area or as part of infill development within the existing urban fabric. These lots are typically smaller than those in the Suburban Residential category resulting in higher densities. Housing types range from detached single-family to multifamily residential. Some housing will be mixed in with compatible office or retail. Urban Residential housing should have a high level of pedestrian and vehicular connectivity to goods and services, transportation, parks and open spaces. This designation can also serve as a transitional area between lower density residential and commercial or business activities. Development should be connected to city utilities and public services.

Central Business District (CBD)

Downtown is highlighted due to the historic nature and urban pattern of development. This classification will include a mix of uses within a defined high-density area that contribute to the richness. The physical and emotional relationship between the Downtown and the community should continue to be strengthened. It is important to retain and expand civic and governmental organizations as needed, preserve historically-significant structures, and promote the Downtown as a community gathering place. New or rehabilitated downtown commercial development should be compatible with the context. Maintaining the traditional street grid, strengthening pedestrian connections to the surrounding neighborhoods, and proactively maintaining infrastructure are also important considerations. Such a strategy can strengthen the image and vibrancy of Downtown Jasper. Additional surface parking should be limited and the efficiency of existing lots and on-street parking maximized. Wayfinding signage at community gateways should also be incorporated to direct motorists and pedestrians to the Downtown.



Variety of land uses in the Downtown

Mixed-Use Commercial

The Mixed Use Commercial land use designation typically includes retail, professional office, restaurants, multifamily residential, entertainment, personal service businesses, or possibly light industrial. As the map indicates, this designation is located along major transportation routes or clustered around intersections with excellent vehicular and truck access. Development may vary in scale depending on whether it serves individual neighborhoods, the broader community, or surrounding counties. Mixed-use Commercial may refer to different uses on one site or different uses within a single building. The visibility of commercial development along prominent corridors warrants high quality design and development standards to achieve the desired image and character of Jasper. Design standards can address site layout and design, materials, architectural features, parking, landscaping and signage. Controlled access, frontage roads, and synchronized signalization along the highway corridors should be part of the plan to mitigate potential traffic congestion and safety concerns.

Institutional / Quasi-Public

Institutional uses are often the focus of activity and include city / government offices, medical facilities, pre- primary, and secondary schools, colleges and universities, churches, and other not-for-profit properties. Strong vehicular, pedestrian and transit connections should be maintained between institutional uses and residential areas. This designation is based on the locations of existing institutional uses and the potential for expansion. Such institutional facilities, especially Memorial Hospital and Healthcare Center, are important components in Jasper's economy and play a large part in the image and identity of Jasper. Quality design is warranted, and any new development should be required to connect to utility services.

Light Industrial / Business Park



Shared stormwater facility as a site amenity within this office park

Light industrial / business park uses are typically comprised of large parcels and are best situated at a multi-modal hub of roads and rail transportation to facilitate the movement of goods. These employment-based developments generally contain office, flex-tenant, technology and research parks, or light industrial uses. Such developments can be designed in a campus-like setting with various amenities for employees. Accessory commercial uses such as banks, coffee shops, and fitness facilities may also be located within such areas to serve the needs of employees.

Light industrial / business park development should complement the surroundings and there should be attention to quality site master planning, design, structures, screening of loading and storage areas, and roadway corridors to ensure the community's desired image is achieved. Sites should also contain shared drainage facilities, coordinated design regarding entry signage, wayfinding, or circulation, and utilize green development principles such as increasing standard setbacks adjacent to sensitive habitats (creeks and wetlands), and using pervious pavement or vegetated swales to accommodate water runoff.

Heavy Industrial

The Industrial designation includes typical heavy industrial operations, manufacturing, assembly, or distribution facilities. The classification covers existing industrial uses and allows for expansion of such uses within the same areas. Industrial operations should be connected to city infrastructure and utilities with adequate truck access. Uses located within this classification that may expand operations should take measures to ensure a healthful environment and minimize conflicts with adjacent uses.

Heavy industrial uses such as manufacturing, machining and milling are represented by many of the traditional wood manufacturing plants located throughout Jasper. These businesses were historically located near good river, rail or highway access to facilitate the movement of goods. The former Jasper Cabinet factory along the downtown riverfront is an example of this. New heavy industry should be designed and sited to minimize noise, lighting, odor, or vibration nuisances to the natural environment or less-intense land uses such as residential and/or institutional uses.

Growth and Annexation

Annexation of land is one way in which the city can grow in the future. Ongoing communication and coordination between the City and County regarding land that may be included in future annexation plans can protect natural features and environmental resources, facilitate efficient travel, and provide seamless coordination of public safety and emergency response services. It is important for the City of Jasper to consider the balance of land uses for land annexed. Striving for a balance between residential development and revenue-generating development such as commercial and industrial is important for a healthy and sustainable economy in Jasper.

Conservation Subdivisions

A Conservation Subdivision - also called cluster development - is a form of residential development that concentrates buildings on a portion of a site. A conservation subdivision may permit reduced bulk and density standards for lot size, setback, street width and other features in the designated zoning district to allow permanent preservation of environmentally-sensitive natural features or open space for residents. Open space is an integral part of conservation subdivisions and can act as a natural buffer, facilitate wildlife movement, protect watersheds and sensitive habitats, or allow for continued crop or livestock production.

What are the Advantages of Conservation Subdivisions?

Often, developers will agree to create conservation subdivisions because they allow higher densities and preserve aesthetically-pleasing natural areas. Developers are able to avoid areas of the site that cost more to develop, such as woodlands, streams, or wetlands without sacrificing the number of units they can build. The increased density can create a reduction of infrastructure, engineering, and construction costs. In addition, conservation subdivisions are sometimes easier to market and sell because of the preserved natural amenity. Homeowners can also benefit from conservation subdivisions. With flexible lot arrangements, homes can be arranged to take advantage of open space or natural views. These developments can include trails to open spaces, streams, woodlands, or similar natural areas accessible from within the development, as well as by others in the larger community.

Conservation subdivisions can also benefit farming practices. Farmland being preserved must be large enough to continue crop production in an economical and sustainable way. Continued agricultural operations could also evolve into other farming practices to produce high-value crops like vegetables, fruits, or nursery stock.

What do Conservation Subdivisions Look Like?

Conservation subdivisions enhance the preservation of natural features by grouping structures into efficient pods or linear shapes. The conservation areas within these developments can include open fields, floodplains, woodlands, wetlands, pastures, or agricultural crop fields. For developments that incorporate agricultural practices into the design, developers and realtors, as well as land use decision makers, should be aware of the agricultural practices and inform potential residents. Roads



Conservation subdivision example - Prairie Crossing, Illinois

within the conservation subdivisions may be narrower and uncurbed taking advantage of the adjacent roadside landscaping to filter runoff and recharge groundwater. Stormwater management may incorporate innovative natural drainage systems utilizing pre-approved Best Management Practices (BMPs).



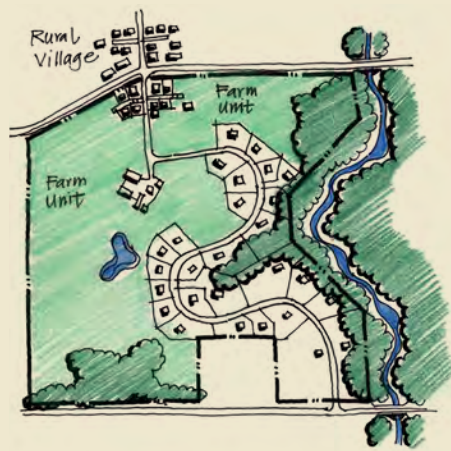
Existing Farm.



Traditional Zoning



Cluster Zoning



Conservation Subdivision

Who Maintains Conservation Subdivision Open Space?

Usually, common open space in conservation subdivisions is held and maintained by either a homeowner's association (for subdivisions), or the owner of the development, and in some cases, the land is dedicated to a local government or land trust to maintain as accessible conservation space.

CONSERVATION SUBDIVISIONS PROFILE

Greenfield: *Farmland and open areas where there has been no prior industrial, commercial, or residential activity. Greenfields are often in a natural or agricultural state, and are therefore much less likely to be chemically contaminated or have infrastructure in place for development.*

Greyfield: *Older, economically challenged retail and commercial sites. The term is commonly applied to regional malls and strip centers that are past their prime and are experiencing declining levels of occupancy.*

Brownfield: *Abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination from the release or threatened release of a hazardous substance.*

One of the primary goals or desires noted by residents that emerged from this comprehensive planning effort was to effectively utilize the City's existing resources and infrastructure. Encouraging infill and redevelopment within the City's existing urban fabric, rather than expanding into greenfield ("undeveloped") areas on the City's edge became one of the primary recommendations generated from the public input process. The principle of redevelopment utilizes existing public infrastructure and streets, captures or retains the embodied energy of existing buildings, strengthens the urban fabric, and preserves the surrounding natural landscape. In short, it is the ultimate way to be sustainable.

Redevelopment Tools

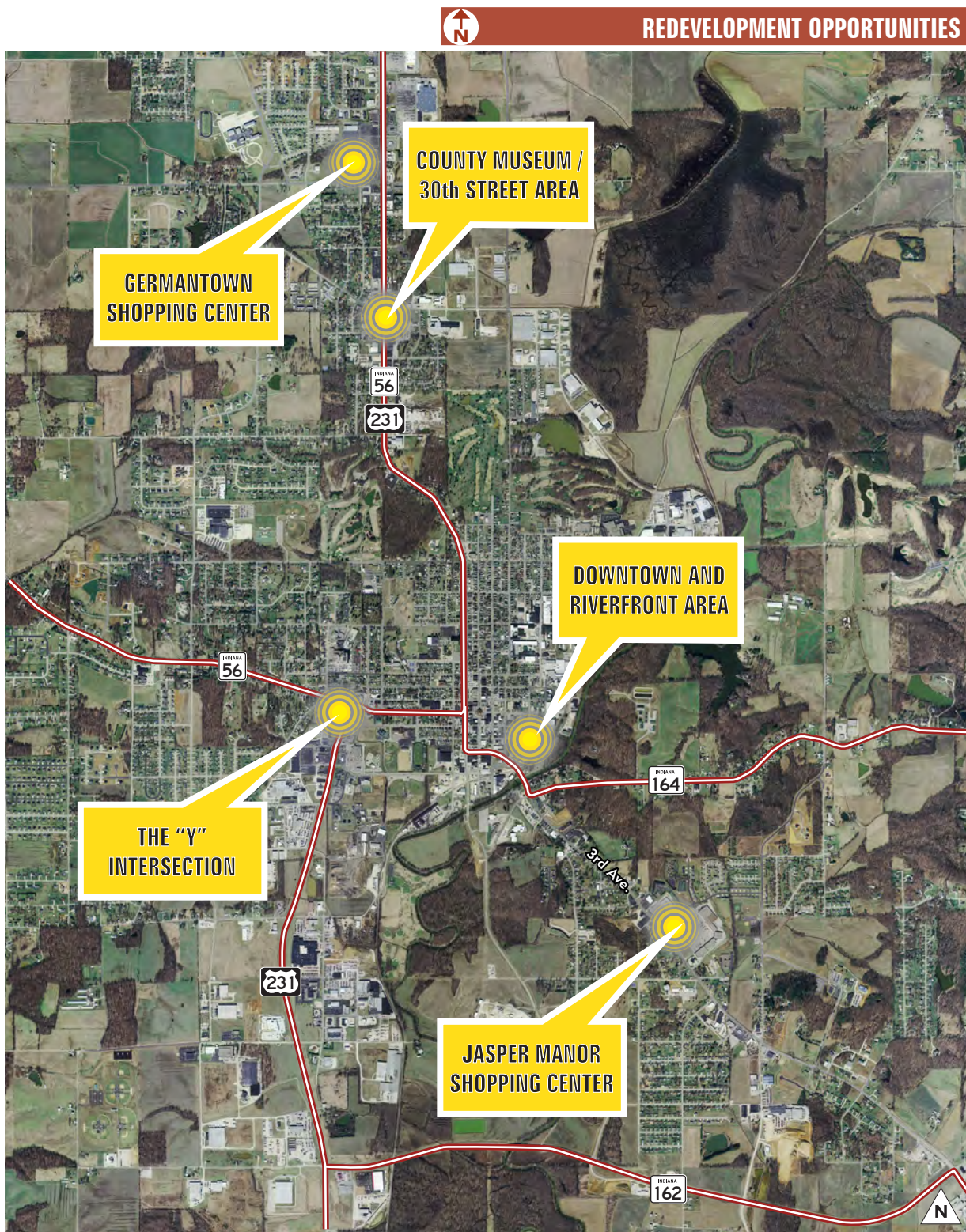
As identified previously in Chapter 4, there are a number of existing or potential economic development tools and organizations the community could utilize to encourage redevelopment within Jasper. For instance, creating a Redevelopment Agency could provide a means to assemble and acquire land, and take advantage of state and federal funding programs for the revitalization of blighted areas or brownfield cleanup. Redevelopment agencies typically establish Tax Increment Financing (TIF) districts which recapture property taxes from the district to reinvest in the district. Community Revitalization Enhancement Districts (CRED) operate similarly by recapturing sales tax. Tax abatements provide incentives for major new employers to locate within a city, but it is also important to provide tools to enable existing businesses to expand or provide job training for current employees.

City incentives may include streamlining review and permitting to shorten the approval time or assistance with the demolition of structures to prepare a site for development. For city-owned parcels, the land might be made available for free or at reduce cost as an incentive for private investment. The City should also continue to facilitate broadband infrastructure and telecommunications improvements. The Chamber of Commerce, DCADC, or other economic development organizations may assist with promoting areas for redevelopment to recruit potential investors.

Areas Identified for Redevelopment

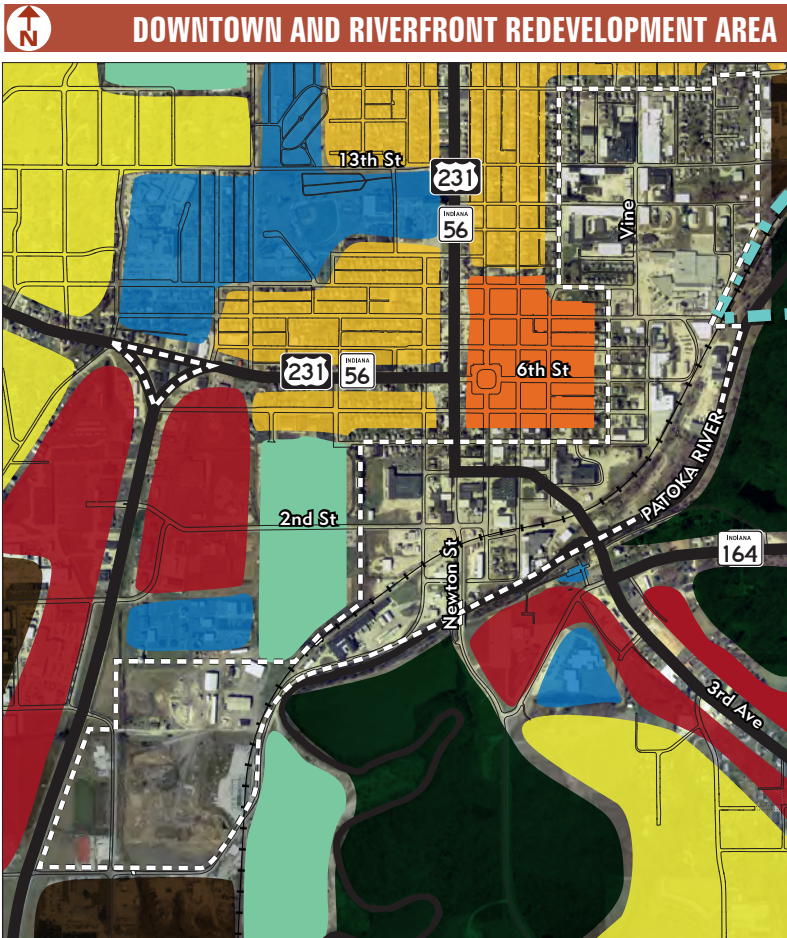
Redevelopment can occur in downtown, the suburbs, or on brownfield sites that are abandoned, underutilized, or blighted. Redevelopment returns sites to productive uses that contribute to Jasper's tax base. Such a strategy can also offer opportunities to increase population density, encourage more "walkable" neighborhoods, and create a more vibrant community.

Based on input from City staff, the Steering Committee and the general public, five primary "Redevelopment Opportunities" were identified. These areas tend to be either abandoned, (possible) brownfield sites, or underutilized commercial sites and buildings with excessive surface parking. Some sites are located in the downtown and along the river, while others are traditional strip commercial development along state highways (i.e. U.S. 231, S.R. 56, 3rd Avenue). These shopping centers along Jasper's highways were indicative of mid-century development patterns that were heavily dependent on the automobile as the primary means of transportation. Five targeted redevelopment opportunities are illustrated on the following map and described further on subsequent pages.



12 Downtown and Riverfront Opportunities

LAND USE PLAN



Future Land Use Designations

- Agriculture
- Natural Habitat / Conservation
- Park & Recreation
- Suburban Residential
- Urban Residential
- Central Business District
- Mixed-Use Commercial
- Institutional / Quasi-Public
- Light Industrial / Business Park
- Heavy Industrial

Overview

The momentum created by recent efforts to provide more attractions and activities on the riverfront should be strengthened with additional downtown redevelopment. One key to successful downtown redevelopment is to strengthen the connections between courthouse square, the riverfront, and the larger city resulting in a more vibrant community center. Such development must also be balanced with the desire to protect or restore the Patoka River riparian corridor.

Residential, retail and office commercial land uses are good candidates to provide balance to the remaining industrial land uses downtown. Residential development should be a priority to support established commercial/retail activity, as well as attract additional commercial/retail land uses that complement existing uses. The result would be to bring more people to downtown, potentially encouraging existing businesses to extend their hours and attracting new businesses to take advantage of the increased traffic.

Issues and Opportunities

- Several buildings such as the former Jasper Cabinet and Wood Products factories, or similar industrial sites are located along the riverfront.

Land between the river and the railroad within this redevelopment area is within the federally designated floodway. It may be possible to reuse existing buildings in that area, but redevelopment that involves new construction will need to be permitted and approved by the Indiana Department of Natural Resources (IDNR).

- Brownfields may exist within the redevelopment area as a result of the former industrial uses. These sites will need to be cleaned according to Indiana Department of Environmental Management (IDEM) and Environmental Protection Agency (EPA) standards prior to reuse.
- ROJAC has already initiated several projects in the area that can connect downtown and riverfront redevelopment.

Recommendations

Land Use

- Ensure compatibility between current and future land uses including residential, retail, service, entertainment, and office
- Where feasible, vacant or underutilized factories should be repurposed ideally as mixed-use venues that result in more activity (and people) downtown

- Establish minimum densities for new development
- Develop incentives to encourage downtown housing
- Expand on the recreational and cultural riverfront activities where Newton Street and 3rd Avenue cross the Patoka River. Facilities or activities could include:
 - » Additional sports fields adjacent to the Schroeder Sports Complex
 - » Amphitheater
 - » Restoration of the floodway as a natural urban park
 - » Sports and/or swimming complex (pool and splash park)
 - » Hospitality and entertainment venues



Reuse of a former power plant into a children's museum in Ft. Wayne, IN

Infrastructure

- Enhance 3rd Avenue south(east) of the Patoka River to create a more pedestrian-friendly corridor
- Strategically expand the number of streets with pedestrian friendly streetscapes to link the historic industrial area and the riverfront/ Riverwalk to the courthouse square
- Consider opportunities to minimize overhead power lines or similar visual "clutter" along the 3rd Avenue corridor into downtown

Design

- Minimize the prominence of surface parking
- Provide wayfinding signage along Newton Street and 3rd Avenue to direct motorists and pedestrians to downtown venues
- "Soften" prominent thoroughfares by providing pedestrian scale elements such as landscaping, street trees, banners and plant hangers, decorative light fixtures, and building awnings



Potential reuse opportunities for vacant or underutilized factories in the downtown area and/or along the Patoka River



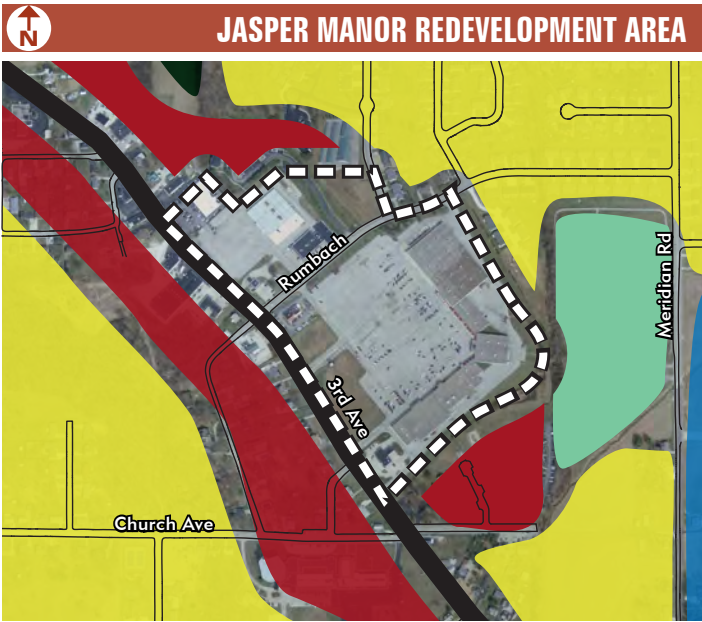
Riverfront amphitheater as a cultural and community gathering place



Former cigar factory in Charleston, SC to be converted into a mixed-use development featuring loft-style residences, retail and office space, and a restaurant.

12 Jasper Manor Shopping Center Opportunities


LAND USE PLAN



Overview

Jasper Manor is an older shopping center built when 3rd Avenue was S.R. 162 traversing the city. Residential development surrounds much of this area, and it is near the Vincennes University Jasper Campus (VUJC). Although there remain several successful retail uses in Jasper Manor - including a local grocery store - the shopping center is ripe for revitalization. The key is to encourage redevelopment within and around this designated area with appropriate uses in order to strengthen existing businesses. The area is also an optimal location for a mixed-use development with office / business park and higher density residential development. These uses would complement the existing residential area and campus. Redevelopment centered around the Jasper Manor Shopping Center could also serve as a catalyst for additional development southeast to revitalize areas near the Meridian Road/3rd Avenue intersection.

Future Land Use Designations

	Agriculture
	Natural Habitat / Conservation
	Park & Recreation
	Suburban Residential
	Urban Residential
	Central Business District
	Mixed-Use Commercial
	Institutional / Quasi-Public
	Light Industrial / Business Park
	Heavy Industrial

Issues and Opportunities

- Vacant Rural King building located directly west of Jasper Manor could be redeveloped
- Underutilized outlots with 3rd Avenue frontage
- Could serve as an important mixed-use node along 3rd Avenue linking VUJC with attractions in Old Jasper and along the riverfront
- Redevelopment could serve as a catalyst to transform 3rd Avenue into a more walkable street corridor including pedestrian linkages to nearby Bohnert Park

Recommendations

Land Use

- Promote mixed-use redevelopment focused on professional office, retail, higher density residential development, institutional and possibly social services
- Consider master planned development proposals that can accommodate multiple



Vast parking area fronting the Jasper Manor Shopping Center

property owners and phased development as market conditions warrant.

- Reuse or repurpose the former Rural King building/site as part of the larger redevelopment of the Jasper Manor shopping center
- Seek opportunities to partner with VUJC to create a higher-learning campus that supports the VUJC curriculum, focuses on job training initiatives, business incubation, and/or an advanced manufacturing research center



Example of townhomes as infill development

Infrastructure

- Encourage sustainable building or site design principles as part of large parcel development
- Create internal hierarchy of streets
- Employ access management principles such as cross-access easements and minimal curbcuts to minimize congestion on 3rd Avenue and adjacent local streets
- Provide sidewalks or multi-use paths within and linking redevelopment to nearby residential areas
- Consider streetscape enhancements on 3rd Avenue to provide greater pedestrian safety and link the redeveloped node to the existing neighborhood

Design

- Consider developing guidelines that address building materials, signage, lighting, screening, landscaping, and architectural features
- Orient development towards streets and minimize setbacks on all streets to strengthen visual and physical connectivity to adjacent residential areas
- Encourage buildings on outlot to be located built close to the 3rd Avenue right-of-way with the majority of the parking to the rear and sides of the structure
- Encourage 4-sided architecture (architectural detail and materials from the front facade extended to the other 3 sides) as structures will be visible from internal and external streets, residences, and businesses
- Screen parking areas, loading and service facilities from adjacent neighborhoods and local streets by utilizing landscaping, walls, or buildings

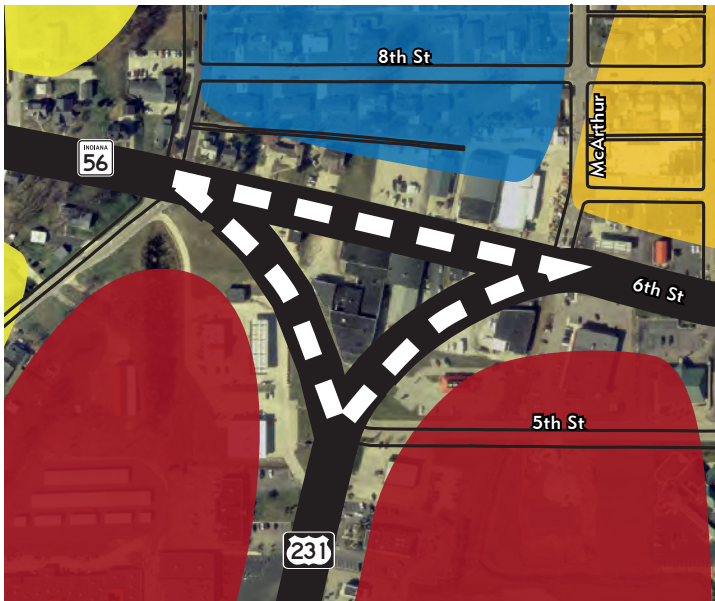


Examples of mixed-use / professional office buildings with quality architectural materials and/or design features

12 The "Y" Intersection Opportunities

LAND USE PLAN

THE "Y" INTERSECTION REDEVELOPMENT AREA



Future Land Use Designations

■	Agriculture
■	Natural Habitat / Conservation
■	Park & Recreation
■	Suburban Residential
■	Urban Residential
■	Central Business District
■	Mixed-Use Commercial
■	Institutional / Quasi-Public
■	Light Industrial / Business Park
■	Heavy Industrial

exploring the use of roundabouts at appropriate locations on state highways/intersections.

Recommendations

Land Use

- Due to this area's elevation, there is an opportunity to include an overlook or visitor area providing a panoramic view of the downtown.
- Consider limited commercial or office (mixed-use) redevelopment surrounding the roundabout to create a focal point at this key entry point to Jasper.
- Develop the roundabout's central space as a green/open space that could include permanent artwork, or temporary/seasonal art exhibits.

Infrastructure

- Reconfigure the "Y" into a roundabout to reduce congestion and improve traffic flow
- Consider streetscape enhancements on U.S. 231 and/or S.R. 56 to provide greater pedestrian safety and link this focal point to adjacent land uses

Design

- Create gateway features incorporating unique structural elements, landscape plantings, or special/accent lighting among other elements.
- The scale of this and other city gateways should relate to the scale and speed of traffic on the adjacent roads.



The "Y" looking west from McArthur Street (U.S. 231)

Overview

Locally referred to as "The Y", this area just west of the downtown represents the intersection of U.S. 231 and S.R. 56. The existing configuration creates a pie-shaped arrangement of parcels that includes a large vacant building, as well as some viable businesses. The unique location and configuration of the "Y" has the potential to become a unique, identifiable, and regionally recognized gateway on Jasper's west side "welcoming" motorists to the community.

Issues and Opportunities

- Signalized intersections on S.R. 56 at both Dorbett Street/Truman Road and at McArthur Street / U.S. 231 to direct traffic through the area.
- Reconfigure the intersection into a roundabout is one solution that can ease motorists' confusion, reduce congestion, and become a more attractive area.
- The use of roundabouts has increased considerably throughout the state, and INDOT is currently

- Incorporate wayfinding signage along U.S. 231 and S.R. 56 to direct motorists and pedestrians to downtown venues
- Integrate landscape treatments on streets surrounding the "Y" to enhance and promote the City's image.
- Incorporate public art as part of the proposed gateway. Public art energizes a corridor, and is another opportunity to express the City's image.



Example of landscaping and water features to create an identifiable setting - this feature also serves to retain and treat stormwater runoff



Construction of a roundabout at the intersection of two state highways in Valparaiso, IN



Example of monumental public art as a focal point within the public realm

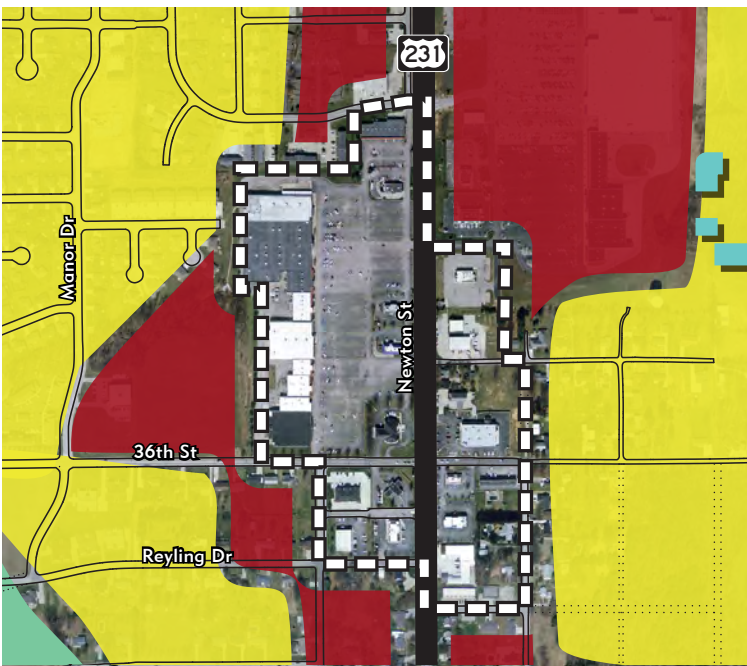


Conceptual illustration of a roundabout design for the "Y" intersection

12 North U.S. Highway 231 Opportunities

LAND USE PLAN

GERMANTOWN CENTER REDEVELOPMENT AREA



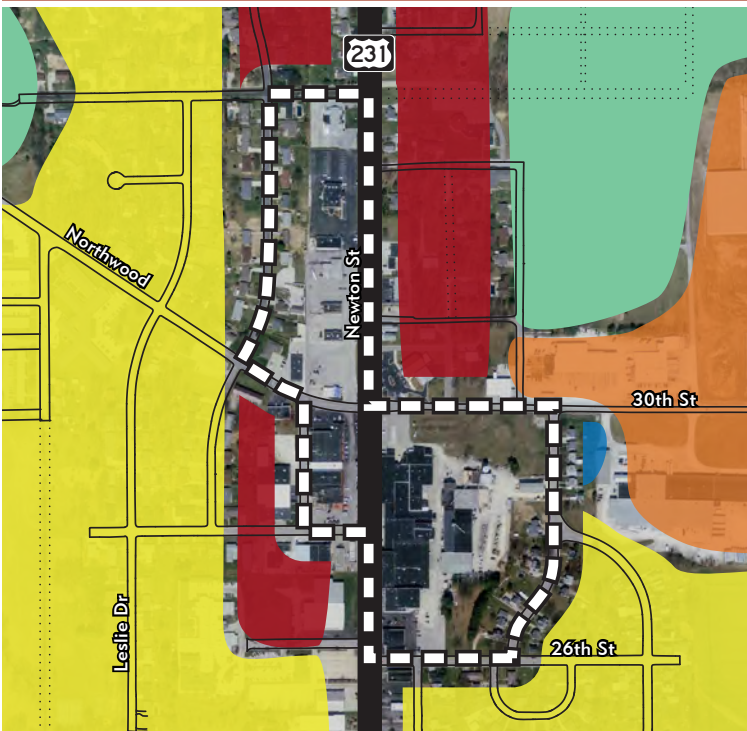
Overview

Redevelopment opportunities on the North U.S. 231/Newton Street corridor include two areas that were originally developed as automobile-oriented shopping centers. Such sites usually locate along prominent corridors (e.g. highways) with high traffic counts and often include large parking areas for primarily retail and restaurant uses. For this reason targeted redevelopment areas should be nodal -- at intersections of major thoroughfares.

Although several retail uses remain in Germantown - including a local grocery store and several chain restaurants - the shopping center is underutilized and a prime site for revitalization. The key is to encourage redevelopment with uses that strengthen existing businesses. Development should respond to, and create visual or physical connections to surrounding residential areas.

Proposed redevelopment in the area should seek to cluster buildings to shorten walking or driving distances. All of these factors and design objectives can reduce the number of automobile trips and therefore air pollution and roadway congestion. The introduction of housing into these commercial centers should also be a priority. Higher density housing is an alternative for a variety of residents from young professionals to seniors who enjoy the convenience and proximity of various/diverse activities. These residents also provide a customer base for businesses located in the center, as well as potential ridership for future public transportation opportunities. Appropriate redevelopment can also enhance a sense of community between the new, mixed-use development and surrounding neighborhoods.

DUBOIS COUNTY MUSEUM / 30TH ST. REDEVELOPMENT AREA



Future Land Use Designations

- Agriculture
- Natural Habitat / Conservation
- Park & Recreation
- Suburban Residential
- Urban Residential
- Central Business District
- Mixed-Use Commercial
- Institutional / Quasi-Public
- Light Industrial / Business Park
- Heavy Industrial

Issues and Opportunities

- The Germantown Shopping Center Area:
 - » Vacant tenant spaces of varying sizes
 - » Excessive surface parking visible from U.S. 231
 - » Multiple curb cuts for individual businesses increase traffic congestion
 - » Retail “competition” from new shopping center (anchored by WalMart and Home Depot) north of center
 - » Disconnect from residential areas, parks and schools
 - » Older structures with uninspired design
- The Dubois County Museum/30th Street Area:
 - » Existing collection of businesses along the west side of Newton Street remain vibrant and viable
 - » Former (Kimball) factory also houses the Dubois County Visitors Center and Tourism Commission
 - » The county museum and visitors center utilize only half of the former factory’s available square footage
 - » Recent reuse of several vacant restaurant buildings along Newton Street north of 30th Street could spur additional investment



Rear view of commercial building illustrating 4-sided architectural design features



Recommendations

Land Use

- Focus (re)development at intersection nodes rather than as a typical strip
- Establish minimum densities to create energy
- Require a mix of uses including retail, office, higher density residential, hospitality, entertainment and institutional within walking distance of one another
- Develop outlots with minimal setbacks to create an urban/street edge along Newton and 36th Streets
- Encourage supporting land uses that strengthen the museum’s role as a cultural destination in Jasper and Dubois County

Infrastructure

- Encourage natural stormwater solutions such as vegetated swales and pervious pavement for parking lots where possible
- Reduce existing curb-cuts by providing a limited number of signalized intersections and convenient cross-access between parcels
- Consider dividing large parcels into smaller blocks with short, parallel internal streets to accommodate a mix of uses and connectivity on a more urban grid
- Consider sidewalks, multi-use paths, or streetscape enhancements along/across Newton and 36th Streets to provide greater



Two photos above illustrate buildings with facade details such as awnings, canopies, roof detail, a variety of materials, cornices and pedestrian scale externally illuminated signage. Landscaping and site furnishings add pedestrian comfort.

12 North U.S. Highway 231 Opportunities

LAND USE PLAN

pedestrian safety and link this redeveloped mixed-use node to residential areas and Jasper Middle School

Design

- Encourage 4-sided architecture (architectural detail and materials from the front facade extended to the other 3 sides) as structures will be visible from streets, residences, and other businesses
- Cluster uses and incorporate pedestrian connectivity to encourage a sense of community and reduce automobile trips
 - Reduce the setback of buildings to increase business visibility along adjacent streets
 - Encourage parking to occur at the sides and to the rear of buildings to minimize parking between Newton and 36th Streets and adjacent businesses
 - Screen parking areas, loading and service facilities from adjacent neighborhoods and local streets by utilizing landscaping, walls, or buildings



Conceptual master plan for the redevelopment of an aged and underutilized shopping center similar to the Germantown Center which includes the addition of multi-family housing and retention of existing, viable businesses.



Multi-use trail connecting to adjacent neighborhood

Pedestrian safety features at intersection

Building near street to define corner

Parking behind buildings

A partially restored street grid

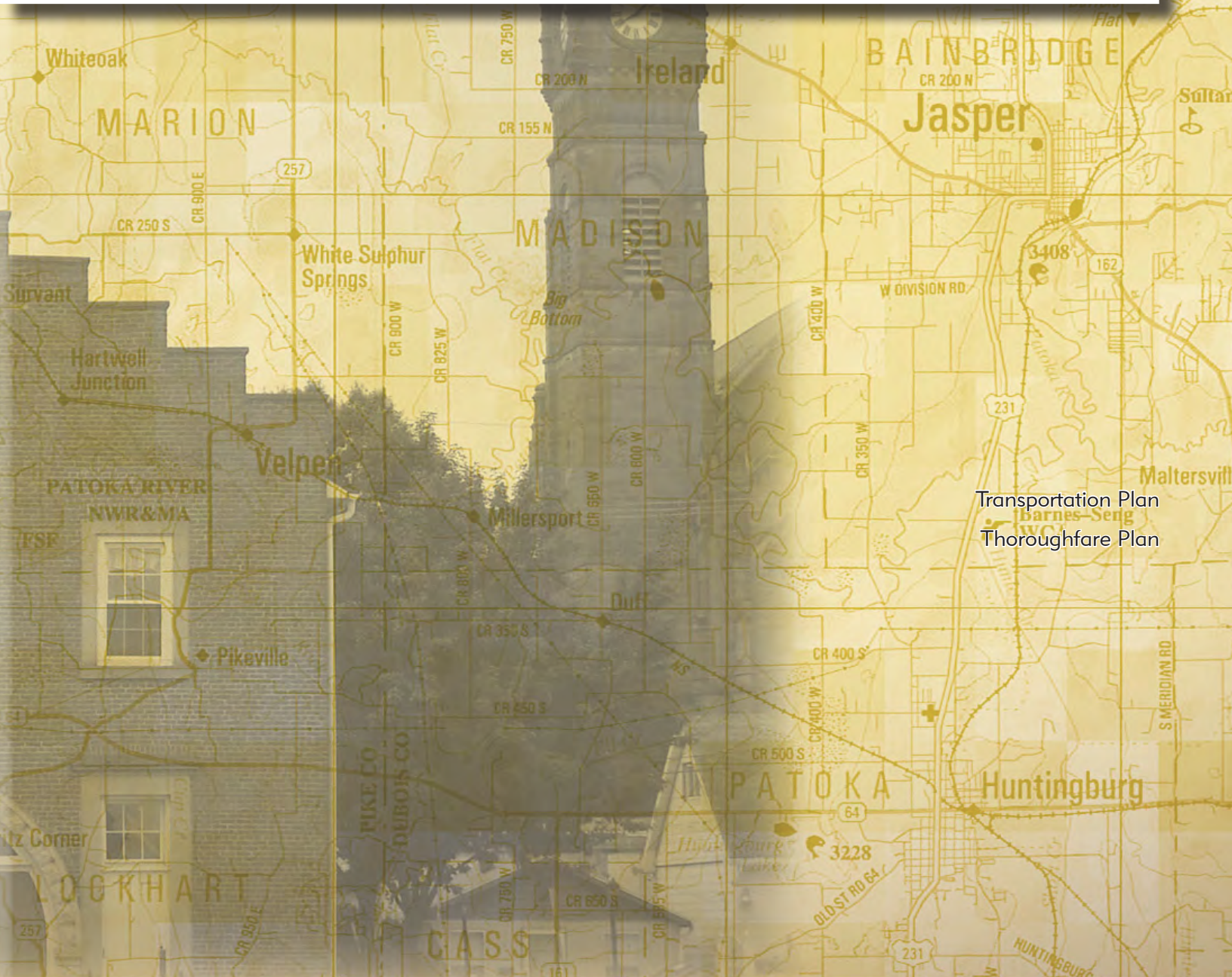
Retail on 1st floor with residences or office above

THE CITY OF JASPER COMPREHENSIVE PLAN PART 3: BUILDING OUR FUTURE

TRANSPORTATION PLAN

13

Transportation Plan
Barnes-Seng
Thoroughfare Plan



Introduction

Goals and principles identified in Chapter 11: Transportation Systems, are the foundation for the Transportation Plan. This Transportation Plan, which also contains the Thoroughfare Plan, should be used in conjunction with the Future Land Use Plan to guide decisions for residential, commercial and industrial development throughout the City.

The Plan also contains recommendations for a multi-modal network of roadways, rail, greenways and trails accommodating all uses including pedestrians and cyclists. Multi-modal options can contribute to Jasper's image and identity, strengthen the local economy, and help avoid uncontrolled growth and traffic-related congestion that might detract from the community's quality of life. The Thoroughfare Plan takes into consideration not only current road conditions and connections, but establishes specific functions and minimum design standards for each roadway type.

Generally, the Transportation Plan is intended to accomplish the following transportation goals:

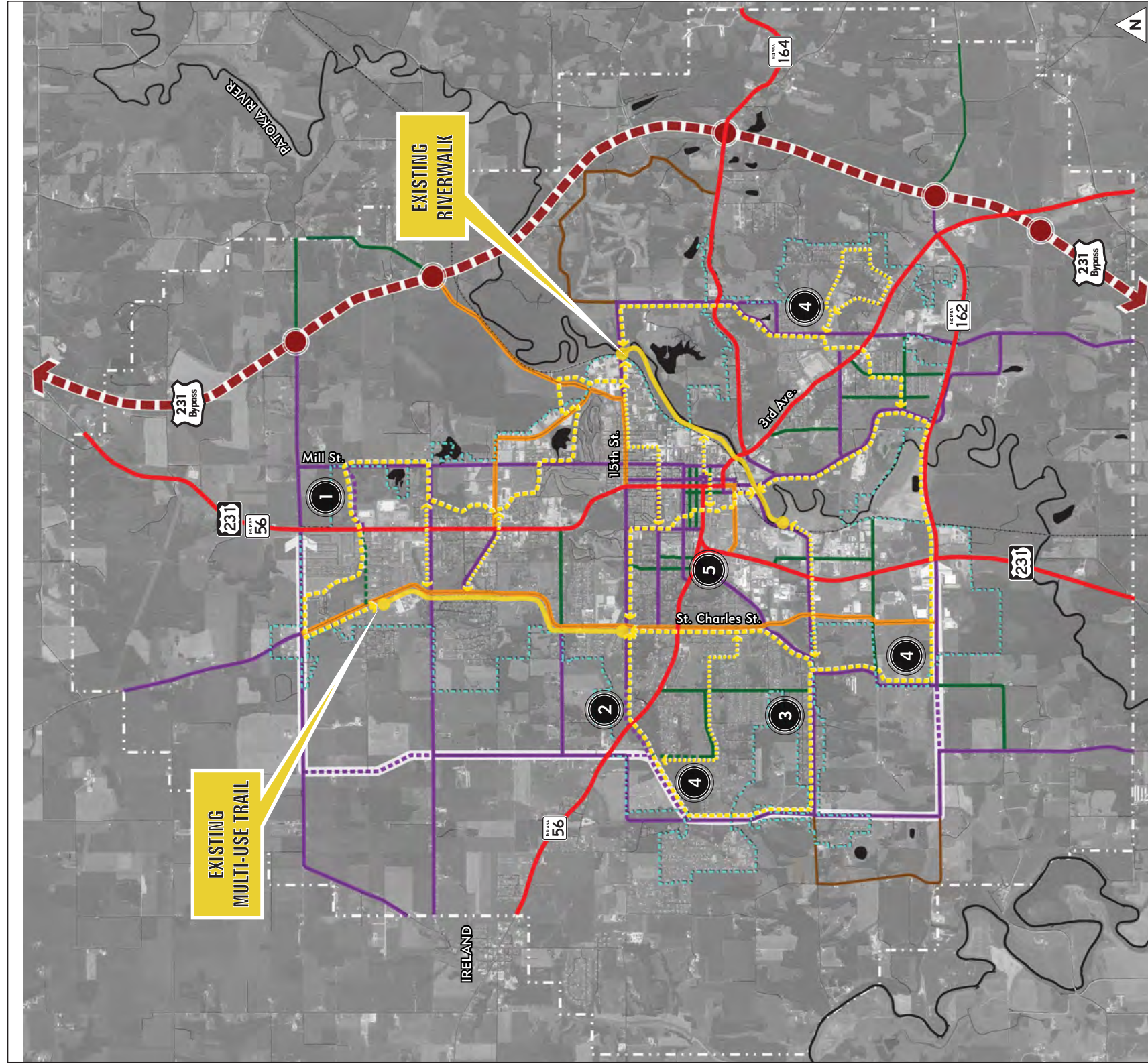
- **Safety & Efficiency:** Adequate road capacity should be provided in a way that allows efficient travel within the community but also ensures the safety of users.
- **Travel Options:** Provisions should be made for multiple transportation options, including personal vehicles, transit, bicycling and walking.
- **Development Support:** Road connections, configurations, or other improvements should support future development patterns proposed in the Future Land Use Plan.

The Thoroughfare Map and Classifications

The Thoroughfare Plan Map on the following page illustrates the proposed functional roadway classifications for the City of Jasper and the two-mile extra territorial jurisdiction in Dubois County. The classifications reflect the necessary coordination between existing and future land uses and transportation. The state road and highway system forms the arterial backbone for vehicular and truck transportation. It is supplemented by collectors that run both north-south and east-west at logical spacing and local streets provide full connectivity. Roadway designations are generally classified based on the following characteristics:

- Right-of-way width required;
- Number of traffic lanes;
- Type of drainage;
- Pedestrian and bicycle amenities; and
- Landscaping, lighting and other relevant design components.

Roads are also classified as primarily urban or rural usually based on how drainage or runoff is handled. Although nearly all urban roads include curb and gutter to direct water off the pavement, the rural or county roads have no curbs, thus allowing the runoff to drain to open swales or ditches. There are also different specifications between the city and county on how such roads are designed and



Key Projects

- ① Mill St. / U.S. 231 Connection
- ② 15th St. Extension
- ③ Kluemper & Division Rd. Upgrades
- ④ Multi-Use Trail Extensions
- ⑤ "Y" Intersection Roundabout

Thoroughfare Map Classifications

- Proposed U.S. 231 Bypass
- Proposed 231 Bypass Interchange
- Proposed Local Parkway Route
- Principal Arterial/Proposed
- Secondary Arterial/Proposed
- Major Collector/Proposed
- Minor Collector/Proposed
- Local Street
- Rural Local Road
- Proposed Multi-Use Trail-Primary
- Proposed Multi-Use Trail-Secondary
- City Boundary
- 2-Mile Fringe Boundary

built. The roadway designations along with specific characteristics are described below, and illustrations for each are provided on Page 119.

Rural Local Roads

Like Local (Urban) Streets, Rural Local Roads typically carry low volumes of traffic and driveway access is not strictly controlled. These roads do not have a curb, but rather a compacted stone shoulder that leads to a swale. If a walking path or multi-use path can be included along the roadside, it is on the opposite side of the swale. To encourage sustainable best management practices, roadside vegetated swales should be incorporated where appropriate in an effort to cleanse the water runoff before it percolates to the groundwater supply.

Local Streets

Local streets are generally located in the city but streets but may also be in low density suburban and rural areas. They typically carry low volumes of traffic and driveway access is not strictly controlled. Through traffic is discouraged by layout, design and traffic control devices. These streets move traffic over short distances at relatively low speeds, connecting travelers with the wider street network. This category also includes the majority of streets in the downtown area and streets within subdivisions that serve as access points to residential development. The least amount of right-of-way is required although in the case of subdivision and neighborhood streets, amenities (such as curb, sidewalk, and street trees) are included. Local Streets may also accommodate on-street parking. The narrower street width plus parking also serves to calm traffic which is desirable in a residential area.

Collector Streets

Collector streets serve an intermediate function in the Thoroughfare Plan's roadway hierarchy. While they move medium volumes of traffic from one area to another within Jasper, they also serve to connect traffic from local roads, particularly within subdivisions, to the larger arterial roadway network. They are recommended to be medium capacity roadways with moderately high rates of speed. Per the goals of the community, it is important for urban collectors to include amenities such as curbs, sidewalks, street trees, lighting, and bike lanes/paths. There are two levels of Collectors designated in the Plan: Major Collectors and Minor Collectors.

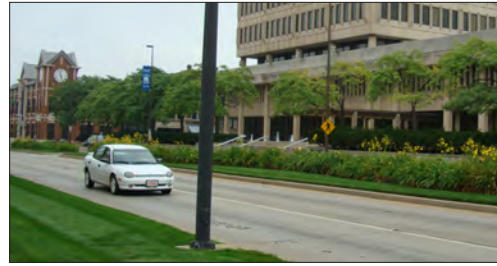
Examples of Major Collectors in Jasper include Truman Road, Mill or South Clay Streets. This category also includes roads built within new subdivisions which serve to gather traffic from neighborhood streets and direct it to the larger roads in the system.

Examples of Minor Collectors in Jasper include Portersville Road (north of 47th Street), Schuetter Road, or Emily and Justin Streets.

Arterial Streets

Arterial Streets are at the top of the hierarchy established in Jasper's Thoroughfare Plan and are designed to move traffic between city-wide or regional destinations.

These streets are designed to carry high volumes of traffic at higher speeds over significant distances. These roadways also have the widest typical profile due to the need for additional capacity. Access to adjacent parcels should be actively managed to ensure these corridors remain safe and efficient. Frontage roads, minimum spacing between driveways and cross access easements are just some of the techniques to manage access. Refer to Page 117 for additional information regarding access management considerations. There are two levels of Arterials as designated by this Plan: **Principal Arterials and Secondary Arterials.**



Example of a roadway with four travel lanes divided by a landscaped median

Principal Arterials are local and state roads of regional importance. These streets are intended to move large volumes of traffic between the communities within Dubois County, as well as to surrounding counties. In Jasper, Principal Arterials include U.S. 231, State Roads 56, 162, 164, and 3rd Avenue.

Secondary Arterials connect and augment the Principal Arterial. They include several local routes of lesser regional significance but which still serve high volumes of traffic within the community. With the Secondary Arterial, the trip length is generally shorter and distributes traffic to smaller geographical areas within Jasper. These road corridors should also be subject to access control measures as development occurs along them. Secondary Arterial examples include Kellerville and Portersville Road, Cathy Lane, and St. Charles Street.

Regional Considerations

Metropolitan Planning Organizations (MPOs) usually are responsible for long range transportation planning in a region, as well as managing the finance and coordination of transportation projects. Representatives of local governments within designated Metropolitan Planning Areas coordinate with each other regularly through the MPO on regional transportation issues. In the absence of an area MPO, regional projects such as the I-69 Extension or the proposed U.S. 231 Bypass are best addressed through collaboration between the State of Indiana, Dubois County and the City of Jasper.

U.S. 231 Bypass Considerations

Future growth in Jasper could be heavily influenced by a proposed highway bypass around the eastern edge of Jasper. According to a summary of studies by the National Council of Highway Research Programs, bypasses seem to have a “favorable impact on rural communities and small urban areas but evidence in these studies is often weak. Anecdotal evidence suggests that bypasses increase development potential along a city’s fringe areas served by the new route, while relieving congestion and reducing safety hazards, and other undesirable conditions in the central areas from which traffic is diverted. In most cases, adverse effects on otherwise viable bypassed businesses appear to be largely recouped by an improved ambiance for patrons and residents in the community, although individual businesses may suffer when a new bypass is opened.”

The nature of a bypass is to serve a diverse array of land uses including commercial development, industrial and office business parks, and even residential and to provide:

- limited access
- travel at higher speeds
- less congestion

Currently, U.S. 231 is classified as an Urban Principal Arterial for use by trucks and other traffic. The role of an Urban Principal Arterial is to serve major centers of activity, such as between central business districts and outlying residential areas, or between major suburban centers. U.S. 231 enters the city on the north and extends along both Newton and 6th Streets through the downtown, continuing south to nearby Huntingburg. Congestion due to traffic volume (trucks account for 7 to 12 percent of the average daily traffic), semi-tractor trailer trucks and an alignment with right angle turns lead to a proposal for a U.S. 231 Bypass.

In 2009, INDOT reevaluated its priorities due to current economic conditions and funding originally appropriated for the U.S. 231 Bypass was shifted to other "Major Moves" projects - primarily for the I-69 Extension between Indianapolis and Evansville.

U.S. 231 Bypass Recommendations

The U.S. 231 Bypass is designed primarily as a high speed corridor with limited access to local roadways. Transportation and land use are inter-related so that decisions made about one greatly influence the other. The challenge will be to balance the benefits of increased regional access the bypass would provide, with the fact it would bypass the heart of the community and possibly hinder revitalization efforts in the downtown and other areas within the existing urban fabric of Jasper. Alternatives to efficiently move different modes of traffic and to serve specific land uses are illustrated on the Thoroughfare Plan Map on Page 113. Because of the uncertainty of when the 231 Bypass may be built, listed below are some additional considerations to address truck traffic into or through Jasper.

1. An improved alternative truck route from Cathy Lane to 30th Street to Mill Street just east of U.S. 231 that would provide easier access to and from industry along the river corridor is proposed. This route could rejoin U.S. 231 at CR 400N.
2. The extension of I-69 could potentially remove additional through truck traffic in this part of the state from U.S. 231. As such, it represents an unknown regarding how it will affect traffic patterns in the region.
3. Continue to maintain the existing road network - a "No Build" alternative.

The I-69 Extension Considerations

Although the I-69 Extension currently under construction will not traverse Dubois County, proposed interchanges with local highways in nearby Pike and Daviess counties could affect future growth and transportation patterns in Jasper. City officials should work closely with INDOT to monitor regional connectivity proposals and express Jasper's need and desire to improve direct

access to I-69. The U.S. 231 corridor, including the proposed bypass around Jasper, would likely provide the best route for motorists traveling north. In addition, S.R. 56 would provide the best route for motorists traveling west and/or south of Jasper.

Local Considerations

Westside Parkway

For more than fifty years, the City of Jasper has considered constructing some form of local bypass on the westside of the city in a number of its comprehensive plans. In the 1958 Jasper Comprehensive Plan one illustration proposed two westside highways, one the “bypass” arterial about a mile west of US 231, and the other a secondary arterial about two thirds of a mile west. In the 1958 plan, each of these roadways was surrounded by curvilinear residential subdivisions punctuated by parks and recreational areas. To quote the previous plan,

“A bypass which will divert through traffic on US 231 and State Roads 45 and 56 around the city is proposed to be located to the west of Jasper. This proposal is the most effective long-range solution to traffic congestion as provides the means whereby traffic which has no reason to enter the city may bypass the built-up sections. The bypass is to be a divided lane, limited access road with a 174-foot right-of-way”.

Fifty years later, much of the area west of the city remains agricultural in nature with some rural residential development. New residential subdivisions have been constructed, but growth has been much slower than anticipated in the 1958 plan or subsequent plan updates. In fact, during recent public workshops and stakeholder meetings for this comprehensive plan residents expressed little interest or emphasis for a westside bypass. However, as residential development continues on the west side of Jasper, some type of westside parkway may be warranted.

Consideration of the benefits and disadvantages to a community of a bypass have changed in the same way that thinking for one-way streets in a downtown has. Truck traffic through the heart of a downtown is not desirable, but neither is the possibility of eliminating local traffic that might be lured by a new westside roadway. Further, a wide rapidly traveled parkway does not typically result in pedestrian or bike-friendly residential areas.

Anecdotal input from residents suggest residents currently utilize a combination of county and city roadways to link neighborhoods on the west side of Jasper to commercial development along U.S. 231 north. A future westside parkway design could include a 2-lane and future 4-lane travel option with a landscaped median. A “complete” roadway will have streetlights, curb and gutter, sidewalk or asphalt path bordered by a tree lawn. As the Thoroughfare Plan indicates, such a corridor could be created using a combination of existing and new roadways.

Key Transportation Projects

The Thoroughfare Plan identifies the roles of key transportation routes in Jasper. In some cases, certain transportation routes merit special attention, particularly those that identify new road corridors, connections, and/or general upgrades. These areas have been designated Key Project Areas and are noted as such on the Thoroughfare Plan Map. These projects identified for Jasper are based on issues identified by the general public, Steering Committee discussions, and transportation analysis conducted as part of this planning process. For each Key Project Area, a series of issues has been identified and includes recommendations designed to address such issues. These policy recommendations should be considered in concert with the other elements of this plan as a guide for transportation decision-making.

1) Mill Street to U.S. 231 North Connection

- » New street connecting Mill Street to U.S. 231 (north of Home Depot)
- » Provide a local alternative for U.S. 231/Newton St. traffic through town
- » Reduce congestion along U.S. 231 between 42nd St. and 15th St.
- » Coordinate this connection to include sidewalks or multi-use trails to create a more walkable community and become part of the multi-use trail system encircling the city

2) 15th Street Extension to S.R. 56

- » Extension of 15th St. connecting to S.R. 56 immediately east of CR 350 W
- » Reduce congestion along S.R. 56 near Precious Blood Church/School and along Rolling Ridge Road
- » Could serve as a catalyst for neighborhood-scale, mixed use development near the CR 350 W/S.R. 56 intersection
- » Coordinate this extension to include sidewalks or multi-use trails to create a more walkable community and become part of the multi-use trail system encircling the city - specifically linking to the existing multi-use trail along St. Charles Street

3) Kluemper and Division Road Upgrades

- » Safety upgrades or similar roadway/intersection improvements to address increased traffic as a result of continuing residential development west of Jasper
- » Proposed improvements along Division Road could be part of the future westside local parkway
- » Upgrades should consider incorporating sidewalks or multi-use trails to create more walkable neighborhoods and become part of the multi-use trail system encircling the city
- » Maintain ongoing discussions with INDOT to implement safety improvements at the Kluemper Road / S.R. 56 intersection

4) Expansion of the multi-use trail network and “Complete Streets” throughout Jasper

- » Continue to explore opportunities to build on the Riverwalk and other multi-use trails as funding allows
- » Prioritize linkages to the Jasper Sports Complex to encourage alternative transportation options for residents
- » Prioritize linkages to local parks and similar recreational destinations, as well as to major employment or retail centers
- » Provide streetscape and safety enhancements (i.e. 3rd Ave. crosswalks) to strengthen linkages between the courthouse square area and development along the riverfront
- » Develop a wayfinding signage system to create a more user-friendly multi-use trail system for residents and visitors

5) Creation of a gateway roundabout at the “Y”

- » A long term transportation and land use effort in partnership with INDOT, local businesses and various city departments
- » Improve traffic flow at the junction of S.R. 56 and U.S. 231
- » Create an aesthetically enhanced western gateway reflecting Jasper’s unique identity and sense of place.
- » Potential gateway treatments could incorporate signage, landscaping, and/or public artwork
- » Possible incorporation of a visitor/information center

Multi-modal Considerations

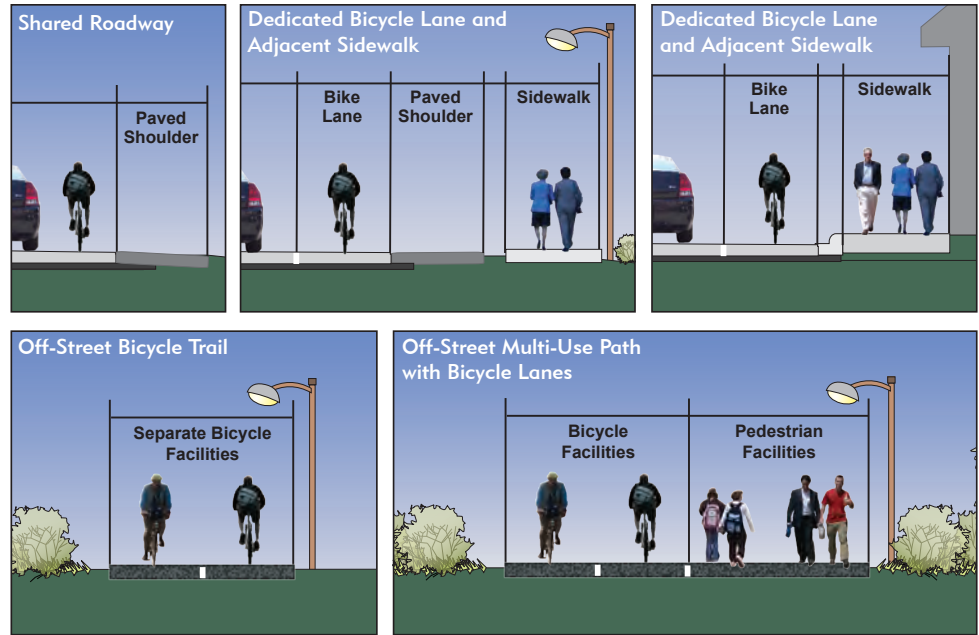
The Thoroughfare Map on Page 109 includes a network of multi-use trails, greenway corridors, or on-and off-road bicycle routes. The City’s ongoing commitment to developing facilities for bicyclists and pedestrians is evidence of the amenities that yield a high quality of life enjoyed by Jasper residents. The city’s role is to oversee the provision of these facilities in new public and private development and to assist with the completion of connections and links between areas that are not currently served by trails. Future residential and commercial development should incorporate sidewalks and trail alignments within and connecting to other development. The Comprehensive Plan’s strategy is to link neighborhoods with neighborhood commercial areas, schools parks and the downtown. In the future, some of the trail network could become regional extending to nearby towns and recreational or cultural destinations.



Example of a one-way street with two travel lanes, a bike lane, and on-street parking.

13 Multi-Modal Considerations

TRANSPORTATION PLAN



Several combinations of pedestrian and bicycle transportation along streets.

There are two facility standards that communities typically use for multi-use paths.

- **On-street facilities**, located within public right-of-way. These often include sidewalks or paths for pedestrians that are adjacent to the roadway but are separated from the road by curb and possibly tree lawns or other landscaping. They can also include one of two types of bicycle facilities:
 - » Shared lanes are part of existing vehicular lanes which may or may not be slightly wider. Specific bicycle lane markings do not exist. There may be a sign or form of shared lane logo to alert drivers that bicyclists are present;
 - » Dedicated bicycle lanes that exist as an expansion of driving lane pavement with painted markings to designate them for bicycle users;
- **Off-street facilities**, which includes multi-use pathways or greenways that are not located in road right-of-way, and are often adjacent to natural features such as rivers and streams, or through wooded areas. Multi-use pathways are open for use by all trail users (pedestrians and bicyclists).

Multi-use trails may be constructed of asphalt, concrete or a pervious pavement surface but should be compliant with the American with Disabilities Act. Ideally, sidewalks and trails adjacent to roadways should be separated by a tree lawn for pedestrian comfort and improved safety. Street crossings should be highlighted by utilizing color or special pavement.

Critical projects for pedestrian and bicycle improvements include:

- Extension of sidewalks or a multi-use path along Portersville Road between the Jasper Middle School and C.R. 400 North(47th St.)
- Extension of a multi-use path along 36th Street to connect the St. Charles Street section to the Germantown Shopping Center along U.S. 231 .



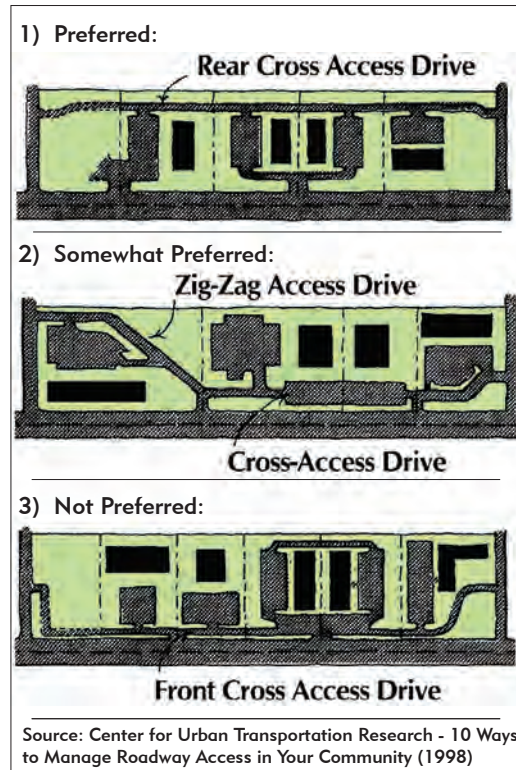
Riverwalk trailhead at 15th Street

Access Management

As traffic volumes on roadways increase, the need to control access from properties adjacent to the right-of-way also increases. The primary purpose of arterials and collectors is to move traffic from one point to another, not to provide access to individual properties. Access control is needed to facilitate this purpose.

Some methods of access control fall under the scope of the City's Subdivision Control Ordinance and Zoning Ordinance. On County and State roads, the County may regulate access characteristics, including sharing and spacing of access points. Ultimately, it is in the City's best interest to establish site development standards that minimize transportation impacts. This not only ensures the safety and efficiency of the City's roadways, but can also help to manage road maintenance costs over the long term. Some techniques that can be used to control access include the following:

- Regulate minimum spacing of driveways.
- Regulate minimum corner clearance. Provide drivers suitable sight distance to help them execute their turns smoothly and safely.
- Regulate the maximum number of driveways per property frontage. Consider frontage roads.
- Establish minimum frontage requirements for newly subdivided lots.
- Arrange access points so that driveways are immediately across from one another.
- Consolidate access for adjacent properties. Encourage the use of shared driveways and parking.
- Encourage connections between adjacent properties.
- Require adequate internal design and circulation planning.



Source: Center for Urban Transportation Research - 10 Ways to Manage Roadway Access in Your Community (1998)
 Access management alternatives

Right-of-Way Reservation

The final way to implement the standards established in the Thoroughfare Plan is the reservation of appropriate right-of-way as land develops. It is important that as parcels of ground develop, rights-of-way be reserved for potential future roadway improvements. While one development may not adversely affect the efficient operation of the roadway system, several developments concentrated in one area will place a strain on the system. The City should consider a policy to reserve adequate rights-of-way in all development proposals. In some cases, the City may choose to vacate segments of a public right-of-way. Any right-of-way vacation is subject to the process specified in the Indiana State Code, including but not limited to, Chapter 36-7-3.

Roadway Cross-Section Standards

The minimum right-of-way is determined by taking the sum of all the required features of the specific road classification and including a minimum of five feet on both sides of the right-of-way to accommodate returning the grade to the existing and for maintenance access. This area and a portion of the median may also be used to accommodate utilities to avoid conflicts with street trees within the tree lawn. There are ranges for certain features included in the table, but the lane widths are adequate for all vehicular traffic even at higher speeds. As needed the width of the right-of-way may be increased to accommodate right turn lanes or grading for steep slopes. This would be determined during the development plan process and approved by the Plan Commission, Board of Public Works or City Council.

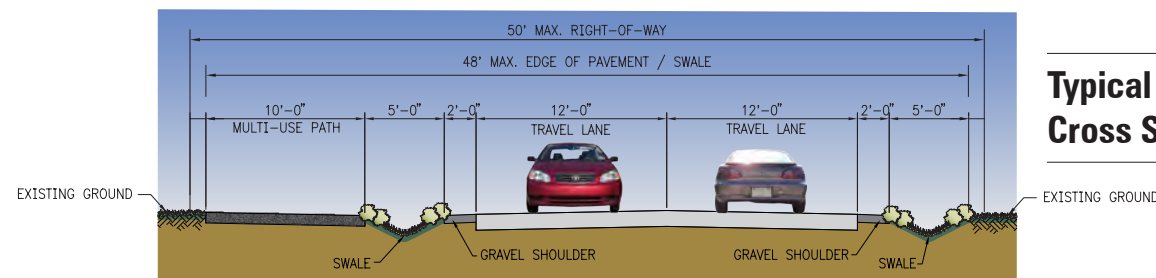
Functional Class	Maximum R.O.W.	Pavement Section							Border Section		
		Number of Moving Lanes	Moving Lane Width	Center Turn Lane Width	Median Divider Maximum Width	Curb & Gutter (each side)	Shoulder (each side)	Bicycle Lane*** (each side)	Tree Lawn** Minimum Width (each side)	Minimum Sidewalk	Minimum Multi-use path width ****
Rural Road	50'	2	12'-0"	None	None	None	2'-0"	5'-0"	5'-0" (swale)		10'-0"
Local Street*	60'	2	12'-0"	None	None	2'-0"	None	5'-0"	5'-0"	5'-0"	8'-0"
Minor Collector	70'	2	12'-0"	16'-0"	None	2'-0"	None	5'-0"	5'-0"	5'-0"	8'-0"
Major Collector	80'	2	12'-0"	16'-0"	None	2'-0"	None	5'-0"	5'-0"	5'-0"	8'-0"
Secondary Arterial	100'	2	12'-0"	None	16'-0"	2'-0"	None	5'-0"	10'-0"	5'-0"	8'-0"
Principal Arterial	120'	4	12'-0"	None	16'-0"	2'-0"	None	5'-0"	10'-0"	5'-0"	8'-0"

* Allows the flexibility for the city accommodate on-street parking on one side at appropriate locations/conditions

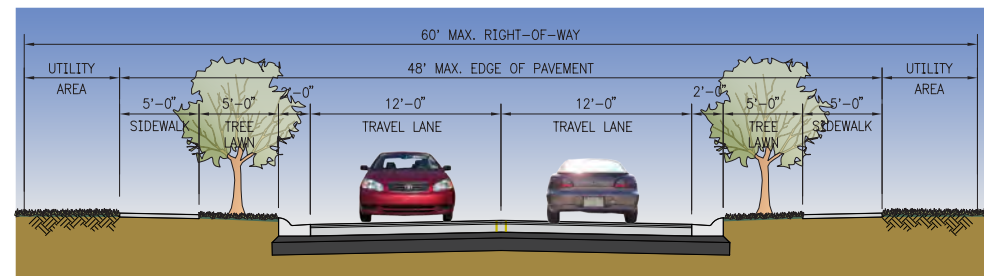
** Tree Lawn includes unpaved area for landscaping, swale, utilities, and trees

*** Potential Bicycle Lane locations determined by Multi-use Trails Map. Bicycle lanes can be created as a reduction of road diets or reducing the width of travel and turn lanes as stated in this table.

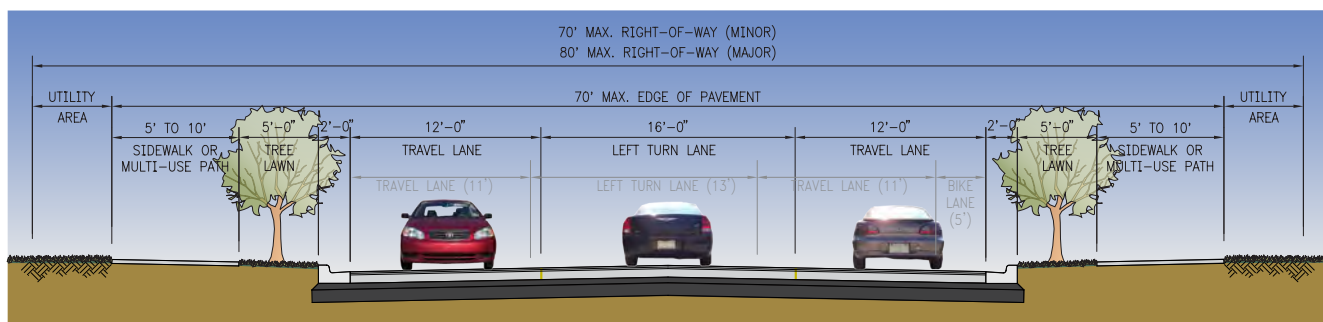
**** Multi-use trails are not required in addition to sidewalks. Multi-use trails can replace sidewalks as deemed appropriate by the city.



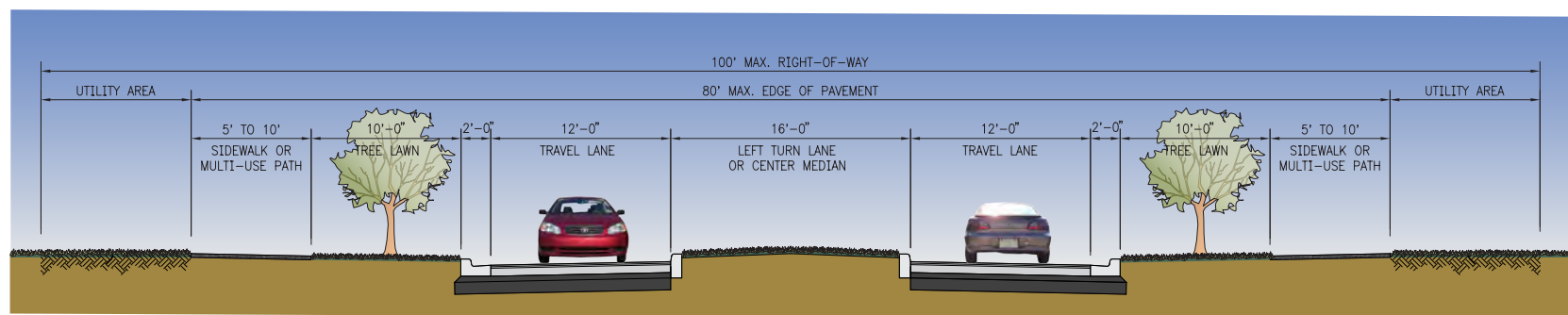
Typical Rural Cross Section



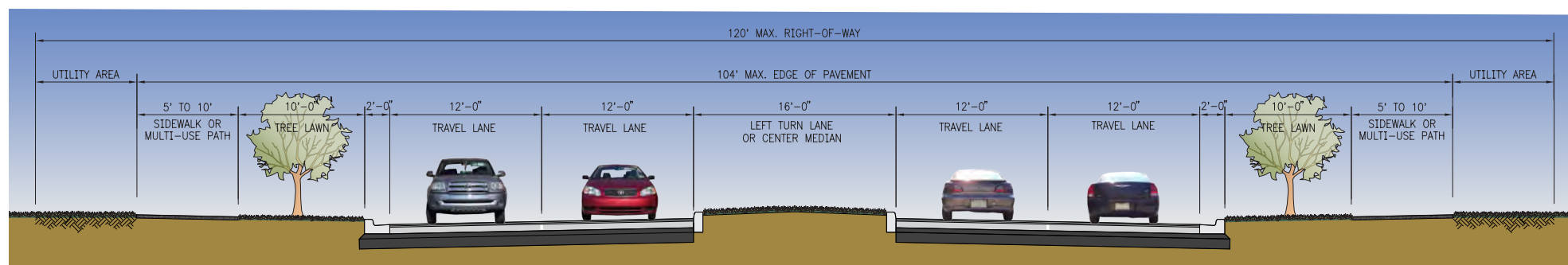
Typical Local Cross Section (optional parking on 1 side)



Typical Collector Cross Section (optional bike lane 1 side)



Typical Secondary Arterial Cross Section



Typical Primary Arterial Cross Section

THE CITY OF JASPER COMPREHENSIVE PLAN PART 3: BUILDING OUR FUTURE

Implementation

14



14 Implementation Table

Project Implementation and Priorities

The previous chapters of this Comprehensive Plan outline recommendations and opportunities to effectively guide and promote appropriate growth for the future of Jasper. But how do city officials, local organizations and businesses, and residents coordinate or initiate this process? What are the logical steps to continue this journey? How does the community collectively prioritize which projects are implemented? This chapter provides guidance to these questions.

Implementation Agencies

Historically, a number of different city departments, local agencies or organizations, and community leaders have lead efforts for the greater good of the community. This latest effort is no different. It will require the coordinated efforts of both public and private entities to coordinate and initiate the recommendations in this plan. The following information and tables are intended to provide more direct guidance to effectively implement the recommendations in the City of Jasper Comprehensive Plan.

Agencies:

CJCC	City of Jasper Common Council
CJP	City of Jasper Planning
CJU	City of Jasper Utilities Dept.
CJPR	City of Jasper Park & Recreation Dept.
CJS	City of Jasper Street Dept.
JCAC	City of Jasper Community Arts Council
ROJAC	Redevelop Old Jasper Action Coalition
JCC	Jasper Chamber of Commerce
GDJBA	Greater Downtown Jasper Business Assoc.
DCADC	Dubois County Area Development Corp.
DCM	Dubois County Museum
DCTC	Dubois County Tourism Commission
IN-15	Indiana Region 15 Planning
GJCS	Greater Jasper Consolidated Schools
PBC	Patoka 2000 Beautification Committee
DCHD	Dubois County Highway Dept.
IWU	Ireland Water Utility
INDOT	Indiana Department of Transportation
IMS	Indiana Main Street Organization
VUJC	Vincennes University Jasper Campus

Project Time Frames









This plan represents only the first step in a long and ongoing process in shaping Jasper's future. The conclusion of this planning effort should also serve as a starting point for a renewed effort within the community to collectively work toward a future based on common desires or goals. As such, it is appropriate to create a framework of Short-, Mid-, and Long-Term Action Steps addressing this plan's recommendations. By establishing such a framework, there is an inherent understanding not all of the ideas generated during this planning process can be implemented at once by a single agency. It will require a sustained, coordinated effort among many over time that will lead to larger, long term successes in Jasper. In short, proven (visible) results will create excitement in the community and spur additional public and private investment.

The following "**Next Steps...**" have been assigned approximate time frames for the implementation of each recommendation. The time frames, which may vary based on economic development influences and numerous other factors, include:

- **Short-Term Opportunities** - Projects that could be undertaken immediately and/or implemented within a calendar year of the Plan's adoption.
- **Mid-Term Opportunities** - Projects that could be initiated within 1 - 3 calendar years of the Plan's adoption.
- **Long-Term Opportunities** - Projects that could be undertaken within 3 - 7+ calendar years of the Plan's adoption.
- **Ongoing Opportunities** - Projects that may require initial studies to determine their feasibility or may depend on other work prior to implementation. Such projects may also be implemented in a series of incremental steps involving numerous agencies or departments. These recommendations may go beyond the time frame of this Plan.

Recommendations made throughout this plan are assigned a level of priority in the following tables based on public input, Steering Committee review, as well as Plan Commission and city staff review.

Implementation Table 14

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY
Land Use Next Steps...			
Update the Zoning Ordinance and Subdivision Control Ordinance to facilitate implementation of the Comprehensive Plan's recommendations.	CJP	Short-Term	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Update the Zoning Ordinance to include a zoning or overlay district for mixed-use that allows flexibility and innovation for site (re)development by prescribing desired character and form.	CJP	Short-Term	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Utilize the Future Land Use map and recommendations to prevent sprawl and leapfrog development within Jasper and its two-mile planning jurisdiction.	CJP	Ongoing	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Develop incentive programs for redevelopment that includes financial incentives, expedited review procedures, or regulatory flexibility encouraging quality redevelopment.	CJCC, CJP, IMS, DCADC	Short-Term	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Periodically review and update as needed the land use component of the Comprehensive Plan to ensure development patterns are diverse, balanced, and correspond to planned infrastructure expansions.	CJPD/C	Ongoing	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Economic Development Next Steps...			
Provide the Economic Development Commission or similar entity with the necessary tools to redevelop vacant or underutilized parcels, create Tax Increment Financing (TIF) districts, abatements or other business incentives to promote and prioritize redevelopment in designated areas.	CJCC, CJP, ROJAC	Short-Term	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Partner with the DCTC and local businesses to offer packaged, half-day trips for visitors from French Lick riding the <i>Spirit of Jasper</i> train.	JCC, DCTC, GDJBA, ROJAC	Short-Term	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 
Partner with relevant stakeholders (e.g. INDOT, Chamber of Commerce, DCTC) to make priorities known and to ensure any potential economic development responds to the needs of the community.	CJP, CJS, CJPR	Ongoing	<div style="display: flex; justify-content: space-around; font-size: 8px;"> Low Med High </div> 

14 Implementation Table

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY						
Neighborhoods & Housing Next Steps...									
Review the Zoning Ordinance and Subdivision Control Ordinance to ensure they do not prohibit traditional neighborhood development patterns on small, urban lots.	CJP	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Update the Zoning Ordinance to increase housing density in the downtown and encourage residences on the upper floors of commercial buildings.	CJCC, CJP	Mid-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Consider a zoning classification for mixed-use development.	CJP	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Investigate the creation of a historic preservation ordinance for designated areas of the downtown.	CJCC, CJP	Mid-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Enhance the pedestrian setting by extending decorative streetscape features along Jackson, Mill, Main and/or 6th Streets, and linking the courthouse square area to activities along the Patoka River.	ROJAC, DCTC, PBC, IMS, CJS	Mid-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Downtown Jasper Next Steps...									
Review the city's sign ordinance to ensure regulations result in functional, contextual, and aesthetically-pleasing signage along the public right-of-way.	CJP	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Launch a downtown revitalization plan with specific project areas including the adaptive reuse of the Astra Theatre, creation of a façade improvement program, or targeted infill development linking the courthouse square to revitalization efforts along the Patoka River.	IMS, GDJBA, CJP, ROJAC	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Undertake a parking study that includes an inventory and analysis of public parking within a designated area of the downtown.	CJP, GDJBA, ROJAC	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Partner with the Greater Jasper Downtown Merchants Association to update a business brochure for distribution to local hotels and all downtown businesses.	IMS, GDJBA, CJP, DCTC	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Provide incentives and entrepreneurial tools for the development of family dining establishments in the downtown.	ROJAC, DCADC, CJCC	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Investigate and implement specific strategies to proactively address potential impacts of the proposed U.S. 231 Bypass on downtown businesses.	CJP, GDJBA, INDOT	Long-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							

Implementation Table 14

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY						
Community Image & Identity Next Steps...									
Ensure adequate municipal staff and resources are available to maintain and enforce local codes for both existing development as well as new policy initiatives.	CJP	Ongoing	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>									
Create design guidelines for special areas within Jasper including downtown, identified gateways, primary corridors, or the riverfront.	CJP, IMS, CJS, JCAC, INDOT, PBC, ROJAC	Mid-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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Partner with the DCTC to develop a wayfinding signage system that complements the existing county-wide system, yet reflects or incorporates the unique features of Jasper.	CJP, IMS, DCTC, ROJAC, INDOT	Mid-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red, red);"></div>		
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<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red, red);"></div>									
Build on the Dubois County Museum as a catalyst for appropriate redevelopment that complements and supports this cultural destination.	CJP, DCM, DCTC	Long-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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Create user-friendly, bilingual pamphlets or flyers outlining city policies regarding property maintenance and upkeep.	CJP	Short-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange);"></div>		
Low	Med	High							
<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange);"></div>									
Natural Systems Next Steps...									
Update the Zoning and Subdivision Control Ordinances to require or provide incentives for incorporating sustainable site and building practices such as woodland conservation, BMPs, Dark Sky lighting initiatives, alternative subdivision layout, or street and sidewalk connectivity.	CJP, CJS, CJCC	Ongoing	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>									
Partner with the Chamber of Commerce to pursue a “Tree City” designation.	JCC, CJP, IMS, PBC	Short-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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Refer to the Future Land Use Plan prior to approving future development that may encroach on designated agricultural areas in order to lessen conflicts between uses and preserve productive farmland.	CJP	Ongoing	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
Low	Med	High							
<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>									
Consider demolition and grading plan requirements as part of development plan submittals to assess the impacts of proposed development on natural resources and features.	CJP	Mid-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
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<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>									
Update the Subdivision Control Ordinances to promote roadway connectivity between developments resulting in fewer, more efficient and shorter vehicle trips.	CJP, CJS, DCHD	Mid-Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>		
Low	Med	High							
<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red);"></div>									
Encourage municipal facilities, or large-scale commercial and industrial developers to spearhead sustainable development and building practices in the community.	CJP, CJCC	Ongoing	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Low</td> <td style="text-align: center;">Med</td> <td style="text-align: center;">High</td> </tr> <tr> <td style="text-align: center;"><div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red, red);"></div></td> <td></td> <td></td> </tr> </table>	Low	Med	High	<div style="width: 100%; height: 10px; background: linear-gradient(to right, yellow, orange, red, red);"></div>		
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14 Implementation Table

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY						
Public Services & Facilities Next Steps...									
Develop a 5-year Capital Improvement Plan (CIP) for internal use between municipal departments to identify, prioritize and fund projects related to public services and facilities.	CJP, CJS, CJPR, CJU, etc.	Mid-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Develop an "inflow and infiltration plan" to identify and prioritize service areas with aging or failing stormwater infrastructure.	CJU, CJS, CJP	Mid-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Partner with, and encourage, the library board and other stakeholders to relocate or expand the Jasper Public Library in the downtown area.	CJP, IMS, GJCS	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Partner with local high-speed internet providers to effectively expand broadband or fiberoptic service throughout the city in a cost-effective way.	CJP, CJU, CJS	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Support the Tri-County YMCA in acquiring a permanent, centrally-located facility for after-school or summer youth programs serving Jasper residents.	YMCA, CJP, CJPR, IMS	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							
Consider municipal policies or incentives to redevelop areas with established/adequate public infrastructure and services.	CJCC, CJP, CJU	Short-Term	<table border="1"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Low	Med	High			
Low	Med	High							

Implementation Table 14

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY						
Parks, Recreation & Open Space Next Steps...									
Evaluate the most appropriate locations for the future municipal pool to ensure the facility serves the greatest segment of the population.	CJP, CJPR, IN-15	Long-Term	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Research alternative funding sources to expand or build park facilities and/or multi-use trails.	CJP, CJPR, IN-15	Ongoing	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Partner with school district officials and nearby residents to develop appropriate and feasible alternatives for the former Middle School site and existing Cabby O'Neill Gym.	GJCS, CJPR	Short-Term	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Work with relevant stakeholders to update the Dubois County Parks and Recreation Master Plan.	CJP, CJPR, IN-15	Short-Term	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Evaluate park service areas every two years, as additional residential neighborhoods are developed.	CJP, CJPR, IN-15	Ongoing	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Designate funding for the extension of the multi-use trail between the Middle School and 40th Street along Portersville Road.	CJP, CJPR, IN-15, GJCS	Short-Term	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Determine the need and/or feasibility for expanding the Youth Sports Complex to include youth and adult sports fields, and creating a multi-use trail and/or sidewalks that provide safer connections between the complex and the surrounding community.	CJP, CJPR, CJCC	Ongoing	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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Encourage provisions or provide incentives in the Zoning Ordinance and Subdivision Control Ordinance for open space or trails within and around new residential and mixed-use developments.	CJP, CJPR, CJCC	Mid-Term	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>Low</td> <td>Med</td> <td>High</td> </tr> <tr> <td><div style="width: 20px; height: 10px; background-color: yellow;"></div></td> <td><div style="width: 20px; height: 10px; background-color: orange;"></div></td> <td><div style="width: 20px; height: 10px; background-color: red;"></div></td> </tr> </table>	Low	Med	High	<div style="width: 20px; height: 10px; background-color: yellow;"></div>	<div style="width: 20px; height: 10px; background-color: orange;"></div>	<div style="width: 20px; height: 10px; background-color: red;"></div>
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14 Implementation Table

RECOMMENDATIONS	RELEVANT AGENCIES	TIME FRAME	PRIORITY
Transportation Systems Next Steps...			
Develop a 5-year Capital Improvement Plan (CIP) for internal use between municipal departments to identify, prioritize and fund projects related to public services and facilities.	CJP, CJS, CJPR, CJU, etc.	Mid-Term	<div style="display: flex; justify-content: space-between; width: 100%;"> Low Med High </div>
Partner with INDOT on joint-funded local road projects intended to reduce local traffic on U.S. 231 and minimize conflicts between U.S. 231 and the local street system.	INDOT, CJP, CJS	Long-Term	<div style="display: flex; justify-content: space-between; width: 100%;"> Low Med High </div>
Encourage provisions or provide incentives in the Zoning Ordinance and Subdivision Control Ordinance for sidewalks in new residential and commercial developments.	CJCC, CJP, CJS	Mid-Term	<div style="display: flex; justify-content: space-between; width: 100%;"> Low Med High </div>
Prioritize and expand the city's multi-use trail network in a cost-effective manner to provide alternative transportation options.	CJP, CJPR, IN-15	Ongoing	<div style="display: flex; justify-content: space-between; width: 100%;"> Low Med High </div>
Undertake traffic studies on Jackson and Mill Streets to determine if a two-way roadway system would better serve the downtown.	CJP, CJU, CJS	Mid-Term	<div style="display: flex; justify-content: space-between; width: 100%;"> Low Med High </div>

THE CITY OF JASPER COMPREHENSIVE PLAN PART 3: BUILDING OUR FUTURE

APPENDIX

A



Introduction

Existing development in the City range from agricultural areas on the suburban fringe to more intensely developed commercial and residential areas surrounding the historic downtown. These patterns of growth tell the story of how the city has evolved economically, culturally and socially over the years.

Existing Land Uses

Jasper's Existing Land Use map from 2001 illustrated a concentration of land uses radiating out from downtown especially along the major thoroughfares. The fringes of the city were primarily agriculture land use with significant stands of wooded / conservation areas. The 2002 Proposed Land Use Plan included in the Comprehensive Plan was influenced by existing land uses with one significant change. There was a large swath of acreage designated for industrial land uses in the southwestern quadrant of the city. The Existing Land Use Map on Page 25 illustrates seven primary land uses. Determination of these uses was accomplished through site observation, input from the Steering Committee and City staff, and the consultants' knowledge of the community. In addition to these land use designations, a floodway/floodplain area "overlays" the land uses to indicate where potential conflicts could arise between developed areas and natural constraints.








Agriculture

As noted previously, Jasper is surrounded by woodlands and agricultural land. However, as growth continues to expand from the center of the city, farmland is transformed into residential and commercial development. According to the Draft Environmental Impact Statement for the U.S. 231 Bypass, Dubois County lost 3.5% of its agricultural land during a fifteen year period. Farmland declined from 197,888 acres in 1982 to 191,053 acres in 1997 (Indiana Agricultural Statistics). Recent trends for Dubois County also indicate continued loss of farmland. According to the 2006-2007 Indiana Agricultural Statistics publication the number of acres being farmed dropped to approximately 188,900 acres in 2002. The average size of these farms was 249 acres.



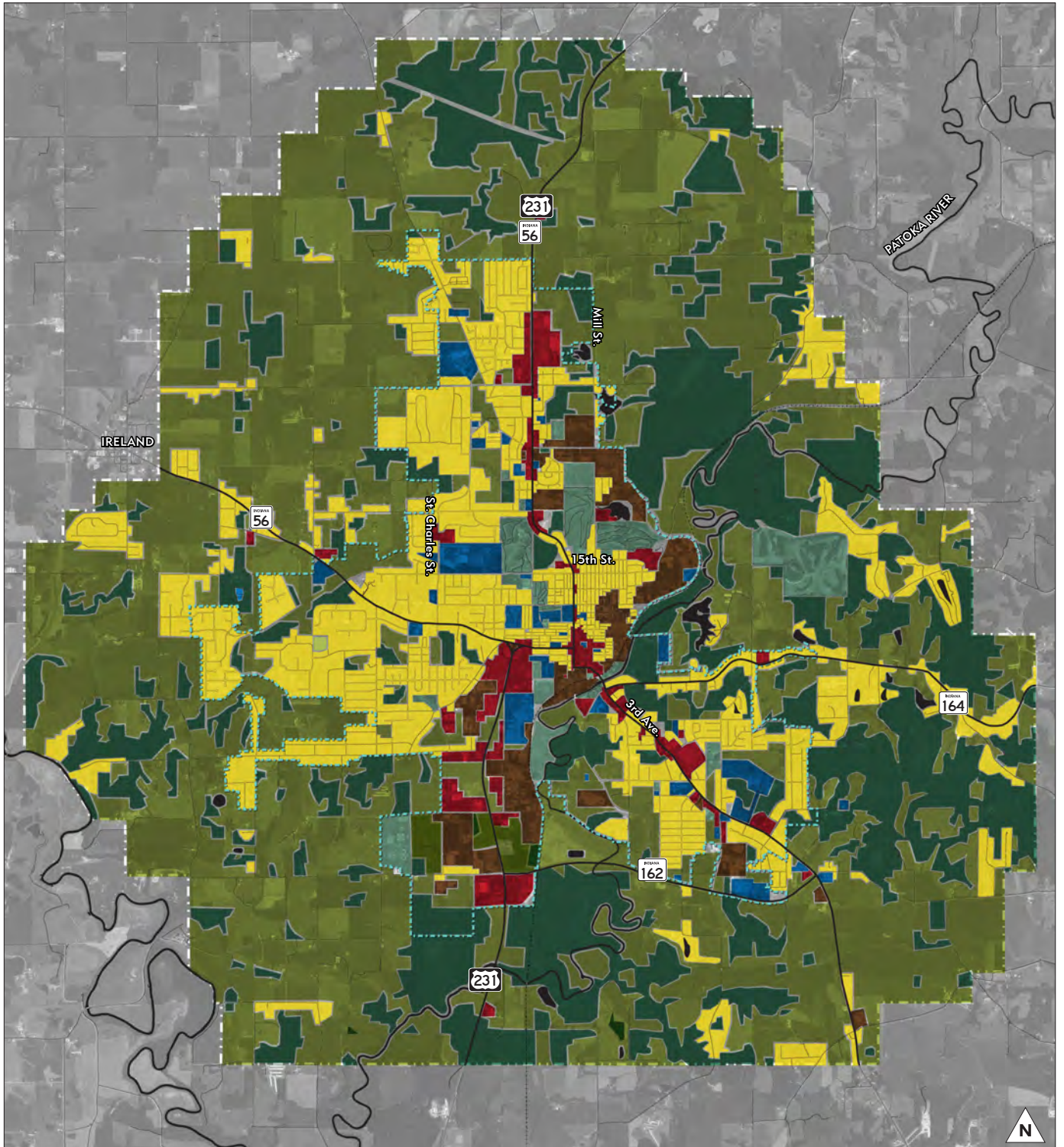
Farmland along the S.R. 162 Bypass

Legend: 2009 Existing Land Use Map

Agriculture	
Woodlands / Conservation	
Park & Recreation	
Public / Institutional	
Residential	
Commercial	
Industrial	



EXISTING LAND USES (2008)



Woodlands / Conservation

The 2006-2007 Indiana Agricultural Statistics indicated Dubois County ranked fourth in the State regarding woodland acres. Just under 30,000 acres of woodlands cover the county (out of 275,255 total acres). The majority of woodlands within the two-mile fringe are located within the major wetlands and IDEM-managed land. There are also wooded areas along the Patoka River which provide good habitat and shelter for wildlife, as well as scenic beauty for those using the Riverwalk in the downtown area.

Park and Recreation

There are a range of parks and recreational facilities throughout Jasper. This includes traditional parks like Bohnert and Jaycee Parks, to the Municipal Golf Course or the Habig Community Center. Providing adequate park land that includes a variety of recreational opportunities is an important part of Jasper's quality of life. Recent residential development on the northern and western sides of the city may demand additional park space in those areas.

Floodplain

The Patoka River is an important influence on Jasper's growth and development. Not only the river, but its floodway and floodplain areas serve as natural constraint to development. For additional information and mapping regarding floodway and floodplain issues refer to the *Natural Systems* section beginning on Page 40.



Historic St. Joseph Catholic Church

Public / Institutional

This category of public/institutional uses includes city and county government offices, medical facilities, pre- primary, and secondary schools, universities, churches and other not-for-profit properties.

Residential

For the purposes of this exercise, the residential classification includes single-family, multi-family and mobile home type dwellings. Much of the western half (west of U.S. 231) of Jasper contains recent residential development, whereas the downtown area and eastern (Holy Family) area of the city contains older, more established residential neighborhoods.



Commercial uses along N. U.S. 231 at 30th Street

Commercial

The commercial designation represents uses such as retail stores, offices, restaurants, automobile dealerships, and shopping centers. As the map indicates, these areas are located along the major transportation routes leading into the city, and clustered in the downtown area. The development may vary in scale serving local residents, the larger community, or residents in surrounding counties.

Industrial

The industrial classification includes uses ranging from light industry such as technology or research parks, to medium and heavy industrial uses such as manufacturing, assembly, or distribution operations. A cluster of Jasper's original wood manufacturing industry is located just east of the courthouse square along Dewey and Vine Streets between 8th and 14th Streets. A second wave of industrial growth occurred further east along 15th Street and Cathy Lane. The most recent industrial development has taken shape on the south side of the city along U.S. 231 between Division Road and the S.R. 162 Bypass.



Jasper Engines & Transmission along S. U.S. 231

Introduction

The extension, upgrade, and maintenance of Jasper's infrastructure is one of the most significant factors in local growth and development. The infrastructure of a community includes not only utilities and roadways, but also public services such as fire and police protection, and other safety services. One of the best ways a community has for directing growth is through the extension of sanitary sewer and water service.

Existing Utility Service

Utility services that lag behind the pace of development can impose a burden on existing rate payers. Therefore, it is imperative decisions regarding future land uses and growth are made in concert with decisions for providing public utility services. The City of Jasper created a Utility Service Board which is comprised of seven appointed representatives from various segments of the community. The Jasper Utility Service Board is responsible for overseeing the general condition of the city's electric, water, natural gas, and waste water utilities. The Board also works directly with city leaders, staff, and relevant utility companies to determine future expansion and capacity needs. Listed below is an overview of the various utilities that serve Jasper's residents and businesses. Much of this information was gathered from the City of Jasper's website as well as conversations with the various department heads.

Gas Utility

Currently, the entire two-mile fringe planning area is served by either the Jasper Municipal Gas Utility or the Huntingburg Gas Utility. As the adjacent map illustrates, areas within the two-mile fringe east, north, and south of Jasper are future service areas of the Jasper Municipal Gas Utility. The Jasper Municipal Gas Utility is the second largest municipal gas utility in the State of Indiana behind Indianapolis. It was formed in 1954 following construction of approximately nine miles of distribution lines.

Today, Jasper's gas utility is comprised of approximately 90 miles of distribution lines, with natural gas supplied by two sources or companies. There is currently one tap on the Texas Eastern System that supplies two lines into the city, and a tap on the El Paso (ANR) Pipeline System located just west of Schnellville. There are also a number of distribution and regulator stations strategically located around Jasper to maintain proper pressure throughout the system.

Water Utility

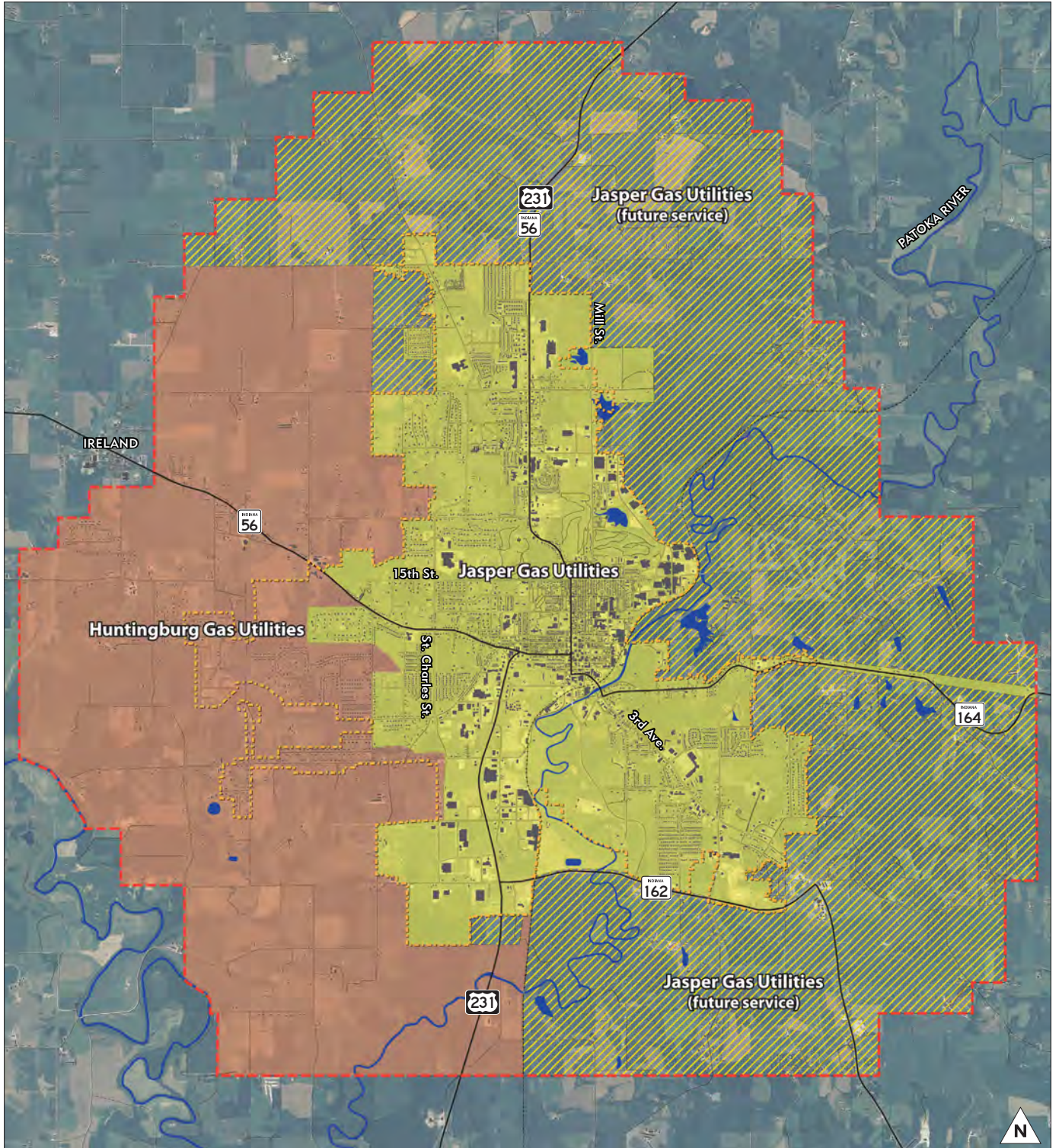
The majority of the two-mile fringe planning area is served by one of three water utilities including:

- Ireland Water Utility
- Dubois Water Utility
- Jasper Water Utility

As the map on the following page indicates, the Jasper Municipal Water Utility serves much of the city, and also provides the towns of Ireland and Dubois with water under contractual agreements. The Jasper Water Utility was originally formed in 1895 through funding of a \$10,000 bond issue. The primary source of water is the Patoka



GAS UTILITY SERVICE AREA MAP



River. Beaver Creek Reservoir (Beaver Lake) which is owned by the city, serves as an emergency secondary source. Located approximately seven miles east of Jasper, Beaver Lake is approximately 205 acres in size and contains roughly 905 million gallons of usable storage.

The current water treatment plant was constructed in 2001 east of Jasper along S.R. 164. It is a conventional surface water plant with the ability to treat 6.5 million gallons per day and store 1.2 million gallons on-site. The treatment plant also has a laboratory equipped for the testing and sampling required by Indiana Department of Environmental Management. The facility also provides water testing for neighboring communities and individual swimming pools on a fee basis.

The distribution system consists of approximately 90 miles of 16-inch, 12-inch, 10-inch, 8-inch, and 6-inch main water lines. This system also includes two 1,000,000 gallon standpipes and a 500,000 gallon elevated storage tank in addition to a 350,000 gallon clear well reservoir. The entire system has a total storage capacity of 4,050,000 gallons. This system also includes approximately 920 municipal fire hydrants installed throughout the city. The Jasper Water Utility currently has service lines on the north, west, and south sides of the city. These lines are large enough to carry additional capacity for new development. As a result, the served areas are likely to see development pressure in the future.

Electric Utilities



15th Street Electrical Station

The Jasper Municipal Electric Utility was formed in 1904. The coal-fired generation plant on East 15th Street went into operation in 1968 to serve the needs of residents and businesses. In 2008, the city entered into an agreement with the Indiana Municipal Power Agency (IMPA) to supply all of Jasper's power needs. IMPA is a not-for-profit agency providing (wholesale) power to over fifty cities and towns across Indiana that own and operate the municipal electric distribution systems in their respective communities.

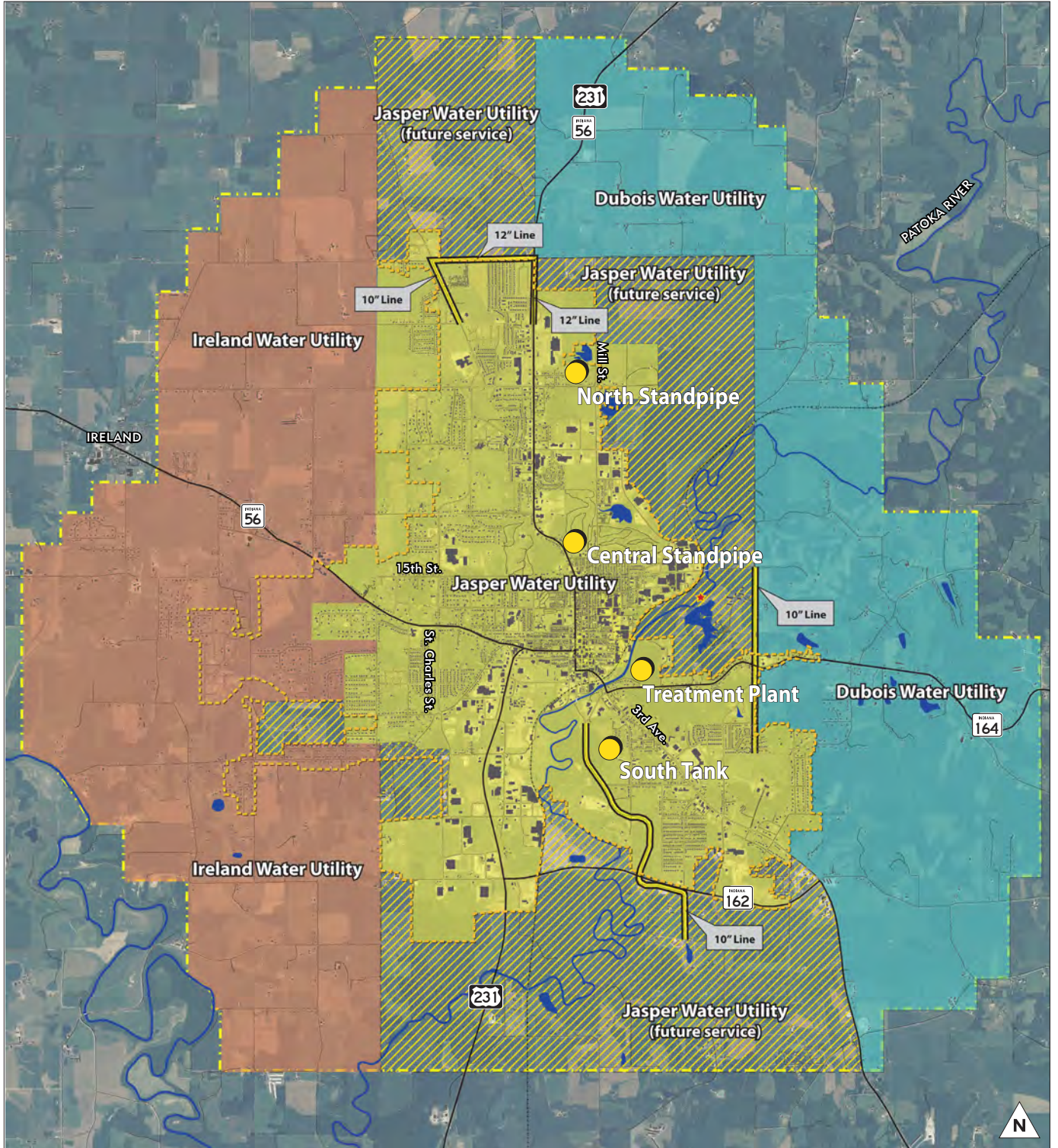
Today, due to the high operational costs to produce electricity at the Jasper power plant, the plant is only brought online when electrical rates are high enough to cover the utility's variable costs (coal, water, ash removal, etc.). This scenario occurs rarely and in fact the plant only operated for a total of approximately two weeks in 2009. In an effort to explore innovative ways to utilize the plant, the City commissioned a study in 2009 to investigate the feasibility of converting the plant to burn (renewable) biomass fuels. To date however, there has been no determination regarding the viable use of the plant.

Jasper's electrical grid is comprised of over eighty miles of overhead and underground power lines as well as four sub-stations located at strategic points in the city. Several neighborhoods within Jasper are currently served by underground electric lines. This is likely because the wires were buried during the construction of these residential subdivisions, which happen to be located mostly on the edges of the city.

Over the years, the City has worked to place overhead electrical lines underground in older residential subdivisions. The adjacent map illustrates where the City is planning



WATER UTILITY SERVICE AREA MAP



to bury electric lines in two neighborhoods with overhead wires. Information for this map was gathered from the Jasper Municipal Electric Utility department and the director of the Dubois Rural Electric Co-op.

Dubois REC

As the illustration indicates, much of the outlying area beyond the city limits is served by the Dubois Rural Electric Co-op (REC). However the REC does supply electrical service to the residential areas between Ireland and Jasper, as well as a small area centered around the Jasper Middle School along Portersville Road. The REC receives its power source from a number of Hoosier Energy power stations, and has a substation located just west of Ireland and another near the intersection of Portersville Road and 47th Street.

Waste Water Utility

The Jasper Municipal Waste Water Utility was formed in 1949 and the treatment facility began operation in 1950. The current facility along South U.S. 231 was placed into operation in 1990 in response to increasing demand. The plant has a capacity of 3.6 million gallons per day with a peak load capacity of 7.2 million gallons. Disinfection is achieved by an ultra-violet light system and the entire facility can be powered for an indefinite period of time by a diesel fueled generator.

In addition to the treatment plant, the Waste Water Utility maintains approximately 135 miles of collection lines, as well as 25 major and 110 minor lift stations throughout the city. However there are several small residential areas in Jasper that still rely on septic systems, and the utility is planning to extend necessary services in the future.

The suburban/rural residential area between Jasper and Ireland is served by the Ireland-Madison Township Conservancy District. Based on an agreement with the City of Jasper, this wastewater utility district maintains its sewer system including lift stations, but the city treats the Conservancy Districts wastewater at the treatment plant on South U.S. 231.

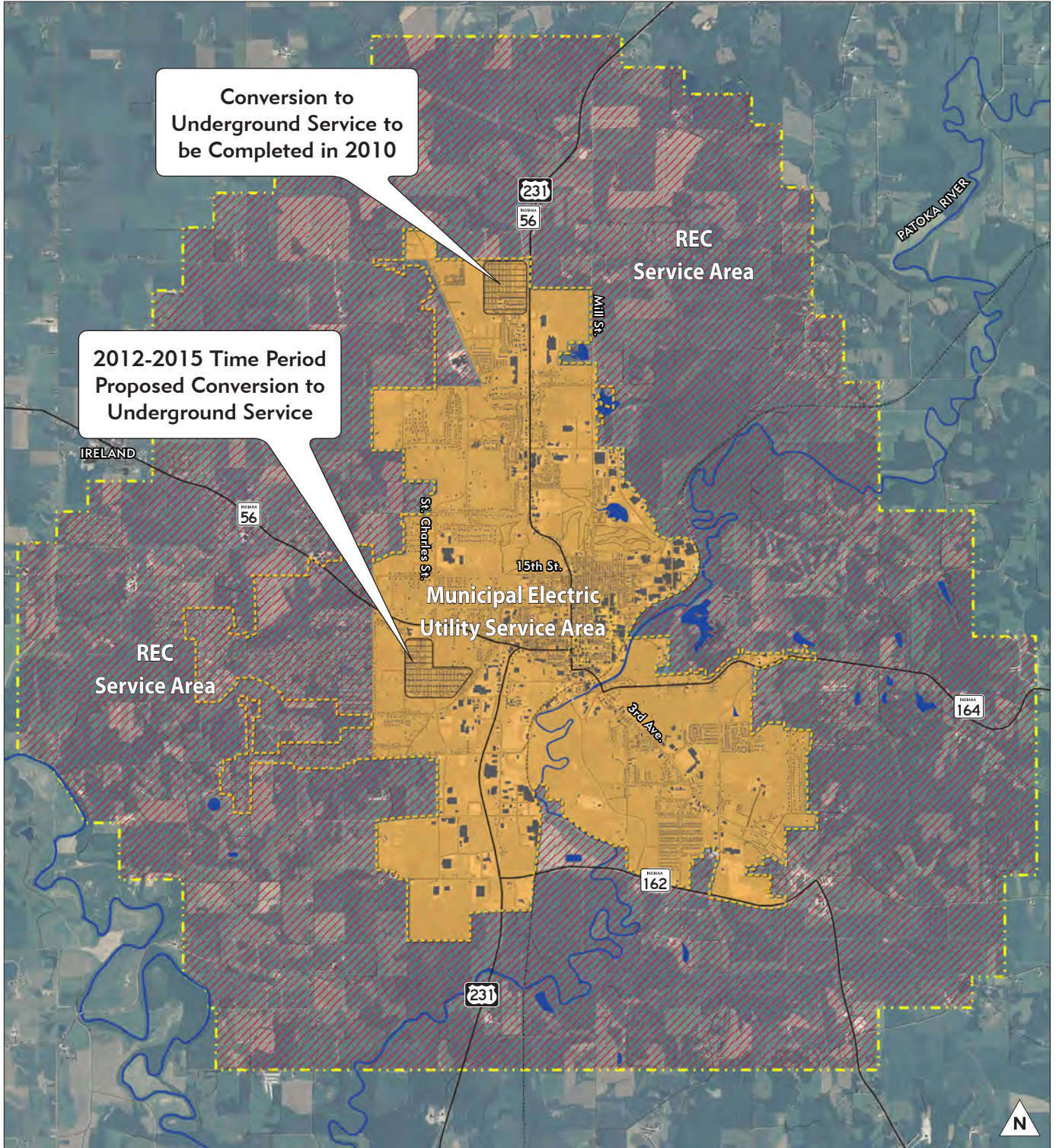
Internet and/or Broadband Services

Enhancing technology and fiberoptic service in Jasper was an issue mentioned throughout the public input process. There are a number of internet and broadband service providers serving Jasper's residents and businesses including:

- Smithville - currently expanding into Dubois County and Jasper.
- Fullnet - offers dial-up and high-speed internet service to residents and small businesses (less than 15 employees) in the city. Fullnet also leases space on local cellular towers for the installation of transmitters that provide wireless internet service for rural customers.
- Insight Cable - offers high-speed internet and digital/cable television services to residents and small businesses in the city.
- Perry-Spencer Communications Inc. (PSCI) - this not-for-profit organization currently offers high-speed internet, and point-to-point and data management services to businesses throughout Jasper. As part of a larger, three-county (Dubois, Perry and Spencer) network transport system, PSCI installed a 10



ELECTRICAL SERVICE MAP



Gig fiberoptic line through sections of Jasper. This primary feed extends along 3rd Avenue, through the downtown area along Clay Street, and along the Old Huntingburg Road south of the city. PSCI plans to offer phone, high-speed internet and digital/cable television services to the residential market in the near future.

- Verizon - offers phone, high-speed internet services to residents in Jasper.

Police and Fire Protection



Police and Fire Station Headquarters on 6th Street

The Jasper Police Department is comprised of twenty-one sworn officers and a supporting staff of thirteen. This includes six dispatchers, four auxiliary officers, two administrative staff, and a part-time parking enforcement officer. The department offers a number of community outreach initiatives including the D.A.R.E. program, "Shop with a Cop", and the "R.U.O.K." program. The "R.U.O.K." program is a free, computerized calling service for elderly and/or disabled individuals of Jasper. It checks on residents' well-being every day of the year by placing an automatic phone call to each subscriber at the same time each day.

The Jasper Fire Department is comprised of an all-volunteer fire department that was originally formed in January 1896. The department provides fire protection service for an area covering eleven square miles that includes the City of Jasper as well as surrounding Bainbridge Township. The department is led by a full-time fire chief, as well as an assistant chief, captain, and seven lieutenants. The remaining department is made up of 37 volunteers. In addition to its headquarters on 6th Street downtown, there are also stations at:

- 970 Brames Road (Station 2)
- 118 E. 35th Street (Station 3)

Medical Services

Memorial Hospital opened in July 1951 at a cost of approximately \$1.1 million and a capacity of 75 beds. Over the years the facility was expanded to serve the needs of residents in Dubois and surrounding counties. In 1971, a new three-story, \$3 million expansion was completed, and in 1986 a \$13.1 million expansion was completed. A



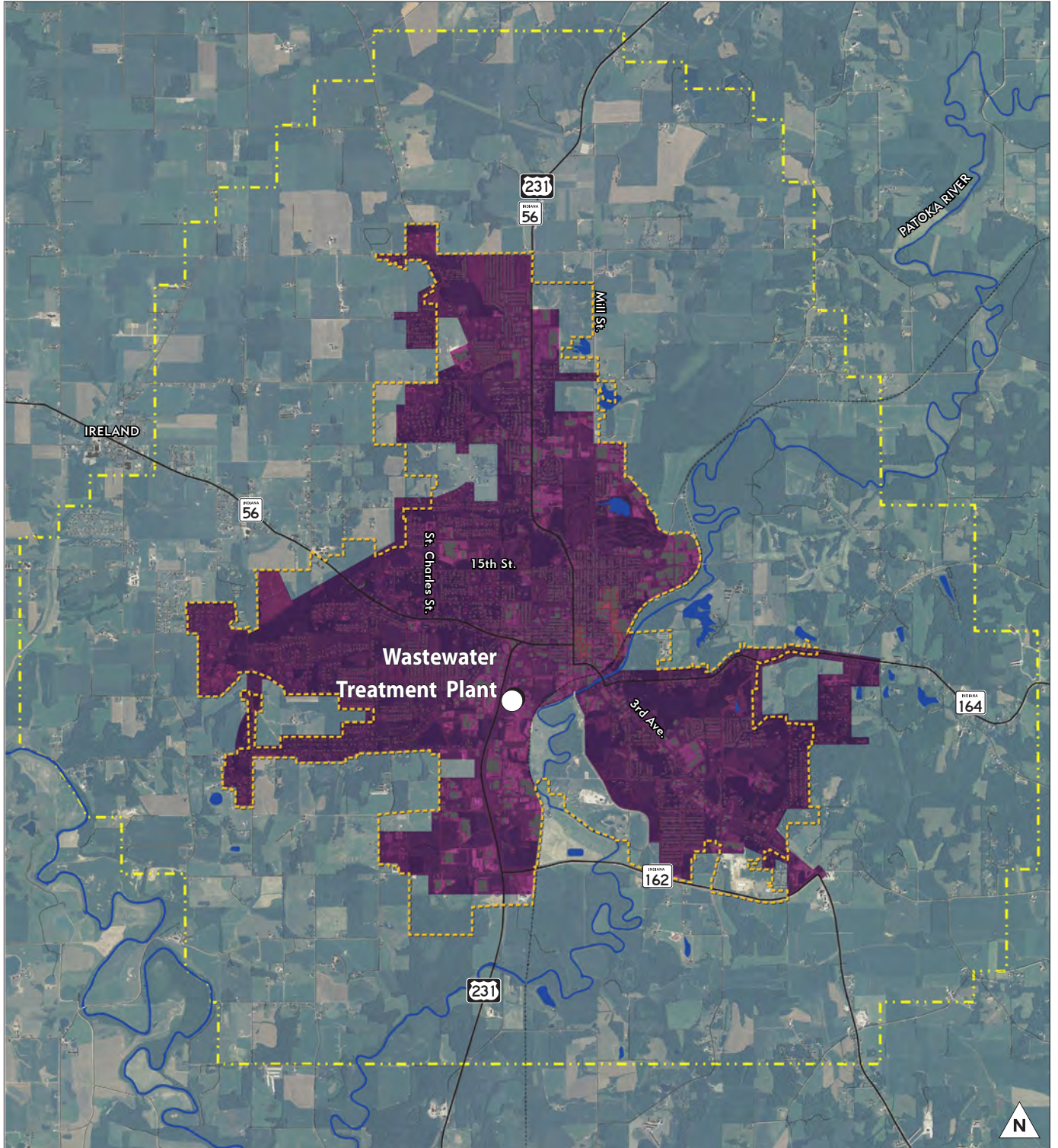
Memorial Hospital and Healthcare Center

major expansion project between 2002 and 2005 resulted in the six-story patient tower that included the emergency department, radiology services, critical care services, obstetrics and gynecology, and a chapel. In 2007 Memorial Hospital partnered with the Indiana University Melvin & Bren Simon Cancer Center in Indianapolis to provide oncology services at the Lange-Fuhs Cancer Center.

Today, Memorial Hospital and Health Care Center represents a regional health center employing more than 1,400 people including approximately 90 physicians on the active medical staff. In addition to serving Dubois County residents, the hospital provides medical services to residents in adjacent Martin, Orange, Pike and Spencer counties. The hospital has also established an urgent care facility in



WASTE WATER UTILITY SERVICE AREA MAP



Huntingburg and Primary Care Clinics in the communities of Huntingburg, Ferdinand, Dale, French Lick, Petersburg, Loogootee, and Shoals. There is hospital-supported ambulance service at four locations in Dubois County, and the hospital also provides local firefighters some emergency/medical service training.

Education



Jasper High School

Public School System

The Greater Jasper Consolidated School District (GJCS) is comprised of three elementary schools, Jasper Middle School, and Jasper High School. During the 2008-2009 school year, there were a total of 3,265 students and 181 (full-time) teachers at these schools. Jasper High School had a graduation rate of 93.3% during the 2008-2009 school year. According to the Indiana Department of Education, students in the GJCS District have consistently scored higher than the State average regarding ISTEP scores. Combined ISTEP results for both English and Math for Jasper are compared below to the State average.

2008-09	73.7%	64.8% (State)
2007-08	77.2%	64.8%
2006-07	76.9%	63.8%

The three public elementary schools that feed into the Middle School include:

- 10th Street Elementary School
- 5th Street Elementary School
- Ireland Elementary School

The Greater Jasper Consolidated School Corporation and the Jasper Community Arts Department have created a unique partnership with The John F. Kennedy Center for Performing Arts in Washington, D.C. to bring nationally-recognized performing artists to the local schools. Participating artists facilitate hands-on workshops for teachers that expose them to innovative and imaginative approaches to academics, with the ultimate goal of improving student achievement within the school district.

Private School Systems

There are four private schools located throughout Jasper including: Holy Family Catholic School on the southeastern side of the city, Precious Blood Catholic School on the west side, Jasper Christian Academy, and John Paul the Great Catholic High School.

Holy Family School offers an educational curriculum from kindergarten through eighth grade. The school building was completed in the summer of 1951 with classes beginning in the fall of that same year. Over the next several years the school grew steadily and in 1954 the first lay teacher was hired. A nine-room addition was built in 1968, and in 1979 a new gym, church and rectory were built. The original church was converted into the current gym/auditorium. The gym accommodates all physical education classes, school assemblies, and inter-scholastic and intramural volleyball, basketball and cheer leading for Grades 5, 6, 7, and 8. This gym is also used as an auditorium for school activities and cultural presentations.

Precious Blood Catholic School offers an educational curriculum from kindergarten through fifth grade and has a current enrollment of approximately 250 children. Located at the intersection of S.R. 56 and Lechner Lane, the original school and church opened in October of 1957. A \$4 million construction and renovation project was completed in March of 1998 which added six new classrooms, a new library, and a new church.

The Jasper Christian Academy serves the educational needs of children from preschool through grade twelve. There are approximately fifty children enrolled in the school.

In addition to these private elementary schools, the John Paul the Great Catholic High School was established in 2008. The school serves eleven parishes in Dubois County as well as parishes in the surrounding counties. Classes began in August 2009 for ninth and tenth grades and will expand one grade each year thereafter. Current plans are to hold the first graduation ceremonies in 2012. Classes are currently being held in the renovated St. Joseph's Parish Center in Jasper. Once established, plans are to build a permanent facility centrally located in the Jasper Deanery to serve the needs of families for the region.

Vincennes University Jasper Campus

In September 1970 Vincennes University opened its Jasper "campus" to students in temporary, rented facilities in downtown Jasper. The primary force behind this initiative was a local citizens action group called COHERE, Inc (Committee on Higher Education and Related Events). Created in 1960, this group of Dubois County leaders was dedicated to the improvement of education and cultural enrichment for the area.

The university relocated to the southeast side of town along 3rd Avenue (formerly S.R. 162) on approximately 130 acres. According to the VUJC website, there were 787 (416 full-time and 371 part-time) students registered for the Fall 2007 semester. Today, students have the option to complete a one-year certificate program, two-year associate program, or a four-year bachelor program. The Jasper campus is also home to the Indiana Baseball Hall of Fame.



Vincennes University Jasper Campus

Social Service Organizations

Habitat for Humanity of Dubois County

Habitat for Humanity of Dubois County began in 1995 with the mission to eliminate substandard housing in Dubois County. The local organization raises the funds, materials, and volunteer labor needed to construct houses in partnership with qualified, low-income families. Habitat for Humanity relies solely on donations to operate, run its programs, and build homes. The organization has a Board of Directors as well as a full-time director that runs the day-to-day operations.

According to its website, 92% of donations to Habitat for Humanity of Dubois County are used to build homes. As of 2010, Habitat for Humanity has built ten homes throughout the county since 1995. In Jasper, Habitat recently completed a home on

the north side of the city, and intends to start construction on another home on the south side of Jasper along Division Road. The houses are sold to families at no profit to Habitat for Humanity and are financed through no interest mortgages held by Habitat. Typical Habitat homes in the county cost approximately \$55,000 to build, and are 1,200 square feet in size.

In the Fall of 2009, Habitat opened a "ReStore" in an effort to generate a source of income to build homes for those in need. The ReStore is a resale store that sells new and gently-used home improvement products and materials donated by local residents, contractors, and industries.

The Tri-County YMCA

The Tri-County YMCA was established in 2004 to provide affordable programs and services to those in need in Dubois, Perry and Spencer counties. Headquartered in nearby Ferdinand, the Tri-County YMCA has grown to nearly 1,500 members, and each year it offers thirty various programs that reach over 3,500 kids, families and senior citizens. Within the three-county area, after-school programs also serve children in eight school systems annually. In recent years the organization has started offering basketball, soccer and T-ball for kids between the ages of 3-6.

In Jasper, the YMCA has partnered with several organizations to offer summer programs over the last 2-3 years. Without a permanent facility in town, the YMCA has relied on the generosity of VUJC, the Greater Jasper Consolidated School Corporation, and the Jasper Parks and Recreation Department to provide the needed facilities for this summer camp. The Jasper YMCA Summer Camp program is offered five days a week and serves over 120 campers during each summer break.

Tri-CAP

TRI-CAP is an independent, non-profit organization based in Jasper that provides valuable services and assistance to individuals and families, most of whom are low-income in Dubois, Warrick and Spencer counties since 1966. As a Community Action Agency, TRI-CAP's mission is to assist low-income individuals and families to meet their full potential to become self sufficient and physically and emotionally healthy.

The agency offers a number of programs to assist families in need. Healthy Families is a home visitation program designed to promote healthy families and healthy children through a variety of services including child development, access to health care and parent education. These services are provided at no cost to families, and are always voluntary.

TRI-CAP established the Adolescent Services in 1994 in response to a high teen suicide rate. The primary objective of the Adolescent Services is to improve the mental health of adolescents by offering prevention, intervention, and follow-up services in accessible ways, thereby reducing the teen suicide rate. It consists of Teen Wellness Centers which are school-based health centers in each of the four Dubois County high schools including Jasper High School. The Teen Wellness Centers provide every high school student in the county, with a signed parent permission form, easy access to free and confidential mental health services and basic sick care.

The Energy Assistance Program provides financial assistance to low-income households to maintain utility services during the winter heating season. The program is administered by Indiana Housing and Community Development Authority (IHCDA) with outreach offices, like TRI-CAP, in every county in Indiana.

Big Brothers / Big Sisters

The Dubois County Big Brothers Big Sisters Program was established in 1987 to serve as a mentoring organization for children between the ages of 6-14. The agency provides a one-to-one relationship with a caring adult to assist the child to achieve their highest potential. During its existence, the program has expanded to serve over 750 local children across the Dubois County service area.

The Transportation Network



Street improvements along 3rd Avenue

This section addresses transportation Jasper’s network of railroads, streets and highways, paths and trails and other associated elements. It is important this network link the various activities throughout the city in a safe, effective, and pleasant manner. It is also important to maintain and strengthen connections to outlying residential areas and/or destinations to ensure the long term economic viability of Jasper.

The map on Page 147 illustrates the designated street classifications that comprise Jasper’s vehicular transportation network. These designations are based on the volume of traffic, INDOT guidelines, as well as information from the city’s previous comprehensive plan completed in 2004. Freeway (Expressway), Arterial, Collector, and Local facilities are classified according to the function they serve in the roadway network. A description of Jasper’s road classes is listed below and illustrated on the adjacent map. The City routinely collects and analyzes traffic volume data along Jasper’s major roadways and streets to ensure the system is functioning properly. These data represent the average daily traffic present on the roadways.

Freeways

Freeways have a singular purpose of accommodating long trips between and through cities limiting access to grade separated interchanges. An example of this type is I-64 and I-69. This classification also includes the Expressways and Parkways, which permit limited access at “at-grade” intersections as well as grade separated interchanges. An example of this type of road is State Road 37 through the Bloomington area.

Arterial Streets

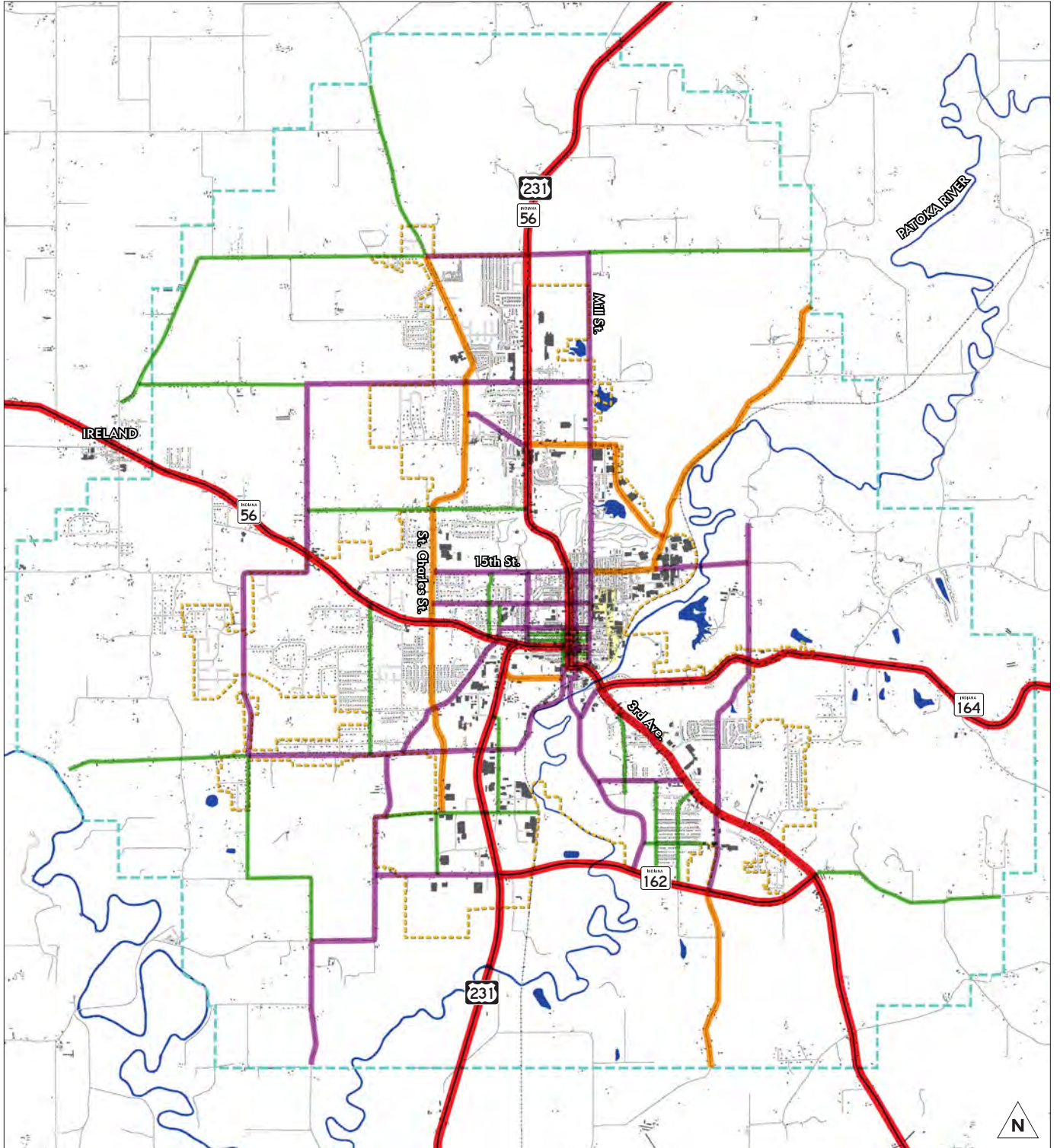
Arterial Streets move traffic between neighborhoods and across the city. Direct access to abutting properties is a secondary function requiring constraints on points of ingress and egress, and on-street parking. The design of such streets should favor movement of through traffic. The functional category may be either Principal or Minor Arterials. The Minor or Secondary Arterial connects and augments the Principal Arterial. Although the main function is traffic mobility, it performs at a lower level, placing more emphasis on land access than the Principal Arterial. In the Minor Arterial, the trip length is generally shorter and it distributes travel to smaller geographical areas.

Existing Roadway Classifications

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Local Street



ROAD CLASSIFICATIONS MAP



In Jasper Principal Arterials such as U.S. 231, State Roads 56, 162, 56, 164, and 2nd and 3rd Avenues, carry anywhere from 6,300 - 19,900 vehicles per day.

Principal Arterials

- Serve the major centers of activity, the highest traffic volume corridors, and the longest trip desires.
- Should carry a high proportion of the total urban area travel on a minimum of mileage.
- Should carry the major portion of trips entering and leaving an urban area.
- Should serve significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers.
- Should provide continuity for all rural arterials which intersect the urban boundary.
- Concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements

Minor Arterials:

In Jasper Minor Arterials carry anywhere from 2,000 - 7,800 vehicles per day and include: St. Charles Street, 30th Street, Cathy Lane and 15th Street (east of Mill Street), or Kellerville Road among others.

- Interconnect with and augments the urban principal arterial system.
- Provide service to trips of moderate length at a somewhat lower level of travel mobility than major arterials.
- Distribute travel to geographic areas smaller than those identified with the higher system.
- Include all arterials not classified as principal and contains facilities that place more emphasis on land access and offer a lower level of traffic mobility.
- Should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

Collector Streets

Major and Minor Collector Streets connect the local streets in neighborhoods to the higher capacity Arterial streets. Collector streets move traffic and provide direct access to abutting property. Design and traffic control facilitate the movement of traffic into and from the neighborhoods served. Minor Collectors connect and augment the Major Collectors and place more emphasis on parcel access.

- Facilities may penetrate neighborhoods, distributing trips from the arterials through the area to the ultimate destination, which may be on a local or collector street.
- Collector streets also collect traffic from local streets in the neighborhoods and channels it into the arterial systems.
- A minor amount of through traffic may be carried on some collector streets.
- Collector systems provide both land access and service local traffic movements within residential neighborhoods, commercial areas, and industrial areas.

- In Jasper Major Collectors carry anywhere from 1,800 - 4,100 vehicles per day and examples include:
 - » 47th Street / C.R. 400 North, Mill Street, South Clay Street, Truman Road, and Meridian Road
- Minor Collectors carry anywhere from 600 - 2,900 vehicles per day and examples include 12th Avenue, Portersville Road (north of 47th Street), Schuetter Road, Emily Street and Justin Street.

Local Streets

Local streets provide direct access to abutting land and access to higher class facilities. Through traffic is discouraged by layout, design and traffic control devices. Service to through-traffic movement usually is deliberately discouraged. Local streets in Jasper include any of those not listed previously and typically those serving residential subdivisions, and the majority of streets in the downtown area.

Over the course of the previous ten years, the city has made a number of improvements to the local street network. Some of these major projects completed include:

- South Newton Street (completed in 2001) – This project involved new construction extending Newton Street from 3rd Street to the S.R. 162 Extension.
- St. Charles Street (completed in 2001) – This project involved new construction that extended St. Charles Street from Schuetter Road to 36th Street.
- Mill Street (completed in 2005) – This project consisted of extending Mill Street from 36th Street to C.R. 400 N (47th Street).
- Brucke Strasse (completed in 2001) - This project was comprised of new construction that extended Brucke Strasse from South Newton to the S.R. 164/3rd Avenue intersection.
- 15th Street (completed in 2002) – This project involved new construction that extended 15th Street from Bartley Street to Emily Street. The completion of this section of 15th Street created a direct connection to St. Charles Street.

During public and stakeholder workshops, concern was expressed relative to traffic, safety considerations at key intersections, heavy traffic along certain local streets, and/or the need for new street or sidewalk connections within the existing network. The key areas are identified on the Thoroughfare Map.

Sidewalks, Bicycle and Pedestrian Trails

In addition to street improvements, the city also administers a sidewalk replacement program. This is generally a cooperative effort between the City and adjoining property owners. The City annually inspects sidewalks and curbs, and prioritizes those in need of replacement. Approximately 75% of appropriated funds go towards the replacement of those sidewalks/curbs the City deems appropriate. The remaining 25% of the funds are dedicated to the city’s 50/50 Program. In this program, property owners submit an application to have their section of sidewalk replaced. The City will then inspect the sidewalk/curb in question to determine if it needs replacement. If



Multi-use path along Portersville Road

so, the City will bear the full cost of removing the sidewalk and curb, and split (50/50) the cost of replacing the sidewalk/curb with the property owner.

In addition to sidewalks, the City has also constructed both on- and off-street multi-use paths. These alternative transportation and recreational trails include both the St. Charles Street multi-use path and the Riverwalk. There are plans in place to extend this trail network as a complete loop around Jasper as funding allows for it. There are also walking trails on both the Habig Community Center grounds and in Bohnert Park.

Rail Service

The two primary uses for rail lines serving Jasper include moving freight and for recreational use. Only one freight rail line is located south of Jasper in Huntingburg. The Norfolk and Southern Railroad runs northwest and southeast from Huntingburg. This freight line runs from south to northeast through Jasper and serves both Huntingburg's northwest industrial area and Jasper's south commercial/industrial area. Approximately 25 trains pass through Huntingburg daily along the Norfolk and Southern Railroad.

The Dubois County Railroad is a Class III short-line railroad that extends sixteen miles between Huntingburg, through Jasper, and north to Dubois, Indiana. It is a for-profit subsidiary of the Indiana Railway Museum headquartered in French Lick. In Huntingburg, the railroad joins with the Norfolk & Southern Railroad, and in Dubois the railroad interchanges with tracks owned by the Indiana Railway Museum. The Indiana Railway Museum's track between Dubois and French Lick is classified as a heritage railroad. The primary commodities transferred along this section of railroad through Jasper include petroleum products, and soybean meal which is used to manufacture turkey and chicken feed. The City of Jasper also uses this rail line to run the *Spirit of Jasper* train from downtown Jasper, through Dubois and ending at French Lick.

The Huntingburg Airport

Although located in nearby Huntingburg, the Huntingburg Airport is a critical link for local corporations in Jasper and Dubois County. In 1937 the privately-owned Huntingburg Airport began to take shape on 120 acres three miles south of Huntingburg. In the early 1940s ownership of the airport transferred to the Huntingburg Airport Corporation. The City of Huntingburg purchased the airport in 1967 with a federal grant and matching donations. In 1983, a joint venture between the City of Huntingburg and Dubois County resulted in the formation of the Dubois County Airport Authority which assumed control of the 176-acre complex.

Over the years there have been a number of improvements made at the facility in order to respond to changing technologies and aircraft needs. In 1969 runway lighting was added, and in 1973 the lighted runway was extended to 4,500'. In 1991 runway and apron extensions were completed. In 1992 the Automated Weather Observation Station (AWOS) system went online, a pilot control runway lighting system was installed in 2002, and in 2003, an aircraft-parking ramp was constructed. Over the years there have also been a number of hangars and maintenance equipment improvements to serve corporate clients. In addition to private planes, today the Huntingburg Airport serves a number of corporate clients. There are approximately 14,000 - 15,000 flights into or out of the facility annually.

Introduction

A community's quality of life is often linked to the variety, quality and accessibility of its parks and open space. Jasper has a well-maintained system of parks and open space, but recent residential development north and west of the city has created an imbalance of recreational opportunities in those areas. The map at right identifies parks and recreational facilities throughout Jasper including the proposed and completed segments of the Riverwalk and multi-use trail extending along St. Charles Street.

Service

When this map is overlaid on the existing land use map, it becomes apparent much of the growth occurring in Jasper is residential on its western edge. This area may be underserved regarding public parks and recreational facilities. However, this and other long term park planning issues will be addressed in the future update to the *Dubois County Park and Recreation Master Plan (2006 - 2010)*. The Jasper Parks and Recreation Department and Jasper Parks and Recreation Board partners with the county when developing its Master Plan. This plan is updated every five years and the City anticipates working with the County and Indiana 15 Regional Planning Commission to update the County Master Plan.

Major investment for parks and recreation in the future may include the replacement of some facilities such as the Municipal Pool facility and the acquisition of land to serve new developing areas. Due to fiscal constraints, it was determined in late 2009 to replace the pool liner (at a cost of approximately \$90,000), and continue using the existing facility for the next 10-15 years. As part of the transition to a new facility in the future, it is important to consider how to re-use or redevelop the Municipal Pool facilities at Jaycee Park.

Throughout the public input process, there was general consensus among residents that the City's existing park system of playground equipment, sports fields, and associated buildings is well maintained. There was also agreement that the City is making every effort to keep up with the growing demand for youth athletic fields.



The Jasper Municipal Pool



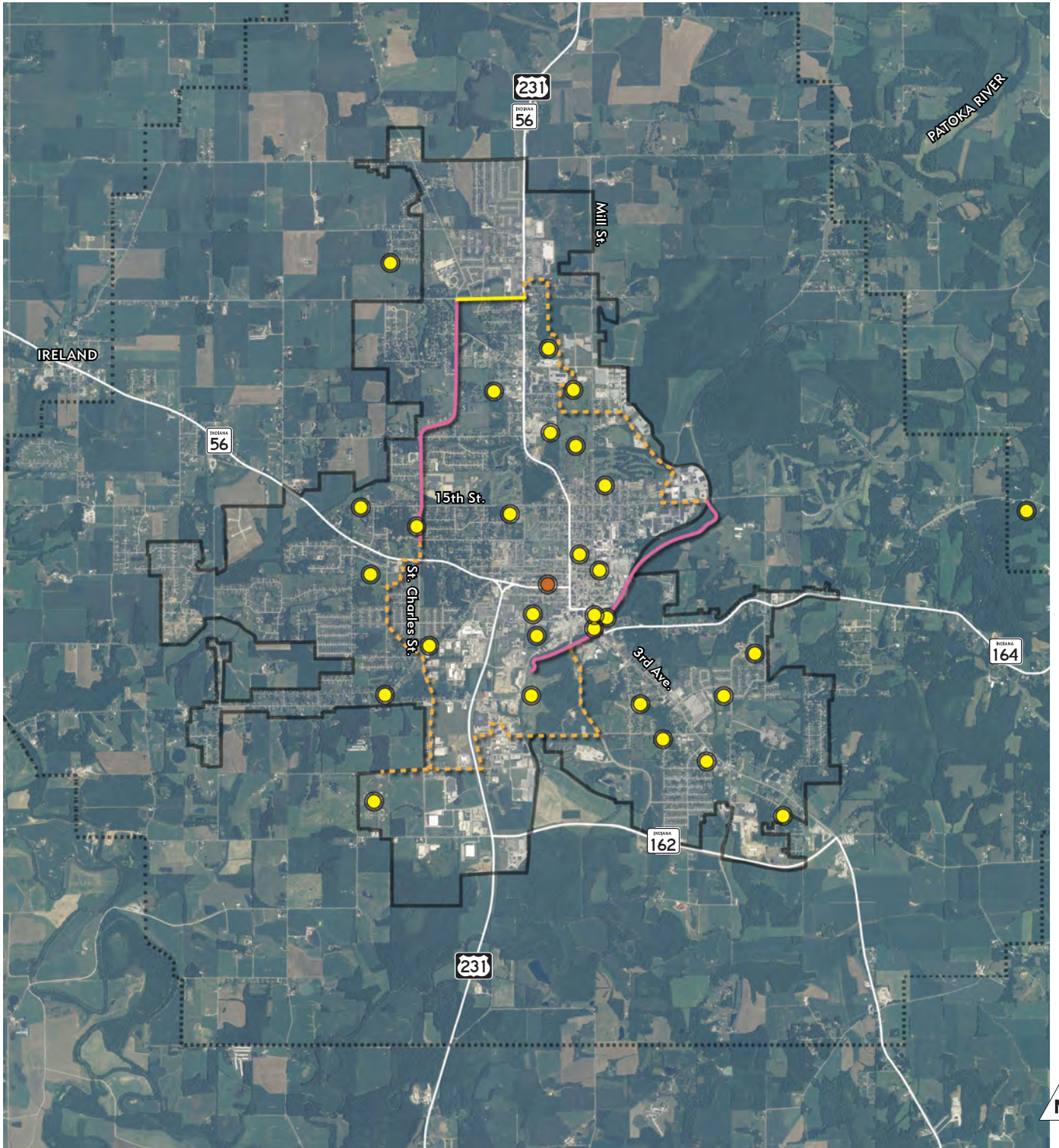
Jaycee Park Facilities



Jasper Youth Sports Complex



PARK FACILITIES MAP



Introduction

Lakes, rivers, streams, wooded rolling hills and even agricultural lands are assets to be promoted as part of the community’s quality of life. Jasper faces the challenge of balancing its natural areas with a desire to grow and develop. Farming can be an intense use of the land, but there is also a pastoral component that contributes aesthetic value.

Key Resources



The Riverwalk Bridge over the Patoka River

Patoka River

The Patoka River is one of the city’s greatest natural assets. The river traverses the central section of the city and is fed by a number of creeks and streams. Jasper has an opportunity to promote the river as a community amenity if there are guidelines in place to protect and enhance it by buffering development and monitoring farming practices (livestock watering, chemical fertilizer runoff) that might be a detriment to water quality.

As the accompanying map illustrates, in addition to the Patoka River, Jasper contains a number of other water features within its jurisdiction including small creeks, lakes, and extensive wetlands such as the Buffalo Flats Nature Preserve. Though the river is undoubtedly an asset to the community, it can also be a liability during flood events. In spite of the construction of Patoka Lake upstream in the 1970s, the Patoka River on occasion will still overflow its banks during significant periods of rain. As such, these areas identified by the state as floodplains should only be developed in limited ways.

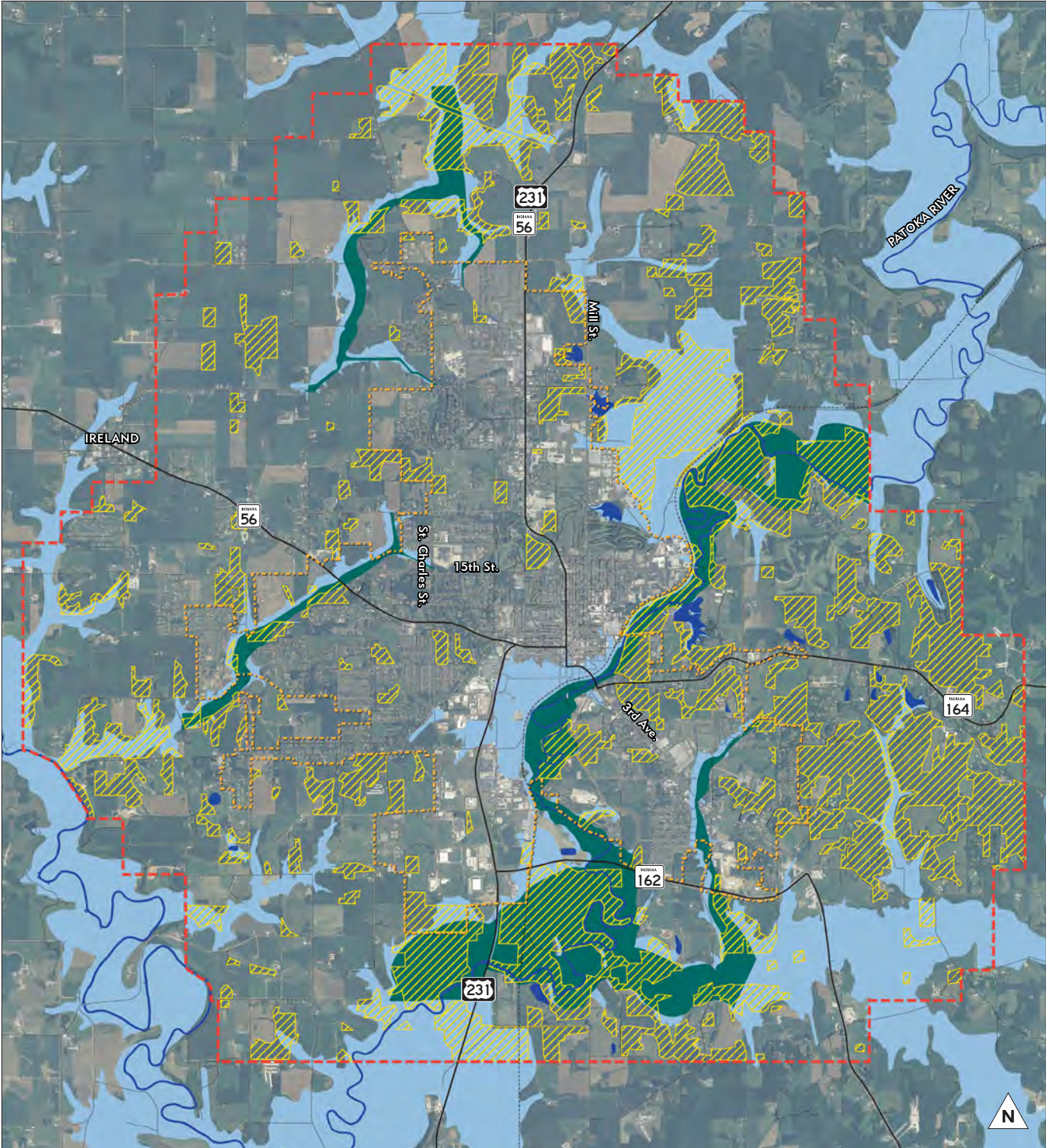
As noted previously, the river serves as the primary water source for the City. According to the Indiana Department of Environmental Management (IDEM), the Patoka River through the county has been identified as having outstanding ecological, recreational or scenic importance. Common fish species in the river include largemouth bass, carp, crappie and catfish. The river has also been included on IDEM’s List of Impaired Waterbodies (IDEM, 1998). The river is listed as impaired with a severity rating of medium based on the levels of PCBs and mercury. In 2000 a Fish Consumption Advisory (FCA) was issued for the Patoka River in Dubois County based on the levels of PCBs and mercury found in fish tissues.

Legend: Water Features Map

- Floodplain 
- Floodway 
- Wetland 



WATER FEATURES MAP



Buffalo Flats Nature Preserve

The Buffalo Flats Nature Preserve located northeast of Jasper along the Kellerville Road is a high-quality forested wetland located in the Patoka River floodplain. This forested wetland provides substantial wildlife habitat and wildlife travel corridors. This area is owned and managed by the Indiana Department of Natural Resources' (DNR) Division of Nature Preserves. This nature preserve is the only known Indiana site for the Western Cottonmouth - one of two endangered snakes residing in Indiana. The other one is the Copperbelly Water snake which has also documented at Buffalo Flats Nature Preserve.

Wening-Sheritt Seep Springs Nature Preserve

The Wening-Sheritt Seep Springs Nature Preserve northwest of Jasper contains high-quality, wet-mesic floodplain forest, upland forest, and marsh and acid seep communities. This area is owned and managed by The Nature Conservancy.

Additional Environmental Issues

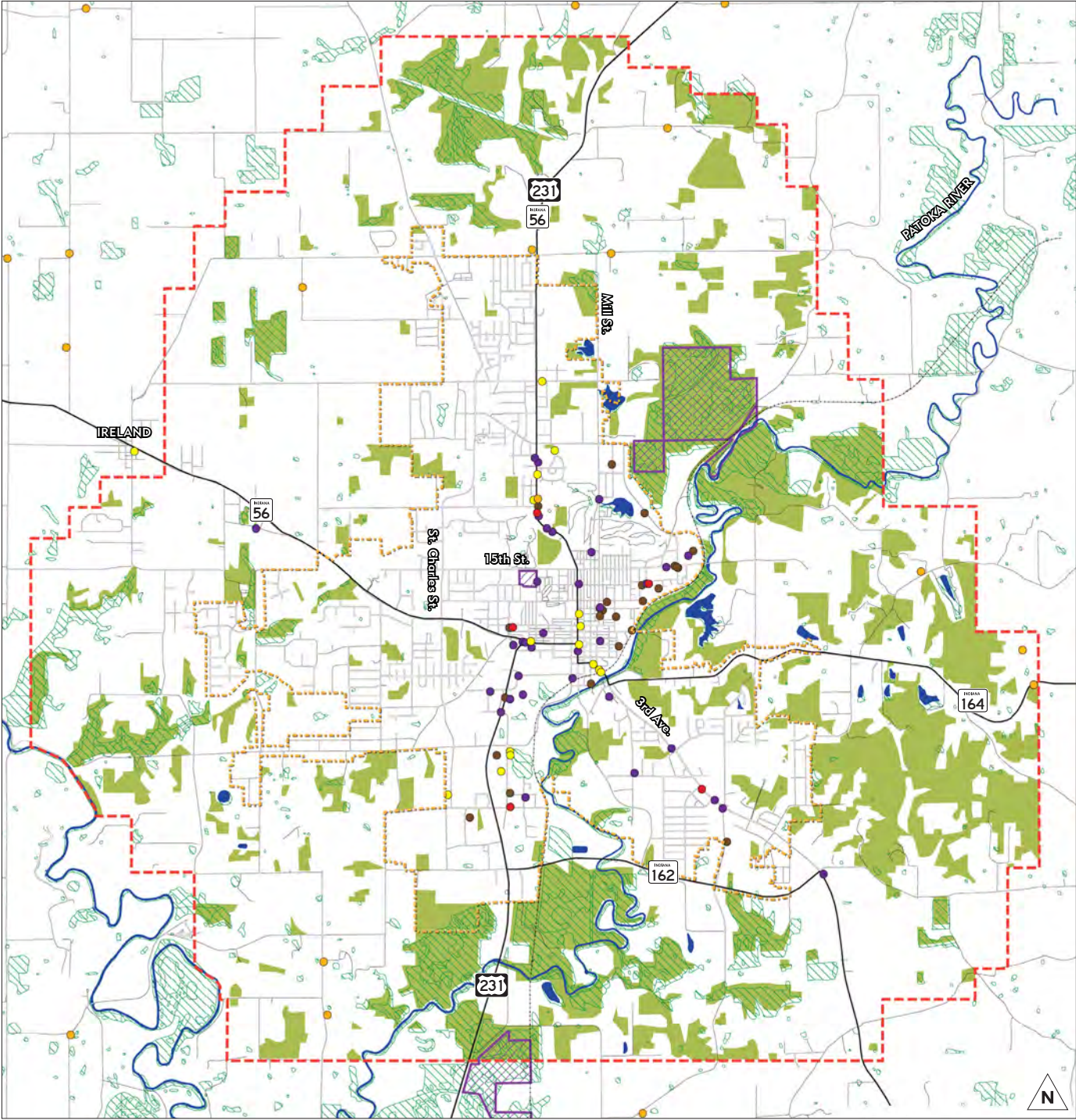
The map on the following page compares some of the sites of environmental concern to natural features scattered throughout Jasper. These sites, as delineated by the Indiana Department of Environmental Management (IDEM) range from confined animal feeding operations (CAFO's) to industrial waste sites such as the salvage yard along South Clay Street or the former Wood Products factory. It is important to consider potential added costs for clean-up when evaluating these sites for redevelopment opportunities. Also of concern are those designated areas that are located along the Patoka River, which is the primary water supply for Jasper residents.

Legend: Environmental Features Map

- Woodlands 
- IDNR Managed Lands 
- Wetlands 
- IDEM Cleanup Sites 
- Confined Feeding Operations 
- Underground Storage Tanks (USTs) 
- Leaking USTs 
- Industrial Waste Sites 



ENVIRONMENTAL FEATURES MAP



A Historic and Cultural Resources

APPENDIX



The historic Gramelspacher-Gutzweiler House

Introduction

The historic and cultural resources of Jasper serve as the foundation for its identity, and the community's quality of life. The resources include quality schools, churches, excellent medical facilities, interest in the arts, well-maintained parks, a strong economy, a support network for citizens of all ages and abilities, and recognition of historic resources. It is important the city does not compromise the features that provide its sense of place purely for short term economic benefits.

The map on the following page illustrates some historic or other notable features located in the community. There are six structures listed in the National Register of Historic Places within the city limits and one (Shiloh Meeting House and Cemetery) located just outside Jasper's boundary. There are also three historic cemeteries listed in the Register scattered throughout the city as well. According to the Dubois County Interim Report, two areas in the downtown have been identified that could qualify as National Register Historic Districts. One encompasses the commercial and government functions centered around the historic Dubois County Courthouse Square, and the other comprises the collection of original factories that made up the heart of Jasper's furniture manufacturing history.

In addition to these historic features in Jasper, there are also a number of additional destinations throughout the community that contribute to the character and identity of Jasper. Several of these features are located downtown along the Patoka River such as The Train Depot, *Spirit of Jasper* train, and Jasper City Mill.

The Jasper Community Arts Commission (JCAC)




The origins of the The Jasper Community Arts Commission (JCAC) can be traced back to the formation of the Jasper Auditorium Corporation created in the 1970s. This non-profit organization was expressly created to promote the building of a civic auditorium. This campaign resulted in raising \$600,000 for the construction of the Jasper Civic Auditorium in 1977 which is located adjacent to the VUJC campus.

In May, 1975 the JCAC became the only arts commission in the State of Indiana to be officially recognized as a City Department under the authority of the city council underscoring its value and contribution to the community as much as streets, schools and utilities provide. The JCAC consists of eleven governmentally-appointed members. Four



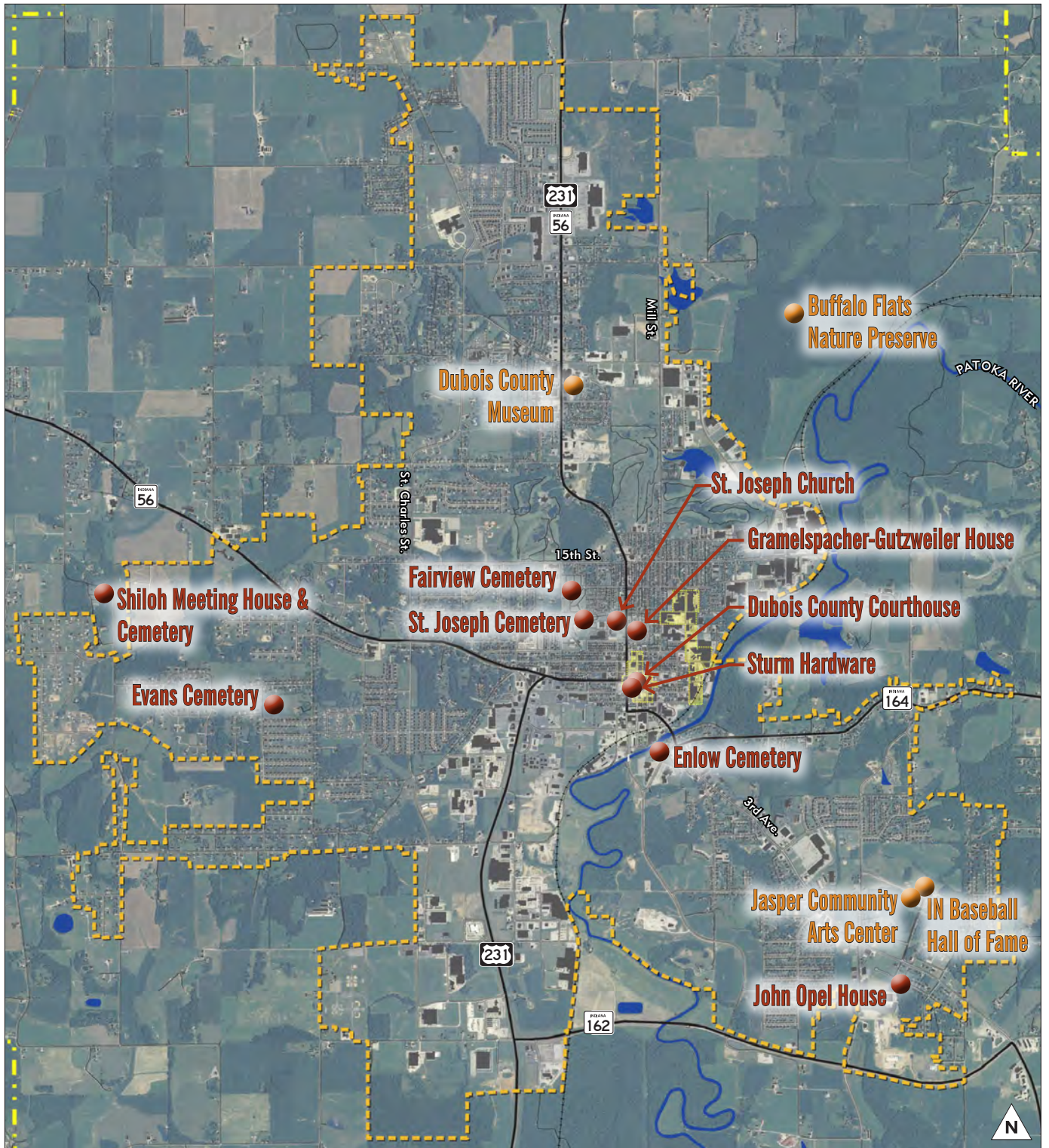
The *Spirit of Jasper* train and depot

Legend: Historical & Cultural Features Map

- Resources Listed on the National Register 
- Additional Cultural Amenities / Features 
- Potentially Eligible Historic Districts 



HISTORIC & CULTURAL FEATURES MAP



A Historic and Cultural Resources

APPENDIX



Courtesy of the Jasper Community Arts Center

The Krempp Gallery

members of the Commission are appointed by the Mayor, five by the Jasper City Council, and one each by the Jasper Parks and Recreation Board and the Greater Jasper Consolidated School Board. The City currently employs three full-time and seven part-time employees who manage day-to-day operations and programs within the Jasper Arts Department. Its mission is to stimulate and encourage an appreciation of, and participation in, the arts by citizens of all ages in Jasper and the nearby area, and to foster an environment conducive to the enjoyment of the arts.

The JCAC is also responsible for the development and management of the Jasper Arts Center which includes the Krempp Gallery. In addition to the gallery, office space, additional restrooms, a ticket booth, concession area and storage space were added in 1983. The JCAC initiated the Jasper Community Arts in Education program which was selected as only one of twelve new Kennedy Center partners nationwide in 2005. The Jasper Community Arts Commission is also a regional partner for the Indiana Arts Commission which serves Crawford, Daviess, Dubois, Martin, Orange and Perry counties.

Tourism

Like many communities, Jasper has made a strong effort to promote tourism as one component of several economic development initiatives. The Dubois County Tourism Commission was established in 1992, and the associated Visitors Center began operation in 2006 in the Dubois County Museum building. The mission of the *Dubois County Visitors Center and Tourism Commission* is to promote the numerous places, activities, and festivals not only in Jasper, but throughout Dubois County. In addition to the various attractions within Jasper and the county, there are also a number of other destinations that attract visitors to the region. Often, visitors to these areas stay at the various hotels or similar accommodations in Jasper. Some of these attractions include:

- Holiday World (Santa Claus)
- Lincoln State Park and Boyhood Home (Lincoln City)
- Patoka Lake and Recreation Area (Celestine)
- The Monastery Immaculate Conception (Ferdinand)
- St. Meinrad Archabbey (St. Meinrad)
- Marengo Cave (Marengo)
- French Lick Casino (French Lick)

For additional information go to www.visitduboiscounty.com.

City Festivals and Events

There are a number of annual events celebrating the unique history and identity of Jasper. Many of these highlight the diverse cultural, historical, and natural features that have shaped the community over the years. In recent years, the Dubois County Tourism organization has partnered with the Jasper Chamber of Commerce and other local economic development organizations to develop a coordinated marketing effort to publicize these events locally to residents, and regionally to encourage visitors to experience all the city and county have to offer. Listed below are just some of the major events that take place in Jasper annually.

- Chalk Walk Art Festival (May)
- Old Jasper Days and Strawberry Festival (May)
- Strassenfest (August)
- O'Tannenbaum Days (December)



The annual Strassenfest in downtown

Introduction

This report from Strategic Development Group (SDG) provides an in-depth look at Jasper's demographic makeup. It explores important topics such as employment, education, age, and poverty. Each section is comparative, meaning that Jasper is examined side-by-side state, and sometimes regional, trends. Additional insights are frequently provided to give the reader a complete and accurate picture of Jasper today, and reveal where it is headed in the future.

Most of the demographic data available for Jasper in December 2009 is based on the U.S. Census data from 2000. The Census Bureau conducts their official population census of the United States every ten years, called the decennial census. The most recent survey was taken in April 2000. While the Census Bureau conducts smaller scale surveys between decennial years, the Bureau does not analyze geographic areas with a population of 65,000 or less based on the Census Bureau population estimates.

According to the U.S. Census Bureau, data was made available for all areas of 20,000 or more in 2008. For small areas less than 20,000, such as Jasper, it will take five years to accumulate a large enough sample to provide estimates with accuracy similar to the decennial census. Beginning in 2010, and every year thereafter, the nation will have a five-year period estimate available, a resource that will show change over time, even for neighborhoods and rural areas.

Where available, more recent data was used to compile the demographic profile of Jasper. This data came from sources such as the Indiana Department of Education, the Indiana Department of Revenue, and the National Low Income Housing Coalition. Additionally, demographic information for Dubois County was frequently used because estimates provided by the U.S. Census are available for 2007.

Population

Jasper's population has grown consistently over time. As **Figure 1** shows, the city's population increased steadily throughout the 1900s, with the greatest population gains coming in the 1960s and 1990s. Out of Indiana's 600 cities, Jasper ranked 63rd in population in 2000, one spot lower than in 1990. In 2008, Jasper's total population was approximately 14,116, according to an estimate from the Indiana Business Research Center (IBRC).

FIGURE 1. Population by Decade and Current Year Estimate

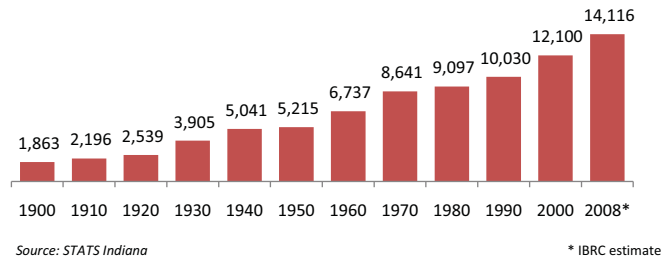
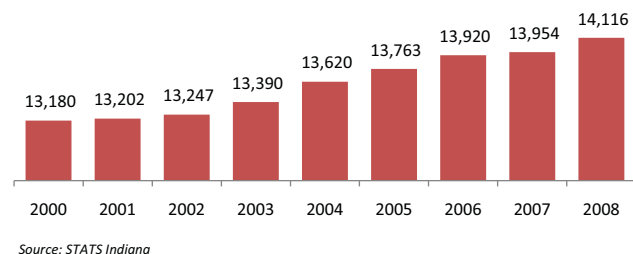


Figure 2 illustrates population estimates made by the IBRC for 2000-2008. For several reasons, the IBRC estimates, which are released annually, tend to be higher than the figures released every ten years by the Census Bureau. For example, in 2000 the Census Bureau reported that Jasper's population was 12,100, while the IBRC estimated that the population was 13,180. Therefore, the population increase of 2,016 residents between 2000 and 2008 shown in **Figure 1** is not entirely accurate because the 2000 figure is from the Census and the 2008 figure is from the IBRC. More likely, the population increased by about a thousand residents over this eight-year span, an increase in population of roughly 7 percent. By comparison, Indiana's population as a whole increased by just 4.7 percent over the same time period.

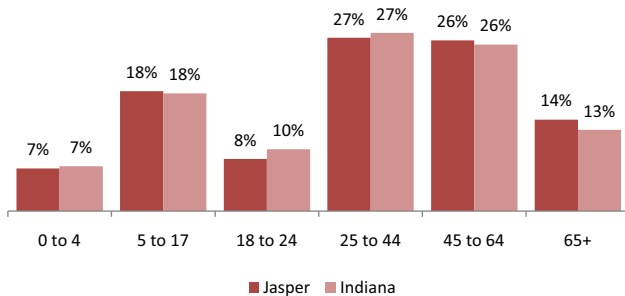
FIGURE 2. Population Estimates by Year



Age

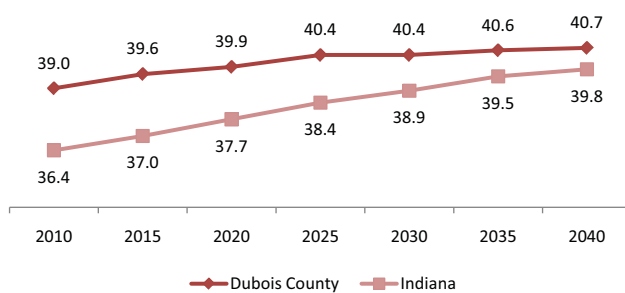
Figure 3 shows age distribution estimates for Jasper and Indiana in 2007, provided by the Indiana Business Research Center (IBRC). Jasper’s age distribution is almost identical to the state average, the only exceptions being a slightly higher number of senior citizens (ages 65+) and a slightly lower number of young adults (ages 18 to 24) in Jasper than in the state as a whole. Because Jasper’s percentages of adults ages 45 to 64 and ages 65 and over are slightly above the state average, it is likely that Jasper will have a higher median age than the rest of the state in the next several decades. This conclusion is consistent with the IBRC estimates in **Figure 4**, which shows the aging trend for Dubois County and Indiana over the next thirty years (projections for cities and towns, such as Jasper, are not available). According to the projections, Dubois County’s median age will remain higher than Indiana’s through 2040, but the state’s median age will increase at a much faster rate, closing the gap over time.

FIGURE 3. Age Distribution (2007 Estimates)



Source: Indiana Business Research Center, STATS Indiana

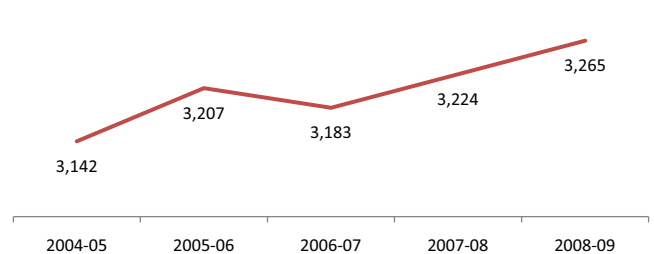
FIGURE 4. Median Projected Age



Source: Indiana Business Research Center, STATS Indiana

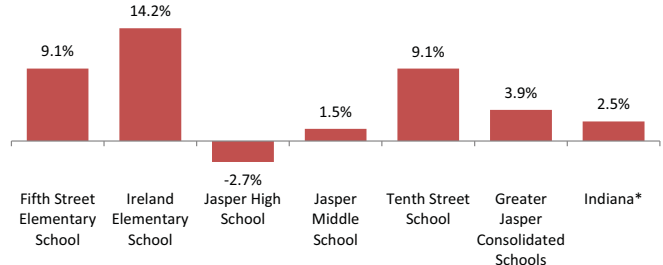
Figure 5 shows that school enrollment in Greater Jasper Consolidated Schools has increased four of the last five years, with the exception being a slight dip in the 2006-07 school year. Total enrollment has increased by 3.9 percent in the district since 2004-05, while the state increased by 2.5 percent. **Figure 6** shows that four of the corporation’s five schools have experienced increases in enrollment, with the only decrease being at the high school, a 2.7 percent decline. It is important to note that **the greatest increase in enrollment (14.2 percent) was at the Ireland Elementary School, the only school in the district not in Jasper.** However, the Fifth Street and Tenth Street Schools in Jasper (covering kindergarten through fifth grade) are also growing at high rates, increasing 9.1 percent in the past five years. This data reveals that there are an increasing number of school-age children in the Jasper area. However, the number of high school age students has declined slightly.

FIGURE 5. Enrollment in Greater Jasper Consolidated Schools



Source: Indiana Department of Education

FIGURE 6. Change in Enrollment, 2004-05 to 2008-09



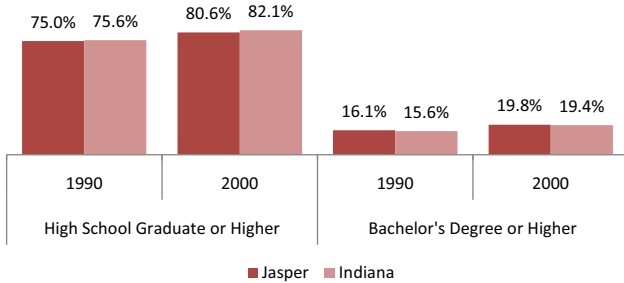
Source: Indiana Department of Education

Educational Attainment

Figure 7 illustrates that educational attainment levels of adults 25 years and older (the work force) – especially in terms of those with bachelor’s degrees – have increased in Jasper since 1990, maintaining pace with state trends. Between 1990 and 2000, the percent of adults with high school diplomas improved by 5.6 points and the percent of adults with bachelor’s degrees increased by 3.7 points. In 2000, Jasper ranked 278th (out of 600 cities) in the state in terms of adults with high school degrees or higher and 93rd in terms of adults with bachelor’s degrees or higher. As Figure 8 shows, Greater Jasper Consolidated Schools reported a high percent of students pursuing a college education when compared with the state average and has experienced an increase of 3.2 percent in this area since 2005.

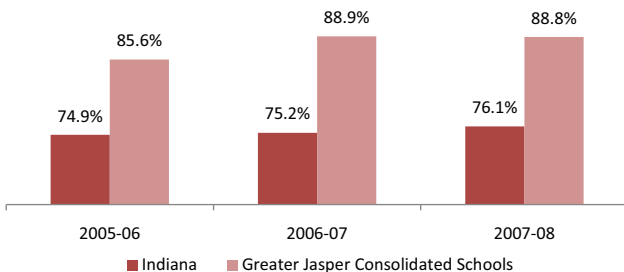
For 2007-08, the graduation rate for Greater Jasper Consolidated Schools was 92.9 percent. This is notably higher than the graduation rate for the state, which is 77.8 percent.

FIGURE 7. Educational Attainment, 1990-2000



Source: STATS Indiana

FIGURE 8. Percent of Graduates Pursuing College



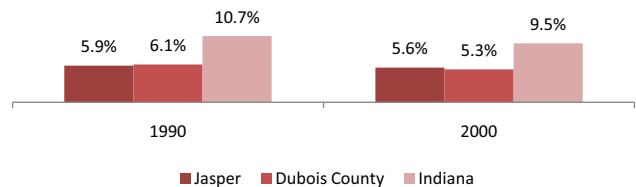
Source: Indiana Department of Education

Poverty

The poverty rate tracks the percentage of individuals who are below the poverty threshold. Poverty thresholds are the dollar amounts used to determine poverty status, and vary according to the size and age of family members. The same thresholds are used throughout the United States and do not vary geographically. Figure 9 shows the poverty rates in 1990 and 2000 for Indiana, Dubois County, and Jasper. Jasper’s poverty rate was on par with the county averages in both 1990 and 2000, but well below the state averages. However, the poverty rate in Dubois County increased sharply from 2000 to 2007, according to the U.S. Census Small Area Income and Poverty Estimates. The Dubois County poverty rate was at 8.8 percent in 2007, having increased each year since 2003. This 60 percent increase far outpaced the state, which increased by 23 percent in this same time period.

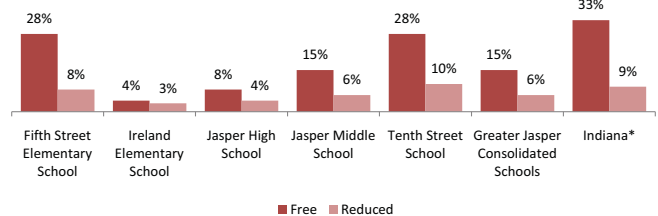
The percent of free lunches served is another indicator of economic distress. Jasper’s free and reduced lunch figures indicate that the city is in much better shape than the state in terms of poverty. As shown in Figure 10, Tenth Street School is the only one in the district with higher free or reduced lunch figures than the state (1 percent more reduced lunches distributed). As a district, Greater Jasper Consolidated Schools supplies 18 percent less free and 3 percent less reduced lunches than the Indiana average.

FIGURE 9. Poverty Rates 1990-2000



Source: U.S. Census Bureau

FIGURE 10. Percent Free and Reduced Lunch, 2008-09



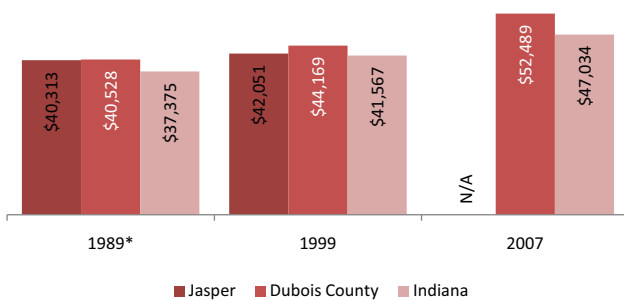
Source: Indiana Department of Education

Income

Income is generally the aggregate of wages and salaries, net farm and non-farm self-employment income, interest, dividends, net rental and royalty income, Social Security and railroad retirement income, other retirement and disability income, public assistance income, unemployment compensation, Veterans Administration payments, alimony and child support, military family allotments, net winnings from gambling, and other periodic income. The median divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units, including those with no income.

As shown in **Figure 11**, Jasper’s median household income level was slightly higher than the state average in 1999. However, the city’s median income grew just 4.3 percent while Indiana’s increased 11.2 percent. This indicates that Jasper lagged behind many other Indiana cities and towns in terms of wealth creation in the 1990s. Not surprisingly, in 1989 the town ranked 110th in the state in terms of median household income, but fell to 166th (out of 600 cities) in 1999. However, county data shows that this trend may have ceased over the past decade, as Dubois County’s median income increased 18.8 percent between 1999 and 2007, while the state increased by 13.2 percent.

FIGURE 11. Median Annual Income

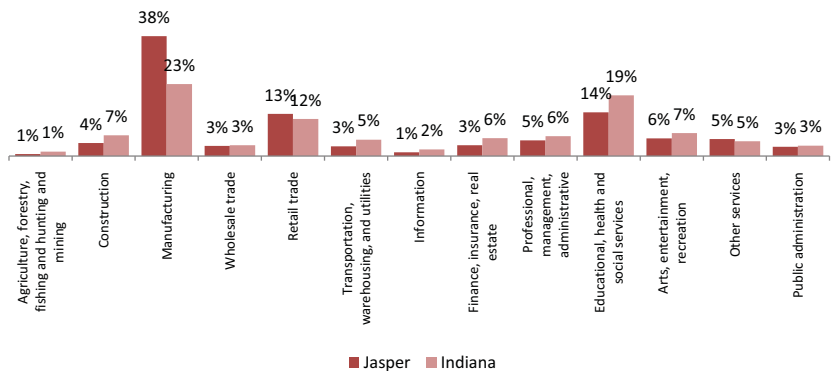


Source: STATS Indiana, U.S. Census American Community Surveys

Employment

Figure 12 depicts employment by industry in 2000. Jasper’s largest industries were (1) manufacturing, (2) educational, health, and social services, and (3) retail trade. Jasper’s employment by industry is not consistent with the state average in many employment categories, primarily because Jasper’s manufacturing sector takes up 15 percent more of its employment than the state average. Jasper lagged behind the state in the finance, insurance, and real estate sectors. Additionally, despite being one of Jasper’s major industries, the growing field of education, health, and social services was less prominent in Jasper than around the state. **Figure 13** lists the major employers in Jasper with the exception of school corporations.

FIGURE 12. Percent Employment by Industry, 2000



Source: STATS Indiana

FIGURE 13. Major Employers

Company	# of Employees
Kimball International	3000
Jasper Engines and Transmissions	1500
OFS/Styleline	1500
Memorial Hospital	1200
Masterbrand Cabinets, Inc.	894
Jasper Rubber Products, Inc.	869
Best Chairs, Inc.	750
Farbest Foods, Inc.	420
Decora Cabinets	300

Source: Dubois County Area Development Corp.

More recent industry data is available at the county level from the U.S. Bureau of Economic Analysis. **Figure 14** shows the percent distribution of employment and average earnings for Dubois County and Indiana. Like Jasper, Dubois County has a much higher percent of manufacturing jobs than in the state as a whole. Since roughly 34.5 percent of Dubois County workers were employed in the manufacturing sector in 2007 – more than double the state average – Dubois County had either a lower percentage or approximately the same percent of employers than the state in nearly every other sector.

Earnings estimates for 2007 indicated that Dubois County outpaces the state average in some sectors (farm, construction, and transportation and warehousing), but falls behind the state in most others. However, because Dubois County has a much lower unemployment rate (6.1 percent in October 2009, ranked third best in Indiana) than most Indiana counties, there are a higher percent of wage earners in the Jasper area than in other places around the state. As a result, Dubois County still has a higher median household income than the state as a whole.

Commuting

County workers are classified into two groups when discussing commuting trends: the **work force** and the **resident labor force**. The Dubois County **work force** is defined as the number of people who work in Dubois County regardless of residence – meaning that they live either in Dubois County or elsewhere. The Dubois County **resident labor force** is the number of people who live in Dubois County and work (in the county or elsewhere). If the size of the work force exceeds the size of the resident labor force, a county is a net importer of workers. Otherwise, the county is a net exporter.

Figure 15 shows that Dubois County is a net importer of workers because the number of people who commute into the county to work is greater than the number of people who live in Dubois County but are employed elsewhere. In 2007, the size of the Dubois County work force was 36,416, compared to the resident labor force, which had 30,942 people.

Despite the fact that Dubois County is a net importer of workers, the gap between the size of the work force and resident labor force is shrinking, which means that since 2003, more Dubois County residents have found employment outside the county each year and fewer workers living outside Dubois County have commuted in for work. Over 14 percent more workers commuted out of Dubois County in 2007 than in 2003.

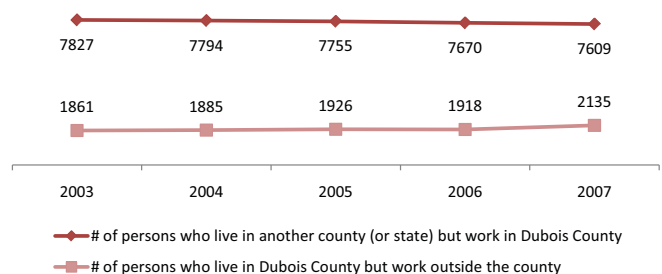
Dubois County receives most of its commuters from nearby Spencer and Pike counties, with many workers also coming from Perry, Martin, and Crawford counties. Residents who commute out of Dubois County for employment most frequently head to Spencer County, but many work in Gibson, Orange, Vanderburgh, or Martin counties.

FIGURE 14. Employment and Earnings by Industry 2007 (NAICS)

Industry	Pct. Dist. in Indiana	Pct. Dist. in Dubois County	Average Earnings per Job (Indiana)	Average Earnings per Job (Dubois County)
Farm	1.9%	3.1%	\$18,286	\$27,760
Accommodation, Food Serv.	6.8%	5.0%	\$15,484	\$12,827
Arts, Ent., Recreation	1.9%	0.8%	\$26,713	\$6,196
Construction	6.1%	4.8%	\$44,166	\$36,107
Health Care, Social Serv.	10.1%	8.6%	\$44,379	\$44,040
Information	1.3%	0.7%	\$52,484	\$40,066
Manufacturing	15.1%	34.5%	\$70,827	\$44,127
Professional, Tech. Serv.	4.2%	2.5%	\$54,412	\$37,828
Retail Trade	11.0%	11.0%	\$24,039	\$26,112
Trans., Warehousing	4.0%	3.9%	\$44,997	\$73,520
Wholesale Trade	3.7%	4.7%	\$60,531	\$49,353
Other Private (not above)	21.9%	13.2%*	\$33,076	\$31,383*
Government	12.0%	6.5%	\$48,569	\$43,365

*These totals do not include county data that are not available due to BEA non-disclosure requirements
Source: U.S. Bureau of Economic Analysis

FIGURE 15. Commuting Trends



Source: Indiana Department of Revenue, STATS Indiana

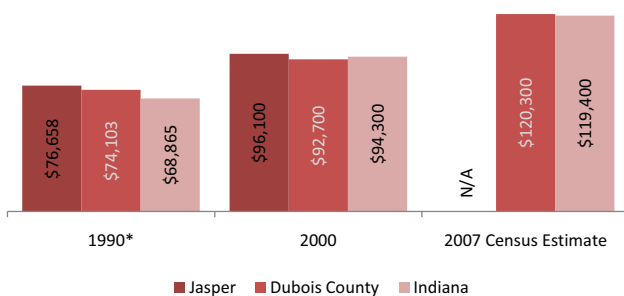
Housing

In 2000, Jasper had 5,107 total housing units – a 22.7 percent increase in units from 1990, when there were just over 4,100 units. In contrast, total housing units increased by only 12.7 percent in the state and 11.1 percent in the county between 1990 and 2000.

About 95 percent of Jasper’s total housing units were occupied in 2000. 66.7 percent of the occupied housing was owner occupied and 33.3 percent was renter occupied. The percent of vacant housing units decreased from 5.4 percent in 1990 to 4.5 percent in 2000, more than two full percentage points lower than the state in both years. A majority of the town’s vacant units are rental properties.

As shown in **Figure 16**, Jasper’s median home values increased by 25.4 percent between 1990 and 2000. As of 2000, the city’s median home values were well above the state average. In 2000, Jasper’s ranking in the state in terms of median home values was 112th. Estimates released for 2007 by the U.S. Census reveal that Dubois County has slightly higher median home values than the state, but more recent data is not yet available for Jasper. Of course, all of these numbers have yet to be updated in light of the housing credit crisis and recession of 2009.

FIGURE 16. Median Home Values



Source: U.S. Census, STATS Indiana

*Adjusted for inflation to year 2000 dollars

While affordable housing covers many different income levels and price ranges, what makes housing “affordable” is the ratio of housing costs to household income. To determine the affordability, a comparison of the fair market rent (FMR) and median family income is made at different burden levels. FMR is considered to

be 30 percent of the monthly income of a family earning 80 percent of the median family income.

The National Low Income Housing Coalition (NLIHC) provides research and data on affordable housing. NLIHC’s report, **Out of Reach 2007-2008**, provides the following information specific to Dubois County and other nearby counties.

Each year, the federal government calculates the median income for communities across the country to use as guidelines for federal housing programs. Area median incomes (AMI) are set according to family size. Low and moderate income households earn between 50 percent to 120 percent of the AMI, and often pay half of their income toward housing. The area median income for Dubois County was \$61,100 in 2008, according to the U.S. Department of Housing and Urban Development.

In Dubois County, the FMR for a two-bedroom apartment is \$571. In order to afford this level of rent and utilities, without paying more than 30 percent of income on housing, a household must earn \$22,840 annually. Assuming a 40-hour work week, 52 weeks per year, this level of income translates into a Housing Wage of \$10.98 (50 percent higher than the current federal minimum wage of \$7.25 per hour).

The average Housing Wage in Indiana is \$12.95. This is the amount a full time (40 hours per week) worker must earn per hour in order to afford a two-bedroom unit at the area’s FMR. The Housing Wages for selected areas are shown in **Figure 17**.

FIGURE 17. Housing Wages, 2008

County	Housing Wage
Crawford	10.67
Daviess	10.67
Dubois	10.98
Martin	10.67
Orange	10.67
Perry	10.67
Pike	10.67
Spencer	10.67
Warrick	11.58
Indiana Average	12.95

Source: National Low Income Housing Coalition

According to the NLIHC, which uses 2007 minimum wage data (the minimum wage has since increased from \$5.85 to \$7.25):

In Dubois County, a minimum wage worker earns an hourly wage of \$5.85. In order to afford the FMR for a two-bedroom apartment, a minimum wage earner must work 75 hours per week, 52 weeks per year. Or, a household must include 1.9 minimum wage earner(s) working 40 hours per week year-round in order to make the two bedroom FMR affordable.

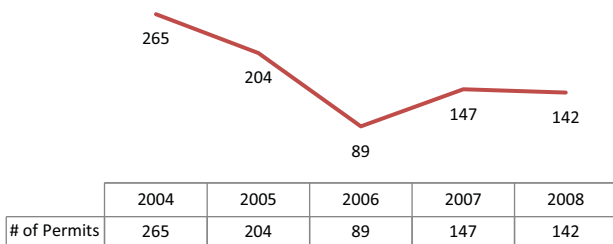
In Dubois County, the estimated mean (average) wage for a renter is \$10.08 an hour. In order to afford the FMR for a two-bedroom apartment at this wage, a renter must work 44 hours per week, 52 weeks per year. Or, working 40 hours per week year-round, a household must include 1.1 worker(s) earning the mean renter wage in order to make the two-bedroom FMR affordable.

Monthly Supplemental Security Income (SSI) payments for an individual are \$637 in Dubois County. If SSI represents an individual's sole source of income, \$191 in monthly rent is affordable, while the FMR for a one-bedroom is \$445

The county's estimated median renter income is \$31,171 (2008), meaning that a renter earning the median renter income can afford rent of no more than \$779. This leaves 36 percent of renters unable to afford the Fair Market Rent for a 2-bedroom unit. A renter earning the minimum wage must work 75 hours per week to afford a 2-bedroom unit at the Fair Market Rent.

Building permits are another indicator of growth in communities. As **Figure 18** shows, Dubois County has slowed overall in issuing building permits since 2004.

FIGURE 18. Residential Building Permits, 2004-2008



Source: U.S. Census Bureau

Other Highlights

This section discusses other indicators relevant to this demographic report, including details on the American Recovery and Reinvestment Act (ARRA) and the Index of Relative Rurality (IRR).

American Recovery and Reinvestment Act (ARRA) Funding

Recovery.org tracks money spent by government agencies through money allocated in the American Recovery and Reinvestment Act (ARRA), the federal economic stimulus bill passed in 2008. According to the website, there were **12 projects** funded by the ARRA in Dubois County valued at over **\$2.7 million** as of December 2009. These projects are primarily categorized as local transportation enhancement and are being completed by the Indiana Department of Transportation.

The funds allocated to Dubois County account for less than .01 percent of the more than \$2.3 billion given to 1,240 projects throughout Indiana as of December 2009. The majority of ARRA money allocated to Indiana is being used for projects in Marion County and surrounding areas.

Index of Relative Rurality (IRR)

The IRR measures to what degree a county is rural based on its population, population density, extent of urbanized area, and distance to nearest metropolitan area. All U.S. counties receive a score that falls on a scale between 0 and 1, with 0 representing the most urban place and 1 representing the most rural.

The most recent figures, released in 2000 and analyzed by the Indiana Business Research Center (IBRC), show Dubois County to have an IRR score of .477, ranking it 44th in Indiana. Counties surrounding Dubois tended to be more rural, with several placing in the top ten statewide, including Crawford, which has the highest IRR score in Indiana. Only Warrick County had a lower IRR score than Dubois County, meaning that Jasper is in one of the area's most urban counties.



RATIO

Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning

RATIO Architects, Inc.
107 South Pennsylvania Street
Suite 100
Indianapolis, Indiana 46204
ph: 317.633.4040
fx: 317.633.4153

www.RATIOarchitects.com