2035 COMPREHENSIVE PLAN

Jeffersonville, Indiana

CITY OF JEFFERSONVILLE

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TAYLOR SIEFKER WILLIAMS design group

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EXECUTIVE SUMMARY

This plan is an update to the previous Jeffersonville Comprehensive Plan that was completed in 2007 in response to unanticipated changes such as the implementation of the Ohio River Bridges Project, Big Four Pedestrian Bridge and Big Four Station, continued rapid growth of the River Ridge Commerce Center and new proposed projects that are currently or will likely have major impact on Jeffersonville. This plan outlines its vision and top ten goals or priorities that the city should focus on as Jeffersonville continues to develop and grow. It will act as the framework to help guide decision makers as new investment continues in the city to provide the best possible quality of life for all residents and visitors. This plan also provides objectives that the city should meet as well as improvements and recommendations that will provide the amenities and infrastructure needed to support Jeffersonville as redevelopment and investment in the city occurs.

The update to the comprehensive plan was prepared through a pubic engagement process that asked public participants what the big ideas for Jeffersonville were and what they wanted to see in the future. Focus groups were conducted to identify critical conditions about Jeffersonville and needed improvements. This document reflects the guiding vision of Jeffersonville.

A comprehensive plan is not a final document. It recommends a broad policy guideline for many aspects of the city, such as transportation and land use and should serve as a guide for the formulation of detailed plans for smaller areas; for the preparation of plans for utilities and community facilities for amendments to the City's zoning ordinance; and for other development purposes. Every year the Comprehensive Plan should be reviewed and amended if necessary. Every five year the comprehensive Plan should be updated to reflect unanticipated conditions or desired changes in policy orientation.

The responsibility of public officials to adopt a Comprehensive Plan for Jeffersonville rests on the need to balance economic growth while putting into place policies that will provide for orderly development in a manner that will not be detrimental to the area's environment and its neighborhoods.

PLAN HIGHLIGHTS

This Comprehensive Plan explains the vision and goals, identifies various strategies needed to accomplish each goal, outlines the research and analysis of demographic and economic characteristic of Jeffersonville, and documents the pubic participation process. It is divided into the following chapters:

Chapter 1:

The **Introduction** provides the purpose statement for this document, along with a brief history of Jeffersonville's characteristics that have made the city what it is today. It also describes the planning process for this document and provides key terms and statements for users of the plan.

Chapter 2:

The **Vision, Goals & Objectives** provide the foundation for all of the plan's elements and broad goals for future decisions regarding development in Jeffersonville. The three tier approach outlines what steps should be taken to promote a brighter future for the community.

Chapter 3:

Land Use introduces the existing framework and conditions that make up the current use of land. This chapter explains the different elements within Jeffersonville, as well as the coordination strategies for future growth in Jeffersonville.

Chapter 4:

Transportation includes a description of road classifications as well as the use of those roads. It provides the current transportation planning efforts that are already in place and recommends improvements that should be made in the future.

Chapter 5:

The **Community Facilities and Utilities** chapter lists the current amenities that are available to people visiting or residing in Jeffersonville. These facilities and utilities are the necessities for living that include parks and recreation, water/sewer, electricity, etc. This section addresses the recommendations for providing adequate facilities and utilities available with future growth.

Chapter 6:

The **Housing** chapter identifies trends that are happening nationally as well as locally. This section addresses the strategies that should be put in place for the current and future housing needs of the community.

Chapter 7:

The **Special Focus Area for Economic Development** chapter identifies potential economic impact areas of the community. It provides community support for upcoming or future projects to help capitalize on economic development in the community, creating a stronger community.

Chapter 8:

The **Implementation** section of the plan includes the strategic action plan used to identify and prioritize tasks necessary to accomplish the Plan's overall vision, goals and objectives. Action steps are outlined in implementation tables which include a brief description of the action and identify responsible party(ies), potential funding source(s) and appropriate timelines. Specific plan goals associated with each action step are also referenced. The tools and resources section features short descriptions of the various tools, resources, programs and funding that have been identified or described in the plan and action steps.

Appendices

Appendix A: The Demographics appendix provides a background of the existing conditions about the residents and trends in Jeffersonville. It references the size of the population and their age, race, income, and educational attainment. It documents the current housing trends that depict the size of the average household, how many households there are, and the current housing stock. It also provides information about the economic trends in Jeffersonville that state what industries are major players in the economy, commuter travel, and the overall workforce available in Jeffersonville.

Appendix B: The Public Involvement appendix reinforces the strategies presented in the four goals by providing a summary of the presentations and input from the public meetings, workshops, and focus group meetings.

CHAPTER 1

INTRODUCTION

PURPOSE STATEMENT

The State of Indiana establishes the minimum requirements and purpose of a comprehensive plan (500 series of IC 36-7-4). The primary purpose of a comprehensive plan is to articulate the broader vision and establish guiding principles and policies for future growth and development of an entire community. Indiana Code states that a comprehensive plan should promote the public health, safety, morals, convenience, order, or the general welfare for the sake of efficiency and economy in the process of development. A comprehensive plan does not focus on the needs and desires of one property owner, business or neighborhood. These plans are intended to be broad in nature to provide community leaders with the flexibility to implement the community-wide vision, goals and strategies while responding to changing community conditions.

HISTORY

Jeffersonville is the county seat of Clark County with a population of 44,953 people (US Census 2010). It is located north of Louisville, Kentucky, across the Ohio River and is home to the Port of Indiana-Jeffersonville, River Ridge, National Processing Center, and Jeffboat. Popular attractions include the Big Four Pedestrian Bridge, Schimpff's Confectionery, and the Howard Steamboat Museum.

Early History

Settlement originally began in 1786 around Fort Finney to protect the area from Indians. Later the fort was renamed to Fort Steuben in honor of Baron von Steuboen. The fort settlement was located where the Kennedy Bridge is today. The original tract of Jeffersonville was tract number one of the Clark Grant and was owned by Isaac Bowman, a Virginian. The original town was designed from a grid pattern designed by Thomas Jefferson in 1802 and is the origin of the cities name. Although the original design for Jeffersonville was not fully

adopted, the present plan, which makes up the current framework was fully adopted in 1817. In 1812, the county seat was moved to Charlestown, and it wasn't until a long and challenging political battle that it was reclaimed in Jeffersonville in 1878.

Jeffersonville had a large influx of German and Irish immigrants. German immigrants accounted for 17% of the population by 1870. Their influence was present in commercial, religious and residential architecture. With success in business, many Germans built some of the finer residences. Architectural examples include the now-demolished Stauss Hotel on Spring Street, which was previously the largest hotel in Indiana and Kentucky at one point. It also includes the St. Luke's Church, 330 E. Maple, the Alfred Pfau House, 416 Riverside Drive and the Voight House, 304 W. Riverside Drive.

Clark County Courthouse

Many initial institutional developments were located here, such as the first bank in Clark County established by Beach and Bigelow in 1817. In 1820 George Smith and Nathanial Bolton started the first newspaper in the county. The first jail was built in 1802 and the first state prison was established in 1821. Two public schools were established in 1852 and in 1902 the Jeffersonville Carnegie Library was built with a $16,000 grant from the Carnegie Corporation and designed by prominent Louisville architect Arthur Loomis, who was raised in Jeffersonville. The library is located in Warder Park along Court Avenue. Loomis designed several other architecturally significant buildings in Jeffersonville including the 1927 Masonic Temple and the 1908 Citizens Bank and Trust.

Old Jeffersonville Historic District

The Old Jeffersonville Historic District follows the original boundaries of Jeffersonville. It is now located in the heart of downtown Jeffersonville roughly bounded by Interstate 65 at the west, the Ohio River at the south, Graham Street on the east and Court Ave at the North. In 1983 the district was placed on the National Register of Historic Places. It houses many historic buildings that are now landmarks, such as the Old Carnegie Library, the Old Masonic Temple, the Grisamore House, and the Willey-Allhands House.

Historic House

US Army Quatermaster Depot

Jeffersonville was one of the principal gateways to the South during the Civil War. This peculiar location aided the city as a distributing depot of military supplies.

City Hall in Old Quartermaster Depot Building

Big Four Pedestrian Bridge

Congress appropriated one hundred and fifty thousand dollars in 1864 to build the United States Army Quartermaster Depot. By 1874, millions of dollars worth of government supplies were stored for general distribution all over the United States and thousands of dollars worth of army clothing were manufactured by women of Jeffersonville and New Albany every year. In 1958 it became a temporary Census Bureau facility to support the processing of the Agriculture and Economic censuses and the 1960 decennial census. Eventually it was renamed to the National Processing Center (NPC) and became a permanent facility. Today the NPC is the bureau's primary center for collecting, capturing and delivering data. The one million square foot facility happens to be one of Southern Indiana's largest employers.

Big Four Railroad Bridge

The Big Four Railroad Bridge, which is now the Big Four Pedestrian Bridge, was originally completed in 1895. It was charted by the state of Indiana and Kentucky. The riverboat industry requested that the bridge to be built further upstream from the Falls of the Ohio, but the United States Army Corps of Engineers had approved the current site. The original approaches were first removed in 1969, earning the nickname of the "Bridge That Goes Nowhere." In 2011, Kentucky Governor Steve Beshear and Indiana Governor Mitch Daniels announced that the two states, along with the City of Jeffersonville would allocate $22 million in funding to complete the Big Four Pedestrian project. The path would link pedestrian and bicycle paths from Indiana to Louisville. The Jeffersonville ramp was the last piece to be completed, fully allowing pedestrian and bicycle only access from Louisville to Jeffersonville on May 20, 2014.

Howard Ship Yards

Shipbuilding began in Jeffersonville in 1819, which would eventually make steamboats a key to the economy. James Howard established his ship building company in 1834, where he built his first steamboat. In 1870 he had built the largest inland river steamer ever built in western waters at that time at in his shipyard, Howard Ship Yards. By the 19th century Jeffersonville had become known for its manufactured steamboats. Today Jeffersonville is still a major inland boat manufacturer in the United States and is the second largest producer of barges. The current manufacturer is known as Jeffboat.

Indiana Army Ammunition Plant

The Indiana Army Ammunition Plant was built in 1941 between Charlestown and Jeffersonville. It would be the world's largest smokeless power plant that consisted of three different plants. In May 1941, the three plants employed 25,520 people, which helped the area to recover from the Great Depression. In 1998 Congress declared the property a surplus and then authorized the 6,000 acres to be conveyed to the River Ridge Development Authority for economic development purposes. 4,500 acres of the property were invested in the expansion of the Charlestown State Park. The site has access to Interstate highways 265, 65, 64 and 71, the Louisville International Airport, the Clark County Regional Airport, the Port of Indiana-Jeffersonville, and the CSX railroad via Mid-American Rail Service.

Indiana Army Ammunition Plant

PLANNING PROCESS

The Jeffersonville Comprehensive Plan update was initiated by the City of Jeffersonville in the Fall of 2014. The previous plan did not include elements such as the implementation of the Ohio River Bridges project, opening of the Big Four Pedestrian Bridge and Big Four Station, or rapid expansion of River Ridge. With the rapid growth of jobs and opportunity, a new plan will help to ensure that new developments will fit Jeffersonville's needs now and in the future.

Throughout the process of updating the plan, public meetings, workshops, focus group meetings, and surveys helped provide input to mold the content of this document. During the development of the Jeffersonville Comprehensive Plan, exercises helped to document public and key person input. An assessment of the current demographics, the history, and existing physical conditions also helped to build the framework of this document.

Public Meeting

USING THE PLAN

Updating the Comprehensive Plan and articulating a clear vision are the first steps toward continuing Jeffersonville's promising future. It will serve as the guiding document that city officials, decision makers, developers, and residents can reference as development and reinvestment occurs. Jeffersonville's Comprehensive Plan should serve as the primary, guiding document and be the basis for all decisions about the location, quality and quantity of future growth and its supporting infrastructure.

Public Meeting

This plan is also intended to be a flexible document and broad in nature so that the city can respond to changes or unforeseen circumstances. This plan should be updated regularly, as a minimum of every five years, and should have a yearly review to check the progress of the implementation strategies and action steps. This Comprehensive Plan should be used to:

- Identify short- to long-term strategic actions the city should undertake. These actions should be monitored annually to ensure implementation and accountability;

- Guide decision making and evaluation of growth; and

- Act as the city's primary policy planning document, guiding policy decisions related to the physical development and growth of the community.

KEY TERMS AND PHRASES

Action Plan - Specific steps that are recommended by the plan and are important to understand in order to effectively use the document and implement the plan's vision.

Goal - a broad statement that supports the vision while adding a specific area of focus. Goals are usually lofty in scope yet attainable within the planning horizon.

Key Person/Stakeholder - A person who is in some way responsible for implementing the plan, in whole or in part, or has a vested interest in the outcome of the plan.

Planning Horizon - The period of time the Plan addresses community development or the community's vision. This plan uses a 20-year planning horizon.

Policy - A definite course or method of action to guide present and future decision. Policies can be legislative or administrative in approach.

Vision - A broad statement describing Jeffersonville's desired future specific to Jeffersonville.

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CHAPTER 2

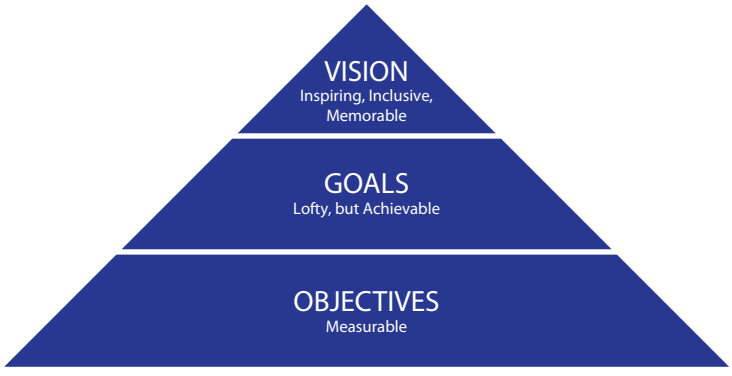
VISION, GOALS & OBJECTIVES

OVERVIEW

The issues identified as part of the plan development and feedback process helped craft a vision for Jeffersonville's future that provides the framework for the development of the Comprehensive Plan. This plan should be referenced not only when unforeseen circumstances arise to make sure new actions fit within the community's vision but also in regard to future development decisions.

It is crucial to understand the purpose of the vision statement, goals and objectives listed in this chapter. A vision is a broad statement which communicates where the city would like to be in the future. Goals, like vision statement, are broad in nature but provide some level of specificity which seeks to give purpose or define a set of results. Goals are lofty, but attainable within the planning horizon (20 years or by 2035). Finally, plan objectives provide an additional level of detail or direction to each goal and are typically action oriented.

A series of action steps put the goals and objectives in motion and identify specific tasks, responsible parties, and the appropriate time frames to complete each step. Action steps for the Jeffersonville Comprehensive Plan can be found in **Chapter 7: Implementation**.



VISION

Community visioning is the process of developing consensus about what future the community wants, and then deciding what is necessary to achieve it. A vision statement captures what community members want and the partners needed to work together to achieve the vision. A thoughtful vision statement is one of the elements needed to form a forward-looking strategic framework that gives councils or boards the long-term perspective necessary to make rational, disciplined, and tactical/incremental decisions on community issues as they arise. The Vision Statement represents and embodies the core/overall purpose of the community.

> "Building upon Jeffersonville's position as a gateway to Indiana and a regional location, the city will define itself through vibrant downtown living options, unique historic and arts-focused culture, river town history and strong job base. The quality of life will be continually improved through well connected and planned corridors, shopping and dining options, strong neighborhoods and distinctive public spaces."

Goals

Ten goals reinforce Jeffersonville's vision and provide additional direction for the plan. They express and reinforce the major concerns the Comprehensive Plan seeks to address and the issues raised by the broader community. Goals can be found on the following page.

Objectives

Objectives are checkpoints that move the community forward toward their overall vision. They fall under each goal element but are not limited to them. Each objective is included under a goal but might relate to multiple goals. Objectives start on page 18.

GOALS

1. Promote planned growth that results in **distinct and deliberate development.**
2. Support the **revitalization and environmental clean-up** of areas with potential for infill or development.
3. Provide **transportation options** (bicycle, pedestrian, public transit, roadway) that meet the needs of a growing community.
4. Capitalize on improved **access and economic potential** of both Ohio River Bridges.
5. Provide **utilities** that adequately serve current and future growth.
6. Attract **quality jobs** through a **strong educational base** and **skilled workforce.**
7. Define the city through **parks and public spaces.**
8. Provide a range of **housing options** and price ranges to attract a variety of residents.
9. Promote **economic development** through targeted focus areas.
10. Promote **Jeffersonville as a destination** for events, festivals and entertainment by reinforcing the positive image of the community.

OBJECTIVES

Land Use

Land use objectives serve as guidelines to reach the overall vision. The objectives categorized under land use may fall under one or several of the goal elements outlined on the previous page. The land use objectives responds to existing physiographic conditions and patterns in Jeffersonville. It also takes into consideration future growth projections, future development projects and other existing plans.

LU-1. Encourage the neighborhood concept, in the emotional and sociological sense as well as the physical sense, in the design of new residential areas.
LU-2. Land use element policies, together with land development regulations and performance standards, will be developed as part of the Zoning Ordinance, which will provide the necessary direction to the Planning Commission and the City Council for the assessment of proposed development or redevelopment within the planning districts.
LU-3. Land use element policies and the Zoning Ordinance will establish procedures for applying planning district regulations and performance standards to land development decision-making.
LU-4. The Comprehensive Plan will use planning districts as a guide for determining the most desirable, appropriate, economic and feasible pattern of public or private development.
LU-5. Update and modify existing land development regulations, modify regulation and zoning districts where necessary, then recognize and encourage the distinctive patterns and forms of development as specified in the Comprehensive Plan.
LU-6. The Zoning Ordinance for the City of Jeffersonville, as adopted by the Planning Commission and the City Council, should include a map defining locations for the application of regulations specific to each type of planning district.
LU-7. Planning district regulations should address standards necessary to achieve compatible development and redevelopment within the district, including but not limited to site, building and community design.
LU-8. Permitted and special exception uses and development standards will be attached to zoning districts.
LU-9. A map determining suitability of land for development will serve as a guide for when and where development should be encouraged and when and where development should be discouraged.
LU-10. Developments are permitted only where public streets, drainage facilities, public safety protection, sanitation, and sewerage facilities are adequate to serve the proposed development.
LU-11. Growth and development will be approved based on its fiscal impact on public resources.
LU-12. Through the design process, the City of Jeffersonville will encourage design that provides for natural surveillance of people and activity within and outside of privately developed space in an effort to improve adequate visibility.
LU-15. Through the design process, the City of Jeffersonville will encourage the use of structural elements that provide for natural access control of privately owned areas in an effort to improve security and discourage access.

LU-16. Through the design process, the City of Jeffersonville will encourage the physical design to extend the sphere of influence of residential and non-residential areas. This territorial reinforcement is achieved by placing structures or features that define property lines and distinguish private from public spaces.

Transportation

The transportation objectives are categorized to respond to the goals outline in the previous pages and to also respond to the future projects. These objectives take existing plans in to consideration while planning for the future transportation needs of Jeffersonville.

T-1. Coordinate improvements to the transportation system with land use decisions to ensure maintenance of an adequate level of service.

T-2. Utilize traffic impact analyses to project, describe, and suggest ways of offsetting the traffic affects and effects of development when appropriate.

T-3. Establish minimum right-of-way and design and construction standards for collectors and local roads to accommodate safe emergency vehicles access, respond to environmental constraints and ensure compatibility with the character of proposed development.

T-4. Prioritize improvements to existing transportation facilities that optimize the flow of traffic and reduce accidents at locations where the free flow of travel is hindered while preserving aesthetic qualities where possible.

T-5. Work with the Kentucky Regional Planning and Development Agency to modify the Regional Bicycle and Pedestrian Plan to incorporate existing and planned bicycle and pedestrian routes within the City of Jeffersonville.

T-6. Enhance opportunities for transit use by working with major employers and retail centers to provide park and ride facilities or to participate in a ride-sharing programs designed to reduce the number of single occupant vehicular trips.

T-7. Coordinate pedestrian and bicycle and facility planning with multi-objective greenway strategies by taking advantage of undeveloped portions of Jeffersonville's natural resources and scenic vistas.

T-8. Circulation networks should accommodate pedestrians, bicycles, mass transit, freight and motor vehicles, with the allocation of right-of-way on individual streets determined through a Context Sensitive Design process.

T-9. Safety is achieved through thoughtful consideration of users' needs and capabilities, through design consistency to meet user expectation and selection of appropriate speed and design elements.

T-10. The larger network, including key thoroughfares, should provide safe, continuous and well-designed multi-modal facilities that capitalized on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable.

Community Facilities and Utilities

The community facilities and utilities objectives respond to existing conditions and patterns of facilities and utilities such as parks, municipal facilities, wastewater, etc. These objectives provide the framework to begin to upgrade and improve the city's facilities and utilities to accommodate all residents and future growth.

CF-1. Continue to upgrade the amenities provided by the existing parks system.
CF-2. Prepare plans for the acquisition and development of public recreation areas and facilities needed during the planning period.
CF-3. Plan accordingly to allow the Parks and Recreation Department to be able to accommodate annexation areas with park facilities and services in a manner consistent with the provisions of such service in comparable area of the City of Jeffersonville.
CF-4. Continue to expand upon the cooperative relationship that exists between the Parks Board and the Greater Clark School Corporation.
CF-5. Develop special enriched programs for low-income youth that would provide the additional supervision, instruction and guidance they need.
CF-6. Continue to develop and enhance recreational opportunities on, and public access to, the Ohio River.
CF-7. Identify natural areas and features of the city which should be maintained, and seek the permanent preservation of these areas.
CF-8. Parks and open spaces will take a variety of forms and sizes, including protected by city land use regulations, open land that is incorporated into new developments, private land with permanent legal protections, public land and others.
CF-9. Provide a quality education to all children in the area, and provide education facilities that are conveniently located to their extended service population.
CF-10. Provide adequate emergency service delivery systems (ambulance, police and fire), and provide adequate safety facilities, equipment and personnel in areas of greatest overall need.
CF-11. Locate institutions and government facilities with due regard to public access requirements, efficiency in the delivery of public services and compatibility with uses of adjacent property.
CF-12. Set a standard of high design quality for the city through special attention to public architecture, landscaping, site layout and management.
CF-13. Maintain and use existing community facilities when appropriate. When new facilities are required consider the use of private or semi-public facilities to accommodate a public need and encourage planning for multi-purpose facilities.
CF-14. City Boards and Commissions, as well as Department Heads should assist its legislative members with the development of a five-year capital improvement program that is reviewed and updated annually.
CF-15. Maintain and update a master plan for acquisition and use of existing and future community and neighborhood parks and open spaces.
CF-16. Support voluntary public and private efforts to preserve lands for future use or protection through conservation easements, fee simple dedication programs, or deed restrictions.
CU-1. Develop efficient water and sewer systems that are consistent with proposed land use patterns established in the Comprehensive Plan for the community.

CU-2. Coordinate utility extension policies in a manner that will implement general growth policies for the City of Jeffersonville.
CU-3. Provide consistency and efficiency in the review of drainage features of plans and designs prepared by developers.
CU-4. Minimize capital, operation, and maintenance costs of drainage facilities.
CU-5. Coordinate storm-water capital improvement projects with wastewater, highway, and parks projects that are funded through public resources.

Economic Development

The economic development objectives responds to the economy of Jeffersonville to implement strategies to promote it. These strategies begin to create a strategy for controlled economic growth that would prove to be beneficial to Jeffersonville.

ED-1. Develop a long-term strategy to attract specific types of environmentally friendly businesses and industries to Jeffersonville, which provide stable and high-paying employment opportunities.
ED-2. Support existing business and industry to thrive and grow in Jeffersonville.
ED-3. Facilitate relationships between the business community and the primary and secondary education systems, both public and private.
ED-4. Support regional job training programs that function to train and retain the local workforce.
ED-5. Participate with regional and local agencies to identify common issues and develop methods for addressing such issues.
ED-6. All plans, regulations and specific standards used to implement this Comprehensive Plan shall be developed in coordination and cooperation with, but not limited to, legislative bodies, appropriate public agencies, utilities, community groups, property owners, residents, and businesses.
ED-7. Service agencies should establish and report minimum standards of service and planned improvements so that the Jeffersonville Plan Commission can consider the impact of development proposals to the delivery of these essential services.
ED-8. Maintain an adequate street naming and addressing system to ensure that police, fire and emergency medical services can easily and quickly locate sites for the delivery of services.

Housing

The housing objectives respond to the updated element of this comprehensive plan that was done in 2014. Prior to this plan it was the most recent comprehensive effort for the City. These objectives complement the previous efforts to ensure that residential development offers options that appeal to different needs, as well as protect the existing neighborhood structure.

H-1. Increase the availability of safe, decent, affordable housing and preserve home ownership.
H-2. Develop a targeted neighborhood revitalization strategy.
H-3. Develop partnerships to provide funding for rehab development projects.
H-4. Prepare abandoned sites for reuse and development.
H-5. Increase home-ownership while reducing property maintenance violations.
H-6. Encourage multi-family housing and single-family housing in appropriate areas that provide a range of housing prices and options.
H-7. Remove barriers that may deter residential development in the downtown/core to allow for mixed-use development opportunities.
H-8. Provide educational efforts for neighborhood groups to learn and get resources for property maintenance, property standards, enforcement procedures, and zoning.
H-9. Strengthen compliance with code enforcement.
H-10. Develop senior housing options.
H-11. Strengthen individual neighborhood character within the traditional and suburban neighborhoods.

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CHAPTER 3

Land Use

INTRODUCTION

This chapter introduces the existing framework and conditions that make up the current use of land. This chapter explains the different elements such as zoning, planning districts, brownfields, etc. within Jeffersonville, as well as the coordination strategies for future growth. Each land use element has different strategies for appropriate development, which will be explored further into this chapter.

EXISTING PHYSIOGRAPHIC CONDITIONS

Natural features that already exist within Jeffersonville can impose limitations for urban growth in the community. These conditions must be recognized, and if they are dealt with pro-actively they do not serve as a major threat to future and existing development. Natural features can also provide amenities for residents and/or business owners in the community. These areas should be utilized for their potential and protected to ensure longevity of these amenities as well as a healthier and vibrant environment.

Soil

The type of soil in an area can limit an environment. Most soils within the city limits are unsuitable for a septic system. With the current rate of growth, the density of the environment is also unsuitable for this type of sewage system. The drainage capabilities of the soil will also determine if an area is prone to flooding after heavy rainfall. There are a number of areas of soil with poor drainage capabilities. Future development should take into consideration the soil capabilities of the site, as well as the surrounding conditions of its environment. Flooding is also a threat in areas that are unprotected in parts of floodplain areas and in vicinity of Silver Creek and Lacasange Creek. These flood prone areas can be used for recreational purposes or as a neighborhood park or trail.

Erosion & Sinkholes

Erosion has taken a toll on the depth of the soil and has also unveiled limestone bedrock in the northwest portion of city limits. Soil erosion can increase flooding, pollution and sedimentation in the water and potentially become hazardous for development. Sinkholes are a hazard that occurs wherever limestone and other water soluble rocks underpin the soil. Carbon dioxide from the air that is dissolved into rainwater will form a weak acid that dissolves soft rocks. These potential hazards could impose serious impacts to development. The northwest portion of the city limits has discovered signs of sinkholes. Areas with these conditions can be reserved for open space.

Mining

The expansion of urbanization will increase conflict between residential development and extraction of limestone, sand and gravel. These mining activities provide the necessary resources for the construction of urban environments that expand this metropolitan area. Due to the bulk and weight of these minerals, short haul distances are preferred, which means that quarries and gravel pits are generally on the fringe of existing development. The movement of trucks and heavy equipment, along with the vibration and noise associated with this type of development will intensify conflicts within the urbanized area. After the mining operations are ceased, these quarries and gravel pits are poorly suited for redevelopment because of the great quantity of fill that would be required. They become permanent scars and are hard to fit into most existing land uses. There should be more attention given to land development controls that would buffer mining operations, and the results of these operations, from incompatible land uses.

EXISTING DEVELOPMENT & LAND USE PATTERNS

Existing development and land use has occurred in Jeffersonville due to the natural amenities and limitations of the natural lanscape. Initial transportation routes and settlements, as well as economic trends have continued to shape Jeffersonville overtime.

Jeffersonville, a river city located along the northern boundary of the Ohio River, across from Louisville, Kentucky is intersected by several transportation routes such as the I-65 corridor, 10th Street corridor, Utica Pike, etc. that radiate and have thus have provided the basic structure for the present city layout. New transportation routes such as the Ohio River Bridges project, which includes two new bridges and the expansion of Interstate I-65 and I-265, has intersected and cut through existing development, also altering the pattern of development. These routes have contributed to the expansion of the metro area, creating suburban sprawl. This sprawl has increased the amount of area that needs public utilities and infrastructure, making it more expensive for municipalities to serve these areas. With that in mind future growth and development should be concentrated within city boundaries.

Recent residential expansion has been concentrated in the east and northern portions of city boundaries. This expansion is comprised of mostly single-family dwelling units, with a few intermingled multi-family units. Older and more traditional style neighborhoods (before annexation) were previously focused in or near the downtown and followed parallel and east along the Ohio River.

There are also many industrial concentrations within the city boundary that have historically existed. A long-time major inland shipbuilding industry along the Ohio River, now known as Jeffboat, is between Watt Street and Brighton Avenue. The Quartermaster Depot and area along Plank Road as well as an industrial park located along Hamburg Pike, between the Walnut Ridge and Waverly Park subdivisions also has been historically industrialized. The Port of Indiana-Jeffersonville is a more recent and major industrial concentration, as well as River Ridge Commerce Center on the northeastern boundary of city limits. River Ridge Commerce center was formerly the Indiana Army Ammunition Plant (INAAP), which has been redeveloped and is continuing to attract new industries through a quasi-public entity, called the River Ridge Development Authority.

Commercial activities have expanded within downtown Jeffersonville through the redevelopment of the waterfront along Riverside Drive and the opening of the Big Four Pedestrian Bridge and Big Four Station. Major commercial corridors exist within the City, including 10th Street, Spring Street and Court Avenue. With the expansion of residential growth in the north and eastern portions of the city, the intersections of 10th Street and Allison Lane has led to the growth of retail/commercial areas that serve as a neighborhood marketplace. Rapid commercial and retail growth is expected to continue in this area due to the continued growth of the industrial workplace at River Ridge and addition of the East End Crossing. Nearby regional commercial centers such as Lewis and Clark Parkway and Veterans Parkway in Clarksville have limited major expansion of commercial and retail capabilities and have created a center of commerce for the region. The expansion of these parkways has carried over into Jeffersonville city limits, creating more opportunity for commercial development. Additionally with the construction of the East End Bridge, expanding Interstate I-265 will create new opportunity for commerce to thrive near new exits.

EXISTING ZONING

The map on page 30 shows the current permitted land uses within Jeffersonville. These uses have certain development standards that are put in place to guide future and existing development. Any development, or changes to a property, must follow Jeffersonville's current ordinances related to that zoned property.

EXISTING PLANNING DISTRICTS

Jeffersonville not only regulates land use through zoning but also through planning districts. These planning districts define current planning districts within Jeffersonville city limits that are related to the workplace, shopping needs and living options. The workplace districts include suburban and traditional workplaces that offer distinctive workplace options in each area, broadly defined later in this chapter. Also defined are the different shopping areas, market by the type of shopping available and the pattern of development such as the suburban marketplace, traditional marketplace and regional marketplace center. Other districts such as the downtown historic district and suburban and traditional neighborhoods also have a distinctive and recognizable character that is later defined in this chapter.

EXISTING BROWNFIELDS

According to the EPA, Brownfields are properties that may be complicated by a hazardous substance, pollutant, or contamination, through the expansion, redevelopment, or reuse of that property. The land was likely to be previously used for either industrial or commercial purposes. They usually are located in old industrial sections, abandoned factories, or older residential neighborhoods on old sites of dry cleaning or gas stations. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces and agricultural lands. Indiana defines a brownfield as:

- Parcel of real estate that is abandoned or inactive; or may not be operated at its appropriate use; and
- On which expansion, redevelopment, or reuse is complicated because
- Of the presence of potential presence of a hazardous substance, a contaminant, petroleum, or a petroleum product that poses a risk to human health and the environment.

This list below has been provided by the Indiana Brownfields Program Site List for March 2015, which is updated monthly. This is not a list of all brownfields in Jeffersonville, but those whom they have provided financial, technical or legal assistance.

- Allison Lane Animal Hospital, 1600 Allison Ln.
- B&O Piggy Bank Yard, Market St. & Illinois Ave.
- BP/Tobacco Road, 1718 Spring St
- CSX Property, 9th St. & VW Blvd.
- Eastern Gas Station, 100 Eastern Blvd.
- Industrial Nightmare Haunted House, 835 Spring St.
- Jeffersonville Gateway Prop., 10th & Spring St.
- Nachand Beverage Co, Inc, 307 10th St.
- Quadrangle, 1117 Mechanic St.
- Rite Aid, 001 E 10th St.
- Sleep Outfitters Retail Center, 3015 E 10th St.

Suburban Workplace Example

Brownfield Example

FUTURE LAND USE PLAN

The Jeffersonville Comprehensive Plan proposes to promote land use patterns that are desirable and appropriate for the growth of Jeffersonville. New and existing roadways will begin to serve as broad and basic guidelines for future development as well as the current land use of the area. The vision for the future land use development in Jeffersonville has also been guided by focus groups and public meetings. Major features of the land use plan include:

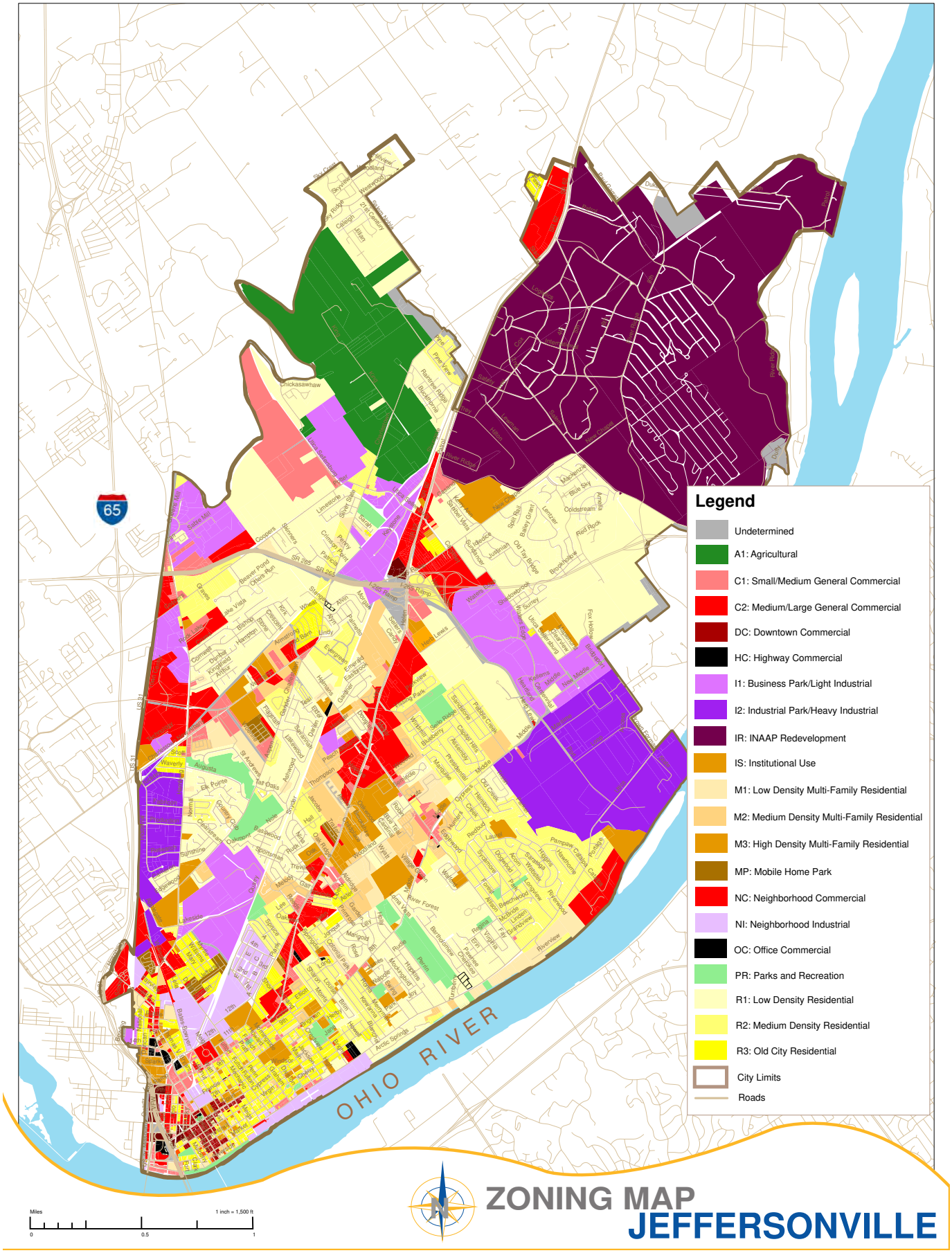
- The preservation of existing and established residential and non-residential development,
- The designation of strategically located areas for mixed-use development,
- The flexibility for commercial corridors and uses that are related to emerging patterns of commercial development in the metropolitan area,
- The recognition of the potential to redevelop light industrial into a business park, where office and/or light manufacturing could develop in a"campus-like" setting, and
- The designation of a conservation area where land is likely to be in the 100-year floodway, is environmentally sensitive, and/ or had wetlands present.

Jeffersonville's future pattern of growth will continue to be limited by municipal and physical boundaries. Density of certain areas may increase and vacant land will start to become developed. The northeastern boundaries of Jeffersonville will see major and rapid growth due to convenient and new transportation routes. There will also be major growth continuing along State Road 62 into Charlestown, which will likely have major impact on the surrounding communities.

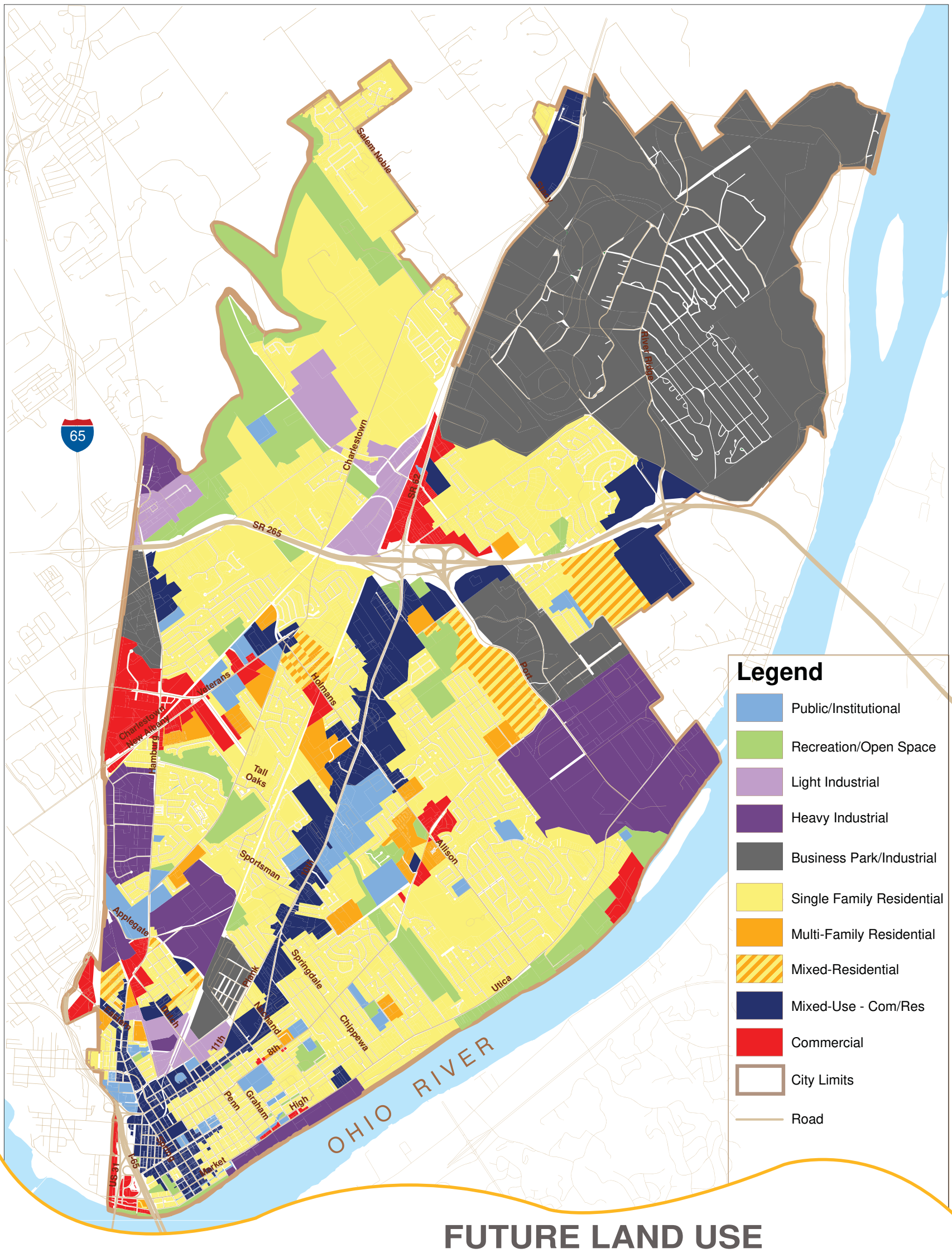
Future growth should be focused on areas that:

- create clustered areas of supportive use;
- support compatible adjacent land uses;
- preserve and utilize the existing road network and utilities; and
- capitalize on underutilized and undeveloped land.

The following future land use map serves as a guide to future land use in Jeffersonville. As new development or redevelopment occurs, growth should be supported as identified on the future land use map. The future land use map delineates future land use by parcels.



ZONING MAP
JEFFERSONVILLE



FUTURE LAND USE
JEFFERSONVILLE

LAND USE DESCRIPTIONS

Single Family Residential

This residential is classified as detached single-family residential development in both the traditional street network and suburban street network. This classification also encourages supported uses such as religious facilities. Single family dwellings are the predominant land use throughout all parts of Jeffersonville. This use occupies the majority of the total developed land. Jeffersonville will need additional single family units to accommodate future growth. Currently the dwellings range from older houses on relatively small lots in the central part of Jeffersonville to newer developed subdivisions along both the Charlestown Pike and Utica-Sellersburg Road Corridors. New single family housing areas will be limited by the amount of available space and the adequate transition from adjacent incompatible uses.

Typical Single Family Home

Multi-Family Residential

This land use category includes moderately dense residential development commonly adjacent to the city's core or other appropriate uses. This classification encourages supported uses such as religious facilities. This residential use only occupies a small amount of housing units in Jeffersonville, whether this type is rented or privately owned. Types of multi-family units include duplexes, apartments, and condos that vary by price.

Typical Multi-Family Home

Public/Institutional

This land use is intended to show the locations of institutions that are educational, religious, public and semi-public or governmental in nature. Schools, churches, hospitals, government buildings, fire stations, cemeteries, and wastewater treatment facilities would be considered public or semi-public areas. This type of land use is generally permitted within any area and it occupies a very small percentage of the developed land in the study area.

Public/Institutional

Commercial

This category includes small to medium commercial development intended to serve both the surrounding neighborhoods and region. Businesses may include downtown or suburban locations. This land use is usually located in concentrations. These areas of concentrations are along the 10th Street corridor,

Typical Commercial Example

Typical Mixed-Use Example

Agricultural Example

Recreation Example

Light Industrial Example

Spring Street corridor, and downtown Jeffersonville. In previous years the redevelopment of downtown has brought many new local businesses. Due to new attractions and improvements there has been accelerated growth and business in downtown making it a strong commercial focal point for the community.

Mixed-Use

This use blends a combination of residential, commercial, cultural, institutional, or industrial uses, or allows solely commercial uses. It can be one building, an urban, suburban, or village development. The blend should be physically integrated and functionally related to create a center or community. This use typically creates a greater variety in housing, reduced distances between housing, workplaces and amenities, more compact development, stronger neighborhood character, and should be pedestrian and bicycle friendly.

Open Space/Recreation/Agricultural

These areas are reserved for the provision of outdoor recreational amenities and/or the preservation of existing landscapes. Open space areas may consist of heavily wooded, swampy, or otherwise environmentally sensitive areas. They may also exist to preserve undeveloped floodplain and/or existing agricultural uses. These open spaces promote healthy recreation, provide an escape from urban landscapes and serve as a connection to our community's history. Open spaces may also provide natural services, such as drainage control and air quality improvements. As such, open spaces tend to increase property values within the city. Open space may be intended for public use, especially as parks with trails, playing fields, and other recreational spaces. Sometimes, however, they may consist of a privately owned facility that may or may not be publicly accessible. Additional uses that fall into this category include cemeteries, sport facilities, urban parks/plazas and event facilities.

Light Industrial

Light industrial and office/warehouse uses are uses that would be conducted wholly within an enclosed structure, with no outside storage, and which would create no adverse environmental effects. Stringent development standards should be applied to the development in this land use area, as they may be adjacent to commercial or residential uses. Most of these currently developed areas will continue to be used as industrial.

Heavy Industrial

This use includes industrial uses or uses of an industrial nature which may create nuisances (noise, odor, smoke, dust, etc.) and which may involve extensive outdoor storage. Uses could have a major environmental impact on adjacent land. Light industrial development may also be allowed in this land use area. Most of these developed areas will continue to be used as industrial.

Jeff Boat,Heavy Industrial Use

Business Park/Industrial

These areas have the potential to be developed as light industrial, office, flex-space (office and warehouse), or as a campus of different businesses within the same industry or several buildings serving one business. This use will serve the River Ridge Commerce Center, as well as the North Port Industrial Park (along Port Road) and America's Place industrial area.

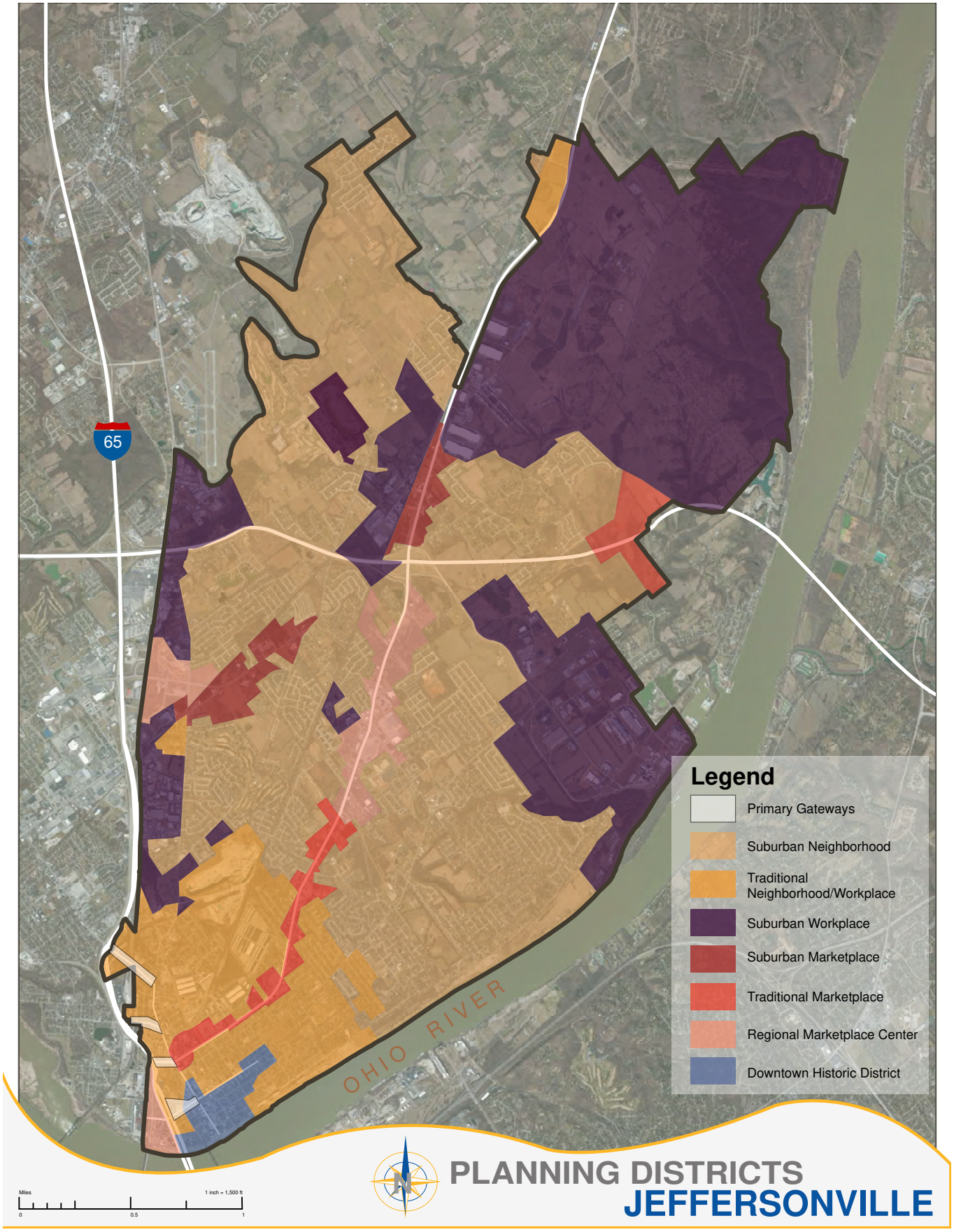
Business Park Example

PLANNING DISTRICTS

In addition to land use, the existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan will also serve as a guide to land use decisions and the design of development. The intent for this type of development guidance is two-fold:

- To ensure that new development will be designed to be compatible with the scale, rhythm, form and function of existing development as well as with the pattern of uses.

- To use the patterns of development set forth by each district, identified as "community forms," as a guide for land use decisions, as the basis for community planning districts, that contain regulations to guide future developments.



PLANNING DISTRICTS
JEFFERSONVILLE

Downtown Historic District

This district is comprised of predominately office, commercial, civic, high-density residential and cultural land uses. It has a grid pattern of streets designed to accommodate a large volume of vehicular traffic and public transportation. There are provisions for on-street and long-term parking of vehicles and for substantial pedestrian and non-vehicular movement within the district. Buildings are generally the greatest in volume and density in the metropolitan area, and there is public open space including plazas and squares. The Downtown Historic District should give identity to the whole community and should provide for a mixture of high density and intensity uses.

Goal DHD-1: Create a downtown with a compact, walkable core and lively and active pedestrian environment that fosters and increases the number of people walking on primary downtown sidewalks and ensures a more humane downtown environment.

Objective DHD 1.1: Maintain the distinct identity of the downtown area, recognizing characteristic building forms, heights, and intensities through building designs that respond to their settings and are appropriate to the scale of their surroundings.

Objective DHD 1.2: Plan clear vehicular movement, parking, and access to transit that encourages a sense of safety and reduces pollution.

Objective DHD 1.3: Use sidewalks and street pacing, lighting, furniture, banners, fences, walls, signs and landscaping that will make downtown streets and sidewalks safe and attractive for both cars and pedestrians.

Objective DHD 1.4: Ensure that all development in the downtown conserves historic resources by sympathetic design in accordance with rehabilitation standards.

Objective DHD 1.5: Encourage public art and amenities that enrich and enliven people's experience of downtown, create a sense of pride, and enhance property values.

Goal DHD 2: Develop downtown as a unique and active destination with a variety of land uses that attract and accommodate visitors, businesses, shoppers and residents.

Objective DHD 2.1: Encourage land uses that recognize downtown as the center for historic character, culture, and entertainment, developing downtown as a unique and active destination for both visitors and business activity.

Objective DHD 2.2: Encourage a variety of housing and retail development in downtown districts.

Traditional Neighborhoods

This form is characterized by predominately residential uses, by a grid pattern of streets with sidewalks and often including an alley. Residential lots are predominately narrow and often deep, but the neighborhood may contain sections of larger estate lots, and also sections of lots on which appropriately integrated higher density residential uses may be located. The higher density uses are encouraged to be located in centers or near parks and open spaces having sufficient carrying capacity.

Goal TN 1: Traditional neighborhood districts should include a range of residential densities and a variety of housing types, street patterns which include alley ways, on-street parking, occasional office uses on predominately residential blocks, and are in close proximity to parks and open spaces, traditional marketplace corridors or close to the downtown historic district.

Objective TN 1.1: Proposed residential, office and neighborhood commercial developments in aging neighborhoods with distressed and vacant housing should be encouraged. However, more intense commercial and industrial development that is incompatible with the traditional neighborhood form should be discouraged even in distressed traditional neighborhoods in order to maintain the integrity of the planning district.

Objective TN 1.2: A change in permitted use from single family to multi-family or office generally should be encouraged only at the interface between commercial nodes and residential uses and when the orientation, design, scale and location of the proposed development are compatible with surrounding uses or when policies governing appropriate housing are met.

Policy Recommendations

- Among the factors to be considered in the determination of compatibility are the appropriateness of the proposed design to the area in which it is to be located, spacing and buffering from adjacent uses, especially uses of lower density and intensity, proximity to collector streets or mass transit and provision for parking.
- Appropriate locations for larger scale multi-family development include land adjacent to parks and open space and near the downtown or major regional marketplace centers or transportation hubs for mass transit facilities.
- The construction of new neighborhoods using the street pattern of traditional neighborhoods should be encouraged.

Goal TN 2: Preserve and enhance the character and integrity of traditional neighborhoods through compatible site and building design of proposed development and land use changes.

Objective TN 2.1: Utilize performance standards for site design elements of older Jeffersonville neighborhoods to ensure that development and redevelopment is compatible with the organization and pattern of the traditional neighborhood planning district.

Objective TN 2.2: Design non-residential development in traditional neighborhoods at a scale and intensity that is compatible with the character of the district.

Objective TN 2.3: Establish a range of recommended building heights and sizes in traditional neighborhoods to ensure compatibility with surrounding buildings. Encourage new infill development to be of similar scale and height as existing development.

Objective TN 2.4: Establish a range of setbacks and lot dimensions to ensure compatibility with surrounding buildings while allowing for flexibility and creativity. Encourage new infill development to be of similar setback and orientation as the existing pattern of development.

Objective TN 2.5: Ensure that new buildings and structures are compatible with the streetscape and character of the traditional neighborhood.

Suburban Neighborhoods

These neighborhoods are typically characterized by a range of low to moderately dense residential uses that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderately dense residential areas. The Suburban Neighborhoods district will contain diverse housing choices for differing ages and incomes.

Goal SN 1: Allow a variety of housing types, such as detached homes, duplexes, townhomes, patio homes, and apartments, to provide housing choices for people of differing ages,incomes and needs.

Objective SN 1.1: Existing development in the neighborhood planning districts generally should be maintained in their current forms.

Objective SN 1.2: Non- residential development in the the neighborhood form district should be should be allowed only at appropriate locations such as street intersections.

Objective SN 1.3: A change in use from single family to multi-family or office generally should be permitted only at the interface between a commercial node and residential uses and when the orientation, design, scale and location of the proposed development are compatible with surrounding uses or when policies governing appropriate housing are met

Policy Recommendations

- Among the factors to be considered in the determination of compatibility are the appropriateness of the proposed design to the area in which it is to be located, spacing and buffering from adjacent uses, especially uses of lower density and intensity, proximity to streets with adequate capacity and provision for parking.
- Appropriate locations for larger scale multi-family developments include land adjacent to parks and open space and land near the downtown or major regional marketplace centers.

Goal SN 2: Preserve and enhance the character and integrity of suburban neighborhoods through compatible site and building design of proposed development and land use changes.

Objective SN 2.1: Utilize performance standards for site design elements of suburban neighborhoods to ensure that development and redevelopment is compatible with the organization and pattern of the suburban neighborhood.

Objective SN 2.3: Establish a range of recommended building heights and sizes in suburban neighborhoods to ensure compatibility with surrounding buildings. Encourage new infill development to be of similar scale and height as existing development.

Objective SN 2.4: Establish a range of setbacks and lot dimensions to ensure compatibility with surrounding buildings while allowing for flexibility and creativity. Encourage new infill development to be of similar setback and orientation as the existing pattern of development.

Objective SN 2.5: Ensure that new buildings and structures are compatible with the streetscape and character of the neighborhood.

Objective SN 2.6: Ensure the compatibility of new developments with the existing blockface and with abutting uses by high quality design and compatibility of building types. When these measures afford insufficient protection for abutting uses, provide buffering, screening or other techniques to mitigate any nuisance that may reasonably be foreseen from the proposed development.

Objective SN 2.7: Ensure that parking and transit access for uses such as shops, services, libraries, schools and churches is adequate and convenient, does not negatively impact the pedestrian environment, and is located and designed to ensure compatibility with the neighborhood.

Objective SN 2.8: Land-use regulations should be flexible in terms of density. While overall density limits (gross density) should be considered, the ability to construct on smaller lots while preserving open spce and environmental features (net density) should be allowed as part of a site-plan review process with quality-based guidelines.

Goal SN 3: Encourage diversity in the types of suburban neighborhoods available to residents while ensuring that all suburban neighborhoods contain the elements needed for a neighborhood that works as a healthy, vibrant, livable place.

Object SN 3.1: Suburban Neighborhoods should emphasize more "connectivity" between subdivisions, while avoiding the creation of isolated islands of development.

Objective SN 3.2: More street connections should be encouraged in residential subdivision design. Rather than focusing on traffic on a few arterial or collector streets- which tends to create bottlenecks of congestion- more "through streets" should be encouraged to better disperse traffic and to reduc its isolated impacts at certain points.

Object SN 3.3: When new development occurs, it should be designed around and connected to any open space corridors or networks.

Objective 3.4: Pedestrian facilities will be included in all new developments, unless circumstances make this unrealistic.

Policy Recommendations

- The city should work with developers to devise plans and standards for pedestrian systems to tie subdivisions together.
- Improved connections between key destination areas should be developed, such as between residential and commercial areas and between residential areas, parks and schools.

Objective 3.5: To strengthen the identity of suburban neighborhoods and to create a pleasant and safe environment, streetscape elements should include, street trees, landscaping, signage or features consistent with the existing pattern of community design which may or may not include street furniture, sidewalks, and lighting.

Objective SN 3.6: High value will continue to be placed on quality open space as part of suburban development. Residential developments will be designed around open spaces, which, in turn, will connect to adjacent open spaces or regional systems. Open space will not be designated as an afterthought based simply on land that is left over in the site-plan review process.

Objective SN 3.7: Environmental quality standards should be incorporated in the development-review process, particularly related to runoff and stream and tree protection.

Traditional Marketplace and Suburban Marketplace Corridors

Marketplace corridors play an important role in providing the shopping needs of a community. Traditional Marketplace Corridors are along major roadways where the pattern of development is distinguished by a mixture of low to medium intensity uses such as neighborhood-serving shops, small specialty shops, restaurants, and services. The Traditional Marketplace Corridor was expanded along 10th Street to encourage a form that is more pedestrian oriented with development that has little or no setbacks. The uses in Traditional Marketplace Corridors frequently have apartments or offices on the second story. Buildings generally have little or no setback, roughly uniform heights and a compatible building style. Buildings are oriented toward the street and typically have 2-4 stories. New development and redevelopment should respect the predominant rhythm, massing and spacing of existing buildings.

There should also be a connected street and alley system. New development should maintain the existing grid pattern and typical block size with parking provided either on-street or in lots at the rear of buildings. Flexible and shared parking arrangements are encouraged and streets capable of permitting parking on the street is usually desirable. Wide sidewalks, street furniture and shade trees contribute to a pedestrian friendly environment that invites shoppers to make multiple shopping stops without moving their vehicle. The area should also be easily accessible by pedestrians, transit and bicycle users. The attention to discreet signs can also help make this a very desirable form. A premium should be placed on the compatibility of scale, architectural style, and building materials of any proposed developments with nearby existing development on the corridor.

Suburban Marketplace Corridors are generally located along major roadways with well-defined beginning and ending points and established depths along the length of the corridor. The pattern of development is distinguished by a mixture of medium to high intensity uses and often contain larger-scaled uses within a master planned development. Accommodations for transit users, bicyclists and pedestrians are encouraged in an effort to attract a variety of users as well as to minimize automobile dependency and traffic congestion. Connectivity to nearby uses should also be encouraged.

Goal MC 1: Recognize the important role of marketplace corridors in meeting the shopping needs of the community. Distinguish marketplace corridors as traditional or suburban in form, recognizing that each contains unique development characteristics.

Objective MC 1.1: Recognize and strengthen the distinctive characteristics of Jeffersonville's marketplace corridors.

Goal MC 2: Encourage marketplace corridors that have definite beginning and ending points. Promote development within marketplace corridors which reinforces the corridor's function and identity, encourages alternative modes of travel, ensures compatibility with adjacent neighborhoods, and affords adequate and appropriate vehicular parking opportunities along the corridor to minimize spillover on adjacent residential streets.

Objective MC 2.1: Promote development along marketplace corridors in an organized, linear fashion that is compatible with adjacent neighborhoods and improves opportunities for alternative modes of travel.

Objective MC 2.2: Define the beginning and ending points of marketplace corridors only when site and community design standards prepared specifically for corridor expansion are met. These should include provisions for improving vehicular, pedestrian, and transit circulation.

Objective MC 2.3: Encourage the development of corridors that offer a variety of transportation choices for users. Emphasize intermodal connections at marketplace corridor nodes.

Objective MC 2.4: Enhance the streetscape along marketplace corridors to strengthen the sense of place and invite a variety of users, recognizing the differences between traditional and suburban marketplace corridors.

Goal MC 3: Create vibrant marketplace corridors that contain a mixture of uses and have a strong sense of identity.

Objective MC 3.1: Utilize appropriate land use standards that encourage a mixture of uses and distinguish uses that are appropriate for location at nodes or within the balance of the corridor.

Objective MC 3.2: Encourage higher intensities at nodes and medium intensity between nodes along marketplace corridors in order to promote a variety of uses.

Goal MC 4: Guide the development and appearance of marketplace corridors by promoting high quality design of individual sites and developing standards for compatibility and linkages to other uses.

Objective MC 4.1: Utilize performance standards and design guidelines for such characteristics as scale, building height, setbacks, lot dimensions, parking and building design to establish a specific character for marketplace corridors and to ensure that development and redevelopment is compatible with the organizations and pattern of the district.

Objective MC 4.2: Encourage buildings in traditional marketplace corridors to have small setbacks to enhance street-life. Allow deeper setbacks in suburban marketplace corridors to provide for parking and access.

Objective MC 4.3: Utilize buffer, landscape, lighting, noise, and similar performance standards and guidelines to ensure compatibility between uses and buildings within marketplace corridors.

Objective MC 4.4: Ensure that parking facilities are adequate and convenient for motorists but do not adversely impact pedestrian use and the aesthetic quality of the corridor.

Traditional and Suburban Workplaces

A Traditional Workplace is a form characterized by predominately small to medium scaled industrial and employment uses. The streets are typically narrow, in a grid pattern and often have alleys. Buildings have little or no setback from the street. Traditional workplaces are often closely integrated with residential areas and allow for a mixture of industrial, commercial and office uses. New housing opportunities should be allowed as well as civic and community uses.

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban workplaces often contain a single large-scale use or cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

Goal WP 1: Recognize by separate form district designation the suburban workplace from the traditional workplace. Support the redevelopment and enhancement of existing traditional and suburban workplaces to ensure full use of existing infrastructure. Create new workplaces to ensure adequate land for future industrial and corporate operations.

Objective WP 1.1: Recognize and encourage the important role of workplaces within Jeffersonville.

Goal WP 2: Ensure that workplace districts have appropriate levels of access for employees and products, aesthetic character consistent with the type of district, and a development pattern that considers safety and crime prevention.

Objective WP 2.1: Utilize performance standards for community design elements of workplaces to ensure that development and redevelopment is compatible with the organization and pattern of the district. In suburban workplaces, allow adequate flexibility to accommodate large parcels with a single user or clusters of uses in a master planned development. In traditional workplaces, develop a vision and master plan to guide redevelopment and reuse in each district. Incorporation design techniques that promote safety and reduce crime in all workplaces.

Objective WP 2.2: Ensure that development at the perimeter of the workplace district is compatible with adjacent districts.

Objective WP 2.3: Because they attract employees from throughout the region, workplace districts should accommodate a high level of access for all appropriate modes of transportation. To accommodate the shipment of material by truck, rail, and water, workplace districts should be linked to regional transportation networks.

Objective WP 2.4: Encourage the provision of common elements, such as street trees, signage, street furniture, sidewalks and lighting, consistent with the character of the workplace district.

Objective WP 2.5: Encourage the provision of open space within the pattern and context of planned industrial and employment centers.

Goal WP 3: Establish new workplace districts that support a full range of industrial, employment, and business uses and enhance existing workplace districts by encouraging adaptive reuse and reinvestment.

Objective WP 3.1: Encourage industrial uses (such as manufacturing, warehousing, and distribution), offices, and public/services/utilities to locate in workplace districts.

Objective WP 3.2: Allow heavy, industrial uses, which have a potential to create greater nuisance to adjacent properties due to noise, odor, or other impacts, to locate within workplace districts only if such uses are sufficiently buffered from abutting uses so that the reasonable enjoyment of such uses is not disturbed and only if they heavy industrial use has access to the regional transportation system without creating truck routes in residential areas.

Objective WP 3.3: Within workplace districts, provide for commercial uses and services that serve workers and resident of adjacent districts.

Goal WP 4: Guide the development and appearance of workplaces by promoting quality design of individual sites consistent with the character and function of the workplace district, and encouraging innovation and flexibility in site design.

Objective WP 4.1: Encourage development and redevelopment within workplaces at a scale and intensity that is compatible with the character of the distric and at the fringe of the district with nearby uses in other less intense districts.

Objective WP 4.2: Utilize performance standards and design guidelines for such characteristics as building height, setbacks, lot dimensions, parking and building design to establish a specific character for workplaces and to ensure compatability of new development.

Objective WP 4.3: Ensure that each site within the traditional suburban workplace form district provides for the appropriate location, linkages, quality, and quantity of off-street and on-street parking and loading facilities.

Regional Marketplace Centers

These are centralized mixed-use shopping districts/activity centers designed to meet regional consumer needs. They typically contain a mixture of high intensity uses including regional shopping, office, services, entertainment facilities and medium to highly dense residential uses. Such Regional Marketplace Centers may include a variety of stores under one roof, or may consist of freestanding structures.

Goal RMC 1: Support the development, redevelopment, and enhancement of regional marketplace centers as region-serving mixed-use activity centers with a strong identity.

Objective RMC 1.1: Recognize the important role of regional marketplace centers as major shopping employment centers.

Goal RMC 2: Encourage the development of compact regional marketplace centers with a strong sense of identity. Discourage a linear pattern of abutting but separately accessed lots.

Objective RMC 2.1: Create performance standards for community design elements of regional marketplace center with lower intensity, compact development within the core of the regional marketplace center with lower intensity development at the perimeter to provide a spatial transition to adjacent neighborhood districts.

Objective RMC 2.2: Ensure that development at the perimeter of the regional marketplace center is compatible with adjacent districts.

Objective RMC 2.3: Because of their region-serving nature, regional marketplace centers should be located near an expressway or arterial interchange to provide access to people from a wide area, and should have an internal network of connecting streets to disperse traffic and connect shopping, office, and residences.

Objective RMC 2.4: Encourage the use of sidewalks, street trees, landscaping, street furniture, signage, and gateways to strengthen the identity of the regional marketplace center and create a pleasant and safe environment for all users.

Objective RMC 2.5: Encourage community open space that is appropriate to the high intensity, urban character of the regional marketplace center. Examples include plazas, bicycle and pedestrian paths, buffer parks near residential development, landscaped areas, and playgrounds.

Goal RMC 3: Allow region-serving marketplace centers that contain a wide variety of high intensity land uses within a focused area.

Objectives RMC 3.1: Encourage a variety of medium and high intensity commercial uses that serve a regional market, including retail, office, hotel, restaurant, entertainment, and medical/hospital uses. Also include high intensity residential uses.

Objective RMC 3.2: Encourage the integration of residential uses with commercial and office uses to help minimize the number and length of automobile trips. Include a wide variety of medium and high-density housing types, including single family, duplexes, town houses, and apartments.

Objective RMC 3.3: Allow institutional uses, such as schools, churches, and government offices, to locate in regional marketplace center districts.

Objective RMC 3.4: Encourage public service/utility uses in regional marketplace centers, but ensure that they locate away from residential uses. Ensure that the location, scale and intensity of public utilities or services are compatible with the high intensity, mixed-use district.

Goal RMC 4: Facilitate and require high quality design to achieve compatibility, shared uses, and linkages to other uses within the regional marketplace center and at the fringe areas of the marketplace center district.

Objective RMC 4.1: Encourage high density or intensity residential, commercial, civic, and related uses with lower intensity or density uses in the fringe areas of the marketplace center district for transition to adjacent form and special districts.

Objective RMC 4.2: Utilize performance standards and design guidelines for characteristics such as scale, building height, setbacks, lot dimensions, parking and

building design to establish a specific character for regional marketplace centers and to ensure that development and redevelopment is compatible with the organization and pattern of the district.

Objective RMC 4.3: In order to create a compact center, strive to reduce or eliminate the need for landscape buffers through compatibility of building and site design. Utilized buffers, landscaping, lighting, noise and similar performance standards and guidelines to ensure compatibility between uses of substantially different intensity of density of development.

Objective RMC 4.4: Develop Standards for parking that reflect the use of all modes of transportation.

Primary Gateways

Primary gateway features can delineate and announce one's arrival into a city, neighborhood, or unique public space. These gateway features not only shape a visitor's first impression of the city, but can also reflect the unique features and character of Jeffersonville. Context sensitive enhancements and broad infill redevelopment guidelines to gateway corridors and adjacent buildings should be identified and recommended.

Goal PG 1: Implement gateway features that delineate and announce one's arrival into a city, neighborhood or unique public place. Features should reflect the unique assets and character of Jeffersonville.

Objective PG 1.1: Such elements will include unique structural elements, landscape plantings and special (accent) lighting.

Objective PG 1.2: Future infill development should complement the form and character of the adjacent planning district.

Objective PG 1.3: Provide pedestrian and bicycle accommodations along the entire length of the gateway corridor areas.

Policy Recommendations

- Accommodations could include pedestrian activated signals and possible bike lanes or share the use of wide outside lanes for cyclists.
- Linkage to the bicycle/pedestrian paths existing and proposed trails.

Goal PG 2: Identify and recommend context sensitive enhancements and broad infill and redevelopment guidelines to the gateway corridors and adjacent buildings.

Objective PG 2.1 Court Avenue Gateway: Court Avenue represents an important corridor not only because it serves as a link between the interstate and Spring Street but also because of the numerous government building lining its length east of Spring Street. Streetscape standards along its route should reflect such a high profile corridor. This gateway will be more traditional in design to respond to the historic character of this area of Jeffersonville.

Objective PG 2.2 6th Street Gateway: This is expected to be a new entrance into the city as a result of the Ohio River Bridges Project. This are will have landscape enhancements including but not limited to street trees, new decorative street lighting

and possible median plantings. Infill development or redevelopment should be oriented towards 6th Street with buildings located closer to the street than would otherwise be allowed in the underlying zoning.

Objective PG 2.3 10th Street Gateway: Design elements and infill development within this area should be contemporary in nature to reflect the current development trends in this area north of the Downtown Historic District. However, future redevelopment or gateways features between Interstate 65 and Spring Street should also include, or make reference to the historic Train Depot.

Objective PG 2.4 Stansifer/14th Street Gateway: Design elements and infill development within this area should be contemporary in nature to reflect current development needs.

Policy Recommendations

- Future development and gateway features should be oriented toward 14th Street with well-maintained and landscaped medians, street trees and traffic islands.
- Buildings should be located no more than 25 feet away from the pavement.

Objective PG 2.5 Eastern Boulevard Gateway: This gateway will be more traditional in design to respond to the historic character of this area in Jeffersonville as it approaches the Spring Street intersection. However, more businesses could have a contemporary architectural design.

Policy Recommendations

- Buildings should be located no more than 10 feet from the pavement.
- Buildings along Spring Street at the Eastern Boulevard/Spring Street intersection should maintain current setbacks with automobile parking oriented toward the rear of the buildings.
- Pedestrian access should be established with 4 foot-wide sidewalks, (except under the railroad viaduct) with a 2 foot grass strip.
- Street trees, lighting and landscaped traffic islands will be encourage along this gateway corridor.

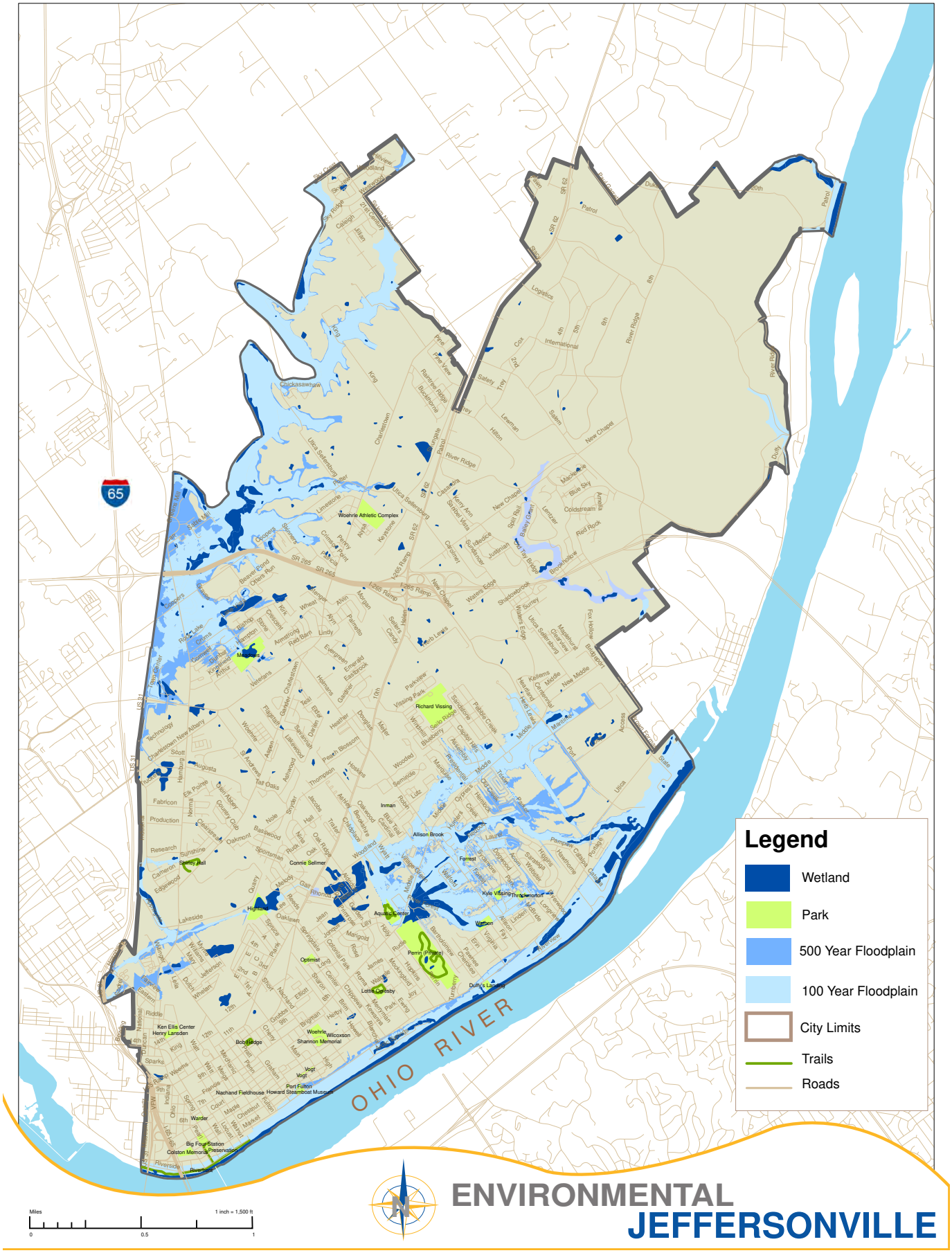
REFERENCE MAPS

The following maps, on pages 48 and 49 reference the current developed space in Jeffersonville (Developed Areas Map) and the environmental context (Environmental Map). The Developed Areas Map shows the areas of Jeffersonville which are developed with structures and impervious surfaces, developed open space such as parks, cultivated crops and pastures, and those areas untouched such as wooded areas. The Environmental Map shows environmentally sensitive areas such as wetlands, and areas where flooding is likely to occur (100 or 500 year floodplains). It also shows current parks and trails. Development in these environmentally sensitie areas should consider environmental impacts.

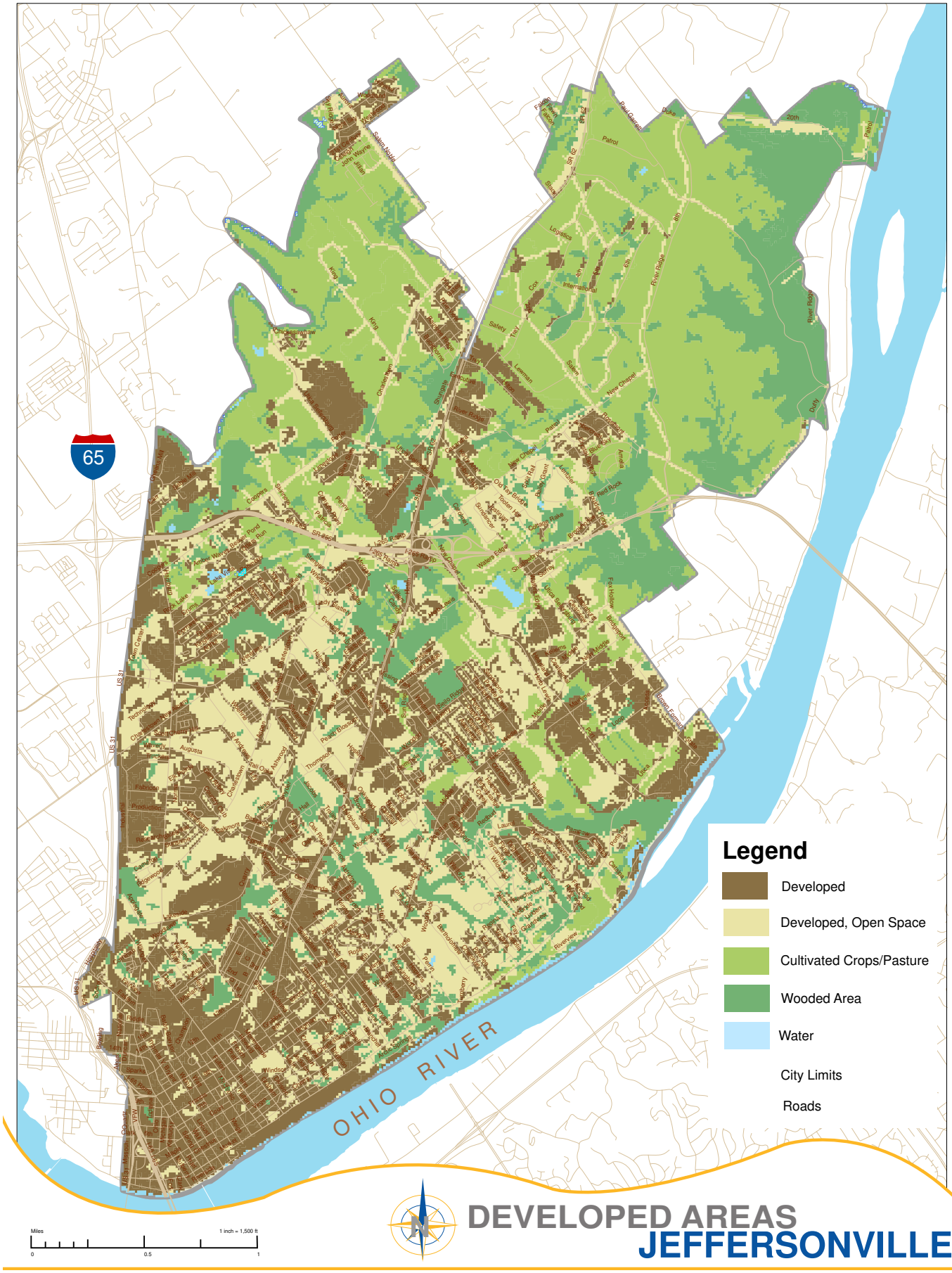
IMPROVEMENTS AND RECOMMENDATIONS

These are the recommendations for Land Use in Jeffersonville;

- Future land uses and planning districts should be considered when development application and rezoning cases are considered.
- The Jeffersonville Zoning Ordinance should be updated to reflect the Comprehensive Plan.
- Development should avoid environmentally sensitive areas when possible.
- Development should avoid areas not suited for development without implementing necessary precautions. Factors determining suitability include, but are not limited to: quality of soils, proximity to sewers/public roads, proximity to flood prone areas and impact to environmentally sensitive areas.
- Brownfields should be inventoried and incentives should be provided to aid in redevelopment of these properties.
- Encourage street connections between new and existing neighborhoods.
- Provide pedestrian linkages to schools, parks, neighborhood retail areas, and between neighborhoods.
- Maintain & continue to establish neighborhood associations throughout the community.
- Provide for common areas within neighborhoodss that maximize social interaction between neighbors.
- Any variance from the regulations should ensure that new development, new use or redevelopment will not produce any adverse impact (aesthetic or nuisance-related impacts) on neighboring properties.
- Parking and sign regulations will be attached either to zoning districts or planning districts.
- Special exceptions and use variances should be given a strict scrutiny of review in residential areas, along commercial corridors, and in areas designated for redevelopment in the Comprehensive Plan.
- Any proposed change in land use from Vacant/Agricultural or Recreational/Open Space must have adequate public facilities to serve the proposed use.
- New Development should be assessed on the impact to existing transportation, wastewater, and recreational resources on a per-capita basis.
- An impact fee should be levied to developments through the permitting process based on impact to parks and road infrastructure, as allowed by applicable Indiana statue.



ENVIRONMENTAL
JEFFERSONVILLE



DEVELOPED AREAS
JEFFERSONVILLE

CHAPTER 4

INTRODUCTION

Transportation includes a description of road classifications as well as the use of those roads. It provides the current transportation planning efforts that are already in place and recommends improvements that should be made in the future.

EXISTING CONDITIONS

Functional Classifications

The functional classification is the process by which streets and highways are grouped into classes or systems that provides the framework of traveling. The functional classification defines how any particular road or street should serve the flow of trips through a highway network.

Interstate Highways

Interstates are the highest classification of arterials and were designed with long distance travel and mobility in mind. Defining and enhancing connections to major interstate corridors such as I-65 and I-265 is a major goal for Jeffersonville and will continue to play a big role, especially with the addition of the new Downtown Crossing and East End Crossing. Below are some of the characteristics of an interstate highway are:

- Highest traveling speeds
- Largest capacity for traffic volumes
- Limited Access
- Divided highways with minimum of two-lane in each direction

Principal Arterials

Principal arterials serve major centers of metropolitan areas and provide a high degree of mobility. They carry the majority of the traffic load within the city of Jeffersonville. These roads are designed to serve high volume traffic movements while connecting major destinations with minimal access to adjacent properties. 10th Street is an example of a principal arterial. These arterials are characterized by:

- Connection to major traffic generators;
- Generally are multi-lane with minimal access points; and
- Provide connections to Interstate highways from within the city

Minor Arterials

Minor arterials generally connect city to city in rural areas, however, within urban settings they serve to connect the principal arterials to the denser urban road network and higher arterial system. These roads and streets also provide service for trips of moderate length. Examples of minor arterials in Jeffersonville include Allison Lane, Utica Pike and Riverside Drive. Minor arterials are characterized by:

- Lower travel speeds
- Generally two or four lanes wide
- Provides more access to adjoining properties

Urban Collectors

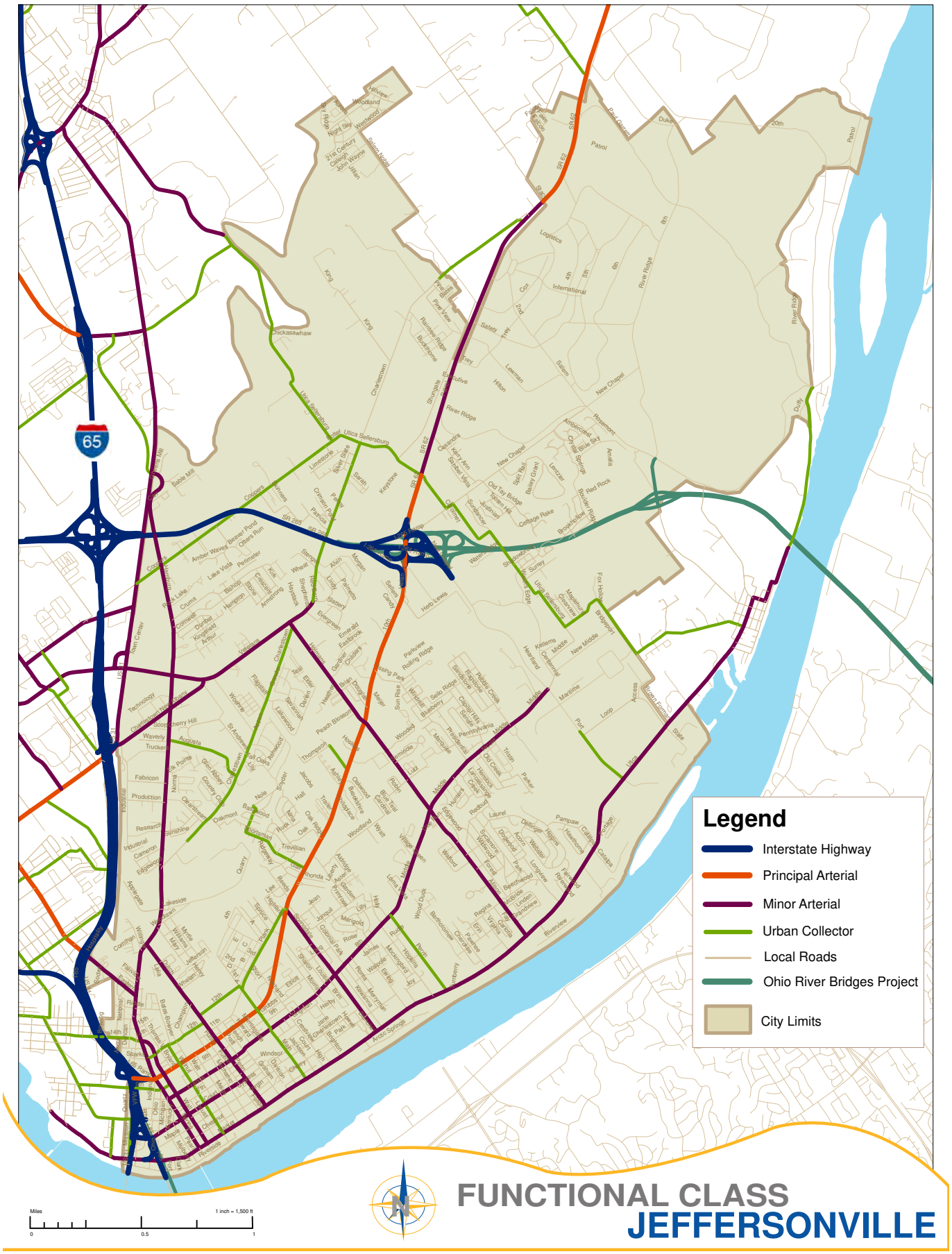
Urban collectors provide the majority of the connections within the urban traffic network by linking neighborhoods, commercial areas and industries. They gather traffic from local roads and funnel them to the arterial road network. There are several urban collectors within Jeffersonville including Chestnut and Plank Road. Urban collectors are characterized by:

- Lower speeds
- Generally lower traffic volumes
- Connects neighborhoods to other neighborhoods

Road Construction for new East End Crossing

Construction of Downtown Crossing

Bike Lane Example



FUNCTIONAL CLASS
JEFFERSONVILLE

Local Streets

All other public roads and streets form the local street network. Local streets account for the largest percentage of all roadways in terms of mileage and are not intended for long travel. These roads generally include neighborhood roads and are designed for low speeds and lower traffic volumes. However, these roads also provide essential and emergency services to neighborhoods. Local streets are characterized by:

- Low speed
- Highest access to adjacent properties

Traffic Counts

Interstate 65, Interstate 265, and State Road 62 annual average daily traffic counts (AADT) are recorded by the Indiana Department of Transportation (INDOT). These are the average of all the daily traffic that would use the road over a year. This information is used to evaluate the traffic flow throughout a community. For example, where traffic numbers are increased or reduced between two evaluation points, it can be deducted that traffic has entered or left a higher classified road to travel on a collector or local street. Also, a decrease in traffic numbers between two points can indicate where lower classified roads are carrying higher levels of traffic than they were originally designed to accommodate.

Interstate 65, between Interstate 265 and the Ohio River has an average of approximately 970,000 AADT per year. Interstate 265, between Interstate 65 and State Road 62 has an average of approximately 27,000 AADT per year. State Road 62, between Interstate 265 and Salem Noble Road has an average of approximately 29,000 AADT per year.

EXISTING BICYCLE AND PEDESTRIANS FACILITIES

Thirty percent of all Americans do not own a vehicle (including those who are not of driving age and seniors who are not able to drive). This includes all age groups, which means there is a need for safe transportation for a third of the population. The city of Jeffersonville's Bicycle and Pedestrian Comprehensive Plan will upgrade the current pedestrian and bicycle facilities, making Jeffersonville a safer and more accessible city to all modes of transportation. The plan includes shared used paths for bicycles and pedestrians, cycle tracks, bicycle boulevards, sidewalks, and sharrows that allow bicycles and cars to travel in the same lane.

The Big Four Pedestrian Bridge, crossing the Ohio River into Louisville, Kentucky is limited to pedestrians and bicyclists. This provides a very safe and accessible route for commuters and recreational activity. Since the bridge has been redeveloped from an old railroad line there has been an increase in bicycle and pedestrian traffic primarily focused in downtown. Current recreational bicycle rental exists, but no commuter bicycle rental, such as a bike share program, exists in Jeffersonville. Louisville B Cycle bike share has two commuter bike share rentals open within its downtown that are currently only available for Humana associates. Updated facilities and more bicycle traffic will increase the need and activity for bike share programs to become available in Jeffersonville.

Along with many parks and trails that allow for a more recreational activity, The Ohio River Greenway offers bicycle and pedestrian amenities to both commuters and recreation users. The Ohio River Greenway provides a linkage to Jeffersonville, Clarksville, and New Albany along the banks of the Ohio River. Although the greenway is not entirely complete, it is

TRANSPORTATION PROJECTS
JEFFERSONVILLE

the most developed in Jeffersonville. The greenway in Jeffersonville still has opportunity for improved access and safety through amenities. The greenway starts near Jeffboat and ends near Ashland Park in Clarksville Indiana. Trails and greenways are covered in the parks and recreation section in **Chapter 5: Community Facilities and Utilities**.

TRANSPORTATION PLAN

A Transportation Plan or Thoroughfare Plan is included as part of the Comprehensive Plan. It proposes improvements and recommendations that alleviates existing traffic, makes sure that all modes of travel are accommodated, and provides a better transportation network for the future. The improvements outlined below are indicated on the Transportation Projects Map on the previous page.

Ohio River Bridges Project

The Ohio River Bridges Project is intended to alleviate traffic, improve safety and foster economic development. The project is comprised of two bridges, the Downtown Crossing (which Kentucky is responsible for) and the East End Crossing (which Indiana is responsible for). The East End Crossing will extend Interstate 265 into Louisville, connecting to the Gene Snyder Freeway and will feature an interchange at Salem Nobel Road in Indiana before the crossing.

Bicycle and Pedestrian Plan

The opening of the Big Four Pedestrian Bridge has brought economic growth and increased foot and bicycle traffic into downtown Jeffersonville. The Bicycle and Pedestrian Plan will help to accommodate safe routes for pedestrians and bicycles not only radiating from the pedestrian bridge but for commuter and recreational transportation throughout the entire city. For specific details on proposed routes, see the Jeffersonville Bicycle & Pedestrian Plan.

10th Street Revitalization

This project includes widening of the street and adding turning lanes along with sidewalks, lighting and landscaping along the 10th Street commercial corridor to accommodate increased traffic and to pave the way for future businesses. An improved streetscape will attract and support existing and future business, as well as provide a more efficient and aesthetic corridor that will enhance the character and image of Jeffersonville.

Veterans Parkway Phase II

This project will connect 10th Street to the first phase of Veterans Parkway on Holmans Lane that will also help alleviate traffic congestion. This project will also widen Charelstown-New Albany Pike from two to four lanes from Veterans Parkways to Holmans Lane. Holmans Lane will be widened from two to three lanes (3rd lane will be a center turn lane) from IN 62 to Charlestown-New Albany Pike.

Charlestown Pike

This project is intended to help accommodate growth in the area, improve the existing facility, provide access to Veterans Parkway, and address safety issues. This project will reconstruct Jeffersonville-Charlestown Pike (Charlestown Pike) as a two-lane road from Hamburg Pike to Holmans Lane, adding curbs, gutters & drainage. Sidewalks will be added to both sides of Charlestown Pike.

Utica Sellersburg

This road is in need of safety improvements. This project will reconstruct Utica-Sellersburg Road as a two-lane road (no additional lanes) with turning lanes at intersections of New Chapel Road, Middle Road, and Brown Forman Road, from IN 62 to Brown Forman Road. The project is approximately 2.5 miles in length.

8th Street

8th Street is one of the main east-west corridors that connects suburban areas to urban areas of Jeffersonville. It is also the westerly extension of Middle Road. The project is to reconstruct 8th Street as a two-lane road from Spring Street to Perrin Lane. The project consists of the removal of existing pavement, shoulders, curb, gutter and sidewalk. It will reconstruct storm sewers, curb/gutter, sidewalk, side road approaches & driveway entrances.

Main Street

Main Street is another main corridor located in downtown Jeffersonville. It intersects other main corridors of 10th Street, 8th Street and Market Street and is adjacent to St. Anthony's Cemetery. The project will construct Main Street as a two-lane road with added sidewalks for improved pedestrian access.

Perrin Lane

The existing roadway corridor is substandard with deficient horizontal and vertical alignments. This road which serves a popular park (Perrin Park) is connected to Utica Pike and 8th Street, which are main corridors of the city. This project will reconstruct Perrin Lane as a two-lane road from Utica Pike to 8th Street.

IMPROVEMENTS AND RECOMMENDATIONS

These are the recommendations for transportation in Jeffersonville;

- Review all proposed road improvement projects for consistency with the Comprehensive Plan.
- Encourage the development of a mobility system that supports a hierarchy of Planning Districts including downtown historic district, traditional neighborhoods, suburban neighborhoods, primary gateways, traditional marketplace corridors, suburban marketplace corridors, regional marketplace centers, traditional workplaces, and suburban workplaces.
- Require traffic analysis for all development that will generate 100 or more new inbound or outbound trips during the peak hours.
- Proposals should be transmitted for review and comment in a timely manner prior to Planning Commission decision or recommendation to allow adequate time for review.
- Include a traffic impact analysis ordinance in the update of zoning regulations.
- Encourage pedestrian and bicycle pathways as part of the subdivision and site plan approval process.
- New development will be assessed on the impact to existing transportation resources on a per-trip basis.
- An impact fee ordinance will be enacted to account for increased impact mew development will have on existing transportation infrastructure.
- Address the need for internal connections and alternative access between adjacent land uses, such as residential subdivision or commercial developments.
- Develop roadway design standards for new roads that are safe, efficient, in order to minimize the adverse impacts upon the community.
- Review and revise, as necessary, the road standards for new development, including private road standards and policies.
- Access points for uses along major and minor arterials should be separated by at least 200 feet and should be no closer than 150 feet to an intersection with another street.
- Develop long-term, community-wide bicycle and pedestrian facility connections between nearby developments and community facilities or workplaces.
- Work with the Transit Authority of River City (TARC) to provide an appropriate level of bus transportation service to neighboring cities, employment centers and concentration of neighborhoods within the City of Jeffersonville.
- Address, in addition to road facilities, public transportation, ride-sharing programs, bicycle and pedestrian facilities in the public participation process of the Community Master Plan.
- Develop Park-n-Ride lots near existing and proposed schools served by public transportation to encourage transit use.
- Context sensitivity requires that the design of the thoroughfare change as it passes through areas where a change in character is desired.
- System-wide transportation capacity should be achieved using a high level of network connectivity and appropriately spaced and properly sized thoroughfares, along with capacity offered by multiple travel modes, rather than by increasing the capacity of individual thoroughfares.
- Create gateways to the city that provide a positive definition of arrival in Jeffersonville.
- Thoroughfare design should serve the activities generated by the adjacent context in terms of the mobility, safety, access and place-making functions of the public right-of-way.
- Thoroughfare design should complement urban buildings, public spaces and landscape, as well as support the economic activities associated with adjacent and surrounding land uses.

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CHAPTER 5

JEFFERSONVILLE

Community Facilities & Utilities

INTRODUCTION

The Community Facilities and Utilities chapter lists the current amenities that are available to residents and visitors of Jeffersonville. These facilities and utilities are the necessities for living that include parks and recreation, water/sewer, electricity, etc. This chapter addressed the recommendations for providing adequate facilities and utilities for current and future growth.

EXISTING FACILITIES

Parks and Recreation

Jeffersonville has a variety of parks that offer a diverse amount of amenities for every user. There is an abundance of parks scattered throughout the city. There are also a few trails located in Jeffersonville along the river and within a few current parks such as Perrin Park. The city also offers an array of specialty parks that includes a dog park, community garden, skate park, football fields, soccer fields, baseball/softball fields, and basketball courts. Some of the event facilities that are located within the city include a Fieldhouse, an aquatic center, senior center, and river stage with a terraced lawn. The parks department also has historic trolleys that are available for rent.

The Ohio River Greenway is an ongoing project to provide a consistent trail along the Ohio River, intersecting the three communities adjacent of Louisville, which are New Albany, Clarksville and Jeffersonville. The section of planned trail in Jeffersonville, according to the original master plan, is the most complete of the communities. The last remaining segments in Jeffersonville include Restaurant Row Phase II, which is segment connecting Ashland Park to existing trail along the waterfront in Jeffersonville, and the Jeffersonville Marina. The 2040 Ohio River Greenway Masterplan Refresh, keeps the existing trail plan, but also adds

Name	Address	Type	Features
Allison Brook Park	1701 Allison Lane	City Park	community garden, playground, wooded trail, walking path
Connie Selmer Park	1904 Oakridge Drive	City Park	playground, shelter
Division Street Park	320 Division Street	City Park	open space
Forest Park	140 Forest Drive	City Park	playground
Gaither Park	1499 East 8th Street	City Park	landscape, art
Henry Lansden Park	201 East 15th Street	City Park	gazebo, path
James T. Duffy's Landing Park	2610 Utica Pike	City Park	public boat ramp, transient boat docks
John Wilcoxson Park	31 Jane Street	City Park	playground, shelter
Kyle Vissing Park	22 Forest Drive	City Park	playground, pond, basketball court
Lottie Oglesby Park	610 Martha Avenue	City Park	trail, basketball court, 2 baseball backstops
Luther F. Warder Park	109 E. Court Avenue	City Park	gazebo, path, terraced lawn
Meadows Park	4503 Fallow Drive	City Park	open space/nature park
Optimist Park	61 Louise Street	City Park	playground, shelter, basketball court, open space
Pamela J. Inman Park	2128 Robin Lane	City Park	playground
Poppy Park	2100 Poppy Place	City Park	playground
Port Fulton Park	201 West Height Street	City Park	playground, shelter
Preservation	120 W. Market Street	City Park	indoor building
Richard H. Colston Park	301 Mulberry Street	City Park	shelter, playground, basketball court, open space
Richard Vissing Park	2728 Vissing Park	City Park, Specialty Park City Park	trail, softball fields, batting tunnels, playgrounds, basketball court
Richard B. Wathen Park	29 Regina Avenue	City Park	playground, pond, shelter, volleyball net
Robert A. "Bob" Hedge Park	926 French Street	City Park	playground, fitness equipment, path, shelter, spray water feature
Samuel G. Shannon Memorial Park	501 Crestview Court	City Park, Specialty Park	6 baseball/softball fields, 8 batting tunnels
S Harlan Voigt Park	133 East Park Place	City Park	green space
W.F. "Ted" Throckmorton Park	44 Beechwood Road	City Park	playground, pond, tennis courts
Highland Dog Park	1300 Spruce Drive	City Park, Specialty Park	playground, basketball court, trails, shelter, dog park, dog agility stations
Jeffersonville Skate Park	2107 Middle Road	City Park, Specialty Park	skate park
Shirley Hall Park-Football	1203 Charlestown Pike	City Park, Specialty Park	2 football fields, path
Woehrle Athletic Complex	4200 Charlestown Pike	City Park, Specialty Park	turf field, playground, shelters, soccer fields, football fields
Perrin Family Park		Private Park	trail, fitness equipment, playground, shelters, museum, pond
Charles Nachand Fieldhouse	601 E. Court Avenue	Event Facility	basketball court, volleyball court, billiards, table tennis, exercise room, walking track
Frederick Avenue Activity Center	1406 Frederick Avenue	Event Facility	activity center
Jeffersonville Aquatic Center	2107 Middle Road	Event Facility	6 lane, 50 meter outside competition pool, 6 lane, 25 yard competition pool, water slides, sprayground, trail
Ken Ellis Senior Center	1425 Bates-Bowyer Avenue	Event Facility	exercise room and equipment, kitchen
Jeffersonville Riverstage and Terrace Lawn	Riverside Drive	Event Facility	riverstage and terraced lawn
Jeffersonville Marina	Riverside Drive	Miscellaneous	East Riverside Development Plan

Warder Park in Downtown Jeffersonville

Jeffersonville High School

ambitious features such as an overlook that hovers over the riverbank near Spring Street.

The East Riverside Drive Plan includes a new marina and streetscape that enhances the quality and character of the historic downtown. It will be just east of the existing overlook on Riverside Drive and will feature new boat slips for rent as well as seasonal rentals. The marina will have pedestrian and vehicular access, as well as two overlooking plazas near Riverside Drive.

The table on page 62 provides a description of the parks in Jeffersonville. The city controls many of the parks, but a majority of them are an acre or less. Jeffersonville has recently updated their Parks Master Plan improve existing parks and provide new parks and amenities in areas of the city that are lacking such recreational facilities.

Education

Jeffersonville public schools are part of the Greater Clark County Schools Corporation, which is the 19th largest school district in the State of Indiana. This system employs 1,400 people and serves a student population of approximately 11,000.

The 2013-2018 Greater Clark County Schools Strategic Plan Framework, which is available on their website, outlines a number of goals they wish to achieve by 2018. The plan is a blueprint to continuously improve operations that focus on finance, public relations and marketing, facilities and technology, and student achievement and instruction. By 2018, Greater Clark County Schools plans to formalize partnerships with businesses and community organizations, as well as accomplish a number of additional goals.

Greater Clark County Schools also participates in initiatives such as Project Lead the Way, IMPACT, and College & Career Readiness. These initiatives focus on a activity and project based curriculum, diversifying education to meet the needs of each individual student, and improving academic and soft skills necessary to succeed in post-secondary education.

Public elementary schools, that consist of grades kindergarten through fifth grade, include;

- Bridgepoint Elementary, 420 Ewing Lane
- Maple, 429 Division Street
- Northaven, 1907 Oak Ridge Drive
- Riverside, 17 Laurel Drive
- Spring Hill, 201 East 15th Street
- Thomas Jefferson, 2710 Hamburg Pike
- Utica, 210 Maplehurst Drive
- Wilson, 2915 Charlestown Pike

Public middle schools, that consist of grades sixth through eighth grade include;

- Parkview, 1600 Brigman Avenue
- River Valley, 2220 Veteran's Parkway

Jeffersonville High School is the only public high school located within Jeffersonville. Sacred Heart is a private Catholic School also located in Jeffersonville that offers the grades of kindergarten through eighth grade. It is the only catholic school within Jeffersonville.

River Valley Middle School

Post-Secondary Education

Post-Secondary Education is an important asset for the workforce and future employers. Many post-secondary educational options are located within Jeffersonville and the Louisville Metropolitan area.

These schools include:

- Indiana University Southeast
- Purdue University College of Technology at New Albany
- Ivy Tech Community College
- University of Louisville
- Bellarmine University
- Spalding University
- Sullivan University
- McKendree University
- Webster University
- Jefferson Community & Technical College
- Galen College of Nursing
- Ottawa University
- Indiana Wesleyan University
- Embry-Riddle Aeronautical University
- Charles Allen Prosser School of Technology

Jeffersonville Fire Station

Jeffersonville Township Library

Cultural (Library, Museum)

The Jeffersonville Township Public Library has been a part of Jeffersonville's history since the 1900. It was originally opened at Carnegie Library at Warder Park where it stood until reaching its new location in 1970. Today the 47,000 square foot facility is located at the corner of Court Avenue and Locust Street in downtown Jeffersonville. In 2007, the library reopened at 211 E. Court Avenue in Jeffersonville following a $6.1 million expansion and renovation. During the renovation, the library added a second floor and expanded its square footage. The Jeffersonville Township Public Library's two branches employ about 45 people. Its collection includes nearly 180,000 titles and 215,000 items.

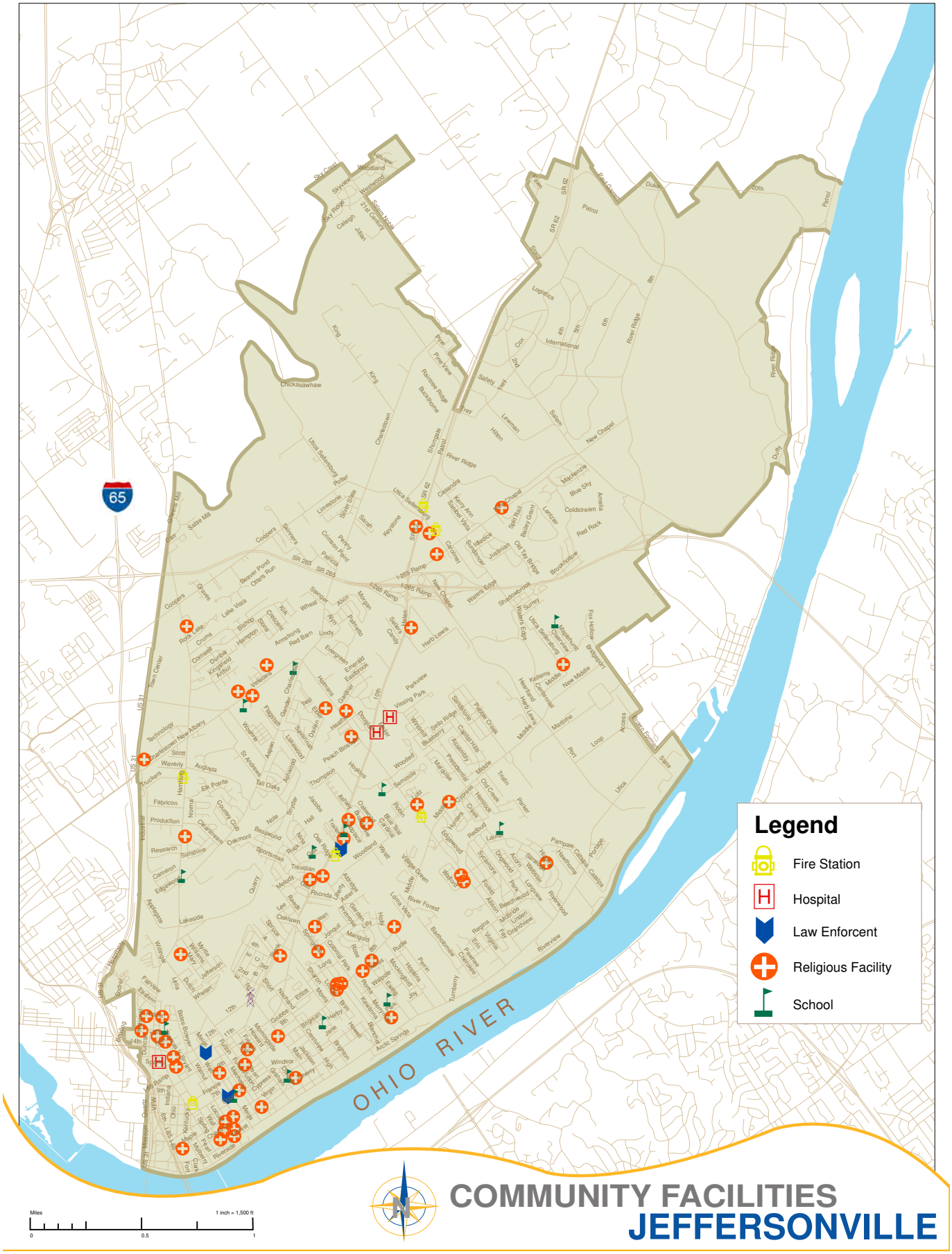
The library is currently following their 2014-2016 Strategic Long Range Plan, which details several goals that provide their patrons with different services, technology, information, safety, etc. The local library participates in a number of programs designed to make the facility more accessible and its offerings more diverse. It is a member of the Kentuckiana Metroversity, a partnership between and among many of the libraries and institutes of higher learning in the Louisville metropolitan area. This program provides area college students with free access and check-out privileges at any of the participating schools and libraries. In addition, the Jeffersonville Township Public Library is a service center for the SIALSA, an inter-library load network in which libraries from 23 Indiana counties participate. Yet another partnership-type program, the Indiana Reciprocal Borrowing Project, gives local library cardholders check-out privileges at 230 other library facilities statewide.

The Jeffersonville Township Public Library currently meets or exceeds all facility sizing and media availability standards, as suggested by the American Library Association's Public Library Division.

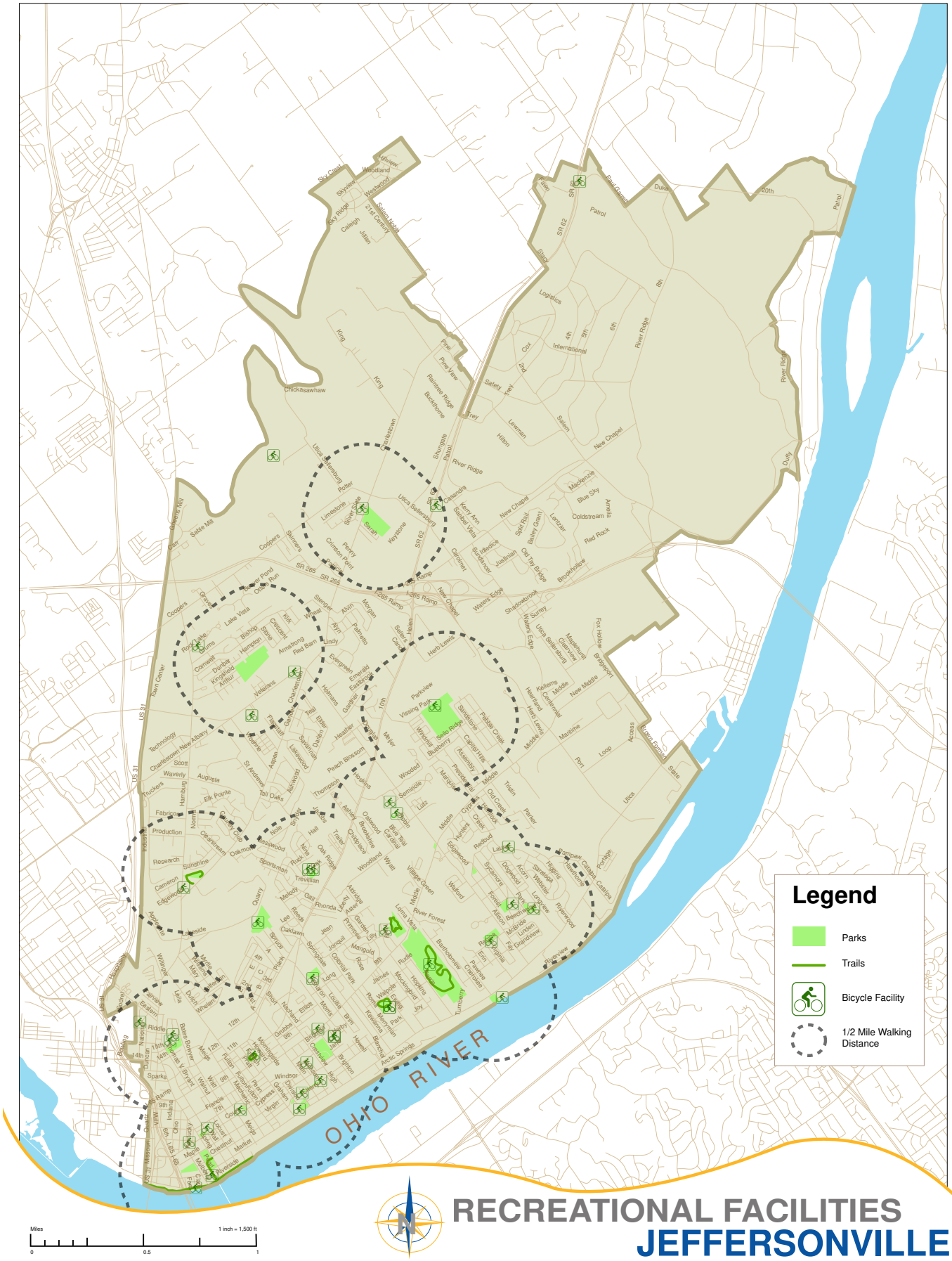
Howard Steamboat Museum

Howard Steamboat Museum

For three generations and more than a century, the Howard Shipyards and Dock Company were renowned for a quality of workmanship which produced some of the world's most famous steamboats. The shipyards were established in 1834 by James Howard where American Commercial Barge Lines and Jeffboat, Inc. now occupies the area. In 1941 the U.S. government



COMMUNITY FACILITIES
JEFFERSONVILLE



RECREATIONAL FACILITIES
JEFFERSONVILLE

ended the long tradition by purchasing the shipyards for LST production. Today the museum, formerly the Howards 22-room mansion, was built in the 1890's while the Great Steamboat Era was flourishing.

The mansion is a late Victorian structure, built by Edmunds Howard and by some of the same hands which had built some of the world's most elegant steamboats. Edmunds' son James was the Howard responsible for transforming the family mansion into a museum. "…so that future generations would know of the Great Steamboat Era in America." The museum property is now owned and operated by a private board of directors. The grounds are maintained by the local Parks Board, and the facility also serves as meeting space for the local historical society. The museum contains an impressive collection of steamboat memorabilia and artifacts, including many of the models associated with the Howard family.

The previous community facilities map on page 66 shows where community facilities are located within Jeffersonville.

EXISTING UTILITIES

Water

The Indiana-American Water Company, INC supplies water to Southern Indiana through one common regional water system serving New Albany, Jeffersonville, and Clarksville. It pumps water from 19 wells located in two well fields in Jeffersonville. The extracted water is then treated at the Southern Indiana Operations and Treatment Center and distributed to users.

The Watson Rural Water Company is a quasi-public water district, governed by an eight member board of directors. Its delivery area consists primarily of some outlying parts of Jeffersonville and most areas immediately adjacent to the city. Watson Rural draws its water from underground sources and has the ability to provide 750-800,000 gallon/day with sufficient rainfall. The company does have two elevated storage tanks, with combined water storage of 600,000 gallons. Officials at Watson believe this is adequate given their current service levels. The company owns 6" to 12" lines in the buildup areas in and on the fringe of Jeffersonville and, 2", 3", and 4" lines throughout the rest of its service area.

The Riverside Company is a small, privately held (for profit) entity, which serves an area near Oak Park. Its system is designed for 1,500 customers and has a capacity of 480,000 gallons per day. River Cities also draws its water from deep wells located close together near the Ohio River.

Waste Water Treatment and Sewer System

Two sanitary sewer districts serve Jeffersonville, the Jeffersonville Sewer System and the Oak Park Conservancy District. No information is provided for the Oak Park systems capacity or future plans.

In 1994, the City of Jeffersonville constructed a new waste water treatment plant on a 16 acre site located between Dutch Lane and Pennsylvania Avenue. This plant, along with some associated sewer system rehabilitations, cost approximately $20.5 million. Currently the plant and sewer system has the capacity to treat 5.2 MGD average flow, as well as the 22.8 MGD for a three hour period.
In 2009 the city agreed to make extensive improvements to its sewer systems that will significantly

Jeffersonville Wastewater Treatment Plant

reduce the city's long-standing sewage overflows into the Ohio River in a comprehensive Clean Water Act settlement with federal and state government, the Justice Department, the U.S. Environmental Protection Agency (EPA) and the State of Indiana. The city is required to develop and implement a comprehensive plan to reduce, and where feasible, eliminate overflows into the Ohio River from its combined sewers by calendar year 2020 or 2025, depending on Jeffersonville's financial health. The plan must improve capacity, management, operation and maintenance of it sanitary sewer system to eliminate overflows of untreated sewage; and eliminate all discharge points within its sanitary sewer system. Throughout the year, due to heavy rainfall, results in a discharge of untreated sewage and overflows of sewage combined with storm water into the Ohio River, which totals millions of gallons each year. To address this problem, they city has undergone the first construction phases of an underground Combined Sewage Overflow Interceptor. Along with this undergrod CSO interceptor a new retention pond will located downtown.

Power Conversion Utility Example

Electric and Gas

Indiana is the 10th largest consumer of energy per capita in the United States and the 7th largest producer of coal. Although the expenditures are very low, Indiana is 8th in the country for carbon dioxide emissions.

Electric service in Jeffersonville is provided by two companies, Duke Energy Indiana and a cooperative, Clark County Rural Electric Membership Corporation. Cinergy and Duke Energy merged in April 2006 to create a diversified energy company. The former Cinergy operations in Indiana, Kentucky and Ohio are now known as Duke Energy.

Duke Energy Indiana is an investor owned public utility servicing a large portion of Indiana. It is the largest electric utility in Indiana, providing electric service in portions of 69 of Indiana's 92 counties, as well as communities such as Jeffersonville and New Albany. In Indiana Duke Energy owns a total capacity of 7,305 megawatts (summer rating) at 12 plants. The company relies primarily on coal-fired generation (71 percent coal-fired, 25 percent natural or synthetic gas-fired, 3 percent oil-fired; less than 1 percent is hydro-powered). Duke Energy is Indiana's largest purchaser of coal- about 17 million

tons annually, mostly from Indiana coal mines. They are the largest purchaser of coal in the state. Their Gallagher Station coal fired generation plant, where Jeffersonville receives it energy, is located on the Ohio River in Floyd County.

Clark County REMC was incorporated in 1939 to provide electricity to areas of the community that had no other means of receiving it. REMC currently serves electricity to customers living in Clark, Floyd, Jefferson, Scott, and Washington counties. The REMC is a Touchstone Energy Cooperative governed by a seven-member board of directors elected by REMC members. The REMC purchases electricity from Hoosier Energy. Hoosier Energy is a generation and transmission cooperative serving 16 REMC's in Central and Southern Indiana through two coal-powered generating plants.

Vectren Energy Delivery of Indiana Inc. provides natural gas sales and local natural gas distribution services. Vectren is an energy holding company with headquarters in Evansville. The company offers combinations of firm and interruptible gas sales as well as natural gas transportation. Other energy related services are available through Vectren Energy family of energy related companies

Telecommunications

Time Warner Cable Business connects over 15 million customers to entertainment, information and each other; making them one of the largest providers of video, high-speed data and voice services in the United States. They offer some of the fastest upload and download broadband speeds to support growth needs while offering internet, Ethernet, Cloud, phone and other customizable solutions. Their cable modems and Dedicated Gigabit Fiber connections are one of the fastest options available in this region and often requested to replace older, slower T-1 and DSL connections.

The Federal Communications Commission (FCC) has broad jurisdiction over telephone number issues and delegates authority to the states on how to introduce new area codes. On August 3, 2012, the North American Numbering Plan Administration (NANPA) filed a petition for relief in the 812 area code. According to the most recent projections by the NANPA, the 812 area code serving southern Indiana is scheduled to run out of assignable telephone numbers in the second quarter of 2015. The new area code, 930 will serve the same geographic area as the existing 812 area code. Beginning March 7, 2015, new telephone lines or services may be assigned numbers using the new 930 area code.

The growing demand of technology and internet, will increase the need for higher wi-fi speeds and internet access will push instracture improvements for telecommunications.

UTILITIES AND FACILITIES PLAN

New investment and expansion in Jeffersonville will require adequate and readily available utilities and facilities. Jeffersonville needs to address the capacity and capabilities of water, electricity, sanitation, schooling, pedestrian and bicycle facilities for needs today and in the future. Current plans in action should be reviewed, amended or updated to accommodate current unanticipated events or projects to make them most relevant. The current 2012 Stormwater Master Plan addresses existing and anticipated future flooding, drainage concerns and water quality problems. Updates should be made to incorporate unanticipated changes in the landscape of Jeffersonville.

A capital improvement plan, or CIP, is a short-range plan that typically lasts between four and ten years. It identifies capital projects and equipment purchases along with a planning schedule and financial support options. A CIP helps to maintain or improve city infrastructure or assets, such as roadway construction or addressing CSO. This plan helps to prioritize projects, develop a financial plan as well as compile and evaluate potential improvement projects. Jeffersonville would benefit from the implementation of an update Capital Improvement Plan to help address the improvement of city assets.

Improvements and Recommendations

These are the recommendations for Jeffersonville's facilities and utilities;

- Projected delivery of water and sewer services will be coordinated with land development policies established in the Comprehensive Plan.
- Extend or upgrade all municipally provided utility services to residents of the entire community.
- Private Package Treatment plants, as a means of providing permanent sewage treatment for development, should be prohibited.
- Discourage the extension of sewer services to serve areas to be reserved for agricultural uses, flood plains, and other areas not designed for urban development.
- Services should be extended in such a manner as to promote contiguous development and discourage sprawl and "leap-frog" development.
- New Development will be assessed on the impact to existing wastewater resources on a per-capita basis.
- Storage Facilities should be sized to store the specified recurrence interval runoff for future, as opposed to current land use.
- If some portion of the drainage area is outside of the City of Jeffersonville, then the designer should consult with the appropriate governmental entity to discuss future land use and its effects.
- As a means of controlling costs and minimizing the erosion and sedimentation, the storm-water system for areas undergoing development should be planned and designed to generally conform to the natural drainage system.
- New Parks should be considered in areas that are currently lacking facilities as well as within or near new residential developments.
- Bicycle, pedestrian and other multi-modal facilities should be extended throughout the city.

CHAPTER 6

OVERVIEW

The rapid growth of jobs and industry within Clark County and Jeffersonville has positively impacted and will continue to impact the population of Jeffersonville. The community needs to be able to support an increase in population and also support the needs of each individual with varying age, income, and size of the household. A variety of living options will help to meet the needs of current and future generations. This section provides a framework of goals, objectives, and policies to address imbalances between the supply and demand for affordable housing and support services. Jeffersonville has substantial housing needs as a direct result of the community's old housing stock, aging population, and a shortage of affordable housing for low-income households.

EXISTING CONDITIONS

Trends

Millenials, which are the generation of people born between 1981 and 2000, accounting for 90 million people in the U.S., is our largest generation. The median age of a millenial is about 23. At this age, millenials are exiting college, entering the workforce and starting to see a steady paycheck. Some millenials entered the workforce in a recession, causing many millenials to live with parents. Now that the economy has improved, so has the conditions for millenials to shop for housing, causing millenials to be drivers for the housing market. Millenials also prefer smaller houses on smaller lots, urban areas, and walkability. These preferences reflect the isolation of a suburb where many millenials grew up.

The baby boomer population, which is the generation of 76 million with births between 1946 and 1964, is also aging. The first boomers hit age 65 in 2011 and the entire cohort will be of traditional retirement age by 2030, making the senior population jump from 13 percent in 2010 to 19 percent.

A large consumer population will drive more consumer choices. Seniors want to be integrated into a larger community and not isolated. They also want amenities, such as walking trails or close proximity to shopping centers or natural features. Simple amenities such as easy opening windows and larger bathrooms also help to accommodate aging seniors who are able to live on their own. Since not every millenial and senior are not the same, including other existing and future generations, providing a range of living options is the best way to prepare for future.

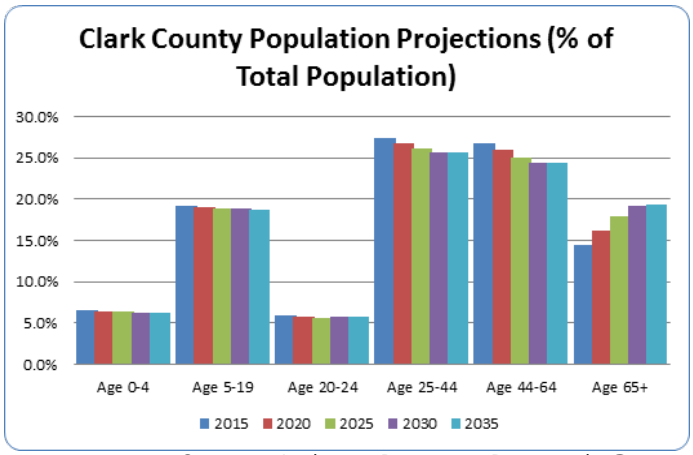
Older Adults and Disabled

As the population of older Americans grows, it won't be economically sustainable to have them all living in nursing homes. There is a trend nationwide toward providing older and disabled people with in-home care, rather than keeping them in nursing homes. Surveys have long shown that people prefer to stay in their homes as long as possible. Retrofitting communities for opportunities to age-in-place is one of the most important societal challenges that cities face in the modern era.

Those older adults, and those with disabilities are in homes that are not conducive to safety and independence due to barriers, hazards, and environmental demands. For older adults with disabilities, being able to age-in-place requires stable, adequate housing and supportive services that meet individual needs. More than one million non-elderly, very low-income renters with disabilities in the U.S. are not able to age in place.

Multi-generational Families Under One Roof

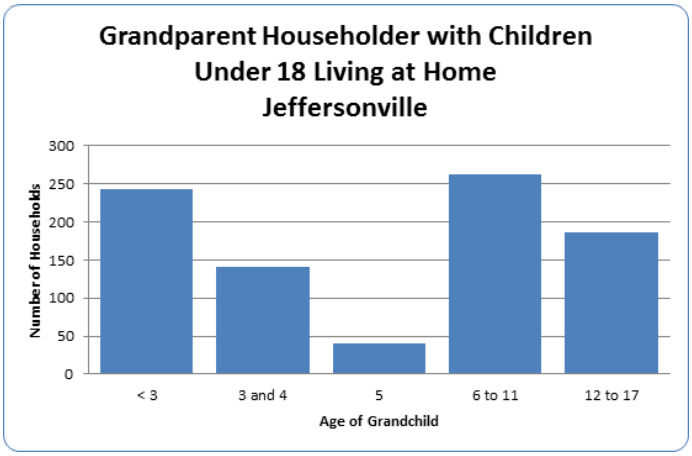
Census data also shows a growing population of seniors raising their grandchildren. According to the U.S. 2010 Census, there were more than 2.7 million households with grandparents raising their grandchildren. The challenges faced by both grandparent and grandchild are complex, though by no means uniform. Many elderly caregivers live on fixed incomes which creates instability and many unknowns. Having dependent



Source: Indiana Business Research Center

House on Chestnut Street

Historic District, Downtown Jeffersonville



Source: Census 2010

grandchildren adds additional burdens on already limited resources. Over 60% of grandparents raising their grandchildren are still in the work force. 16.3% are living below the poverty level. The City will continue to help address this problem through its partnerships with a variety of local non-profits.

HOUSING OPTIONS/PRICES

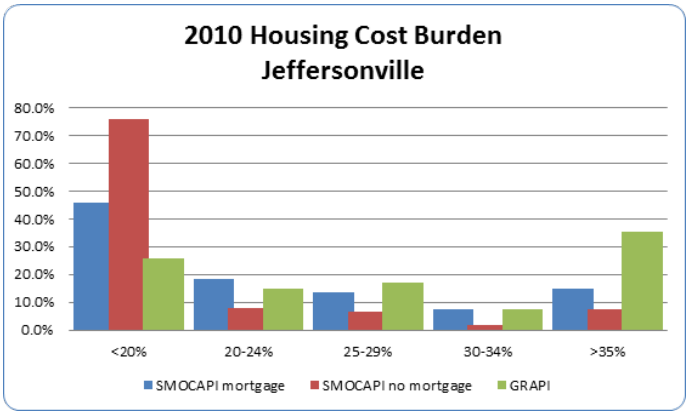
Currently Jeffersonville land use is dominated by single family residential that can be characterized into suburban and traditional neighborhoods. Jeffersonville lacks options for all age groups and family types that include a mix of housing options (single-family and multi-family) and incomes. Residents at different ages and stages in their life have different needs for housing options. Jeffersonville should provide housing options that accommodate all current and future residents to help retain and grow their population.

Affordable Housing

Affordable housing provides living options for worker housing that provides a necessary workforce to provide minimum wage workers that support restaurants and other non-skilled labor. Affordable housing can be mingled with mixed income housing projects to prevent the isolation of concentrated affordable housing.

Rose Hill Neighborhood Signage

Households are considered financially burdened if they spend more than 30% of their income on housing. In 2010, 35.2% of renter-occupied households and 15.1% of homeowners with a mortgage in Jeffersonville spent more than 35% of their income on housing.



Source: American Communities Survey 2006-2010, DP 04

Notes: SMOCAPI – Selected Monthly Owner Costs as a Percentage of Household Income; GRAPI – Gross Rent as a Percentage of Household Income. Selected monthly owner costs are calculated from the sum of payment for mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees. Listing the items separately improves accuracy and provides additional detail. When combined with income, a new item is created – Selected Monthly Owner Costs as a Percentage of Household Income. This item is used to measure housing affordability and excessive shelter costs. Census broke out properties with and without a mortgage for calculations in 2010.

Multi-Family

Multi-family units are not as plentiful as single family detached dwelling units. Future projections predict an increase in the number of households and an increase in the population. Providing more multi-family units within Jeffersonville will help to accommodate the growth of households, while also providing an array of living options for residents. Multi-family units provide housing for individuals who are single, married with no children, empty nesters, seniors, and worker housing for those employees that are necessary for a community, but have lower incomes.

There are many benefits that are also associated with multi-family housing. Apartments have the ability to bring in more property taxes than single family houses. On average, apartment owners also have fewer vehicles and take significantly less trips than those who live in single family homes, which helps with the congestion of roads and produces fewer emissions. Multi-family units actually increase the property values, and nearby single family home value.

PROVIDE AN ATTRACTIVE HOUSING STOCK

The city is committed to ensuring safe, clean, affordable, and accessible housing to those both the elderly and disabled. However, demographic data trends of an aging population show that senior housing is the most immediate need.

Quality of Life

Housing is directly connected to quality of life issues. Cities with a variety of housing choices near multiple transit options create neighborhoods with high qualities of life. In addition, quality of life issues have become a major driver in economic development in the today's economy. Communities that are able to attract and maintain diverse workforce populations are more competitive than those who cannot. Housing options at a range of price points are also critical to maintaining a diverse workforce.

Adaptive Reuse and Infill Development

With a limited availability of affordable housing stock and dwindling space for new development, the city will continue to place an emphasis on adaptive reuse of existing buildings and infill development. Many vacant or abandoned buildings, such as old industrial buildings, hospitals, office complexes, schools, and churches are in centralized settings within walking distance to basic services and transportation. These sites provide ideal locations to provide housing for older adults, persons with disabilities, and families.

Projects that have reused obsolete buildings for housing have been successful in other communities and can be replicated in Jeffersonville. With an increasing aging population, it will be vital to encourage adaptive reuse of old, abandoned structures to provide more diverse, affordable housing options close to supportive services. The same options are beneficial to others of all ages and abilities who need or want housing choices that meet personal needs, such as access to employment, cultural resources, and recreation.

Home Ownership and Maintenance

High levels of home ownership and property maintenance are important to the City. Keeping existing home owners in their homes means providing access to low interest loans, grants, and funding for maintenance. The need for structural maintenance is evident in much of the city's housing stock and is necessary to stabilize property values of neighborhoods. Through

rehabilitation and weatherization program incentives, the city can encourage property owners to maintain and improve properties.

IMPROVEMENTS AND RECOMMENDATIONS

The improvements and recommendations for housing includes;

- Encourage multi-family housing options in appropriate areas along 10th Street (within the traditional marketplace planning district).
- Encourage multi-family housing and single-family housing in appropriate areas that provide a range of housing prices and options.
- Remove barriers that may deter residential development in the downtown core and I-265 areas to allow for mixed-use development opportunities.
- Provide educational efforts for neighborhood groups to learn and get resources for property maintenance, property standards, enforcement procedures, and zoning.
- Strengthen compliance with code enforcement.
- Strengthen individual neighborhood character within the traditional and suburban neighborhoods.
- Market post purchase home-ownership classes offered through local non-profit agencies.
- Market credit repair classes offered through local non-profit agencies.
- Develop a land bank for vacant and abandoned properties.
- Map all vacant properties with GIS and attach relevant redevelopment information.
- Identify all funding sources available for rehab and redevelopment.
- Initiate site remediation where necessary.
- Create a strategic plan for pooling resources of all available agencies.
- Identify funding available for planning activities.
- Hire third party to perform data analysis and provide specific recommendations.
- Formally adopt plan and have committee implement recommendations.
- Increase home-ownership through new infill construction.
- Preserve home-ownership through the rehab of owner occupied units.
- Preserve housing/home-ownership through emergency rehab.
- Preserve housing and increase affordable housing through a rental rehab program.
- Increase number of units providing housing for grandparents raising children.
- Reuse otherwise obsolete buildings for affordable rental housing for seniors.
- Develop senior housing opportunities.

CHAPTER 7

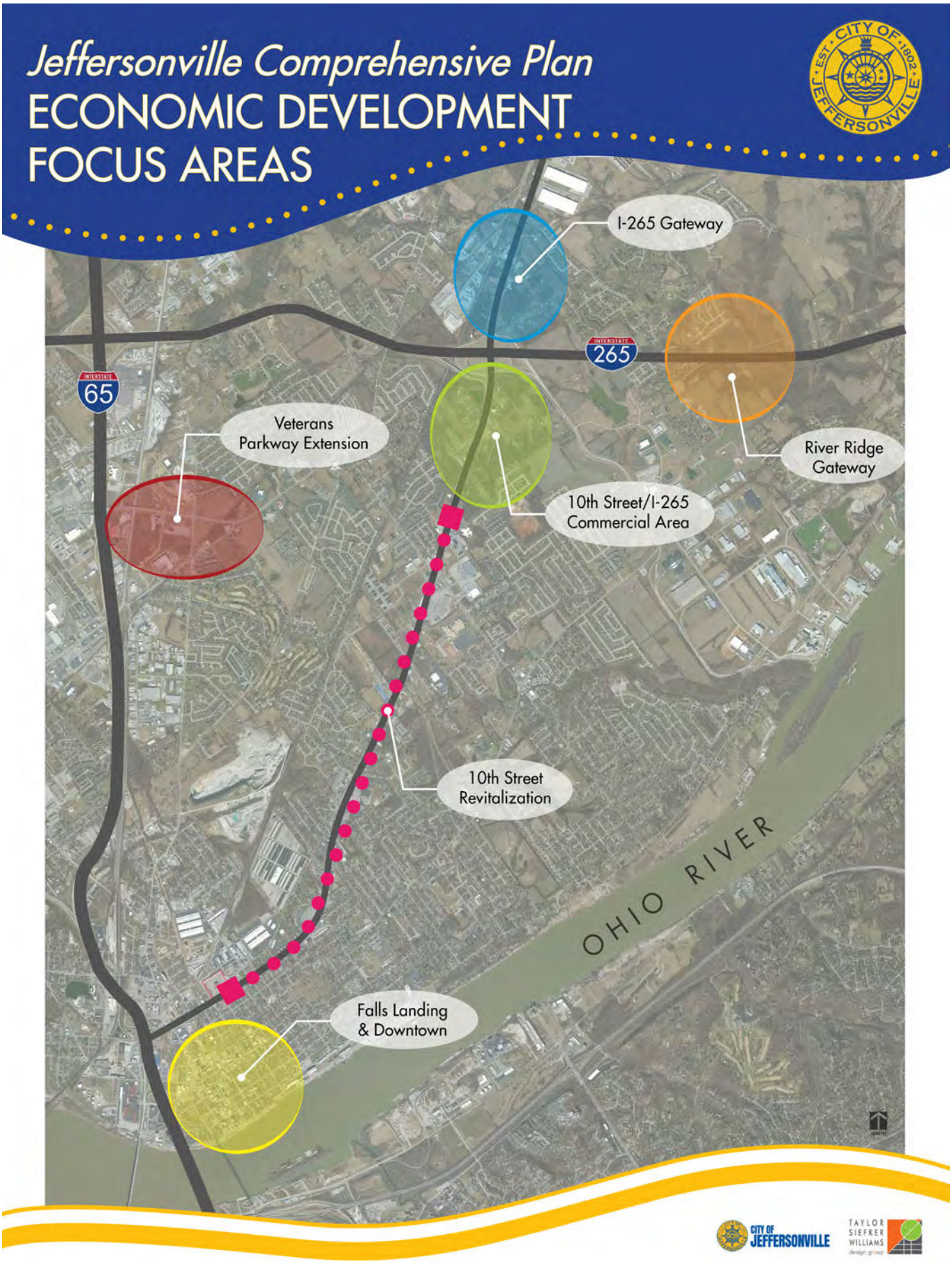
OVERVIEW

The Department of Economic Development was established in 2010 to facilitate job growth through the expansion of existing businesses and recruitment of new businesses to Jeffersonville and the region. The Department of Redevelopment helps to facilitate the success of specific projects. The continued successful effort to attract and retain businesses within Jeffersonville should be done to maintain and enhance the quality of life for residents, business owners and visitors. The effort to continue economic growth helps to ensure the viability and economic health of the city. The more attractive that Jeffersonville becomes as a place to live, work and play, the more viable and healthy the city becomes.

DEVELOPMENT

New development in appropriately zoned areas, and infill and redevelopment of existing areas should continue to be improved in focued areas such as 10th Street/1-265 Commercial area, the Veterans Parkway extension, River Ridge gateway, 1-265 gateway, along 10th Street and within Falls Landing and Downtown. Development should be held to high design standards to fit into the unique character of Jeffersonville and surrounding context. Development will be guided by zoning ordinances and planning districts outlined in the Comprehensive Plan. The Economic Development Focus Areas Map on page 80 show the geographic locations where economic development strategies should occur. On page 81, the Downtown Revitalization Plan shows current and future projects focused in the downtown of Jeffersonville to help revitalize and redevelop downtown, creating a destination.

Jeffersonville Comprehensive Plan
ECONOMIC DEVELOPMENT FOCUS AREAS



Jeffersonville Comprehensive Plan
DOWNTOWN REVITALIZATION

CITY OF JEFFERSONVILLE

TAYLOR SIEFKER WILLIAMS design group

ECONOMIC DEVELOPMENT FOCUS AREAS

10th Street / I-265 Commercial Corridor

Along the 10th Street Corridor, near the I-265 interchange is a heavy commercial area that currently serves the shopping needs of nearby residents. This commercial area should become a focus for Jeffersonville because of the increased traffic that will occur due to the construction of the East End Bridge. This area should be also be considered a potential gateway into Jeffersonville and represent the city through consistent design elements, appropriate land uses, and the availability of amenities. Regional amenities will provide for regional visitor shopping needs as well as nearby residential needs.

10th Street Corridor

10th Street is a major commercial corridor that connects 1-65 and I-265. With the addition of the East End Crossing and new Downtown Crossing in the Ohio River Bridges project, 10th Street needs to be upgraded and revitalized. The improvement of this thoroughfare will help to accommodate the increased traffic for River Ridge and future businesses. Improvements along this major thoroughfare should support and attract economic growth in an orderly and aesthetic manner. The improvements and redevelopment should include:

1. Redevelopment along 10th Street should be oriented towards the street (such as parking behind buildings with development closer to the road) in the traditional marketplace planning district.

2. Sidewalks should be provided along 10th Street from downtown to River Ridge.

3. Additional visual enhancements should be made along 10th Street including decorative light poles, upgraded signal poles, and uniform signage.

4. There should be a focused strategy to attract new businesses that makes the 10th Street corridor a destination with a focus on shopping, sit-down dining and offices. A market study should be completed to identify the types of businesses and number of businesses that can be supported.

5. Traffic flow along 10th Street should be improved to increase accessibility between I-65 and I-265.

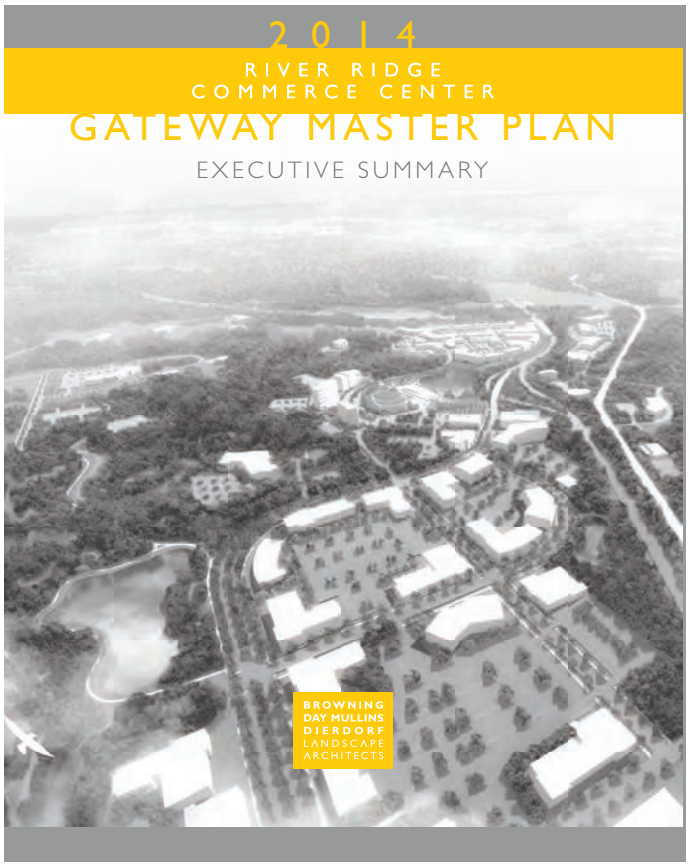
6. Higher density residential and mixed use developments should be encouraged along 10th Street in the traditional marketplace planning district.

I-265 Gateway

The I-265 gateway is the first exit into Jeffersonville on the new East End Bridge from Kentucky and will make a first impression of Jeffersonville and Indiana. This new exit is an opportunity to showcase the unique identity and character of Jeffersonville and Indiana.

Veterans Parkway Extension

Veterans Parkway is a heavy regional shopping/commercial corridor located in Clarksville, Indiana. The Parkway extends into Jeffersonville but is cut off by the I-65 corridor. The City of Jeffersonville has completed necessary infrastructure to provide shovel-ready sites



River Ridge Gateway Master Plan

10th Street Corridor near Allison Lane

for commercial businesses to locate. As businesses continue to open in the Veterans Parkway Extension the city should continue to encourage moderately dense development, consistent design elements, transitions, buffers, appropriate land uses, and necessary improvements for construction, traffic, and amenities.

River Ridge Gateway

The River Ridge Commerce Center is 6,000+ acres of mixed-use office and industrial park located on the former Army Ammunition Plant (INAAP) in Jeffersonville. This area is ready for economic growth and development, creating thousands of jobs and revenue for local governments. Less than 10% of the River Ridge Commerce Center has been developed, and has generated $1.168 billion in economic output currently supporting over 5,900 direct jobs, which is 12% of Clark County's workforce. River Ridge will be the first new interchange after crossing the East End Bridge from Louisville. This exit will not only serve as a gateway into River Ridge, but also as a gateway into Indiana.

The 2014 Gateway Master Plan for River Ridge Commerce Center embraces and protects conservation areas, watersheds, stream bodies, and significant amount of topographic change, while also encouraging the expansion of economic growth. The road network is able to accommodate a variety of multi-modal uses ranging from pedestrians and cyclists on a network of off-road trails, to heavy haul truck and heavy rail traffic. Phase one is expected to bring in an estimated of 1.2 million - 1.8 million s.f. of additional mixed-use office and industrial space within River Ridge, which will translate into approximately 4,800 - 7,200 additional jobs for the region.

The plan also features a "Common Core", serving as the heart of the Plan. It is 16+ acres of multi-purpose community green space and regional detention basin anchored by the future River Ridge Development Authority Headquarters. This Common Core area is also envisioned to become a campus-like setting in hopes to attract higher-education, research or public/civic agencies.

DOWNTOWN REVITALIZATION

Downtown Jeffersonville has encountered a wide scope of improvements and investments through the downtown revitalization plan. The Big Four Pedestrian Bridge and Big Four Station has impacted downtown and major corridors such as Riverside Drive, Court Avenue and Spring Street that are now experiencing rapid growth. In a 16 month period from June 2013 to August 2014, 1.5 million pedestrians and 100,000 bicyclists had crossed the pedestrian bridge. In response, the City and partners, such as Jeffersonville Main Street, Inc. have implemented several projects that have increased the amenities and infrastructure of downtown, helping to act as a catalyst for investment. Some downtown improvement programs already implemented include the Pearl Street Infill Initiative and public art installations. Other projects, such as a new Jeffersonville Marina, the Ohio River Greenway Connector are underway to continue the investment of downtown Jeffersonville.

Big Four Pedestrian Bridge & Station

The Big Four Pedestrian Bridge is a bridge across the Ohio River, dedicated exclusively to bicyclists and pedestrians. Big Four Station is a park located at the foot of the ramp, placing bicyclists and pedestrians into a park that can host several programmable events such as festivals, farmers markets, etc. Adjacent to the park is the heart of downtown and Spring Street commercial corridor. The Louisville approach lacks the proximity of restaurants and shops, which provides economic opportunity for Jeffersonville. The Jeffersonville community currently provides a destination for pedestrians and bicyclists coming across the river by providing the diversity and proximity of a park, programmable elements, restaurants and shopping.

Falls Landing

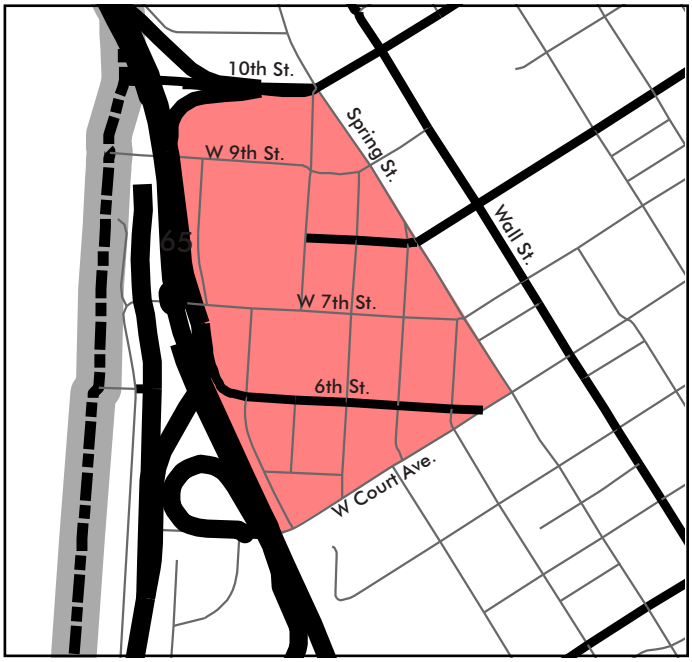
Falls Landing is underutilized land in historic downtown Jeffersonville between Court Avenue, Spring Street, 10th Street, and I-65. This area has the opportunity to become a gateway into the Jeffersonville community and serve as an artistic and cultural component of the urban fabric. This area could include a high-end hotel, retail space, and sit-down and fast-food restaurants

Mixed-Use Development (American Legion)

This $30 million mixed-use development is located along the 200 block of West Court Avenue. The building will include 158 residential units, 585 parking spaces with public access. The added parking spaces will help to serve parking needs near the Big Four Bridge, as well as provide easy access to downtown Jeffersonville.

New Hope Senior Housing (Industrial Nightmare)

New Hope Senior Housing has been working with Jeffersonville and the owners of Industrial Nightmare to take possession of the property and redevelop it to provide an income-based housing community for seniors (55 and older).



Falls Landing Map

Combined Sewage Overflow (CSO) Interceptor

The CSO interceptor will hold and transport combined sewage and rainwater to the pump station, which will then transport overflow to a treatment facility. The construction of this facility is in response to an EPA mandate and will reduce the amount of overflows that occur in the Ohio River and Cane Run due to heavy rain and sewage.

Arts & Culture District

Typically arts and cultural districts have a heavy concentration of cultural and art facilities and programs. This district should focus on the development while also enhancing existing facilities and programs should be preserved and enhanced in this district. Current programs that exist in the district include the farmers' market, public art installations, an educational tree walk, Riverstage events, musuems, Thunder Over Louisville, and other festivals.

Future Redevelopment (Gray & Wells)

Number seven on the Downtown Revitalization Map indicates an area that should be slated for future redevelopment. The improvement of this area will help strengthen the Spring Street corridor, as well as promote infill in downtown.

Big Four Station

Consistent Design Elements

Consistent design elements enhance the aesthetics of a community as well as promote economic vitality. Consistent design elements should be focused along Spring Street south of 10th street. This could include the design and spacing of light poles, signage, type and spacing of vegetation, presence of public art, consistent sidewalk corridor, consistent use and color of materials, and the design, setback, and height of buildings.

Court Avenue Revitalization/Commercial District

Court Avenue, which is an integral and historical corridor in downtown, should also be a focus for revitalization. This should include infill development that is context sensitive and that also transitions well into the nearby historical neighborhood.

Street Art Downtown Jeffersonville

6th Street Gateway Enhancements

This project focus in located at the first north-bound exit crossing Interstate 65 from Kentucky to Indiana. Although this area is mostly developed, it should include streetscape enhancements and design elements to improve this gateway into Jeffersonville, while also reflecting the identity and context of the community. Empty or underutilized land should be redeveloped with amenities that serve the community.

Marina

The Jeffersonville Riverfront Improvements Project is located along the Ohio River Shoreline from Jeff Boat to the intersection of Spring Street and Riverside Drive. The project includes reconstruction of the shoreline using precast concrete blocks resembling rough cut limestone for stabilization of the bank. The existing access road shall be removed and reconstructed at a higher elevation to reduce overtopping of the road during high water events. A decorative stamped concrete sidewalk shall be installed along the river bank, as well as utility poles with light fixtures to illuminate the area. 8 wooden boat docks shall be constructed upstream of the Riverstage Barge to provide 15 transient/day-use slips for recreational boaters. The project is currently under construction, and is slated for completion in the Fall of 2015.

Historic Spring Street

Ohio River Greenway Connector

The Ohio River Greenway Connector is the strategic connection to Jeffersonville's waterfront and dowtown to Ashland Park in Clarksville. This piece is recognized as part of the Ohio River Greenway, which connects New Albany, Clarksville and Jeffersonville along the Ohio River.

OTHER STRATEGIC INVESTMENT

Downtown Housing

The current downtown housing stock is primarily composed of historic homes that are characterized as traditional neighborhoods. A small range of multi-family units are also located within the downtown. With a wide scope of improvements and investments happening within the downtown, this area is becoming an attractive place to live. The expansion of downtown housing should be focused on providing a range of living options that include prices and type. The unique character and context of downtown should also be reflected in new developments.

Residential units can be interwoven in the urban fabric of downtown with the infill of under-utilized space. Along Spring Street, residential units can be added in upper floors of buildings that are not currently used. Multi-family units can also be developed and redeveloped in vacant or underutilized lots that include affordable housing and higher priced living options. Multi-family units can consist of condos, apartments, townhomes, and duplexes. These units should blend into the existing context to allow the smooth transition from each land use. Additional single-family detached dwelling units should match the traditional neighborhood landscape and unique character.

Spring Street

Spring Street is a mixed-use corridor downtown Jeffersonville that intersects 10th Street, Court Avenue and Riverside Drive. Spring Street is also connected to the Big Four Pedestrian bridge through Chestnut Street, which is a prime example of a complete street, featuring bio-swales, lighting, sidewalks, bump-outs and on-street parking. The corridor's unique character and walkable public realm is the center of downtown. Buildings are located at the edge of the sidewalk and should continue to do so. First floors of buildings feature retail and dining space and upper floors that are a mix of office, rental and condo's with some vacant space. These upper floors are best utilized as residential and office space.

IMPROVEMENTS AND RECOMMENDATIONS

The improvements and recommendations for Economic Development includes;

- Implement the 2014 Gateway Master Plan for River Ridge Commerce Center
- Work with a developer to redevelop the Falls Landing area with appropriate land uses, character and amenities.
- Complete a market study for the 10th Street corridor to identify the types and number of businesses that can be supported.
- Make streetscape improvements along key corridors.
- Encourage traditional marketplace development along 10th Street from downtown to I-265.
- Continue to support redevelopment opportunities downtown that attract visitors, improve economic development and increase the quality of life.

CHAPTER 8

IMPLEMENTATION

OVERVIEW

The updated Jeffersonville Comprehensive Plan documents the current aspirations and needs of the community, while incorporating new assets and issues that have surfaced since the last publication. This updated document will help continue a long-term vision that will inform the decisions made as the city begins implementation of the plan's action steps.

This chapter calls for commitments from numerous public and private organizations. The first and strongest commitment must be from the Plan Commission and City Council. A strong and unified leadership is needed to reinforce decisions that supports this plan, both through policy decisions and financial budgeting. If those charged with implementing the action steps in this chapter are diligent in identifying and removing barriers to success, the opportunity for increasing economic development and quality of life is greater.

A strategic action plan is included in this chapter that is intended to include the overall direction for immediate, short-term, mid-term and long-term action steps. The action steps seek to balance the priorities of the community by serving as the decision-making framework. They also allow for immediate and noticeable progress through the completion of short-term projects. Because the implementation of any comprehensive plan involves dozens of public, private and not-for-profit organizations, it is important that local leaders provided guidance to interested parties when bringing stakeholders to the table and coordinate long-term action steps.

PARTNERSHIPS FOR IMPLEMENTATION

Forming a foundation of strong partnerships locally, regionally and state-wide with public, private and not-for-profit organizations is important in responding to changing conditions. While this plan seeks to achieve projects today, it also looks at a long-term vision for Jeffersonville. There will always be fiscal realities to recognize as the plan is implemented. As a result of this, key partnerships must be created and nurtured with many agencies and organizations to facilitate the implementation of the various aspects of the plan. This will save money as agencies utilize their expertise and in-house knowledge to improve the community. The Jeffersonville Comprehensive Plan cannot and should not be viewed as a plan implemented solely by the Jeffersonville Plan Commission.

Potential Partners

- Clark County
- Greater Clark Schools Corporation
- Jeffersonville Township Public Library
- Main Street, Inc.
- Metro United Way Southern Indiana
- Ohio River Greenway Commission
- One Southern Indiana
- WorkOne Southern Indiana
- YMCA

STRATEGIC ACTION PLAN

The implementation process includes creating action steps that provide clear details on what should be done, such as the steps that should be taken, who is responsible, and a timeline for project completion. The following provides a description of the details provided in each action step later in this chapter.

Action step- Tasks detail what must be accomplished to achieve the greater vision. They are paired with an appropriate timeframe for completion. They are aggressive, but achievable.

Description- The description is intended to further explain the action step by providing details and other information to explain the intended result.

Responsible Party(ies)- While the Plan Commission and City Council are ultimately responsible for the successful implementation of this plan, some tasks will be most successful if implemented by or in partnership with others. The responsible party/parties should always be a high-level champion who reinforces the purpose and intent of the plan, takes responsibility for implementing specific action items, and monitors the progress of the task.

Potential Funding Source(s)- Although it is not exhaustive, a potential list of funding sources has been provided for each task as a starting point. Many funding sources will vary depending upon the year, quarter, month, as well as the number and type of parties involved. The general fund is also typically listed because many federal or state grant programs require a local match. Each funding source is explained in **Chapter 8: Implementation is the funding sources section**.

Other resources- "Other resources" often include: human capital (i.e. manpower, or labor) from volunteers; donated supplies, materials, or equipment; and coverage by the media. They also include professionals who have been hired due to their expert knowledge in a particular area.

Start-Up Timeframe– Not all projects can begin at once. The start-up of a given task will occur in the immediate, short-,mid-, or long-term future. Immediate refers to action steps that should be started in 2015. Short-term typically means between one to five years (i.e. 2016-2019), mid-term is between six to ten years (i.e. 2020-2024), and long-term between eleven to twenty years (i.e. 2025-2030). A task that is entirely dependent upon the successful completion of another task would fall outside of these start-up possibilities, in which case the condition for start-up for these action steps are described in more detail on their respective tables. Action steps were prioritized in terms of start-up based on the priority of the plan's goals.

Target Completion Timeline- The target completion timeline is intended to inform the user about the anticipated duration (from start to finish) of a given task – barring any unforeseen conditions.

Related Goals- It will become increasingly important that each task be tied back to the goals of this plan. This will provide insight, justification and prioritization for each task as conditions change or others become involved in implementation and evaluation of the plan. If an action items aligns with one or more the goals outline in the previous sections of this document, the respective goal(s) are listed.

Notes- The notes are intended to be used by leader and organization that are tasked with implementing this plan as they carry out these tasks. This space can be used for tracking progress, noting additional or new partnerships or potential barrier to overcome.

IMPLEMENTATION TIMELINE

Many factors can influence the completion timeline for action steps, such as the current economic environment. If unexpected funding or additional city staffing becomes available, action steps can be started and/or completed prior to the specified timeline. Also conditions may change that require this timeline to be altered, modified or change. The timeline and action steps should be evaluated and are intended to be flexible to respond to the ever-changing local needs and demands placed on the city. The timeline is shown on the following page. The following implementation timeline identifies each individual action step needed to implement this plan. Each action step is formatted into a standard format for comparison, reference and revision over time.

ACTION STEPS

The next section details each task that much be accomplished to achieve the greater vision. They are paired with an appropriate timeframe for completion.

IMPLEMENTATION TIMELINE

IMMEDIATE (2015)

- Implement the 2013 Bike and Pedestrian Plan (3)
- Maintain & Improve Coordination with Neighborhood Liaisons (4)
- Implement the River Ridge Master Plan (5)
- Implement the Current Parks and Recreation 5 Year Plan (10)
- Create a Communication Plan (13)
- Provide & Maintain Emergency Service System (14)
- Work with developer(s) to Implement a Master Plan and Redevelop Falls Landing (16)
- Create a Corridor Master Plan for 10th Street (17)
- Evaluate all Vacant Properties (26)

Ongoing:

- Evaluate Plan Progress (1)
- Amend Zoning Ordinance As Needed (2)

SHORT-TERM (2016-2019)

- Create a Market Study (8)
- Update and Implement the CIP (11)
- Encourage Departments to Create Facilities Plans (15)
- Identify and Provide Assistance to Redevelop Brownfields and Greyfields (20)
- Coordinate with TARC (21)
- Implement Strategies to Attract Target Industries (22)
- Encourage Small Business Development (23)
- Coordinate Training and Education Programs (24)
- Coordinate Growth with Departments and Districts (25)
- Make Improvements along 10th Street (9)

Ongoing:

- Evaluate Plan Progress (1)
- Amend Zoning Ordinance As Needed (2)

MID-TERM (2020-2035)

- Enact an Impact Fee Ordinance (6)
- Update the Thoroughfare Plan (7)
- Implement Road Improvement Projects (19)

Ongoing:

- Evaluate Plan Progress (1)
- Amend Zoning Ordinance As Needed (2)

LONG-TERM (2026-2035)

- Plan and Develop New Parks (12)
- Establish a Land Trust Partnership (18)

Ongoing:

- Evaluate Plan Progress (1)
- Amend Zoning Ordinance As Needed (2)

GOALS

1. Promote planned growth that results in **distinct and deliberate development.**
2. Support the **revitalization and environmental clean-up** of areas with potential for infill or development.
3. Provide **transportation options** (bicycle, pedestrian, public transit, roadway) that meet the needs of a growing community.
4. Capitalize on improved **access and economic potential** of both Ohio River Bridges.
5. Provide **utilities** that adequately serve current and future growth.
6. Attract **quality jobs** through a **strong educational base** and **skilled workforce.**
7. Define the city through **parks and public spaces.**
8. Provide a range of **housing options** and price ranges to attract a variety of residents.
9. Promote **economic development** through targeted focus areas.
10. Promote **Jeffersonville as a destination** for events, festivals and entertainment by reinforcing the positive image of the community.

ACTION STEP 1	Evaluate Progress on the Comprehensive Plan Annually			
Description:	• Perform an annual review on the current Comprehensive Plan and associated Action Steps, and • Update the Comprehensive plan more thoroughly every five years.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • City Council • Jeffersonville Redevelopment Commission			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 2	Amend the Jeffersonville Zoning Ordinance as needed to Support the Comprehensive Plan			
Description:	• Provide direction to the Plan Commission and the City Council for the proposed development within planning districts. • Existing ordinances should be reviewed and updated to reflect policies and recommendation in the Comprehensive Plan			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • City Council			
Potential Funding Source(s):	• General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 3	Implement the 2014 Ohio River Greenway Master Plan and Bike and Pedestrian Plan			
Description:	• Implement the recommendations and goals of the 2014 refresher master plan for the Ohio River Greenway. • Implement Recommendations and actions that are detailed in the current 2013 Bike and Pedestrian.			
Responsible Parties (Bold) & Partners:	• Planning & Zoning Department • Jeffersonville Plan Commission • City Engineer			
Potential Funding Source(s):	• **TAP** • RTP • SRTS • LWCF • General Fund			
Other Resources:	• Consultant • Ohio River Greenway Development Commission • Friends of the Ohio River Greenway • DNR • INDOT • City Staff • Hoosier Rails to Trails Council			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 4	Maintain & Improve Coordination with Neighborhood Liaisons			
Description:	• Maintain the establishment of neighborhood associations throughout the community.			
Responsible Parties (Bold) & Partners:	• **City Officials** • Established Neighborhood Associations • Homeowner's Associations			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff • Local Residents			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 5	Implement the River Ridge Gateway Master Plan			
Description:	• Provide support and implementation for the River Ridge Gateway Master Plan.			
Responsible Parties (Bold) & Partners:	• **City Council** • City Engineers Office • Jeffersonville Plan Commission			
Potential Funding Source(s):	• TIF			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

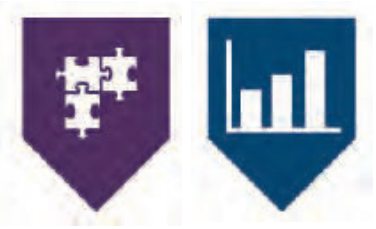
Action Step Notes: _____

ACTION STEP 6	Enact an Impact Fee Ordinance			
Description:	• Enact and impact fee ordinance in order to levy an impact fee to developments through the permitting process based on impact to park, road infrastructure, and drainage.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • Building Commission • City Engineer • Jeffersonville Parks & Recreation • Jeffersonville's Drainage Board • Jeffersonville Stormwater Department • Jeffersonville Wastewater Department • Public Works • Developers			
Potential Funding Source(s):	• General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 7	Update the Thoroughfare Plan			
Description:	• Create a thoroughfare plan where street design will complement urban building, public spaces and landscape, as well as support the human and economic activities associated with adjacent and surrounding land uses.			
Responsible Parties (Bold) & Partners:	• **City Engineer** • Jeffersonville Plan Commission • City Pride • Public Works • KIPDA • Consultant			
Potential Funding Source(s):	• General Fund			
Other Resources:	• City Staff • Consultant • KIPDA Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 8	Complete a Market Study			
Description:	• Complete a market study for the 10th Street corridor.			
Responsible Parties (Bold) & Partners:	• **Economic Development Department** • Redevelopment Commission • City Council • Jeffersonville Plan Commission			
Potential Funding Source(s):	• General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 9	Make Improvements along 10th Street			
Description:	• Make improvements along 10th Street that includes aesthetic improvements such as sidewalks, lighting & any additional landscaping as well as any functional improvements.			
Responsible Parties (Bold) & Partners:	• **City Council** • Jeffersonville Plan Commission • Jeffersonville Planning & Zoning			
Potential Funding Source(s):	• General Fund • Transportation Alternative Program • Local Public Agency • TIF			
Other Resources:	• City Staff • Developer • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 10	Implement the Current Parks and Recreation 5 Year Plan			
Description:	• Update the Parks and Recreation 5 Year Plan every five years. • Include recommendations form the Parks 5 Year Plan in the Capital Improvements Plan			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Parks & Recreation Board** • City Officials • Consultants			
Potential Funding Source(s):	• DNR • LWCF • General Fund • TIF			
Other Resources:	• Developer • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 11	Update and Implement the Capital Improvement Plan			
Description:	• Make land acquisition part of the Capital Improvement Plan budget, utilizing revenues from impact fees. • Edit funds, and other revenue sources for the purposes of acquisition. • Identify and prioritize the most critical projects that meet community needs and long-range goals with expected available funds that serves as a guide for the investment of financial resources in public utilities, facilities and services.			
Responsible Parties (Bold) & Partners:	• **City Council** • Jeffersonville Parks & Recreation Board • Public Works • Jeffersonville Plan Commission • City Engineer			
Potential Funding Source(s):	• N/A			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 12	Plan & Develop New Parks			
Description:	• Develop parks to serve subdivisions of newly annexed areas, under-served areas and new developments. Direct this development to small, otherwise unbuildable sites, which are suited for playgrounds and/or open space. • Develop parks within walking distance of each neighborhood.			
Responsible Parties (Bold) & Partners:	• **City Council** • Jeffersonville Plan Commission • Jeffersonville Parks & Recreation Board			
Potential Funding Source(s):	• DNR • LWCF • General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 13	Create a Communication Plan			
Description:	• As development or redevelopment occurs, coordinate with the various departments and agencies within Jeffersonville and Clark County, including schools, fire, police, EMS, utilities, INDOT and others, to ensure adequate service and capacity are available. • Future plans with these departments and agencies need to be coordinated on an on-going basis to serve future development. Development should not occur if needed services cannot adequately accommodate the new growth or redevelopment			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • City Council • Jeffersonville Police Department • Jeffersonville Fire Department • Water and Sewer Departments • Economic Development Department • Greater Clark School Corporation • Clark County Commissioners Office • City Engineer			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 14	Provide and Maintain an Emergency Service System			
Description:	• Maintain an emergency service system (police, fire, and ambulance), which conforms to principles of performance, relevant to the size and location of Jeffersonville's population.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Police and Fire Departments** • Clark County Central Dispatch • Clark County Commissioners Office • City Department Heads • City Officials • Clark Memorial Hospital			
Potential Funding Source(s):	• General Fund • Fire Department • Police Department			
Other Resources:	• FEMA			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 15	Encourage Departments to Prepare Facilities Plans			
Description:	• Encourage departments to prepare facilities plans that include the following; inventory of facilities, evaluation of condition, desired level of service, repair/replacement schedule, and need for new facilities.			
Responsible Parties (Bold) & Partners:	• **City Department Heads** • City Officials • Clerk-Treasurer's Office • Jeffersonville Plan Commission • Jeffersonville Drainage Board • Jeffersonville Sewer Board • Other City Boards and Commissions			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 16	Work with Developer(s) to Implement a Master Plan and Redevelop Falls Landing			
Description:	• Solicit developers to prepare a master plan for the redevelopment of Falls Landing. • Work with developer(s) to implement the master plan.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • City Council			
Potential Funding Source(s):	• Private funds • TIF			
Other Resources:	• City Staff • Developer • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 17	Create a Corridor Master plan for 10th Street			
Description:	• Design and Implement a master plan for 10th Street that includes sidewalks, additional visual enhancements, improved traffic flow, higher density residential and development, as well as the attraction of new business and redevelopment oriented toward the street with parking in the back.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Plan Commission** • City Council • City Engineer			
Potential Funding Source(s):	• TAP • TIF • General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

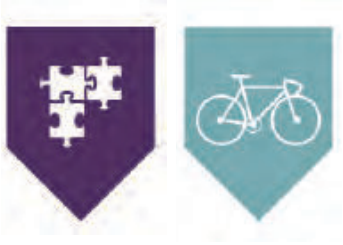
Action Step Notes: _____

ACTION STEP 18	Establish a Land Trust Partnership			
Description:	• Encourage private and non-profit organizations to establish partnerships with the City of Jeffersonville to assist in the implementation of a voluntary land protection program and to act when necessary as a land trust to receive and manage donated lands.			
Responsible Parties (Bold) & Partners:	• **Clark County Land Trust** • City Officials • Clark County Auditor • Clark County Surveyor's Office • Private Landowners			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 19	Implement Road Improvement Projects			

Description:	• Implement the following road improvement projects:
	  • Veterans Parkway
	  • Charlestown Pike
	  • Utica Sellersburg Road
	  • 8th Street
	  • Main Street
	  • Perrin Lane			

Responsible Parties (Bold) & Partners:	• **City Council** • Jeffersonville Plan Commission • Jeffersonville Planning & Zoning			
Potential Funding Source(s):	• General Fund • TIF • INDOT/KIPDA (MAP-21)			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals: 				

Action Step Notes: _____

ACTION STEP 20	Identify and Provide Assistance to Brownfields and Greyfields			
Description:	• Identify Brownfields and Greyfields. • Provide monetary, legal and support services to Brownfields and Greyfields.			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Redevelopment Commission** • Jeffersonville Plan Commission			
Potential Funding Source(s):	• OCRA			
Other Resources:	• City Staff • River Hills • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 21	Coordinate with TARC			
Description:	• Coordinate with TARC to continually improve transit services in Jeffersonville			
Responsible Parties (Bold) & Partners:	• **Jeffersonville Planning & Zoning** • Jeffersonville Plan Commission • City Council			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff • TARC Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 22	Implement Strategies to Attract Target Industries			
Description:	• Analyze the local and regional economy in relation to global trends to implement strategic incentive packages that positively impact the local economy.			
Responsible Parties (Bold) & Partners:	• **Redevelopment Commission** • One Southern Indiana • Jeff Main Street, Inc. • River Ridge Development Authority • Greater Louisville, Inc.			
Potential Funding Source(s):	• TIF • General Fund			
Other Resources:	• Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 23	Encourage Small Business Development			
Description:	• Encourage small business development through low-interest loans, technical assistance, and business incubation.			
Responsible Parties (Bold) & Partners:	• **Redevelopment Commission** • Urban Enterprise Zone Association • Jeff Main Street, Inc. • Small Business Development Center. • Community Action of Southern Indiana			
Potential Funding Source(s):	• TIF • General Fund			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 24	Coordinate Training and Education Programs			
Description:	• Facilitate relationships between the business community, the school systems, both public and private sector, and the regional job training programs.			
Responsible Parties (Bold) & Partners:	• **Redevelopment Commission** • Greater Clark School Corporation • Regional Workforce Board			
Potential Funding Source(s):	• General Fund			
Other Resources:	• Jeffersonville Township Public Library			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 25	Coordinate Growth with Necessary Departments and Districts			
Description:	• Coordinate growth with necessary departments (city, county, state) and districts (fire, police, EMS, schools, water/sewer, utilities, etc).			
Responsible Parties (bold) & Partners:	• **City Council** • Jeffersonville Plan Commission • Municipal Departments & Districts			
Potential Funding Source(s):	• N/A - Coordination Only			
Other Resources:	• City Staff			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

ACTION STEP 26	Evaluate All Vacant Properties			
Description:	• Identify , appraise, and evaluate all vacant properties within the boundaries of Jeffersonville.			
Responsible Parties (bold) & Partners:	• **Department Heads** • City Officials • Jeffersonville Plan Commission • City Council • Consultant • Non-Profit Organization/Agency			
Potential Funding Source(s):	• Planning & Zoning Department • TIF • General Fund			
Other Resources:	• City Staff • Consultant			
Start-Up Time Frame:	2015	2016-2019	2020-2025	2026-2035
Target Completion Time Frame:	<1 Year	1-2 Years	2-5+ Years	Ongoing
Related Goals:				

Action Step Notes: _____

TOOLS, RESOURCES, PROGRAMS, & FUNDING OPPORTUNITIES

A short description of the various tools, resources, programs and funding that have been identified or described in this plan and action steps are included below. This is not an exhaustive list of all tools, programs or funding sources that can be utilized by the city; it is intended to provide further explanation as a starting point for future actions.

TOOLS & RESOURCES

Capital improvement Planning

A Capital Improvement Plan (CIP) is a system of documenting the capital investments that a community plans to make in the short-term, often five years. A CIP identifies projects, timelines, estimated costs, and funding sources and is linked to a community's budgeting process. It is a means of planning ahead for capital improvements and ensuring implementation of specific projects by connecting them more closely to the budgeting process. The city's CIP would include funding needed for any capital improvement the city is planning to invest in, regardless of which city department will be responsible for operating and maintaining a given investment.

Redevelopment Association of Indiana

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

Redevelopment Association of Indiana Handbook (2006)

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

Tax Abatement

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

Community Development Block Grant (CDBG) Program

Planning Grants are funded with Federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). Through the Indiana Office of Community and Rural Affairs, Indiana requests federal funds to help rural communities with a variety of projects such as sewer and water systems, community centers, health and safety programs, and many others. These funds help communities improve their quality of life and ensure the health and safety of their citizens.

Community Development Block Grant (CDBG) Program,

Planning Grants are funded with Federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). The goal of the program is to encourage communities to plan for long-term community development. Community leaders can apply for projects relating to such issues as infrastructure, downtown revitalization, and community facilities. Grants are available for comprehensive plans, downtown revitalization plans, economic development plans, historic preservation plans, water system plans, sewer system plans, storm drainage plans, five-year park plans and more.

Community Development Block Grant (CDBG) Program, Stormwater Improvement Program (SIP)

Property owners in many communities across the state of Indiana suffer from flooded property and sewer backups due to inadequate stormwater management. Flooding is expensive to clean up, depresses property values, and degrades water quality.

Community Development Block Grant (CDBG) Program, Public Facilities Program (PFP)

Community facilities enhance the lives of residents in numerous ways. Libraries, museums, community centers, and performance spaces open doors to knowledge and ideas, culture, and enjoyment. In addition to community facilities, emergency services (fire stations, fire trucks and ems stations) and historic preservation projects are eligible for PFP.

Downtown Enhancement Grants

The Downtown Enhancement Grant program is designed to foster innovative approaches to activities, which support and promote community based planning, pre-development, and research initiatives. The goal of these projects is to improve the quality of life and opportunities for increasing private investment and employment in Indiana Main Street (IMS) communities. The Downtown Enhancement Grant priorities are directed by OCRA's strategic plan and the National Main Street Four Point Approach. Indiana Department of Transportation (INDOT) LPA Grants INDOT works pro-actively to assist Local Public Agencies (LPA) in addressing capital needs. By statute, INDOT shares gas tax revenue distributed out of the state Motor Vehicle Highway Fund (MVHF) and Local Road and Street Fund (LRSF) with local communities. Distributions out of these funds are made by the auditor's office to each local community for use on road and street projects. INDOT also makes available 25 percent of the federal funds apportioned to it under Congressional Highway Authorization Bills. This is a practice carried out by internal policy and is done under no requirement of any state or federal statute. INDOT also handles all of the program administration, contract letting and post-contractual

Federal obligations for local communities. This alleviates additional financial burdens for local communities and provides a means for all communities to participate in federal-aid funding.

Investment Tax Credit Programs

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

Land and Water Conservation Fund (LWCF)

LWCF federal grants can be used to protect important natural areas, acquire land for outdoor recreation and develop or renovate public outdoor recreation facilities such as campgrounds, picnic areas, sports/playfields, swimming facilities, boating facilities, fishing facilities, trails, natural areas and passive parks. The minimum grant request is $5,000 and the maximum request is $75,000 with a local match requirement.

Main Street Revitalization Program (MSRP)

The Indiana Office of Community and Rural Affairs assists Indiana's rural residents in their endeavors to create successful, sustainable communities and improve local quality of life. MSRP grants are funded with federal Community Development Block Grant (CDBG) dollars from the U.S.

Department of Housing and Urban Development (HUD).

The goal of the Main Street Revitalization Program is to encourage communities with eligible populations to focus on long-term community development efforts.

Recreational Trails Program (RTP)

Under the MAP-21, the Recreational Trails Program (RTP) is continued at the current funding levels under the Transportation Alternatives Program. Funding for RTP is a set-aside from the TAP. However, the governor of each state may opt out of the RTP if it notifies the U.S. Department of Transportation Secretary not later than 30 days prior to apportionments being made for any fiscal year.
Source: American Society of Landscape Architects

Regional Cities Initiative

With a regional destination, under 2015 legislation, house bill 1403 a newly created Indiana Regional City Fund will be administered by Indiana Economic Development Corporation (IDEC) to designated regional cities. To receive the regional cities destination, projects must have the greatest economic development potentials, regional collaboration, and a level of state financial commitment and potential return on investment.

Residential Historic Rehabilitation Credit

The Residential Historic Rehabilitation Credit is available to Indiana State Income taxpayers who undertake certified rehabilitations of historic buildings that are principally used and occupied by a taxpayer as that taxpayer's residence. The State incentive allows a taxpayer to claim a State Income Tax credit for 20% of the total qualified rehabilitation or preservation cost of a project. The Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources administers the program.

Stellar Communities

The Stellar Communities program is a multi-agency partnership designed to fund comprehensive community development projects in Indiana's smaller communities. The Indiana Housing and Community Development Authority, Indiana Office of Community and Rural Affairs, and Indiana Department of Transportation, along with the State Revolving Fund, are participating in this innovative program.

The Stellar Communities program embodies collaborative government partnerships and successfully leverages state and federal funding from multiple agencies to undertake large-scale projects. Through this program, Indiana is doing more with current resources and making a bigger impact in communities, even with a slimmer budget.
Source: www.IN.gov/OCRA

Skills Enhancement Fund

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

Tax Increment Finance (TIF)

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

Transportation Alternatives Funding

The new Transportation Alternatives (TA) program will receive about $780 million to carry out all TA projects, including SRTS and RTP projects across the country, which represents about a 35% reduction from the current $1.2 billion spent on these programs. Under the bill, states will sub-allocate 50% of their TA funds to Metropolitan Planning Organizations (MPOs) and local communities to run a grant program to distribute funds for projects. States could use the remaining 50% for TA projects or could spend these dollars on other transportation priorities.
Source: American Society of Landscape Architects

Transportation Alternatives (Formerly Enhancements):

Under MAP-21, the Transportation Enhancements program is renamed
Transportation Alternatives Program (TAP), with the current twelve eligible activities categories consolidated into six categories. The bill eliminates the bike/ped safety and education programs, transportation museums, and the acquisition of scenic and historic easements categories.
The six new eligible projects categories:
1. Continue bike/ped facilities and expand the definition of these projects.
2. Establish a category for safe routes for non-drivers, including children, older adults, and individuals with disabilities.
3. Retain conversion of abandoned railroad corridors for trails for pedestrians and bicyclists, or other non-motorized transportation users.
4. Retain the scenic byways category (However, the stand alone
National Scenic Byways programs is completely eliminated).
5. Establish a community improvement category that includes:
- Inventory control of outdoor advertising;
- Historic preservation and rehabilitation of historic transportation facilities;
- Vegetation management practices in transportation rights-of– way(formerly landscaping and scenic beautification);
- Landscaping and scenic enhancement projects ARE eligible under TAP as part of the construction of any federal-aid highway project, including TAP-funded projects. But
- TAP funds cannot be used for landscaping and scenic enhancement as independent projects; and
- Under this vegetation management category, routine maintenance is NOT eligible as TAP activity except under the RTP.
- Archeological activities related to transportation projects

6. Retain the environmental mitigation activities category
- To address stormwater management control and water pollution prevention, and wetlands mitigation; and
- To reduce vehicle-caused wildlife mortality

Source: American Society of Landscape Architects

Safe Routes to School (SRTS) Program

Under the bill, the Safe Routes To School (SRTS) program is eliminated as a stand-alone program. However, SRTS projects are eligible for funding under the TAP. As such, SRTS projects are now subject to all TAP requirements, including the same match requirements – 80 percent federal funding, with a 20 percent local match. SRTS coordinators are not required under MAP-21 but are eligible for funding under TAP. Thus, states may decide to retain their SRTS coordinators and use TAP funds to pay for them.
Source: American Society of Landscape Architects

WorkKeys

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

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APPENDIX A: DEMOGRAPHICS

The process for a comprehensive plan is informed by not only the community's vision for the future but also by historical trends, demographic characteristics and physical data.

The existing conditions that follow provide a snapshot in time - it presents Jeffersonville today. This chapter complies and analyzes demographic and economic date to answer two key questions during the planning process: "Where are we now?" and "Where are we going?"

DEMOGRAPHIC TRENDS

The demographic analysis considers characteristics such as population, age, race, ethnicity, place of work, and educational attainment. Demographic trends are of central importance because they will impact the future housing, education, jobs, recreation, transportation, community facilities and other needs of Jeffersonville.
Data gathered and analyzed for the purposes of this comprehensive plan is primarily from the U.S. Census Bureau, Census on Population and Housing, and U.S. Bureau of Labor Statistics. Unless otherwise stated, the data used in this analysis was derived from the most recent, readily available data from the U.S. Census 2010. As the community continues to change and updated data is released, trends and projections should be verified to ensure that the assumptions made about Jeffersonville's population change, demographics, education and economy remain true.

NATIONAL TRENDS

The United States is at a significant point in terms of changing demographic trends, and these trends are reflected in communities across the nation. With this, we need consider questions such as: Who will be living in our community 20 to 30 years from now? How do we attract younger generations to our community? And, what dynamics should we plan for today?

America is Growing

The U.S. population has doubled since 1950. With 308.7 million people in 2010, the United Sates experienced the second lowest growth rate in the past century from 2000-2010 of 9.7%. By 2040, it is projected that the United States' population will be 440 million.(1)

The South and West had faster growth from 2000-2010 (14.3% and 13.8% respectively) than the Midwest, of which Indiana is a part, and Northeast (3.9% and 3.2% respectively). In addition, just six states accounted for over half of the population increase in the U.S. in 2010 (Texas, California, Florida, Georgia, N. Carolina, and Arizona).(1)

The country is still growing but how we are growing as a population is changing dramatically. Nationally, people are delaying marriage and children. U.S. birth rates for women under 40 have generally been declining since the 1990's and they have increased for women 40-44 to the highest levels since 1967. Additionally, the mean age for first time mothers in the U.S. is consistently increasing, currently at 25.(2) years. (2)

The "Traditional American Family" is now non-traditional. Husband-wife households only account for 48% of all households in 2010; the first time this figure has not been the majority. Single-parent households are also dramatically increasing, growing about 40% from 2000-2010 (about 18% of all households). Unmarried couple households also grew by 41% during this time, four times faster than overall household population grew (about 7% of all households). Many of the younger generations are showing a living preference for urban areas over rural areas. Multi-generational households also increased by 4.4% nationally. Finally, one in four households in 2010 consisted of someone living alone (one-person households), of which, one in three of single householders were over the age of 65.(3)

While still growing considerably, Indiana's population increased by 6.6% over the past decade (about 400,000 people from 2000-2010). Additionally, Indiana is projected to grow by about 11.8% over the next twenty years (2035) to a population of 7.2 million people.

1 2010 Census Brief: Population Distribution & Change
2 CDC, National Vital Statistics Report, vol. 60, num. 2, November 2011
3 2010 Census Brief: Households and Families, SF 1, S1101
4 Pew Research Center (www.pewresearch.org)
5 2010 Census Brief: The Older Population, SF 1
6 2010 Census Brief: Overview of Race and Hispanic.
SF 1, QT-P3

America is Aging

Everyday 10,000 Baby Boomers reach the age of 65.4 By 2050, one in five people in the United States will be over the age of 65. It's not a secret that Baby Boomers are reaching retirement age, and second to the size of a population group, age and gender are typically the most important demographic characteristics of a population for public policy. In 2010, 13% of the U.S. population was over the age of 65 years (Indiana was 13.0%); furthermore, one in three single-households were over the age of 65. Nationally, the older population is more likely to live inside a Metropolitan Statistical Area (MSA). Lastly, women continue to outnumber men at older ages but his gap is narrowing; at the age of 89, there are about twice as many women as men.(5)

America if Becoming More Diverse

By 2050, the U.S. is projected to become a Majority-Minority population, meaning that the white, non-Hispanic population will no longer be the majority. This trend is already present in the younger age cohorts as well as the overall population in many areas of the country; one out of 10 counties in the U.S. already has a Majority-Minority population. Additionally, there are several states and the District of Columbia where the population follows this pattern, including Texas, California, Hawaii, and New Mexico. Indiana's minority population was only 19% in 2010 but has grown by 39% over the past decade.(6)
More than 50% of the growth in total population in the U.S. from 2000-2010 was due to the increase in the Hispanic population (15.2 million of 27.3 million people). Hispanics are now the nation's largest minority and are projected to approach one in every three people by 2050. This population composed 16% of the U.S. population in 2010 compared to only 6% of the population in Indiana.

The Asian population is also growing significantly nationally; this population currently totals only 5% of the U.S. population but is expected to grow by 22% by 2050.

How Does Jeffersonville Compare?

When beginning a planning effort it is important to identify demographic and economic trends that may be unique in addition to trends that mirror regional, state or national trends.

Comparison communities were selected that are neighbors communities. The comparison communities used in this analysis include:
Clarksville, Indiana
New Albany, Indiana
Clark County, Indiana
Louisville-Jefferson County KY-IN Metropolitan Statistical Area (MSA)

In addition, Indiana and the United States were also used for comparison.

JEFFERSONVILLE POPULATION TRENDS

Population

Jeffersonville's population in 2010 was 44,953 people, a 64% increase in population from 2000 (27,362). This abnormally high growth is the result of annexation in 2008. However, the community was previously growing with a 25% increase in population from 1990 to 2000. In addition, Clark County has seen a population increase of nearly 10% from 1990 to

2000 and 14% from 2000 to 2010. The growth seen by Jeffersonville and Clark County is much greater than Clarksville (2% growth) and New Albany (3% loss) during 2000 to 2010.

Community	2000	2010 Population	
Jeffersonville	27,362	44,953	64%
Louisville MSA	1,025,598	1,283,566	25%
Clark County	96,472	110,232	14%
Clarksville	21,400	21,724	2%
New Albany	37,603	36,372	-3%

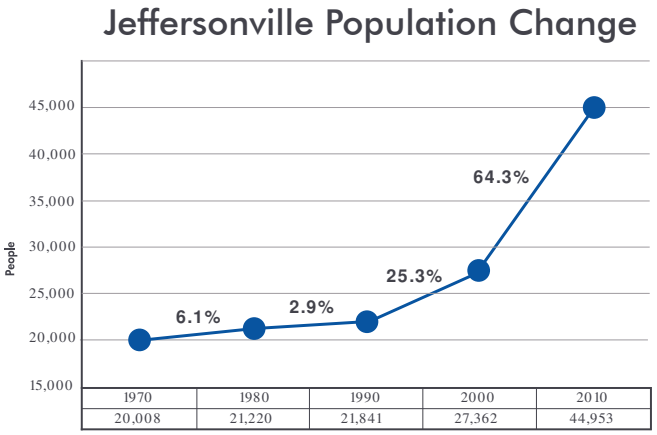
Age

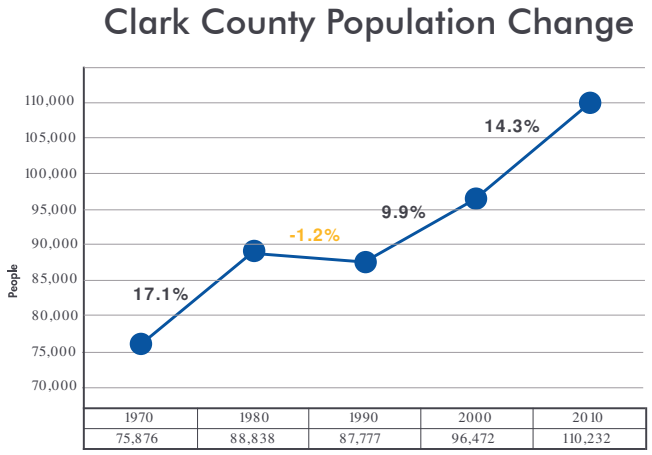
The distribution of the population into various age groups can be seen in the 2010 population pyramids for both Jeffersonville and Indiana. A stable population would generally have an equal percentage of the total population in each of the age groups except for the oldest. Population pyramids with a wide base indicate high birth rates (growing population) while a narrow base indicates low birth rates (naturally declining population in the absence of migration). In the U.S. the Baby Boom generation is usually very pronounced in the pyramid, creating a bump-out in the chart from those born in the late 1940's to early 1960's. Jeffersonville does exhibit an increased presence of this generation. Also, the age groups in the 25-35 year old segment of the population are rather pronounced in Jeffersonville.

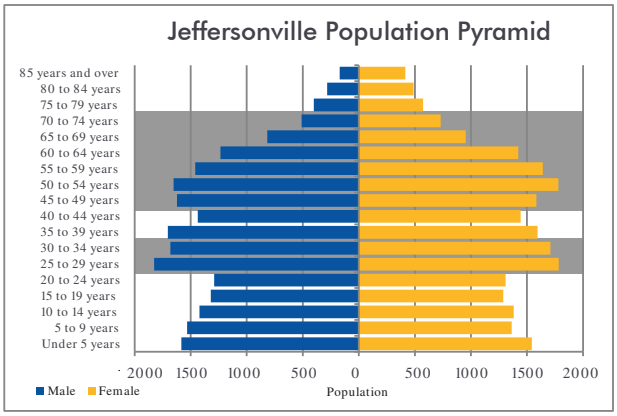
Clarksville and New Albany also share a slightly higher share of young professionals than the other age groups, but it is not as prominent as Jeffersonville's population pyramid and looks more like Indiana's population pyramid. This indicates a large population of people who could be classified in the young professional category.

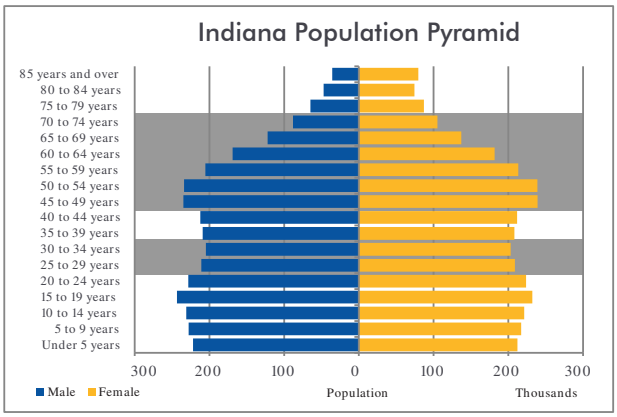
Finally, the distribution of the population between men and women generally follows state and national trends with women outnumbering men in older age groups.

The median age for Jeffersonville in 2010 was 37 years old, within one year of the comparison communities.









Race and Ethnicity

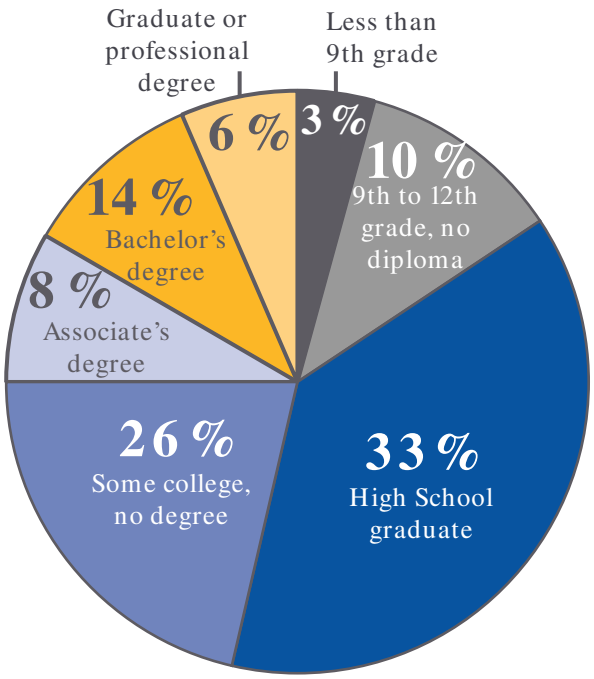
Race and ethnicity are considered two separate & distinct characteristics. Race categories include those listed in the table to the right and ethnicity refers to a person's origin. Examples of Hispanic origin could include a person of Cuban, Mexican, Puerto Rican, South/Central American, or other Spanish culture or origin. People who identify their origin as Hispanic, Latino or Spanish can be any race.

Race & Ethnicity

The racial composition of Jeffersonville is similar to most of the comparison communities.
In 2010, four percent of Jeffersonville's population was of Hispanic or Latino origin. This composition is similar to many of the comparison communities. This segment of the population is growing rapidly. Jeffersonville's Hispanic or Latino origin population more than doubled from 2000 to 2010 (1.8% to 4.1%).

Community	Hispanic or Latino Origin (2010)
United States	16.3%
Indiana	6.0%
Clarksville	9.5%
Clark County	4.9%
Jeffersonville	4.1%
Louisville MSA	3.9%
New Albany	3.7%

Educational Attainment



Education Attainment

Approximately, 53% of the population (25 years and older) has some education beyond high school. Also, nearly 87% of the population has graduated high school or obtained a higher level of education. Nearly 21% have earned a bachelor's, graduate or professional degree. Jeffersonville leads the comparison communities with the percent of population holding a bachelor's, graduate or professional degree. But it is nearly equal to Indiana. Jeffersonville boasts more people with an associate's degree than Indiana.

Composition of population by race in 2010.							
Community	White	Black/ African American	American Indiana/ Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	One Race: Other	Two Races
Clark County	87.1%	6.9%	0.3%	0.8%	0%	2.6%	2.2%
New Albany	85.8%	8.7%	0.2%	0.7%	0%	1.7%	2.9%
Clarksville	85.1%	5.6%	0.3%	0.7%	0%	5.7%	2.5%
Jeffersonville	80.4%	13.2%	0.3%	1.1%	0%	1.9%	3.0%
Louisville MSA	80.8%	13.7%	0.3%	1.6%	0.1%	1.6%	2.0%

Population Trends Summary

Jeffersonville has seen large increases in population from 1990 to 2010. A large part of this growth is from annexation but there is still natural growth assumed to be occurring as Clark County has also increased in population.

Jeffersonville's population has two age groups larger than the rest, the Baby Boomers and young professionals.

Jeffersonville's Hispanic or Latino origin population more than doubled from 2000 to 2010 (1.8% to 4.1%).

The workforce is highly educated, with Jeffersonville equaling Indiana in the number holding bachelor's degrees, while those holding associate's degrees is higher than Indiana.

JEFFERSONVILLE HOUSING TRENDS

Housing & Families

Jeffersonville had a total of 18,580 households in 2010 and an average household size of 2.37 people per household. This average is similar to the comparison communities but lower then Indiana and the United States' average household size (2.52 and 2.58 people/household respectively).

In 2010, approximately 63% of all households were composed of families, while 37% were non-family households. Of the family households, 44% consisted of a husband-wife family, 10.4% were single-parent households. These statistics on household composition are very similar to all the comparison communities.

Jeffersonville has a larger percentage (30.5%) of people living alone (one-person household) than some of the comparison communities, including Indiana (27%) and the United States (27%). Only New Albany and Clarksville, each with nearly 34% of all households, have a larger population living alone.

Household

A household includes all the persons who occupy a housing unit (such as house, apartment, mobile home, group of rooms, or single room that is occupied as separate living quarters). The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Family

A family is a group of two or more people related by birth, marriage, or adoption that live together; all such people are considered as members of one family.

Housing Tenure

Approximately six percent of housing units were vacant in 2000. Jeffersonville managed better than both Indiana (7.7%) and the United States (9.0%) in housing vacancy in 2000. By 2010 vacancy in Jeffersonville rose to 7.1% but the increases that occurred in Indiana to 10.5% and the United States to 11.4% were greater. Jeffersonville is managing better than most comparison communities with vacant housing.

Community	2000 Vacant Housing Units	2010 Vacant Housing Units
United States	9.0%	11.4%
Indiana	7.7%	10.5%
New Albany	6.7%	10.0%
Louisville MSA	6.0%	8.1%
Clark County	5.9%	7.4%
Jeffersonville	6.1%	7.1%
Clarksville	5.8%	6.7%

In 2000, about 62% of occupied housing units were owner-occupied and about 38% were renter-occupied. The percentage of owner-occupied housing units increased to 66.4% in 2010. Many parts of the United States actually witnessed a decrease in home-ownership rates during this decade.

Jeffersonville had greater home ownership than most of the comparison communities (except for Clark County, 71.2%) and the United States (65.1% owner-occupied) in 2010. However, Jeffersonville's owner-occupied housing was less than Indiana (71.5% owner-occupied).

Jeffersonville has a housing stock comprised of 19% of housing units constructed from 2000 to 2010, 44% constructed from 1999 to 1970, 23% constructed from 1969 to 1950, and 14% constructed in 1949 or earlier. The most active residential construction occurred during the 1970's. Housing conditions in some neighborhoods should be considered as 18.5% of the housing stock built that was before 1950 continues to age.

Housing Value

The median housing value of owner-occupied housing units in Jeffersonville in 2010 was $124,400 and the median rent was $699 per month. The median owner-occupied housing value is ahead of most of the comparison communities. The median monthly rent is the highest of the comparison communities.

Community	Median Owner-Occupied Housing Unit	Median Rent
United States	$188,400	$841
Louisville MSA	$143,900	$667
Clark County	$125,800	$692
Jeffersonville	$124,400	$699
Indiana	$123,000	$683
New Albany	$111,600	$656
Clarksville	$110,600	$675

Housing Trends Summary

Jeffersonville has an average household size (2.37 people per household) similar to the comparison communities but less than Indiana and the United States.

- Nearly one in three people live alone in Jeffersonville (30.5%).
- Jeffersonville owner-occupied housing increased from around 62% to 66%.
- Nearly one in five housing units were built 1949 or earlier. These could begin to need repairs as they continue to age.
- Median housing value in Jeffersonville ($124,400) is above many of the comparison communities and the median rent ($699) is the highest.

JEFFERSONVILLE ECONOMIC TRENDS

Total Workforce

In 2010, nearly 71% of Jeffersonville's population (16 years and older) were in the labor force (24,104 people). Jeffersonville has a larger percent of their population in the labor force than Indiana (65.6%) and the United States (65.0%) and the comparison communities.

The unemployment rate in 2010 in Jeffersonville was 6.2%, higher than Indiana (5.5%) and the United States (7.9%) during the same time. The most recent data (2013 American Community Survey, ACS) shows a decrease in the unemployment rate to 4.7%. The Louisville-Jefferson County, KY–IN MSA, of which Jeffersonville is a part, has also seen a reduction in unemployment from 7.5% to 6.0% from August 2013 to August 2014.7

Commuting & Place of Work

In 2010, 6.6% of Jeffersonville's occupied housing units did not own a vehicle, meaning that this portion of the population solely relies on other forms of transportation.

The overwhelming majority of people in Jeffersonville commute to work by driving alone in an automobile (86%). About 9% choose to carpool, while less than 1% uses public transportation and 1.5% walk to work. This transportation mix for commuting is very similar to all the comparison communities.

Approximately 48% of workers (16 years and older) lived and worked in Clark County, 34% worked in Jefferson County, Kentucky and 12% worked in Floyd County, Indiana in 2010. Nearly 97% of all workers living in Clark County worked in the Louisville-Jefferson, KY–IN, MSA (Indiana Counties: Washington, Harrison, Floyd, Clark / Kentucky Counties: Jefferson, Oldham, Trimble, Henry, Shelby, Spencer, Nelson, Bullitt).

The mean travel time to work for those who live in Jeffersonville is 20.5 minutes, which is lower

compared to an average of 22.8 minutes for Indiana and 25.2 minutes for the United States. The commute for Jeffersonville is higher than all of the comparison communities (except for Clark County, 22.5 minutes).

Industries & Occupations

The three largest employing industries in Jeffersonville in 2010 included: Educational services, and health care and social assistance (23%); manufacturing (14%); Arts, entertainment, and recreation, and accommodation and food services (12%).

The largest of the five occupations that employs workers in Jeffersonville is management, business, and science and arts occupations.

Occupations of Workforce	Percent of Workforce (2010)
Management, business, science, and arts occupations	30.2%
Sales and office occupations	28.7%
Production, transportation, and material moving occupations	20.2%
Service occupations	14.0%
Natural resources, construction, and maintenance occupations	6.9%

Income

Jeffersonville's median household income in 2010 was $47,615, higher than the comparison communities, similar to Indiana ($47,697) but less than the United States ($51,914). Jeffersonville's per capita income in 2010 was $24,853, higher than the comparison communities and Indiana ($24,058). Per capita income is frequently used in measuring a standard of living and is typically lower than median household income (per capita income equals total income divided by total population including non-workers).

Community	Median Household Income (2010)
United States	$51,914
Indiana	$47,697
Louisville MSA	$47,681
Jeffersonville	$47,615
Clark County	$47,368
Clarksville	$39,427
New Albany	$38,638

Economic Trends Summary

Jeffersonville has a larger percent of the population in the workforce than all the comparison communities.
Similar to other communities, Jeffersonville's unemployment rate is declining.
94% of workers (16 years and older) living in Clark County, work in Clark County, Indiana, Floyd County, Indiana or Jefferson County, Kentucky.
Jeffersonville workers have a slightly longer commute time to work than most of the comparison communities.

Household Income

The total income of the householder and all individuals 15 years and older, regardless if they are related to each other or not. For example, it could include the total income of a husband & wife or it could include two unrelated people living together.

Per Capita Income

The total income of all people 15 years and older divided by the total population. Note that income data is not collected for people under 15 but they are included in the total population.

7 BLS, Over-the-Year Change in Unemployment Rates for Metropolitan Areas http://www.bls.gov/web/metro/laummtch.htm
8 Indiana STATS: Population Projections

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APPENDIX B: PUBLIC INVOLVEMENT

INTRODUCTION

Public engagement played a key role in updating the Jeffersonville Comprehensive Plan. The public was encouraged to participate throughout the planning process through public meetings and workshops. Their input was important in identifying the future direction and "big ideas" that were desired for Jeffersonville over the next twenty years.

Public input was gathered in several ways including a public visioning workshop, a public open house, three focus group meetings and an online survey. Additionally two public hearings were conducted during the adoption process. The following provides an overview of the public engagement process.

PUBLIC MEETINGS

Visioning Workshop – November 12, 2014

A visioning workshop was held to introduce the project, review existing conditions and emerging demographic trends, and gather input. An overview presentation was given followed by an open house format to gather input through various input exercises. The following visioning exercises were completed to gather ideas, opinions and thoughts from the public on Jeffersonville's future:

1. Exercise #1 - Land Use Issues: This exercise asked attendees to identify what businesses, amenities, and features are most important to them and which they would like to see in the future. They were asked to circle the words that are very important to them, mark a line through those that they would not like to see and do nothing to words or phrases that they felt indifferent toward. A summary of the results follows:

Want to See in the Future

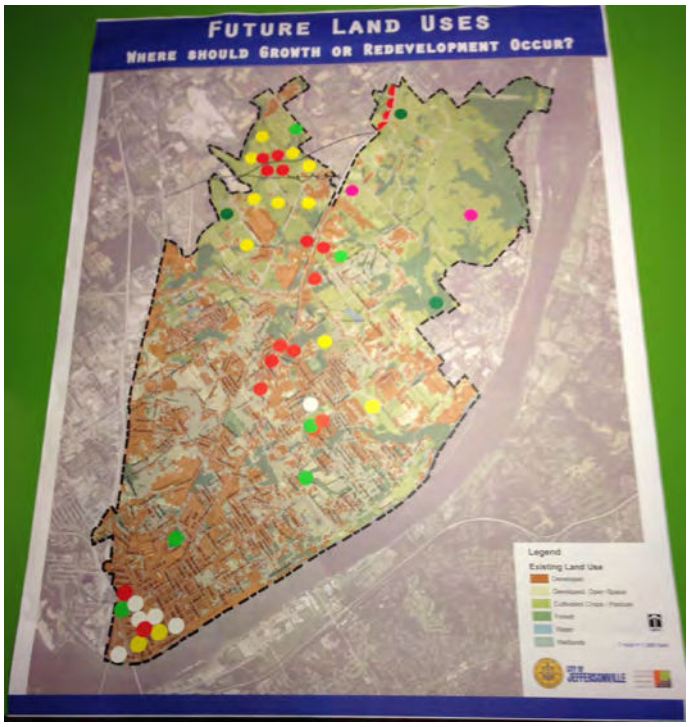
16 Trails and Walking Paths
16 Ohio River Greenway Extension
15 Single-Family Homes
15 Locally Owned Stores
15 Main Street Atmosphere
13 Farmers Market
13 Public Art
13 Street Lighting
12 Restaurant Options
12 Street Landscaping & Plantings
12 Downtown Development & Infill

Do Not Want to See in the Future

11 Fast Food
9 Liquor Store
9 Strip Shopping Center
7 Auto Repair Shop
6 Apartments
6 Skate Park

2. Exercise #2 - Issues & Big Ideas: This exercise instructed the public to place a sticky note on large boards that asked "What is the largest issue that needs to be addressed?" and "What is your BIG idea that is needed for a successful future?"

3. Exercise #3 - Future Land Uses: This exercise asked participants to place color-coded stickers on a map of Jeffersonville to identify where future growth should occur and specifically what type of land use should each growth area include. The following depicts the input received:



Exercise #3 Map

Public Open House – January 8, 2015

A second public meeting was held during the development of the plan elements to gather additional input. The meeting was an open house format where participants discussed the elements (or major topics) of the plan one-on-one with the consultant and city staff. Boards were displayed that provided information on each section of the plan and solicited feedback. Input was recorded and used when creating the draft plan on the:

- Vision & Goals: This board included the vision and goals listed as well as an opportunity for people to provide comments.
- Future Land Use/Planning Districts: This element included boards that gave an overview of the existing future land use and planning districts as well as a board for people to make comments on what changes should be made for the update.
- Transportation: This element included a transportation map and a listing of all of the existing and proposed transportation projects. A board for feedback on transportation projects was also included.
- Utilities & Facilities: This element asked for input on projects related to water, sewer, stormwater and parks that should be included in the plan. The boards included the current sewer service area and opportunities to suggest new projects.
- Special Focus Areas: This element included the 10th Street corridor and Falls Landing area. Based on input gathered during the focus group meetings, participants were asked if they agreed or disagreed with specific projects or action items for these focus areas.

FOCUS GROUPS

Three focus groups were conducted to gain more detailed input and information about various topics, including:

10th Street Corridor

A focus group was held to discuss future development and growth desires for the 10th Street corridor. The attendees included business owners along the corridor, developers and city staff. Overall, there was a strong desire to complete a market study to determine the type of businesses and number of new businesses the corridor can accommodate from a market perspective. Additionally, it was identified that a master plan that included streetscape improvements as well as pedestrian accommodations would be beneficial for the corridor.

Falls Landing

This focus group discussed the potential for the Falls Landing area in downtown Jeffersonville. A range of participants attended including local engineers, architects, business owners, developers and city staff. The existing planning districts, specifically the gateway districts, were discussed in detail. The attendees desired a more contemporary gateway at 10th Street that would transition to a more traditional or historic streetscape along Spring Street. They also desired a historic streetscape at the Court Avenue gateway that would complement Spring Street and downtown. The desired uses within the Falls Landing area included commercial, higher-density residential and limited office.

City Departments and Leadership

A focus group was conducted with the department heads and city council members to understand projects that are currently underway or planned for the future. Input was also gathered on what this group desired for the future in terms of growth and infrastructure projects.

ONLINE SURVEY

City staff conducted an online survey that aimed to further define the long-term vision of the city and also identify issues that need to be addressed. The survey was placed on the city's website and was publicized through many platforms including social media and email distribution lists.

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