



Terre Haute Vigo County *Comprehensive Plan*

HNTB

Chapter 4: Maintaining Momentum

CHAPTER FOUR: Maintaining Momentum

Introduction

The adoption of a comprehensive plan is just the beginning. THRIVE 2025 reflects a twenty-year planning horizon, which is an adequate period of time for the implementation of new ordinances, development of sub-area plans, adoption of corridor overlays, implementation of capital improvement projects, and to begin to change the overall land use pattern of the community. However, this depends upon our ability to implement the plan, which in itself is driven by funding, utilization of land use tools such as the zoning ordinance and subdivision control ordinance, capital improvement programs, and most importantly the leadership to advance the policies and programs identified within THRIVE 2025.

This chapter is devoted to establishing the “who” should do it and “how” it should be done. It will recommend funding mechanisms and changes to implementation ordinances in addition to future planning efforts.

Growth Pattern

The implementation plan for the growth pattern concept is built around superimposing a new land use structure upon the existing land use distribution by utilizing the Land Use Maps established in Chapter 3. To accomplish this, the issues listed below will need to be addressed.

Zoning Ordinance

Through the planning process several items of concern were discovered in regards to the current structure of land use regulation via the current zoning ordinances for the community. These items cover a broad range of topics, some of which can be addressed by updating the zoning ordinance upon adoption of THRIVE 2025. Others may need to wait until the organizational capacity and staffing to handle the workload caused by the changes are in place. These identified items include:

- Agricultural Zoning – The current agricultural zone does not distinguish between types of agricultural practices (row crops, grazing lands, confined feeding operations, etc.) that have differing impacts on adjacent landowners. It establishes no standards for setbacks from adjacent uses, or to mitigate the conflict between incompatible land uses.
- District Revisions – The current ordinance has eight classes of commercial development, two classes of industrial development, and seven classes of residential development. Some of the purposes of these districts are overlapping, and the numbering system for the residential classifications is not clear.
- Development Standards – The development standards for each district do not necessarily reflect the intent of that district. Many of the development standards are the same for different densities of residential development, furthering the confusion of the intent of the districts. Many of the development

standards need to be strengthened, including the landscaping requirements.

- Buffer Yards – Buffering incompatible land uses from one another was an important issue that emerged in the planning process. The buffering requirements need to be revised to base the buffering degree of incompatibility and difference in intensity between uses.
- Planned Unit Development Process – The Planned Unit Development process allows for separation of the preliminary plan from the rezoning process, or for the final detail plan to be submitted at the same time as the preliminary plan. Typically the preliminary plan and rezoning would be one process and the final detail plan approval would be a second, separate process, to allow the petitioner to address any conditions of the preliminary approval. The preliminary plan should be subject to review by a technical advisory committee in addition to the planning director. The ordinance does not specify that the plan commission staff may require additional studies. The phasing standards allow the development period to spread out over a considerable amount of time.
- Development Plan Review – Development plan review is a process permitted under the 1400 series of Indiana Code 36-7-4. It allows for the plan commission to require development proposals in designated zones to submit a development plan for review prior to construction. This process is often done in conjunction with the final plat process. The development plans are reviewed by staff and then either approved or denied by the plan commission. Development plan review allows for the plan commission to have a better understanding of the potential development in the community that may not require the subdivision or rezoning process.
- Development Location and Transportation Network – There needs to be a well-established connection between the type and intensity of development that is proposed and the capacity of the transportation network to handle the traffic generated by the development. The Table in Appendix E is one means of achieving this goal. Another would be to require traffic impact studies on subdivision and development proposals.
- Architectural Guidelines or Standards – Appearance and appropriateness have been important themes in the development of THRIVE 2025. Some neighborhoods, districts, or corridors have a special architectural heritage that should not be lost through poor renovations, incompatible infill, and the like. Establishing architectural guidelines or standards for special areas of the community, along with staff or a committee to review development proposals relative to the standards will protect those special places.

- Floodplain Zoning – Development in the floodplain was an issue raised several times during the development of THRIVE 2025. The floodplain zoning should be reviewed for its consistency with FEMA best practices and with county emergency management plans.

Subdivision Control Ordinance

The Subdivision Control Ordinance also has items that cover a wide variety of topics. They are:

- Petition Administration – The petitions for preliminary plat approval are required to be submitted only three weeks before the plan commission meeting, but the executive director has thirty days to announce the date of the hearing and provide notice. This is somewhat conflicting. Some communities require 30 days prior to the plan commission meeting as a filing deadline; others require 45 days. Also, the number of copies required for submission should not be included in the ordinance itself as the needs may change periodically. The number of copies should be published on the application form.
- Fees – Fees should be established as a separate ordinance outside of the zoning ordinance and/or subdivision control ordinance so that they may be periodically amended without causing need for a zoning amendment. The fees established in this ordinance couldn't possibly cover the costs that the plan commission incurs in reviewing applications or publishing the legal notices.
- Technical Committee – In most communities, the Technical Committee typically reviews preliminary plat applications to be certain that a variety of issues have been addressed including drainage and engineering. This should not be a discretionary process.
- Timing of Improvements – Installation of improvements should not be permitted prior to secondary approval. The developer should then have the option of recording the plat and posting a performance bond for the improvements or installing the improvements prior to recording the plat. This provides greater security that there will not be any changes to the plat that end up being constructed.
- Lot Specifications – The lot specifications use language such as “discouraged”, “should”, and “wherever practical.” This language opens up a variety of poor planning proposals that could be approved because the language of the ordinance is interpreted not to require them. These should be carefully reviewed against the objectives of the community in developing new subdivisions.
- Private Streets – Private streets can be a concern unless accompanied by the requirement that a professionally managed homeowners association collect fees and maintains the road in perpetuity. Otherwise the jurisdiction may end up with de facto public streets that are not constructed to public

street standards when the maintenance falls aside years after the subdivision was established.

- Landscaping – Landscape and buffering requirements are better located in the zoning ordinance. Specific standards should be developed as to the appropriate type, size, location, and height of landscape buffers.
- Bonding – In addition to performance bonds if the improvements are not to be installed prior to recording the secondary plat, the plan commission should consider requiring maintenance bonds. These bonds guarantee that the improvements are properly installed and will function for a specified period of time, generally three years.
- Homeowners Association and Covenants – The plan commission should consider requiring new subdivisions to have a professionally managed homeowners association that maintains common open spaces and improvements within the subdivision.

Utilities

Utility expansion, particularly water and sewer districts, is a driver of growth. The plan calls for a certain level of growth management through land use categories related to the provision of urban services. Since the county, the City of Terre Haute, the Town of West Terre Haute, the Town of Seelyville, and the Town of Riley have relatively little control over the utility providers (the utilities are generally not municipally owned and operated) there needs to be a collaborative effort between the utility providers, the Area Plan Commission, and the governments to plan for extending urban services in a way that is consistent with the future land use plan and development capacity.

Annexation

Annexation is important for the incorporated communities to increase their tax base and manage growth. When communities fail to annex, municipal taxes become considerably higher than county taxes and development is increasingly affordable outside the municipal limits, however the residents outside still receive benefits from the services provided by the municipality without having parity in paying for the cost of such services with incorporated neighbors. This causes increased development outside the municipal limits, further increasing individual tax burdens in the incorporated areas.

In Terre Haute, the net municipal tax rate was approximately 60 percent higher than the median rate for the county in 2005. West Terre Haute residents paid nearly 50 percent more in property taxes than the median net county rate. Riley and Seelyville residents had a similar net tax rate as their rural counterparts. This difference in tax rate makes it less expensive to own property in unincorporated area than in Terre Haute or West Terre Haute.

To make annexation feasible, the City of Terre Haute and the Town of West Terre Haute need to be able to communicate to residents of the unincorporated areas the benefit of living within the limits of an incorporated municipality. Additionally, the incorporated areas need to work with the utility providers (primary water and sewer) to limit or restrict expansion of infrastructure without annexation or a waiver of the right to remonstrate against annexation.

Sub-area Plans

There is a need for the development of sub-area plans, which at a minimum involves development of conceptual design recommendation and policies, and implementation strategies that address the specific issues at the neighborhood, corridor, or district level. It is a process that can engage significant involvement from members of the community with special knowledge of a particular area, and the people most affected by the implementation. To adequately engage in sub-area planning, the Area Plan Commission will need additional staff, preferable planners with neighborhood or sub-area experience. And, priority should be given to neighborhoods that have existing organized groups to assist in the development of said plans.

The 13th Street Corridor Neighborhood and Farrington's Grove are areas that have already engaged in sub-area planning, which needs to be taken to the next level: Publication, Adoption and Implementation. The area between Indiana State University and Union Hospital is another ideal candidate area that could benefit from sub-area planning, as this area is experiences change as the two institutions expand. Historic districts in the towns are other areas that may be considered high-priority areas for sub-area planning.

The transportation and urban design concepts of the plan can also benefit greatly from corridor planning of some of the primary thoroughfares, such as Margaret Avenue, State Route 641, State Route 46, U.S. Highway 40, and U.S. Highway 41. These corridor plans should address land use, access management, and aesthetic character in addition to geometric design standards. Individuals with specific knowledge of the corridor, economic development, and land use opportunities and constraints, transportation planning and management, and financing tools should participate in the process, in addition to elected officials.

The economic development concept addresses the need for the development of a downtown master plan. This plan would carry previous work one step further and integrate the work of several groups while addressing specific physical design issues in the downtown. Individuals, institutions, and groups with specific knowledge of the downtown opportunities and constraints, existing programs and funding options, and existing plans for the area should participate in the process.

<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>
Growth Pattern		
Revise zoning ordinance	APC/county/municipalities	Short term
Revise subdivision control ordinance	APC/county/municipalities	Short term
Revise floodplain ordinance (part of ZO)	APC/county/municipalities	Short term
Develop an annexation strategy	Municipalities	Short term
Annexations	Municipalities	Ongoing
Identify and prioritize the need for sub-area plans	APC	Short term
Agreement with utility companies on infrastructure expansion	APC/county/municipalities	Short term
Develop sub-area plans and hire neighborhood planning staff	APC	Medium term
Develop a historic preservation overlay district and hire a historic preservation officer	APC/county/municipalities	Medium term
Develop a long-range utility plan	Utility companies with APC/county/municipalities	Long term
Relocate homes from floodplain	County/municipalities with state/federal assistance	Long term

Neighborhood Development and Redevelopment

The implementation plan for the neighborhood development and redevelopment concept is built around maintaining and enhancing the integrity of the neighborhoods and encouraging redevelopment of vacant commercial and industrial properties. Some of the recommendations rely heavily on administrative and organizational structures that are currently not in place or have unclear or poorly defined roles. In these cases, the administrative and organizational issues need to be addressed in order to fully implement the recommendations.

Neighborhood Development

The city and town established neighborhoods are primarily areas identified as Neighborhood Conservation and Enhancement Areas on the Land Use Maps. These are areas where there are opportunities for infill development and limited redevelopment that is consistent with the land use mix and intensity of the neighborhood. In order to provide specific direction for infill development, infill standards should be added to the zoning ordinance. Some of the issues that infill standards should address are:

- Context
- Setbacks
- Orientation
- Spacing
- Building height
- Building outline/massing
- Fenestrations (window and door placement)
- Entrances
- Materials
- Additions and accessory structures
- Driveway location
- Landscaping

Other more general zoning changes are needed to improve opportunities for neighborhood development. These changes include revising the lot standards to reflect the character of development in the neighborhoods, increasing the landscaping and buffering requirements between incompatible uses or intensity of development, and developing requirements for tree preservation.

In certain neighborhoods, historic preservation is important to preserving the character of the neighborhood. A historic overlay district should be established that provides additional regulations for enforcing the ordinance requirements.

Development of neighborhood plans should be developed to identify priorities for those neighborhoods as they are completed. In order to support a neighborhood planning initiative, the Area Plan Commission would need staff dedicated to neighborhood planning and that have experience in the subject.

A property maintenance code is one of the primary ways in which existing neighborhoods can be stabilized and maintained. These codes generally apply to rental properties since they often are the cause of maintenance problems, especially when there are absentee landlords. The City of Terre Haute should adopt a rental property maintenance code to improve the quality of life in the neighborhoods.

Redevelopment

Redevelopment is the focus of those areas identified as Reuse and Redevelopment areas on the Land Use Maps. These areas can be Brownfield sites, blighted areas, or areas otherwise in need of redevelopment. They are sites where change of use can be appropriate to enhance the property value and character of the neighborhood. Whenever possible, incentives should be used to encourage redevelopment in these areas.

Since the Area Planning Department is responsible for the overall pattern of development and quality of development projects, the Department of Redevelopment has access to the Community

Development Block Grant (CDBG) entitlements and other funding and incentive sources, and the Terre Haute Economic Development Corporation has the knowledge of potential end users for commercial and industrial sites that have been redeveloped, as well as, information about the site and building needs of the various commercial and industrial users. Therefore, these agencies need to make of redevelopment program that considers their different and competing priorities.

Neighborhood Associations

Neighborhood Associations are one way for the neighborhood residents to take a more active role in defining and improving the quality of life in their neighborhood and the community as a whole. There are few existing associations within the area, but an umbrella organization called the Terre Haute Neighborhood Partnership has been formed recently to increase communication between the neighborhood's residents and the City.

Neighborhood associations can take a significant role in developing neighborhood plans. With their help in defining roles and responsibilities for implementing the sub-area plan, the implementation will have a high success rate by providing pertinent information and data that is need to build a means of prioritizing actions.

To insure a sound planning process, the Area Plan Commission needs to incorporate the assistance and work of neighborhood associations in the development of neighborhood plans. That process includes identifying the strengths, weaknesses, and opportunities in the area; reviewing data and information about the neighborhood and identifying information that needs to be developed; formulating goals and objectives; developing an implementation plan; and, periodically reviewing progress toward implementation.

Administrative/Organizational Capacity

The current structure of the Area Plan Commission allows for it to have only a limited role in the development of the county. The staffing of the department is not broad enough to allow for long-range planning, sub-area planning, or management of historic preservation in addition to its current planning (zoning administration) responsibilities. Further, many development proposals in the City of Terre Haute are not reviewed by the Area Plan Commission staff before they go to the City Building Inspector in the Engineer's Office. The lack of clarity of roles and responsibilities between the APC, the City Redevelopment Department, the City Engineering Department, the Metropolitan Planning Organization (MPO), and other agencies created an environment in which it is difficult to have well-planned, coordinated development in a major urban area, small towns, and rural communities.

In order for implementation of THRIVE 2025 to be successful, there is a need for the decision-makers to embrace the policies of the plan and then take the necessary actions to implement the policies. Part of this will require study of the best way to deliver the services to both urban and rural residents and businesses in a way that promotes efficient growth of the community.

<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>
Neighborhood Development and Redevelopment		
Revise zoning ordinance	APC/county/municipalities	Short term
Create greater opportunities for neighborhood associations to have a role in the development decision-making process for their neighborhood	APC/county/municipalities, Neighborhood Partnership and neighborhood associations	Short term
Clarify the roles and responsibilities of the various city and county agencies and organizations that have a role in the development process	Involved agencies and organizations	Short term
Identify and prioritize the need for sub-area plans	APC	Short term
Develop sub-area plans and hire neighborhood planning staff	APC	Medium term
Develop a historic preservation overlay district and hire a historic preservation officer	APC/county/municipalities	Medium term
Identify potential Brownfield sites for redevelopment	Redevelopment Department	Short term
Adopt and enforce a rental property maintenance code	City of Terre Haute	Short term
Engage in Brownfield redevelopment	Redevelopment Department	Ongoing
Identify vacant industrial and commercial buildings and sites	Redevelopment Department, Economic Development Corporation	Ongoing
Provide incentives for redevelopment of Brownfield and blighted sites	Municipalities, Redevelopment Department, Economic Development Corporation	Ongoing

Transportation

The implementation plan for the transportation concept is built around controlling access and managing the relationship between land use and transportation systems to preserve transportation efficiency and improve the quality of transportation corridors. The implementation of the transportation plan requires a strong working relationship between the Metropolitan Planning Organization (MPO), the Area Plan Commission, the Indiana Department of Transportation, Terre Haute's Engineer's Office, and Vigo County Department of Highways.

Corridor Planning

Corridor plans are a type of sub-area plan that focuses generally on a roadway and the land uses that are adjacent to that roadway. They are a sound way to integrate transportation planning, land use planning, and economic development planning. The corridor plan should also address pedestrian circulation, signs, landscape elements, and the overall visual theme or appearance of the corridor. Often this includes architectural standards for new buildings along the corridor, which are integrated into the zoning ordinance, typically as an overlay district.

New corridors, and corridors still being planned, are generally the most effective corridor plans since there is little existing development to constrain the planning process. A detailed land use plan, pedestrian access plan, sign system, landscape plan, and architectural standards should be developed into an overlay district for key and new corridors.

Other potential gateways that would benefit from corridor planning initiatives include Margaret Avenue and Hulman Boulevard near U.S. 46, in addition to U.S. 46 itself. Although these roadways already exist, they are not "built out" and each forms a natural gateway to the urbanized area.

Access Management

One way that access to primary roads can be managed is through a driveway permitting process that requires shared use of commercial driveways and restricts driveway locations to manage traffic flow. This system would work well for managing commercial and industrial access in Vigo County. To further manage access, the Plan Commission should carefully consider any residential development proposals that allow homes to front on county roads. Generally, residential subdivisions need to be supported through use of a single entrance drive (road), rather than by individual driveways fronting on the primary road network.

The subdivision control ordinance should be modified to address the issue of residential lots fronting on primary roads. The zoning ordinance should be amended to require shared commercial and industrial driveways wherever feasible and require access easements for future adjacent development where that is appropriate.

Functional Classification/Thoroughfare Plan

The classification of streets and highways is important to the current planning functions of the Area Plan Commission in many ways. The classifications relate to standards set forth in the Subdivision Control Ordinance, and to a lesser extent in the Unified Zoning Ordinance. Functional classification is necessary to evaluate proposed developments, establish design standards and set aside rights of way. Proper classification ensures that development that is approved along a corridor is of the appropriate scale and has appropriate setbacks to provide for efficient land use and traffic flow. The functional classification map, in conjunction with traffic impact analysis for individual projects, is a powerful decision making tool for the Plan Commission and local elected officials.

Appendix A presents the proposed functional classification system for Terre Haute and Vigo County. The system was developed based on the 20 Year Transportation Plan, review of available traffic volumes, understanding of the areas served, and the application of good planning principles with respect to roadway spacing and overall system continuity.

The functional classification map, or thoroughfare plan, is used in conjunction with the subdivision control ordinance, the zoning ordinance, and the comprehensive plan to make land use decisions. The matrix in Figure 1 of Appendix A establishes the relationship between various road classifications, land uses, and intensities of use.

Traffic Impact Studies

Traffic impact studies for the public roadway segments and intersections affected by significant development proposals can provide decision-makers with information about the project's impacts on the existing road network. Traffic impact studies are typically used to determine if improvements or financial commitments toward improvement projects are needed as a result of the proposed development. They also provide details about the location and configuration of proposed access points.

Traffic studies can be required for all development proposals over a certain size, all development proposals in a specific area, or at the discretion of the Area Plan Commission. The Institute of Transportation Engineers suggests a threshold of 100 added vehicle trips in the peak direction during a site's peak traffic hour. The Indiana Department of Transportation threshold is related to use, as shown below:

Residential	150 dwelling units
Retail	15,000 square feet
Office	35,000 square feet
Industrial	70,000 square feet
Lodging	120 occupied units
Medical	46,000 square feet

Traffic impact study guidelines can be written into the zoning ordinance or (more commonly) zoning can require them, with guidelines provided in a separate document. The Institute of Transportation Engineers has developed a recommended practice that is widely followed by communities throughout the United States. The Indiana Department of Transportation has also developed guidelines that can be used by local communities.

Transit Service

Another critical component of the transportation system in Terre Haute and Vigo County is the bus transit system. Policies for development and its relationship to the bus system are established in Chapter 2.

Generally, higher density residential development and commercial development (particularly retail) should have a transit stop within walking distance. This applies to redevelopment projects and to new development projects that are within the transit service area. Also, these developments should incorporate adequate bus shelter and pick-up/ drop-off locations into their site plan.

One must consider pedestrian access in order to create an effective transit system. One of the most common concerns expressed by potential transit users is the ability to walk to a transit stop and wait safely. Even if a transit stop is in within "walking distance," a sidewalk or trail is generally needed to do so safely. Pedestrian access is addressed in the next section.

Pedestrian Access

Chapter 2 set forth some policies for pedestrian access, and additional policies are set forth in this chapter to improve pedestrian access in the community.

Provisions for sidewalks and trails should be incorporated into all new development proposals in urban areas and in redevelopment projects as well. Policies for sidewalks and trails include:

- Encourage completion of the proposed trail network
- Require new development proposals near the trail network to connect to the network.
- Require multi-use paths (trails) along one side of minor collector or higher roads in development proposals, require a sidewalk along the other side of the road where feasible.

- Require sidewalks on both side of local streets and subdivision streets when development or redevelopment is planned.
- Comply with adopted local and regional plans for pedestrian and bicycle systems.

<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>
Transportation		
Use the development matrix to evaluate development proposals based on road classification	APC/county/municipalities	Ongoing
Revise zoning ordinance	APC/county/municipalities	Short term
Revise subdivision control ordinance	APC/county/municipalities	Short term
Review and revise street standards	APC/county/municipalities	Short term
Identify corridor plan priorities	APC/MPO/county/municipalities	Short term
Develop corridor plans and development standards for corridors	APC/MPO/county/municipalities	Medium term
Prepare and adopt Traffic Impact Study Guidelines	APC/county/municipalities	Short term
Expand bus service as needed and funding warrants		Medium term

Economic Development

The implementation plan for the economic development concept is built around the relationship between land use and economic development. The implementation strategy includes downtown development, airport development, new and existing industrial parks, and a life sciences initiative.

Downtown Development

With at least fifty structures in the 17 blocks of Downtown Terre Haute being eligible for the National Register of Historic Places, using historic architecture as a building block of downtown development has potential for successful revitalization of downtown. Newly renovated facilities such as the Ohio Building Meeting and Banquet Center and the streetscape improvements planned for the Arts Corridor are other catalysts for downtown development. However, a strategic plan to tie disparate projects together in terms of timing, funding, location, and purpose will improve the potential for a successful downtown comeback.

Using the Main Street approach, as the city is doing, is one of the most tried and true means of achieving an economically stable and vibrant downtown. Downtown Terre Haute should continue to be the lead organization on downtown development, in coordination with the Area Plan Commission, the City Engineer for traffic and sidewalk matters, and the neighborhood associations that are adjacent to downtown.

A historic preservation commission, a historic preservation overlay district, and a historic preservation officer may be necessary in order to use a historic architecture approach to downtown development. Another approach would be architectural guidelines or standards for the downtown historic areas with an Architectural Review Committee. The committee would need to be integrated into the development process set forth in the zoning ordinance to maximize its impact.

Airport Development

The Terre Haute International Airport, Hulman Field has one of the longest runways in Indiana and could serve as a significant focal point for economic development. The airport authority, working with the Area Plan Commission and Terre Haute Economic Development Corporation, should complete a parcel-by-parcel plan for the development of the land around the airport.

Industrial Parks

Non-industrial encroachment into industrial areas is one of the significant problems associated with the existing industrial parks. Residents also feel that industrial uses need to be located in industrial parks, rather than on scattered sites. Therefore, the planning in areas adjacent to existing industrial parks and the location of a new industrial

park are very important in the relationship between land use and economic development.

Existing industrial parks need to be protected from encroachment by residential and retail uses through zoning and buffering. This retains the economic viability of the industrial parks for what they were intended to be used for, and minimizes complaints from non-industrial neighbors. Increasing the buffering required between industrial and non-industrial uses mitigates problems where the uses are adjacent. Additionally, the Plan Commission needs to be conscious of the needs and practices of industrial uses before rezoning land that it is an industrial area for residential or retail use.

When a site for a new industrial park is needed, the site selection process and site planning should involve the Area Plan Commission staff so that the site can be protected from non-industrial encroachment from the beginning.

Life Sciences Initiative

Terre Haute and Vigo County have a number of the key components to create a "Life Sciences Initiative" locally. This includes the existence of several educational institutions, Pfizer Corporation, and Union and Regional Hospitals. The city and the county should work together to develop a local Life Sciences Initiative that creates a physical address for the life sciences in Terre Haute in addition to providing a systematic way for the local effort to link to statewide efforts to attract and grow life sciences industries in Indiana.

One approach to a physical address for the life sciences would be to integrate a life sciences "campus" into the downtown or riverfront development. This would place the "address" near Indiana State University and Union Hospital, and easily accessible from Rose Hulman, St. Mary of the Woods, Ivy Tech, Pfizer, and others involved in the initiative such as the Economic Development Corporation.

<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>
Economic Development		
Revise zoning ordinance	APC/county/municipalities	Short term
Establish an architecture/historic preservation review committee for downtown	APC/ Downtown Terre Haute, Inc.	Short term
Develop a strategic plan for downtown	Downtown Terre Haute, Inc. and the Economic Development Corporation	Short term
Pursue a CReED district for downtown	Downtown Terre Haute, Inc. and City of Terre Haute	Short term
Establish a historic preservation commission, develop a historic preservation overlay district, and hire a historic preservation officer	APC/City of Terre Haute	Medium term
Develop a future land use and economic development plan for the parcels near the airport	Airport Authority, APC, Economic Development Corporation	Medium term
Extend needed infrastructure (especially communications) to existing industrial parks	Economic Development Corporation	Short term
Develop site plans for each industrial park	Economic Development Corporation	Short term
Identify sites for a new industrial park	Economic Development Corporation/APC/MPO	Medium term
Develop a strategic plan for the local life sciences initiative	Economic Development Corporation and life sciences partners	Short term
Identify an appropriate “address” for the life sciences initiative	Economic Development Corporation, APC, and life sciences partners	Medium term

Physical Appearance

The implementation plan for the physical appearance concept is built around incorporating urban design elements, which includes a variety of elements to enhance the appearance and uniqueness of a community, and encouraging the continuation and expansion of cleanup/maintenance programs.

Cleanup/Maintenance

Cleanup and maintenance are among the most cost-effective ways to improve the appearance of the community and can have some of the greatest impact. There are two ways to approach the cleanliness and maintenance problems in the community – using positive programs (carrots) and/or enforcement (sticks) to achieve the desired result.

Positive programs include sponsoring community and neighborhood clean-up days, which provide dumpsters and activities to encourage everyone to clean up a part of the community. They also include adoption programs such as “Adopt-a-Street” and “Adopt-a-Park” programs. These programs should be implemented to encourage residents, businesses, and organizations to take an active role in the beautification of the community.

Enforcement is another important component. The county needs to be willing to enforce ordinances that regulate property maintenance (litter, weeds and grass height, and similar nuisances). This includes having adequate staff to pursue enforcement activities.

Signs

Sign clutter is a form of visual pollution in some areas of the Terre Haute and Vigo County communities. There are two components to addressing the clutter. One is enforcement of the existing sign regulations. The second is strengthening the sign regulations. This should include requiring sign permits to be issued for any new sign or change to an existing sign.

Landscaping and Buffering

Landscaping and buffering are effective ways to soften the transition between adjacent uses and to improve the appearance and circulation of parking lots. Increasing the landscaping and buffering standards in the Zoning Ordinance will be important to achieving several of the goals of the plan. A further step in ensuring the appropriate amount and type of landscaping is being included in a development project is to establish a development plan review process under the 1400 series of Indiana Code 36-7-4 (Local Planning and Zoning). This process ensures that any proposed development in specific zones is reviewed by the staff and approved by the Plan Commission prior to construction. Establishing a development plan review process would require

additional staff at the Area Plan Commission to be able to review the plans in a timely manner for the Plan Commission meetings.

Gateways

Gateways are a way to tell residents, local business owners, prospective business representatives, and visitors that the community has a unique identity and is proud of the community. Some are very simple, but more elaborate gateways are often needed to make key corridors into the attractive corridors needed to communicate the quality of life in the community and attract quality economic development.

Key gateway locations in Vigo County are the interstate interchanges and entrance corridors to the municipalities. Some gateways for areas of significance, such as for St. Mary of the Woods, Indiana State, and Rose-Hulman already exist. In addition, locally important areas would benefit from gateways, such as the historic neighborhoods of Farrington's Grove and Collett Park.

Landscape standards for private development along public rights-of-way are a means of creating a gateway into the community. This approach would require development plan review that was discussed earlier in order to be effective.

Visual Compatibility of New Development

The visual compatibility of new development with existing development is critical in certain areas of Terre Haute and Vigo County. This is best achieved through an Architectural Review Committee that is an integral part of the development process. The Area Plan Commission should identify areas that should be subject to architectural review and designate them as an overlay district. Any proposed construction in the overlay district would require approval of the Architectural Review Committee before a building permit could be issued.

<i>Action</i>	<i>Responsibility</i>	<i>Timeframe</i>
Physical Appearance		
Revise zoning ordinance	APC/county/municipalities	Short term
Increase enforcement efforts	APC/City of Terre Haute	Short term
Require sign permits for new or altered signs	APC/City of Terre Haute	Short term
Require development plan review as a part of the development process	APC/county/municipalities	Medium term
Establish an architectural overlay district and Architectural Review Committee	APC/county/municipalities affected	Short term
Host community-wide clean-up days	Municipalities	Short term
Host neighborhood clean-up days	Neighborhood associations and Neighborhood Partnership	Short term
Establish “Adopt-a-(street, park, river, etc.)” program	Trees, Inc., Neighborhood Partnership, municipalities, county	Short term
Increase enforcement of local ordinances to property maintenance	county/municipalities	Medium term

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