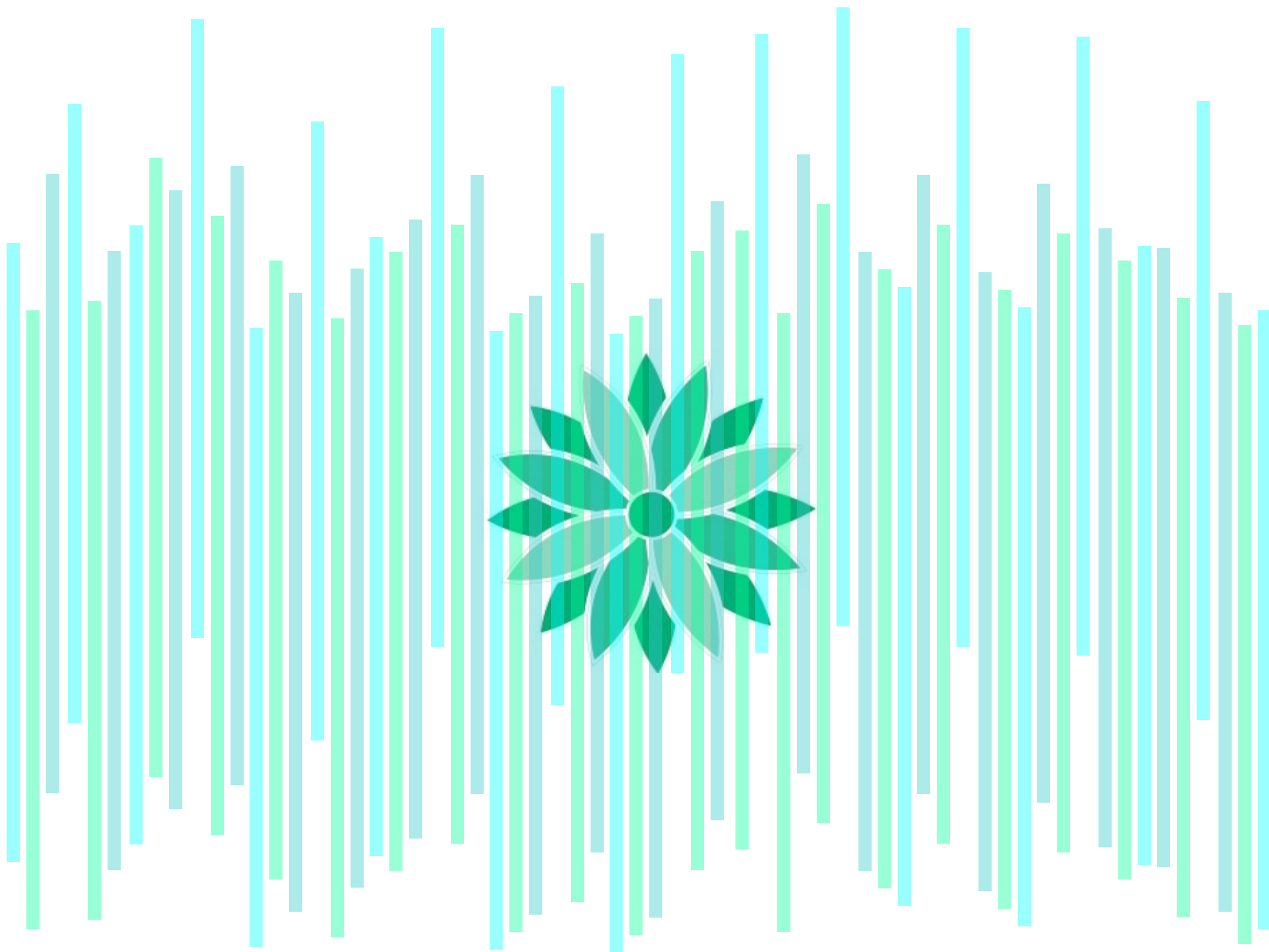


# Town of Remington

## Comprehensive Plan





# Acknowledgements

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## ADOPTION

The Town of Remington Comprehensive Plan was recommended for adoption by the Remington Town Board on XXXXXXXX. (Resolution #XXXXXX).

## ACKNOWLEDGEMENTS

The Town of Remington Comprehensive Plan is the result of collective insight and effort of numerous residents, government agencies, and consultants. A plan that does not involve those it hopes to serve cannot fully realize its potential of vision. For this reason, those with a vested interest in the future of Remington put forth their time, effort and ideas in the creation of this plan. It is important to recognize and thank those who were an integral part of this process including:

Pat Berger  
Wendy Schwab  
Emily Gross

Jonathan Cripe  
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Brian Melchi

Special thanks to the students of Purdue University's Landscape Architecture Program who assisted with information gathering, mapping, and other analyses.

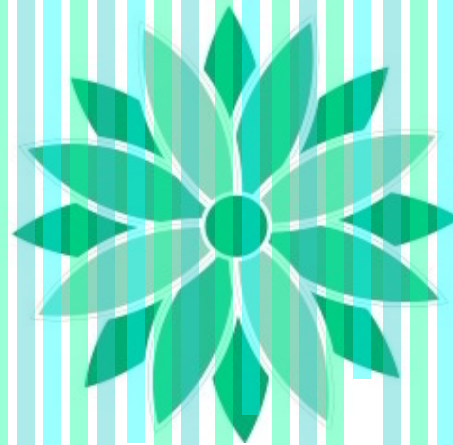
Special thanks are also extended to Emily Gross, Economic Development Coordinator of the Jasper County Economic Development Organization for her assistance compiling the data and assembling the formal document.





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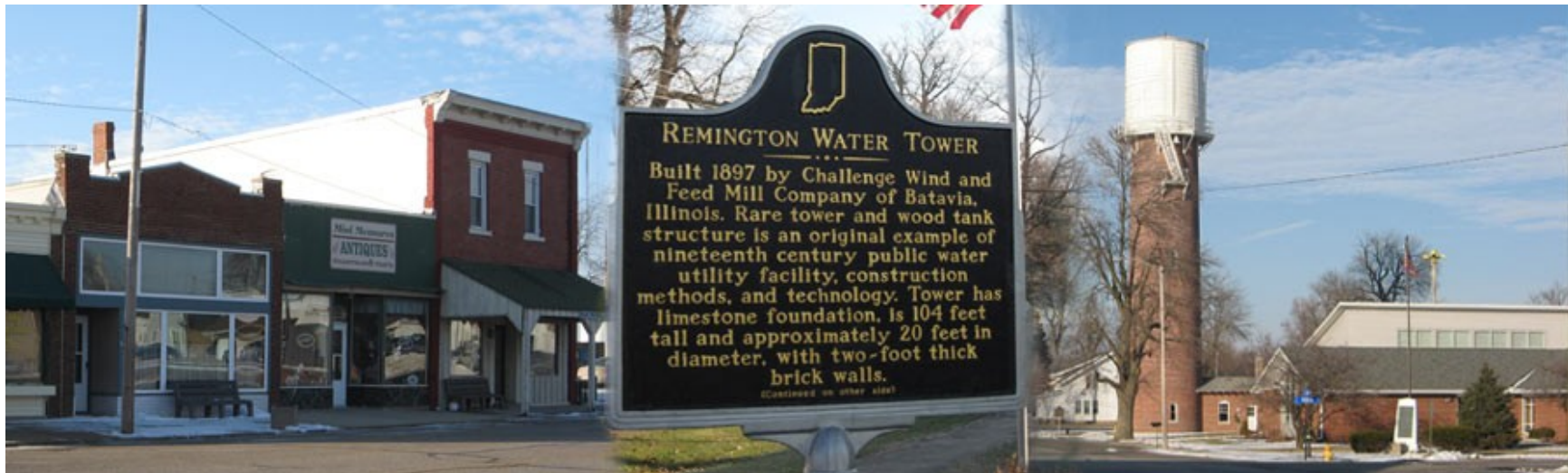


# Preface

### FOREWORD

The Town of Remington is located in Northwestern Indiana and is the southernmost community of Jasper County. The town is regionally known as the *Small Town Oasis*, a place to get away from the hustle and bustle of today's fast paced mobile world. It is a place to come and reconnect with family, friends, and of course community. Town leaders, residents and business leaders recognize the need to determine short and long term goals for the future of Remington. The purpose of this Comprehensive Plan is to create a framework for a collective, community vision for Remington for the next twenty years.

Remington's previous Comprehensive Plan dates from 1994. Although the town's physical layout has minimally changed since that time, recent economic, social, and demographic influences on the community necessitate a proactive approach to the long-term vitality and health of Remington. This document is intended to provide a broad vision outlining Remington's future growth and development, and to strengthen its sense of place. The Guiding Principles and Objectives that comprise this plan are the result of public input, key stakeholder interviews, and research compiled with Purdue University's Undergraduate Landscape Architects and consultants from RATIO Architects.



## Preface- Project Introduction

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### COMPREHENSIVE PLAN MANDATE

Indiana law encourages planning jurisdiction to develop and adopt development tools and regulations such as comprehensive plans, zoning ordinances, and subdivision control standards in an effort to guide development appropriate to that particular town or city. State law mandates planning jurisdictions adopt comprehensive plans if they intend to utilize zoning ordinances.

In accordance with the Indiana Code Title 36, Article 7, Section 4-501, a comprehensive plan for the promotion of public health, safety, morals, convenience, order or the general welfare and for the sake of efficiency and economy in the process of development is required and shall be maintained by the Plan Commission. Further, IC 36-7-4-502 state the required plan elements which are listed below.

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

State law allows the incorporations of many more sections into a plan to address issues and goals specific to each jurisdiction. These can include sections on the natural environment, transportation, and infrastructure, utilities, or community identity.

### PURPOSE OF COMPREHENSIVE PLAN

Remington's Comprehensive Plan represents a long range planning initiative to guide development that reflects the unique character and history of the town. The plan should be reviewed annually and updated every five to ten years in response to land use trends, change in population, and any other major events that may affect Remington's future. Attentive monitoring and maintenance of the plan's Guiding Principles, supporting Objectives, and Strategies will ensure Remington has proper guidance for its future growth and development.

### GUIDING PRINCIPLES

Based on the compilation of issues, an understanding of the town's history and an analysis of existing conditions, a series of Guiding Principles and Objectives were created to guide future development in Remington.

In the first part of the plan overall background and existing conditions are provided. Listed below are the six Guiding Principles that comprise Chapter 3 through 8. In addition to the Guiding Principles, each chapter contains supporting Objectives, and Strategies that support or strive to achieve the specific Guiding Principle. Chapter 9 gives great guidance towards funding and agencies to assist with implementation and fundraising.

### CHAPTER 1– Town History

Discusses the town's history and looks at key architectural styles found in Remington.

### CHAPTER 2– Existing Conditions

Examines existing conditions and evaluates weaknesses and opportunities to strengthen the community.

### CHAPTER 3 – Character and Identity

Retain, enhance, and promote initiatives that coincide with, and strengthen the identity of Remington as genuine small town based on strong cultural and historic foundations.

### CHAPTER 4 – Land Use and Growth

Promote future development that reflects and strengthens the Town's unique identity and community's desire to maintain Remington's small town character.

### CHAPTER 5 – Economic Development

Promote and pursue economic development opportunities that add value to the local economy, employ local residents, and support local businesses.

### CHAPTER 6 – Public Services and Facilities

Provide quality public services in an efficient manner that protect and enhance the quality of life for current and future residents, and attract appropriate development to the community.

### CHAPTER 7 – Transportation and Infrastructure

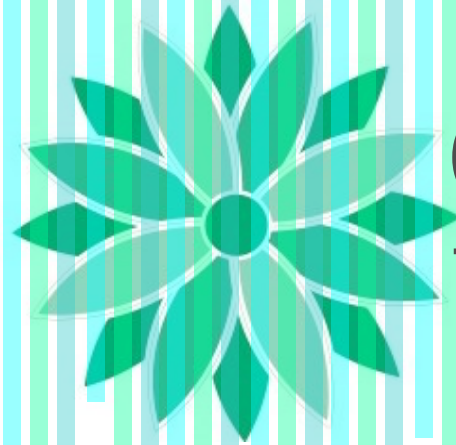
Maintain and expand the local transportation network to include a variety of mobility options serving the diverse needs of the Town's residents and visitors, and links Remington to the surrounding communities.

### CHAPTER 8 – Natural Systems

Protect, highlight, and enhance the natural features and systems in and around Remington.

### CHAPTER 9– Implementation

Provides agencies and funding mechanisms to assist with implementation and completion of projects.



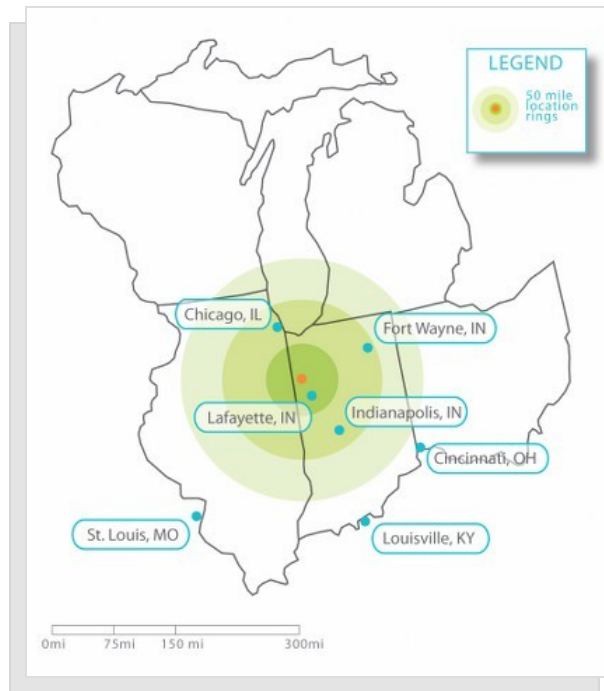
# Chapter One

## Town History

# Remington Background: Inventory & Analysis

## INTRODUCTION

This chapter is intended to provide a context for how Remington has evolved through its long and rich history. The purpose of this historical overview is to show the prominent individuals and institutions that have influenced and sustained Remington for over 150 years. Such an understanding of Remington's past not only illustrates how the community has evolved, but can also provide identifiers or opportunities regarding how the town may develop in the future.



## LOCATION

The Town of Remington is the southernmost community of Jasper County in Northwest, Indiana. The Town is found in Carpenter Township. Bordering Jasper County are Benton and White Counties to the south, Pulaski and Starke Counties to the east, Porter County to the north, and Newton County to the west.

## HISTORY OF REMINGTON

After Indiana became a state in 1816, our forbears set their efforts to the future development of the "Grand Prairie". Early transportation was overland and cumbersome. The "Modern" method of bulk transportation was anticipated to be via rivers and navigable streams. Notably among them were the Wabash, Kankakee, and even the Iroquois Rivers. These tributaries were part of a planned massive transportation network of waterways to become known as "The Wabash & Erie Canal" network.

In 1827 the U.S. Congress gave a large Federal Grant of \$200,000 to the Indiana Government to survey and plan a massive canal/river network through the low lands and swamps including northwestern Indiana. They planned to make the water ways fit for transportation. To induce and further fund the canal projects the U.S. Government gave significant lands around rivers and streams to the Wabash Erie Canal Entity. The Canal people sold off the land to investors and settlers.

The U.S. Government offered their land for modest prices of \$1.00 to 1.50 per acre. Settlers had to reclaim the land for agricultural and commercial use. Many settlers and investors came from Ohio and eastern states and some emigrated from foreign lands to seek land ownership and opportunity. As soon as families discovered the opportunities offered they contacted relatives near and far to join the new found life in the Grand Prairie of America.

They came to seek their American Dream.



## Remington Background: Inventory & Analysis

As fate would have it, the steam powered locomotive was rapidly improving and a network of railroads expanded ever westerly in the early 1830's. By the 1840's, it was apparent that the speed and efficiency of rail transportation would soon overtake the previous vision of the Wabash & Erie Canal ever becoming the preferred method of transportation in the Grand Prairie. Thus the Wabash & Erie Canal waterway plan was overtaken by the new invention of the Steam Locomotive.

Most of the Northwest Indiana territory was swamp lands. As railroads sprang up in the east and west of the "Remington" area, plans were made to join the tracks from Logansport to the Illinois State Line at Effner, IN. Although some grade work was completed, ostensibly through "Section 30", (Remington's future location) the plan was suspended in the early 1850's due to inadequate funds.

It was these and other circumstances that brought a 32 year old man (born 1820) named Jesse Fordice, from Putnam County, IN (Greencastle area). Fordice had the knowledge that a rail line would eventually be completed through "Carpenter's Station". It is likely that Fordice received a commitment from the Logansport, Peoria, and Burlington Railroad. He proposed to platt a town near the banks of

Carpenter's Creek. He offered the railroad every other lot in what the railroad called "Carpenter's Station" (Remington) if they would accelerate and complete the rail line through the area. His timing and perhaps other considerations caused the railroad to accept his offer. On October 20, 1852, Fordice traveled to Logansport, IN and "Purchased" from The Wabash & Erie Canal, two plots of land, totaling 476 acres in "Section 30" of Jasper County, IN. His total cost was \$506.63.

The railroad was completed in December of 1859 and Fordice submitted the plat for the Town of Remington on July 27<sup>th</sup>, 1860. When the rail line opened there was only twelve structures including the Station/Depot.

The original plat of Remington contained about 120 acres of the 476 Fordice owned in Section # 30. The original borders were Harrison Street on the south, Maine Street on the west, Michigan Street on the North, and Kentucky Street on the East. Section #30 is one square mile bordering present U.S. 24 on the north, Range Line Road (Main Street) in the west, CR 1800S on the south. The owners of the remaining 160 acres were William Jordan Jr., John DeWitt and Phoebe Elizabeth May, the daughter of George M. May. None of their property was within the original town limits of Remington.



## Remington Background: Inventory & Analysis



The Railroad called the town “Carpenter’s Station” in 1859 but was renamed “Remington” by Mr. Fordice at its platting in 1860. Remington historian Robert Shearer did extensive research and found “Remington” was the name of two families that Fordice knew in Putnam and Parke (IN) Counties. Since Fordice was living in Parke County from 1853 until 1860, it is thought that the name “Remington” springs from that family. There was a William H. Remington in the 1850 census from Parke County. However, there was also a William Remington from Putnam County as well. This we do know, “William H. Remington” was on the scene in 1860 at “Carpenter’s Station” and worked in a warehouse owned by Fordice called the Roberts warehouse. Later he operated the second general store in part of that building for only a few months and left the area. Jesse Fordice sold some of his Remington property in 1863. In 1864, the railroad sued and received possession of the promised “every other lot” (about 100 lots.) The railroad sold them all to a Timothy Foster for \$4,000. Foster was the Station Master for the Railroad at that time. Foster quickly sold them to Church & Hartley, a Remington partnership, for \$10,000, making a handsome profit. Average yearly pay was \$300-400.



*Photos depict the Remington Depot, TP & W Railroad present day , and downtown Remington.*

## Remington Background: Inventory & Analysis

### FOUNTAIN PARK CHAUTAUQUA

The Chautauqua movement began in 1847 when the Chautauqua Lake Sunday School Association Program in New York State was organized as a training course for Sunday school teachers and church workers. Soon the program was expanded to include art, music, and general education courses. The idea caught on and spread quickly across the country, evolving into a more general program for cultural and social enrichment, featuring programs on diverse topics such as literature, science, international relations and benevolence.

In 1893 the idea captivated Robert Parker, president of the Remington Bank, who purchased 30 acres north of the town for creating such an outdoor assembly to serve northwest Indiana. Two years later, the first session of the Fountain Park Chautauqua was held. Although the Chautauqua movement peaked and then dwindled as social habits changed, the session at Fountain Park has been continually held every year since 1895, making it one of the last of its kind in the country.

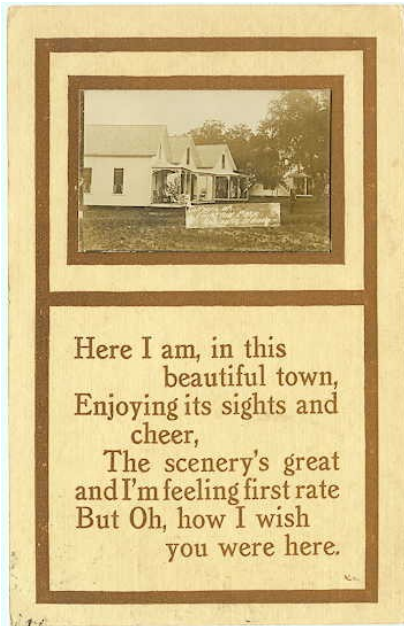
Over the years, Fountain Park Chautauqua has hosted many renowned speakers. In 1917, politician and orator William Jennings Bryan drew a crowd of over 8,000 people to the meeting. It was around that time

that the property was purchased by Christian Hensler. It has since been gifted by the majority of his descendants to a governing board of directors. Each cabin-owner then leases ground from the board.

Permanent structures were not the norm at most chautauquas. More frequently, families would erect canvas tents in which to stay for the duration of the meeting. When permanent structures were developed, they often maintained the circular formation employed by the tents. With the cabins and hotel facing the center of the grounds, the plan of the Fountain Park Chautauqua is an important artifact in itself, reinforcing the social nature of the event.

The Fountain Park Chautauqua includes a central tabernacle, or open theater for programs, a 36 room hotel for attending guests, built in 1898, and individual family cottages that form a ring around the grounds. The majority of these cottages are very well preserved and represent a variety of vernacular forms, including the gable front, double-pen, and pyramidal-roof cottage. Notable among them is the William and Mary Littlejohn Cottage, among the first cabins built on the grounds. The Fountain Park Chautauqua was listed on the National Register of Historic Places in December of 2001.

## Remington Background: Inventory & Analysis



### HISTORIC STRUCTURES OF REMINGTON

The first railroad to cross Jasper County was the Toledo, Logansport & Burlington, with a 62 mile stretch of its track being completed between Logansport and Effinger, Illinois, in 1859. The wood-frame station house at the center of the historic commercial district is Remington's best railroad era resource. The surrounding commercial district boasts several survivors from the heyday of the railroad era, including a notable parapet-front building with original storefront windows. Two Italianate buildings with cast-iron details still stand on Ohio Street.

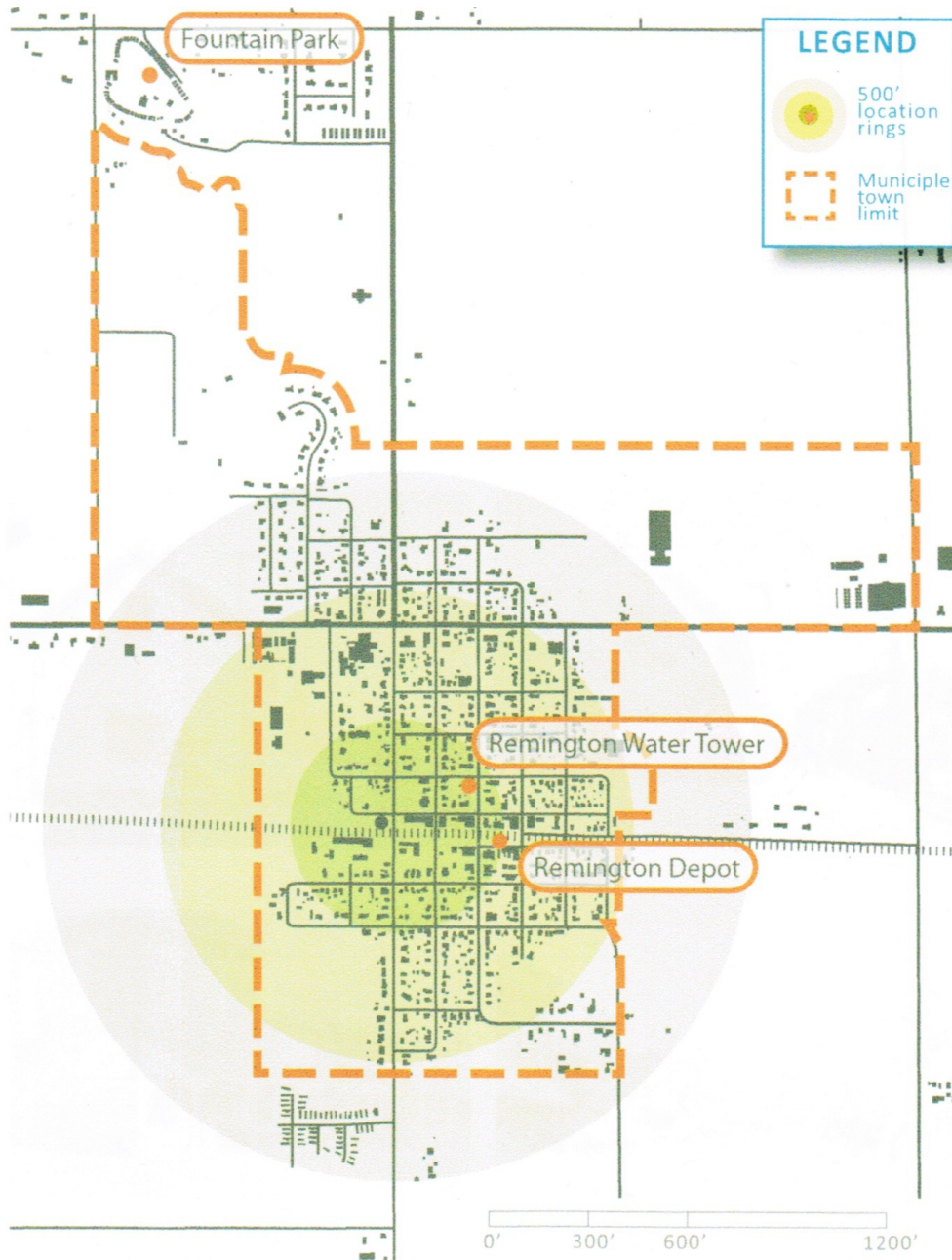
Residential architecture in Remington includes every style common to the periods of its growth ranging from the late 19<sup>th</sup> century to the early 20<sup>th</sup> century. Built around 1898 for a prominent local merchant the Charles Peck House is a notable examples of the Queen Anne style. The Tudor Revival house on Brown Street is representative of the many revival styles popular in the early 20<sup>th</sup> century. Remington contains a very well preserved Lustron house, a unique example of post-war design. Only manufactured from 1948-1950, Lustron houses were constructed of porcelain-enameled steel panels and marketed as a solution to the post-war housing shortage.



*Photos represent postcard from Fountain Park, historic photo from Fountain Park gathering, and the historic inn.*

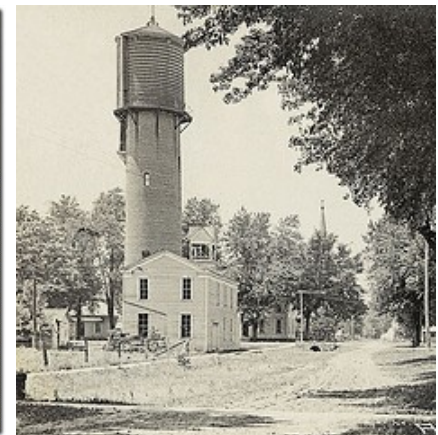


# Remington Background: Inventory & Analysis



Remington is home to many outstanding ecclesiastical buildings, all of which still serve their original function. The late Gothic Revival style is represented by Sacred Heart Catholic Church and the Methodist Church on Ohio Street, while the First Presbyterian Church is a fine example of the Neoclassical style popular in the 1910s and the 1920s.

Possibly the most visible historic landmark in town is the Remington Water Tower. With its brick walls and wooden tank, the water tower no longer serves its original function but remains in an excellent state of preservation. It has been recognized as an American Water Landmark by the American Water Works Association, which honors historic resources that have had a direct and significant role in supplying, treating, and distributing water to communities.



### REMINGTON'S WATER TOWER

On Sunday, October 23, 2005, a crowd gathered for a dedication ceremony commemorating the designation of the Remington Water Tower on the National Register of Historic Places. It was previously listed on the Indiana Register of Historic Sites and Structures on October 29, 2003. A plaque honors the old water tower.

The Remington Water Tower and Town Hall, constructed in 1897...in a town that was founded in 1860. The Challenge Wind Mill & Feed Mill Company of Batavia, Illinois constructed the water tower and town hall. Built on a limestone foundation, the common bond brick tower and cypress wood tank measure 104 feet high and roughly 20 feet in diameter with two-foot thick brick walls. The water tank, originally covered by a wood conical shaped roof and finial, holds 66,000 gallons and is currently about 1/3 full of gravel to maintain balance and stability in high winds. The original door into the water tower faces west. A dedication plaque from the Challenge Wind Mill and Feed Mill Company is affixed above the door. Spiraling up the water tower are a series of eight arched wood frame one-over-one windows with limestone sills. There is a catwalk that surrounds the perimeter of the tank. It is supported by metal braces. A thin railing surrounds the catwalk and the old fire bell, added in the 1920's for fire calls and other emergencies. The roof of the water tank was originally cedar shingles but it was replaced in 2003 with plywood and rolled shingles.

The 18 x 12 foot single story brick structure adjoining the east side of the tower may have housed the town hall. It sits on a limestone foundation and is constructed of painted common bond brick. Only the north and south facades are visible since the west façade is attached to the water tower and the east façade was incorporated into the interior of the fire station addition. The addition occurred between 1924-1927 and included space for the fire station and jail. These services remained in this building until 1976 when they moved to a new building. In 1964 the large garage was added to the east of the old fire station and jail. A final renovation occurred in 1978 when the old fire station, jail, and a portion of the garage were converted into office space for the present town hall. [Since moved].

The petition to build the tower was filed on July 7, 1896. Four bids were received by the Town Board and the Challenge Company was selected to construct the tower. Construction began in the spring of 1897 and it was completed the same year at a cost of \$11,300. The tower measured 80 feet in height and the tank was 24 feet tall and 20 feet in diameter. According to a publication from the Challenge Company, cypress water tanks could last between 25-32 years. In August 1924 the town of Remington paid \$2550 for a new cypress tank from the Challenge Company. From the time of its construction, the Remington Water Tower served the community's public and private water needs for 87 years until 1984 when, because it no longer met state requirements, it was replaced by a steel water

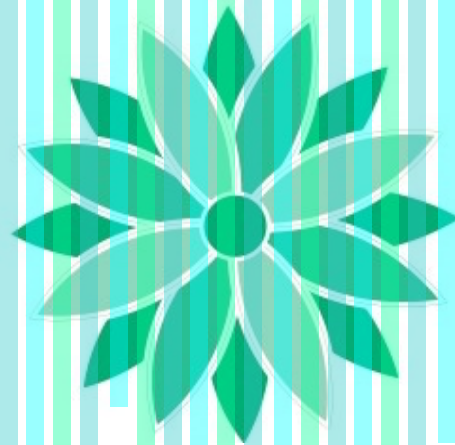


tower. It is the only brick water tower with wood tank remaining in Indiana to illustrate a 19<sup>th</sup> century public water utility facility. In 1986 the American Water Works Association presented the Remington Water Tower with the American Water Landmark Award. Several surrounding states have masonry towers but most of them have steel tanks.

Other interesting details in documentation include that in 1886 the fire bell was purchased, and a separate tower was built near the calaboose [jail] for the bell, which was placed there in 1887. The board of trustees decided to purchase a fire engine for \$275.

Every June the community celebrates the heritage of the Water Tower with the Water Tower Festival.





# Chapter Two

## Existing Conditions

### INTRODUCTION

Whereas the previous chapter summarized the long and eventful history of Remington, this chapter explores some of the existing conditions in the community. An understanding of the town's history, along with an inventory and analysis of conditions currently affecting it, combine to form a complete picture of various influences that have shaped Remington. Such information also helps to generate feasible, yet visionary, ideas for the future of the community.

### LAND USE INVENTORY & ANALYSIS

This section identifies key issues and opportunities for land use and growth within the boundaries of the Remington community. The past is equally as important as the present in assisting development of land uses. The past has shaped the footprint of the town and has laid out the potential for future development. The map on the following page will examine key constraints and opportunities for land uses based off of the Land Use and Zoning Weaknesses that have been identified.

### Land Use and Zoning Weaknesses

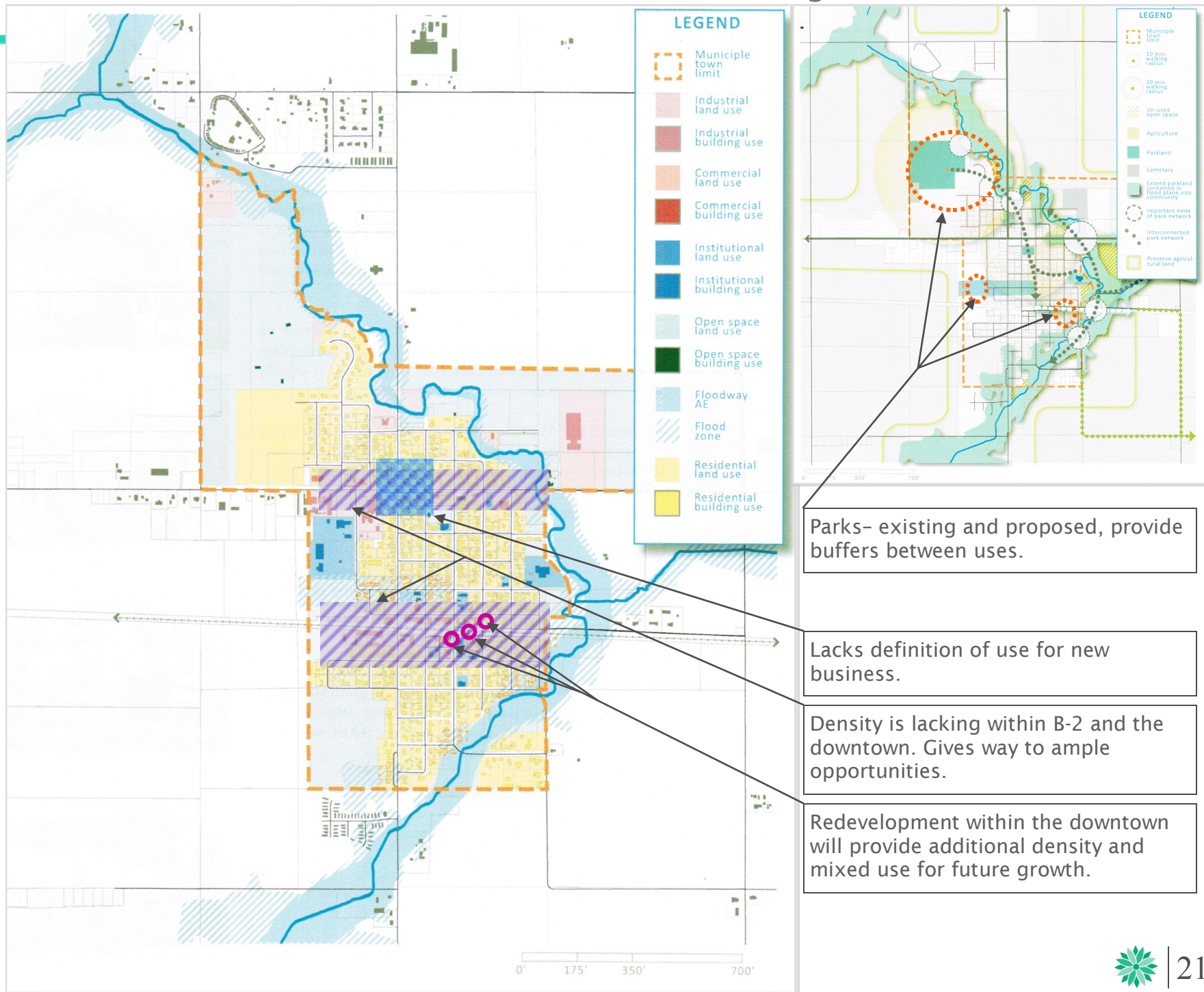
- Lacks plan to purchase dilapidated housing stock for infill development.
- Properties and structures within Floodway present serious liability.
- Lacks conservation land plan.
- No clear plan for diversified housing types including higher density residential development.
- Lacks density to support downtown.
- Lack of transition between densities.
- Unclear usage of specified zones including B-2 Business zone along U.S. 24/231.

### Land Use and Zoning Opportunities

- Zoning provides opportunity for transition between industrial land uses and residential land uses.
- Redevelopment of identified blocks within the downtown offers increased density and mixed use.
- Development of new parks provides buffers between residential and commercial/business zones.
- Carpenters Creek revitalization plan provides first step for conservation land plan.



## Existing Conditions: Land Uses



## Existing Conditions: Transportation & Infrastructure

### INTRODUCTION

This section provides an overview of Remington's street network and infrastructure. Components include not only streets, but also sidewalks, street furniture, drainage ways, parking, and the overall appearance of the community's public realm. Such a summary serves as a foundation for many of the recommendations outlined in Chapter 6 and 7.

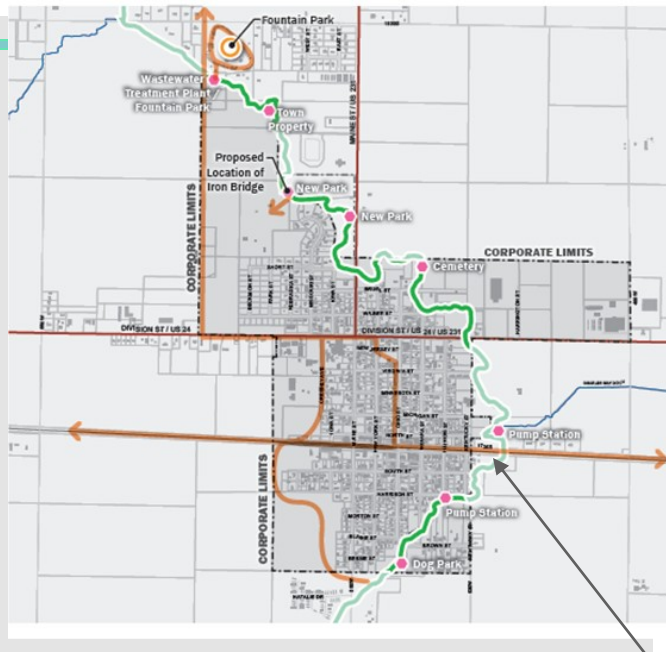
### TRANSPORTATION INVENTORY & ANALYSIS

Access to Remington is achieved primarily along two corridors. US 24 traverses east-west through town and connects to the Interstate 65 corridor on the eastern edge of the community. US 231 traverses north and south and connects to US 24 at Maine Street. 231 then heads east out of town towards the Interstate 65 corridor.

### Transportation Weaknesses and Opportunities

- Majority of the town's street network is comprised of small, neighborhood streets serving residential areas.
- Eastern intersection of US 24 and I-65 has a traffic flow issue and is unsafe
- Lack of defined or unifying elements "announcing" one's arrival to Remington (i.e. gateway features)
- Need to partner with NIPSCO to bury or relocate overhead utilities from prominent streets and viewsheds.
- Lack of unified street lights along public streets.
- Need to expand the existing recreational trail to create an effective means of traveling through the community and connecting various land uses.
- Some areas in town lacking sidewalks
- Lack of defined edges along some streets
- Need to fully realize the inherent potential of golf carts as an alternative means of transportation in Remington.

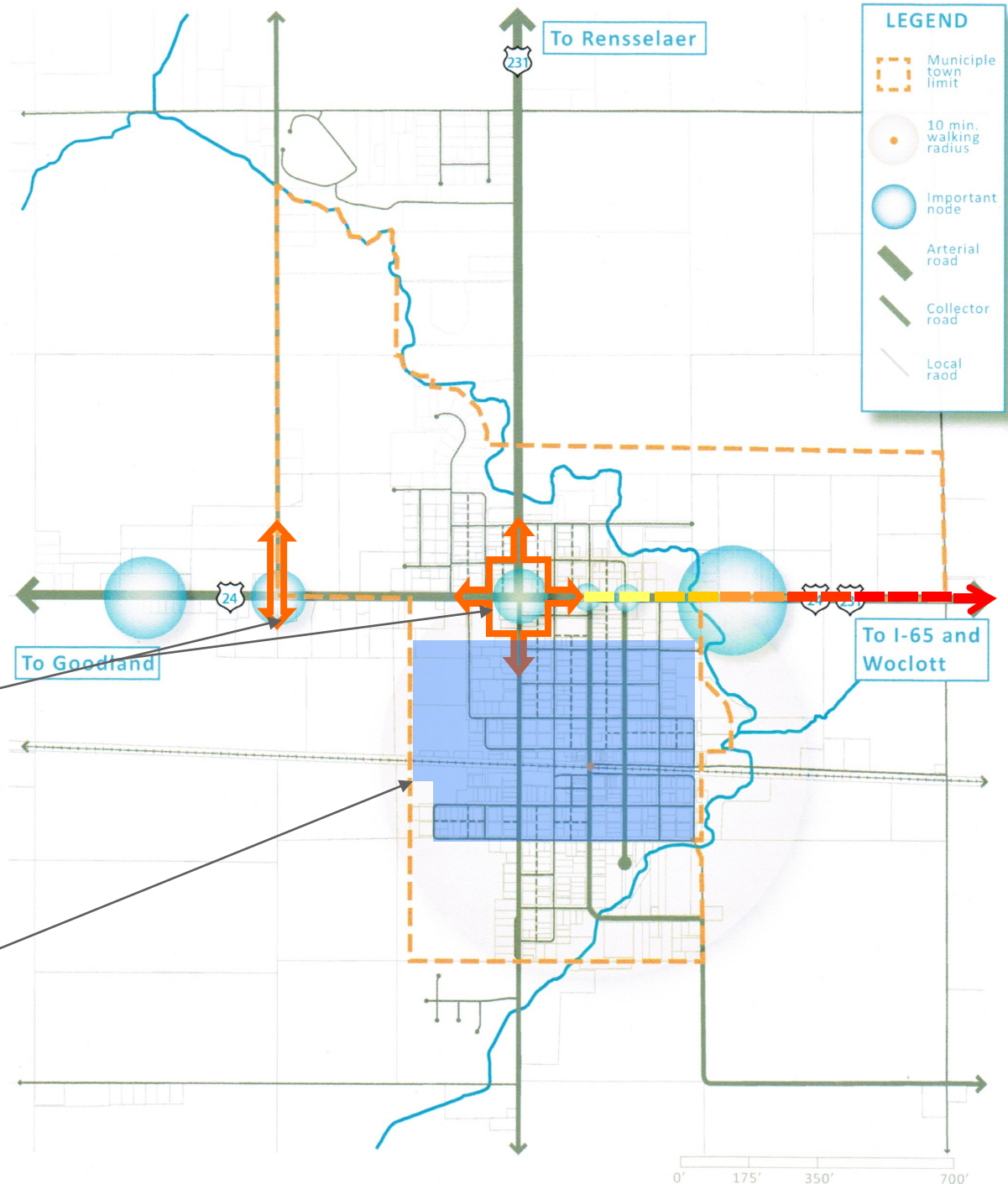
# Existing Conditions: Transportation & Infrastructure



Increase opportunities for non motorized transportation. Carpenters Creek Greenway offers residents access to natural features.

Identifying major nodes of transportation and evaluating intersections on ease of traffic and safety provides opportunities for added safety measures. Key areas of interest would include the crossing at US 24 and US 231 continuing to I-65 and within town limits crossing US 24 to reach New Park.

Assessment of sidewalks in particular those surrounding the downtown and primary school essential to plan future improvements.





### IMPORTANCE OF REMINGTON TODAY

In many ways, Remington today is typical of many small towns across Indiana and the nation. There has been a steady migration of residents to larger communities such as Lafayette, Rensselaer, and other cities in surrounding counties. As a result of this population decline, business turnover has occurred, remaining businesses in town have struggled to stay open, and student enrollment in Tri County School Corporation has continued to decline over the years. However, Remington has made a strong effort to preserve and capitalize on its historic cultural identity. Remington has preserved and been recognized for its historic water tower, and looks to capitalize on its historic rail history with the depot. As a result, Remington has built a rich history that remains relevant to the community today.

To remain a viable community, Remington must maintain and celebrate its rich cultural history. In an effort to achieve this vision, there must be a collective philosophy to continue building a community where current and future individuals and businesses contribute to its vitality. As alluded to in the Vision Statement, what is needed now is a clear goal that ensures the viability of Remington's future while also maintaining the cultural and historic integrity of the community.

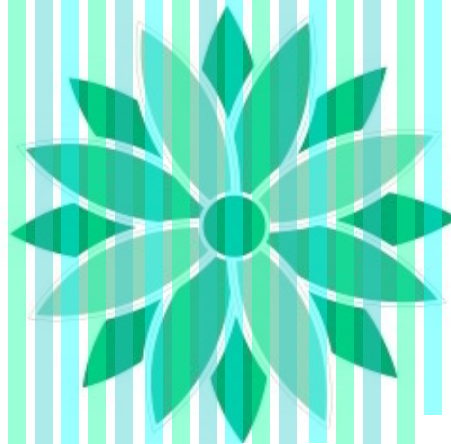
### COMPREHENSIVE PLAN RECOMMENDATIONS HIERARCHY

The following chapters explore the inherent potentials of the community. Part Two of this Comprehensive Plan outlines six **Guiding Principles** which directly support the community's **Vision Statement** and are intended to guide the future of Remington. Each of the following chapters contains a **Guiding Principle**, supporting **Objectives**, and **Strategies** that were developed as a result of input from the general public and the guidance of the Steering Committee. Below is a brief definition of the terms outlining the hierarchy of recommendations that support the **Vision Statement**.

**Guiding Principles:** The **Principles** were developed for each of the six subject areas covered in the comprehensive plan. Each of these directly supports the collective efforts and ideals of the community reflected in the **Vision Statement**.

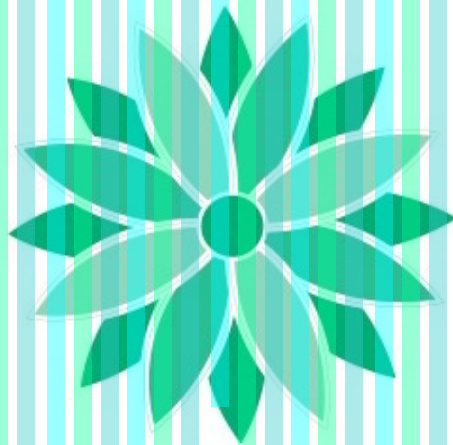
**Objectives:** Each chapter contains between three and six **Objectives** that support the relevant **Guiding Principle** stated at the beginning of the chapter. The purpose of the Objectives is to provide a variety of avenues or opportunities to achieve the intent of the **Guiding Principle**.

**Strategies:** The **Strategies** are intended to support each of the **Objectives** listed in each of the chapters. These **Strategies**, or action steps, represent tangible steps that can be taken by town officials, business leaders, community organizations, and residents to achieve the stated **Objective**.



# PART TWO

## Guiding Principles



# Chapter Three

## Character & Identity

Creating and retaining a unique image is of great importance to understand the character which makes Remington a beautiful community. With all future development the town's charm and identity is to be maintained and upheld.

First impressions are key to create an identity that is everlasting with not only visitors but residents. Gateways and high visibility corridors can create a lasting perception of Remington's image. Character is a reflection of the quality of life, and is seen in the highly visible presence of quality schools, churches, clean parks, green spaces, and productive well maintained businesses, support systems for citizens of all ages, mixed communities, a wide range of housing options, recognition of historically significant places and buildings.

The principles of character and identity extend to all land use sectors including housing, retail, employment centers, civic, recreational, and entertainment activities. It is vital these components express the unique character and identity of Remington to achieve the quality of life sought by its residents. Through such efforts, it is anticipated the town will remain a functioning authentic community. Visitors to the town must be participants in the life of the community, and not simply observers of the many features Remington has to offer.

### **Objective #1:**

*Emphasize the town's history, peaceful atmosphere, strong cultural assets, and a family friendly image.*

#### Strategies:

- Explore and coordinate educational strategies that inform residents and visitors alike of Remington's unique history.
- Promote and support local events that highlight the cultural and historical importance of Remington.

### **Objective #2:**

*Strengthen the visual appearance of Remington.*

#### Strategies:

- Design and implement strategies such as street trees, lighting, and similar streetscape features along Ohio Street and Railroad Street as outlined in the Downtown Revitalization Plan. (July 2012)
- Consider the thoughtful creation and placement of public art throughout downtown that reflects the unique identity of Remington as a cultural destination.
- Design and implement entry way signage following the design standards set by the Downtown Revitalization Plan.
- Design and implement wayfaring signage throughout the community designating points of interest and public spaces.
- Enhance and maintain streetscape elements along local streets.
- Explore options of ownership of TP&W Depot to revitalize surrounding area and provide adaptive use of depot building.

## Objective #3

*Encourage and strengthen the economic, cultural, and generational diversity of Remington's population.*

### Strategies:

- Balance the needs of Remington's residents with initiatives that promote activities and events in town.
- Promote policies and decisions that place a priority on local talents, businesses and resources with a vested interest in Remington.
- Support and publicize the efforts of volunteer organizations that provide essential social services to town residents in need.
- Work with organizations to provide information to new residents on community services and basic information.

## Objective #4

*Implement growth management strategies that preserve and promote the setting of Remington.*

### Strategies:

- Develop strategies that preserve and restore Carpenter's Creek.
- Update existing zoning documentation to better fit the needs of a progressive community while preserving the original uses designated through the zoning plan.
- Create and implement development strategies that give preference to the reuse of existing buildings and the redevelopment of vacant or underutilized parcels.





# PROFILE: Downtown Gateways & Signage

## Downtown Gateways and Signage

### US 24 at Ohio Street

What leads or signals a visitor's arrival into downtown Remington, the commercial development at I-65 and US 24/231 or the IGA Grocery Store on US 24/231 between Indiana and Maine Streets? Neither. The signage at the intersection of Ohio Street and US 24/231 does not give a clear indication that there is a downtown or that it lies a mere five blocks south, past one of the few brick water towers in Indiana.

Essentially, signage serves three primary purposes: to identify, promote, and attract. Current gateway signs, announce that one has arrived at the corporate limits of Town; however the sign to the Downtown Business District at Ohio Street does not provide a strong enough statement and is lost amongst the clutter of roadside signage, structures and overgrown landscaping.



Wayfinding signs provide a system of informational and directional signage to guide travelers to their desired destinations. This is not only an issue of safety, but can also provide a certain level of comfort for out-of-town visitors. These two types of signs should be consistent in colors, style or materials with the Town's desired image/theme.

Wayfinding signs can direct visitors to specific sites of significance throughout town including:

- Tri-County Primary School
- Town Hall
- Historic Water Tower/Library
- Tobias Community Room
- Remington Community Park
- Old Park
- Public Parking

In addition to signage, other design treatments and intersection improvements with an impact on visitors include:

- Crosswalks of special pavements.
- Support poles for signs, lights, traffic signals that match the style and color palette of the town.
- The burial of overhead utilities to reduce visual clutter.
- Landscape treatments.

## PROFILE: Downtown Gateways & Signage

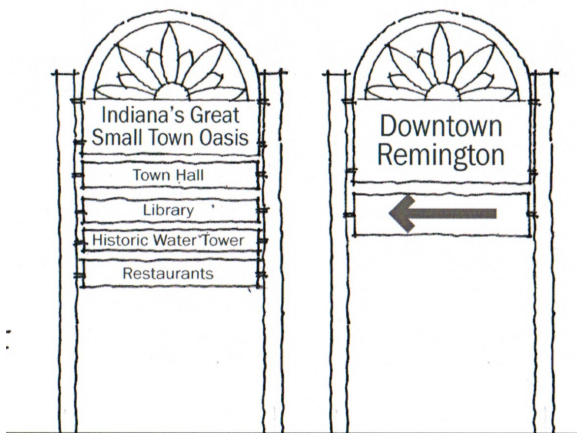
The map to the right represents what could be a future wayfinding map for Remington. It designates potential locations for signage and priority locations.

Numbers refer to map:

1. Gateway Sign
2. Wayfinding Directional Sign
3. Wayfinding Attraction Sign

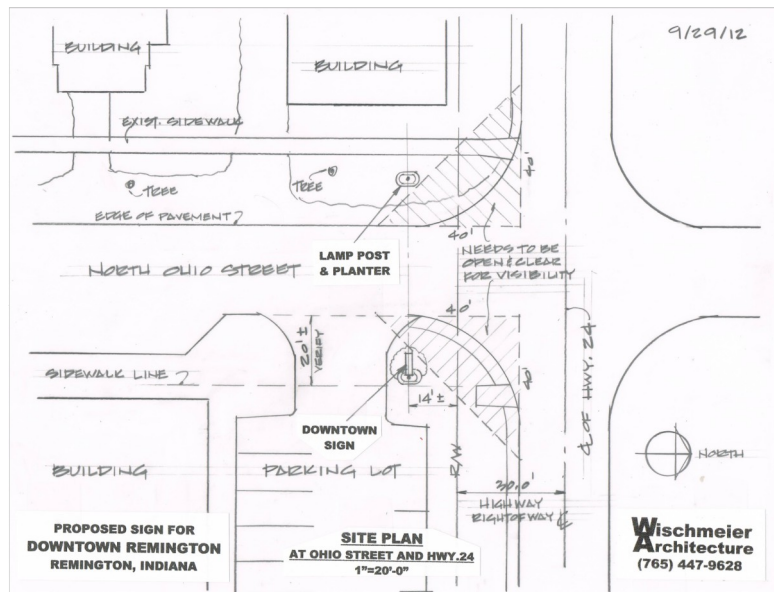
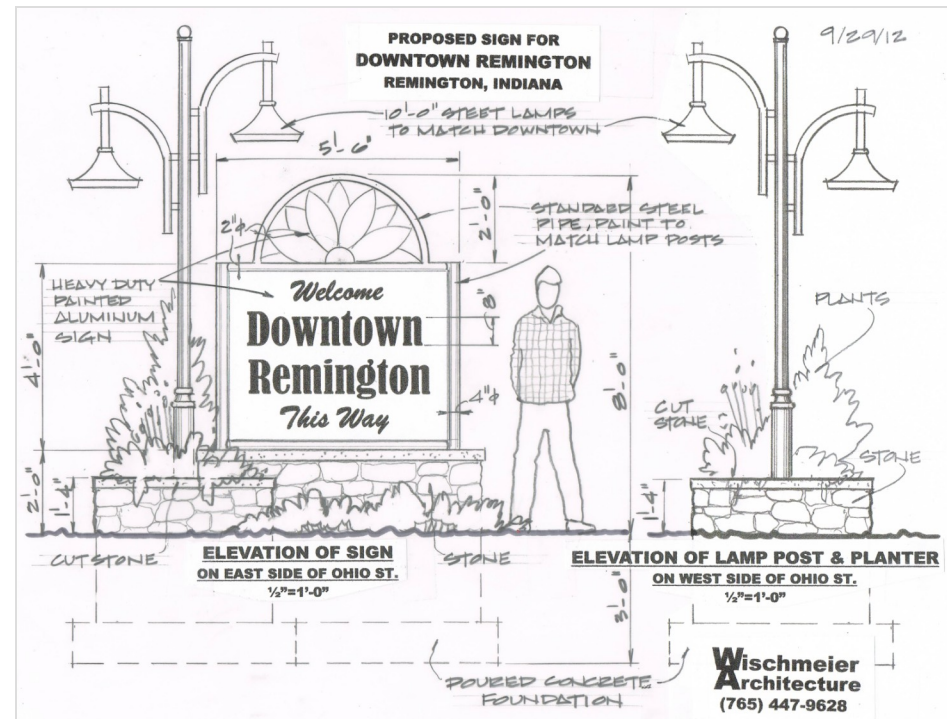
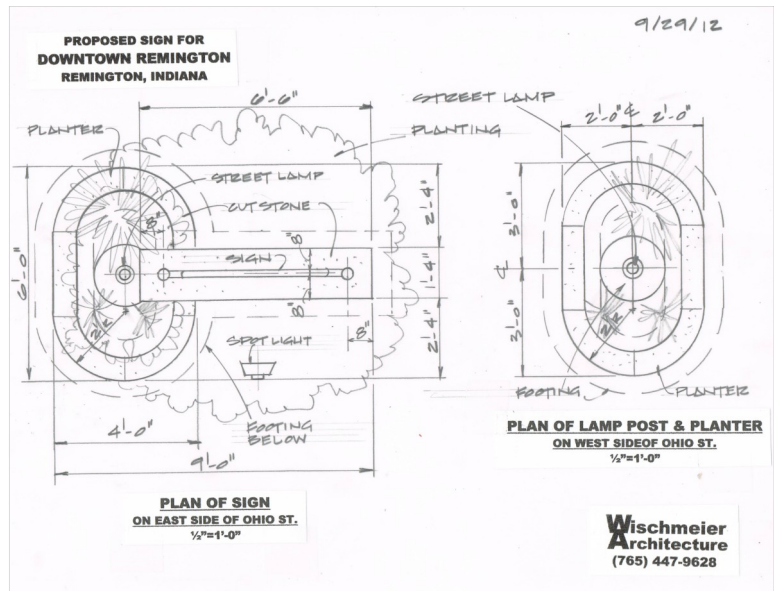
Below are examples of possible wayfinding signs that could be used to welcome visitors to Remington and help them become acclimated to what Remington has to offer.

Signage should be of sufficient scale relative to the viewer which can include automobiles or pedestrians.





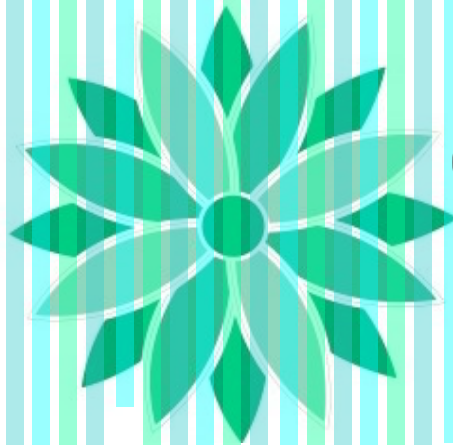
# PROFILE: Downtown Gateways & Signage



Aside from wayfinding, designating gateways is of great importance for Remington.

With the downtown out of sight to many traveling by highway, designating a gateway or entrance into the downtown is not only necessary but essential.

From the top left, a plan of a proposed gateway sign, bottom left a site view locating the sign in proximity to neighboring properties, and top right proposed gateway sign concept located on Ohio Street.



# Chapter Four

## Land Use & Growth

This chapter provides recommendations for the orderly, responsible use and development of land in Remington and adjacent areas. The following objectives and strategies are designed to create balanced land use patterns that best serve the needs of the community without compromising the integrity of identity. They also support related policies in the plan, particularly those pertaining to growth management and transportation.

A community divided by uses only leads to congestion and sprawl. A community comprised of a mix of activities designed to serve various parts of Remington allows the activities to work and respond with one another. The future land use map reflects the town's growth strategy and shows areas within and around Remington where certain land uses would be appropriate. These maps were developed based on several factors including;

- Remington's existing and planned infrastructure
- Existing land use locations and relationships
- Analysis of various environmental conditions
- Public input regarding desired land use patterns

### **HIERARCHY AND DEFINITIONS**

#### Building and Land Use –

Building and land use depicts current or future uses of land and buildings.

- Industrial – This designation refers to manufacturing, assembly and research and development. Administrative offices that support manufacturing and wholesaling are included.
- Commercial – This designation applies to the mixed-use that are predominantly commercial and office uses.
- Institutional – This designation refers to land used or planned to be used by a governmental entity for a public purpose.
- Open Space – This designation applies to land owned by the public and used for recreation. It is also applied to private open space and recreational lands.
- Residential – This designation refers to areas suitable for dwelling. It is generally divided into sub-categories based on dwelling unit density.

### Zoning -

Zoning laws are important to understand and once established in a healthy manner, they should be adhered to. Good zoning laws act as a framework for future healthy development. Understanding what each zone means helps to establish zones which transition between each other smoothly and appropriately.

- **A-1 Prime Agriculture District** - This district covers most of the territory at the extremity of the jurisdictional area beyond the corporate limits of the Town and is intended to protect and encourage agricultural uses of the land by controlling indiscriminate development of urban-type uses. Residences are permitted on large lots with wide frontage, but residential subdivisions are not permitted, except for 1, 2, or 3 lot subdivisions. Generally, the prime agriculture district is located where the soil types are most conducive to agricultural operations. All types of agricultural uses or uses akin to agricultural operations are permitted, either outright or by special exception, depending upon their impact upon neighboring uses.
- **A-2 Agriculture District**- This district is located generally in agricultural areas beyond the corporate limits of the Town, where soil types are conducive to agricultural operations and where residential uses either have taken place and are anticipated to do so with a minimum lot area of once acre. Residential subdivisions are permitted with large lots; however, all types of agricultural operations may be permitted, either outright or by special exception, depending upon their impact upon neighboring uses.
- **RS Suburban District**- This district is similar in many respects to the A-2 Agriculture District provided that lot area requirements may be reduced when sanitary sewers are utilized. It is a transition district between rural farm areas and existing residential areas, generally located in the expansion areas of the Town and beyond in the unincorporated territory.
- **R-1 Single-Family Residence District**- This district is established to provide for medium density single-family residences only. It occurs generally within the corporate Town where single-family residential developments have already taken place and in areas near or beyond the Town where development of this type is contemplated.

- **R-2 Single-Family & Two-Family Residence District-** This district is designed to accommodate two-family dwellings in areas where other multi-family housing would not be desirable. This district may also be used to provide a transition area between single-family residential areas and more intensively used areas.
- **R-3 Multi-Family Residence District-** The R-3 multi-family residence district is intended to provide for medium to high density residential areas. This district may be used as a transitional area between residential and non-residential areas.
- **B-1 Central Business District-** The central business district is designed to meet the day-to-day convenience shopping and service needs of persons living in surrounding residential areas, and is located in the center of the Town. Uses allowed in this district will, in general, be a less intense use than those allowed in the B-2 or B-3 districts.
- **B-2 Planned Business District-** This district is designed to encourage well-planned business uses, particularly with respect to unified design, safe ingress and egress, adequate and properly located parking and service facilities and convenient and safe pedestrian accessibility.
- **B-3 General Business District-** This district provides sites for heavier types of business and commercial uses as well as enclosed industrial uses.
- **B-4 Interchange Business District-** This district is intended to provide for certain business uses located adjacent to the Interstate Highway 65, US 24 interchange and fronting on portions of US 24, and which are primarily dependent on the volumes of traffic generated at this point. Because these uses will be in areas of heavy traffic volumes and high visibility, all uses in this district will be regulated in such a way as to maintain good traffic circulation and appearance.
- **I-1 Enclosed Industrial District-** The I-1 Enclosed Industrial District is established to include most of the existing developments within the Town and provide for their expansion, and is one in which manufacturing, fabricating, processing, extraction, repairing, dismantling, storage or disposal of equipment, raw materials, manufactured products or wastes is conducted entirely within enclosed buildings of any size, provided that such use shall conform to the performance standards set forth herein. Screening of storage, parking and loading areas is essential in this district as it is often located adjacent to residential areas. Business uses are not permitted in this district.

Material storage (open) may be permitted as an exception by the Board of Zoning Appeals.

- **UD-Unit Development Plan District-** This district is intended to provide more development flexibility than is possible through the application of customary zoning regulations. In recognition of both the rapid changes in design and technology in the building industry and new demands in the housing market, it is deemed necessary to meet those changes in a manner that will be consistent with the best interests of the Town of Remington.

### **LANDUSE: AGRICULTURAL**

While no land inside the current municipal limits is used for agriculture, much of the surrounding land does have agricultural uses. Just as in the regional context, agriculture plays an important economic and historical role which should be strategically preserved. Industrial growth should be restricted adjacent to residential development; the preservation of existing agricultural land will contribute to ensuring this.

### **LANDUSE: INDUSTRIAL**

Industrial growth should be encouraged at selected sites along the corridor. This will preserve the character of the town while contributing to the growth of an industrial “park” outside of the town mitigating unsightly adjacencies.

### **LANDUSE: COMMERCIAL**

Commercial development should be focused along the eastern entrance to Remington, via U.S. 231/24 as well as the downtown district. The commercial developments should be non-competing as the development along U.S. 231/24 should be transit oriented and the development in the downtown should be pedestrian oriented.

Commercial land uses help to activate the areas in their locale; they should be strategically placed at the entrance and the downtown.



### **LANDUSE: RESIDENTIAL**

As growth increases the need for residential growth rises as well. This type of growth should respect existing town boundaries and limits and when possible look inside the town for infilled development.

When growing outside the municipal limit, thought should be given to the costly addition of utilities and infrastructure. New developments should compliment the existing town structure and seek to extend infrastructure and utilities rather creating disconnected subdivisions.

Residential growth in Remington should utilize natural amenities, i.e. Carpenters Creek and encourage developing agencies to invest in enhancing new and existing infrastructure, utilities and natural systems.

As new developments arise, they should maintain a core which is denser, contributing to the formation of neighborhoods and districts rather than monolithic, sprawling suburbs. These developments should encourage diversity and complexity in their social fabric.

### **LANDUSE: INSTITUTIONAL**

New public land use should be located inside communities when possible, to allow Remington to directly benefit from its presence as well as increasing diverse public interaction.

### **Objective #1:**

*Promote and pursue new development opportunities that respond to the scale, style, and overall character of Remington's existing community fabric.*

#### Strategies:

- Concentrate on appropriate, mixed use infill development prior to expanding the town's physical and corporate boundaries.
- Reference and apply downtown revitalization principles for the downtown following the Downtown Revitalization Plan. (July 2012)
- Support a variety of high- quality commercial development that serves the needs of residents and visitors alike.
- Recognize the many contributions of location organizations and support their continued investment(s) in the community.
- Develop policies for appropriately scaled, quality commercial development along primary corridors reflecting the importance of these high visibility community gateways

### Objective #2

*Support policies and organizations that promote a variety of housing types within the community in a concerted effort to attract new residents and families to Remington.*

#### Strategies:

- Encourage a variety of housing types such as single-family homes, duplexes, apartments, townhomes, or condominiums in an effort to create affordable housing opportunities.
- Develop policies that allow and encourage residential unites/units in 2<sup>nd</sup> story floors above commercial businesses in the downtown (Railroad and Ohio Streets).
- Develop local initiatives that encourage the appropriate rehabilitation of existing buildings into single-family units or duplexes.
- Plan for the creation of affordable housing within the downtown area.

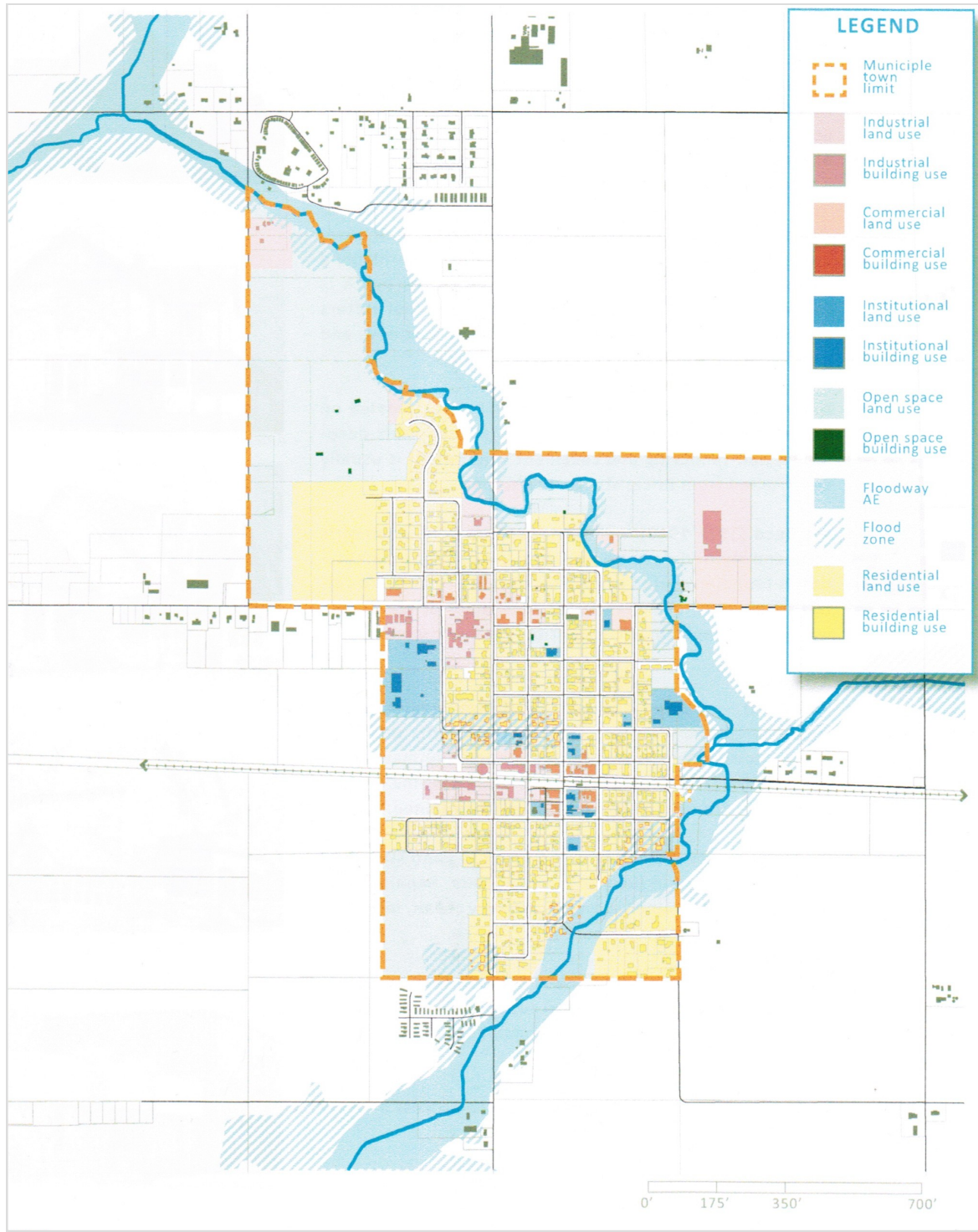
### Objective #3

*Promote growth strategies that celebrate and retain the surrounding rural character and cultural landscape.*

#### Strategies:

- Explore strategic areas adjacent to Remington's corporate limits for potential municipal expansion that strengthens the agricultural capacity.

## Land Use & Growth



### Land Use Within Town Limits

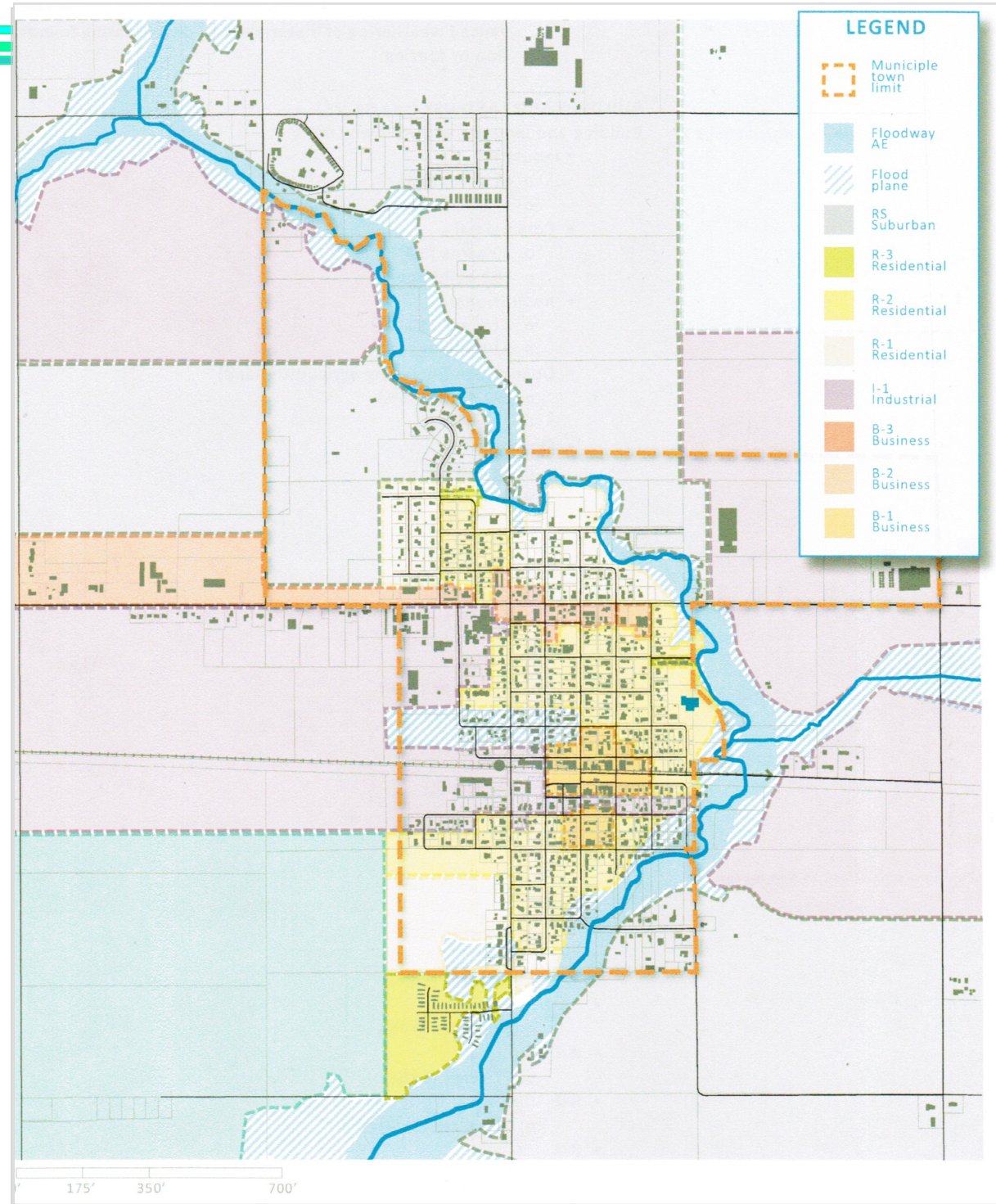
Industrial	62 Acres	9%
Commercial	20 Acres	3%
Institutional	21 Acres	4%
Open Space	242 Acres	36%
Flood Zone A	18 Acres	
Flood Zone AE	66 Acres	
Flood Way AE	33 Acres	
Residential	190 Acres	29%

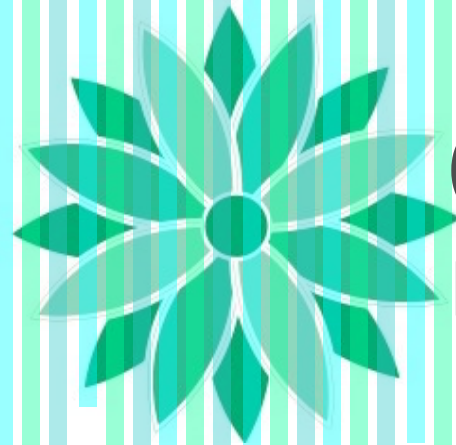


## Land Use & Growth

### Zoning Within Town Limits

B-1	21 Acres	3%
B-2	3 Acres	<1%
B-3	21 Acres	3%
FP	84 Acres	13%
I-1	188 Acres	29%
R-1	77 Acres	12%
R-2	119 Acres	18%
R-3	2 Acres	<1%
RS	138 Acres	21%





# Chapter Five

## Economic Development

This chapter focuses on economic development's role as an engine for growth in the community. Remington's economy depends on multiple economic sectors and should not rely solely on one specific industry but a combination of multiple industries.

This chapter's objectives and strategies support the economic development Guiding Principle, and reflect the town's desire for supporting and strengthening local business development, creating a favorable business environment for new investment, and encouraging business diversity. This chapter relates and relies heavily on the future of land use and growth and the recommendations outlined in the previous chapter.

### IMPORTANCE OF PARTNERSHIPS

Throughout any planning process is always necessary to identify community stakeholders. Remington's success in future development and growth is dependent upon the involvement and cooperation between organizations in the community. This will include partnerships among public agencies and private entities, between various private organizations and businesses, among businesses, and among community residents. All groups must come to the table in an effort to build on, and promote, the unique features of Remington.

### NON-PROFIT PARTNERS OF REMINGTON

#### Lions Club

- Locally the club funds scholarships to Tri-County High School seniors. They support the Christmas parade, Easter egg hunt, and give candy at the Halloween Parade. The funding originates from Thursday night bingo located at the Lions Club building.

#### Tri-Kappa Sorority

- In existence since 1963, the ladies support the Tri-County arts and education, as well as offering a scholarship to Tri-County High School seniors.

#### Psi Iota Psi Sorority

- Founded in 1941, the ladies support several community organizations and schools with necessary supplies and equipment.

#### The Masonic Temple

- The Masonic Temple members donate to worthy causes within the community, including the Women's Crisis Center and the local food bank.

#### The American Legion

Established circa 1940, the members sponsor a baseball team and provide scholarships to graduating Tri-County High School seniors.

### Remington Main Street

- Created in 2008, Remington Main Street is involved in revitalizing the downtown and creating programs and projects that designate the downtown as a destination. Projects include Spruce-Up Kits, Downtown Christmas, downtown gateway design and implementation.

### Remington-Wolcott Community Development Corporation

- Developed in 2006 to assist the Tri-County School with increasing enrollment and solving quality of life issues, the RWCDC is a cross county partner, working with both Remington and Wolcott, focusing on bridging the gap of small communities through economic development, housing, quality of life, and education.

### Jasper County Economic Development Organization

- JCEDO is a non-profit, county wide economic development organization focused on attracting new business, retaining existing business, and growing the local economy while improving quality of life and building on a foundation of active and involved communities.

### Women's Giving Circle:

- Beginning in 2012 membership included 17 charter members, each pledging \$100 or more per year helping to fund grants to assist organizations in Remington.

### **NEIGHBORHOOD PARTNERS OF REMINGTON**

#### FBI Buildings

- Employing over 300 people in the Remington area FBI has constructed and designed pre-engineered post frame buildings.
- FBI has strong ties with local churches bringing relief to the recent flood victims by giving materials and goods where needed.
- FBI supports the local FFA, 4-H and various educational activities.

#### Impact Omni

- Nearly 150 are employed at Impact Omni, one-third are from the Remington area.
- Impact Omni has contributed to the Remington Disaster Relief Fund and supports the community whenever possible.

#### Industrial Pallet

- Industrial Pallet employs 40 people in the Remington area.

#### Irving Materials Inc.

- Irving Materials Inc. in Remington produces concrete
- IMI donated concrete for the Remington town park and allows the town to use their equipment and supplies them with materials like sand and gravel when needed.

#### Solae, LLC

- Solae produces a full range of soy products, employing over 50 people locally.



### Solae, LLC Continued

- Solae has donated to the Remington Disaster Relief Fund and provided land and funding for a drainage ditch in the town.
- Solae supports Tri-County's FFA and funded the lighting for the little league baseball diamond.

### Monsanto

- Monsanto supports the local FFA along with many other educational related activities.
- Monsanto Funds is a non-profit organization that generates grants for the community. The organization supported the Remington Disaster Relief Fund.

### Remington Hybrids

- Remington Hybrids was established in 1984. They support the community in a variety of ways for charitable causes.

### Additional Community Partners include:

- Apostolic Christian Church
- Remington Baptist Church
- Sacred Heart Catholic Church
- Heritage Bible Church
- First Baptist Church
- Remington United Methodist Church
- Tri-County School Corporation

The following are Objectives and Strategies that support the Guiding Principle for economic development in the community.

### **Objective #1**

*Develop strategies that retain and attract businesses that serve the needs of residents and visitors alike.*

#### Strategies:

- Support and promote locally-owned restaurants and businesses in favor of national franchises.
- Work with Remington Main Street to follow the Indiana Main Street four point approach supporting local business.
- Develop incentives or policies that encourage new businesses to locate in existing real estate.
- Create more activities that support tourist-related businesses such as restaurants, guided tours, festivals, and facilities for recreation.
- Create a business incubator to allow new businesses and entrepreneurs to share resources and support services during start-up phases.
- Promote business development that supports existing business and community.
- Encourage and promote appropriate home businesses that respond to the needs of residents and/or tourist.



### Objective #2

*Explore opportunities to increase the existing tax base or secure additional funding alternatives.*

#### Strategies

- Encourage professional businesses and services to locate in Remington to enhance it's quality of life and strengthen the tax base.
- Partner with local/regional banks to create revolving loans or funds as incentives for new business development.

### Objective #3

*Coordinate with local and regional economic development resources to minimize duplication of efforts, and effectively utilize existing resources.*

#### Strategies:

- Continue to work with the Remington Wolcott Community Development Corporation to promote regional attractions.
- Develop and informational clearinghouse for the prospective businesses and entrepreneurs considering locating in town.
- Support Remington Main Street and Remington Wolcott Community Development Corporation and explore opportunities to expand their membership and resources.

- Continue to work with Jasper County Economic Development Organization to attract new investment in the community and support existing local businesses.

### Objective #4

*Create a marketing plan promoting the town's unique cultural and historical features, small town qualities, and strong local workforce.*

#### Strategies:

- Create a source of year-round visitor information for tourists and find a suitable location, such as Remington Post Office, Town Hall, Remington Carpenter Township Public Library, or other location open throughout the year.
- Expand the Town of Remington website to include information on lodging, dining, recreation, or shopping opportunities, real estate, and land real estate from Jasper County Economic Development Organization's website.

## PROFILE: Remington Main Street

### Remington as a Main Street Community

An organization with determination. The Town of Remington was designated as a Main Street Community by Lt. Governor Becky Skillman in December of 2008 while the organization of Remington Main Street became official in December of 2010.

RMS is based on a four point approach which includes: Promotion, Organization, Economic Restructuring, and Design. The ultimate goal of Remington Main Street is to help our town become a great place to live, work, shop, and play.

The four points create committees which work to make the vision a reality.

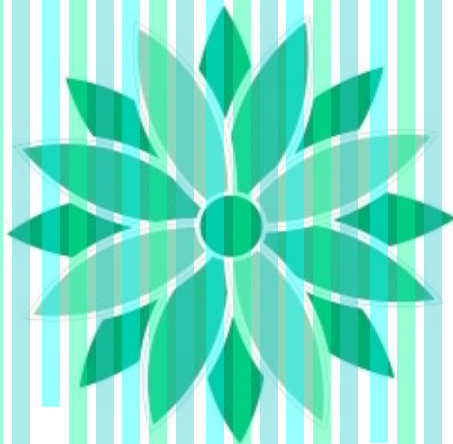
Promotion involves marketing the downtown's assets to customers, potential investors, businesses, local citizens and visitors. The goal is to market the downtown as a destination.

Organization is based on building coops or partnerships with a diverse group of individuals and agencies in the community to ensure a self-reliant, long-lasting downtown revitalization program involving all community members.



Economic restructuring is just that. Restructuring the economy to strengthen the existing downtown and surrounding businesses while finding new ways to capitalize on new opportunities and overcome challenges. The ultimate goal is to enable an economically viable downtown.

Design encompasses the physical appearance of the downtown by rehabilitating historic buildings, supporting new construction, creating a friendly, attractive place that will draw in visitors and businesses.



# Chapter Six

## Public Services & Facilities

This chapter focuses on what public amenities are made available to residents from the Town of Remington as well as how the Town operates.

By providing access to such amenities the residents and town can work closely together to achieve the best outcome for improvements and evaluating how the Town is performing to meet the needs of a growing community.

The greater the level of service and facilities provided the more attractive a community will be to retain growth and attract new and future growth.

### Assessment of Town Services.

Another important tool to achieving the overall goals established in a comprehensive plan is completing an annual assessment of city services. An annual assessment documents the current condition of the organization, as well as tracks progress on improvements made and notes those that are needed. This tool should be used in tandem with annual strategic and work plan development efforts organization-wide, as well as during annual budget and capital improvement program planning.

The following is an excerpt of narrative descriptions of each Town department and program.

### ADMINISTRATION

Administration consists of one employee. The Town Manager ensures that the policy direction set by the Town Council is implemented and that the Town's delivery of public services is provided in an efficient and cost-effective manner. The Town Manager is hired by and accountable to the Town Council to oversee the day-to-day operations of the Town. Among the Manager's duties: Serve as the liaison between the Town Council and Department Heads, Town Marshal, and Fire Chief; enforcement of Ordinances; investigate and apply for grants which may be available from various sources; establish short range and long range plans for the operation and development of the Town; work on special project for the Council as needed; update the Town of Remington website and make media contacts; schedule and conduct Department Head meetings; work with the Jasper County Economic Development Commission in locating potential industry to the area, and review tax abatement requests place before the Council; make recommendations to the council to hire, suspend, discharge, remove or transfer Town employees for the welfare of the Town; conduct annual performance reviews of Town employees; provide the Town Council complete objective information to support the Town Council in its decision-making process.

### TOWN CLERK-TREASURER

The Town Clerk's office consists of one full-time employee. The clerk gives notice of time & place of council meetings; attends meetings; records and certifies all actions of the council; arranges publication of notices, ordinances and resolutions (maintain & filing accordingly); attests deeds and documents; administers all oaths required by law. The clerk prepares the agenda & information for the council meetings.

The clerk treasurer is responsible to: receive and care for all town money and disburse monies on the order of the town council; keep financial accounts identifying the sources from which funds have been received and to whom payments of town funds have been made; prescribe payroll and account forms for all town offices; prescribe the manner in which creditors, officers, and employees shall be paid; manage the finances and accounts of the town and make investments of town money; prepare budget estimates of miscellaneous revenue, financial statements, and the proposed tax rate for the town council; maintain custody of the town seal and the records of the town council; issue all licenses and collect fees fixed by ordinance.

### FIRE & RESCUE

The Remington Carpenter Township Volunteer Fire Department was established in 1885. Recently the 17 member squad moved into a new 1.2 million dollar modern station that was built without raising taxes. The department provides fire & rescue services for the Town of Remington and 127 square miles of three townships. The department owns three fire engines, two tankers, two brush trucks, and one heavy rescue truck. With the addition of the heavy rescue truck in 2011 the rescue squad was able to expand their capabilities with the purchase of a plasma cutter and a county funded grain bin rescue system. The department is now working towards the future purchase of an aerial platform truck to service the fast growing elevated fire and rescue needs of the community.

In house training is conducted once a month with outsource training available to anyone who wishes to attend. Members are required to obtain a Firefighter II and Hazmat awareness certifications. The department currently holds an ISO rating of 6 within 1000 foot of a hydrant and 8 in the townships.

The department recently purchased workout equipment and weights. They now hold daily exercise sessions to promote physical fitness among the department. The department is very active in community functions and holds several fund raising events annually.



### EMS

The Southern Jasper County Ambulance Service provides the EMS service for the Town and the surrounding area. The 12 member group makes an average of 230 runs annually. The members are required to obtain and maintain an EMT-B Certification.

### POLICE

The police department is comprised of one Town Marshall and one Deputy Marshall. The department has one officer on call to provide the Town police protection 24/7/365. The police respond to over 1,000 calls for service annually. Over 100 of which involve reported criminal acts. The police department would like to get involved in some community education programs in the future.

### SENIOR CENTER

The Remington Senior Center is presently located in the Remington's Lion's Club at 115 S. Sunnyside Street and is operated by the Jasper County Community Services. The center employs an on-site Nutrition Manager who provides programs and services to participants Monday through Friday. The hours of operation presently are 9 a.m. to 2 p.m. Lunch meals are served each day at 11:30 a.m. to those 60 years of age and older. At the current location meals, preventative health screenings, informative programs and workshops, events and social activities are provided to the daily participants.

The Town is actively looking into finding the Senior Center a permanent home. A new, larger, permanent home will allow the Senior Center to expand service and opportunities, as well as extending the hours of operation.

### LIBRARY

The Remington Carpenter Township Public Library staff consists of two full time and 3 part time employees. The library is overseen by a seven member board that meets monthly. The library was established in 1913 and has been in its current location since 1963. The 7,656 square foot facility also has a Community Room that is available for rent which was built in 2002.

The library contains over 32,000 books, 56 magazine subscriptions, over 1000 books on tape and CD, and roughly 1,300 DVDs. Throughout the year, the library purchases current magazines, best-selling novels, non-fiction, and other materials for the residents of Remington. The library offers these materials to their patrons at no charge.

The library is a well-used facility in Town. It has over 1,500 library card carrying members. Nearly 26,000 items were circulated during 2012. The library also offers six computers to patrons for internet use; these are in almost constant use. The building also offers wireless and the gazebo on the southwest corner of the property provides a Wi-Fi hotspot.

### STREETS & ROADS

One employee works in the streets department. Among the responsibilities of the Streets Superintendent are salting and snow from Town streets; clearing brush from the creek to help improve water flow; mosquito spraying when necessary; getting quotes and scheduling work for major street repairs; cleaning storm drains and culverts; perform minor maintenance on all department vehicles; patching streets with hot and cold patch; minor building maintenance of Town owned properties; weekly brush pickup and seasonal leaf pickup throughout the Town. The streets department also assists with testing the quality of water, and assist in the reading of water meters when necessary. The streets department also assists the Water and Sewer department when necessary. The position requires the Superintendent to obtain and maintain certification of a Category 8 Pesticide Applicators License through the office of Indiana State Chemists.

### WATER & SEWER

Two Public Works employees are specifically assigned to monitor the water and sewage plants, 6 wells, two 250,000 gallon water storage tanks, and 3 sewage pump stations. The Wastewater plant is permitted to handle 529,000 gallons daily. Checks are required 7 days a week so the entire Public Works Department assists. The positions require continuing training to obtain and then maintain certification as Class II Sewage Operator, Water Treatment Class 2 (WT2), and a Distribution Medium License (DSM). All Public Works assist in maintenance and repair of water, sewer, and storm drains throughout Town.

There is a need in Town to add a water filtration system in the immediate future. The filtration plant will need to be equipped to remove iron and manganese from the water. The filtration system will also need have an option to install water softening at a later time if it is not cost feasible at the time of construction.

An annual review of the Town Services is recommended and to coincide with the Town's budgeting process.

## PROFILE: Water Treatment Facility Upgrade

The Town of Remington is in the preliminary engineering phase of a new treatment plant to improve the quality of its drinking water.

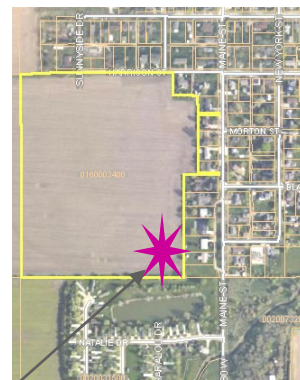
The Remington Water Works was established in 1897 with a brick water tower being built and cast iron mains buried at a cost of \$11,000. Currently, the Town only adds chlorine, phosphates, and fluoride at the well heads prior to pumping into the distribution system. Remington has six active wells spread out along its southern and eastern edges. They have two 250,000 gallon elevated water storage tanks; and in addition to serving the customers located within the corporate limits, it also provides water to commercial and industrial developments east of Town at the I-65 and US24 interchange. Remington typically pumps an average of 350,000 gallons of water each day, with a maximum daily usage of 550,000 gallons.

The Town has not historically had issues with the volume of water provided by the aquifer from which it draws. However, the iron and manganese levels and hardness of the water have been a source of continuous rate payer complaints; and have caused operational issues within the distribution system, most significantly the need to flush mains due to iron buildup.

Remington is working to identify viable alternatives for a new Water Treatment Plant. Studies will focus on a filtration system, type yet to be determined, for iron and manganese removal.

In addition, at the Town's request, the engineering team will prepare a preliminary budget for a water softening facility; however it is likely that this will be built at a later time unless funds can be acquired for its construction.

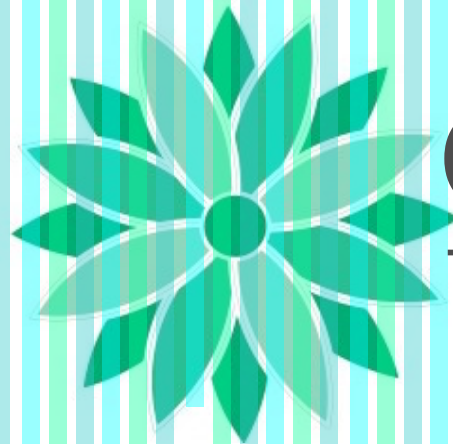
Remington has identified a parcel of land on which the facility could be located. Preliminary engineering will include an evaluation of this site based on location to existing utilities and environmental factors. In addition, because the Town's six wells are not centrally located, The oldest drilled in 1952, and the newest in 2003. All of the wells are drilled in glacial deposits of sand and gravel between fifty and eighty feet deep. The original wells were deep in limestone and water quality was poor. The preliminary engineering study will evaluate options for routing existing well discharges to the new treatment plant, or possibly the abandonment of some wells and construction of new.



Potential site for new water treatment facility.



Photo of existing well house.



# Chapter Seven

## Transportation & Infrastructure

Local connections are just as important as regional connections. Good local connectivity not only facilitates navigational ease for a visitor, but also helps to establish the image of a place for permanent residents.

### REMINGTON TRANSPORTATION HIERARCHY

The hierarchy of road networks lends itself to efficiency, interest, legibility and safety. Traditionally these networks have been categorized based on size and speed considerations.

Collector Roads – provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. U.S. Routes 231 and 24 fall into this category.

- Balance between mobility and access
- Speeds range from 20mph to 50 mph

Local Roads – consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement. All other roads and streets fall into this category, including county roads.

- Lower mobility
- High degree of access
- Speeds range from 20mph to 50 mph

### REMINGTON AND THE REGION

I-65 – the interstate is a large connecting point of Remington to the region. It is the artery for entrance and exit and now engenders much of the local commerce. The intersection of I-65 and U.S. 24/231 is indistinct and creates little dialogue on the transition between communities.

### TRANSPORTATION IN REMINGTON

- Entrance – Remington is primarily accessed through U.S. 24/231 from the east, U.S. 24 from the west and U.S. 231 from the north.
- Collector Roads – The primary collector roads in Remington are U.S. 24/231, which provides east/west movement, and U.S. 231, which provides movement north.
- Local Roads – The local road network have been established in a traditional grid pattern. The primary roads are Maine Street, Ohio Street and Indiana Street, all traveling north/south.
- Alleyways – Many city blocks provide alleyways, increasing access to housing.



### ROAD HIERARCHY AND CIRCULATION:

#### U.S. 231/24

The state route is the primary entry into Remington. Higher densities of commercial and residential growth fronting the street will contribute to the entry experience.

Developing this transportation network as a “green street” connects the network to its surroundings. It also creates a pleasant and attractive environment which can transition into smaller, local road networks, promoting continuity.

#### NODES

The hierarchy and distinction of important intersections should easily understood and should relate information about the experience.

### ANALYSIS OF TRANSPORTATION IN REMINGTON (see map on page 57)

- U.S. 24/231 into Remington provides opportunity for identity and sense of entrance and exit
- U.S. 24/231 provides opportunity for identity and character
- Intersection of U.S. 231 provides opportunity for identification and sense of entrance and exit
- Northern residential development does not align with town grid
- Transportation alternatives provides opportunity for ensuring walkability to amenities
- Lacks on street parking in downtown
- Lacks pedestrian oriented walkways on main pathways
- Lacks pedestrian trail and bikeway connections
- U.S. 24/231 provides opportunity in drawing people and business
- Age of existing infrastructure problematic
- Lacks legibility in hierarchy in street network (i.e. Ohio Street entrance into Remington downtown)

Remington's network of local streets, and the components that comprise them, not only serve a functional purpose, but also help to shape the identity of the community. The town's streets should not only accommodate vehicular traffic, but should also be treated as safe and attractive public settings for all users including pedestrians and motorists alike. The town should promote policies that ensure the entire street right-of-way is routinely designed and operated to enable safe access for all users. The following objectives and strategies provide a variety of opportunities for Remington to enhance circulation, corridors, infrastructure, and linkages across the community.

### **Objective #1**

*Expand alternative transportation opportunities internally within Remington and externally linking the town to surrounding communities or attractions.*

#### Strategies:

- Enhance infrastructure needs specific to all users for safe and attractive connectivity through Remington.
- Evaluate priorities for implementing non-motorized transportation routes within Remington and reaching to neighboring communities.

- Explore opportunities to utilize Carpenter's Creek as a recreational corridor linking Remington to neighboring communities.

### **Objective #2**

*Create an efficient infrastructure system within the public realm that enhances safety and aesthetic conditions throughout Remington.*

#### Strategies:

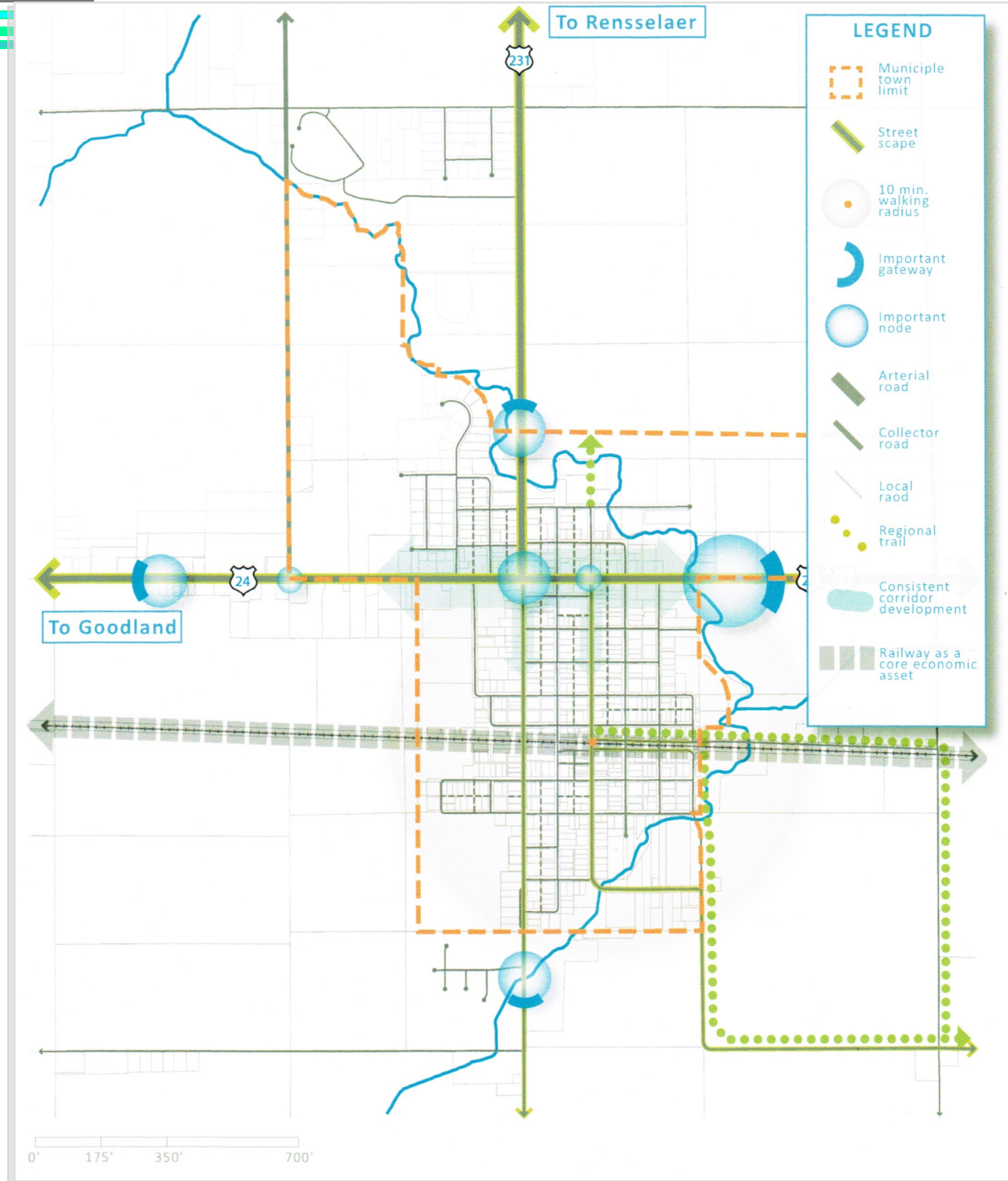
- Develop a Capital Improvements Plan that prioritizes street and sidewalk improvements throughout the town.
- Ensure sidewalk ramps and intersections comply with ADA requirements.
- Coordinate with Remington Main Street for the future planting and maintenance of landscape areas within the public realm.
- Partner with INDOT to explore additional safety measures at the I-65 interchange.
- Coordinate with INDOT for corridor improvements along Ohio Street/US 24 such as sidewalks, lighting, streetscape features, and traffic calming measures highlighting the corridor as a gateway to the community.

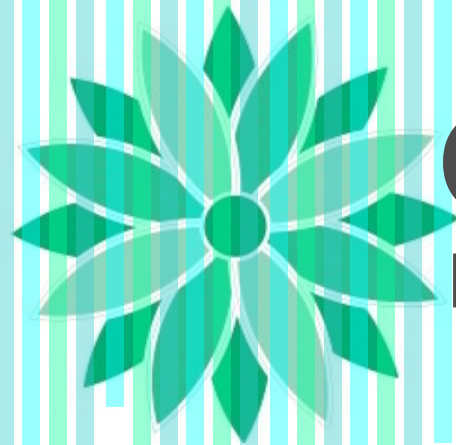
# Transportation & infrastructure

## Objective #2 Continued

- Create and implement a system of directional and informational signage to correspond to local attractions.
- Coordinate utility improvements such as line repairs or relocation with planned sidewalk and streetscape improvements throughout Remington.

Map to the right represents the analysis of transportation in Remington.





# Chapter Eight

## Natural Systems

*"The importance of pedestrian public spaces cannot be measured. It cannot be proven mathematically that wide sidewalks, pedestrian streets, more or better parks make people happier, much less measure how much happier...Parks and other pedestrian places are essential to a city's happiness". Enrique Penalosa*

The town of Remington is comprised of an open space network, which provides layered benefits, adding to the quality of life experienced.

### Social Benefits

- As community places, parks have something to offer everyone, from kids and teens to the elderly; their presence can also be a cohesive force in a neighborhood, or an entire city.

### Economic Benefits

- Open space is good for a community's health, stability, beauty, and quality of life. All these benefits are in turn good for a town's economy.

### Environmental Benefits

- Parks, community gardens, greenways and other types of urban open space can significantly improve air, water, wildlife and more.

### VARIETY IN OPEN SPACES

No one open space is like another. Each is responsive, for better or worse, to the environment around it and the need therein. It is no surprise that certain types of open spaces are more appropriate in certain areas. The following is a list of park types found in Remington:

Mini-Park: Used to address isolated or unique recreational needs.

Neighborhood Park: The basic building block of the park system and serves as the recreational and social focus of the neighborhood.

School Park: At times the park can serve combined uses as a neighborhood, community and sports park.

Community Park: Focus is on meeting community based recreation needs as well as preserving unique landscapes and open spaces.

Natural Resource Areas: Lands set aside for preservation of significant natural resources, remnant landscapes, open space and visual aesthetics/buffering.

Park Trails: Multipurpose trails located within greenways and parks that connect one park system to another.

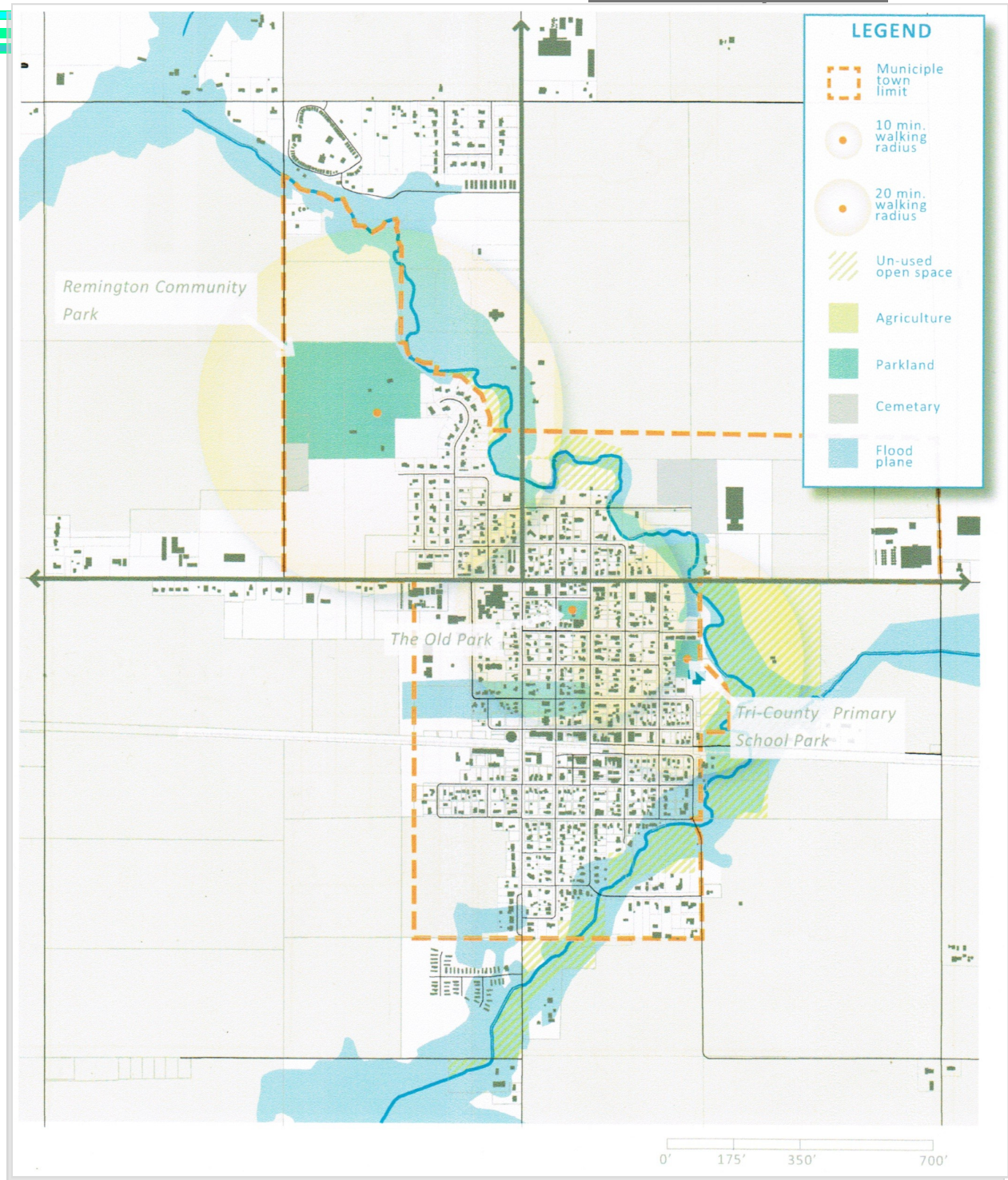


## Natural Systems

Sports Complex: Consolidates heavily programmed athletic fields and associated facilities to a single or a few sites throughout the community.

The map to the right demonstrates the location of Remington's community parks and open space.

The following pages will describe the attribute of each park and offer suggestions for future improvements.



### OPEN SPACE NETWORKS IN REMINGTON

#### New Park

- Provides a sports complex and recreational activities
  - (5) miniature soccer fields, (2) full-sized soccer fields, (2) tennis courts, (1) miniature baseball field, (1) full-sized baseball field, (1) basketball court and horseshoe
  - (1) playground focused toward middle aged children and (1) playground focused toward younger children
  - trail systems include (3) gravel bed trail loops totally nearly 1 mile
  - (1) enclosed shelter, (1) exposed shelter
  - parking provided
- Service Area – the park services the town of Remington well and expands to serving the needs of the region as surrounding cities gather to utilize shelter facilities and sports fields, highly used.
  - Size – 60.7 acres

In 2012, the Town purchased an additional 22.5 acres to the east of the existing property for expansion. The park includes a variety of recreational facilities from active sports fields to playground equipment to walking trails. Paths throughout the park consist of accessible, crushed, compacted aggregate. The park is also served by electric, wastewater, and water utilities.

Carpenter Creek divides the older and newer sections of the park. The newer section is mostly wooded with varied topography. The developed western park area lacks a dense wooded canopy and has little to no elevation change, but the wooded area surrounding the creek has slopes up to 53% west of the creek and up to 11.5% east of the creek. A historic, probably late nineteenth century bank barn of wood and field stone is located on the newly acquired property adjacent to US 231. An informal review of external architectural conditions identifies it as better than average condition with the potential for rehabilitation to a parks rental facility. That site is not currently served by underground utilities, but water is accessible from a line that follows Carpenter Creek. (*See PROFILE: Town Park*)

- Suggested Future Development –
  - Extend walking trails throughout park and to larger trail system
  - Install solar lighting along walking trails
  - Install benches along walking trails
  - Install mile markers along walking trails
  - Install exercise equipment along walking trails
  - Add third baseball field to park
  - Build concession stand, restrooms, storage shed and patio
  - Install water sprinkler system for soccer and baseball fields using recycled water.
  - Additional parking throughout park

### Old Park

- Provides surrounding community a variety of play equipment and sport activities
  - (1) enclosed shelter
  - (1) Scout cabin, recently updated
  - (1) basketball court
  - parking provided
- Service Area – the park services the town of Remington, moderately used.
  - Size – 1.51 acres
- Suggested Future Development –
  - Additional parkland servicing south Remington utilizing reclaimed flood plain land.

### Tri-County Primary School Park

- Provides school community and others a playground for children
  - (1) playground facility
  - (1) basketball court,
  - (2) miniature baseball fields
  - parking provided
- Service Area – the park serves primarily the school community, but is also used for sport facilities by the rest of the community, moderately used.
  - Size – 2.36 acres

- Suggested Future Development –
  - Utilize proximity to Carpenter's Creek to connect to future trail system and establish learning programs along creek.

### Carpenters Creek

- Changing widely in topography and assets the creek has acted as the eastern boundary of Remington as the creek runs north to south. The topography in the north is undulating and severe; this transitions into a uniformly level region in the south.
  - The Remington Community Park trail network utilizes a minimal area of the flood zone for its tree cover and topography.
  - North of the community park the water treatment plant releases cleansed wastewater into the creek.
- Service Area – Currently the creek is not utilized for recreational or learning activities. The community has viewed it recently as a liability rather than an asset due to an extreme flood event.
  - Size – Recent DRN studies maps 161.26 acres of flood zone inside Remington town limits.

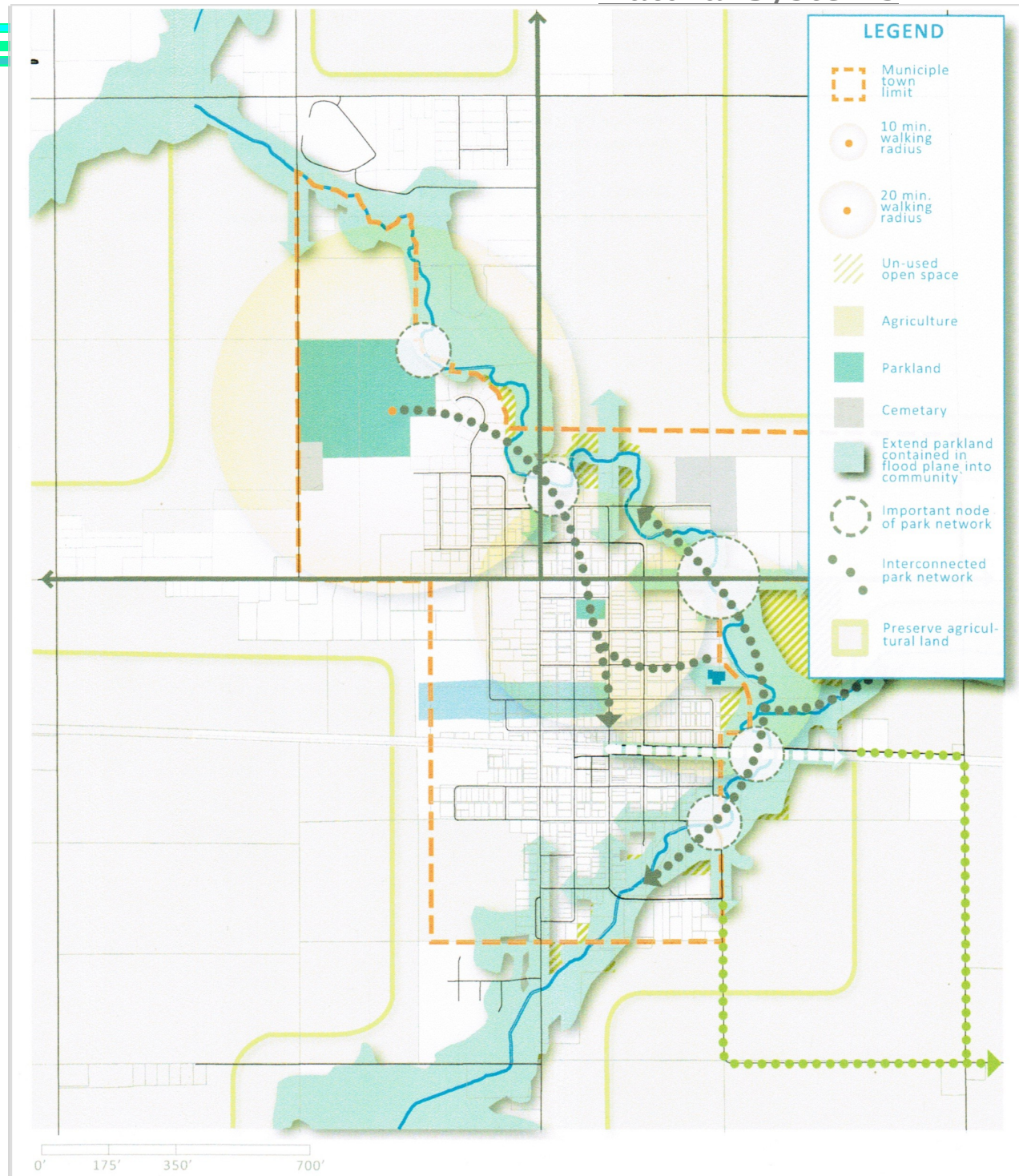


## Natural Systems

### REMINGTON OPEN SPACE ANALYSIS

- Lacks connected coherent, comprehensive trail network connecting open spaces and public facilities
- Good planning for future development of community park
- Lacks utilization of Carpenter's Creek as an opportunity for a town-wide park, trails and conservation plan
- Lacks plan for preservation and conservation of surrounding land and drainage ways
- South-east Remington underserved by open space
- TP&W lacks plan for integration into open space networks
- Lacks integrated storm water management plan

Map to the right demonstrates the open space analysis for Remington- citing current issues and new development.



### FUTURE PARKS & OPEN SPACE

Though the community is considered to be adequately served by open space the properties and projects in this chapter were identified during the Master Plan process as those with the potential to become public park and open space facilities in the future. The community determined that it is important to have a record these opportunities for future planning efforts. To assist in the planning of improvements at these locations, conceptual park plans or precedent images are provided for each of the park facilities. These plans provide a simple visual representation that can be used to explain to the public, granting agencies, and town leaders what the possibilities are. As always, the Town and Parks Board remain committed to developing only parks properties that can be sustained within the means available.

### POTENTIAL PROJECTS SUMMARY

A downtown public gathering space adjacent to the active railway and between North and South Railroad Streets was recommended in the *Remington Downtown Revitalization Plan* (2012). The space, currently in railway right-of-way, provides a link between parks on the northwest and southeast parts of town and the potential Carpenter Creek greenway. Currently referred to as “Depot Park”, it would function as a community park with a 1/2 mile service radius.

Another opportunity includes establishing a greenway along Carpenter Creek. The State of Indiana has established the goal “of providing an easily accessible trail opportunity within 15 minutes or 7.5 miles of all Indiana residents. Carpenter Creek can meet that goal. The greenway service area is 1/2 mile to each side of the creek center line.

There are also opportunities for additional facilities and better access and linkages on 34.5 acres of town-owned property on three sites: just east of the corporate limits near the railway (“Potential Park Property 1”), near the corporate limits and railway on the west side (“Potential Park Property 2”), and the cemetery.





## Potential Open Space

### LEGEND

■ Potential Open Space  
(Private Property)

■ Potential Open Space  
(Town Property)



## Service Area Including Potential Open Space

### LEGEND

■ Neighborhood Park / Open Space  
1/4 Mile Service Area

■ Community Park / Open Space  
1/2 Mile Service Area

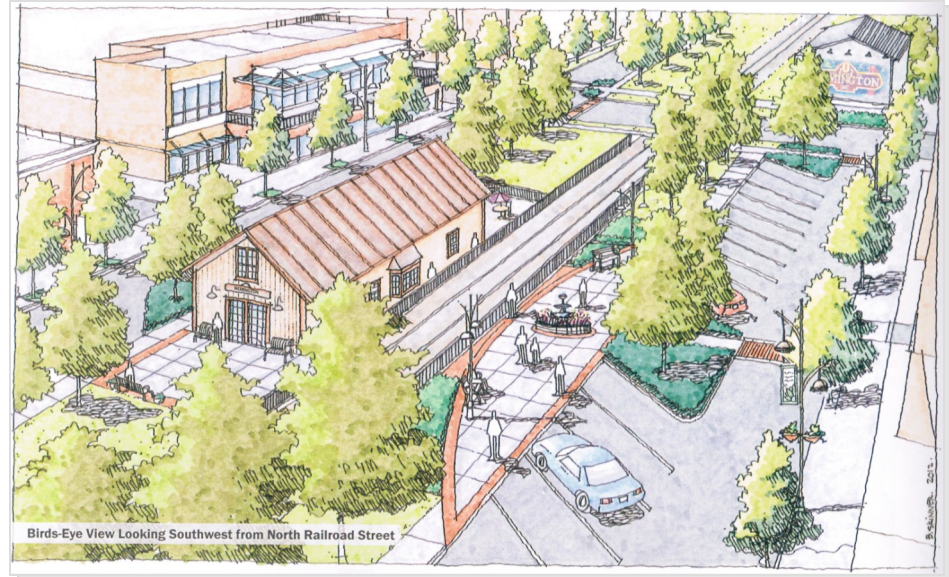
■ Community Park / Open Space  
3 Mile Service Area



### Depot Park:

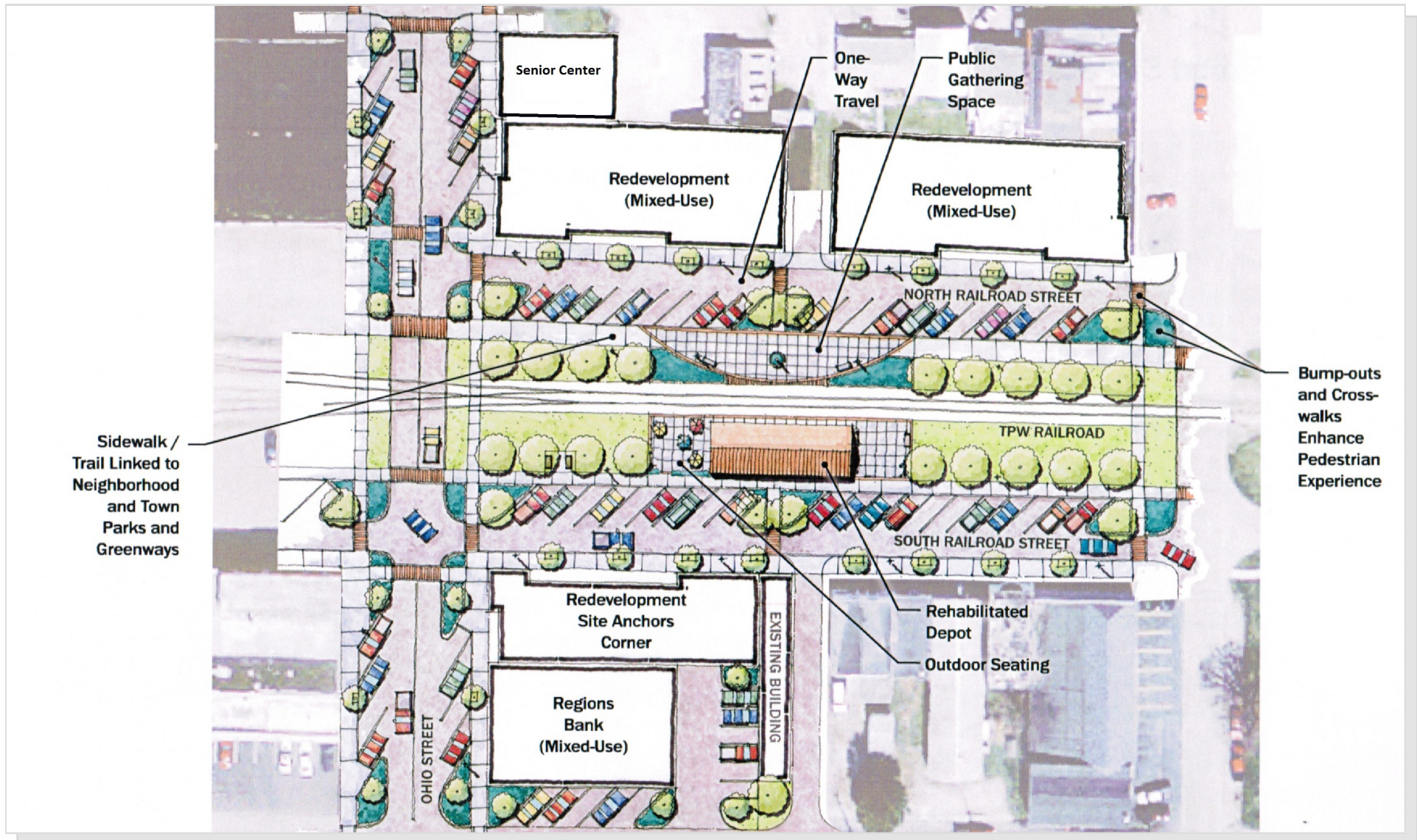
During the planning process for the Office of Community and Rural Affairs (OCRA)-approved *Downtown Revitalization Plan* (2012), which included public input and a public hearing in June 2012, “Depot Park” was identified as one catalyst project proposed for Downtown Remington. Recommendations include the conversion of North and South Railroad Streets into a one-way road with parking rearranged to free up land for a public gathering /plaza space adjacent to a rehabilitated/renovated historic depot. The proposed multiuse path on the north side of the space can serve as an important link in the town-wide and regional trail system. The area is flat and has access to water, wastewater, stormwater, and electric utilities.

- Facilities
  - None at this time
- Issues
  - Coordination with TPW Railroad
  - Depot evaluation to determine rehabilitation or replacement
  - Need grant funding
- Long-Term Recommendations
  - Redirect traffic from two directions on each street to one
  - Develop Plaza Space
  - Provide Street Trees and other streetscape improve-ments
  - Coordination with local/regional trail routes





## PROFILE: Depot Park





## PROFILE: New Park



Historic Bank Barn



Existing Trail



Splash Park

New Park currently offers amenities typically found in a small town park, soccer fields, baseball diamonds, shelters, and ease of access by local residents. However, New Park has the potential to expand it's offerings to residents. Renovating the Historic Bank Barn as another facility available for public use whether it be educational programs, bike and kayak/canoe rental facility, trail head for expanded

connections, or simply restrooms, the Historic Bank Barn offers a world of opportunity to New Park.

New Park's size enables trails to be increased for more distance and greater access to the creek is made available. Added amenities including a Splash Park or natural gardens have room to grow and thrive in New Park.



### NON-MOTORIZED TRANSPORTATION ROUTES

As part of the Jasper County Trail Vision, non-motorized transportation has been envisioned for the communities of Jasper County. This section details the opportunities for the town of Remington.

Thanks in large measure to the creek's location, Remington's emerald necklace has an outstanding opportunity to be realized in the near future. On the west, the town will have to rely on master planning and subdivision ordinances to maintain the proposed corridor. The loop route would also involve a spur to Fountain Park, which exists outside municipal limits to the north. Cooperation with Jasper County officials will be imperative with a new bike/pedestrian bridge required at Remington Community Park.

Sidewalk repair and installation are overdue. This is especially pronounced near their lone school facility. Shared-routes are replete in this proposal, connecting all parts of the town, including the local cemetery located in the NE just across the creek. A major recommendation for a traffic light has been proposed at US 231 in the center of town. Establishing a light here will ensure safe pedestrian and bicycle crossing at this heavily-used intersection.

The presence of Carpenter's Creek lends to the town's potential for an excellent local water trail facility. A natural launch location already exists at

Remington Community Park, and another has been proposed just south of town where the creek crosses County Road 580 West. Additional work will be required to scope the condition of the creek for paddling in regards to flow and logjams.

At Remington Community Park, a proposed equestrian trailhead has been sighted. This would represent the southern termini of a route extending a distance of approximately 12 miles.







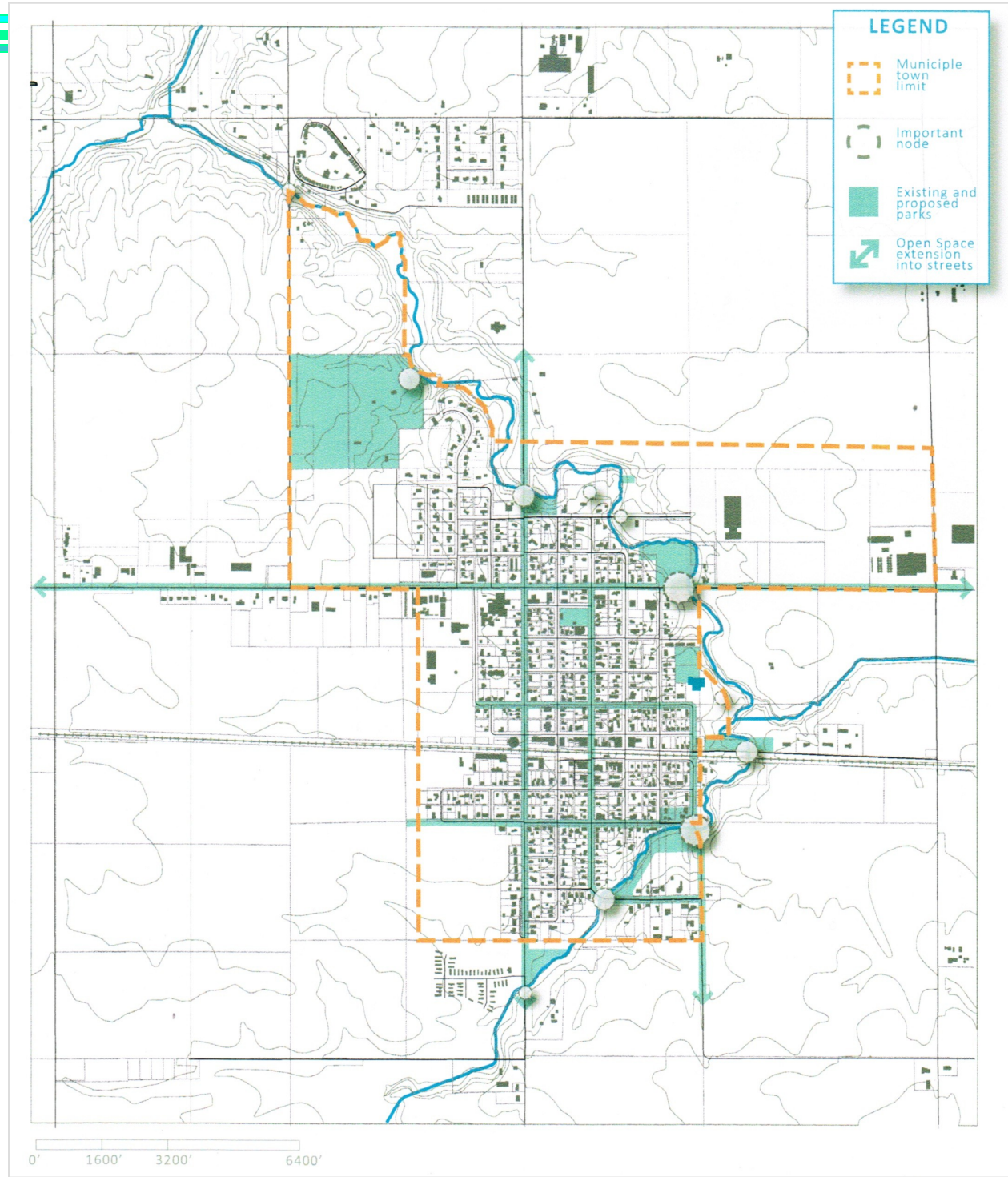
# Natural Systems

## Carpenter's Creek

The section of Carpenters Creek within and adjacent to the town's municipal limits possesses a wide range of characteristics. This section approximates 2.5 miles in length with a varying width as the creek level fluctuates. The banks have a range of softly graded slopes to severe bluffs. The creek's water source is contributed to by drainage from local fields.

The community does not currently use the creek for any consistent purpose and the town has never developed portions of the creek for recreational use. The town does have jurisdiction of 75 feet on either side of the centerline of the creek, though throughout the span of the creek property lines abut the creek edge.

Because of Remington's size, nearly the whole community has easy access to the creek.





# Natural Systems

## Potential Carpenter Creek Greenway & Regional Trail System

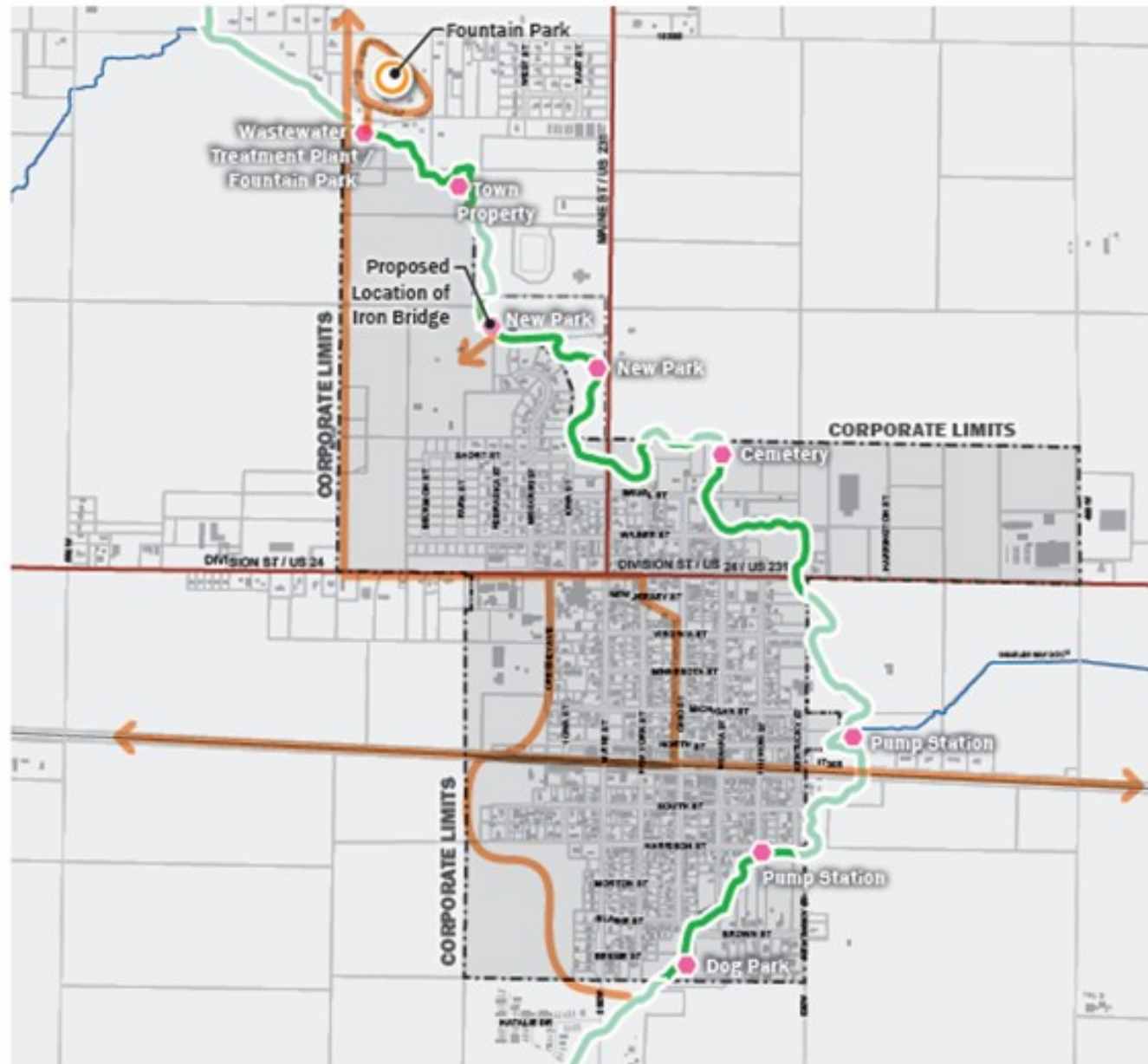
### LEGEND

- Proposed Carpenter Creek Greenway (within Town of Remington)
- Proposed Carpenter Creek Greenway (outside Town of Remington)
- Potential Regional Trails<sup>1</sup>
- Potential Greenway Access Points

0' 400' 800'



<sup>1</sup> Refer to Jasper County Trails Vision plan for additional proposed routes and details.



### Additional Recommendations

The maps on pages 70-72, illustrates the potential route a multi-use trail adjacent along Carpenter Creek could take. Parts of the creek have an underground water line running parallel. This provides an opportunity to secure both a utility easement for the water line and a public access easement for the trail.

A successful trail requires several points for public access, including some trailheads that provide vehicle parking. Potential access points (water pump stations, cemetery, etc.) are shown. The town should be cognizant of and proactive in discussing easement opportunities with existing and new property owners as land transactions or future development near the creek occurs. Where easements are not available for continuous travel, the trail may have to veer onto public rights-of-way before rejoining the greenway.

To the north, Fountain Park, host to an annual Chautauqua, may want to link their 1/2 mile trail loop to the greenway.

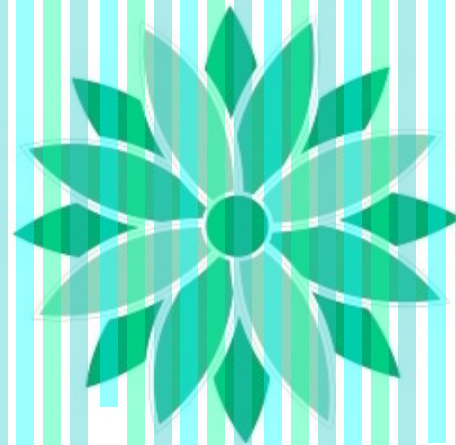
- Issues
  - Current lack of easements and agreements from private prop-erty owners
  - Community should work with the County to coordinate efforts to gain easements both in and adjacent to Town
- Long-Term Recommendations
  - Create access points on the various town-owned property along the creek
  - Acquire easements a minimum of 25 feet wide from property owners along the creek to provide trail and allow for maintenance and erosion prevention



Above graphic represents cross section of potential non-motorized trail access.

Below a view along Carepenters Creek.





# Chapter Nine

## Implementation Measures



The previous chapters of this Comprehensive Plan outlined the Guiding Principles, along with associated Objectives and Strategies that seek to achieve the community's Vision. These recommendations are intended to guide and promote appropriate development in Remington over the next ten to fifteen years. This chapter will provide guidance and assistance to prioritize and achieve the goals set up in this plan.

### DETERMINATION OF CATALYST PROJECTS

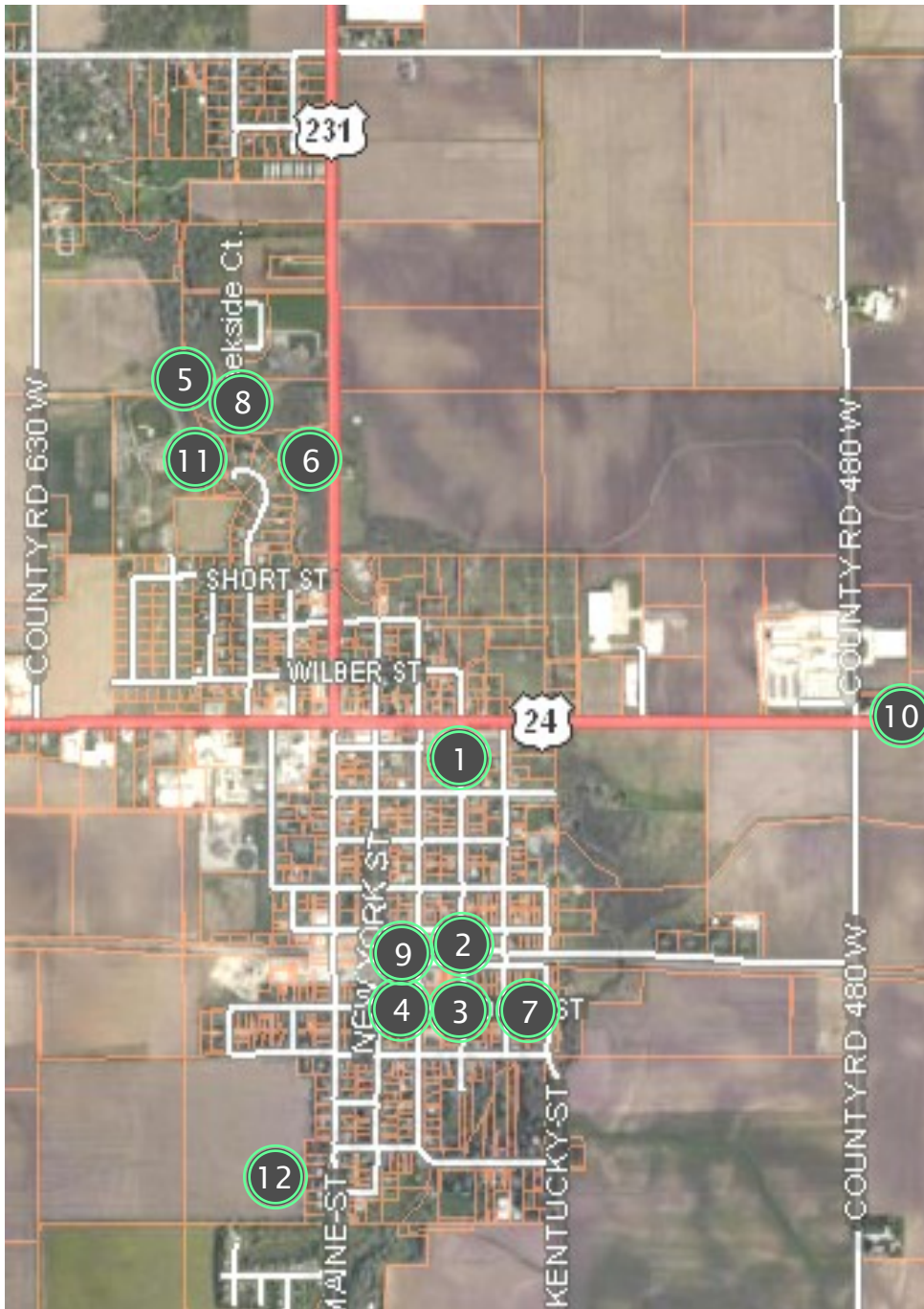
The creation of this Comprehensive Plan represents only the first in a long and ongoing process in shaping Remington's future. Upon completion of this plan, and its subsequent adoption by the Remington Town Board, the community must shift its focus to implementing these recommendations.

The implementation of "catalyst projects" creates early, tangible success stories that generate momentum, and establishes a framework to guide and coordinate future projects and growth. In short, proven or visible results create excitement in the community and can spur additional public and private investment.

The success of this document, and ultimately the success of Remington will rely on the implementation of the proposed projects. Town officials, business and community leaders, and residents should review this list of priorities to ensure Remington is striving toward the Guiding Principles and collective vision.

To remain relevant and helpful the Comprehensive Plan, and this chapter in particular, should be reviewed on an annual basis. It is important to revisit, evaluation, and update the plan as future conditions warrant, and ensure a relevant framework remains in place to measure the success of Remington. Such a proactive approach addressing future development can minimize risks to the community and can achieve the collective vision for its future.

## Implementation Measures



- 1 Work with Remington Main Street in the implementation of the new Downtown Remington Gateway signage.
- 2 Explore additional locations for gateway signage and improvements including a wayfinding plan to easily navigate the town.
- 3 Develop Depot Park enhancement plan. Work with local partners to renovate.
- 4 Explore redevelopment within Downtown- specifically blocks surrounding Historic Depot.
- 5 Work with DNR and Remington Parks Department to improve accessibility and navigability of Carpenter's Creek.
- 6 Renovate and adapt Historic Bank Barn for new use within New Park- restrooms, trail head, multipurpose room.
- 7 Continue exploring uses of South Park.
- 8 Explore installation of Splash Park within New Park.
- 9 Coordinate, develop and implement a streetscaping plan that creates a common theme or design for lighting, benches, signage or similar street furniture for Ohio and Railroad Streets.
- 10 Coordinate with INDOT to complete traffic study at I-65 and US 24 for access road and other traffic calming measures.
- 11 Develop community wide trail network to connect downtown to community parks and connect Remington Wolcott and surrounding communities.
- 12 Develop plan for water filtration plant update.

### STATE AND FEDERAL FUNDING MECHANISMS

**Tax Increment Financing (TIF)**- Tax Increment Financing (TIF) is a common redevelopment tool used to attract new investment to a specifically designated redevelopment or economic development area. It is most typically used to fund infrastructure improvements that benefit new or existing businesses, but can be used for a number of purposes. This tool is an alternative funding source for various infrastructure improvements. TIF funds can be used for streetscape and infrastructure projects to improve an entire district, or in a more targeted manner to support individual development projects.

**Place Based Investment Fund**- The Place Based Investment Fund is a grant program which funds community and economic development projects from \$25,000 to \$50,000 to enhance Indiana cities and towns. The grants will be targeted toward 'quality of place' initiatives across Indiana, which improve both the living and the tourism experience in a community. Examples include streetscapes, parks, and other capital projects unique to an area.

**Recreational Trails Program (RTP)**- The RTP program is administered by the Indiana Department of Natural Resources, Division of Outdoor Recreation on behalf of the US Department of Transportation Federal Highway Administration. Eligible recipients include units of government and not for profit corporations. Applicant must have at least 20% of the total project cost. Amount requested \$10,000 to \$150,000.

### **Land and Water Conservation Fund (LWCF)**

Administered by the Indiana Department of Natural Resources, Division of Outdoor Recreation on behalf of the US Department of the Interior, National Park Service. Eligible recipients include park and recreation boards established under law that have a current 5-year master plan for parks and recreation on file, as approved by the Division of Outdoor Recreation. Grant amount requested can be \$10,000 to \$200,000, applicant must provide at least 50% of the total project cost.

### **Indiana Safe Routes to School Program**

Assists communities in providing safer access to school via bicycle and walking. Communities that are accepted for the program are eligible for reimbursable infrastructure project funding of up to \$250,000, and non-infrastructure project funding of up to \$75,000. Between 10%-30% of the project funding must be used for encouragement, education, enforcement and other non-infrastructure activities to increase safe biking and walking to school. Indiana Safe Routes to School (SRTS) Partnership, a workgroup of Health by Design, also offers workshops for applying to grants or starting a SRTS program. Projects can include:

- School route travel plans
- Promotional materials
- Bicycle Train or Walking School Bus programs
- Crossing guard training and equipment
- Sidewalks, Crosswalks, Curb Ramps, Share use paths

### ***Indiana Division of Historic Preservation & Archaeology (DHPA)***

**Historic Preservation Fund (HPF)**-Local governments and non-profit organizations can apply to the Division for financial assistance to maintain, restore, and document historic properties. The Division through the Stat Historic Preservation Review Board, awards matching grants of federal funding each January. Some of the types of projects funded in the past include:

- Inventories of archaeological sites, historic buildings, or old structures such as bridges.
- Acquisition and rehabilitation of public or non-profit owned historic buildings.
- Preparing National Register nominations for historic districts.
- Educational programs, such as conferences, special events, or research projects.

Amounts available for repairs and other projects vary. Typically, the DHPA can match 50-50 with projects costing from \$4,000 to \$30,000. The Division makes grant applications available in July-August and complete applications are due in October. The Indiana Historic Preservation Review Board makes the final award of grant funds based on staff recommendations at their January meeting annually. For exact dates, and to obtain an application form, contact the DHPA office (317-232-1646).

**Certified Local Government Grant Program**-This program is available only to local governments designated by the DHPA as having certified local preservation programs. A CLG is a city or town that has decided to have an intensive local preservation program that enacts a special historic preservation ordinance, enforces that ordinance through a local preservation commission and meets minimum standards for CLG's as determined by the DHPA.

A financial benefit of becoming a CLG is a special pool of competitive grant funds from federal allocations to the DHPA. At least 10% of the federal allocation goes to the CLG program every year. The CLG grants are awarded for survey work, planning and for education.

### ***Historic Landmarks Foundation of Indiana (HLFI)***

**Statewide Revolving Loan Program**- Non-profit preservation organizations outside of Marion County can borrow money from this fund to purchase and restore historic properties. The agreement signed when one of these buildings is resold must contain covenants that will protect the building's future. These low-interest loans generally must be matched with local funding.

**Indiana Preservation Grants Fund**- Community preservation groups can apply to HLFI for matching grants for a variety of uses, including conducting membership drives, producing promotional materials, and paying architectural

## Implementation Measures

or preservation consulting. The money from this fund may not be used to fund actual construction.

**Guaranteed Loan Program-** This program aids organizations that are having trouble getting conventional financing for a restoration project. In special cases, HLFi will place funds in a local lending institution to guarantee a loan taken by a community preservation group or to help that group acquire long-term mortgage commitments or construction financing.

**Local Leadership Challenge Grant-** \$60,000 challenge grant from HLFi to fund a full-time professional staff. You must match this amount with \$40,000 for a total of \$100,000 over a three-year period. Contact HLFi Regional Director for an application and preliminary discussion.

***Indiana Office of Community and Rural Affairs (OCRA)***

**Community Focus Fund (CFF)-** The purpose of this federally funded grant is “to provide financial assistance to complete projects which improve quality of life and increase the local economic capacity of Indiana communities” A match of 10% is required by the recipient with a maximum limit of \$50,000. In-kind donations for 50% of the match, or \$25,000 worth of donations and/or services, whichever is less, may be used. No other federal funding may be used for the match. Maximum amount granted per application is \$500,000.

**Community Focus Fund Planning Grant (CFFPG)-**

The federally funded planning grants assist municipalities to prepare for proceeding with a Community Focus Fund project. Eligible projects include: economic development plans, downtown revitalization plans, historic preservation plans and individual project plans, feasibility studies. Maximum amount granted per application is \$50,000. A match of 10% is required by the recipient.

**Community Planning Fund (CPF)-**

The state funded grant is to support long-range planning activities within Indiana communities. Priority is given to projects that assist people in areas of socio-economic disadvantage. Up to \$10,000 is available for projects serving a single community. A 50% match is required by the recipient.

**Community Economic Development Fund (CEDF)-**

CEDF Grants are funded with Federal Community Development Block Grant (CDBG) dollars from the U.S. Department of Housing and Urban Development (HUD). Most economic development activities are undertaken for the purpose of job creation or retention. Most job creation or retention activities are classified as eligible under one of several economic development-oriented eligibility activities.

***Indiana Department of Transportation (INDOT)***  
**Transportation Equity Act for the 21st Century**

**(TEA-21)-** Signed into law in June 1998, TEA-21 offers a six-year, well-funded opportunity to achieve a wide variety of transportation-related historic preservation objectives. The new law specifically enumerates



historic preservation projects as eligible activity for funding as transportation enhancements if they meet the test of being part of a surface transportation project or being in the area served by a project and related to surface transportation. Contact INDOT for details and application instructions.

### ***Indiana Housing Finance Authority (IHFA)***

**National Trust Loan Fund**– This program provides below-market rate loans of up to \$150,000 to non-profit organizations and public agencies to help preserve properties listed in or eligible for the National Register of Historic Places. Funds may be used to create or expand local and statewide preservation revolving funds, for site acquisition, or rehabilitation work.

**Preservation Service Fund**– This program provides matching grants ranging from \$500 to \$5,000 to non-profit organizations, universities and public agencies to initiate preservation projects. Funds may be used to support consultants with professional expertise in areas such as architecture, law, planning, economics, and graphic design; conferences that address subjects of architectural importance to historic preservation; and curriculum development in preservation directed toward select audiences.

**Inner City Venture Fund**– This program provides below-market rate loans up to \$150,000 and lines of credit up to \$200,000 to benefit low to moderate-income neighborhoods. It is available only to non-profit organizations or public agencies for use in

Acquisition or rehabilitation costs. The project must provide house and commercial development for neighborhood residents.

### ***Federal Tax Credits***

The Department of the Interior and the Department of the Treasury jointly administer a program offering tax credits equal to a percentage of the money spent on a certified rehabilitation project for a certified historic property.

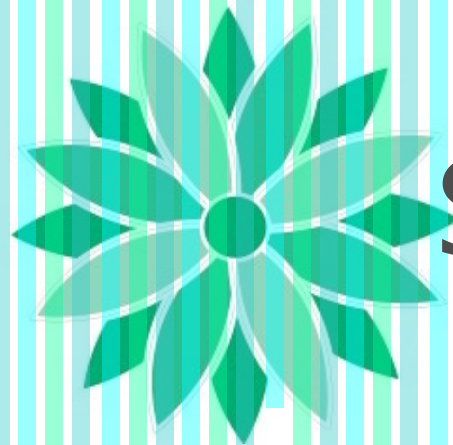
### **Rehabilitation Investment Tax Credit (RITC)**–

The federal government offers Rehabilitation Investment Tax Credit equaling 20% of the rehabilitation costs for qualified work at income-producing properties that are certified historic buildings. There is also a 10% credit offered for rehabilitation of non-historic structures built before 1936. This is an excellent and much used program. However, the process is complex and will likely require the services of a preservation architect, accountant and tax attorney.

### ***State Tax Credits***

Modeled on the federal program, the state program allows a taxpayer to take a state income tax credit for 20% of the total qualified rehabilitation or preservation cost of a project, up to \$100,000 per project. The program is administered by the Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources.

**Rehabilitation Tax Deduction-** Taxpayers undertaking rehabilitation of historic structures are eligible for a tax deduction if the work has increased the assessed value of the building. Typically, it is a 50% deduction of the increase in property tax resulting from the rehabilitation to a maximum deduction of \$300,000. This deduction is applied for through the auditor's office in the county in which the property is located.



# Supporting Data

*The following demographic and market profiles for Remington were completed during the planning meetings for the Downtown Revitalization Plan, for greater detail on market conditions please reference the Appendix of said plan.*

### SWOT Analysis

Downtown districts are largely business, shopping and entertainment districts that rely upon a consistent interaction of workers, residents and visitors to generate enough “activity” to be deemed successful. For smaller downtown / main street environments, “success” typically lies in the mix of shops, restaurants and services that come together to form an engaging district that is simultaneously a commercial center and social gathering place. Therefore an understanding of the market drivers that support these types of businesses is crucial to driving redevelopment and revitalization opportunities. These drivers rely upon various sources of customers – local residents, downtown employees, workers, and visitors from a regional trade area.

From a market perspective, the wide-scale revitalization of Remington proves to be a difficult proposition. The town (and its Downtown) faces two major hurdles. The first is its size. A residential population of 1200 – which is declining – is far too small to realistically support a business district of any scale – even a small scale. To achieve a cluster of business related uses in Downtown, drawing a customer base from a much larger region or trade area is crucial, though Remington’s available trade area shrinks when one considers the proximity of larger communities and service/retail centers like Rensselaer.

The second hurdle is the physical orientation of Downtown. Downtown Remington was built as a railroad focused commercial center. The major transportation route through town is now located to the north – along County Road 1700 / Route 24/231. This shift of the primary artery drastically reduces the appeal of Downtown Remington for commercial purposes. It is not a coincidence that most commercial uses – from the IGA to various banks, are located on this route.

There are limited activities available to Remington to address the first hurdle other than to encourage economic development opportunities in southern Jasper County that might drive more growth in that region. The county’s key economic sector – Transportation and Warehousing – is ideally suited to land along I-65 and could drive job opportunities close to Remington that the town can take advantage of.

The second hurdle is not insurmountable, but can be very difficult to address. What is clear is that a pro-active and long term strategy and work plan is necessary to drive the market into Downtown. A passive approach will only drive the limited retail growth opportunities in the county to Route 24/231 or outside of the community altogether. It must be stated, however, that a regulatory approach (i.e. zoning or other land use controls) is not sufficient to achieve targeted market improvements in Downtown Remington.

The key method to drive a sustainable business climate in Downtown Remington is to attract a wider customer base to the community. The core customer base should incorporate local residents, residents from nearby towns, and regional visitors. The first strategy to achieve this is to incorporate as many destination establishments as possible. Destinations, which do not have to be businesses, bring people to Downtown on a regular basis and vastly increase the likelihood that customers will either engage with as establishment while they are there, or will in the near future.

To achieve business growth of any scale, Remington will need to attract literally thousands of new people to Downtown on a regular basis. This will require completely re-shaping Downtown into a regional destination.

In the short term, it is crucial to improve the physical environment of Downtown Remington, including its streets, circulation, sidewalks and building exteriors. Through various grant programs, including this OCRA funded initiative, this can be accomplished at limited expense to the Town and without a solid market base to support it. Then the Town must turn to strategies to drive people to its Downtown area. It may be helpful to examine the strategies of other small towns that have similar geographic obstacles. Tourism is typically a major draw, but there are other opportunities as well.

### SWOT Analysis for Market/Economic Conditions

#### Strengths

- Good regional access via I-65 and Route 24/231
- Proximity to preferred locations for future job expansion opportunities via key economic sectors i.e.
- Transportation and Warehousing)
- Reasonable mix of retail and service businesses, as well as civic destinations

#### Weaknesses

- Small, declining population in Town / small trade area
- Located in stagnant part of growing county
- Proximity to Rensselaer makes it difficult to attract retail and services that would typically gravitate to larger community
- Downtown's obsolete urban pattern
- Low quality of downtown buildings(□ Limited scale of existing retail offerings to bring people downtown on a regular basis
- No use of arterial to direct traffic to retail/commercial opportunities

#### Opportunities

- Drawing visitors off of interstate as additional customer base
- Better connectivity to Downtown from Division Street/US 24
- Economic development opportunities off of interstate
- Senior housing development in Downtown

#### Threats

- Population growth tied to local job creation vs. regional access
- Lack of population growth continues to drive development to larger communities



### Demographic / Housing Trends

#### Regional Population Trends

The town of Remington experienced a net population decrease of 131 people in the past decade, falling from a population of 1,316 in 2000 to 1,185 in 2010. This represented a loss of 10%. This trend belies the overall growth trend of Jasper County, which grew by over 3,000 people (12%) over the same time period, but it closely follows the growth trends of southern Jasper County, which experienced a net population growth of only 293 in the county's 6 southern townships as opposed to 3,105 in the five most northern townships (out of 13 total townships).

Small communities such as Remington are experiencing declining population all over the Jasper-White County region. The towns of Morocco, Goodland, Brook, Brookston, Monon and Fowler all experienced a loss in population over the past decade. Wolcott, directly east of Remington along Route 24/231, is the only town of similar size that grew in population – and growth only amounted to 16 people.

Growth in Jasper County is found almost exclusively in the northern half, adjacent to Lake and Porter Counties. The growth in these areas is most likely due to the overall growth of the Northwest Indiana region as geographically accessible to the Chicago Metropolitan Area. Indeed, the clear delineation of population growth in Jasper County occurs at the edge of a 60 minute drive time into The Loop. Growth trends do not follow Interstate 65, with growth nonexistent below State Road 114.

#### Remington Population

Regarding population growth in Remington, there are two important findings. The first is that while the Town lost 131 people, it lost only 17 households. With an average household size of 2.36, those 13 households only accounts for a loss of approximately 40 people. The remaining 90 people that moved out of Remington could have come from a number of different sources, but overall did not necessarily impact household growth significantly. This also makes the 10% population loss much less significant. Given the size of the town and the time period, it would be fair to characterize Remington's growth as stagnant as opposed to declining. The Town could very easily add as many households over the next decade as it lost in the 2000s.

The other major finding is that the town is progressively getting older, with the senior citizen population swelling. An analysis of population by age cohort shows a decline of population cohorts between 0 and 44, with growth in the 45-74 age range. This is most likely the aging of population in place as opposed to older households moving into the community.

POPULATION BY AGE IN REMINGTON			
	2012 Popula- tion by Age	% of Total Population	Change 2000-2010
Total	1185	100%	-131
0 to 4	92	7.8%	-14
5 to 9	75	6.3%	-18
10 to 14	79	6.7%	-30
15 to 19	75	6.3%	-17
20 to 34	120	10.2%	-41
35 to 44	154	13%	-54
45 to 54	180	15.2%	21
55 to 64	144	12.1%	28
65 to 74	104	8.8%	13
75 to 85	61	5.2%	-14
85+	26	2.2%	0

### Household Income

According to 2010 ACS data, the median household income in Remington is \$48,821. This is lower than both the MHI of Jasper County (\$55,093) and the state of Indiana. Despite Remington and Jasper County having almost equal Per Capita Income rates of about \$23,000, the Median Family Income for the county is fully \$12,000 higher, despite an identical average family size for both geographies.

Despite a lower median household income, the real income rates (aka purchasing power) of Remington households grew vs. those of the county overall.

Adjusting for inflation between 2000 and 2010, Remington's MHI grew by 2%, while that of Jasper County was negligible. Both were vastly better than the income rates of Rensselaer, which not only had a significantly lower MHI (\$38,481) but the city's real income / purchasing power dropped by 13%, or \$5,500 dollars in the past decade.

### Education

Education levels within the Town of Remington are slightly higher than that of Jasper County on the whole. In 2010, 91.9% of all Remington residents had a High School Degree, higher than Jasper County, Rensselaer and the state of Indiana. The town's college graduation rate of 17.1% was also higher than Jasper County, but below that of Rensselaer and the state.

### Housing Trends

From 2000 to 2010, Remington's total number of housing units increased by 13, from 556 to 569. The fact that more housing units were built than demand dictated usually indicates an oversupply of housing units. However, in the case of Remington the numbers are so low (+13 housing units and -17 households) that there are no discernable trends regarding housing demand using these macro demographic numbers.

Jasper County too added more housing units than intrinsic demand called for, with 1,932 permitted homes vs. household growth of 1,546. This however is not an uncommon phenomenon for most communities, most of which added more supply than demand over the past decade.

### Housing Trends Continued

At the rate that the county's population is growing, it will only take 2.5 years to absorb the oversupply of housing created in the past decade, over and above the existing housing vacancy of 5%.

The vast majority of housing units in Remington (86%) are single family units, with 10%, or 56 units, categorized as multifamily units. This is typical of towns the size of Remington, as well as rural / exurban regions like Jasper County. The county's rate of single family is slightly lower at 80% - the difference primarily accounted by a larger percentage of mobile homes found throughout the county.

### Conclusions

The Town of Remington is a community with stagnant growth, located within a rural region that has also experienced limited growth. By itself, neither Remington nor its environs offer the population base or income levels to support residential construction of any scale, let alone anything in or near Downtown Remington. The one exception is an aging population that could support a senior housing development which, if located in Downtown, could potentially take advantage of proximity to several key community services.

### DEMOGRAPHICS IN REMINGTON AND JASPER COUNTY

	Remington	Jasper County
Population (2000)	1,316	30,043
Population (2010)	1,185	33,478
<b>Housing</b>		
Owner Occupied Housing	435	9,210
Vacant Housing Units	66	936
Median Home Value (2009)	\$97,800	\$137,800
Median Year Structure Built	1944	1977
% of Detached Structures	85.7%	79.7%
<b>Income/Employment</b>		
Median Household Income (2009)	\$48,792	\$53,369
Per Capita Income (2009)	\$24,837	\$23,423
% w/ Bachelor or Higher Degree	13.7%	15.6%
<b>Socio-Economic</b>		
Poverty Rate	9.2%	9.5%
Child Poverty Rate	9.2%	14.5%

