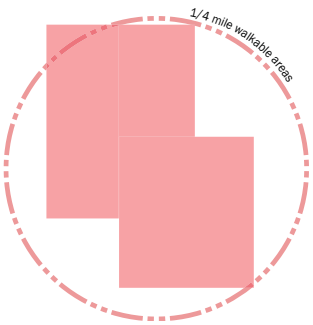
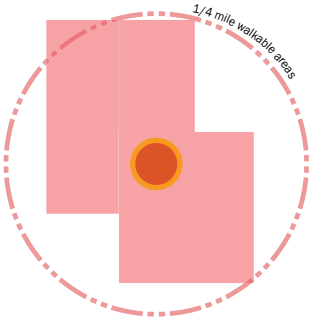
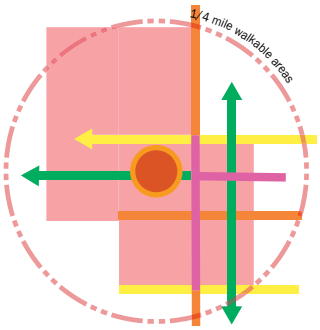
The City of Terre Haute

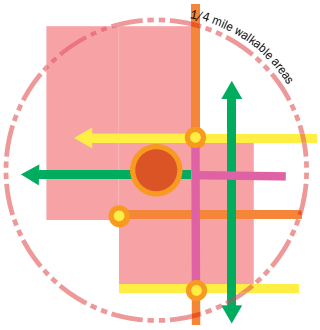
planning and policy framework

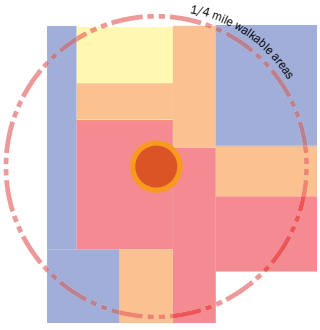
Downtown Vision Plan

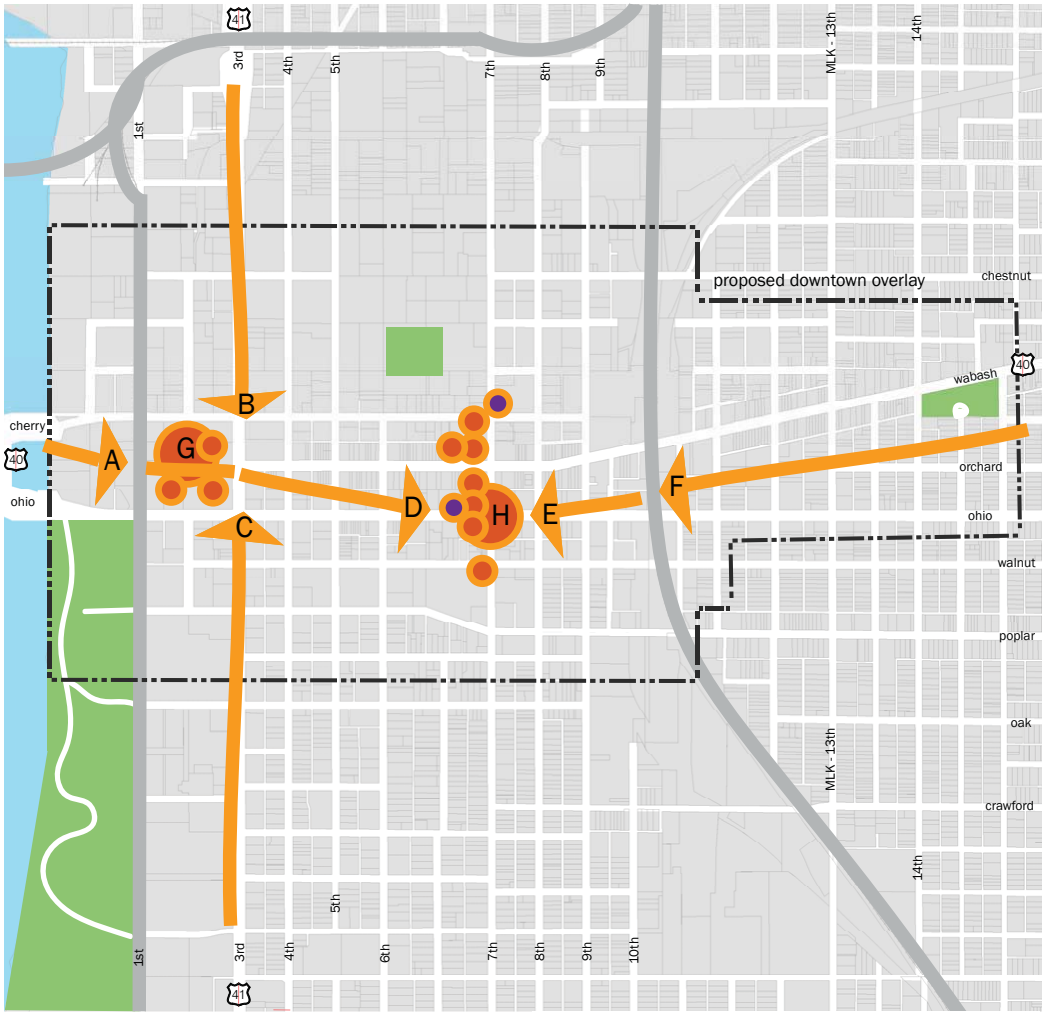


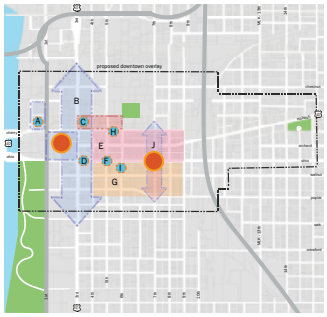


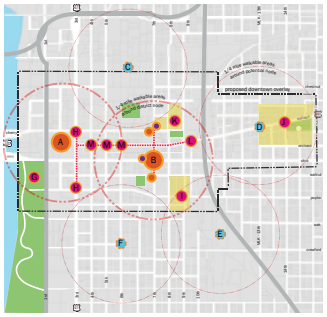


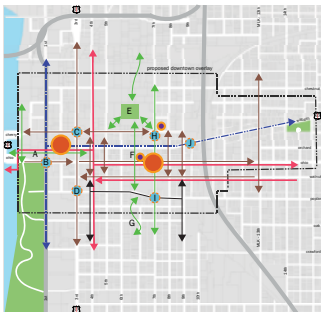




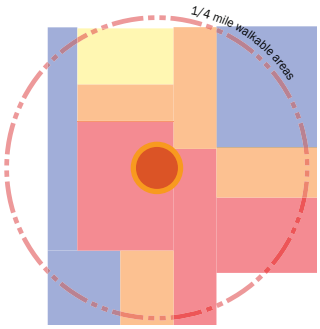








TERRE HAUTE
A LEVEL ABOVE



ACKNOWLEDGMENTS

Steering Committee Contributors

Duke Bennett, Mayor, City of Terre Haute
Chou-il Lee, City Attorney, City of Terre Haute
Pat Martin, Planner, City of Terre Haute
Andrew Connor, Executive Director, Downtown Terre Haute, Inc.
Todd Nation, City Council President, City of Terre Haute
Neil Garrison, City Council, City of Terre Haute
Charlie Williams, Member, Downtown Terre Haute, Inc.
Ben Orman, Architect, Downtown Terre Haute, Inc.
Cliff Lambert, Executive Director, City of Terre Haute, Department of Redevelopment
Kevin Runion, Director of Facilities, ISU

Consultants

Storrow Kinsella Associates, Inc.

The City of Terre Haute

planning and policy framework

Downtown Vision Plan

DOWNTOWN VISION PLAN
Prepared for:

The City of Terre Haute
Office of the Mayor
and
Downtown Terre Haute Inc.

March 25, 2009

Prepared by:
Storrow Kinsella Associates Inc

ABSTRACT

The City of Terre Haute has an Historic Downtown with rich heritage and cultural activity. This vital destination is located in the center of Vigo County and offers economic and transportation advantages for regional businesses, organizations, and entertainment activities. Despite these strengths, the Downtown area has lacked a comprehensive sub-area plan that specifically addresses the needs and vision commensurate with a central business district. The most recent attempts to document a vision for Downtown were represented by the 1997 Ball State Charrette and the 2002 Downtown Action Agenda. While both of these documents have resulted in significant achievements toward a revitalized downtown, they did not provide the legislative weight of a subarea plan or provide implementable regulatory guidance. Currently, the downtown area has the potential to be improved by four planning processes: the Vigo County Comprehensive Plan, the Wabash Riverscape Plan, the ISU Master Plan, and this Downtown Vision Plan. All of these plans have the opportunity to shape the future development of land and resources in Downtown Terre Haute. This *Planning and Policy Framework* is the first installment of the Downtown Vision Plan for Terre Haute. It articulates goals, objectives, and actions to achieve the vision by discrete projects and policy directions. The recommendations contained herein were developed from public input and a series of focus groups with local organizations, representatives, and a steering committee. Each of the actions contained in this plan can be initiated by the City and/or Community Leaders. The plan will be managed by a steering committee and should be adopted as a subarea plan for Downtown Terre Haute, and updated every five years to document achievements and develop a current workplan. Several immediate actions have been highlighted that can begin to develop additional components for the downtown vision plan, including the creation of two supplemental documents: *The Planning and Policy Blueprint,* and *The Planning and Policy Regulations.* The completion of these two additional components of the Downtown Vision Plan will complete a compressive sub-area plan for Downtown Terre Haute.

TABLE OF CONTENTS

FOREWORD ..... **i-iv**
Title Page i
Abstract ii
Table of Contents iii
Table of Figures ..... iv-vi

INTRODUCTION **1**

SECTION A: Context and Existing Conditions **2-3**

SECTION B: Planning Themes and Opportunities **4-6**

SECTION C: Goals and Workshop Synthesis **7-9**

SECTION D: Recommendations and Action Plan **10-53**
Recommendations Overview 10-11
Infill Planning and Policy Guide Toolkit 12-13
Planning Theme 1 14-26
Planning Theme 2 27-38
Planning Theme 3 39-45
Planning Theme 4 46-53

SECTION E: Implementation **54-57**

SECTION F: Workshop Analysis **58-62**

SECTION G: Workshop Materials **63-76**

TABLE OF FIGURES

INTRODUCTION....1
Figure 1 Project Study Area....1

SECTION A: Context and Existing Conditions....2-3
Figure 2 Historic Plat Map....2
Figure 3 Government Square....3

SECTION B: Planning Themes and Opportunities....4-6
Figure 4 Seventh and Wabash....4
Figure 5 Street Fair....5
Figure 6 Street Fair....6

SECTION C: Goals and Workshop Synthesis....7-9
Figure 7 Workshop Themes....7
Figure 8 Workshop Themes....8
Figure 9 Workshop Themes....9
Figure 10 Workshop Themes....9

SECTION D: Recommendations and Action Plan....10-53
Figure 11 Regional Context....10-11
Figure 12 Example District....12
Figure 13 Example District Node....12
Figure 14 Example Performance Zones....13
Figure 15 Example Multi-Modal Performance Corridors....13
Figure 16 Example Transitions....13
Figure 17 Downtown Travel Flows....14-15
Figure 18 Economy-Current Conditions....16
Figure 19 Economy-Targeted Development Concept....17
Figure 20 Economy-Performance Zones....18
Figure 21 Development Scale....19
Figure 22 Development Scale....19
Figure 23 Downtown Services....20
Figure 24 Marketing Through Events....21
Figure 25 Addressing 3rd Street....22
Figure 26 Improving Amenities....23
Figure 27 Addressing Parking Perceptions....24
Figure 28 Effective Wayfinding Signage....25

Figure 29 Indiana Theater....26
Figure 30 Form-Based Performance....27
Figure 31 Placemaking Current Conditions....28
Figure 32 Nodes, Walkability, and Opportunity....29
Figure 33 Districts and Overlays....30
Figure 34 Amenity Historic Rehab (Chicago)....31
Figure 35 Designing for Downtown....32
Figure 36 Nodes and Districts....33
Figure 37 Historic Courthouse Dedication....34
Figure 38 Arts Corridor Looking South....35
Figure 39 Enhancing Corridor Design....36
Figure 40 Terre Haute Signage Examples....37
Figure 41 Another Terre Haute Signage Example....38
Figure 42 Green Performance....39
Figure 43 Green infrastructure Context....40
Figure 44 Green Performance Corridors....41
Figure 45 Green Performance Zones....42
Figure 46 Urban Green Infrastructure....43
Figure 47 Multi-Modal Trails and Facilities....44
Figure 48 Revising Regulations....45
Figure 49 Multi-Modal Performance....46
Figure 50 Travel Options and Opportunities....47
Figure 51 Recommended Travel and Mode Flow....48
Figure 52 Corridor Function and Design....49
Figure 53 Streetcar Example....50
Figure 54(a, b, c) Pedestrian Improvements....51
Figure 55 Bike Lane Example....52
Figure 56 Bike Racks on Busses....53

SECTION E: Implementation....54-57
Figure 57 Action Plan Implementations Table....54
Figure 58 Action Plan Implementations Table (Continued)....55
Figure 59 Action Plan Implementations Table (Continued)....56
Figure 60 Action Plan Implementations Table (Continued)....57
Figure 61 Action Plan Implementations Table (Continued)....57

SECTION F: Workshop Analysis..... 58-62
Figure 62 Economy and Development Analysis..... 58
Figure 63 Placemaking and Culture Analysis..... 59
Figure 64 Clean and Green Analysis..... 59
Figure 65 Getting Around Downtown Analysis..... 60
Figure 66 HyattPalma Exercise Table..... 61
Figure 67 Clean and Green Exercise Table..... 62

SECTION G: Workshop Materials..... 63-76
Figure 68 Theme 1 Toolkit Banner..... 68
Figure 69 Theme 1 Map Banner..... 69
Figure 70 Theme 2 Toolkit Banner..... 70
Figure 71 Theme 2 Map Banner..... 71
Figure 72 Theme 3 Toolkit Banner..... 72
Figure 73 Theme 3 Map Banner..... 73
Figure 74 Theme 4 Toolkit Banner..... 74
Figure 75 Theme 4 Map Banner..... 75

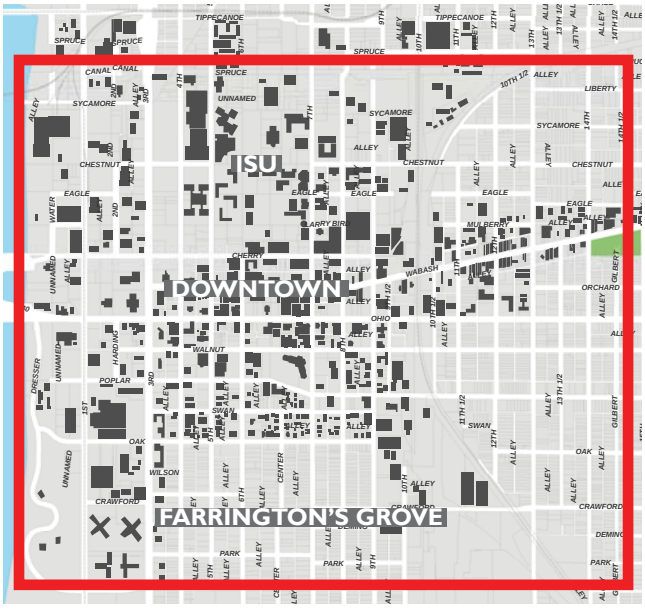


Figure 1 Project Study Area

This plan is focused on the area traditionally defined as downtown Terre Haute, bordered by Poplar on the South, Cherry on the North, the Wabash River on the West, and The CSX rail line on the East. Immediate adjacencies that are linked to the future of Downtown including Farringon's Grove and the Brewery District to the South, The East TIF District to the East, ISU Campus to the North, Fairbanks Park to the Southwest, and the North Downtown River area to the Northwest were examined for their contribution to, and synergies with Downtown.

INTRODUCTION

A downtown visioning workshop was held on October, 22nd of 2008 to provide the foundation for the City of Terre Haute Downtown Vision Plan. The initial findings, goals, objectives, and recommendations have been synthesized into this *Planning and Policy Framework*. This guide is the first installment of the Terre Haute Downtown Vision Plan and is intended to be supplemented and revised as the recommendations are implemented. *The Planning and Policy Framework* is organized as follows:

A. Context and Existing Conditions: a brief discussion of the context for the workshop and the conditions existing in the Downtown.

B. Planning Themes and Opportunities: a summary of planning themes generated from an understanding of Downtown Terre Haute's strengths, weaknesses, opportunities, and threats.

C. Goals and Workshop Synthesis: a brief description of the Downtown Vision Plan Workshop and articulation of goal areas.

D. Recommendations and Action Plan: a summary of the recommendations as well as an action plan to achieve the Downtown Vision.

E. Implementation: potential directions for report implementation and next steps.

F. Workshop Analysis: tables documenting and presenting public comments.

G. Workshop Materials: Agenda, Toolkit Banners, Analysis Maps.

A: CONTEXT AND EXISTING CONDITIONS

The Downtown is bounded on the north by the ISU campus, on the east by the Clabber Girl factory and the CSX rail line, on the west by the Wabash River and the Government Campus and on the south by the Farrington's Grove neighborhood. The Downtown is well framed by these landmarks, but the perceived boundary of the downtown is not clearly defined by architectural character, landform, or sightlines.

The street structure of downtown Terre Haute consists of a classic Midwest street grid, with a base block pattern of 300 by 300 feet. North-South streets are cardinal numbers and the East-West streets are named after trees (Poplar, Walnut, etc.), with the exception of two key corridors named after the principal rivers impacting Terre Haute's history: the Wabash and the Ohio. The chief transportation street, Wabash, attracted the best and highest development in terms of value and style.

The majority of the downtown consists of classic turn of the (20th) century land use patterns. Buildings generally have first floor retail, with apartments and offices above. The downtown form of buildings is consistent with the 20th century era development of rectilinear block construction, often with Richardsonian elements or Art Deco equivalent arched lintels over the windows. Industrial and heavier land uses follow the river or the railroad out from the downtown, and residential neighborhoods lie in between these areas of more intense activity. The exception is Indiana State University (ISU), which, while also part of the downtown fabric, is internally oriented. It is just starting to engage some downtown structures as part of its campus.

In the latter half of the 20th Century, as with most US downtowns, Terre Haute catered to automobile movement rather than reinforcing and supporting the land use structures of the downtown. Streets became high volume and high speed vehicle ways, which diminished the advantages of downtown's location and pedestrian-friendly environment. Businesses moved out of the downtown to take

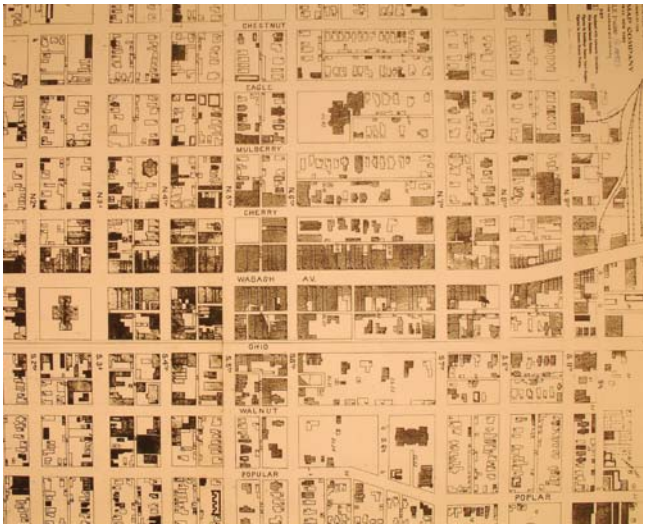


Figure 2 Historic Plat Map

Downtown Terre Haute was designed around a classic historic grid pattern consisting of 300' blocks as seen in this plat map.

Figure 3 Government Square

The Vigo County Courthouse is an iconic building that visually defines the Western area of Downtown Terre Haute.

advantage of suburban infrastructure and auto-oriented land uses. Downtown buildings fell into disrepair because of disinvestment. Upper stories of Downtown buildings fell vacant, as life and amenities in the suburbs became more attractive. Stores and services that were offered in the downtown lost a critical mass of users and disappeared. Without new tenants, multi-use, multi-story buildings became dilapidated and builders forsook building new multi-story buildings. One story buildings and the newly requisite parking often removed alleys and closed streets to make way for new development, in some cases destroying the traditional block structure of the historic downtown.

This contextual geographic assessment is based on walking tours and photography of the area, review of related plans and reports, as well as the preparation of base maps and analysis maps for the area. This assessment utilized current GIS resources for Terre Haute, including review of zoning, TIF districts, neighborhood locations, trails and bike lanes, bus routes, bus stops, highways, right-of-way (ROW), railroads, and transportation facilities, parks, trees, parcels, and block structures. The Terre Haute GIS resources were also expanded by the creation of new geo-data including delineation of the Arts Corridor District, building/structure forms, vehicle flows, additional parks, development areas, gateway opportunities, frontage creation opportunities, Terre Haute brownfields, and the Wabash River. These resources are presented in the maps found in sections D and G.

The downtown has reinvented itself and made substantial improvements in redevelopment and investment over the past five years. However, the contextual assessment reveals that downtown still has many challenges to change the decades of past neglect and disinvestment. The focus of the 2015 Vision Plan is to advance efforts to redefine downtown and reinforce its role as the sustainable center of the region.

B: PLANNING THEMES AND OPPORTUNITIES

An initial review of relevant planning documents, reports, and articles was conducted in tandem with field checks to get a basic level of understanding of the current state of Downtown Terre Haute. Downtown Terre Haute has had two significant planning efforts in the past 10 years. In 1998, the Ball State School of Architecture conducted a series of charrettes to generate development concepts for underdeveloped/underinvested areas of Downtown. In 2002 some of these themes were revisited by Hyatt/Palma and reported in a Downtown Action Agenda. Many of the projects outlined in these studies have since been implemented with apparent success, notably the development of the City Center Project, the new multi-modal facility, and the creation of the Arts Corridor along 7th Street. Recognizing these successes, there are a still a few large issues that were raised in both these studies will be explored in this planning process, notably:

- Redevelopment of the 3rd Street Corridor
- Redevelopment of the Cherry Street Corridor
- Redevelopment of the Government Campus

The following relevant plans and reports were reviewed to attain an understanding of the planning context for the Downtown Area:

- Vigo County Comprehensive Plan
- Third Street Corridor Redesign Study
- Brown Avenue Redevelopment Plan
- Collett Park Subarea Plan (Camiros Study)
- Margaret Ave Corridor Study
- Brown Ave Corridor Plan
- The 13th Corridor Plan
- ISU Campus Plan by SmithGroup (JJR)
- The Downtown TIF district
- The TIF district north of the ISU campus
- The TIF District along US46 and/or Margaret Ave
- The Farrington Grove Subarea Plan

Figure 4 7th and Wabash

Downtown Terre Haute is anchored by a well defined commercial corridor along Wabash. The historic "main street" style buildings that remain intact provide a strong base for revitalization.

Figure 5 Street Fair

Downtown Terre Haute has many strengths, like the successful Farmers Market.

- The 5yr Transportation Plan
- The 5yr Parks Department Master Plan
- The Redevelopment Dept Planning documents and reports
- The Redevelopment Dept Annual Report for the last three years
- The Terre Haute City Transit Plan

Additionally preliminary recommendations for the concurrent *Riverscape* planning process were reviewed to achieve an understanding of how the Downtown area is incorporated into the recommendations and assure that the planning processes will be complementary and coordinated to the best extent possible.

Utilizing this research to identify the key planning opportunities was the initial focus of the steering committee. The steering committee conducted an initial series of meetings to define the main themes that should be addressed by the Downtown Vision Plan. Planning themes were used to create a series of sessions explored in a public event consisting of day-long Charrette-style public workshops and culminating in an open house event (described in more detail in sections F&G). The four themes developed with the steering committee follow:

- Economic Development: the steering committee expressed the desire to create a plan that could be utilized to advance business and development opportunities and work in tandem with and/or update the 2002 Downtown Action Agenda.
- Placemaking and Aesthetics: the steering committee expressed the desire for a plan that would unify the historic design themes and distinguish the downtown from more suburban areas within the region.
- Green Development: the steering committee recognized that previous planning efforts had done little to promote and encourage sustainable lifestyles and felt that green development could become an important part of Downtown Terre Haute's future.

- Multi-modal Mobility, Accessibility and Connectivity: the steering committee recognized that there were potential opportunities for improved traffic flow and function in the downtown area as well as opportunities to provide better service to the pedestrian, bicycle and transit modes.

A workshop agenda was developed around each of these themes and explored in a focus session, and later in a public open house. The sessions were utilized to confirm that these themes were indeed relevant to creating a Downtown Vision Plan and brainstorm ideas, projects, desires, and opportunities around each theme. The initial research, stakeholder engagement, and preliminary findings related to these core themes form the basis for developing goal statements and structuring the wide range of ideas into actionable steps. This structure will synthesize the ideas generated at the public workshop into the recommended goals, objectives, and actions, presented in this guide.

Figure 6 Street Fair

Downtowns central location within Vigo County and strong adjacencies to neighborhoods, employment centers, and ISU campus, makes it a place where alternate transportation can be a viable travel choice.

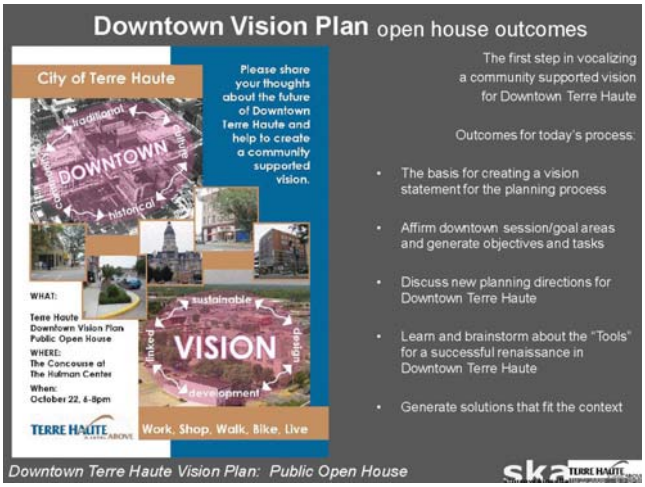


Figure 7 Workshop Themes

An open house was held on 10/22/2008 to gain consensus on the goals, objectives, and actions to be pursued to create a vision for Downtown Terre Haute.

C: GOALS AND WORKSHOP SYNTHESIS

A public workshop format was utilized to generate a current list of needs and desires for the Downtown and generate discussion of new ideas. The workshop for the Downtown Vision Plan was sponsored by the office of the Mayor and Downtown Terre Haute, Inc. Residents and stakeholders attended and provided feedback on planning directions and priorities. The workshop took place on 10/22/08 at the ISU/ Hulman Center facility. The purpose of the workshop was to work with stakeholders and the general public on key downtown issues, confirm and prioritize recommendations of previous planning efforts, forge new directions, generate new ideas, and create a list of actionable implementation items as the basis of a potential downtown Terre Haute Vision Plan. The workshop was a well attended daylong event with multiple agency and stakeholder focus sessions (10-20 participants), culminating in an end-of-day public open house (35-45 participants) that presented the day's findings and sought additional input. This format allowed for drop-in observation during the day with a graphics-rich environment that included mapping and analysis, toolkits, context maps, and engagement/feedback exercises. The workshop was focused on exploring issues and ideas related to four themes in order to articulate a vision statement and preliminary recommendations for creating a Downtown Vision Plan.

Downtown Terre Haute Vision Statement:

> Downtown Terre Haute will be an attractive, festive, and viable activity center for the city, county and Illiana region, also offering a desirable mix of housing, employment, and living-working amenities for new downtown residents, businesses, students and visitors. Anchored by its business and financial institutions, Indiana State University, the Government Square and River Plaza, Downtown will feature Terre Haute's visitor and cultural destinations, Arts District, specialty shops and unique services. The Downtown will be distinguished by its historic authenticity and heritage assets, preserved and strengthened by the strategic infill of

new mixed-use development that enhances a traditional urban character and pedestrian friendly streetscape. Downtown will be diligent in forging new public policies toward sustainability, green technologies, and multiple modes of transportation, and become an inspirational model for partnerships, citizenship, and community building that instills a source of pride for the city and state.

This vision can be achieved through emphasis on implementing community-based recommendations around the four planning themes discussed earlier. Goal statements for each of these areas will inform the creation of a vision for Downtown Terre Haute:

1. The Downtown Market – Economy and Development: ensure that Downtown is well positioned for current and prospective business/residential development by identifying needs, opportunities and parameters, promoting amenities and incentives, and fostering transparency in the marketplace.
2. Rebuilding Downtown – Placemaking, Design, and Culture: restore and improve the quality of place for downtown with a focus on design of architecture, infrastructure, signage, and interest features to unify the district experientially and support themes of urban lifestyle, cultural heritage, entertainment and the arts.
3. Clean and Green Downtown – Sustainability and Responsibility: provide opportunities for residents and businesses to live, move, and create in downtown with reduced impact on the environment in support of Terre Haute's efforts in defining, demonstrating, and embracing eco-friendly living and emerging clean energy technologies.
4. Getting Around Downtown – Transportation and Wayfinding: examine the current utilization of public right-of-way and identify opportunities to improve accessibility, signage, parking, movement and flow for all modes of transportation, while respecting the unique character of the Downtown.

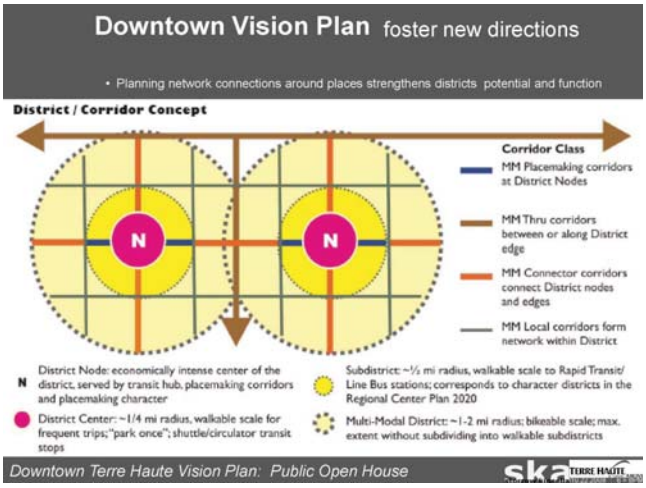


Figure 8 Workshop Themes

Planning themes were explored at the workshop including creating places by connecting and directing development to central walkable nodes within the Downtown.

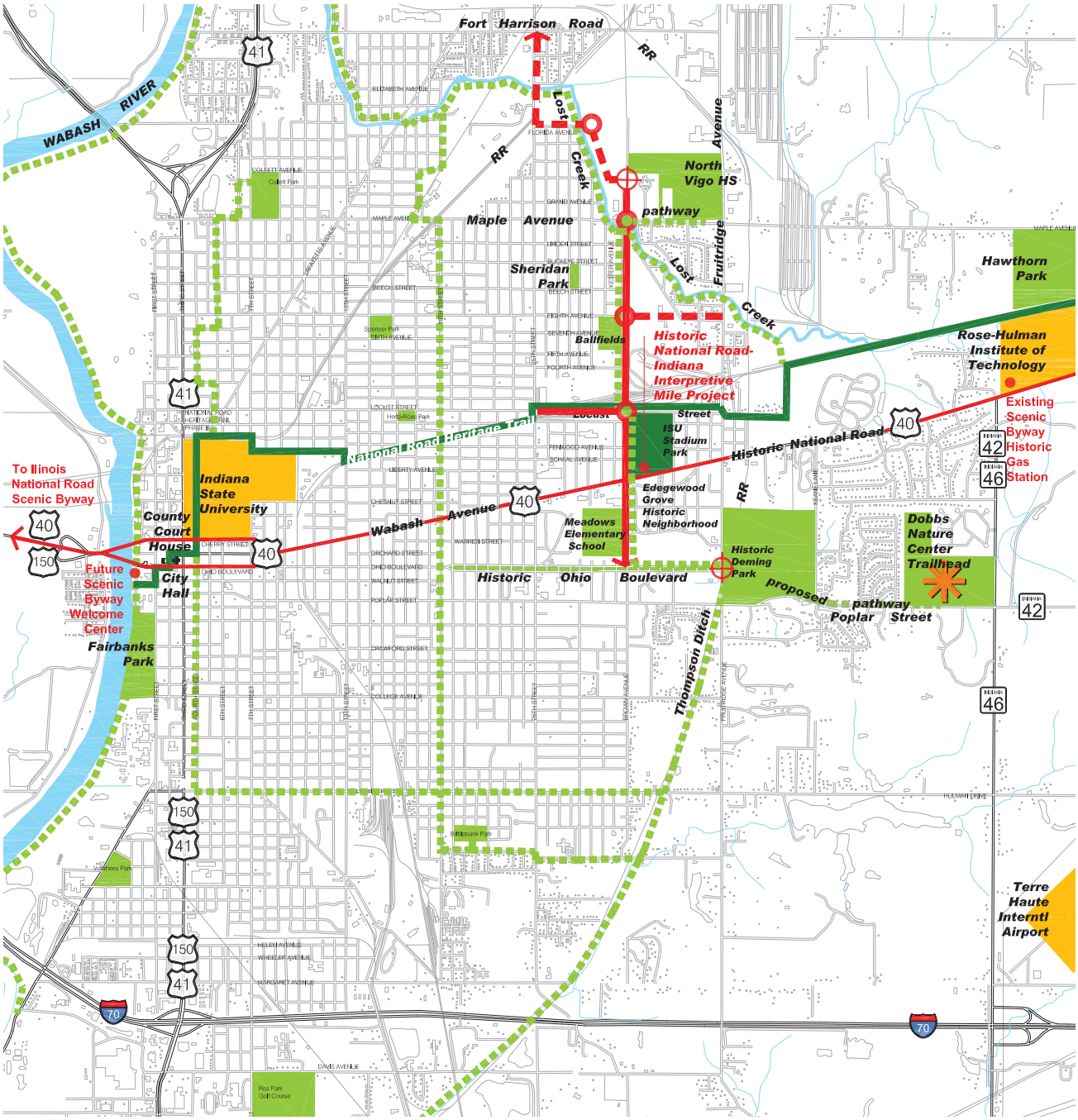
Figure 9 Workshop Themes

Another important themes was creating opportunities to utilize green energy and create green infrastructure within the core area.

Figure 10 Workshop Themes

Utilizing performance zones to apply form based zoning and architectural design guidelines was another theme discussed at the workshop.

Ideas and comments generated by focus groups, the public workshop (see section D) and the Steering Committee were synthesized into objectives and actions that can be implemented to achieve the identity described by the Downtown Terre Haute Vision Statement. These are presented in the following recommendations and action plan section. Recommendations requiring little or no funding may be addressed immediately, while others should be tested and validated by additional public engagement in future additions to and revisions of the Terre Haute Downtown Vision Plan. Ideas involving accessibility, linkages, development opportunities, optimum uses and parameters, etc. should be refined further in future plan updates. The Downtown Vision Plan should evolve to provide characterizations of sub-area overlay zone(s) or performance zones and tailored to a written and graphic format that can be adopted by local government as an amendment to the 2025 Vigo County Comprehensive Plan. The further development of recommendations for the inclusion in the Vigo County Comprehensive Plan should be the immediate priority of the implementation of the *Planning and Policy Framework*. Conceptual illustrations provided for each planning theme provide a basis for developing this aspect of the Downtown Vision Plan.



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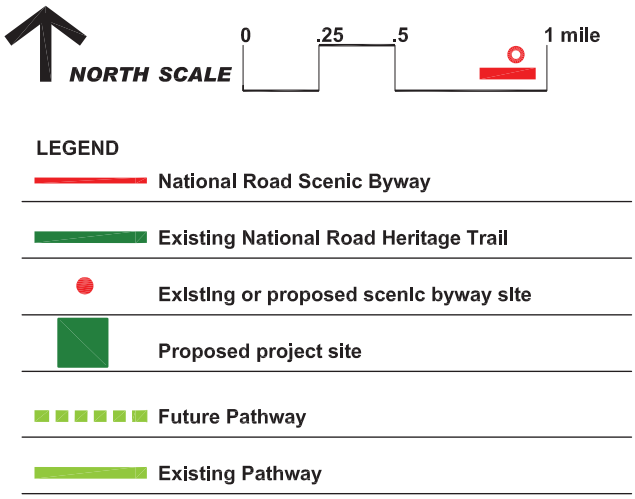


Figure 11 Regional Context

Downtown Terre Haute is located at the apex of several major transportation routes. US 41 and the National Road Scenic Byway (US 40) meet where 3rd Street crosses through Downtown. Regional landmarks frame the downtown at 2-3 mile radii, including the Rose Hulman Institute, Historic Deming Park, the Terre Haute International Airport, I-70, and Collettt Park. Downtown has a central residential and employment base anchored by the Farrington's Grove Neighborhood, ISU, and Clabber Girl (map on prior page, map legend above).

D: RECOMMENDATIONS OVERVIEW

This section presents recommendations that were generated by participants in the public workshop. These recommendations are grouped by each planning theme goal and categorized as *objectives* and *actions*. *Objectives* are achievable outcomes that contribute to the realization of a planning theme goal, while *Actions* are specific project ideas, needs, or possibilities for policy directions that address the outlined objectives. A series of conceptual illustrations are included for each planning area that can be utilized as a starting point to implement and coordinate the recommended actions.

Several threads of discussion have continually surfaced throughout the research, focus groups, and public workshop:

- Coordinate concurrent planning processes to work together with and be consistent with this Downtown Terre Haute Vision Plan. These include, but are not limited to, the US41 Beautification, the Government Square, and River Plaza, various preservation efforts regarding the National Road and historic district designations, the Railroad Relocation, and long range planning by ISU, WCIEDD, VCSC, and VCPL.
- Engage ISU as a partner to the City of Terre Haute and integrate planning initiatives around common goals and themes.
- Petition INDOT, thru the mayor, state government representatives, and WCIEDD, to resolve the impacts of the automobile along US4l and the desperate needs for downtown's economic well being and quality of life. Based upon the forthcoming completion of Major Moves, the Evansville freeway, and local analysis and planning for secondary arterials and bypasses, INDOT should re-evaluate and adjust future US41 traffic counts, turn-lane lengths and pedestrian island allowances.

The first installment of the Downtown Vision Plan is strategically timed with other important Vigo County Planning efforts. Given this it is recommended that the City proceed immediately to develop additional installments of the Downtown Vision Plan. The Planning and Policy Framework, as well as any additional completed installments of the Downtown Vision Plan should be ready for adoption by local government by mid-2009. This adoption should be timed to coincide with other planning processes like the Vigo County Unified Development Ordinance, and land use plans for the Riverscape and ISU.

INFILL PLANNING AND POLICY GUIDE TOOLKIT

The implementation of the recommendations should be guided to certain areas within the downtown based around the utilization of place-based planning tools to focus policy, design, and development decisions as well as provide a basis for the creation of new codes and regulations within Downtown Terre Haute. Conceptual illustrations of these tools have been created for each planning theme based on the analysis conducted at the vision plan workshop and open house. The tools described below have applications that can aid implementation of each planning theme objective and action as well as create a common language for decision makers looking to support the vision for Downtown Terre Haute.

Districts

Place-based districts are walkable areas that have a distinct unifying character. Walkable districts are defined by 5-10 minute walks from the center, or approximately 1/4 to 1/2 mile from the center to the edge. Because of the size of Downtown Terre Haute, 1/4 mile districts can be utilized to allow for two districts, one on the east and one on the west.

District Nodes

Each district should have a well defined center or district Node. This central area will determine the alignment of infrastructure as well as become the central place in the district to focus policy and infill planning.

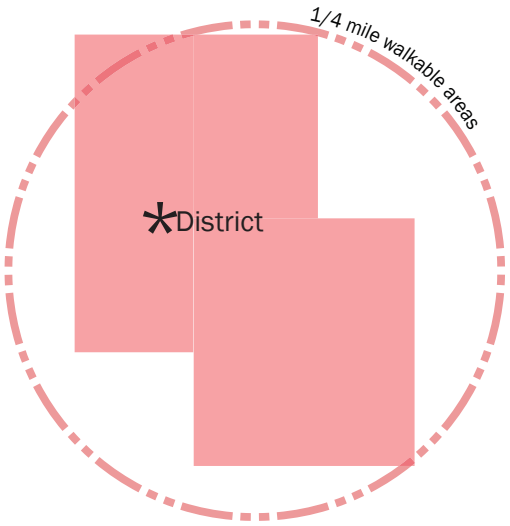


Figure 12 Example District

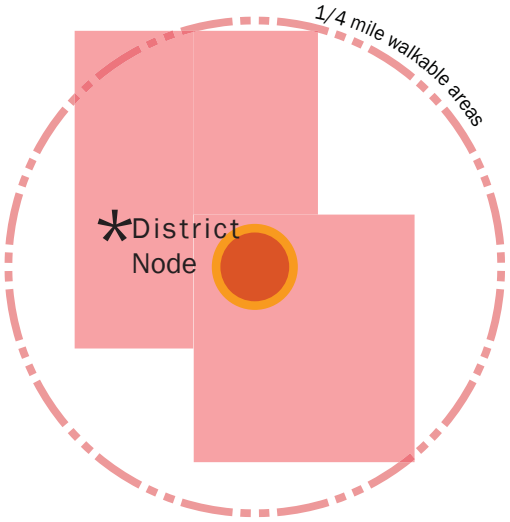


Figure 13 Example District Node

Note: These illustrations are presented to show the application of each of the placed-based planning tools that can be utilized in Downtown Terre Haute. The illustrations are based on the concept for the West end of Terre Haute around Government Square. The concept illustrations for the whole downtown and its adjacent areas are presented on the following pages for planning themes 1-4.

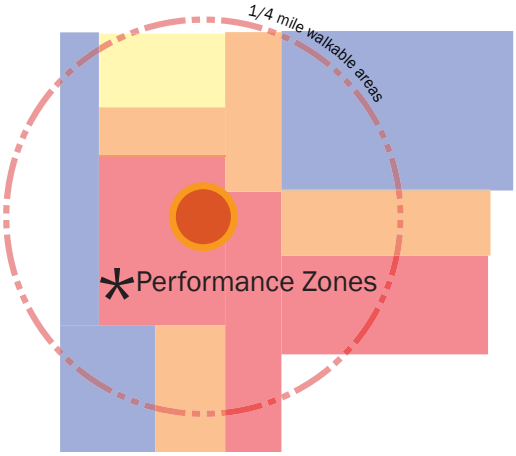


Figure 14 Example Performance Zones

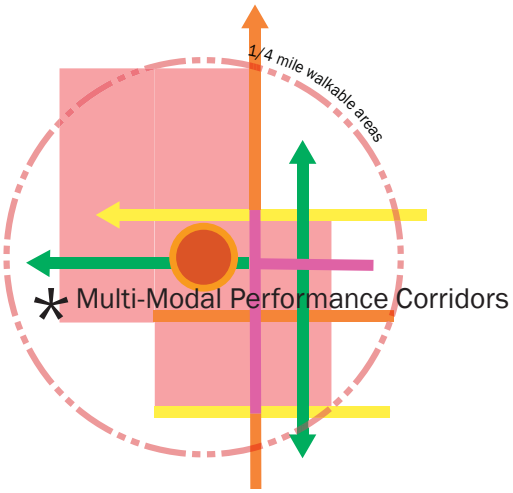


Figure 15 Example Multi-Modal Performance Corridors

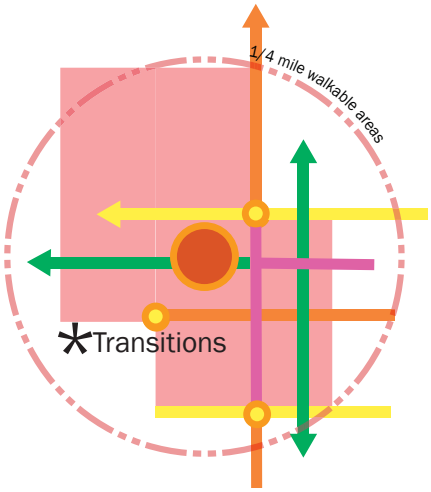


Figure 16 Example Transitions

Performance Zones

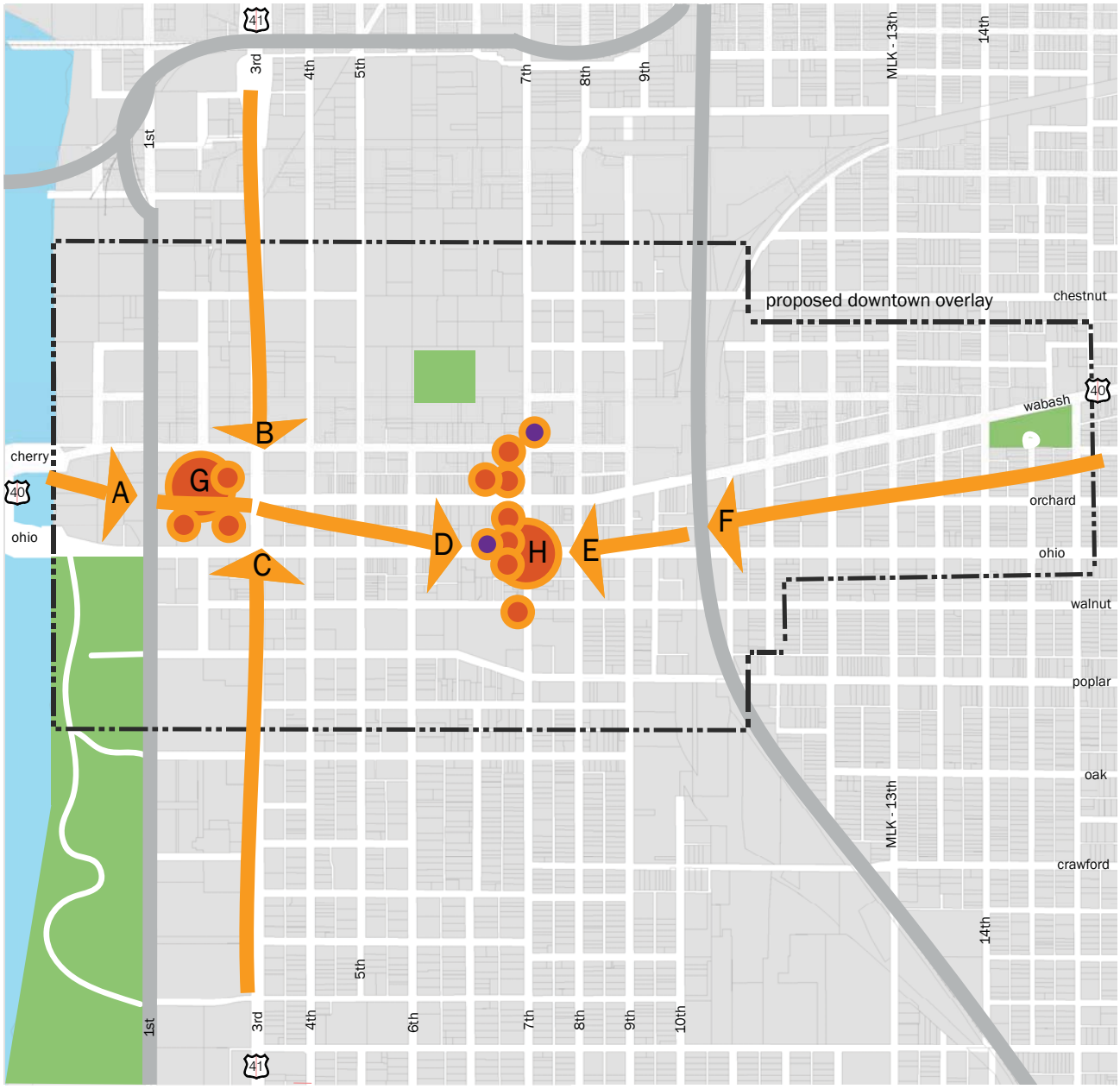
Performance Zones are areas within districts that are distinguished by different codes or regulations. Performance zones may have different architectural, signage, or form-based development requirements but still maintain the overall character of a district. Performance zones can also be utilized to overlap two adjacent districts to create a buffer area to help define the district edges.

Multi-Modal Performance Corridors

Multi-Modal Performance Corridors are designed to create key places within districts and transport people to the key places in the neighboring and regional districts. Design guidelines should be developed for each kind of corridor based on function and typology to allow for the best circulation of multiple travel types. The alignment of Multi-Modal Performance Corridors is driven by the location of the District Node and its relationship to the nodes of adjacent districts.

Transitions

Transitions are at intersections near the edge of districts where different Multi-Modal Performance Corridors intersect. This placement allows for the transition to serve the maximum function within the area. Transitions are principally gateways or portals to signify the entrance into a district. Transitions also function as key places to create traffic calming and wayfinding features.



** Note: Map legend on following page.*

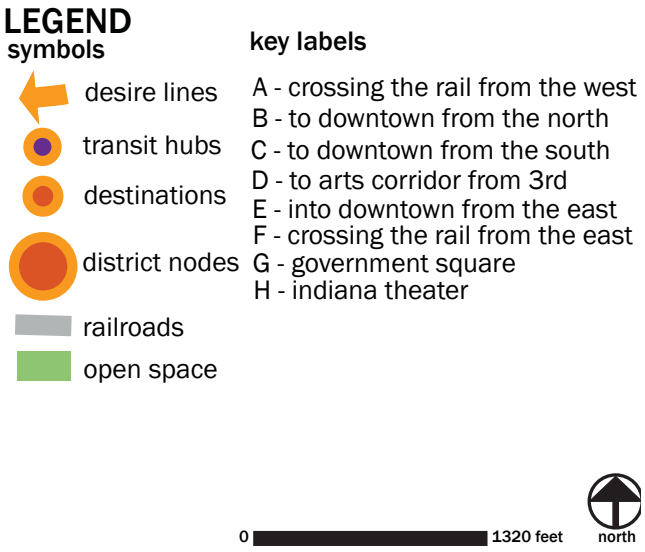


Figure 17 Downtown Travel Flows

The travel flows to and from Downtown are primarily influenced by North-South and East-West travel along the major highway routes of 40 and 41 respectively. This travel flow can be an asset to the vision for Downtown Terre Haute if place based transportation principals are implemented to distinguish the Downtown as a place to go to rather than through. Travel in Downtown Terre Haute can be directed around two key centers that can be further developed as district nodes: Government Square on the West and the Arts Corridor at Ohio to the East (map on prior page, map legend above).

PLANNING THEME 1: THE DOWNTOWN MARKET – ECONOMY AND DEVELOPMENT:

Goal: Ensure that Downtown is well positioned for current and prospective business/residential development by, identifying needs, opportunities and parameters, promoting amenities and incentives, and fostering transparency in the marketplace.

Overview of Theme 1 Planning Issues

Economic development is facilitated by focusing more intense development around "nodes" with incentives for larger employers like public parking, urban amenities, greater visibility, and proximity to customers. Focusing development around two district nodes located near the Arts Corridor and Government Square would facilitate walkablility for Downtown businesses. In addition to the need for better services and business opportunities, the Downtown area is a prime location for housing development. Increasing residential development through mixed-use projects will provide a walkable customer and employee base for Downtown businesses. Further, there are some "big impact" projects that could be supported by this planning initiative. Opportunities include:

- The creation of additional parking structure/ mixed use development on the western side of town, a new police/fire station, and the integration of ISU stadium.
- Creating more campus housing via mixed-use development.
- Historic rehab projects.
- Public-private land swapping to encourage taxable uses in the TIF district.
- Creating event and festival spaces.
- Integration of corridor frontage opportunities with redesign of the 3rd Street, Ohio, and Cherry corridors.
- Extending the edges and character further to the west and along 3rd Street.

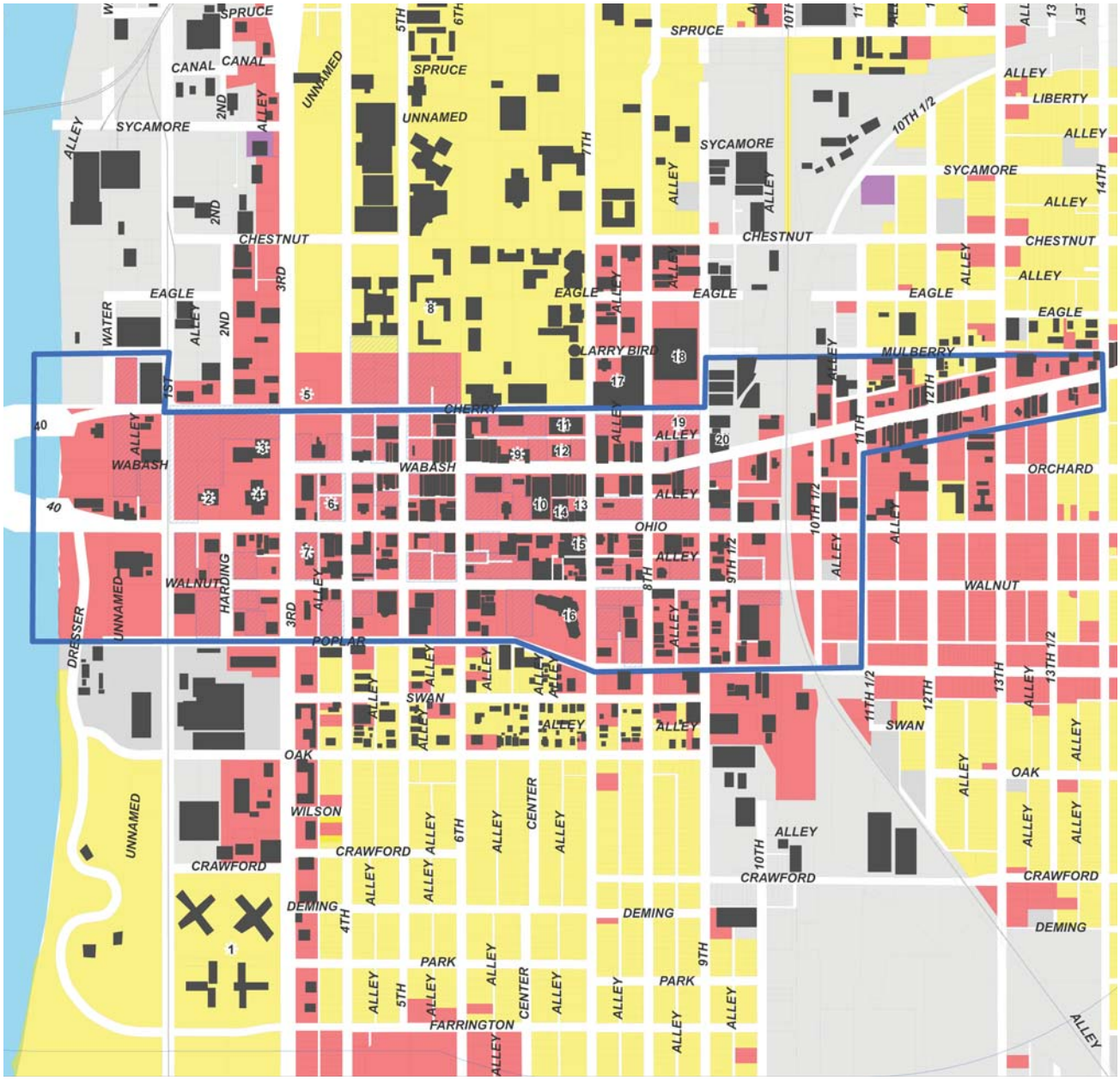


Figure 18 Economy-Current Conditions

Downtown Terre Haute is largely zoned for commercial development. While this zoning designation is appropriate it does not intrinsically support mixed-use development or direct certain kinds of development to strategic areas that are important to the vision for Downtown. Downtown is in a TIF district which provides developers incentive to locate in the regional core. While the core bone structure of Downtown provides a healthy mix of streets, alleys, and historic storefronts, there are many gaps in the street frontage and ample opportunities for mixed-use infill development.

LEGEND

Zoning
- Residential
- Commercial
- Manufacturing
- PUD
- Building Forms
- CBD TIF District
- 1/2 Mile From TIF
- Infill Opportunities

Landmark Locations
1) ISU Housing
2) City Hall
3) Vigo County Jail
4) Vigo County Courthouse
5) ISU Gateway
6) Long John Silvers
7) Region's Bank
8) Burford Hall
9) City Center
10) Parking Structure
11) Old PO/ Business School
12) School Corp
13) SWOPE
14) The Ohio Building
15) Indiana Theater
16) The Library
17) Bus Transfer Center
18) The Hulman Center
19) Festival Space
20) Clabber Girl

0 330 660 1,320 1,980 2,640 Feet

north

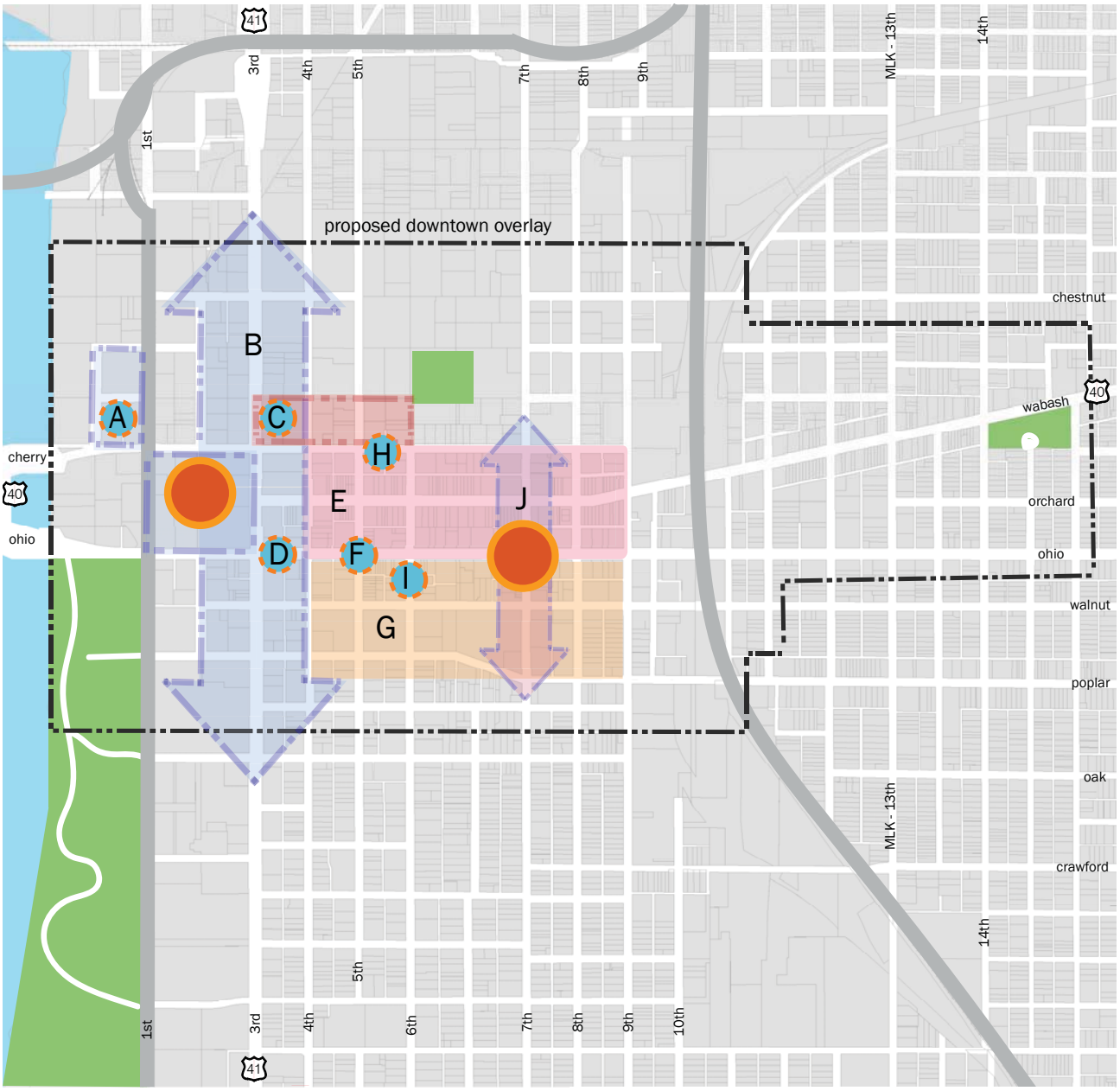


Figure 19 Economy-Targeted Development Concept

3rd Street represents a significant disruption in the fabric of Downtown Terre Haute; however, in that facet, it also represents a significant opportunity to become a targeted downtown redevelopment corridor (B). The Arts Corridor along 7th also represents a continuing priority focus area (J). There are many infill/frontage opportunities downtown and opportunities along Wabash should be prioritized in the near-term. Additional block scale redevelopment opportunities are shown in blue.

LEGEND

symbols

- opportunities
- district nodes
- railroads
- open space

key labels

A - public redevelopment area
B - 3rd st redevelopment corridor
C - ISU redevelopment area
D - ohio & 3rd opportunities
E - priority frontage area
F - ohio redevelopment area
G - frontage opportunities
H - cherry redevelopment area
I - walnut/6th redevelopment area
J - priority arts corridor area

0 1320 feet north

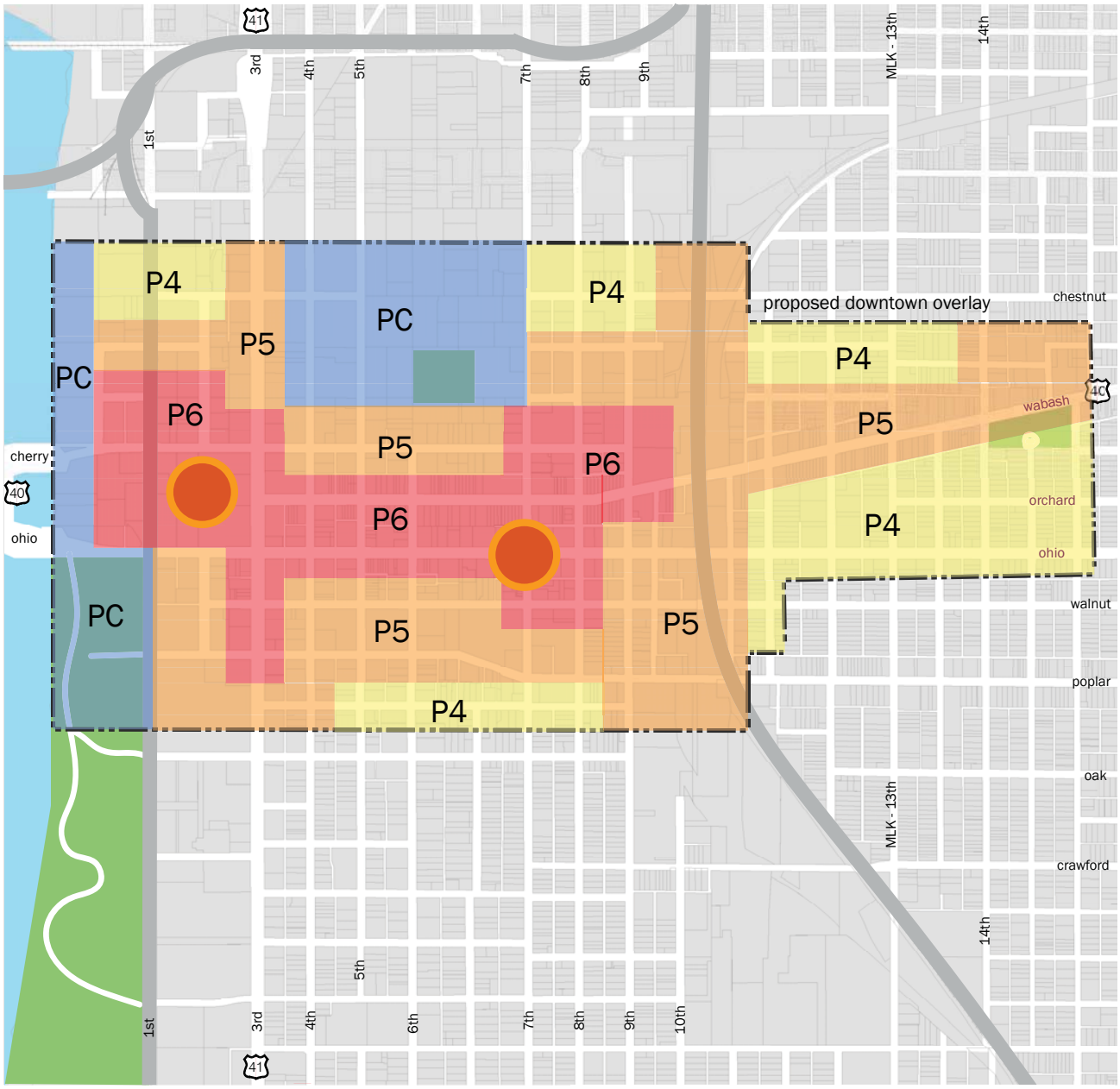


Figure 20 Economy-Performance Zones

Performance zones can be utilized for design and policy regulations like adopting form-based codes. The city can utilize performance zones to direct economic policy described in the action plan. Using performance zones will help decision makers determine where to utilize TIF revenues, where to prioritize infrastructure investment and which projects to stimulate public-private partnerships.

LEGEND

symbols

- district nodes
- railroads
- open space

key labels *

- P6 urban core performance zone
- P5 urban center performance zone
- P4 general urban performance zone
- PC campus performance zone

* note: performance zone numbering system (P6-P4, & PC) decreases from most intense use (P6) to least intense uses (P4 & PC).

0 1320 feet north

Figure 21 Development Scale

The City must determine the level of intensity it wants to achieve in different areas. The picture above depicts Downtown Fort Wayne, which might be in the range of 600-800% FAR.

Figure 22 Development Scale

Slightly more intense than Fort Wayne is Downtown Indianapolis (pictured above), which may be more in the range of 1200-1600% FAR.

Action Plan:

Objective 1.1: Increase Downtown Terre Haute's density/intensity,

- Action 1.1.1: Create plans showing where housing of varying types, sizes, and affordability could be developed, including both owner occupied and rental units, with and without stack parking such as: ground level commercial with upper level apartments and lofts, and, in zoning districts contiguous to downtown, townhouses, elderly housing and student housing (housing requiring ground level facilities).
- Action 1.1.2: Solicit an active waiting list of people wanting to live or work Downtown.
- Action 1.1.3: Solicit an active waiting list of people wanting Downtown locations for business activities.
- Action 1.1.4: Create sample concept plans to show infill of appropriate scale structures to improve street frontage, shared parking, and restore the historic grid.
- Action 1.1.5: Create private parking requirements for permitted zoning uses that do not decrease current downtown density/intensity; analyze stacked parking needs and locations, with an economic impact analysis involving best/worst cases for future density/intensity, with/without new parking requirements, and with/without supplemental public parking.
- Action 1.1.6: Create sample concept plans and economic impact analysis for the redevelopment of specific opportunity sites key to the Downtown fabric. Possible sites include:
    - *The APS Clinic Area*
    - *Government Square*
    - *The Downtown Riverfront*
    - *Thompson-Honda lot*
    - *ISU parking lots North of Cherry*

- *East TIF District*
- *Police/Fire Station as extension of the Government Campus*

Objective 1.2: Determine what services are needed to support/encourage a CBD residential population, service adjacent neighborhoods, and provide regional destination opportunities.

- Action 1.2.1: Address the need for better family oriented activities and evening dining opportunities to supplement "nightlife" activities.
- Action 1.2.2: Define a target for a mix of complementary shopping/retail and entertainment uses to create 24-7 activity.
- Action 1.2.3: Seek active partner(s) in creating a Downtown CDC to develop a student oriented multi-floor mall with stacked parking, upper level movieplex, food outlets, and ground level national retail shops.
- Action 1.2.4: Define a strategy to attract specialty services and businesses that appeal specifically to urban professions, creative fields, new residents, students, and faculty.
- Action 1.2.5: Create a business incubation program and incentives to support the creation of businesses targeted by Action 4. Possibilities include:
  - *Pharmacy/Drugstore*
  - *Hardware*
  - *Local grocery*
  - *Specialty/natural foods*
  - *Gift Shops*
- Action 1.2.6: Work with cultural and non-profit service providers to determine how programming and growth of the cultural sector can complement and support private sector development.
- Action 1.2.7: Address the relationship between private and public spaces and assure that the Downtown area will provide high quality public space(s) to balance an intensity of uses.

Figure 23 Downtown Services

Outdoor cafes, entertainment, and restaurants, ranked high on the priority service list developed at the public workshop.

Figure 24 Marketing Through Events

Event planning enforced by successful reoccurrences can build the identity of Downtown Terre Haute.

Objective 1.3: Leverage the placemaking and economic value of historic structures.

- Action 1.3.1: Prioritize a list for the redevelopment of valued historic structures like “the Old Jail”, documenting the private ownership needs, current plan or intentions.
- Action 1.3.2: Incentivize building owners/ landlords to make necessary improvements and update their buildings; pair these incentives with appropriate fees and/or penalties for failure to comply with city code.
- Action 1.3.3: Continue to foster community pride in historic resources and create opportunities to reward good ownership through recognition of historic stewardship. Look to business and neighborhood associations as well as historic agencies to offer leadership in program development and operation.
- Action 1.3.4: Establish a local historic district designation and guidelines for historic redevelopment.

Objective 1.4: Maintain a level of consistency for Downtown events and programming including balancing yearly, seasonal, monthly, and weekly event planning to showcase downtown as an area of continual activity.

- Action 1.4.1: Work with ISU to complete a full calendar of events for the Hulman Center. This may entail creating a partnership with a private interest to plan, manage, and promote events, as well as share/supplement maintenance and staffing costs.
- Action 1.4.2: Utilize event frequency and seasonal themes to help support businesses and expand district viability to a 24-7 schedule; minimally expanding retail/ entertainment functions to 9pm Monday-Saturday.
- Action 1.4.3: Focus on developing specific events that cater to the sensibilities of urban professionals, creative fields, students and faculty.

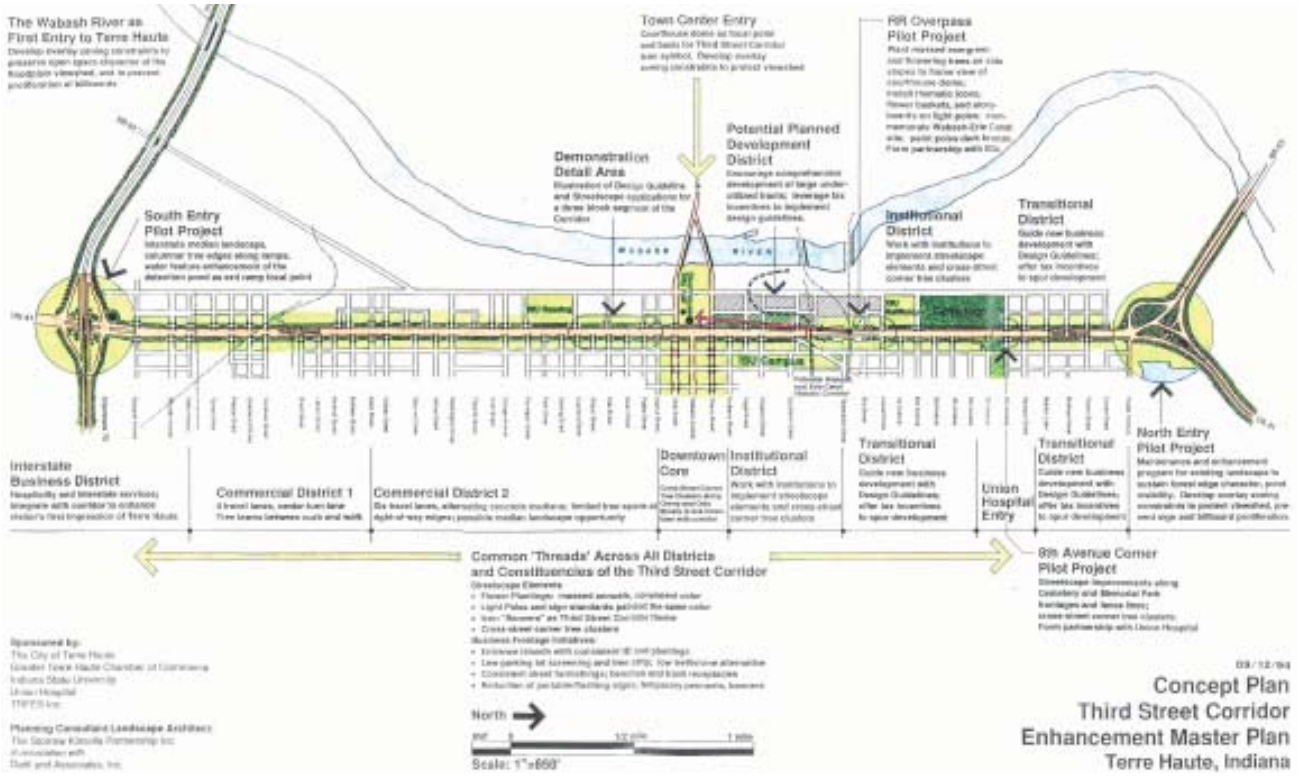


Figure 25 Addressing 3rd Street

The redevelopment of the 3rd street corridor with a prioritized focus on the portion that traverses downtown for phase one construction is one of the major redevelopment opportunities for Terre Haute..

- Action 1.4.4: Utilize and incorporate multi-media forms into events and programming from publicity to realization.
- Action 1.4.5: Program live music events that offer diversity in genre and culture. Establish a concert series as a way to focus ongoing or recurring events. Incorporate music into seasonal and annual festivals.
- Action 1.4.6: Rotating art exhibitions and installations should be encouraged in public and private spaces and incorporated as an important theme of all Downtown event planning.
- Action 1.4.7: Businesses and residents should be encouraged to participate in festival and event planning for the Downtown area.
- Action 1.4.8: Find a permanent home and celebrate the successful local farmers market.

Objective 1.5: Expand the definition of the Downtown to better realize the strengths of adjacencies and eliminate barriers to the success of the district.

- Action 1.5.1: The Downtown overlay should expand to include all of the East TIF as well as both sides of streets bordering the revised Downtown Zoning District. Multiple overlay districts within the expanded area may be required to simplify form-based overlay descriptions (See figure 20 for example)
- Action 1.5.2: ISU periphery properties and industrial zoning districts contiguous to the current Downtown East TIF and C8 districts should be included in the expanded Downtown overlay and integrated conceptually into Downtown planning.
- Action 1.5.3: Remove Third Street as a barrier and create walkability and urban consistency between Fourth Street and the River. The Downtown overlay and TIF should expand to include Third Street to the river

Figure 26 Improving Amenities

Urban Greenways are one example of a way to improve the quality of life experienced by downtown residents.

between Swan and Chestnut to encourage its redevelopment. Additionally, this expansion should include both sides of the 3rd Street corridor between Farrington Street on the South and Chestnut on the North

- Action 1.5.4: Address the physical barrier of the railroad along 10th Street and incorporate the railway easement into the vision for Downtown Terre Haute, as it now exists, and develop a contingency plan for its elimination, or improvement to provide pedestrian transit.

Objective 1.6: Improve Amenities that enhance Downtown.

- Action 1.6.1: Assure that downtown offers appropriate greenspace for recreational and leisure purposes; equally important is assuring that the resources available within the city are accessible from the Downtown.
- Action 1.6.2: Remove obstacles resulting in negative perceptions of downtown, including noise abuses, private light trespassing, graffiti, poor directional signage, tripping hazards, missing or broken storm drains, vacant storefronts, temporary signs, broken windows, poorly lighted streets, tree-pruning, wildlife, off-premises signage, non-conforming parking lots, exposed garbage bins, and parking.
- Action 1.6.3: Explore/enhance public transportation bus stops and routes serving downtown, including to other regional amenities like Rose Hulman. These destinations represent potential alignments for streetcar/trolley systems or express bus service.
- Action 1.6.4: Work with the public school system on education/school facility planning to ensure that the Downtown is considered in future decision making processes. Advocate for the development of a new school on the ground level of a new VCSC headquarters building downtown.
- Action 1.6.5: Strategize downtown enhancements that will appeal to all age groups with added emphasis on seniors and children.

- Action 1.6.6: Complete the streetscape lamp post project begun in 2005, and create a "to-do" list for streetscape furnishings, including painting all the traffic signals the same color as the lamp posts.

Objective 1.7: Distinguish 3d Street through Downtown as an asset and gateway to Downtown via iconic/heritage elements, and in corridor design.

- Action 1.7.1: Modifying pedestrian crossings along Third Street to make the pedestrian the priority.
- Action 1.7.2: Improve the corridors east-west permeability for autos, bicycles, and pedestrians, and prioritize movement into the Downtown district.
- Action 1.7.3: Improve the safety of the corridor by using traffic calming and signage.
- Action 1.7.4: Examine the feasibility of a landscaped center median to reduce traffic speed, reduce pedestrian crossing distances, and beautify the corridor at the courthouse.
- Action 1.7.5: Revisit plans to redesign the corridor to incorporate land-use and frontage standards. The corridor redesign should minimally consider: green infrastructure, on-street parking, lane width reductions, lane reductions, pedestrian islands, intersection treatments, and gateways for the portion of the corridor within the Downtown overlay. Additionally the materials, textures, and fixtures utilized for this portion of the corridor should be of a high quality and distinguishable character to enhance the importance of the Downtown area within the region.

Objective 1.8: Create an urban parking management solution.

- Action 1.8.1: Evaluate the west end of the Downtown area for siting of an additional downtown parking structure, accommodating optimum spacing for multiple new structures to service both the C-9 District's proposed density as well as ISU needs.

Figure 27 Addressing Parking Perceptions

The City should implement a downtown parking management plan/policy to address the perception that downtown businesses need to supply surface parking. The picture above illustrates fully utilized street parking next to an underutilized surface lot.

Figure 28 Effective Wayfinding Signage

Consistent wayfinding and signage should be utilized to create an easily navigable area.

- Action 1.8.2: Examine models for a Terre Haute parking authority/agency to be charged with providing public parking. The agency should aim to meet the parking demand and eliminate the perception that private land-owners need to provide private parking in the Downtown.
- Action 1.8.3: Assess Downtown privately owned surface lots for highest/best use value, including parking lot gate control for lots sharing with neighbors
- Action 1.8.4: Utilize wayfinding and signage to educate drivers about difference between urban convenience parking and suburban convenience parking.
- Action 1.8.5: Reinforce selected parking structures with bicycle parking and connections to other travel modes particularly near district nodes.

Objective 1.9: Create concept plans and measures that support an economic strategy to make Downtown Terre Haute more viable.

- Action 1.9.1: Create plans to achieve a 50% improvement in downtown street frontage coupled with an impact study that quantifies both economic and quality of life impacts.
- Action 1.9.2: Return current vacant properties to active service immediately by providing a combination of assistance to building owners, including matching grants, micro-loans, design consulting, and marketing.
- Action 1.9.3: Identify strategically located vacant property downtown and locate specific anchor tenants, hire a consultant to draft a program for a design-build RFP, with tax incentives, to entice developers (or a CDC) to build a mixed-use redevelopment catalyst project.
- Action 1.9.4: Create concept plans to show how to add 200,000 sq. ft. commercial-retail without any one tenant, business or service occupying more than 20,000 square feet, and with 75% of all commercial retail occupying

not more than 2500 square feet nor more than 25 feet of street frontage.

- Action 1.9.5: Create concept plans to show how to add 400,000 sq. ft. office space permitting only lobbies and/or retail tenants to occupy the street frontage space; surface parking requirements should be waved with a maximum lot size for surface parking being set at 30 cars per site.
- Action 1.9.6: Create concept plans to show how to Add 2,000 new housing units permitting only lobbies and/or retail tenants to occupy the street frontage space; surface parking requirements should be waved with a maximum lot size for surface parking being set at 30 cars per site.

Objective 1.10: Make Downtown Terre Haute a regional arts and entertainment center with all the necessary services and amenities.

- Action 1.10.1: Strategize with organizational and institutional partners (i.e. Arts Illiana, ISU, ArtSpaces).
- Action 1.10.2: Prepare a market study, and an economic impact study to create an updated strategy for the Arts Corridor.
- Action 1.10.3: Work with partners to implement updated strategy.

Figure 29 Indiana Theater

The Indiana Theater is a beautiful historic building that is close to the SWOPE and is located at the heart of the intersection that can be further developed into the Arts Corridor District Node.

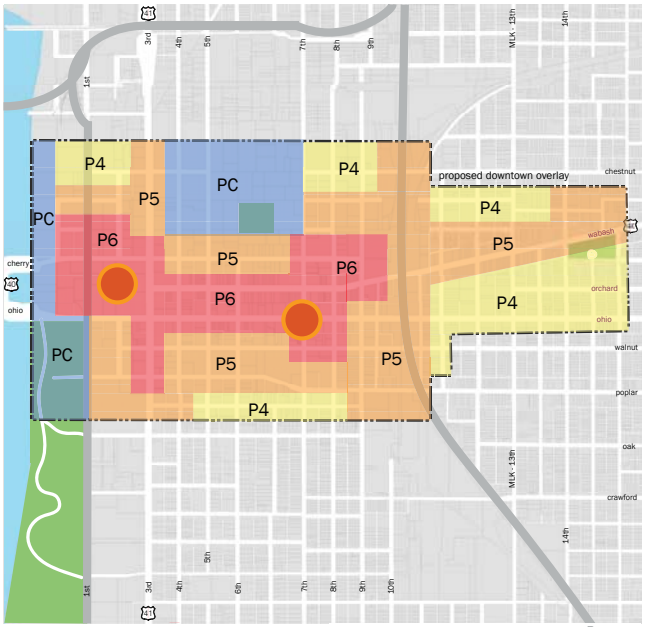


Figure 30 Form-Based Performance

Establishing performance zones can be used to implement architectural design guidelines and form-based codes in areas that can best serve placemaking (see figure 20 for enlarged map).

PLANNING THEME 2: REBUILDING DOWNTOWN – PLACEMAKING, DESIGN AND CULTURE:

Goal: Restore and improve the quality of place for downtown with a focus on design of architecture, infrastructure, signage, and interest features to unify the district experientially and support themes of urban lifestyle, cultural heritage, entertainment and the arts.

Overview of Theme 2 Planning Issues.

Design, placemaking and cultural elements should focus on instilling walkable district identities and support the creation of district nodes. A connection between downtown to Government Square and the Riverscape/Riverfront Place area should be the focus of the west end of downtown, while the Arts corridor along Seventh should be the focus of the east. The relationship between the corridors and the surrounding land uses should be a emphasized by using place-based planning tools. The Downtown should encourage increased intensity and prioritize the creation of additional housing and retail, particularly in mixed-use buildings. Multiple story buildings at appropriate intensity and scale to support the economic development objectives and the traditionally traditional block pattens are encouraged. Higher intensity buildings and uses should be encouraged along the Arts Corridor, along Wabash, and around Government Square. Pocket and small parks may be less effective in the core downtown district than utilizing and enhancing public rights-of-ways; perhaps creating a key linear park or greenway that would serve as a connection to destinations rather than adding a competing destination in the downtown. The city should investigate programs and policies to share the responsibility for infrastructure maintenance with engaged downtown stakeholder organizations. Events, fairs, and festivals are important aspects of placemaking and should be directed to the appropriate locations, with larger scale events happening near the riverfront and smaller scale events integrated in the downtown near businesses, perhaps with street closings or taking advantage of facilities like the Indiana Theatre.

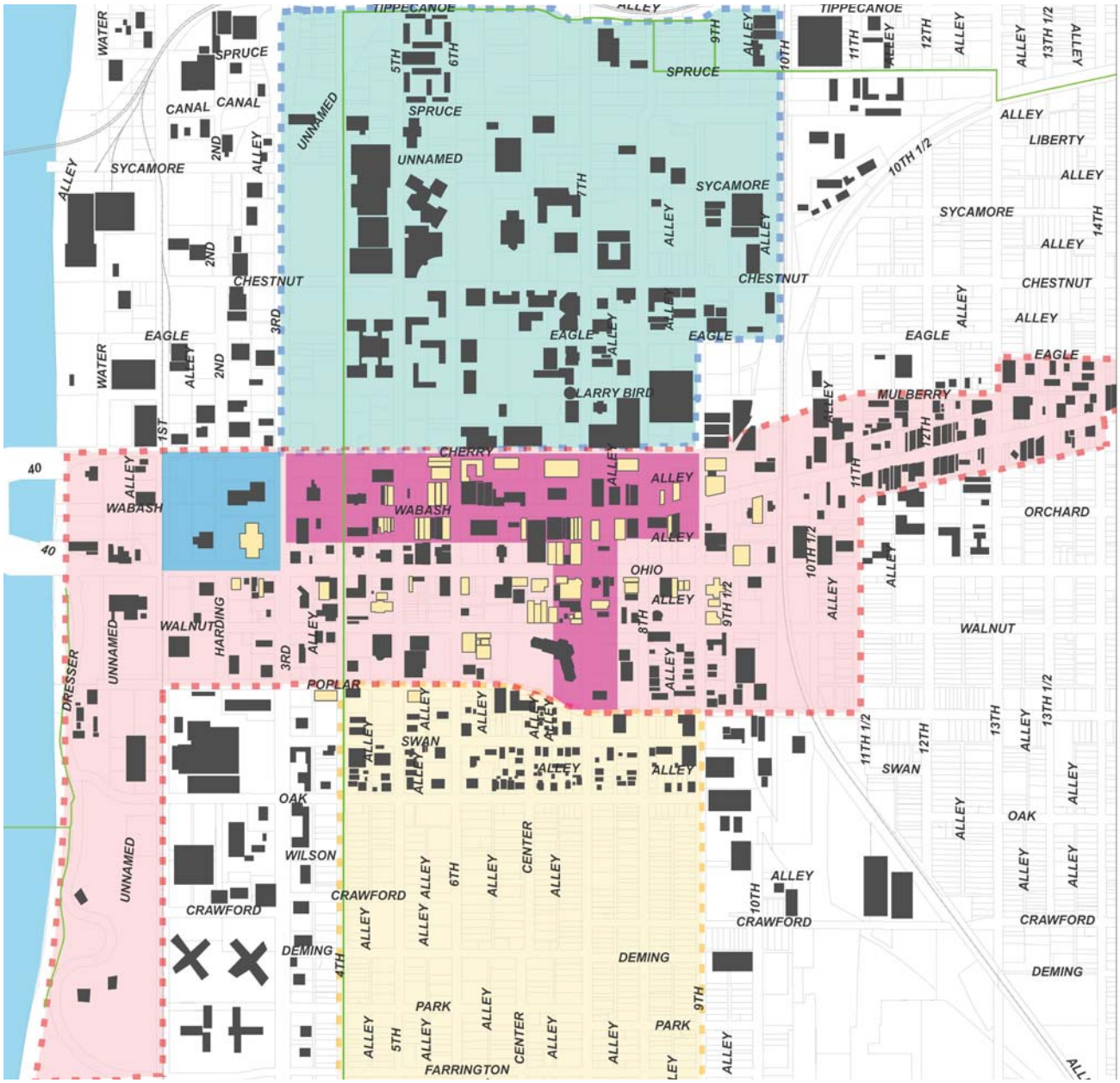


Figure 31 Placemaking Current Conditions

The Arts Corridor was defined as a redevelopment focus by the HyattPalma 2002 Downtown Action Agenda. HyattPalma described the boundaries of Downtown as extending into the east TIF district and down into Fairbanks Park on the Southwest. Another key place in downtown is Government Square, which was one of the areas focused on for development concepts in the 1997 Ball State Charrette. Downtown is sandwiched on the North and South by two prominent areas, ISU and Farrington's Grove respectively.

LEGEND

- Building Forms
- Historic Buildings/Character
- Arts Corridor District
- Government Square
- Downtown
- ISU
- Ferrington Grove
- Trails

0 330 660 1,320 1,980 2,640 Feet

north

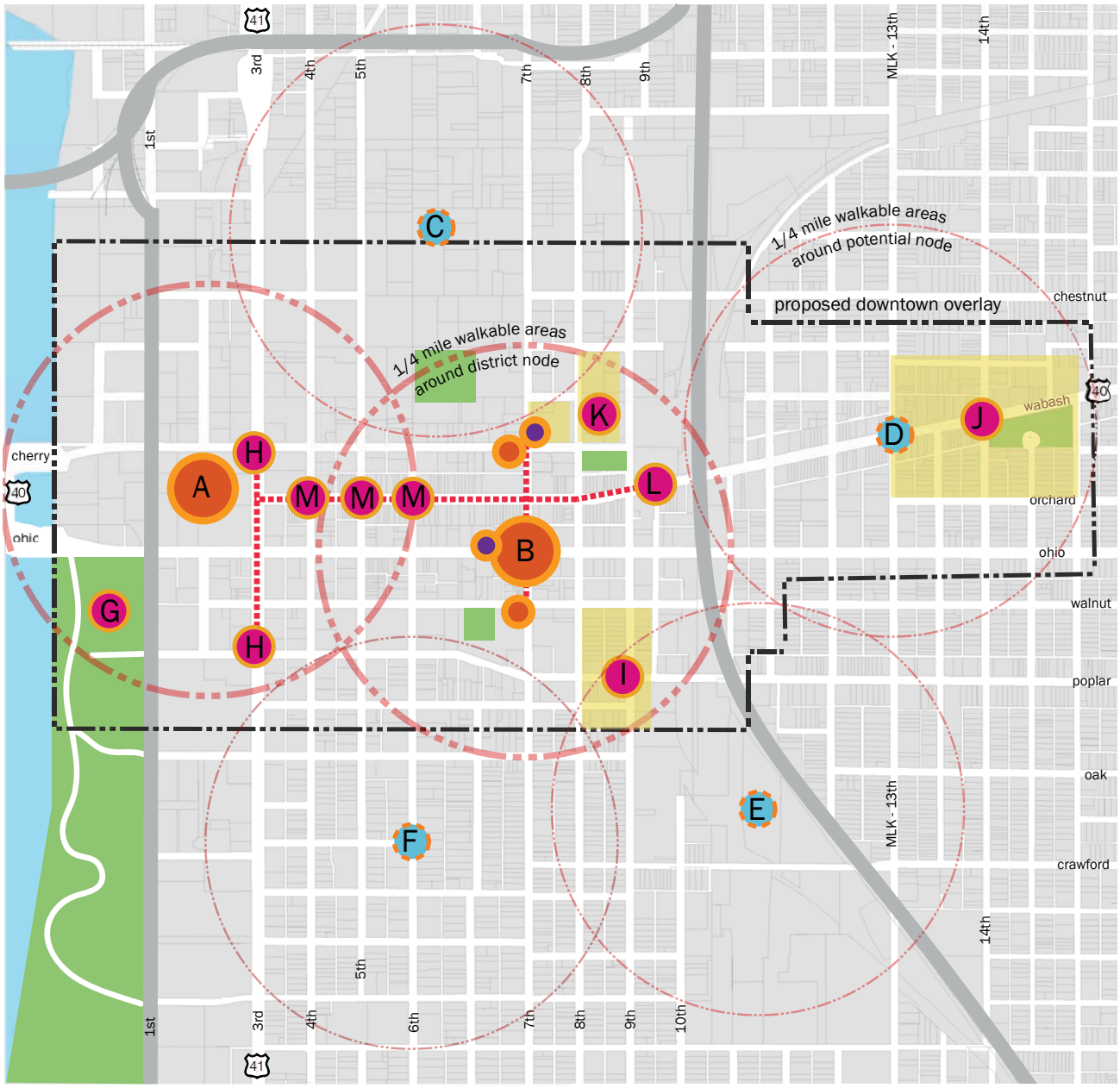


Figure 32 Nodes, Walkability, and Opportunity

Placemaking opportunities in Downtown Terre Haute follow principal placemaking alignments; north-south along 3rd Street and 7th Street and east-west along Wabash. The Downtown can be divided into two very walkable districts centered on the district nodes at Government Square (A) and The Arts Corridor (B). District nodes could also be developed in ISU and Farringtons Grove to enhance walkability. The Brewery District (E) and The East TIF district (D) could also be developed into complementary walkable areas to complete the pedestrian network.

LEGEND

symbols

- principal placemaking alignments
- landmarks
- node opportunities
- transit hubs
- destinations
- district nodes
- railroads
- open space

key labels

A - west downtown node
B - arts corridor downtown node
C - ISU node
D - east TIF node
E - brewery district node
F - farrington's grove node
G - fairbanks park
H - ISU gateway
I - brewery district
J - gilbert park
K - hulman center
L - clabber girl
M - key wabash intersecyions

0 1320 feet

north

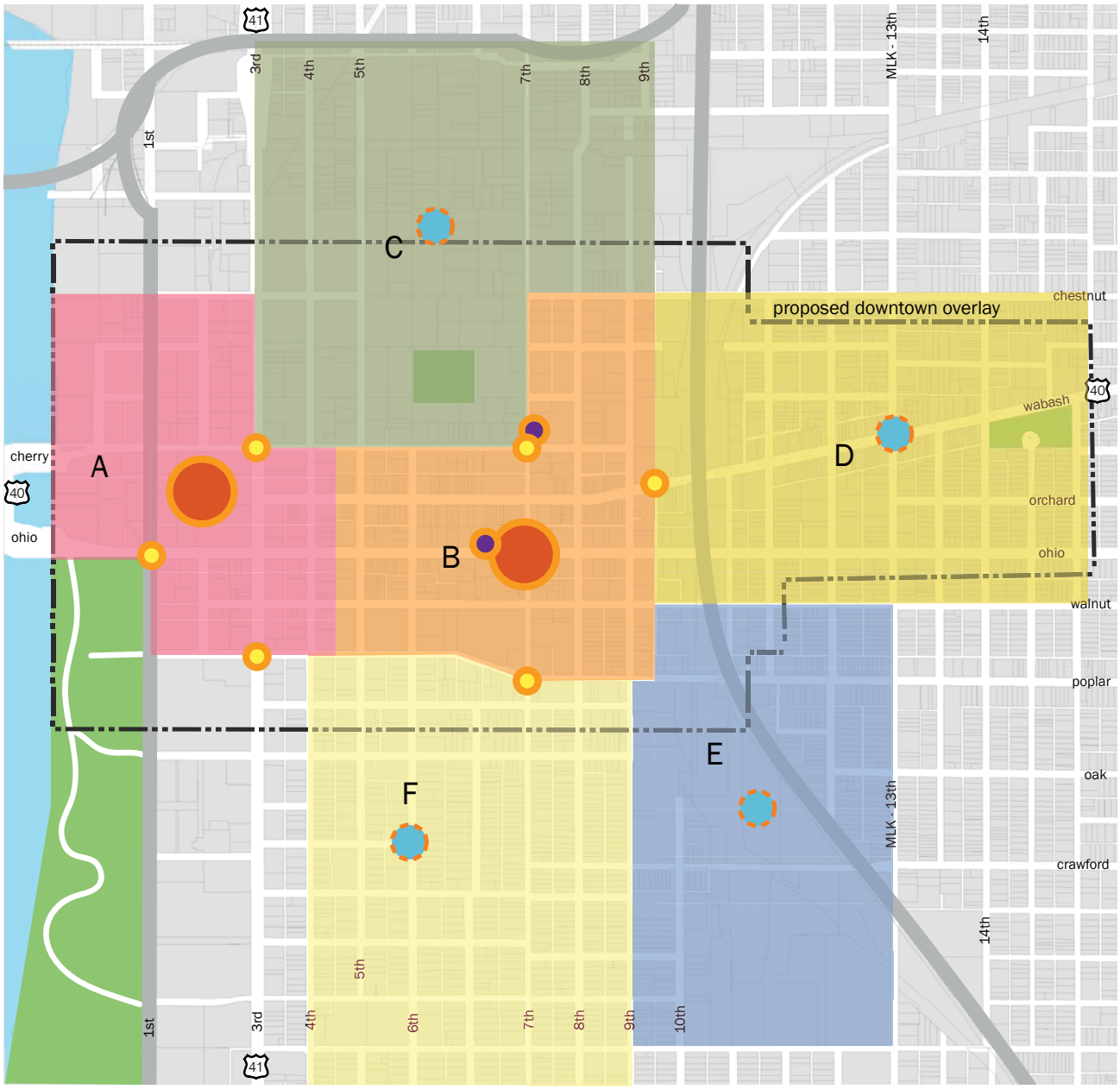


Figure 33 Districts and Overlays

These walkable districts can be defined as unique places with a different focus for land use. These places will be the identifiable within Downtown Terre Haute and their land use characteristics overlay the proposed performance zones described earlier. In the Downtown, two districts can be defined. The Arts & Entertainment District is focused around the Arts Corridor, which will enhance current downtown development efforts and the Government Square District is focused around Government Square to spur the redevelopment of the 3rd Street Corridor.

LEGEND

symbols

- opportunities
- transitions
- transit hubs
- district nodes
- railroads
- open space

key labels

- A - government square district
- B - arts corriodr district
- C - ISU district
- D - east downtown district
- E - brewery district
- F - farrington's grove district

0 1320 feet north

Figure 34 Amenity Historic Rehab (Chicago)

Streetscape development and building rehabilitation can be fashioned in historic styles as pictured above or take on a more modern sensibility depending on articulated community preferences.

Action Plan:

Objective 2.1: Prioritize consideration of aesthetic qualities in design decisions related to public space/ openspace/greenspace.

- Action 2.1.1: Encourage property owners and developers to feature art in design via placement of permanent sculptures, murals, urban forms, and installations focused on the Arts District and arts corridor (areas down Wabash and on Seventh).
- Action 2.1.2: Analyze the need for community center functions such as meeting rooms, recreational center, small soundstage performances and/or a Downtown park (i.e. small oasis parks on private property or a linear park along public right-of-ways that links a variety of community amenities.
- Action 2.1.3: Examine the utilization of cultural heritage and cultural trails throughout the Downtown as i) Promote the "Walking Wabash" paths, ii) Restore a segment or identify the route of the Wabash-Erie Canal, and iii) Identify and celebrate the National Road.
- Action 2.1.4: Examine the creation of a public indoor/outdoor space to complement outdoor amenities. This could be a good use of an underutilized building, or a new farmers market as a shared parking use in the mixed-use redevelopment of Government Square, an extension of the Old Jail for public outdoor café and night time beer garden, or a linear garden linkage/promenade in the redevelopment of River Plaza, etc.
- Action 2.1.5: Identify or re-create historic alleys or streets that are no longer usable for their intended purpose and retrofit them as pedestrian ways that feature art and specialty lighting, such as Wabash west of Government Square, Water Street, etc. Acquire the land between Water Street to the river, from Ohio to Chestnut in a riverfront real estate trust to ensure direct public access to the riverfront.

- Action 2.1.6: Consider replicating monuments, markers, or historic sites that have disappeared from their original location (e.g. Mercury, Punch, the Claude Herbert fountain, the Old National Bank Clock, the water fountain in Fairbanks Park, etc).
- Action 2.1.7: Consider ordinance(s) to protect heritage assets that are currently only protected by markers, such as i) the old Indian burial ground, ii) the Old Jail, iii) the monuments around the Courthouse, the Dresser House, the Old Post Office portico, the US Trust Company façade, the west bank Dresser Memorial, etc.
- Action 2.1.8: Identify discrepancies between streetscape standards, maintenance procedures, and placement parameters currently being allowed or used by the Department of Redevelopment, the Engineering office, and ISU, and identify one set of common standards for all, documenting possible exceptions, similarities and differences, if any.
- Action 2.1.9: Strategize methods to better maintain the downtown, perhaps via computer programs by Rose Hulman or ISU students using GIS photos, or comprehensive survey on foot, concerning bad sidewalks, potholes, graffiti, tree pruning, parking lot use and improvement, etc.
- Action 2.1.10: Review the proposed UDO permitted and prohibited uses for the Downtown, and the proposed zoning conditions required for other specific downtown uses, to create an amendment to either the current zoning ordinance or the proposed UDO.
- Action 2.1.11: Prescribe new downtown ordinances or UDO amendments regarding fences, auxiliary structures, parking decks, Commercial Mobile Radio Service facilities, rooftop equipment, bird control, big box parameters, bonus liquor license parameters, private and non-profits' use of street banner advertising, and other "quality of place" rules and regulations.

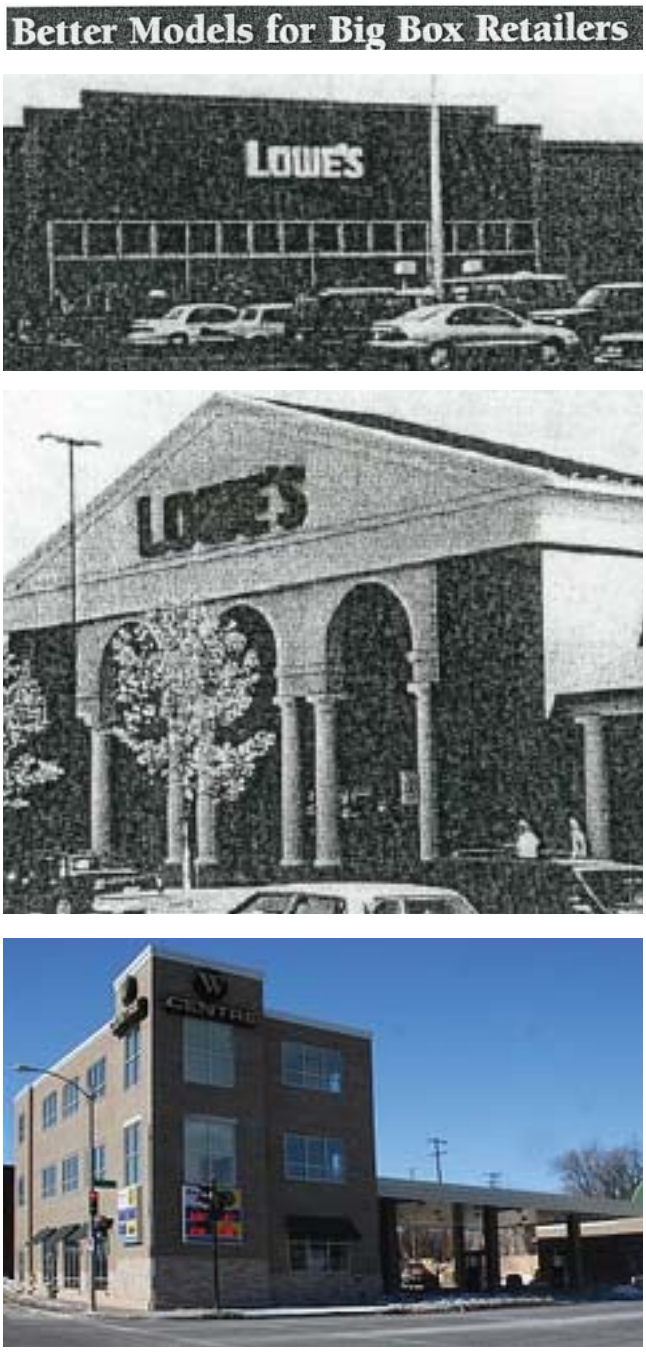


Figure 35 Designing for Downtown

The top two images examine big-box design dilemma. As recommended in the economy theme action plan tenants occupying over 20,000 sq. ft. should be limited in the downtown, that being said, national retailers taking interest in Downtown Terre Haute is a good sign of redevelopment potential. Implementing design standards to guide development in the downtown should be a high priority, as exemplified in the bottom image of an urban gas station design in Milwaukee.

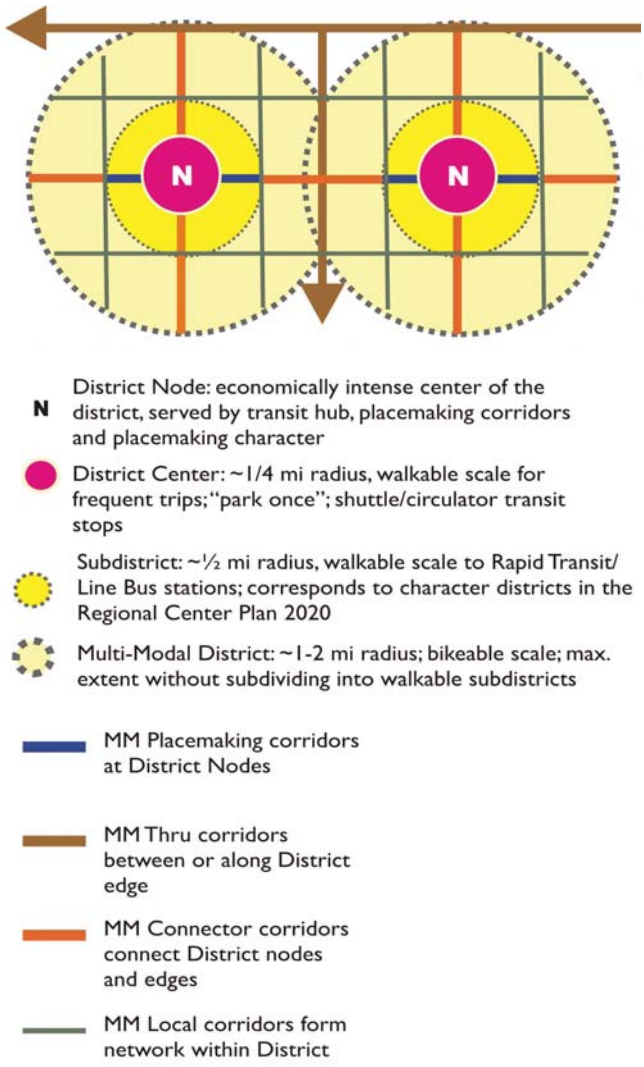


Figure 36 Nodes and Districts

A place-based focus for the Downtown Vision plan will lead to the synchronicity in the planning themes. Defining the key nodes, corridors, and districts creates a system for the implementation of new codes, regulations, and policy.

Objective 2.2: Outline development concepts to revitalize areas on the edges of the downtown district that reinforces the creation of a lively and balanced district and define nodes or centers within the downtown that organize downtown into walkable districts.

- Action 2.2.1: Address the parking issues at 5th and Wabash to support its central location and function in the downtown, its close proximity to ISU commuter parking, and to recognize the significance of Wabash Avenue West National Register Historic District.
- Action 2.2.2: Create an east downtown center or node that will be walkable from the east TIF district and the Brewery district.
- Action 2.2.3: Create a west-end node or center at or near Government Square facilitating connections across Third and to the riverfront. Consider measures required to foster the infill of sidewalk ROW structures across the street from all four sides of the Square.
- Action 2.2.4: Focus support for the arts corridor on the importance of the Indiana Theater as a cultural asset that represents a convergence of historic preservation and art corridor planning. The Indiana Theater can play a key role in supporting redevelopment and redesign along Ohio Street.

Objective 2.3: Facilitate ongoing communication and engagement of the larger community about Downtown design and development in order to incorporate plans with the adjacent planning areas/ districts.

- Action 2.3.1: During the first quarter of 2009, confirm a monthly meeting schedule with ISU planners and Downtown planners.
- Action 2.3.2: During the first quarter of 2009, confirm a monthly meeting schedule with Riverscape planners and Downtown planners to plan areas within the Downtown District (the Government Square and River Plaza to include areas immediately north/south).

- Action 2.3.3: Engage Union Hospital regarding their facility planning and campus expansions in order to validate and program complementary uses Downtown, such as elderly housing or new mixed-use office facilities on the downtown APS Clinic properties.
- Action 2.3.4: Capitalize on the strengths of Farrington's Grove and prescribe the development of a residential-commercial buffer area on both sides of Poplar Street to assure that recommendations for Downtown are complementary to this neighborhood vice-versa.
- Action 2.3.5: Ensure a transparent process with adequate public involvement in the assessment of the City's historic assets.

Objective 2.4: Preserve the historic buildings remaining in Downtown. Require new buildings to be architecturally sympathetic.

- Action 2.4.1: Prioritize strategic planning for the rehabilitation, reuse and marketing of historic downtown buildings.
- Action 2.4.2: Legislate and enforce required standards of maintenance for Downtown historic structures.
- Action 2.4.3: Create an historic overlay zoning description applying only to buildings 50 years of age or older within the downtown district. This should dovetail with a citywide preservation ordinance and prescribe zoning standards for remodeling and additions that dovetail with new commercial development guidelines. Require a design release for a replacement structure prior to any demolition of any 50-plus year old building, with penalties for not beginning construction within 90 days.
- Action 2.4.4: Consider formation of a downtown development review board, specific to the downtown historic overlay district that reviews both new and rehab development for conformance to both zoning standards and

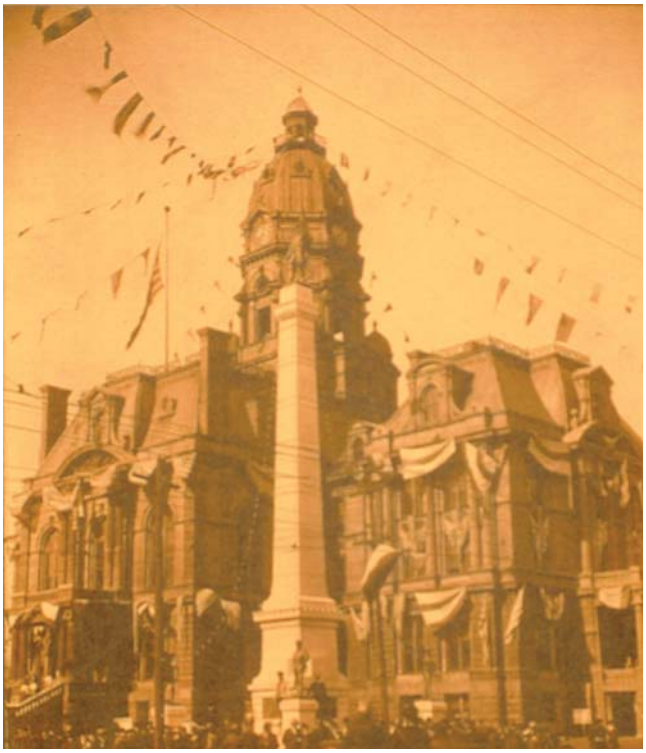


Figure 37 Historic Courthouse Dedication

Downtown Terre Haute is rich in historic buildings, these features should be preserved and celebrated.

Figure 38 Arts Corridor Looking South

The successful Arts Corridor Along 7th Street is a prominent destination in Downtown Terre Haute. These features should be expanded along Wabash toward Government Square.

commercial development guidelines, before recommending zoning actions to the Zoning Administrator/County Planning.

Objective 2.5: Create event spaces that will support and encourage year round activities.

- Action 2.5.1: Determine designated space(s) that will become public agora(s) or open square(s) for specific annual festivals and gatherings, while still maintaining a dual use (paying property taxes). This could take place partially in ROW and needs to incorporate mobile fixtures and design features to create an array of venues in multiple locations.
- Action 2.5.2: Acquire a semi-trailer stage to carry mobile lighting, generator and tents that will enable daytime and evening event opportunities all over the Downtown, ISU and riverfront, and enhance event experiences and enjoyment for visitors and businesses remote from designated space(s) suggested in Action 2.5.1.
- Action 2.5.3: Create a marketing strategy that will ensure that festival venues and festival opportunities have a downtown presence, as these draw people and create experiences. Build on adjacent festival spaces like Fairbanks Park and the ISU campus.
- Action 2.5.4: Ensure that the Downtown embraces all parks and business properties that cater to family activities and can be synergistic to all-day family events.

Objective 2.6: Support and encourage the Terre Haute Arts District & Arts Corridor as a premier defining feature of the Downtown Area.

- Action 2.6.1: Continue to define the Arts District with the C-9 boundaries; support the development of arts related activities along 7th street, and begin expansion of these uses along Wabash in a way that supports the current Wabash businesses and uses.
- Action 2.6.2: Examine ways to partner with non-profits and arts organizations to create

more studios, galleries, and sculptures in Downtown Terre Haute.

- Action 2.6.3: Restore Indiana Theatre as an active and fully utilized space and maintain its historic use as an arts-oriented facility.
- Action 2.6.4: Plan opportunities to create affordable artist housing and live/work spaces for artists and professionals working in creative services and fields. Integrate this theme into ongoing efforts to attract more housing to Downtown

Objective 2.7: Plan for public amenities along the streetscape design/corridor in the Downtown areas.

- Action 2.7.1: Ensure that design standards provide guidelines for multi-modal transportation uses that address the need for pedestrian activity areas shared with businesses.
- Action 2.7.2: Define and locate possible linear parks or oasis areas, such as bumpouts for sidewalk café tables, if appropriate spaces for pocket parks are limited.
- Action 2.7.3: Determine whether amenities located in the public way should be maintained by businesses, property owners or by the street or parks department.
- Action 2.7.4: Locate key pedestrian-friendly travel ways, activity zones, and crossings in the Downtown area.

Objective 2.8: Develop design guidelines and standards for architectural features and private spaces that are focused on function of the district and street frontage with floor-area-ration (FAR) targets.

- Action 2.8.1: Prescribe and differentiate urban infill design guidelines from key downtown form-based zoning standards, review procedures, and enforcement tools to be utilized by the City Zoning Administrator.
- Action 2.8.2: Create a subarea plan with overlay descriptions and objective form-

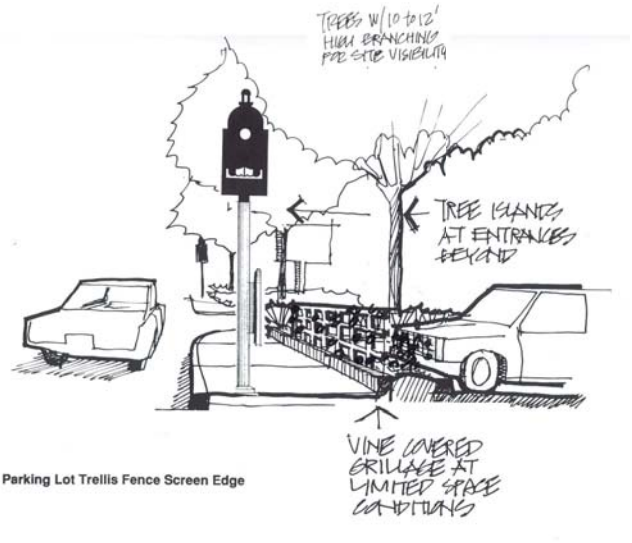


Figure 39 Enhancing Corridor Design

Corridors in Downtown should give priority to the pedestrian and bicycle by creating human scale design standards for amenities and implementing traffic calming in the core downtown.

Figure 40 Terre Haute Signage Examples

The City should also upgrade design standards for signage. Unified signage creates identity and reinforces a sense of place.

based zoning standards that dovetail with subjective urban infill design guidelines for the Downtown area. Coordinate with historic overlay criteria for design.

- Action 2.8.3: Describe via graphic plans all opportunity sites to re-establish the "street wall" and prioritize corner properties and areas with a greater need for infill buildings showing mixed-use projects to restore the Downtown fabric with appropriate pedestrian scale building frontage.
- Action 2.8.4: Solve vacant storefront and "missing teeth" issues along Wabash to restore its image as the "pretty street", using a combination of advocacy and unique overlay standards for F.A.R. and form-based architectural design.
- Action 2.8.5: Define rules for early design consultations via the downtown development review board for owners or developers creating historically themed facades for in-fill development, additions, and remodeling of more recent construction.
- Action 2.8.6: Utilize standards and guidelines that ensure that the first floors of buildings are "porous" and engage pedestrians on the street with visibility (canopies, recessed entrances, clear windows, not flat or blank walls and mirrored glass) and retail/mixed use that pedestrians can enter from the street.

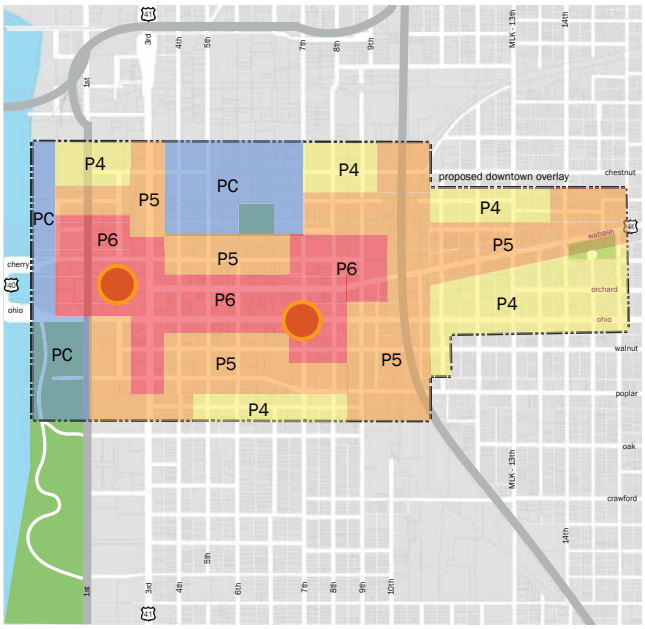
Objective 2.9: Address Downtown area private sector signage design to distinguish the look and feel of the Downtown and create a market identity.

- Action 2.9.1: Require that all signs in the Downtown be reviewed by the downtown development review board before being submitted for final approval by the Zoning Administrator. Review proposed UDO standards for legibility, material quality, scale, etc. to ensure that downtown signage design allows more creativity than proposed UDO rural commercial standards, yet is distinguished as traditional urban signage.

- Action 2.9.2: Amend the signage standards to require signs from defunct businesses (exempting historic signs) be removed in a timely manner. Require non-complying signs that are grandfathered to be removed within 2 years, and provide incentives to do so via earlybird grants and earlybird flat rate design assistance, micro-loans, and penalties for not opting into the program.
- Action 2.9.3: Amend the signage standards to differentiate and protect existing historic signs.
- Action 2.9.4: Consider an ordinance regarding the removal of graffiti when it occurs. Consider penalties for businesses selling spray paint to minors caught vandalizing.

Figure 41 Another Terre Haute Signage Example

Signage standards should provide guidelines and provisions for updating of current signage ordinances.



LEGEND

symbols

- district nodes
- railroads
- open space

key labels *

- P6 urban core performance zone
- P5 urban center performance zone
- P4 general urban performance zone
- PC campus performance zone

* note: performance zone numbering system (P6-P4, & PC) decreases from most intense use (P6) to least intense uses (P4 & PC).

north

Figure 42 Green Performance

Performance Zones described earlier can be used to apply policy objectives for green infrastructure and green energy.

PLANNING THEME 3: CLEAN AND GREEN DOWNTOWN – SUSTAINABILITY AND RESPONSIBILITY:

Goal: Provide opportunities for residents and businesses to live, move, and create in downtown with reduced impact on the environment in support of Terre Haute's efforts in defining, demonstrating, and embracing eco-friendly living and emerging clean energy technologies.

Overview of Theme 3 Planning Issues.

A balance can be achieved between historic preservation, the urban environment, and economic development opportunities. To create "green economies" the city can utilize current infrastructure while directing resources and budget allocation toward newer and greener technologies and practices. Downtown Terre Haute maintains a competitive location as the regional center of Vigo County. Some of the building infrastructure exhibits signs of maintenance neglect and potentially obsolete design that may require updating. The modernization of the contributing historic structures represents an opportunity to preserve the wonderful historic character of the central city, and also to achieve the benefits of green urbanism. Similarly, there may be opportunities to gradually transition single story non-historic structures into more efficient designs. A green development strategy that prioritizes reuse can also spur infill development that exhibits new designs and green technologies to modernize the city's urban fabric (See Green Technology Exercise table in Section F). Updating Downtown Terre Haute with green infrastructure, energy efficiencies, and new technologies like greenroofs is one part of the green vision. A second element is the managing of waste and low-impact lifestyle choices. The community can be presented with programming and policy options that enable residents to make the choice to be "clean and green". Downtown leadership can emphasize that the choice to live and work in Downtown shows environmental stewardship. Cooperation among downtown stakeholders and businesses will create benefits and cost-savings from recycling programs, district power programs and other kinds of green infrastructure.

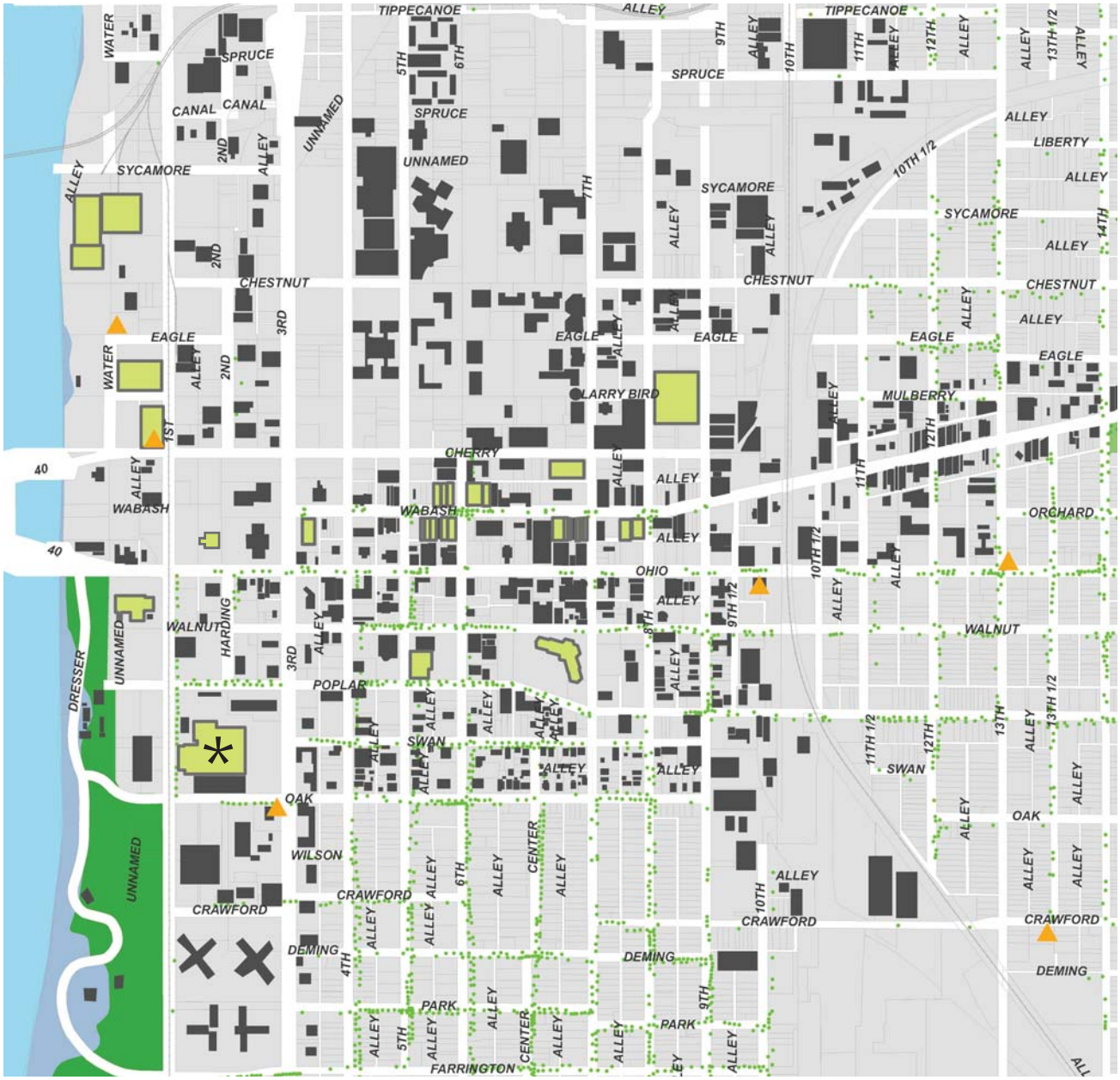


Figure 43 Green Infrastructure Context

Currently Downtown Terre Haute is adjacent to two large environmental features, Fairbanks Park and The Wabash River and its floodway. As a part of the Wabash River Watershed, Downtown Terre Haute could focus on implementing policy to improve stormwater processing, like improving local infiltration, creating green roofs, and constructing rain gardens. Downtown has a healthy network of street trees and further developing the street tree network should be a priority of corridor redesign, which will improve water quality..

LEGEND

- Green Roof Opportunities
- Terre Haute Brownfields
- Building Forms
- Trees
- Fairbanks Park
- 100 Year Floodplain
- Wabash River

Note: No specific recommendations are being made for the placement of green roofs; the map shows green roofs as a conceptual illustration.

0 330 660 1,320 1,980 2,640 Feet

north

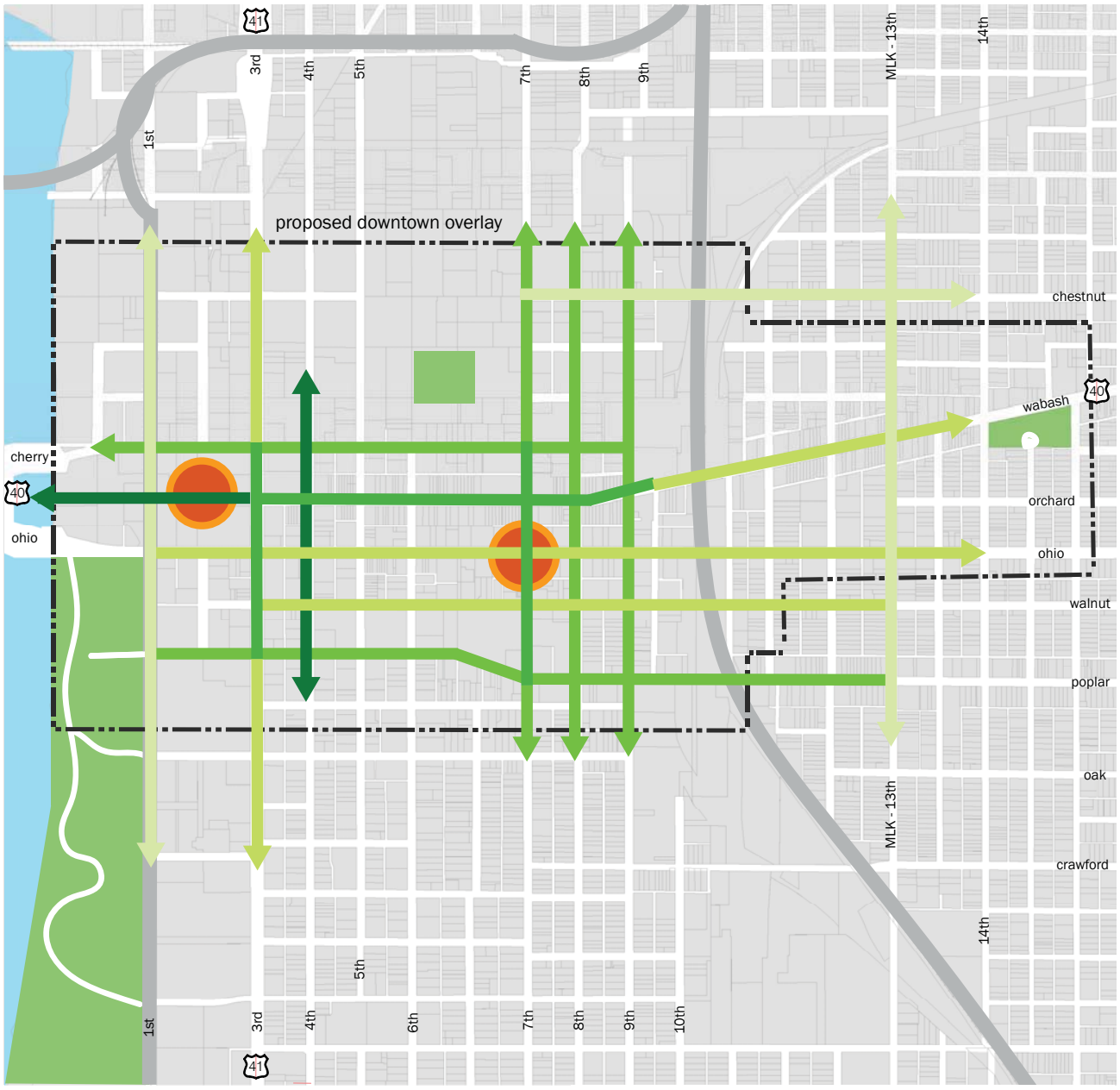


Figure 44 Green Performance Corridors

Similar to establishing performance zones for land areas, green performance characteristics can be defined for corridors by developing design guidelines based on corridor function in the transportation system (see planning theme 4). The above map shows how corridors might function from an environmental perspective based on the inclusion of different environmental factors like street trees, multi-modal facilities, and stormwater infiltration.

LEGEND

symbols

- district nodes
- railroads
- open space

key labels

- M1 off-street green performance
- M2 access green performance
- M3 connector green performance
- M4 placemaking green performance
- M5 commuter green performance

0 1320 feet north

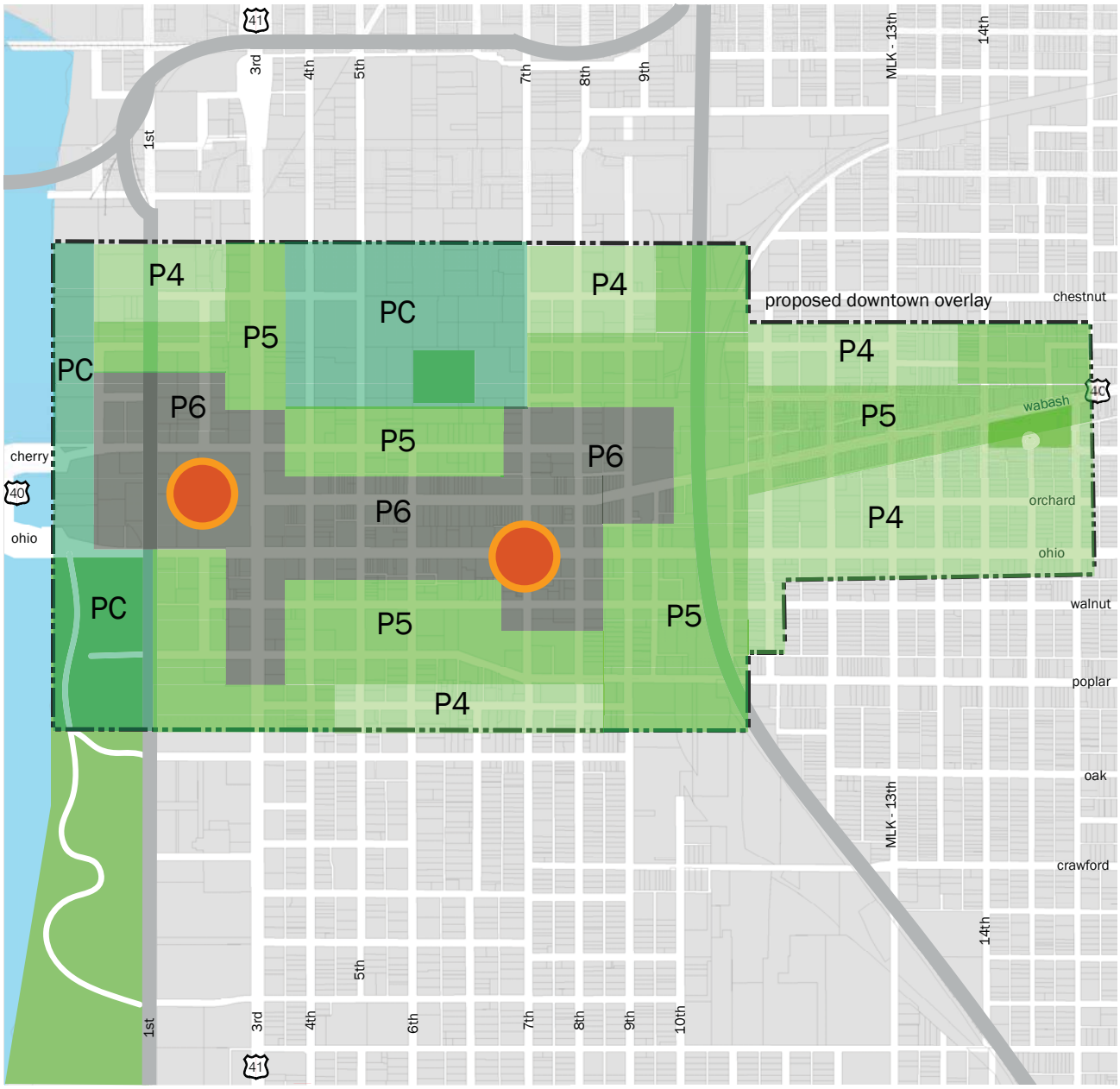


Figure 45 Green Performance Zones

As with the prior corridor map green performance policies can be applied to the established performance zones. Zone P6 may be appropriate for Leed ND designation as well as green building design guidelines and district power. P5 maybe appropriate for LEED ND and green buildings but not be a good fit for district power. P4 may only be appropriate for green building. PS may be more appropriate for other environmental policies like open space preservation, stormwater infiltration, air quality projects, and special landscaping.

LEGEND

symbols

- district nodes
- railroads
- open space

key labels *

- P6 high green performance zone
- P5 medium green performance zone
- P4 general green performance zone
- PC campus green performance zone

* note: performance zone numbering system (P6-P4, & PC) decreases from most intense use (P6) to least intense uses (P4 & PC).

0 1320 feet north

Figure 46 Urban Green Infrastructure

Integrating green systems into the urban fabric not only creates more pleasant places it also supports a healthier environment.

Action Plan:

Objective 3.1: Foster the creation of green infrastructure throughout the downtown area.

- Action 3.1.1: Intensify flower planting for Downtown beautification.
- Action 3.1.2: Support incentives and standards for green roofs.
- Action 3.1.3: Support incentives and standards for solar power grids on roofs.
- Action 3.1.4: Support incentives and standards for rehabilitation and reuse of historic buildings which already have "embodied" or "passive" energy and high-quality materials.
- Action 3.1.5: Strategize energy co-op programs and infrastructure.
- Action 3.1.6: Foster the creation of natural food cooperatives and distribution systems.
- Action 3.1.7: Incorporate planter boxes and rain gardens into green infrastructure program.
- Action 3.1.8: Plant more trees and provide places to enjoy urban ecology with benches, trails, and fountains.
- Action 3.1.9: Create programs that enlist volunteers and residents to keep a clean Downtown.
- Action 3.1.10: Integrate green space in parking lot regulations/ordinances and incentivize the use of permeable pavements and rain gardens.
- Action 3.1.11: Identify appropriate places for the creation of Downtown parks or greenery, such as vertical wall plantings.
- Action 3.1.12: Form partnerships with private sector and non-profit sectors to roll out a green infrastructure program. Look to organizations like TREES Inc. to partner on a green infrastructure program.
- Action 3.1.13: Revisit the concept of providing wi-fi coverage for free in the Downtown/ISU area.

Objective 3.2: Support the development of bike paths and trails to connect Downtown with the river and ISU campus as well as trails connecting downtown with the park system (Fairbanks & Deming).

- Action 3.2.1: Consider previous actions addressing 3rd Street vision and urban identity, and work with concurrent planning efforts by ISU and the 3rd Street Beautification project to address a central Downtown Urban Greenway passing through the downtown district.
- Action 3.2.2: Create planning concepts which connect Downtown with the regions park facilities.
- Action 3.2.3: Provide a strong bicycle connection to the Brewery District and the east TIF district.
- Action 3.2.4: Prioritize better pedestrian and bike links to lessen dependence on cars.

Objective 3.3: Support recycling programs in the Downtown area for businesses and residents, to reduce garbage pickup costs, and improve sustainable environmental behaviors.

- Action 3.3.1: Investigate easier and more frequent curbside recycling.
- Action 3.3.2: Investigate "recycling" receptacles in addition to trash receptacles along street corridors, versus in the alleyway once per block.
- Action 3.3.3: Lobby for more tree-scrap pickups by the city.
- Action 3.3.4: Define a cardboard recycling method or program for businesses. See if the current hauler will negotiate on recycling details.

Objective 3.4: Appoint a Green Ambassador to coordinate environmental programming in the Downtown Area.

- Action 3.4.1: Develop a bicycle sharing program.

Figure 47 Multi-Modal Trails and Facilities

Providing alternative transportation choices creates healthy travel options and has a positive effect on air quality by the reduction of CO2 emissions.

Figure 48 Revising Regulations

Encouraging the creation of environmental management systems that include recycling and green purchasing strategies can help improve the local and regional environment.

- Action 3.4.2: Promote neighborhood and business recycling.
- Action 3.4.3: Promote car pooling and transit use for downtown employees.
- Action 3.4.4: Incentivize business owners to participate in waste reduction program.

Objective 3.5: Re-evaluate existing and add new ordinances and re-issue them to achieve a clearer and easier implementation path.

- Action 3.5.1: Determine if there are any development/permit barriers and whether they can be simplified.
- Action 3.5.2: Petition for the reduction of fees or other requirements as incentive for “green building” practices.
- Action 3.5.3: Prescribe historic preservation ordinances to help maintain quality of historic buildings and protect them as a form of green infrastructure.
- Action 3.5.4: Prescribe new downtown ordinances or UDO amendments regarding light trespass and noise.

PLANNING THEME 4: GETTING AROUND DOWNTOWN – TRANSPORTATION AND WAYFINDING:

Goal: Examine the current utilization of public right-of way and identify opportunities to improve accessibility, signage, parking, movement and flow for all modes of transportation, while respecting the unique character of the Downtown.

Overview of Theme 4 Planning Issues.

Downtown Terre Haute can be connected by a robust multi-modal transportation network that reinforces desired land use, accessibility, and offers travel choice for transit, bicycle and pedestrian modes. Downtown District Nodes, in addition to being opportunities for placemaking and economic development, are envisioned as parking and transit hubs with bicycle and pedestrian scale development and amenities. District Nodes should be established on the Eastside and the Westside of Downtown. The downtown transportation network should be redesigned to engage Government Square, the Riverfront, the Arts Corridor, and ISU. Current traffic flow patterns should be reconfigured to improve downtown circulation (see figure 51). Corridors should be designed so that all modes of travel converge upon the downtown to support the areas role as the "regional heart" of Vigo County. Better utilization of parking resources, structured public parking facilities, and street parking in the Downtown should improve car accessibility and allow for opportunities to transition under-utilized surface lots to uses with greater pedestrian scale interest. The addition of a joint ISU and Government Square parking facility could serve the University, the City, and a new ISU stadium.

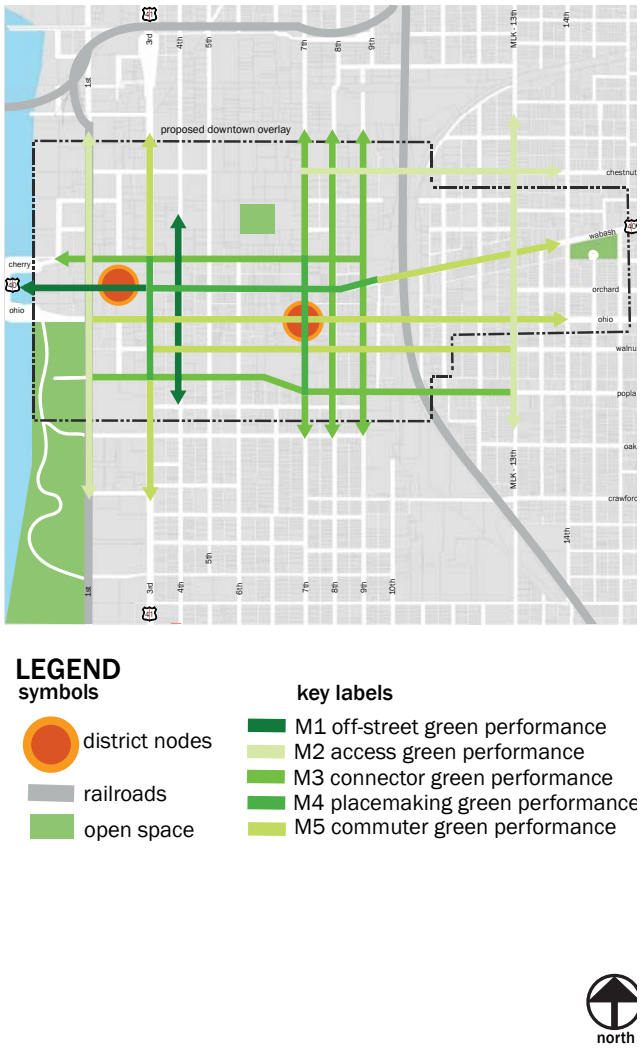


Figure 49 Multi-Modal Performance

As with Green Corridor Performance, Design Guidelines can provide the right transportation design and function to serve the places in Downtown Terre Haute.

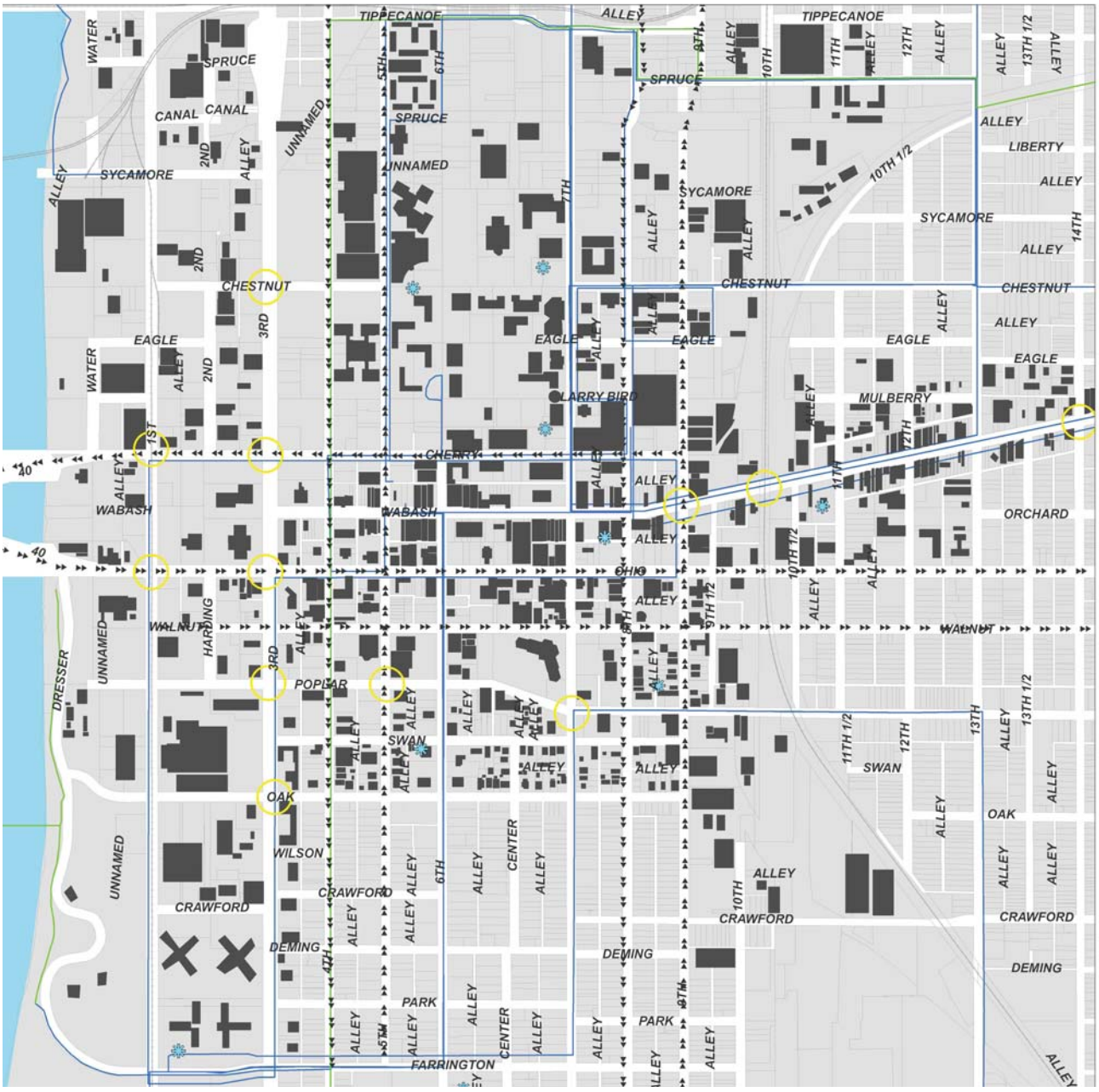


Figure 50 Travel Options and Opportunities

Currently Downtown Terre Haute is well served by county bus service, but it does not have a circulator route in the Downtown. There is one prominent bike connection along 4th Street through the City. The vehicular flow through Downtown is dominated by one-way corridors that limit interior flow opportunities. There are many opportunities to create gateway portals on the edges of the Downtown, but currently these opportunities are underdeveloped.

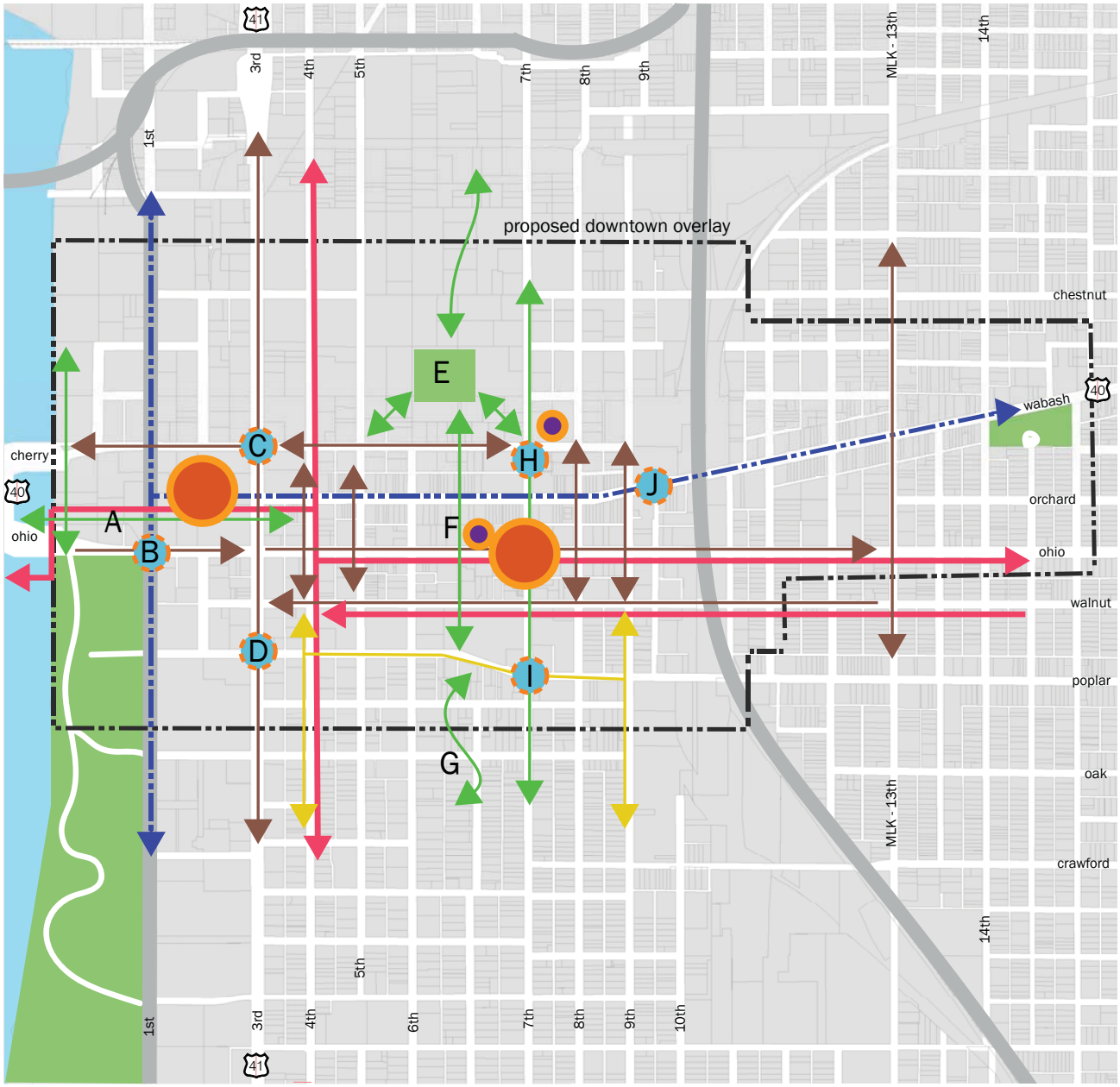


Figure 51 Recommended Travel and Mode Flows

Improve transportation by implementing place-based planning tools that focuses on serving the district nodes to improve the economic performance of existing land use. Examine Vehicular flows to convert to two-way where possible. Prioritize bike lanes and pedestrian alley connections. Investigate Express transit service and trolley service to and from Downtown. Prioritize neighborhood residential traffic flows and permeable connectivity corridors in the Downtown core.

LEGEND

symbols

- opportunities
- transit hubs
- district nodes
- railroads
- open space
- transit alignment
- bicycle alignment
- pedestrian flow
- residential flow
- vehicular flow

key labels

A - bike/ped river connections
B - westend gateway opportunity
C - northwest gateway oppotunity
D - southwest gateway opportunity
E - ISU open space links
F - downtown ped links
G - farrington's grove ped links
H - northeast gateway oppotunity
I - southeast gateway opportunity
J - eastend gateway opportunity

0 1320 feet north

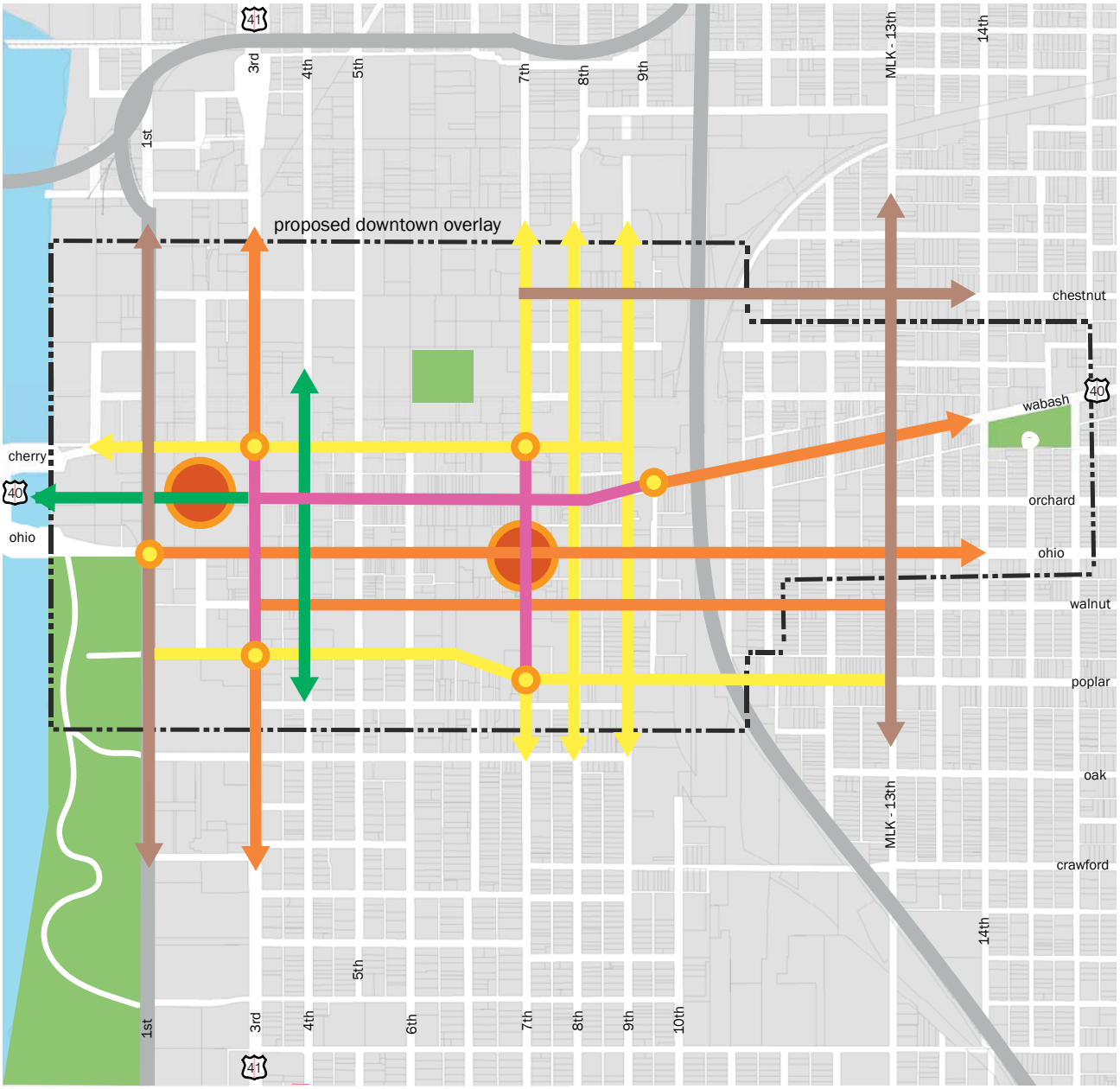


Figure 52 Corridor Function and Design

The corridor map illustrates the functional performance of key routes in Downtown to create a connected multi-modal network. Design guidelines for the selected corridors will define streetscape characteristics to support the economic performance of the adjacent land uses.

LEGEND

symbols

- transitions
- district nodes
- railroads
- open space

key labels

- M1 urban greenway corridor
- M2 urban access corridor
- M3 connector corridor
- M4 placemaking corridor
- M5 commuter corridor

0 1320 feet north

Action Plan:

Objective 4.1: Strategize plan concepts and funding for alternative modes of public transportation, such as recreating a streetcar/trolley system for Terre Haute and/or supporting the current bus system with express routes.

- Action 4.1.1: Examine an alignment that would link Downtown with Rose-Hulman and Saint Mary of the Woods, beginning with commuter hour and evening express buses with bike racks.
- Action 4.1.2: Examine the potential to restore passenger train travel to Terre Haute and create a regional rail station in east Downtown. Ensure a seamless trolley connection down Ohio or Wabash with the trolley service proposed for the riverfront, to make the downtown and the riverfront accessible to visitors without cars.
- Action 4.1.3: Examine the possibility of new/dedicated bus routes that connect Wabash to north and south-side big-box retail.
- Action 4.1.4: As an alternative to restoring rail service, explore vacating rail or re-routing railroads to bypass Downtown.
- Action 4.1.5: Examine the possibility of creating a Downtown bus shuttle (rubber wheeled trolley) that loops the area and connects the parking facilities.
- Action 4.1.6: Examine the need to create a long-haul bus connection based out of the new Cherry Street Multimodal Transportation Facility.

Objective 4.2: Prioritize pedestrian facilities and create regulations and/or incentives to require all new development and site rehabilitation to make a positive contribution to Downtown walkability and pedestrian amenities.

- Action 4.2.1: Repair and replace brick and/or concrete along sidewalk areas.
- Action 4.2.2: Plan for improved pedestrian

Figure 53 Streetcar Example

A streetcar or trolley system is an option to connect the regional destinations of Terre Haute to Downtown.

Figure 54a. The allies of Downtown Terre Haute could be utilized to provide attractive pedestrian way's to adjacent blocks and destinations.

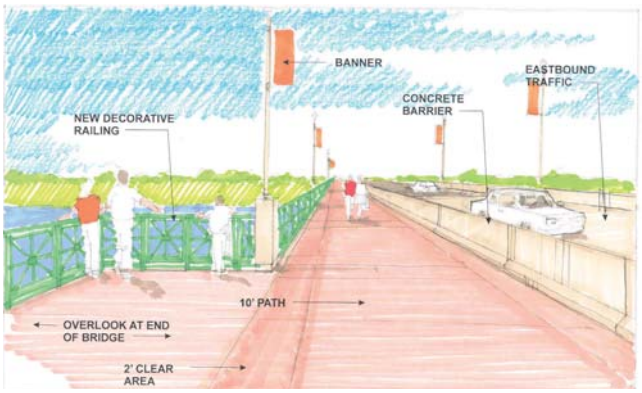


Figure 54b. A pedestrian way can be added to the US 40 bridge across the Wabash River.

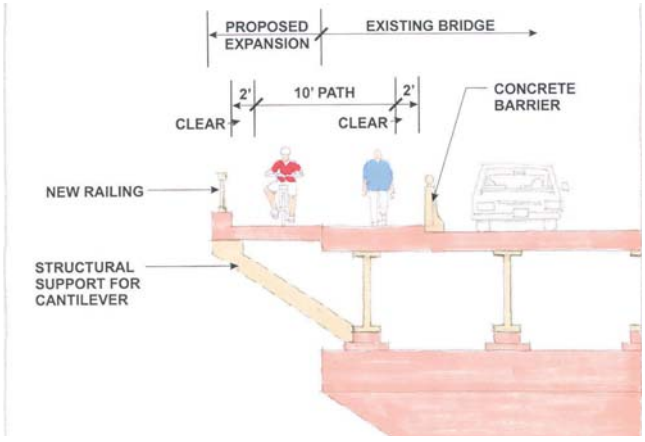


Figure 54c. The pedestrian way across the bridge could be added and retrofitted into the existing bridge infrastructure.

Figure 54 (a, b, c) Pedestrian Improvements

connections to the river, along the river, and over the river. Address pedestrian facilities on and across3ird St. as a priority for activating the river area. Focus support or create plans for a pedestrian way attached to the Ohio Street Bridge, and for pedestrian linkage along the water from Fairbanks Park north to at least Chestnut Street.

- Action 4.2.3: Open up walkways between Downtown and the ISU Campus.
- Action 4.2.4: Require City greenways to connect to Downtown and create connections to other trails that link to Downtown.
- Action 4.2.5: Require that all streets in the Downtown area have sidewalks.
- Action 4.2.6: Review and amend the city's snow removal policies to ensure that snow removal is accomplished throughout the Downtown area and that removed snow is not stored in pedestrian facilities, alleys, or against buildings.
- Action 4.2.7: Ensure that grandfathered parking is ADA compliant and include wheelchair ramps.
- Action 4.2.8: Examine the creation of pedestrian alleys/greenways to support a potential walkway that could be created N/S between the ISU quad and Farrington's Grove, crossing Downtown along the east side of Center City and the Parking Garage, and south thru VCPL and the church alley to Center Street.

Objective 4.3: Create better signage Downtown and improve wayfinding and identity with signage and streetscape cues.

- Action 4.3.1: Support transit use by posting easily identifiable bus routes and schedules inside the bus station and at key locations throughout the neighborhood.
- Action 4.3.2: Create a signage campaign that identifies the Downtown area and greats visitors, directs traffic to the downtown and to parking. Specifically focus signage

implementation on highly traveled routes like Highway 40, 41, 150, 61 and I-70 to direct people Downtown.

- Action 4.3.3: Create gateways at entrances to the Downtown area.
- Action 4.3.4: Improve bike safety by utilizing signage along bike routes.
- Action 4.3.5: Recognize the importance of Cherry St. east of 3rd St. as a gateway to Downtown and ISU Campus. Partner with ISU on the potential to improve this gateway feature.

Objective 4.4: Conduct traffic pattern analysis to improve the function and flow of corridors and repurpose corridor functions through downtown to utilize a place-based transportation methodology for the Downtown Area.

- Action 4.4.1: Examine the possibility of returning Cherry St to two-way traffic, to allow traffic on 3rd Street can access downtown via Cherry.
- Action 4.4.2: Examine the possibility returning Ohio to two-way traffic.
- Action 4.4.3: Examine the possibility of offloading thru traffic to Walnut/Poplar instead of Cherry-Wabash-Ohio.
- Action 4.4.4: Divert trucks and freight traffic to 13th Street.
- Action 4.4.5: Transform 3rd Street to create a "sense of place" through the Downtown area.
- Action 4.4.6: Examine the possibility of utilizing automated/timed traffic signals to improve traffic management in the Downtown area.
- Action 4.4.7: Make sure that turning east on Wabash from southbound on 3rd Street is a permitted and encouraged traffic movement.
- Action 4.4.8: Highlight Wabash Avenue's identity as an historic road.
- Action 4.4.9: Improve the safety of traffic flow with traffic calming and speed limit reductions.

Figure 55 Bike Lane Example

Bike lanes in downtown could be striped, painted, and or given different textures or separation areas to encourage their use and distinguish Downtown from neighboring areas.

Figure 56 Bike Racks on Busses

Continue to provide bike racks on busses to encourage people to utilize the transit system to access Downtown. Transit is the arterial connection for the bike and ped modes.

- Action 4.4.10: Create bike lanes on Ohio and Walnut to connect to the bicycle facility along 4th Street..
- Action 4.4.11: Examine the possibility of changing 4th and 5th to two-way through Downtown.
- Action 4.4.12: Examine the possibility of changing 8th and 9th to two-way through Downtown.

Objective 4.5: Recognize synergies in traffic management and parking management with ISU.

- Action 4.5.1: Coordinate improved parking for ISU students. Allow students who pay for a parking pass to utilize downtown parking structures, transit, bike parking, and bikeshare.
- Action 4.5.2: Initiate the planning of a 3rd parking garage in the west side of downtown. Coordinate this facility with the demand for ISU student parking to ensure that the facility has an immediate benefit. An added parking structure that addresses downtown and ISU's needs will be key to the reuse of the remaining historic buildings and facilitating infill construction throughout the West Wabash Avenue National Register Historic District.
- Action 4.5.3: Create and reserve free parking for one-hour on the first floor of parking garages.
- Action 4.5.4: Recognize/cater to high population of bike users at ISU and provide ample bike racks on busses and bike hubs in parking areas.

E: IMPLEMENTATION

The objectives and actions presented in the previous section begin to achieve the vision for Downtown Terre Haute. *Planning and Policy Framework* completes the first crucial step in creating the Terre Haute Downtown Vision Plan. The document presents the current status of primary planning issues facing the Downtown area and a menu of actions that can be undertaken to create a progressive and marketable vision for the Downtown. Equally crucial to vision, however, is continuing the planning process and completing plan updates and additional sections. Developing guidelines and regulations for overlay districts, performance zones, and multi-modal performance corridors for local government consideration and adoption are tasks that are recommended for immediate initiation. In the interim this document can be utilized by the City, residents, and decision makers, to provide a basis for leading the Downtown in a common direction. Downtown investors can be assured that the effort is underway to protect Downtown properties from future undesirable development, poor design decisions, and disinvestment. The City of Terre Haute Downtown Vision Plan will foster business and civic leadership's desire to make Downtown a focal point of city pride.

Implementation Table

The implementation table to the right, and continued on the following pages, offers an initial approach and understanding to the task of implementing the plan. Each action in the plan has a number #.#.# that correlates to the following code: theme.objective.action. Each action is presented in the table with three elements of description for implementors to consider. priority, lead, and action type.

Priority

The Downtown Vision Plan should be a living document that is continually updated, at a minimum of five-year intervals. The long-term purpose of the plan is to gradually turn Downtown Terre Haute into the place articulated in the Vision Statement. The

Action Plan Implementation Table

Action #	*Priority*	*Kickoff*	*Action Type*
1.1.1	Short-Term	RFP	Project
1.1.2	Immediate	CL	Policy
1.1.3	Immediate	CL	Policy
1.1.4	Near-Term	RFP	Project
1.1.5	Short-Term	RFP	Project
1.1.6	Short-Term	RFP	Project
1.2.1	Short-Term	CL	Policy
1.2.2	Immediate	CL	Policy
1.2.3	Short-Term	CL	Policy
1.2.4	Near-Term	CL	Policy
1.2.5	Short-Term	CL	Policy
1.2.6	Near-Term	CL	Policy
1.2.7	Short-Term	RFP	Policy
1.3.1	Short-Term	CL	Policy
1.3.2	Near-Term	CL	Policy
1.3.3	Near-Term	CL	Policy
1.3.4	Near-Term	RFP	Policy
1.4.1	Short-Term	CL	Policy
1.4.2	Near-Term	CL	Policy
1.4.3	Near-Term	CL	Policy
1.4.4	Short-Term	CL	Policy
1.4.5	Short-Term	CL	Policy
1.4.6	Near-Term	CL	Policy
1.4.7	Near-Term	CL	Policy
1.4.8	Short-Term	CL	Policy
1.5.1	Immediate	RFP	Project
1.5.2	Immediate	RFP	Project
1.5.3	Near-Term	RFP	Project
1.5.4	Short-Term	RFP	Project
1.6.1	Short-Term	CL	Policy
1.6.2	Near-Term	CL	Policy
1.6.3	Near-Term	RFP	Policy
1.6.4	Short-Term	CL	Policy
1.6.5	Short-Term	CL	Policy
1.6.6	Near-Term	CL	Policy
1.7.1	Near-Term	RFP	Project

Figure 57

CL = Community Leadership
RFP = Request for Proposal

Action Plan Implementation Table (Cont)

Action #	*Priority*	*Kickoff*	*Action Type*
1.7.2	Near-Term	RFP	Project
1.7.3	Short-Term	RFP	Project
1.7.4	Short-Term	RFP	Project
1.7.5	Near-Term	RFP	Project
1.8.1	Near-Term	RFP	Project
1.8.2	Short-Term	RFP	Policy
1.8.3	Near-Term	RFP	Project
1.8.4	Short-Term	RFP	Policy
1.8.5	Immediate	RFP	Policy
1.9.1	Immediate	RFP	Project
1.9.2	Short-Term	CL	Policy
1.9.3	Short-Term	CL	Policy
1.9.4	Short-Term	RFP	Project
1.9.5	Short-Term	RFP	Project
1.9.6	Short-Term	RFP	Project
1.10.1	Immediate	CL	Policy
1.10.2	Short-Term	CL	Policy
1.10.3	Short-Term	CL	Policy
2.1.1	Near-Term	CL	Policy
2.1.2	Short-Term	RFP	Policy
2.1.3	Short-Term	CL	Policy
2.1.4	Short-Term	RFP	Project
2.1.5	Near-Term	RFP	Project
2.1.6	Short-Term	CL	Policy
2.1.7	Short-Term	CL	Policy
2.1.8	Near-Term	CL	Policy
2.1.9	Short-Term	CL	Policy
2.1.10	Immediate	RFP	Project
2.1.11	Short-Term	CL	Policy
2.2.1	Short-Term	RFP	Policy
2.2.2	Immediate	RFP	Project
2.2.3	Near-Term	RFP	Project
2.2.4	Immediate	CL	Policy
2.3.1	Immediate	RFP	Policy

Figure 58

CL = Community Leadership
RFP = Request for Proposal

action plan is intended to present the actions that can be taken in the short-term to create this vision. With this in mind, the priority level for each action has been defined into three categories: immediate, near-term, and short-term.

- Immediate: Actions that are needed as first steps or are important pieces of current efforts. Immediate action items should be considered highest priority for 1-2 year implementation.
- Near-Term: Actions that are logical follow up steps to the immediate action items, likely with a 2-4 year implementation period.
- Short-Term: Actions that may require the completion of iterative steps before beginning, will take longer to achieve, or are not as closely related to current efforts. Short-term actions may have an implementation period of 3-5 years.

Kickoff

This column describes the process to start projects and is grouped into two categories: CL and RFP. CL stands for Community Leadership and this indicates actions that can become part of the ongoing work of different community organizations, City staff, business owners, and residents. The RFP designation has been given actions that can be a part of a larger project and may be achieved through a Request for Proposal issued by the City of Terre Haute.

Action Type

This column is grouped into two categories: Project and Policy. Project actions are intrinsic to and affect the development patterns in Downtown Terre Haute. These are discrete activities that include the creation of specific code, ordinance, regulation, design, or incentive creation, in order to have the desired impact on the built environment. Policy actions are things that can be achieved through policy directives, decision making, and community fortitude.

Steering Committee

The implementation of this plan should be guided by a steering committee that meets at least once a month to discuss ongoing projects as well as how to evaluate and direct the plans progress. The steering committee should be lead by Downtown Terre Haute, Inc. and should include members from important stakeholder organizations. Some groups that may wish to be represented on the steering committee are: Downtown business owners, neighborhood groups, local organizations, City Planning, the Mayor's Office, City Council, the Economic Development Commission, the Historical Society, and ISU.

Immediate Next Steps

A workplan for the immediate next steps of the Downtown Vision Plan can be undertaken by DTH and the City. The workplan will address the need to add additional resources to the Downtown Vision Plan Including:

- The Planning and Policy Blueprint: a series of graphic plan layers containing all pertinent information to identify areas for proposed zoning overlays/UDO amendments.
- The Planning and Policy Regulations: preparation of UDO amendments, sub-area overlay descriptions, form-based zoning standards, policy directives, and corridor design standards.

Conclusion

The completion of *Planning and Policy Framework* portion of the City of Terre Haute Downtown Vision Plan confirms that Downtown is ready for new ideas and there is broad interest in the next steps toward guiding/improving the ongoing renaissance of Downtown Terre Haute. The implementation process will be important to integrate into the final recommendations. Though much of the visioning entails design elements, these elements need to be supported by legislative or policy changes to achieve the vision.

There are also process-related projects needed to move forward, particularly with INDOT and ISU. A better understanding of the policy, enforcement, and organizational structure of contributing downtown institutions plays a large role in the potential successes of the Downtown Vision Plan.

Action Plan Implementation Table (Cont)

Action #	*Priority*	*Kickoff*	*Action Type*
3.1.2	Short-Term	RFP	Policy
3.1.3	Short-Term	RFP	Policy
3.1.4	Short-Term	RFP	Policy
3.1.5	Short-Term	RFP	Policy
3.1.6	Short-Term	CL	Policy
3.1.7	Near-Term	CL	Policy
3.1.8	Short-Term	CL	Policy
3.1.9	Near-Term	CL	Policy
3.1.10	Near-Term	CL	Policy
3.1.11	Short-Term	CL	Policy
3.1.12	Short-Term	CL	Policy
3.1.13	Short-Term	CL	Policy
3.2.1	Short-Term	CL	Policy
3.2.2	Near-Term	RFP	Project
3.2.3	Near-Term	RFP	Project
3.2.4	Near-Term	RFP	Project
3.3.1	Near-Term	CL	Policy
3.3.2	Near-Term	CL	Policy
3.3.3	Short-Term	CL	Policy
3.3.4	Immediate	CL	Policy
3.4.1	Immediate	CL	Policy
3.4.2	Immediate	CL	Policy
3.4.3	Near-Term	CL	Policy
3.4.4	Immediate	CL	Policy
3.5.1	Short-Term	CL	Policy
3.5.2	Short-Term	RFP	Policy
3.5.3	Short-Term	RFP	Policy
3.5.4	Short-Term	RFP	Policy
4.1.1	Near-Term	RFP	Project

Figure 59

CL = Community Leadership
RFP = Request for Proposal

Action Plan Implementation Table (Cont)

Action #	*Priority*	*Kickoff*	*Action Type*
2.3.2	Immediate	CL	Policy
2.3.3	Short-Term	CL	Policy
2.3.4	Near-Term	RFP	Policy
2.3.5	Immediate	RFP	Policy
2.4.1	Near-Term	RFP	Policy
2.4.2	Short-Term	RFP	Policy
2.4.3	Short-Term	RFP	Policy
2.4.4	Immediate	RFP	Policy
2.5.1	Infill	RFP	Project
2.5.2	Short-Term	CL	Policy
2.5.3	Short-Term	CL	Policy
2.5.4	Near-Term	CL	Policy
2.6.1	Near-Term	RFP	Policy
2.6.2	Near-Term	CL	Policy
2.6.3	Immediate	CL	Policy
2.6.4	Near-Term	CL	Policy
2.7.1	Immediate	RFP	Project
2.7.2	Near-Term	RFP	Project
2.7.3	Near-Term	CL	Policy
2.7.4	Immediate	RFP	Project
2.8.1	Immediate	RFP	Project
2.8.2	Immediate	RFP	Project
2.8.3	Immediate	RFP	Project
2.8.4	Immediate	CL	Policy
2.8.5	immediate	RFP	Policy
2.8.6	Near-Term	CL	Policy
2.9.1	Near-Term	CL	Policy
2.9.2	Near-Term	CL	Policy
2.9.3	Near-Term	CL	Policy
2.9.4	Short-Term	CL	Policy
3.1.1	Short-Term	CL	Policy

Figure 60

CL = Community Leadership
RFP = Request for Proposal

Action Plan Implementation Table (Cont)

Action #	*Priority*	*Kickoff*	*Action Type*
4.1.2	Near-Term	RFP	Policy
4.1.3	Short-Term	RFP	Policy
4.1.4	Short-Term	RFP	Policy
4.1.5	Short-Term	RFP	Policy
4.1.6	Short-Term	RFP	Policy
4.2.1	Short-Term	CL	Policy
4.2.2	Immediate	RFP	Project
4.2.3	Immediate	RFP	Project
4.2.4	Near-Term	RFP	Project
4.2.5	Short-Term	CL	Policy
4.2.6	Short-Term	CL	Policy
4.2.7	Short-Term	CL	Policy
4.2.8	Near-Term	CL	Project
4.3.1	Immediate	CL	Policy
4.3.2	Near-Term	CL	Policy
4.3.3	Near-Term	CL	Policy
4.3.4	Near-Term	CL	Policy
4.3.5	Near-Term	RFP	Project
4.4.1	Near-Term	RFP	Project
4.4.2	Near-Term	RFP	Project
4.4.3	Near-Term	RFP	Project
4.4.4	Near-Term	RFP	Project
4.4.5	Near-Term	RFP	Project
4.4.6	Short-Term	RFP	Project
4.4.7	Near-Term	RFP	Project
4.4.8	Near-Term	CL	Project
4.4.9	Near-Term	RFP	Project
4.4.10	Short-Term	RFP	Project
4.4.11	Short-Term	RFP	Project
4.4.12	Short-Term	RFP	Project
4.5.1	Near-Term	CL	Policy
4.5.2	Short-Term	CL	Policy
4.5.3	Near-Term	CL	Policy
4.5.4	Near-Term	CL	Policy

Figure 61

CL = Community Leadership
RFP = Request for Proposal

F: WORKSHOP ANALYSIS

Goal Areas with Objectives and Tasks Preliminary Prioritzation Analysis

Note: Priority Points are weighted total: 5 points for first priority, 3 for second, 2 for third, and 1 for other.

Economy and Development	Priority Points	Objective Area Total
Increase intensity of the Downtown	20	88
2000 Housing Units	22	
200,000 sqft Commercial-Retail	33	
400,000 sqft Office Space	8	
New Police/Fire Station		
Return Vacant Properties to Tax Rolls	5	
Enhance Amenities for Downtown		28
3rd St. as an asset not a barrier	13	
o *Pedestrian/More crossings*	11	
o *Safety*		
Create a managed parking solution	4	
Legislative/Policy Actions		41
Coordinate all current plans- specifically ISU	18	
Incentivize landlords to improve their buildings	19	
Expand downtown overlay to include all or some of ISU	2	
Expand downtown overlay to include all or some of 3rd St.		
Strengthen existing form-based zoning tools	2	

Figure 62

Above: Priorities for the Economy and Development Action items strongly favored adding housing and retail downtown to increase the activity level/intensity of the downtown. Next, coordinating existing plans and particularly ISU plans and enforcing or incentivizing the improvement of existing buildings downtown seemed urgent for the downtown to enact or pursue. Other priorities included improving 3rd Street making it more pedestrian-friendly and bridging it to connect with the government campus.

Priority Exercise Table (available separate PDF for readability)

As part of the Public Open House, the workshop included an exercise to collect preferences from Terre Haute participants on which of the action items from the workshop were priorities. The participants were asked to prioritize the action items from each of the breakout sessions from the day. Results were tallied and are displayed in the following tables:

Placemaking and Culture	Priority Points	Objective Area Total
Nodes (Center places) and Connections		10
Need an East Center (node)	5	
Indiana Theater as a cultural asset, convergence of historic preservation and art in corridor planning	5	
Need West Center (Node)at or near Government Center and Riverfront, but must be permeable allowing connections across 3rd and the river		
Design Elements and Preservation	5	19
Streetscape design/corridor development – need for pedestrian activity areas shared with businesses/property development {discouraged pocket parks, but encouraged aesthetic/public amenities in the public way maintained by businesses, property owners}	5	
Design guidelines focused on function/ FAR standards – develop waiting list of people wanting Downtown housing {to encourage multi-story, mixed use buildings to re-establish "street wall".}	9	
First floors of buildings should be "porous", i.e. can engage pedestrians on the street with visibility (windows, not brickwall) and mixed use that pedestrians can enter from street.		
Attractions		
more attractions and more consistency of attractions	33	

Figure 63

Above: Priorities for the Placemaking and Culture principally consisted of adding more, attractions and in particular, more consistency of offerings year-round.

Figure 64

Below: Priorities for the Clean and Green objectives dramatically encouraged enforcing building maintenance and historic preservation codes to ensure conserving structures and preserving the attractiveness of the Downtown.

Clean and Green	Priority Points	Objective Area Total
Recycle to reduce garbage pickup costs	2	4
Cardboard in particular	2	
Will require negotiation with hauler		
Green Team Initiatives	10	16
Green Ambassador		
Accelerate development/permit barriers	3	
Reduce fees as incentive for "green building" practices	3	
Historic and Maintenance of Properties		61
Historic or existing buildings are green	16	
Develop property maintenance codes that are enforceable and ensure attractiveness of structures	22	
Develop historic preservation ordinance that are enforceable and ensure attractiveness of structures	21	
Require signs from defunct businesses (exempting historic signs) be removed in a timely manner		
Differentiate and protect historic signs		
Remove graffiti as soon as it occurs		
Re-evaluate existing and add new ordinances and re-issue them to achieve a cleaner enforcement path		
Reach consensus on "community standard"	2	
Environment		
Trees Inc, ISU would be a partner in planting trees	4	

Getting Around Downtown	Priority Points	Objective Area Total
Designation/Policy Objectives:		23
Coordinate with other plans (ISU)	17	
o *Recognize/Cater to high population of bike users at ISU*		
Improve wayfinding and access with signage and streetscape identity:	3	
o *Recognize Cherry St. East of 3rd St. – gateway to Downtown and Campus – Partner with ISU*		
o *Recognize that Wabash is a historic road*	3	
Moving Around Objectives (Cars, Peds, Bikes, Bus):		
· *Cars:*		29
o *Improve ease and safety (slower speed) of traffic flow with converting 1-ways to 2:*	14	
o *2-way Cherry between 3rd – 9th or further*	15	
o *2-way 4th/5th Cherry to Poplar*		
o *2-way 8th/9th Cherry to Poplar*		
o *Divert through trucks around Downtown – 13th/Wabash*		
· *Pedestrians:*	7	7
o *Alley walkway N/S between 6th &7th*		
· *Bikes:*	5	12
o *Bike parking at parking garages*		
o *Shared bike program – perhaps start at the multimodal parking garage*	6	
o *Bike racks*	1	
o *Narrow Ohio for bike lanes, Consider bikes on Wabash*		
· *Bus:*		0
o *Downtown shuttle*		
o *Long haul bus connection*		
Other	28	
Parking	13	
3rd Street Issues	10	

Figure 65

Above: Priorities for Getting around Downtown included coordination with ISU and enhancing easier downtown mobility by making two-way traffic on many one-way streets, thereby slowing traffic and facilitating getting to and around Downtown, rather than through it.

Downtown Action Agenda Excersize: List of Underserved Services and Needs from (HyattPalma2002]
Note: Bold type designates that session participants confirmed this service is still needed in the Downtowr

Prepared Food	Food for Home	Entertainment	Specialty Retail	Convenience Retail/ Select Services	Offices	Housing and Other Uses
Fine Dining	**Convenience Grocery**	**Live Theater**	Antiques	Barber Shops	Accounting/Auditing	Above 1st Floor Uses
Moderate Price Dining	**Specialized Grocer (meat/fish, cheese/wine)**	Entertainment in Restaurants	Art Galleries, framing and supplies	Beauty Shops	Administration (Govt, Education, Health, Etc.)	Infill Housing
Sandwich Shops	Health Food	Sm. Movie Theater	Bike Shop	Dance Studio	Advertizing	Townhouses
Bistrots	Upscale Grocery	Nightclubs	Books	Dry Cleaners/Tailors	Banks	Hotel Facilities
Coffee Houses	**Moderate Grocery**		Cameras and Photo Supplies	**Pharmacy**	Computer and Data Processing	Longterm Stay Facilities
Delis	Ethnic Grocer		Casual Apparel and Accessories	Phyical Fitness Facility	Credit Reporting and Collection	Also:
Brew Pubs			Computers/Software	Shoe Repair/Shine	Credit Unions	Education
Bakeries			Florist	Video Rental	Dentists	Churches
Candy/Ice Cream/Yogurt			Gifts, Stationery, Cards	Gas Stations	Doctors	
Pubs/Taverns			Small Hardware		Engineering, Architect Services	
Ethnic Foods			Home Decorating		Insurance	
			Music		Health and Allied Services	
			Newstand		Home Health Care	
			Office/School Supplies		Indiv. and Family Services	
			Optical Products		Legal Services	
			Radio/TV/Electronics		Library	
			Sewing and Home Crafts		Mgmt and Public Relations	
			Shoes		Passenger Transportation	
			Small Variety Store		Personnel Supply	
			Sporting Goods		Photographic Studios	
			Toys, Games and Crafts		Real Estate	
			Jewelry Trad.& Costume		Residential Care	
			Wall Coverings & Paint		Savings Institutions	
					Security Brokers and Dealers	
					Subdividers and Developers	
					Tax Services	
					Title Abstract and Insurance Offices	
					Child Care	
					Courts and Government Offices	
					Security and Safety	
					Newspapers	
					Print Shops	

Figure 66 HyattPalma Exercise Table

HyattPalma Exercise Table (available separate PDF for readability)

One of the exercises of the workshop entailed taking the service and activity recommendations from the HyattPalma plan for the downtown and inquiring from participants which of the recommendations still needed to be undertaken or pursued with more emphasis.

Green Technology Excersize

Note: Bold type designates that session participants confirmed this idea is desired for the Downtown

Power Generation and District Power & Heat	Technologies and Gadgetry	Cradle2Cradle & Recycling	Environmental Design	Conservation and Dual Use
District Power and Heat Stations	Efficient Engines	Styrofoam to Viaduct Pier Cores	Switch Grass and Corn Waste Ethanol	Riverfront Conservation and Reclamation
Bio-Diesel Processing	SmartGlass (Coatings, Electrochromic)	**Recycled Glass: tile, countertop, construction fill**	Landscape Design Firms	Traffic Light Box Reuse as Public Art
Solar Collectors and Solar Hot Water for Blocks	Piezo-electric powered street lights	**Yard waste to mulch**	**Local Food Store**	Bicycle Parking as Public Art
District Groundsource Heat Pump Stations			**Porous asphalt**	**Car share/bike share business**
Processing neighborhood waste into power				
Alternative Fuel Stations				

Figure 67 Clean and Green Exercise Table

Clean and Green Idea Exercise Table (available separate PDF for readability)

During the Clean and Green breakout session, a number of ideas were solicited from the participants in five categories: 1) Power Generation and District Power & Heat, 2) Technologies and Gadgetry, 3) Cradle2Cradle & Recycling, 4) Environmental Design, and 5) Conservation and Dual Use. Some ideas were seed ideas from other communities or from the walking tour of Terre Haute. The ideas in boldface were added by session participants.

G: WORKSHOP MATERIALS: AGENDA, TOOLKITS/BANNERS

ska storrow kinsella

Agenda

Terre Haute Downtown Vision Workshop

SKA Project # 0715a

TERRE HAUTE DOWNTOWN VISION WORKSHOP AGENDA AND SCHEDULE

Workshop Date: October 22, 2008 from 9 am to 8 pm

Workshop Venue: ISU Hulman Center

Workshop Purpose: to work with stakeholders and the general public on key downtown issues, confirm and prioritize recommendations of previous planning efforts, forge new directions, generate new ideas, and create a list of actionable implementation items as the basis of a downtown Terre Haute RFP/RFQ to be released fall of 2008.

Workshop Format: a daylong event with multiple agency and stakeholder focus sessions, culminating in an end of day public open house that presents the day's findings and seeks additional input. Open house format allows drop-in observation anytime during the day, with the PowerPoint running as a continuous loop, and within a graphics-rich environment. Workshop Sessions:

- **Session One: Orientation**
- **Session Two: Development and Economy – The Downtown "Market"**
- **Session Three: Downtown Design – Placemaking, and Culture**
- **Session Four: Clean and Green Downtown – Sustainability and Policy**
- **Session Five: Getting Around Downtown – Transportation and Wayfinding**
- **Evening Session: Open to the Public**

Workshop Physical Setup: A contiguous flexible space divided as: an audio-video presentation/theater space and a large work room; central ganged tables for large annotated aerial map; four large tables/chair groups dispersed as stations with display panels for preference exercises.

Facilitators: SKA (Paul Lippens, Meg Storrow, John Kinsella, Andrew Gast-Bray) assisted by Project Steering Committee Members.

Participants:

- **Steering Committee**: all steering committee members should participate in Session 1/Orientation, as well as the evening Open House Session to be available to answer questions relevant to their expertise, and to assist in presenting components of the day's outcome. Members are urged to attend all focus sessions, but at least those that correspond with specific areas of expertise and interest. Purpose is to have a continuing presence.
- **Elected City Officials and Appointed Board members** are welcome at all sessions on an informal drop-in basis, but should be encouraged to attend the Open House.
- **Identified Stakeholders**: Neighborhood and Merchant Association leadership, walkability and bicycle advocacy leadership, parks/open space and historic preservation leadership, etc.
- **General Public**: for Open House event but encouraged to view the proceedings at any time.
- **Media**: print and broadcast media for any session but Open House emphasis.
- **Refreshments**: Provided by City of Terre Haute or other sponsor.

See detailed program following pages

City of Terre Haute

AGENDA

Terre Haute Downtown Vision

Page 2 Public Workshop Program

FOCUS SESSION SCHEDULE

ORIENTATION 9:00-10:30am:

Description:

The Orientation will preview the Open House PowerPoint presentation which will describe the findings and recommendations of previous and concurrent planning efforts, the purpose of the workshop, and the conceptual framework for each of the workshop sessions. It will ground the Steering Committee and SKA with a common understanding of the workshop structure and intended outcomes. The PowerPoint will have placeholders for summarizing each focus session outcome and recommendation prior to the final end-of-day Open House session.

Orientaion Questions:

- Are there gaps in the presentation?
- Are there additional constraints and/or opportunities to be explored during the focus sessions?
- Are there additional background knowledge points regarding overarching city initiatives that should be made at the public open house?

Orientation Desired Outcome:

That the steering committee and consultant achieve a common understanding of a preferred conceptual framework for the workshop, its planning considerations and alternatives, and how to achieve an informing consensus from key stakeholders and constituencies regarding the desired session outcomes.

Orinentation Participants:

- All Steering Committee members, related agency staff and interested city officials, SKA team

SESSION 1: 10:30 – 12 noon: Development and Economy – The Downtown "Market"

Description:

Session Two will develop consensus on directions for the downtown business and cultural exchange. It will look at related recommendations, market/economics analyses, and identify priority projects to support the downtown economy. Participants will be asked to offer perspective on the strengths of the downtown as an activity center and identify desirable services to create a more robust regional center.

Session 1 Questions

- What additional services and needs are desirable for downtown?
- What are the most important opportunities for redevelopment and historic preservation?
- What goals could be adopted/achieved to create more downtown housing?
- What financial incentives could be utilized like TIFs, revolving loans, and CDC redevelopment?
- Is there a need for community education to support urban lifestyles in Terre Haute?

Session 1 Desired Outcome

- This grounding will create an understanding of the downtown potential market. Stakeholders will work together for a common understanding of the current strengths of downtown and a shared vision for future directions to inform the other sessions.

Session 1 Participants:

- Facilitators: Charlie Williams, Cliff Lambert and Gary Morris (stakeholders tbd)

City of Terre Haute

AGENDA

Terre Haute Downtown Vision

Page 3 Public Workshop Program

BROWNBAG OPEN HOUSE: 12 noon-1 pm

Description: Project team will welcome drop-ins and show the exhibits, PowerPoint presentation looping in the adjacent theater space; SKA team posts Session 1-2 findings and updates the power point. Hype the end-of-day Open House; Lunch on the fly and lots of purposeful bustle.

Participants: Public drop-ins, interested public officials, media, as well as all steering committee members and SKA team

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SESSION 2: 1 pm – 2:30 pm: Downtown Design – Placemaking, and Culture

Description:

Session 2 will examine the aesthetic and spatial design issues that contribute to making an engaging and desirable place. Stakeholders will offer perspective of the best places in downtown Terre Haute and the design qualities that make these places destinations. Additionally the group will discuss places and features that present a challenge or barrier to the downtown fabric. The group will look at placemaking and design tools for revitalizing and envisioning the future of downtown Terre Haute.

Session 2 Questions

- What standards can be developed for corridor & building design in the downtown?
- Where is the downtown? What is the downtown edge? What techniques can be utilized to better define and mentally map the downtown within the adjacent landscapes and neighborhoods?
- What role does downtown housing play in understanding and formulating the directions for the urban form, like nodes and neighborhood centers, elements of a 24/7 environment?
- What is the desirable balance between creating active streets and maintaining space for parking and creating a "park once" philosophy?
- How can the existing arts and entertainment resources be built upon to establish a better sense of urban culture throughout the downtown?
- What marketing and branding techniques could be utilized to support downtown Terre Haute as a cultural center of Vigo County, west central Indiana, and the Illiana region?
- What are the existing barriers to achieving a vision for downtown Terre Haute?

Session 2 Desired Outcomes

- Consensus recommendations for future connections design models and examples.
- Understanding tools for placemaking that can be utilized in downtown Terre Haute.

Session Three Participants:

- Facilitators: Tom Balduf and Todd Nation (stakeholders tbd, should include historic preservation constituency)

City of Terre Haute

AGENDA

Terre Haute Downtown Vision

Page 4 Public Workshop Program

SESSION 3: 2:30 – 4 pm– Clean and Green Downtown – Sustainability and Policy

Description:

Session 3 will explore stakeholder perceptions regarding what would make Terre Haute model for "Clean and Green" urbanism. Stakeholders will identify the biggest environmental challenges to remediate as well as discuss how resident's behavior choices contribute to the environmental hurdles. The group will brainstorm priority programming and investment areas to create a downtown that enhances environmental as well as economic and social well being..

Session 3 Questions

- What models for sustainable urbanism might apply to Terre Haute?
- To what extent could environmental management systems/incentives be utilized/improved on in the City? Green purchasing? Automated lighting? Grey water reuse? Recycling programs? Waste reduction programs? Car pool/transit lanes? Cradle to cradle businesses? Lead by example?
- Can downtown brownfield redevelopment priorities be integrated into a comprehensive development plan? How should this relate to regional brownfield redevelopment priorities?
- What kind of green initiatives, like bike/car share programs, can be undertaken?

Session 3 Desired Outcome

- A shared vision and direction for sustainable urbanism as a highly visible and central theme for downtown Terre Haute.
- Creation of a list of priority tools for the greening of downtown Terre Haute and a list of preferred environmental solutions/projects.

Session 3 Participants:

- Facilitators: Andrew Connor and Dr. Jacobowski (stakeholders tbd)

SESSION 4: 4:00 – 5:30 pm: Getting Around Downtown – Transportation and Wayfinding

Description:

Session 4 will explore alternatives for entering, engaging, and passing through downtown, by review and ranking of several *what if* scenarios for different kinds of corridor interventions and cross sections through the typically zero-setback right-of-ways that characterize downtown. Considerations of traffic intensity, traffic calming, parking, and 1-way/2-way flow, and INDOT jurisdictions will be examined to achieve ranked alternatives. Additionally, the group will discuss wayfinding and gateway opportunities and the importance of utilizing these tools to creating a successful district.

Session 4 Questions

- What are the functions of the downtown corridors and are there design options to improve flow without compromising walkability?
- What traffic calming techniques could make the downtown safer for pedestrian and bike traffic?
- Could a bus circulator be a useful service to offer for improved transportation function and capacity?
- What is the long-term vision for transportation e.g. - parking/walking/biking/trolleys (perhaps from RHI to downtown to St. Mary's – via northern railroad bridge)?
- Can cultural tourism and wayfinding be used to improve transportation options while creating economic development opportunities?
- Can the edges of downtown be defined better? Are there key places where gateways could be created to better define the district and cue travelers that they are entering a pedestrian oriented regional center?
- What opportunities will US 40 relinquishment provide?
- How can US 41 traffic issues be mitigated to reduce its barrier effect

City of Terre Haute

AGENDA

Terre Haute Downtown Vision

Page 5 Public Workshop Program

Session 4 Desired Outcome

- A consensus on transportation issues and directions.

Session 4 Participants:

- Facilitators: Ben Orman and Pat Martin (stakeholders tbd)

Break: 5:30-6 pm for Open House Preparation and posting of day's findings. Stakeholders regroup prior to Public Open House.

OPEN HOUSE: 6:00 pm – 8 pm arranged in two modules

Module 1: Attendees will be given a PowerPoint presentation in the "theater" side of the room. It will introduce the project, and establish project purpose within the context of creating a vision for downtown Terre Haute. The presentation will present some of the findings as well as explain the planning context for downtown Terre Haute. It will present the day's findings relative to each of the session's themes and describe the stakeholder input. The presentation is envisioned as a *conversation* among those stakeholders and the assembled participants, facilitated by SKA. This module will transition to an interactive workroom session in the adjacent space.

Module 2: The group will be invited to participate and provide comments in a virtual tour of the project through the focus session workstations in the adjacent space. .

The workshop space will be organized around a large enhanced aerial map (tabletop) of the project area with key references to findings and important locations. Workstations that roughly coincide with the focus session topics will be arranged around the perimeter for one-on-one discussions and preference exercises facilitated by SKA and the Steering Committee members associated with each focus area.

Participants: General public, returning stakeholders, public officials, media, as well as all steering committee members and SKA team

Formal end of Workshop: 8 pm

Breakdown/cleanup: 8:00 – 9 pm

SKA will pack up the room, debrief, and discuss the day's events. Conversations can continue throughout the hour, if necessary until 9pm.

Please review the above items and notify Storrow Kinsella Associates Inc of any discrepancies or misunderstandings within 5-days of the issue date noted above.

Attachment

Delivery Email and Basecamp

Reply/Contact Paul Lippens email lippens@storrowkinsella.com

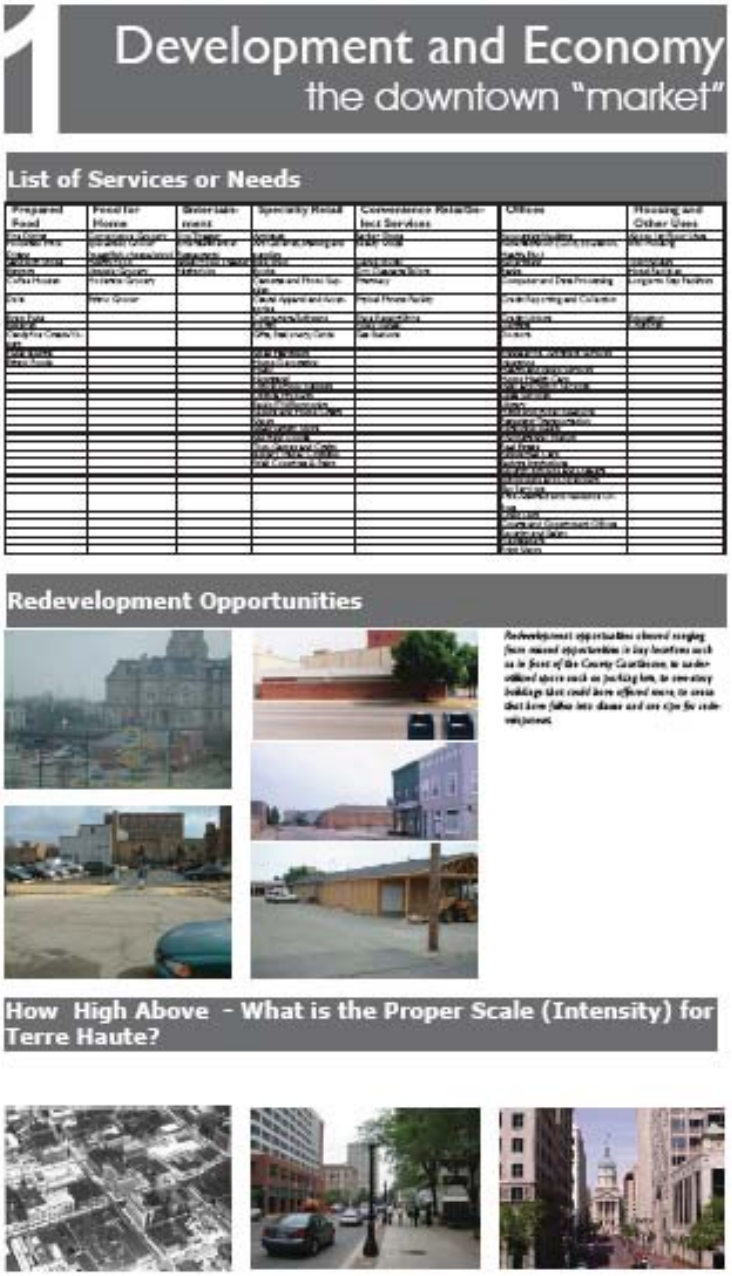


Figure 68 Theme 1 Toolkit Banner

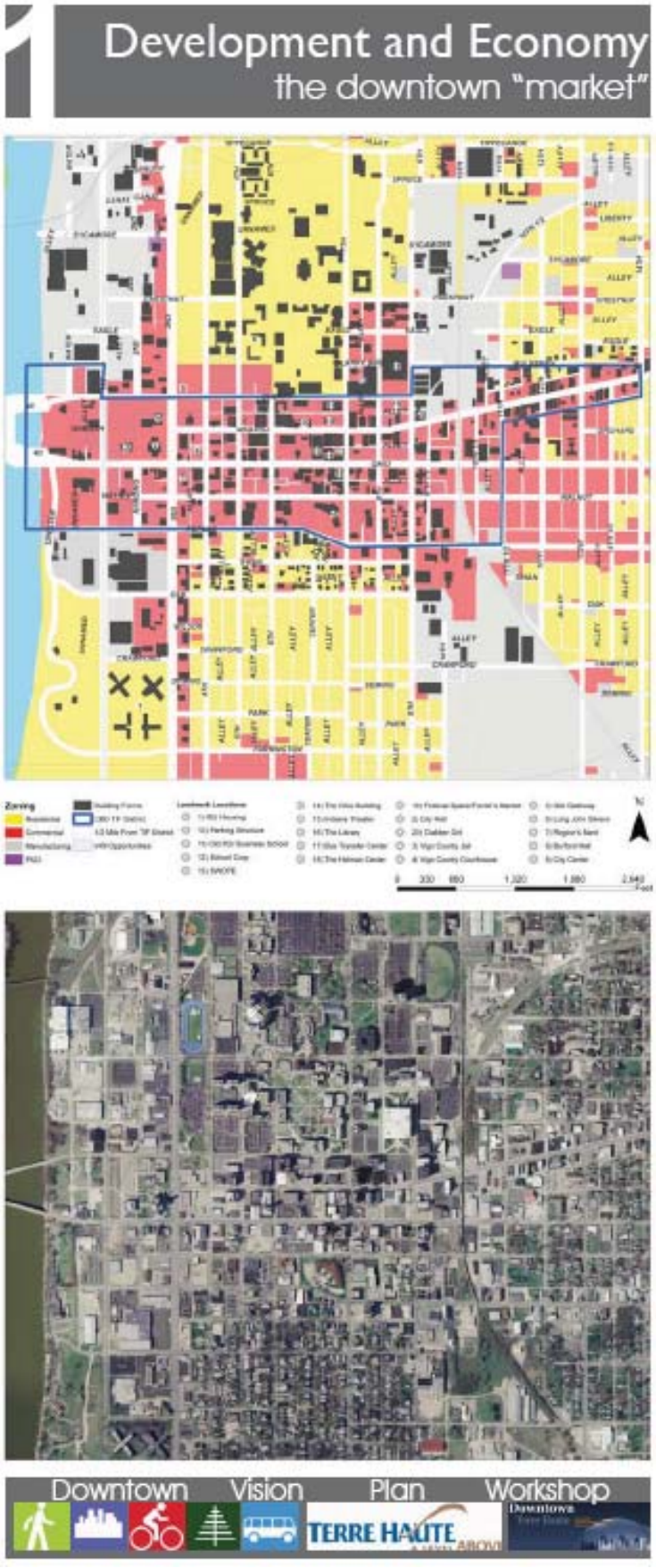


Figure 69 Theme 1 Map Banner

Figure 70 Theme 2 Toolkit Banner

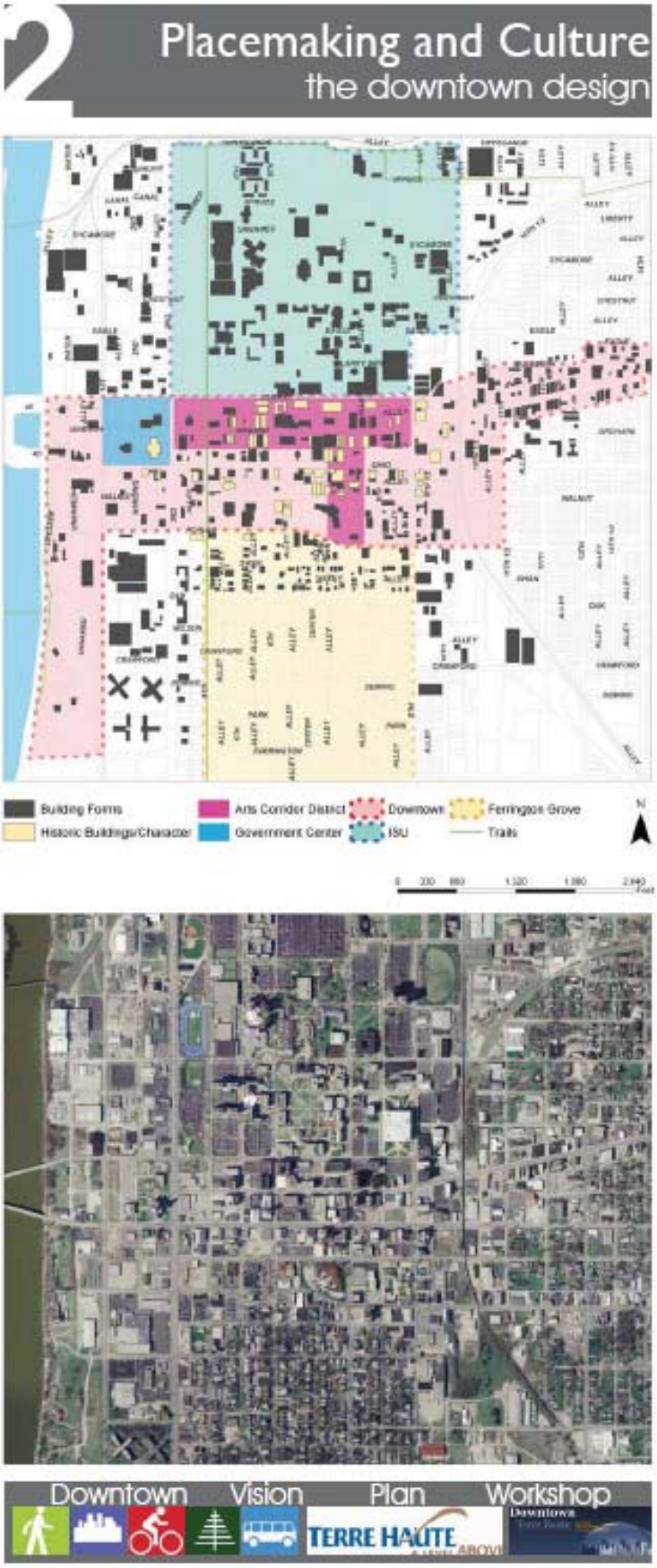


Figure 21 Theme 2 Map Banner

Figure 72 Theme 3 Toolkit Banner

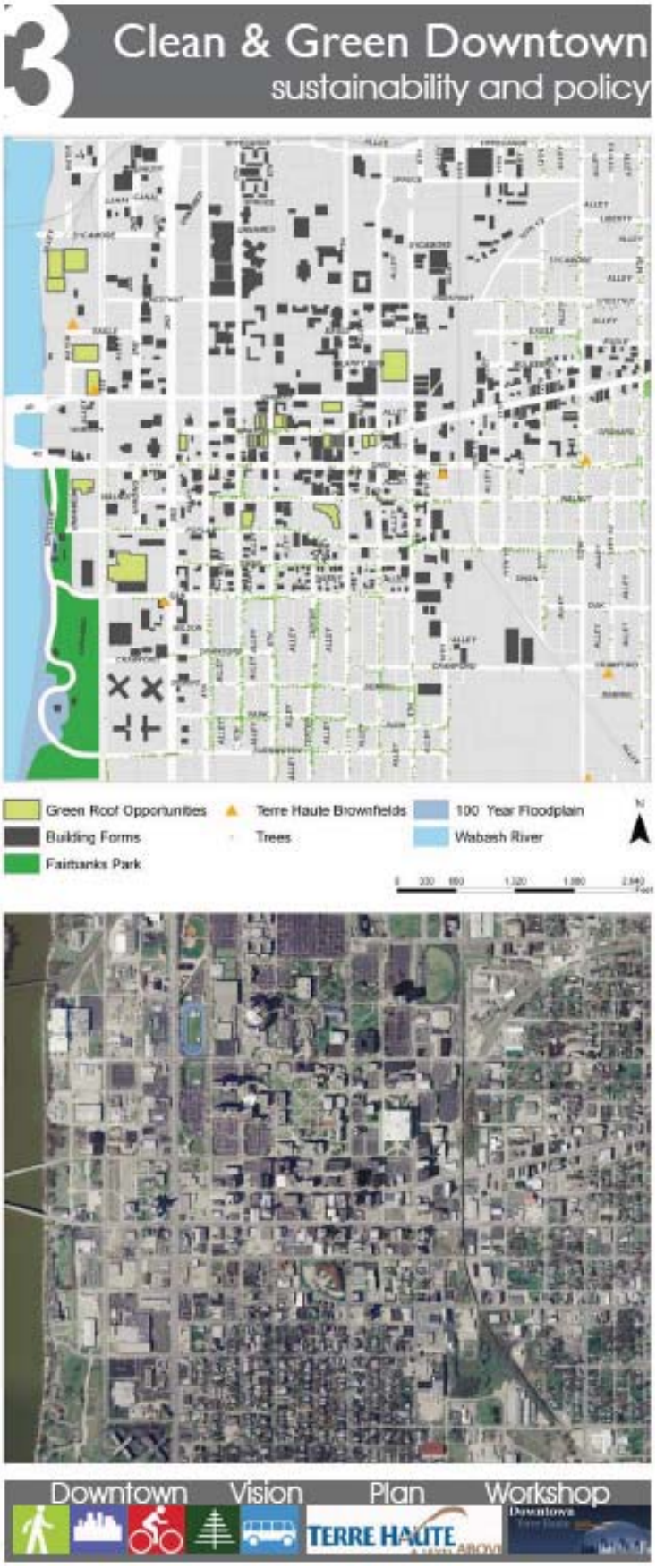


Figure 73 Theme 3 Map Banner

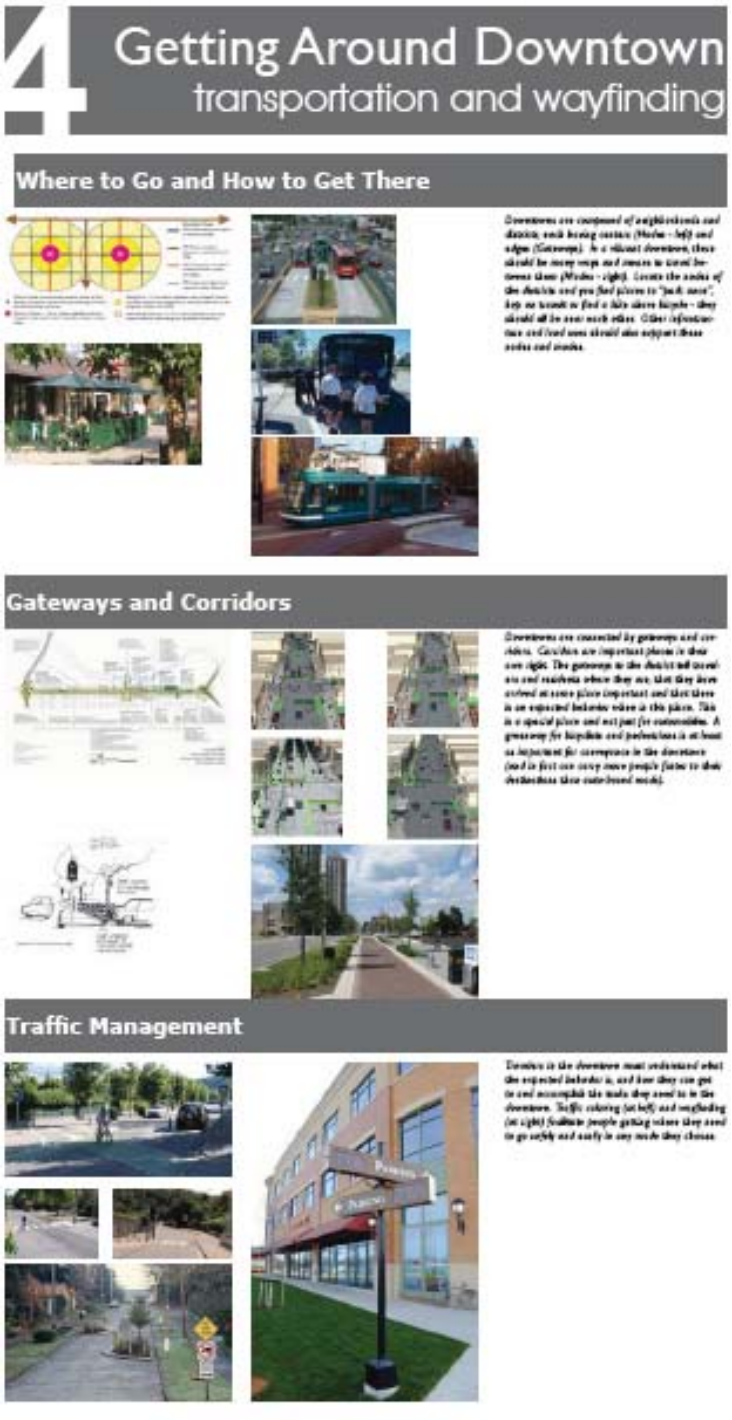


Figure 74 Theme 4 Toolkit Banner

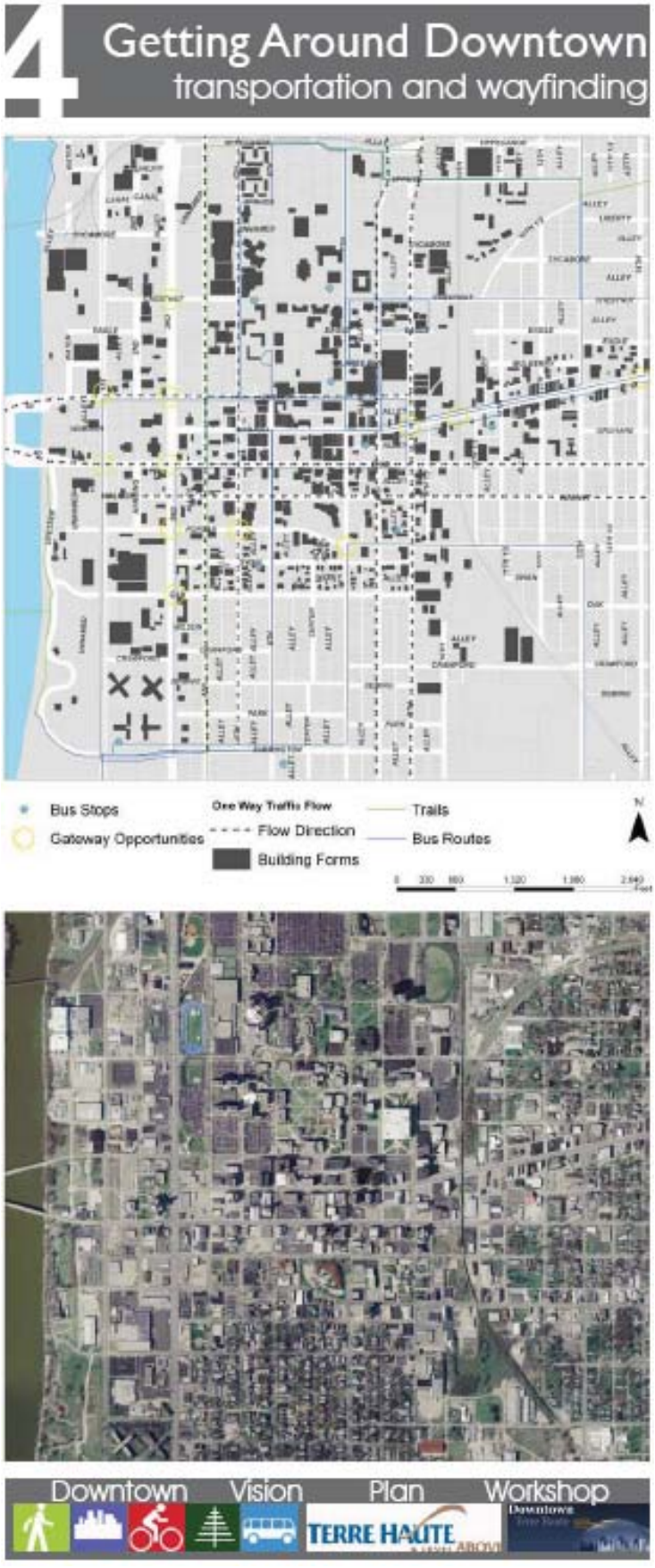
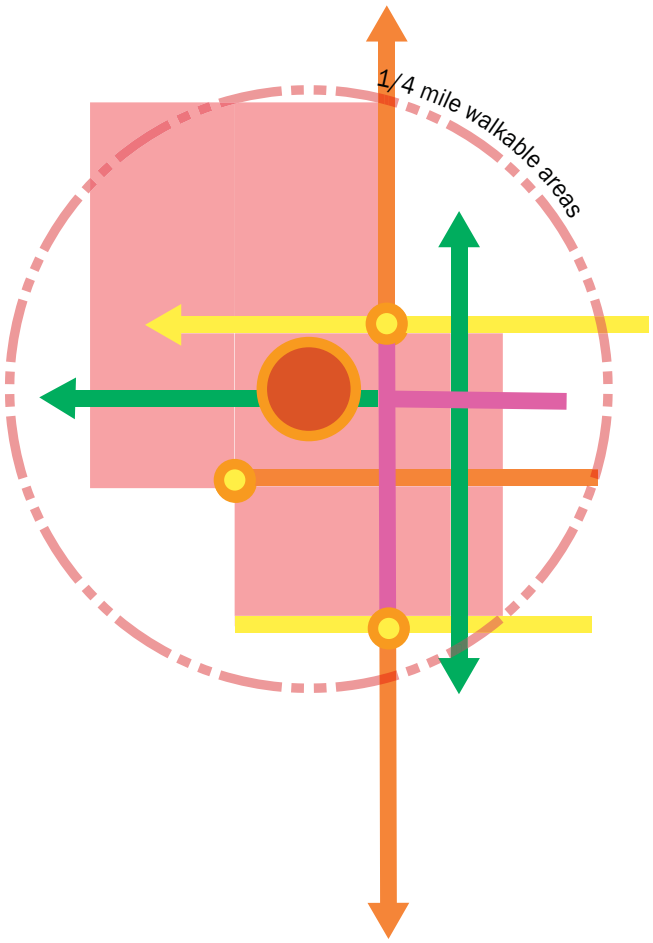


Figure 75 Theme 4 Map Banner


1/4 mile walkable areas

TERRE HAUTE
A LEVEL ABOVE

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